SOUTH NAVY BLVD
IMPROVEMENT PLAN

October 2025

FINAL

Florida-Alabama TPO
Transportation Planning Organization

SOUTH NAVY BLVD IMPROVEMENT PLAN

Approved by the Escambia County Board of County Commissioners 10/16/2025

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Executive Summary

Escambia County in partnership with the Florida-Alabama Transportation Planning Organization (FL-AL TPO) has developed an improvement plan for the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge. The purpose of this improvement plan is to identify opportunities to beautify the corridor with landscaping, lighting, and gateway features, to incorporate design features to benefit ecological resources, and to improve the mobility and safety of all roadway users.

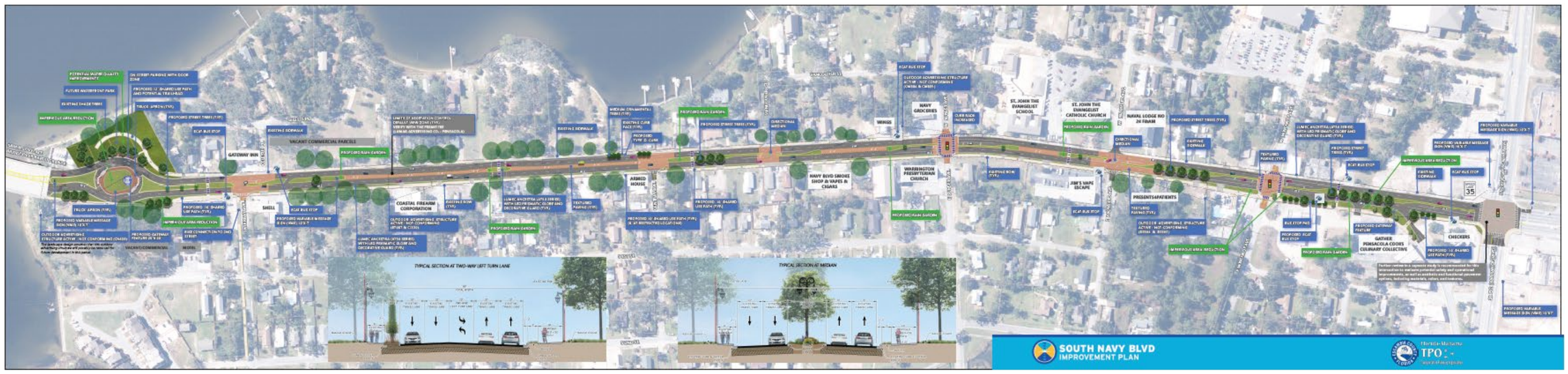
This roadway is essential to the community, especially for military personnel, Naval Air Station (NAS) Pensacola operations, and the surrounding neighborhoods. Thousands of naval aviators, support personnel, civilian contractors, government and civilian dignitaries, and civilian contractors and tourists traverse South Navy Boulevard to access NAS Pensacola. Per the Warrington Revitalization Committee which incorporates several neighborhoods surrounding the study corridor, the community desires to preserve the historic and traditional neighborhood quality of the corridor, while promoting private sector reinvestment and revitalization. The community and stakeholders have identified this corridor for much needed improvements to support the needs of the military mission, surrounding neighborhoods, the overall aesthetics, and promote economic growth in the area. This study builds from the foundations established in the previous *Navy Boulevard Corridor Vision Plan and Design Guidelines Manual*, prepared by Escambia County; and the *Safe Streets and Roads for All Safety Action Plan*, prepared by the Emerald Coast Regional Council, which identifies this roadway segment on the High-Injury Network.

This study evaluates the corridor operations and identifies needed improvements to upgrade the corridor to enhance safety, multimodal accommodations, lighting, ecological resources, and aesthetics. Based on input received from the Project Advisory Team, the public, and the alternatives analysis, a preferred alternative was selected. Highlights of the preferred alternative include:

- A four-lane section with 10-foot travel lanes
- A 10-foot shared-use path on the east side
- A central median vehicle turnaround on the south end of the corridor before Same A. Lovelace Bridge
- Landscape opportunities that aid in stormwater management with ornamental and shade trees
- Midblock pedestrian crossings with refuge islands
- Textured pavement on the turn lanes, intersections, and pedestrian crossings for speed management
- Opportunities for gateway features
- A waterfront park on the west side that hosts a 12-foot shared-use path, and provides ecological benefits

This South Navy Boulevard Improvement Plan is organized by the following chapters:

- Chapter 1: Introduction
- Chapter 2: Issues & Opportunities
- Chapter 3: Alternatives & Assessment
- Chapter 4: Preferred Alternative
- Chapter 5: Public Involvement



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Appendix A: Traffic Corridor Study
Appendix B: Traffic Data Collection
Appendix C: Public Involvement

Chapter 1: Introduction

1. Introduction

This South Navy Boulevard Improvement Plan reviews the one-mile corridor of South Navy Boulevard (SR 295) from Barrancas Avenue to the Sam A. Lovelace Bridge. This roadway serves as a gateway to Naval Air Station (NAS) Pensacola and supports surrounding neighborhoods and businesses. The study area is shown in **Figure 1**.

1.1. Study Purpose

The purpose of the South Navy Boulevard CMP is to explore potential projects to beautify the corridor, benefit ecological resources, improve pedestrian and bicycle facilities, as well as to address safety issues, traffic operations, and access management along the corridor. Specifically, the study addresses:

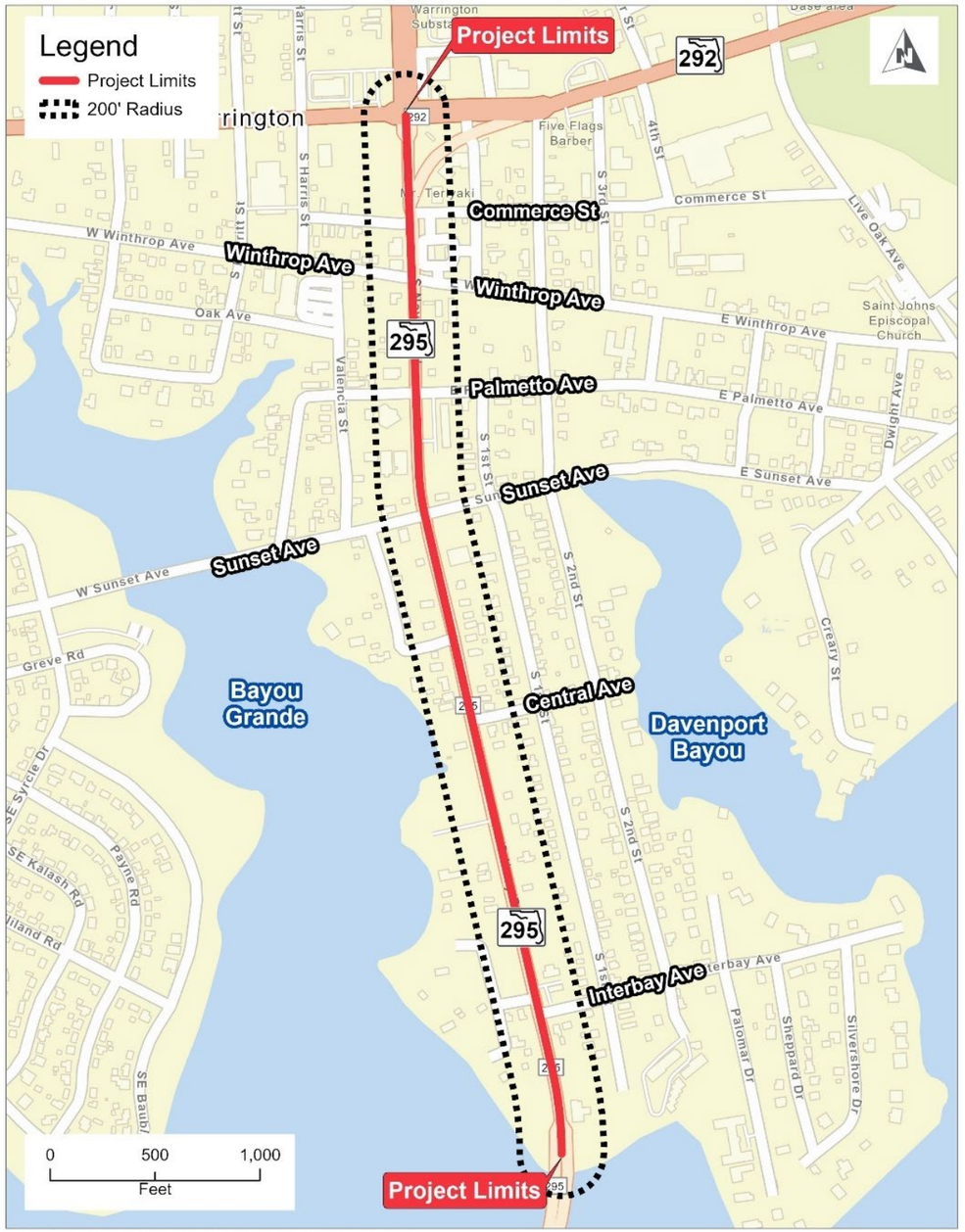
- Median opening locations/types
- Existing and future transportation demands
- Traffic operational needs
- Safety of all modes of travel
- Transportation compatibility with community context
- Landscaping and corridor beautification
- Ecological benefits

The goals of the study are as follows:

- Assess traffic operations along the segments and at key intersections
- Review corridor access management
- Evaluate safety issues along the corridor with a focus on pedestrian crossing safety
- Identify areas where center lane asphalt can be replaced with landscaping islands to better channelize turning traffic as part of an overall access management plan
- Inventory existing street lighting and propose lighting improvements
- Identify potential locations of overhead variable message boards and/or other wayfinding signage to convey NAS Pensacola base posture and messaging to incoming traffic
- Explore the feasibility of a vehicle turnaround area prior to the Sam A. Lovelace Bridge on County owned property on the west side of the corridor to prevent errant vehicle traffic from entering the security checkpoint area on the south side of the bridge
- Assess roadway improvements, such as restriping to facilitate bike traffic, to reduce vehicular conflicts, and improve safety along the corridor
- Identify planning-level improvements that will benefit ecological resources
- Solicit input from the public and a Project Advisory Team (PAT) throughout the course of the project

This study provides a set of recommendations to support the decision-making process for implementing corridor management improvements.

Figure 1 | Study Corridor Map

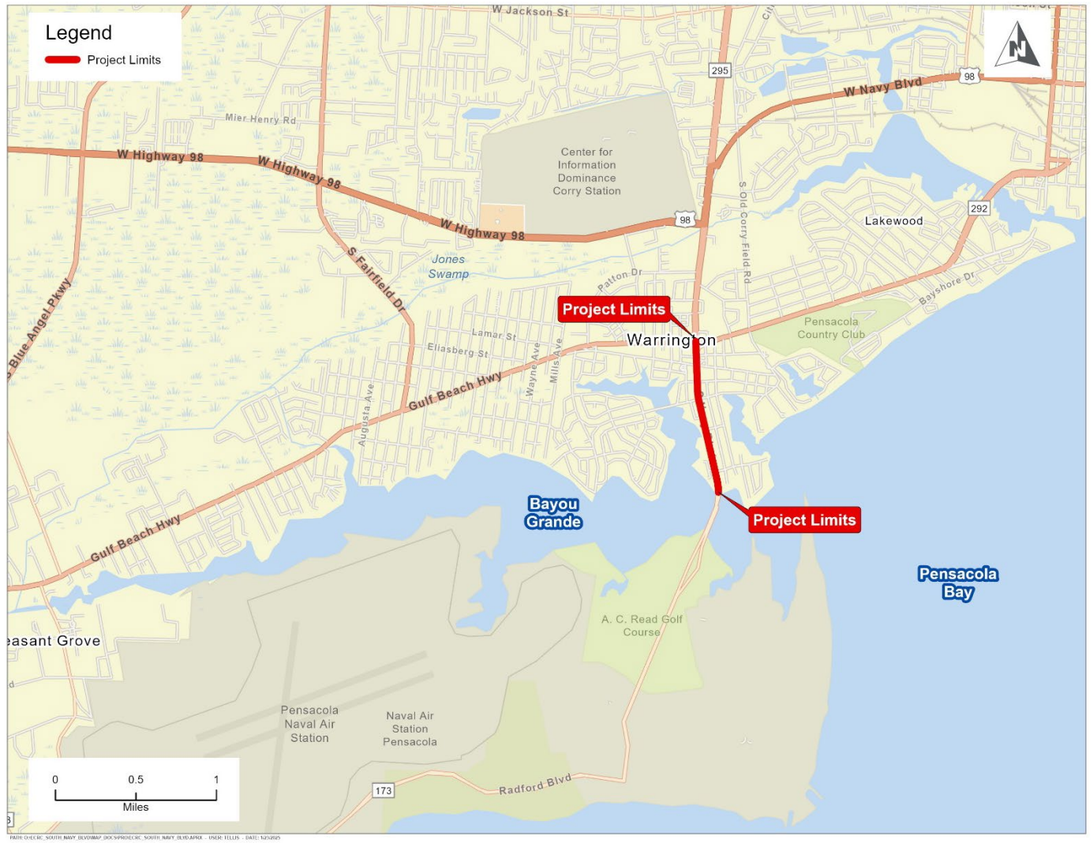


1.2. Background

Beginning with the construction of the Pensacola Navy Yard in 1826, NAS Pensacola has played an integral part in US naval operations for close to 200 years. NAS Pensacola is accessed through its Main Gate on South Navy Boulevard and via its West Gate on South Blue Angel Parkway. Thousands of naval aviators, support personnel, civilian contractors, government and civilian dignitaries, and civilian contractors and tourists have entered the installation along South Navy Boulevard. The Main Gate is restricted to Department of Defense (DoD) ID holders and Barrancas National Cemetery visitors, and the West Gate is available for public access to attractions.

This roadway is a critical part of the community, especially for military personnel and NAS Pensacola operations. The corridor and its traffic patterns have significantly changed over the years, providing an opportunity for a fresh look at enhancements to spur revitalization in this area. Refer to **Figure 2** for a regional area map.

Figure 2 | Regional Area Map



1.3. Study Overview

The study was conducted in three phases as shown in **Figure 3**:

Phase 1 – This study began with data collection and field reviews to gather information on existing conditions such as traffic volumes, speed limits, lane widths, lane geometry, signal timing, crash history, existing and future lane use plans, right-of-way information, and available environmental data. Existing and future corridor operational analysis was conducted to identify issues and opportunities.

Phase 2 – After issues and opportunities were identified in Phase 1, alternatives were developed to address the project goals and objectives. These concepts were further evaluated using a matrix to compare the Build Alternatives with the No Build Alternative. With input from public involvement and the Project Advisory Team, a preferred alternative was selected.

Phase 3 – The findings of this study, along with the considered alternatives, public input, and the preferred alternative were summarized in a final report.

Figure 3 | Study Process

Phase 1. Issues & Opportunities

- Existing Conditions
- Crash History
- Traffic Operations
- Issues & Opportunities Identification

Phase 2. Alternatives & Assessment

- Development of Alternatives
- Alternatives Analysis
- Public Workshops
- Preferred Alternative

Phase 3. Corridor Management Plan

- Implementation Plan
- Final Report

Chapter 2: Issues & Opportunities

2. Issues & Opportunities

2.1. Existing Conditions

The existing roadway conditions are summarized in **Table 1** and discussed below.

2.1.1. ROADWAY CHARACTERISTICS

The typical cross section of the roadway includes 10 to 11-foot travel lanes, 12-foot two-way left-turn lane (TWLTL), curb and gutter, and six-foot sidewalks on both sides. There are two southbound lanes and three northbound lanes for the majority of the study corridor. The current typical right-of-way is 80 feet. The existing typical section is shown in **Figure 4**. It is not on the FDOT Strategic Intermodal System (SIS) nor is it designated as an evacuation route.

2.1.2. CLASSIFICATION

South Navy Boulevard within the study corridor is classified as C3C (Suburban Commercial). The C3C classification consists of commercial land uses and some residential. The roadway is also defined as a Principal Arterial, serving large amounts of through traffic. This section of South Navy Boulevard is classified as Access Class 7. Per Florida Administrative Code (F.A.C.), Rule 14-97, “Access Class 7 roadways are controlled access facilities where adjacent land is generally developed to the maximum feasible intensity and roadway widening potential is limited… These roadways can have either restrictive or non-restrictive medians.”

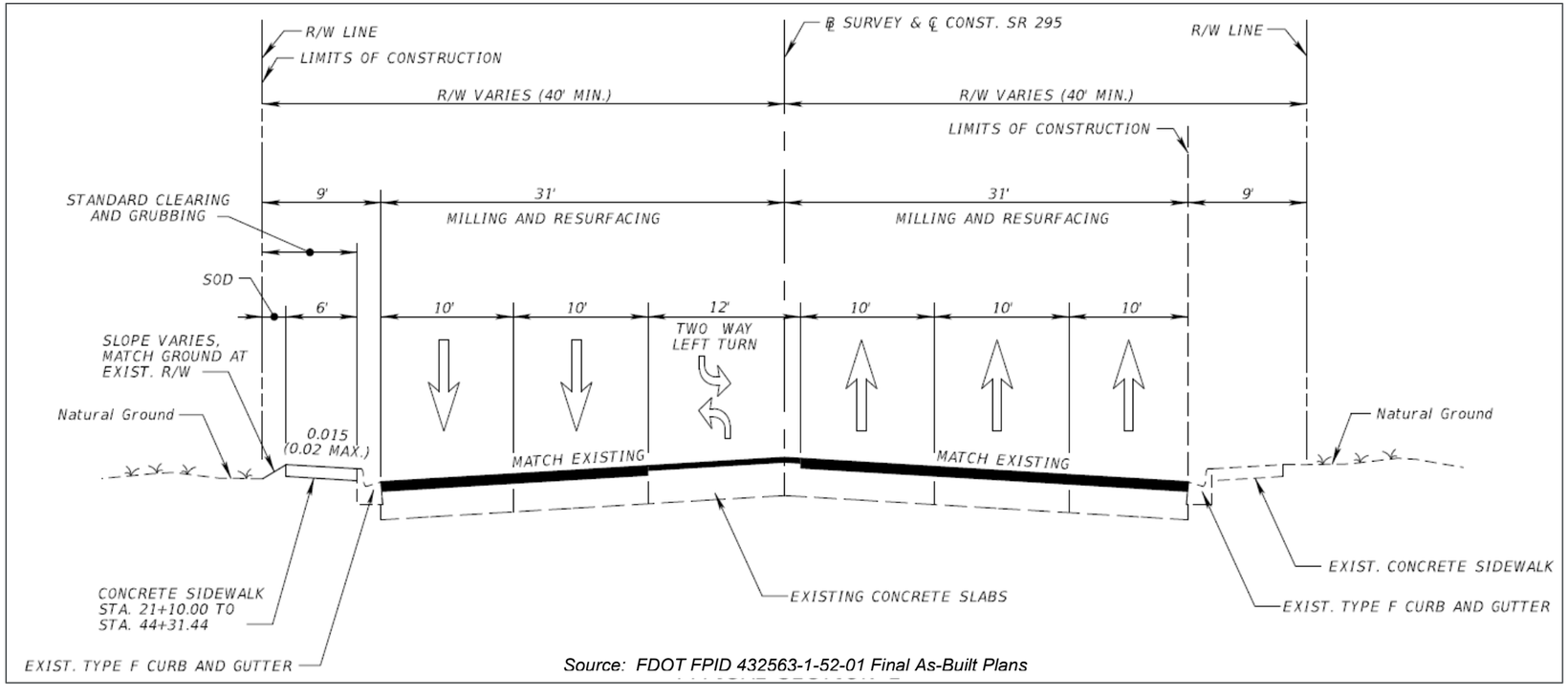
2.1.3. AVERAGE ANNUAL DAILY TRAFFIC

The roadway has an Annual Average Daily Traffic (AADT) count of 21,500 vehicles per day to the north of Sunset Avenue and an AADT count of 17,300 vehicles per day to the south of Sunset Avenue (Source: FTO Traffic Counter 485135 and 484025, respectively) in 2023.

Table 1 | Roadway Characteristics

Existing AADT	17,300 - 21,500
Number of Lanes	5 (2 southbound, 3 northbound)
Median Type	Two-Way Left-Turn Lane
Access Classification	7
Context Classification	C3C (Suburban Commercial)
Functional Classification	Urban Principal Arterial
Posted Speed Limit	35 mph
Pedestrian Facilities	Sidewalks on both sides, pedestrian signals at signalized intersections
Bicycle Facilities	None
Transit	Multiple routes and stops
Lighting	Present at intersections
Drainage	Curb and inlet

Figure 4 | Existing Typical Section



Source: FDOT FPID 432563-1-52-01 Final As-Built Plans

2.1.4. SPEED LIMIT

Speed limits establish an expectation for drivers and other roadway users. The speed limit along South Navy Boulevard is currently posted at 35 mph within the study area. There is a school zone speed limit of 20 mph from approximately 150 feet north of Palmetto Avenue to approximately 400 feet south of Sunset Avenue which serves St. John the Evangelist School. Based on field observations, drivers frequently appear to exceed the posted speed limits for the current road conditions both in the regular speed zone and in the active school zone. The public has also reported late night street racing along the corridor.

Figure 5 | School Zone Speed Limit

Figure 6 | Regular Speed Limit

Speed Data

A speed study was conducted on September 19, 2024. Three locations were evaluated along the South Navy Boulevard corridor, as shown in **Table 2** reflecting the speed data provided in **Appendix B**. The results show that the 85th percentile speed was on average approximately 48 mph, exceeding the typical posted speed limit by 13 mph. While speeding was persistent throughout, more of the traffic exceeded the 35-mph posted speed limit on the southern end of the corridor.

Table 2 | Speed Study Summary

Location	Direction	Posted Speed Limit (mph)	85th Percentile Speed (mph)	Mean Speed (mph)	Percent Exceeding 35 mph
North of Palmetto Avenue	Northbound	35*	43.3	36.6	63.5%
	Southbound	35*	46.5	40.1	81.3%
South of Central Avenue	Northbound	35	50.2	44.8	97.2%
	Southbound	35	49.6	44.1	96.5%
South of Interbay Avenue	Northbound	35	49.9	44.6	96.1%
	Southbound	35	51.2	45.6	96.5%

**Located within a school zone posted at 20 mph during school arrival/dismissal times*

2.1.5. PEDESTRIAN AND BICYCLE ACCOMMODATIONS

There are sidewalks throughout the corridor which were recently improved and filled in on both sides of the roadway through an FDOT resurfacing project (FPID 432563-1-52-0); however, there are no bike lanes within the project limits. Bicyclists were observed on the sidewalk during the field visit.

In the project vicinity, there is an existing bicycle facility on Duncan Bridge and bike lanes on Barrancas Avenue and on Sunset Avenue west of the South Navy Boulevard. The Escambia County SW Greenway is located north of the study corridor with planned future segments to complete the east-west route, as shown in **Figure 7**.

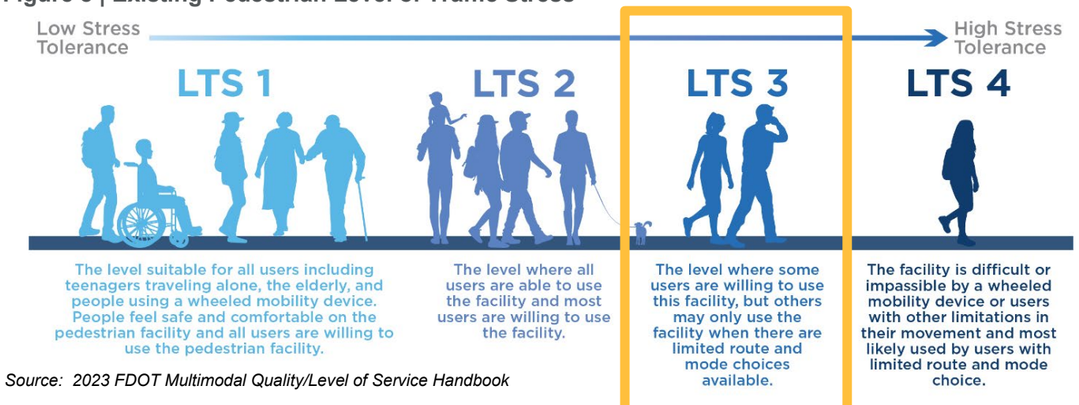
Figure 7 | Vicinity Bicycle Facilities

Each signalized intersection within the study area includes pedestrian crosswalks and timing plans across each leg of the intersection; however, signalized intersections along the corridor are separated by over a tenth of a mile and there are no crosswalks south of Sunset Avenue. During field observations, multiple pedestrians were noted to cross South Navy Boulevard at unmarked locations between intersections. This is expected to be due in part to the long distances between east-west crossings. It was also observed in

the field that narrow travel lanes, fast vehicle travel speeds, and little to no buffer from the vehicular travel lanes and sidewalk create an uncomfortable experience for pedestrians walking along the sidewalk.

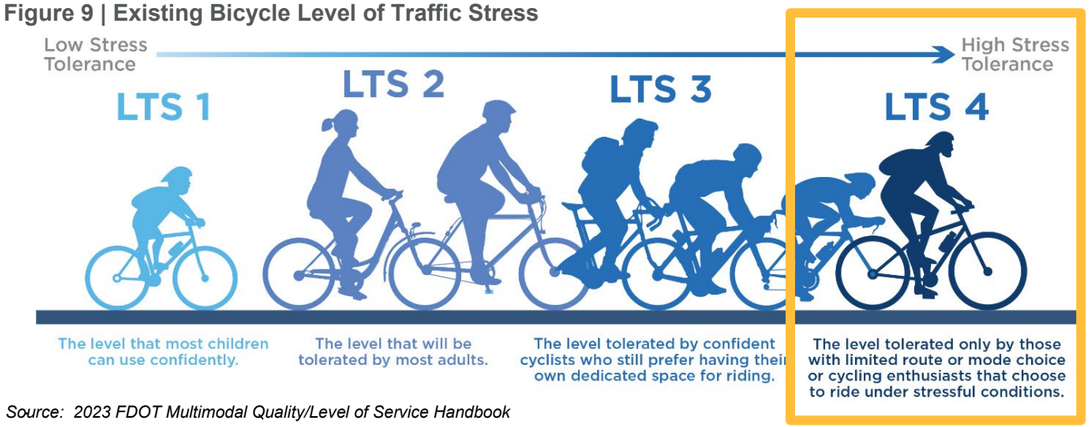
A Level of Traffic Stress (LTS) evaluation was performed for pedestrian and bicycle accommodation within the study area. Based on the corridor's existing characteristics, the facility has a Pedestrian LTS of 3, and Bicycle LTS of 4. The LTS categories are described in **Figure 8** and **Figure** 9.

Figure 8 | Existing Pedestrian Level of Traffic Stress



Source: 2023 FDOT Multimodal Quality/Level of Service Handbook

Figure 9 | Existing Bicycle Level of Traffic Stress



Source: 2023 FDOT Multimodal Quality/Level of Service Handbook

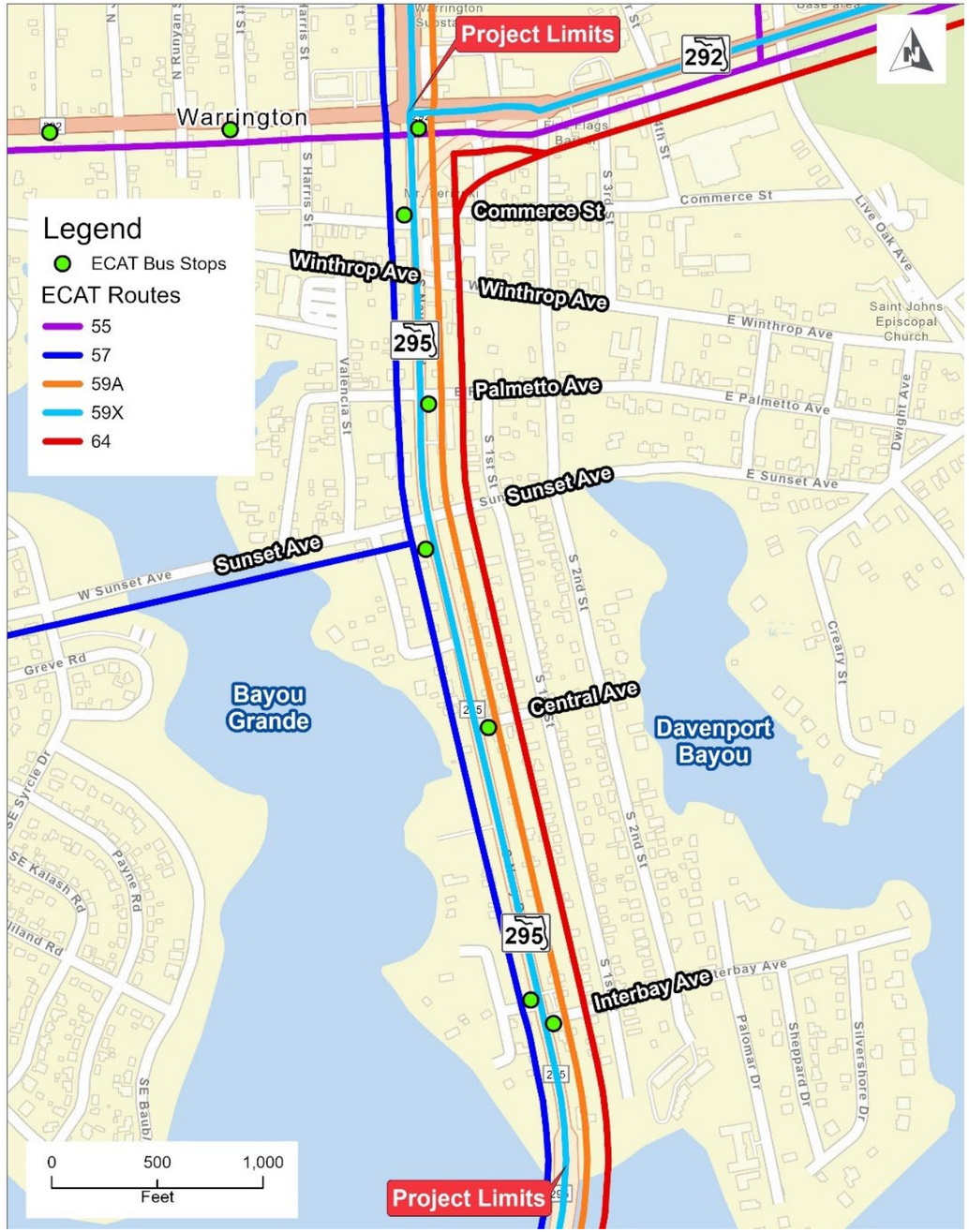
2.1.6. TRANSIT

Escambia County Area Transit (ECAT) serves South Navy Boulevard (**Figure 10**) with multiple bus routes and bus stops along the corridor, as seen in **Figure 11**.

There are limited crossings to access the bus stop locations that may encourage pedestrians to make unsafe maneuvers and cross South Navy Boulevard not at legal crossing locations, as was seen in field observations. Additionally, landscape buffers between stops and the roadway enhance the comfort and safety of waiting transit passengers.

Figure 10 | ECAT Bus

Figure 11 | Transit Map



2.1.7. STREET LIGHTING

Street lighting is present along the corridor, particularly at high volume intersections, signalized intersections (**Figure 12**), and locations of retail development. Additional street lighting could be provided along minor-street approaches and at key unsignalized intersections.

Figure 12 | Street Lighting

2.1.8. LAND USE AND ZONING

Figure 13 shows the existing land use along the corridor. As shown, the fronting parcels are predominantly Commercial and Residential with some Church land uses. The future land use map is shown in **Figure 14**. As shown, the parcels on both sides of the corridor are zoned as Mixed-Use Urban.

Figure 13 | Existing Land Use

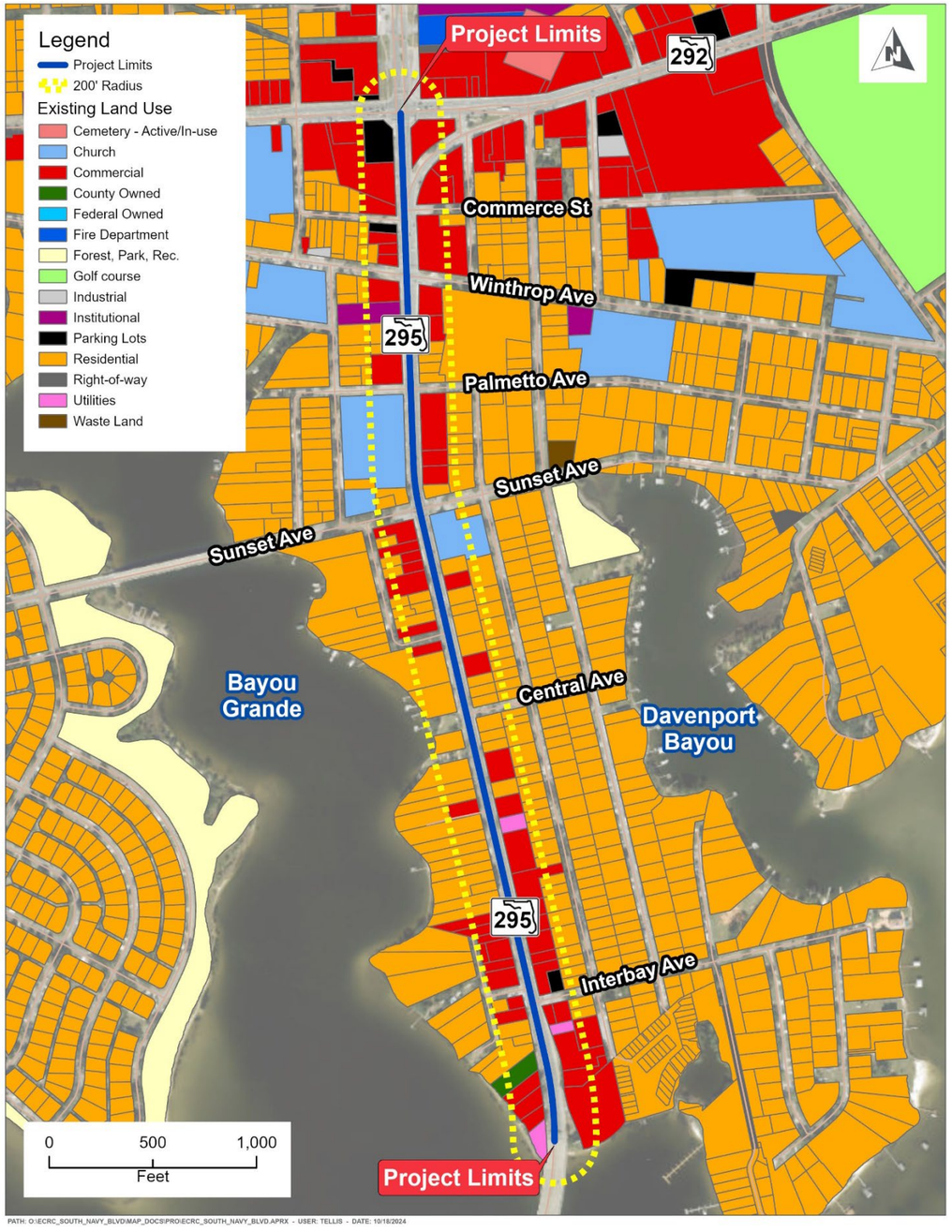
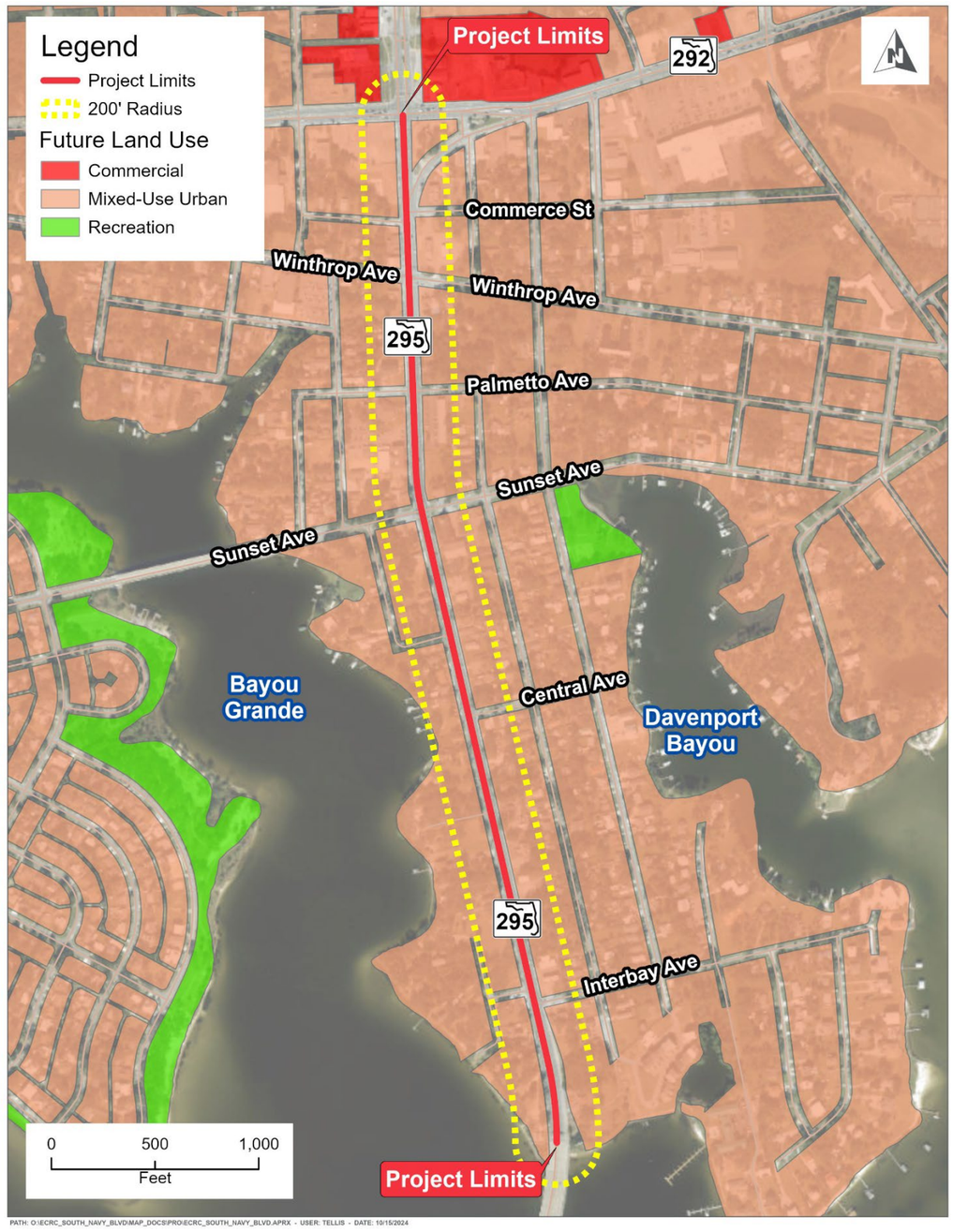


Figure 14 | Future Land Use



2.1.9. SCHOOLS AND COMMUNITY FOCAL POINTS

St John the Evangelist School, located north of Sunset Avenue and west of South Navy Boulevard, is the only school located within the study area boundary; however, there are multiple schools within the vicinity of the study area that may influence peak hour travel demand, such as Navy Point Elementary School, Warrington Elementary School, and Warrington Preparatory Academy as shown in **Figure 16**.

During observations, vehicles were noted to speed in excess of the 20 mph regulatory school zone speed limit during school hours, along the frontage of St John the Evangelist School. For student pick-up/drop-off, parents use Palmetto Avenue and Sunset Avenue to navigate to the Valencia Street for school access, contributes to the minor-street approach volumes at these roadways. The direct South Navy Boulevard school access is currently gated.

There is also a community center, several religious facilities (Olive Baptist Church, Saint John the Evangelist Catholic Church, Redeemer Lutheran Church, First Baptist Church of Warrington, Good Hope Ame Church, and Warrington Presbyterian Church, as shown in **Figure 15**), and a cemetery within the vicinity of the study area.

There are a couple of parks near the study area, including Navy Point Park and Civitan Park.

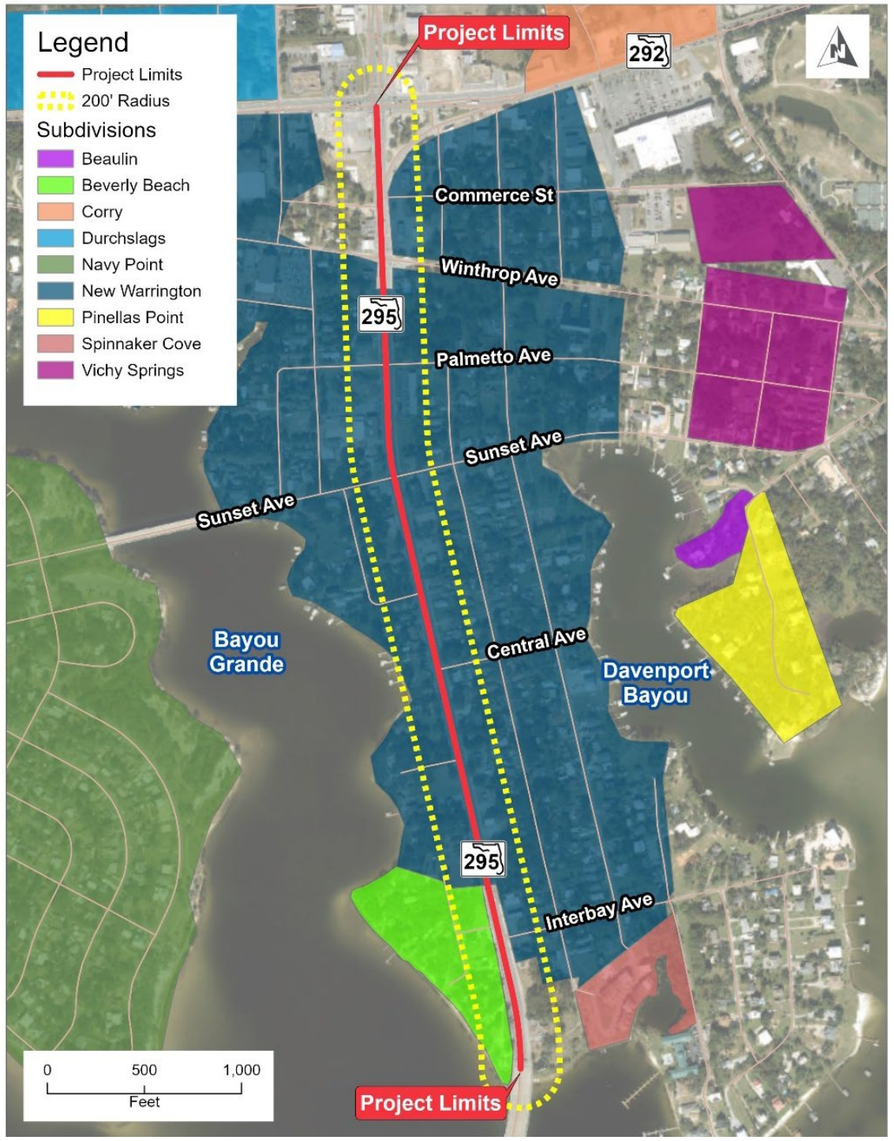
Figure 15 | Warrington Presbyterian Church

Figure 16 | Local Community Focal Points

2.1.10. SURROUNDING NEIGHBORHOODS

Subdivisions directly impacted by this study include New Warrington, Beverly Beach, and Spinnaker Cover. Other subdivisions in the area include Beaulin, Corry, Durchslags, Navy Point, Pinellas Point, and Vichy Springs. These subdivisions are shown in **Figure 17**. Zip codes and census data are included in **Appendix A.**

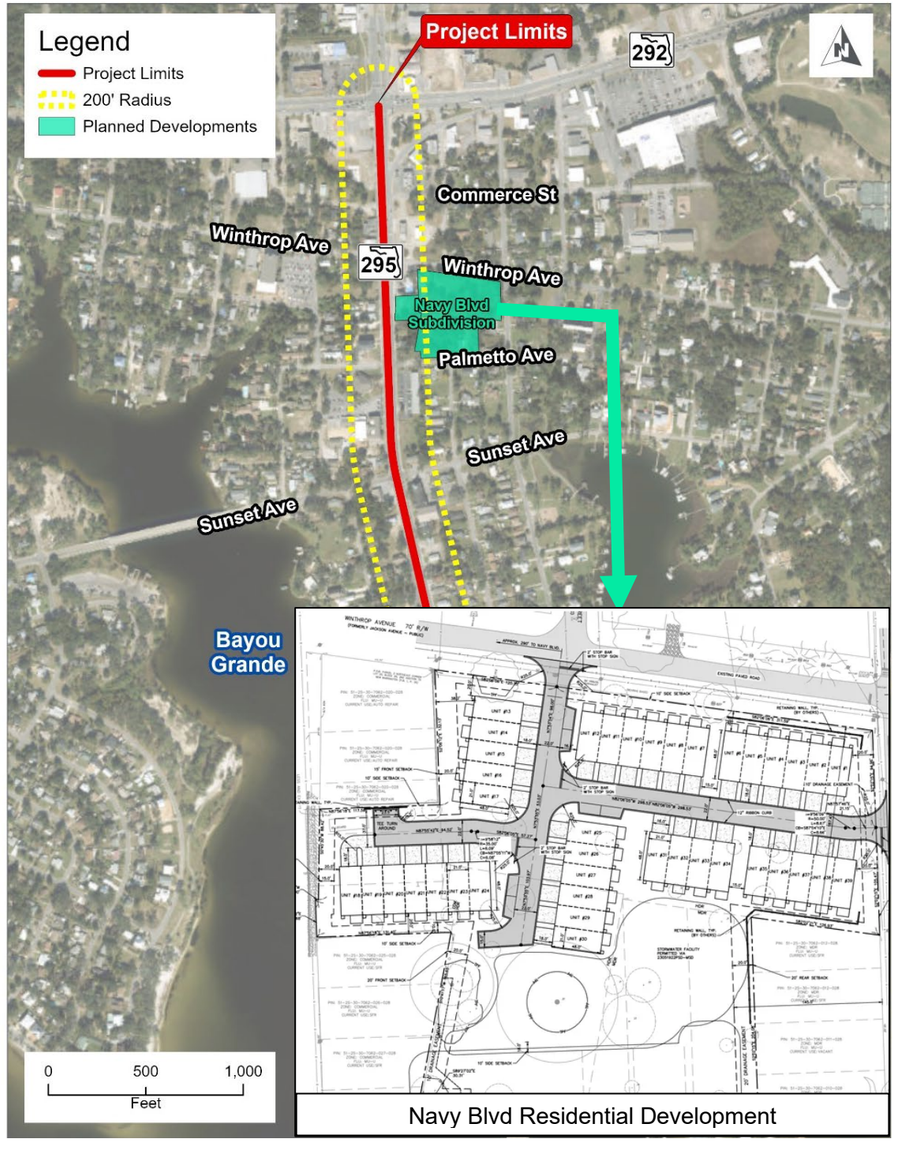
Figure 17 | Local Subdivisions



2.1.11. PLANNED DEVELOPMENT

There is one planned development in the study area which is to be located south of Winthrop Avenue and east of South Navy Boulevard. The development shown in **Figure 18**, referred to as Navy Blvd Residential Development, will consist of 39 residential units with access via Winthrop Avenue and South 2nd Street. Escambia County also anticipates the demolition and redevelopment of the former Marchello's restaurant.

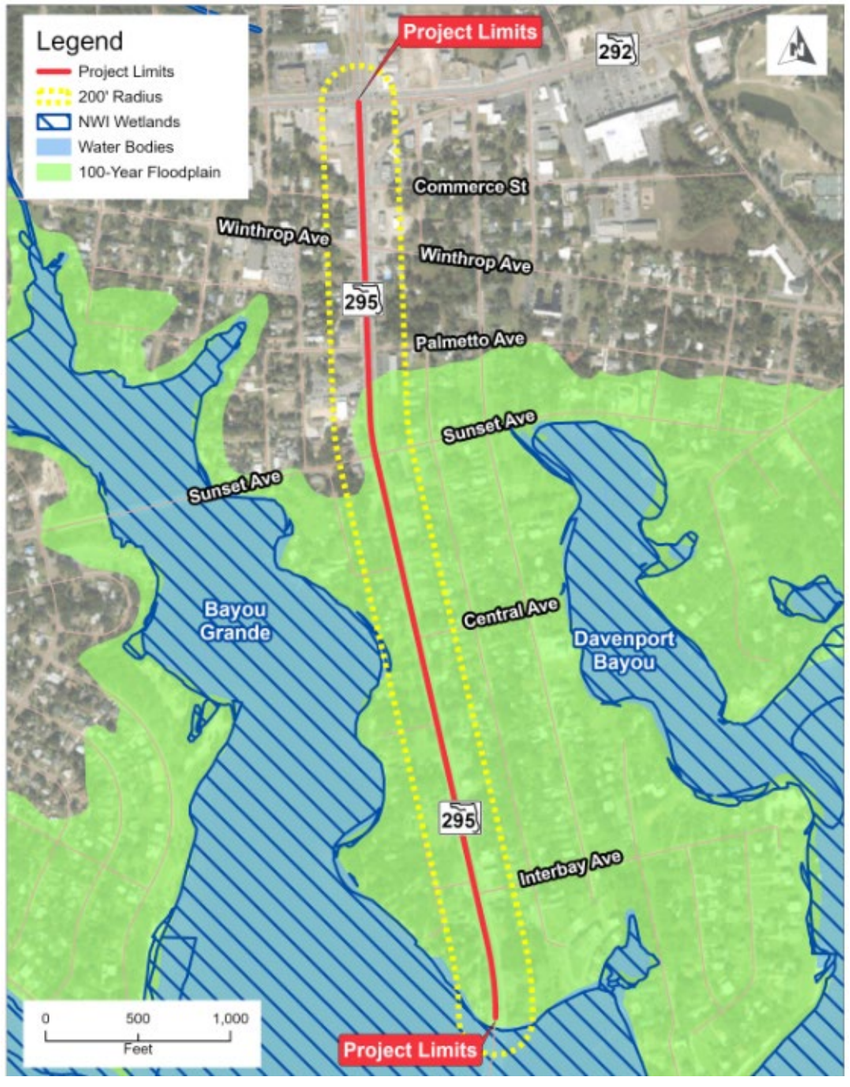
Figure 18 | Planned Development Map



2.1.12. ENVIRONMENTAL

Wetlands
The corridor is located within a 100-year floodplain south of Palmetto Avenue. There are also wetlands within the study area, predominately on the southern and western edges of the 200' study area radius. Refer to **Figure 19** for a map illustrating wetlands in the area. Information on contamination sites and threatened / endangered species are provided in **Appendix A**.

Figure 19 | Wetlands Map



2.2. Crash History

2.2.1. CRASH HISTORY (2019-2023)

During the five-year period from 2019 to 2023, a total of 165 crashes were recorded within the study area. The most common crash type was rear end collisions, followed by left turn and sideswipe crashes, as shown in **Figure 20** and **Figure 21**.

Figure 20 | Most Common Crash Types

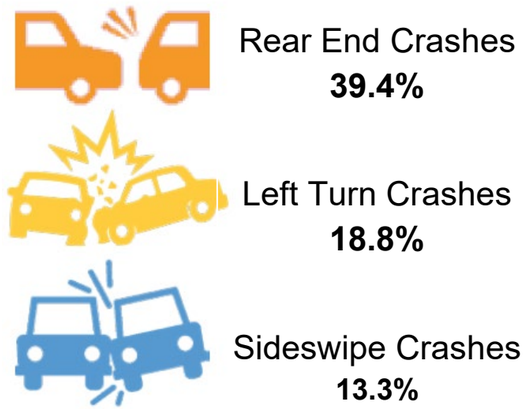
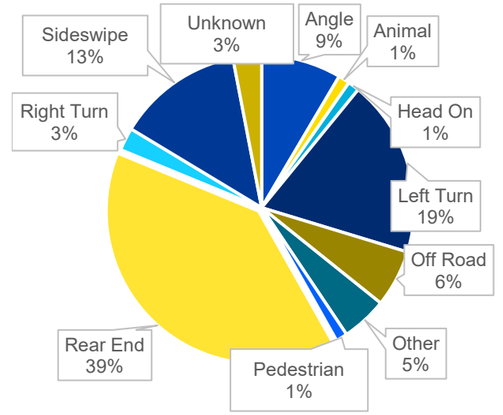


Figure 21 | Corridor Crash Types



The crash severity along the corridor is shown in **Figure 22**. There were no fatal crashes and one incapacitating crash during the five-year history. There were 14 non-incapacitating, 28 possible injury, and 122 no injury crashes.

Figure 23 shows the density of the crashes obtained from Signal Four Analytics from January 2019 through December 2023. It should be noted that this range does include data captured in 2020 and 2021, which may be influenced by traffic impacts from the COVID-19 pandemic.

Two (2) total crashes involved pedestrians; both crashes were located at South Navy Boulevard and Sunset Avenue. The locations of these crashes are shown in **Figure 24**. There were no bicycle crashes reported during the crash analysis period.

Figure 22 | Crash Severity by Year

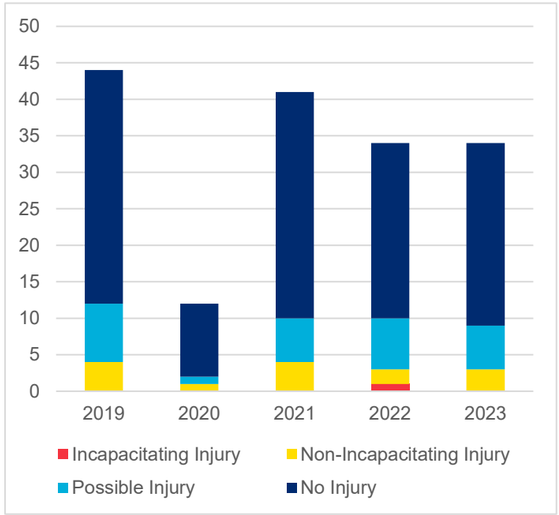


Figure 23 | Crash Density Map

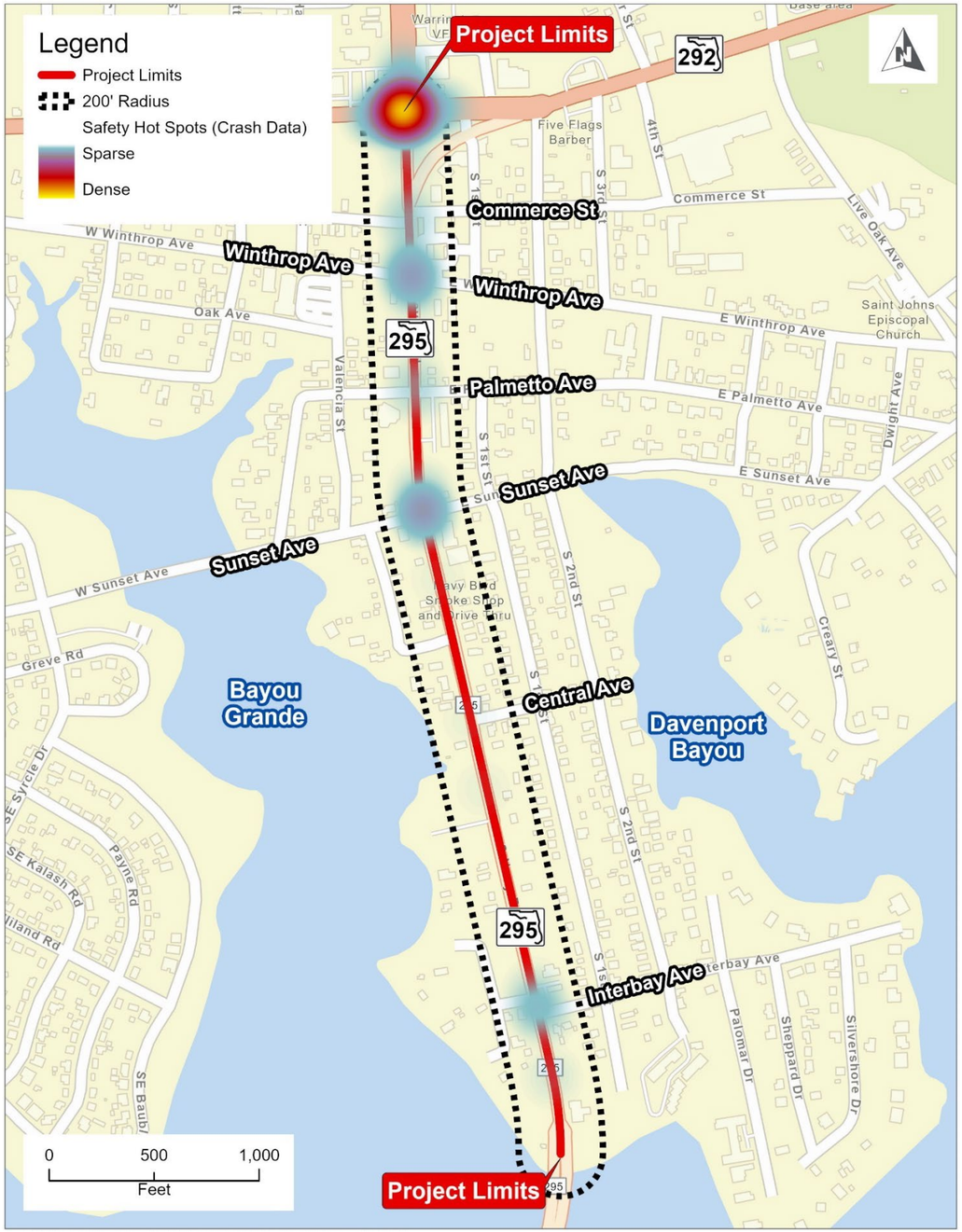


Figure 24 | Pedestrian Crash Locations Map

Figure 25 | Crash Lighting Condition

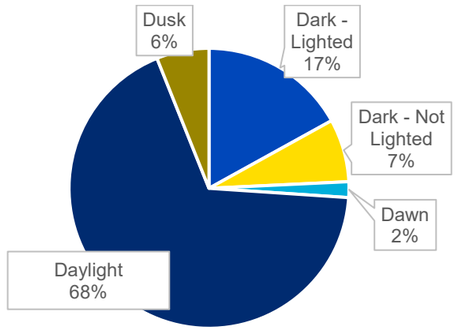
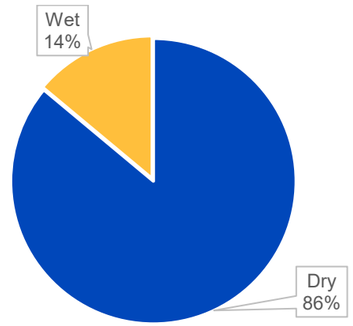


Figure 26 | Crash Pavement Condition



As shown in **Figure 25** and **Figure 26**, 32% of the crashes occurred outside daylight conditions and 14% of crashes occurred with wet pavement conditions.

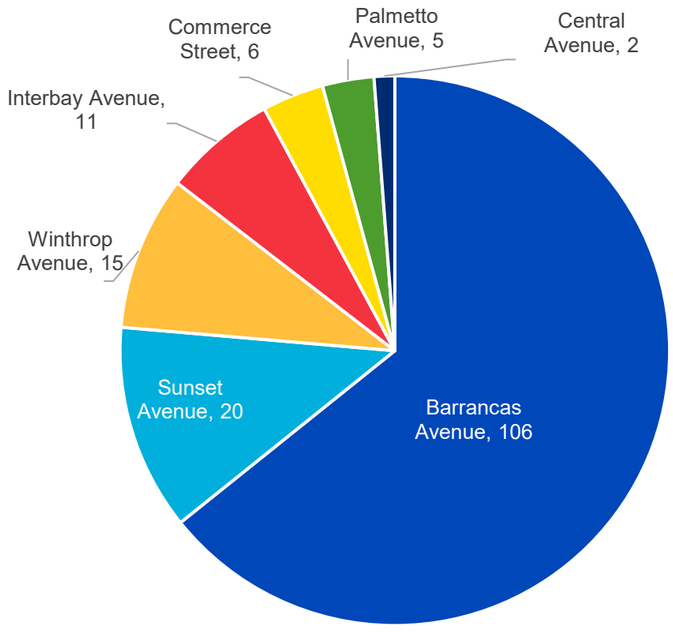
Most crashes within the 5-year period occurred at the signalized intersection of South Navy Boulevard and Barrancas Avenue (106 crashes) and consisted mostly of rear end collisions, which is not uncommon for heavily traveled mainlines at signalized intersections. The remaining 59 crashes occurred at intersections along the study corridor, as shown in **Figure 27**.

Of the 59 crashes south of Barrancas Avenue, the most common crash type was rear end with 15 crashes, followed by 10 left turn crashes, nine sideswipe crashes, seven angle crashes, six off-road crashes, five other crashes, two pedestrian, two right turn, two unknown, and one animal crash.

Overall, the corridor's narrow lanes and high travel speeds may contribute to the number of sideswipe collisions, and combined with the pavement edge drop may contribute to run-off-the-road collisions. Navy Boulevard is also listed on the High Injury Network in the Emerald Coast Regional Council (ECRC) Safety Action Plan.

Refer to the traffic study included in **Appendix B** for more information on the crash data analysis.

Figure 27 | Crash Locations by Intersection



2.3. Traffic Operations

2.3.1. FIELD OBSERVATIONS

During the field review on October 16, 2024, extensive queuing during the AM peak hour in the southbound direction was observed on South Navy Boulevard heading into NAS Pensacola (**Figure 28**). The queue extended to Sunset Avenue, but moved slowly with minimal stops. In the PM peak hour, it was observed that northbound traffic on South Navy Boulevard at Barrancas Avenue queued past Winthrop Avenue at times, but cleared out.

Figure 28 | NAS Southbound Stacking – AM Peak Hour

In the field, the following was observed:

- High travel speeds around 45-50 mph
- Left turning vehicles using the TWLTL as a refuge and pulling out in front of northbound vehicles with minimal gap, causing the northbound vehicles to slow down
- Notable pavement edge drop off in some locations between edge of newly resurfaced pavement and curb. Sharp drop offs at curb inlets within inches of edge of pavement also present (**Figure 29**)
- At Sunset Avenue, many vehicles, particularly trucks, were observed to overrun the northwest curb while completing a southbound right turn (**Figure 30)**
- Pedestrians were observed crossing South Navy Boulevard without the presence of a crosswalk (**Figure 31**)

Figure 29 | Pavement Edge Drop

Figure 30 | Truck Overrun Curb at Sunset Avenue

Figure 31 | Pedestrian with Stroller Crossing South Navy Boulevard

2.3.2. EXISTING CONDITIONS ANALYSIS

A traffic study was performed for the study area and is provided in **Appendix B**. Overall, the results indicated that the signalized intersections currently operate at an overall level of service (LOS) B or better except at the intersection of South Navy Boulevard and Barrancas Avenue. The intersection of South Navy Boulevard and Barrancas Avenue currently operates at an overall LOS E and LOS D during the weekday AM and PM peak hour, respectively.

During the weekday AM peak hour based on Synchro results, most of the minor-street approaches at unsignalized intersections operate acceptably except for the eastbound approach along Palmetto Avenue. During the weekday PM peak hour based on Synchro results, the following approaches operate at a failing level-of-service:

- Eastbound approach of Washington Street
- Westbound approach of Commerce Street
- Eastbound and westbound approaches of Palmetto Avenue

All other approaches currently operate acceptably throughout the South Navy Boulevard network. The LOS results are depicted in **Figure 32**.

Figure 32 | Existing Signalized Intersection LOS

2.3.3. FUTURE CONDITIONS ANALYSIS

Traffic operational analysis was also performed for future Opening Year 2030 and Design Year 2050 for No Build and Build conditions. In Build conditions, a raised median was assumed to be in place and turning restrictions were applied to Commerce Street / Washington Street, Palmetto Avenue, and Vancouver Street. Additionally, the northbound lanes were assumed to be reduced from three lanes to two in Build conditions.

These results (shown in **Table 3**) indicate that all signalized intersections are expected to operate at an overall LOS C or better under Opening Year 2030 and Design Year 2050 Build conditions except at the intersection of South Navy Boulevard and Barrancas Avenue, which is expected to improve compared to No Build conditions for 2030 PM Build, 2050 AM Build, and 2050 PM Build. Intersections with a slight increase in overall delay compared to No Build conditions are likely attributable to the reduced number of northbound lanes on South Navy Boulevard (from three lanes to two lanes) and the increase in U-turning trips at these locations due to the restricted unsignalized intersections.

Table 3 | LOS Results

S Navy Boulevard Intersection	Existing	2030 No Build	2050 No Build	2030 Build	2050 Build
AM Peak Hour					
Barrancas Avenue (signalized)	E (55.1)	E (62.7)	F (84.7)	E (64.0)	E (74.0)
Winthrop Avenue (signalized)	A (3.8)	A (4.1)	A (5.0)	A (6.4)	A (8.3)
Sunset Avenue (signalized)	C (24.6)	A (8.8)	B (10.5)	B (15.3)	B (17.5)
PM Peak Hour					
Barrancas Avenue (signalized)	D (47.5)	E (62.2)	F (92.1)	E (60.2)	F (85.4)
Winthrop Avenue (signalized)	A (3.3)	A (3.6)	A (4.5)	A (6.4)	B (11.3)
Sunset Avenue (signalized)	B (11.2)	B (12.9)	B (16.9)	C (22.8)	C (30.5)

2.4. Summary of Opportunities

The following are key opportunities to achieve the goals of the South Navy Boulevard Improvement Plan.

Traffic Operations

- Manage the vehicular speed along the corridor to provide a safer environment for both multimodal users, as well as vehicular users. Although the posted speed limit is 35 mph, most drivers traveled at 45-50 mph.

Access Management

- Assess roadway improvements to reduce vehicular conflicts and improve safety along the corridor through access management, such as a raised median.

Safety Of All Modes

- Provide new pedestrian crossing opportunities and improved pedestrian facilities to enhance pedestrian comfort and safety.
- Provide dedicated bicycle facilities along the corridor.
- Improve access to transit.

Geometric Improvements

- Assess roadway improvements, such as restriping to facilitate bike traffic, to reduce vehicular conflicts, and improve safety along the corridor.

Ecological Benefits

- Incorporate stormwater enhancements and/or other project features to benefit ecological resources.

Landscaping

- Beautify the roadway with low-impact stormwater features and landscaping. Landscaping can improve aesthetics, reduction of urban heat islands, provide traffic calming, and environmental benefits

Lighting

- Improve lighting to enhance the safety and security along the corridor. Lighting can improve quality of life by extending hours of activity and active transportation such as walking and biking.

Variable Message & Wayfinding Signage

- Identify potential locations of overhead variable message boards and/or other wayfinding signage to convey NAS Pensacola base posture and messaging to incoming traffic.

Vehicle Turnaround Area

- Explore the feasibility of a vehicle turnaround area prior to the Sam A. Lovelace Bridge on County owned property on the west side of the corridor to prevent errant vehicle traffic from entering the security checkpoint area on the south side of the bridge.

Gateway Feature

- Provide a gateway feature to promote community identify, traffic calming, and beautification.

Chapter 3: Alternatives & Assessment

3. Alternatives & Assessment

The following sections discuss the design criteria that was used for the alternatives development, the alternatives, and analysis of the alternatives.

3.1. Design Considerations

The applicable design criteria was reviewed for the corridor utilizing FDOT standards and guidelines.

3.1.1. SPEED MANAGEMENT

As discussed in the Existing Conditions section, the speed limit along South Navy Boulevard is currently posted at 35 mph within the study area. The 85th percentile speed was approximately 48 mph, exceeding the typical posted speed limit by 13 mph. The FDOT Design Manual Table 202.3.1, shown in **Figure 33**, provides strategies that can be utilized to achieve the desired operating speed based on context classification and the target speed. Based on a C3C context classification and a target speed of 35 mph, the following strategies can be considered: roundabouts, on-street parking, chicanes, lane narrowing, horizontal deflection, street trees, short blocks, speed tables, speed feedback signs, pedestrian refuge islands, bulb-outs, rectangular rapid flashing beacons (RRFBs), pedestrian hybrid beacons (PHBs), terminating vistas, and speed pavement markings. In general, effective traffic calming standards create enclosure, engagement, and deflection.

Figure 33 | FDM Traffic Calming Strategies

Table 202.3.1 Strategies to Achieve Desired Operating Speed

Context Classification	Existing Speed Category (mph)	Minimum Design Speed (mph)	Target Speed (mph)	Strategies																	
				Roundabouts	On-Street Parking	Chicanes	Lane Narrowing	Horizontal Deflection	Street Trees	Short Blocks	Speed Tables	Raised Intersections	Raised Crosswalks (Type I Or Type II)	Speed Feedback Signs	Pedestrian Refuge Islands	Bulb-Outs	RRFBs	PHBs	Terminated Vistas	Islands in Curved Sections	Speed Pavement Markings
C2T	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C3R, C3C	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	35	35	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X
C4	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C5	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X	X	II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C6	Very Low	25	30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X

Notes:

1. Process the necessary Design Variations or Design Exceptions if initial speed category and Design Speed are outside of the Context Classification allowable ranges.
2. For C3R and C3C (50-55 mph): Project-specific; see ***FDM 202.1.2***
3. For greater reductions in Design Speed, a reconstruction or lane repurposing will be needed.

3.1.2. ACCESS MANAGEMENT

This section of South Navy Boulevard is currently classified as Access Class 7, and is proposed to remain unchanged. Per Florida Administrative Code (F.A.C) Rule Chapter 14-97, Access Class 7 can have either restrictive or non-restrictive medians. The standards also provide spacing requirements for median openings, signals, and connections, as shown in **Table 4.**

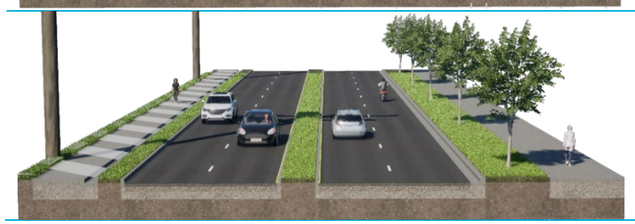
Table 4 | FDOT Access Management Standards

Access Management Standards for Controlled Access Facilities						
Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard (feet)	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	660	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

3.1.3. PEDESTRIAN AND BICYCLE FACILITIES

As previously discussed in the Existing Conditions section, there is an existing sidewalk along both sides of the roadway and the facility has a Pedestrian LTS of 3, and Bicycle LTS of 4. **Table 5** shows the pedestrian and bicycle options that were considered for the corridor with the resulting Pedestrian and Bicycle LTS. As shown, the shared-use path facility provides the combined lowest stress environment for both pedestrians and bicyclists. It should be noted that the resulting LTS score represents the conditions on the worst side of the roadway.

Table 5 | Pedestrian and Bicycle Options

Option	Description	Pedestrian LTS	Bicycle LTS
	Maintain existing sidewalk on both sides	3	4
	Maintain existing sidewalk on both sides + add on-street unbuffered bike lanes	2	3
	Maintain existing sidewalk on both side + add two-way cycle track with raised buffer	3	1
	Construct shared-use path on one side and maintain existing sidewalk on the other	2	1

3.1.4. UTILITIES

There are existing overhead utilities on both the east and west sides of the corridor. In the development of project alternatives, it was assumed that the overhead powerline on the west side would be buried as a part of the project. In particular, the section near the bridge should be buried due to design constraints accommodating a vehicle turnaround area.

3.2. Alternatives

The development of alternatives for this study corridor began with using the identified issues and turning them into opportunities. Based on the identified issues and opportunities, alternatives were developed to address the project's goals. **Figure 34** shows a schematic of the corridor with the potential improvements based on the project's goals.

As shown in **Figure 35**, the corridor was divided into three segments (Segment A, Segment B, and Segment C). Two alternatives were developed for each segment. All alternatives between the segments are compatible with each other; as such, either alternative can be used along each segment yielding a total of eight possible combinations for the entire corridor.

All improvements proposed by the alternatives are within the existing right-of-way, and involve the removal of a northbound travel lane to reallocate space to other features such as a 10-foot shared-use path. The alternatives by segment are presented in the following sections.

Figure 35 | Corridor Segments

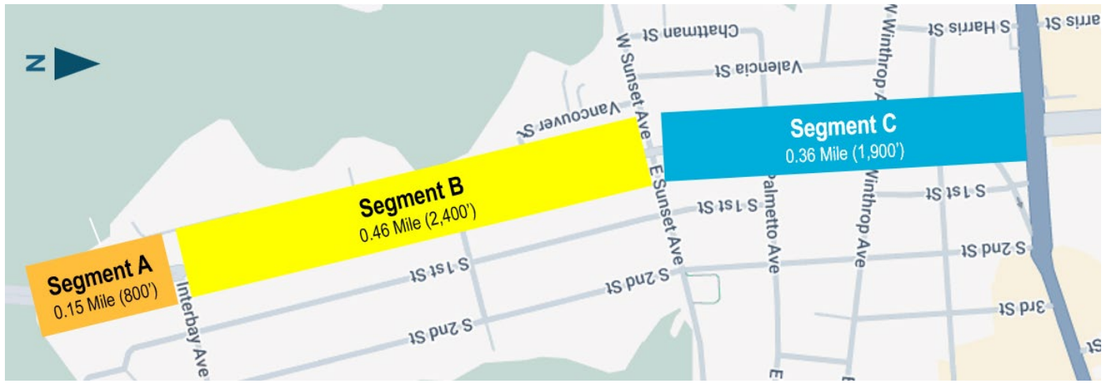
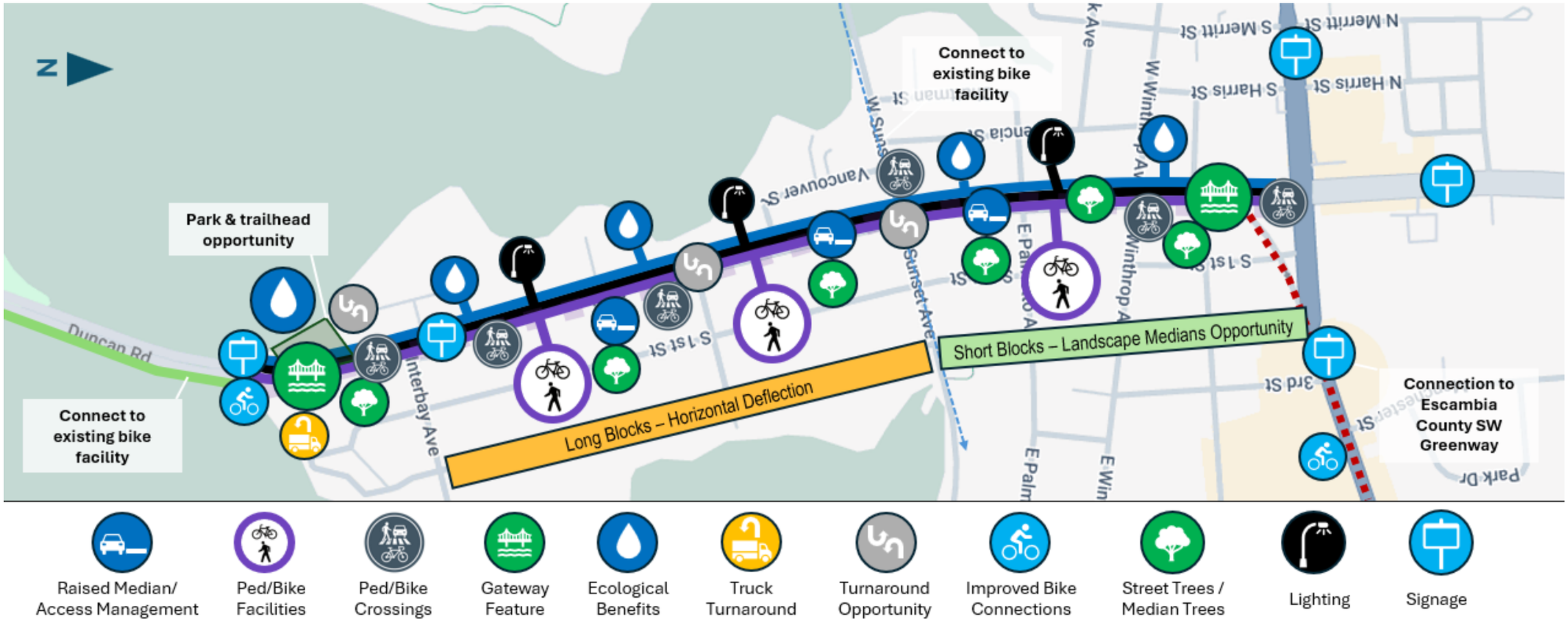


Figure 34 | Corridor Improvement Icon Map



3.2.1. SEGMENT A

Segment A has two possible alternatives, as presented for public review and comment at the May 2025 public meeting. Both alternatives provide safe vehicle turnaround that can be used by cars, trucks, and trailers before crossing the bridge to enter Naval Air Station Pensacola. Additionally, both alternatives provide an opportunity for a gateway feature.

- Alternative 1 (**Figure 36**) provides:
  - A central median vehicle turnaround, with four lane section with 10-foot travel lanes
  - A large, landscaped area that aids in stormwater management
  - An opportunity for a gateway feature with an approximate size of 20x20 feet
  - Lane repurposing with removal of the outermost northbound lane to reallocate space to other features
  - A waterfront park on the west side that hosts a 12-foot shared-use path
  - A 10-foot shared-use path on the west side

- Alternative 2 (**Figure 37**) provides:
  - A directional median vehicle turnaround, with four lane sections with 10-foot travel lanes
  - Two smaller landscaped areas that can be planted with a concentration of ornamental plants
  - An opportunity for a gateway feature with an approximate size of 20x20 feet
  - Lane repurposing with removal of the outermost northbound lane to reallocate space to other features
  - A waterfront park on the west side that hosts a 12-foot shared-use path
  - A 10-foot shared-use path on the west side

Figure 36 | Segment A, Alternative 1

Figure 37 | Segment A, Alternative 2

3.2.2. SEGMENT B

Segment B has two possible alternatives as presented for public review and comment at the May 2025 public meeting. Both alternatives enhance access management to parcels on both sides of the road to reduce conflicts and enhance safety. Both alternatives offer landscape opportunities for ornamental and shade trees, and midblock pedestrian crossings with refuge islands.

- Alternative 1 (**Figure 38**) provides:
  - Landscape opportunities for ornamental and shade trees, and midblock pedestrian crossings with refuge islands
  - Restrictions to left turn access, which minimizes conflicts to specific points only
  - A speed management technique by curving the centerline of the lane to establish a design speed of 35 mph
  - Lane repurposing with the outermost northbound lane removed and re-allocated space for a 10-foot shared-use path
  - A four-lane section with 10-foot travel lanes
  - Midblock crossing opportunities with refuge islands for non-motorized traffic

- Alternative 2 (**Figure 39**) provides:
  - Landscape opportunities for ornamental and shade trees, and midblock pedestrian crossings with refuge islands
  - Relaxed restrictions on left turn access by providing two-way turn lanes in two portion segments, each approximately 500 feet
  - Lane repurposing with the outermost northbound lane removed and re-allocated space for a 10-foot shared-use path
  - A four-lane section with 10-foot travel lanes
  - Textured pavement on the turn lanes, intersections, and pedestrian crossings for additional speed management
  - Midblock crossing opportunities with refuge islands for non-motorized traffic

3.2.3. SEGMENT C

Segment C has two possible alternatives as presented for public review and comment at the May 2025 public meeting. Both alternatives enhance access management to parcels on both sides of the road to reduce conflicts and enhance safety. They have similar geometric designs and provide landscape opportunities for ornamental and shade trees, as well as midblock pedestrian crossings with refuge islands.

- Alternative 1 (**Figure 40**) provides:
  - Landscape opportunities for ornamental and shade trees
  - Midblock pedestrian crossings with refuge islands
  - Removal of the outermost northbound lane to re-allocate space for a 10-foot shared-use path
  - A four-lane section with 10-foot travel lanes
  - Passive landscape areas and maximizing planting
  - An opportunity for a gateway feature

- Alternative 2 (**Figure 41**) provides:
  - Landscape opportunities for ornamental and shade trees
  - Midblock pedestrian crossings with refuge islands
  - Removal of the outermost northbound lane to re-allocate space for a 10-foot shared-use path
  - A four-lane section with 10-foot travel lanes
  - An opportunity for active landscape areas such as on-street parking near restaurants and cafes, as well as seating areas
  - Textured pavement on the turn lanes, intersections, and pedestrian crossings for additional speed management

Figure 38 | Segment B, Alternative 1

Figure 39 | Segment B, Alternative 2

Figure 40 | Segment C, Alternative 1

Figure 41 | Segment C, Alternative 2

3.3. Alternatives Analysis

An alternatives analysis was conducted by developing an evaluation matrix, shown in **Table 6**. The evaluation matrix compares key guiding principles of the project consisting of access management, safety, landscaping / community beautification, context compatibility, and construction cost effectiveness. Evaluation criteria were developed to assess each guiding principle. Each criterion was then ranked as either excellent (three points), good (two points), or fair (one point). The total points for each alternative were summed to yield a Technical Evaluation Score, and a percentage of total possible points was calculated.

As part of the public involvement effort, the public had the opportunity to indicate a preference on the alternatives through an in-person Public Workshop #1 and an online survey. More information on this process can be found in the **Public Involvement** section of this report. The Public Input percentage shown in the Evaluation Matrix is the combined percentage of preference each alternative received from both the workshop and the online survey.

The Weighted Average score for each alternative was then determined by combining the Technical Evaluation Score and the Public Input score, both weighted equally at 50% each. As shown in the table, Alternative 1 had the highest score for Segment A, and Alternative 2 had the highest score for Segments B and C.

Table 6 | Evaluation Matrix

Guiding Principle	Evaluation Criteria	Segment A		Segment B		Segment C	
		Alt. 1	Alt. 2	Alt. 1	Alt. 2	Alt. 1	Alt. 2
Access Management	Access to the left side parcels	●●●	●●●	●	●●●	●●	●●
	Access to refuge island	●●●	●●●	●●	●●	●●●	●●●
	Connectivity to parks / trails ***(distance to parks)***	●●●	●●●	●●	●●	●	●
	Access to retail, commercial, mixed-use developments	●	●	●●	●●●	●●	●●
Safety	Non-motorist separation from vehicles ***(width of buffer)***	●●	●●	●●	●●	●	●
	Ease of recognition from drivers	●●	●	●●	●●●	●●●	●●●
	Increased visibility for drivers, pedestrians, and cyclists	●●●	●●●	●●	●●●	●	●
	Inclusion of textured pavement	●	●	●	●●●	●	●●●
Landscaping/ Community Beautification	Opportunity for enhanced stormwater	●●●	●●	●	●	●	●
	Opportunity to include seating areas	●	●	●	●	●	●●●
	Opportunity to include on-street parking	●	●	●	●	●	●●●
	Opportunity for landscapes on medians	●●	●	●●●	●●	●●●	●●●
	Opportunity to include a gateway feature	●●●	●●●	●	●	●●●	●●
	Opportunity for bike facilities	●	●	●	●	●	●●
	Opportunity for shade trees	●●●	●●	●●●	●●	●●	●
Context Compatibility	Target speed regulation (***roadway geometry, textured pavement)***	●●	●●	●●●	●●	●	●●
Construction Cost Effectiveness	Ease of construction ***(use of existing material and duration)***	●	●	●●	●●●	●●	●●
●●● = Excellent ●● = Good ● = Fair	**Technical Evaluation Score:**	35	31	30	35	29	35
	Technical Evaluation Percentage:	69%	61%	59%	69%	57%	69%
	Public Input:	62%	38%	35%	65%	30%	70%
	Weighted Average: 50% Technical Evaluation + 50% Public Input:	**65%**	**49%**	**47%**	**67%**	**43%**	**69%**

Chapter 4: Preferred Alternative

4. Preferred Alternative

4.1. Concept

Based on input received from the Project Advisory Team, the public, and the alternatives analysis, a preferred alternative was selected. Alternative 1 was selected for Segment A, and Alternative 2 for Segments B and C. The preferred alternative is shown in **Figure 42** through **Figure 45**. The preferred alternative includes:

- Four-lane section with 10-foot travel lanes
- A 10-foot shared use path
- A central median vehicle turnaround just north of the bridge which encompasses a gateway feature opportunity
- Landscape opportunities within sections of the raised median, the large central median vehicle turnaround area, and the sides of the roadway
- Midblock crossings to provide safe crossing opportunities for nonmotorized traffic. The crosswalks will need to be assessed during design for appropriate treatment (e.g., RRFB).
- Textured pavement within the two-way left-turn lane and at intersections for traffic calming as well as beautification
- Relaxed access management via a two-way left-turn lane with textured pavement, and sections with a landscaped median
- Opportunities for a gateway feature at the north and south ends of the study corridor
- Variable message signs (VMS) at strategic locations leading to and along the corridor to inform traffic of the NAS Pensacola Main Gate status and wayfinding for the correct gate entry
- A waterfront park on the west side of the corridor just north of the bridge with limited on-street parking

Figure 42 | Preferred Alternative

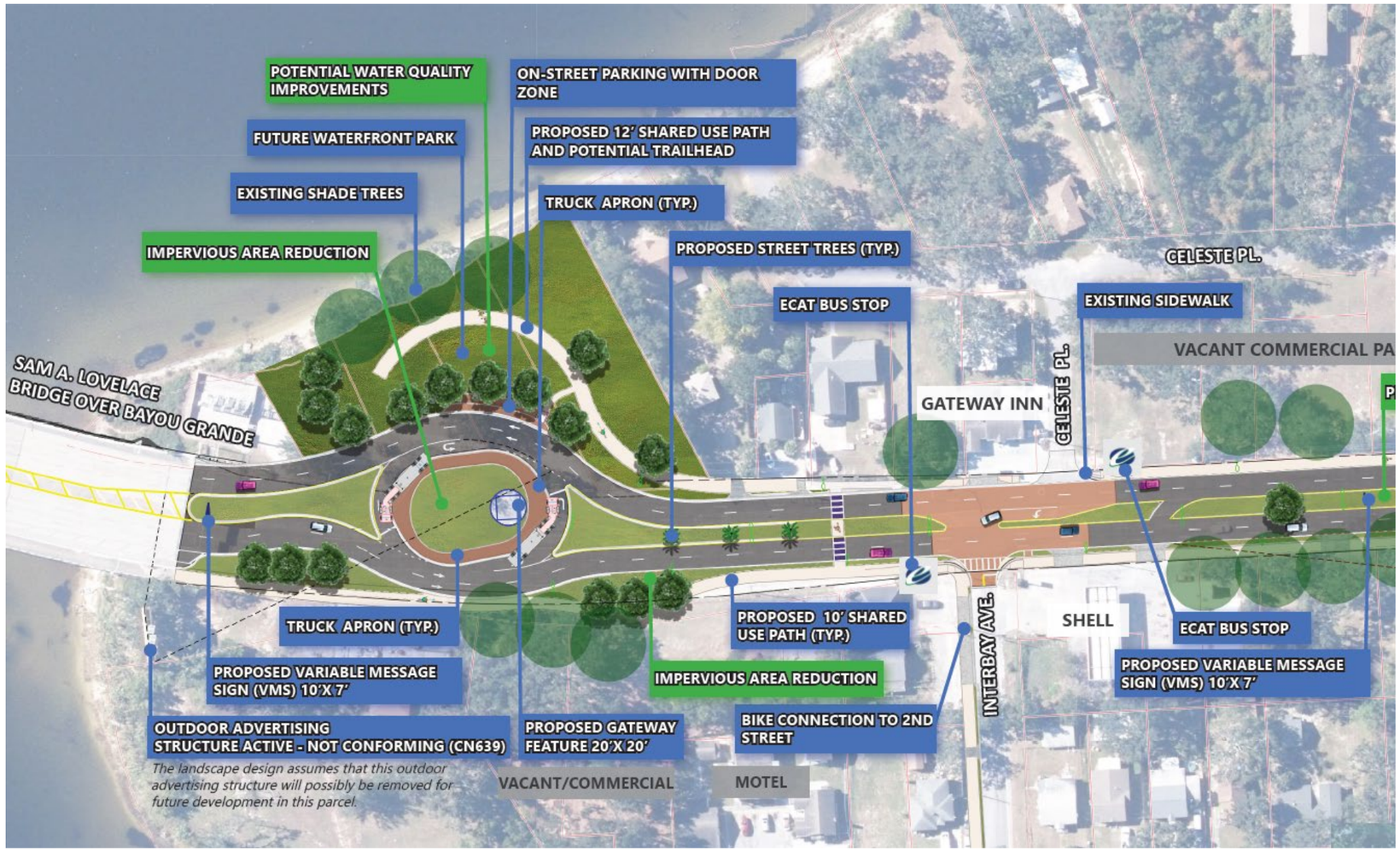


Figure 43 | Preferred Alternative (cont.)

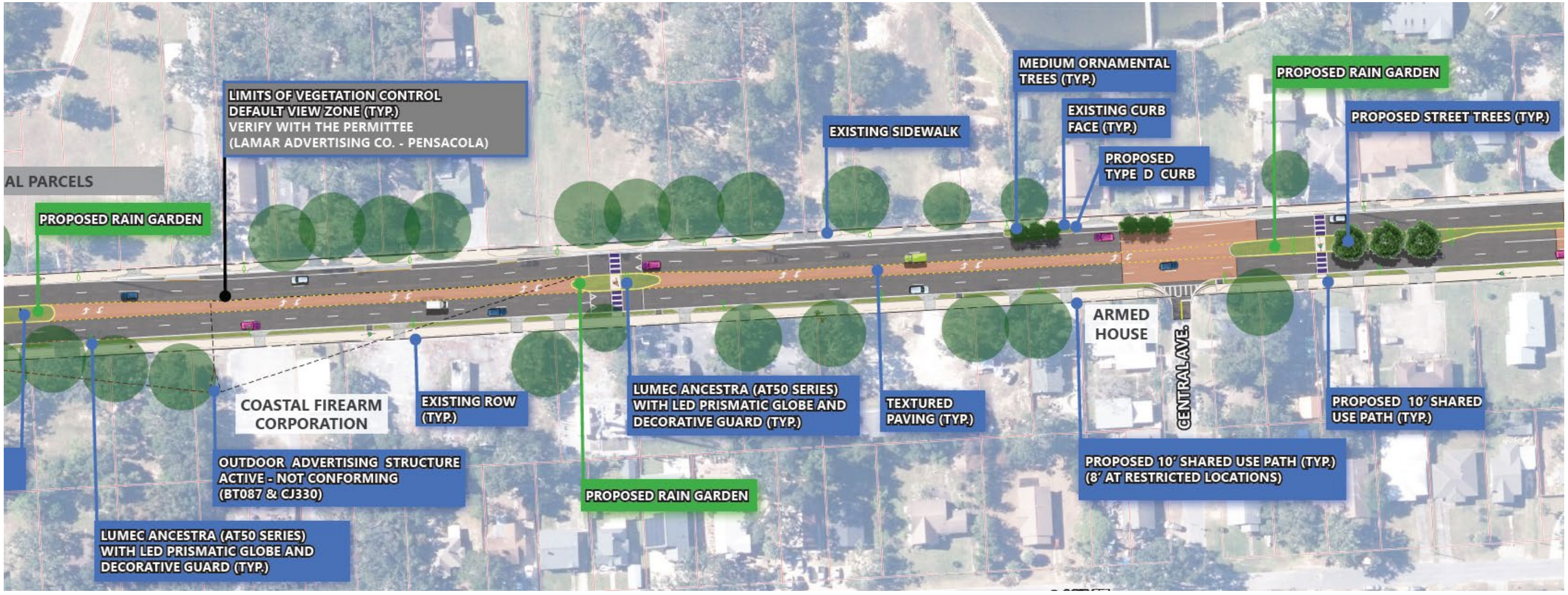


Figure 44 | Preferred Alternative (cont.)

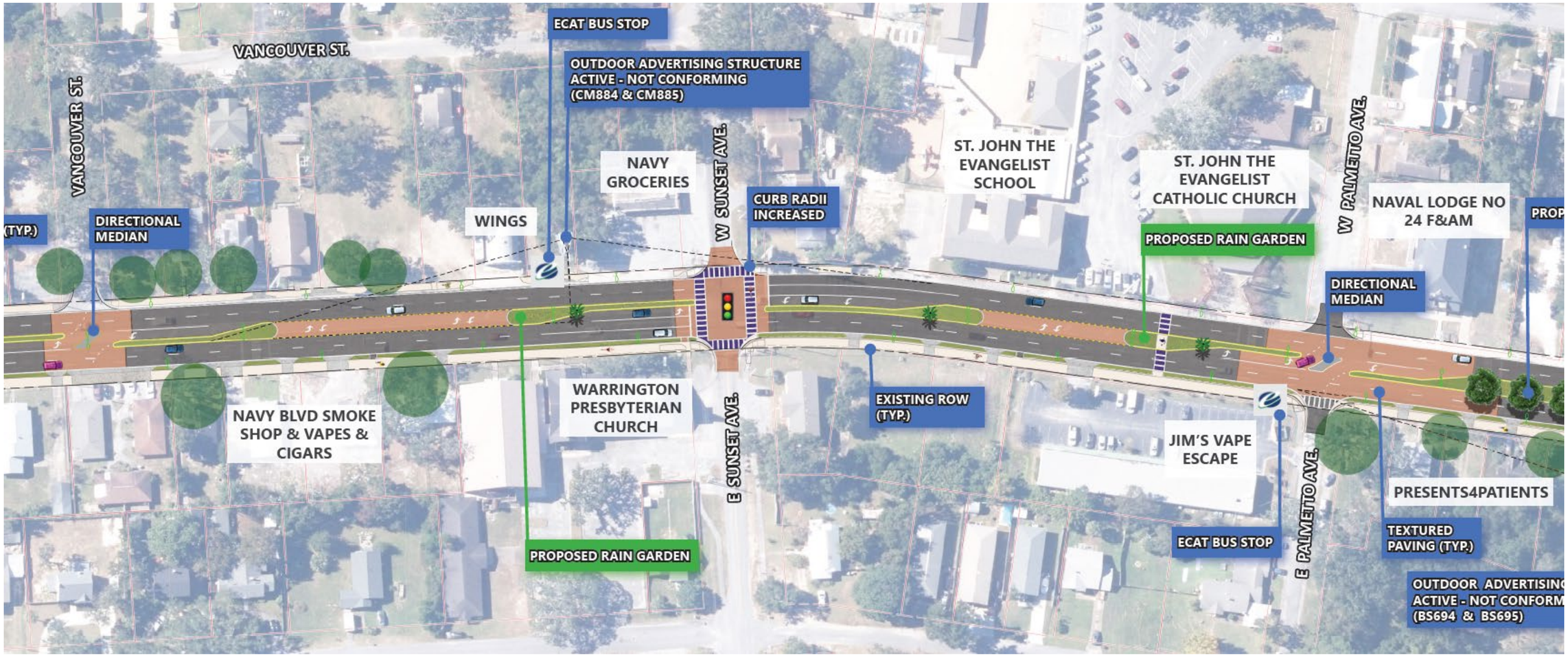


Figure 45 | Preferred Alternative (cont.)

4.1.1. TYPICAL SECTIONS

The preferred alternative is a four-lane section with 10-foot travel lanes and a 10-foot shared-use path. The alternative reduces the northbound travel lanes from three to two to repurpose the available right of way to other corridor features. This alternative has relaxed access management with sections of both a raised median, and a two-way left-turn lane with textured pavement, and includes a rain garden opportunity along the medians. The typical sections are shown in **Figure 46** and **Figure 47**.

4.1.2. LANDSCAPE

Landscaping opportunities were explored in the raised median, as well as along the side of the road. Spacing was carefully considered around FDOT criteria including sightlines, with an emphasis on providing a sense of enclosure for vehicles for traffic calming. During design, the plant species will be selected based on their proven ability to thrive in the local climate and conditions and irrigation can be addressed. A landscape palette is provided in **Figure 48**. Escambia County CRA is anticipated to maintain the landscaping.

4.1.3. HARDSCAPE

Hardscape encompasses the non-living functional and aesthetic features along the corridor and can include pavement, lighting, seating, and walkways. A hardscape palette is provided in **Figure 49** for colors and paving materials.

4.1.4. ECOLOGICAL

The design phase should maximize possible ecological benefits through the final landscape plans, park design, and stormwater management. Innovative stormwater collection and treatment techniques to improve water quality should be explored such as green stormwater/inlet filtration systems, outfall filter boxes at the major outfalls, and/or a stormwater park at the potential park location. Furthermore, ECUA can explore the potential of sewer service along the corridor. An ecological palette is provided in **Figure 50**.

4.1.5. WATERFRONT PARK

The property owned by Escambia County on the west side of South Navy Boulevard near the Sam A. Lovelace Bridge can be considered for a future park location, as shown on the preferred concept. The park can host the beginning of the proposed shared-use path, as well as ecological features to collect and/or treat stormwater (e.g., a stormwater park). An ecological palette is provided in **Figure 50**.

Figure 46 | Typical Section with Median

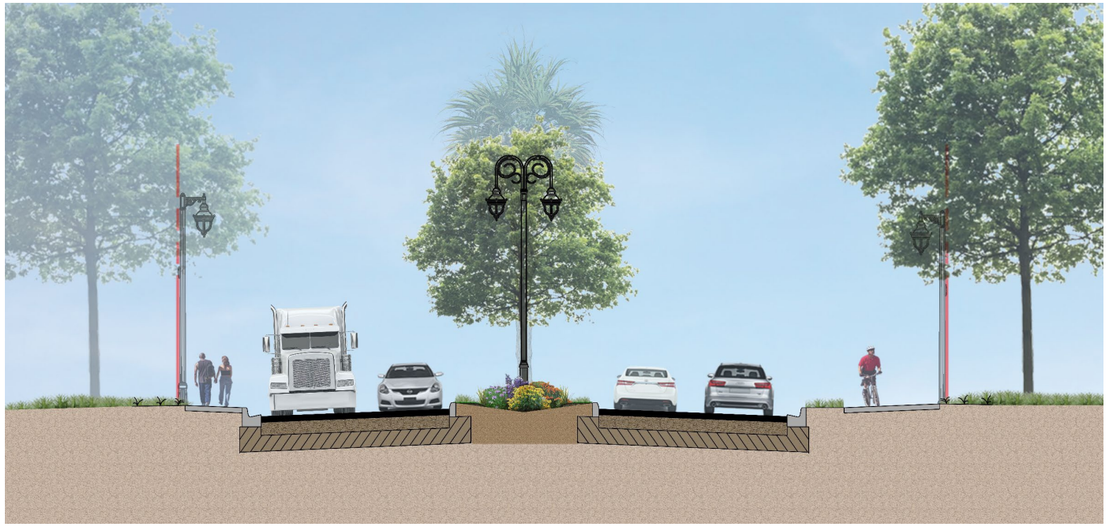


Figure 47 | Typical Section with Two-Way Left-Turn Lane

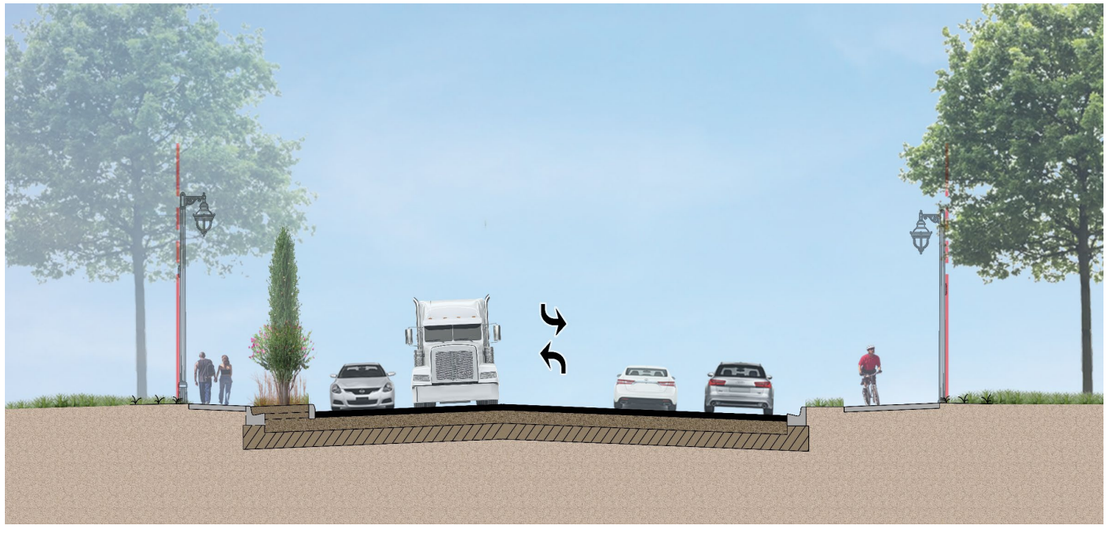
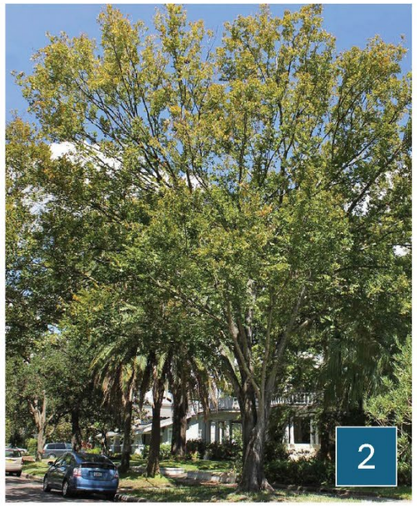


Figure 48 | Landscape Palette

4

1

5


2

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15

Signature Trees:

1. Southern Magnolia (*Magnolia grandiflora*)
2. American Elm (*Ulmus americana*)
3. Live Oak (*Quercus virginiana*)

Ornamental Trees:

4. Sabal Palm (*Sabal palmetto*)
5. American Fringetree (*Chionanthus virginicus*)
6. Flowering Dogwood (*Cornus florida*)
7. Japanese Pittosporum (*Pittosporum tobira*)
8. Dahoon Holly (*Ilex cassine*)
9. Taylor Eastern Red Cedar (*Juniperus virginiana*)

Shrubs:

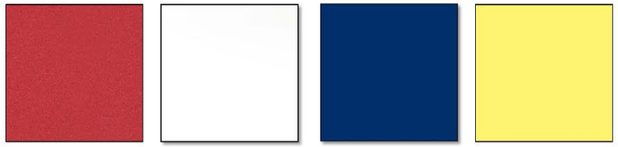
10. Carissa Holly (*Ilex cornuta 'Carissa'*)
11. Azalea (*Rhododendron spp.*)
12. Daub's Frosted Juniper (*Juniperus chinensis*)

Groundcover:

13. Variegated Liriope (*Liriope muscari 'Variegata'*)
14. Coreopsis (*Coreopsis verticillata*)
15. Sunshine Mimosa (*Mimosa strigillosa*)

Figure 49 | Hardscape Palette

Colors



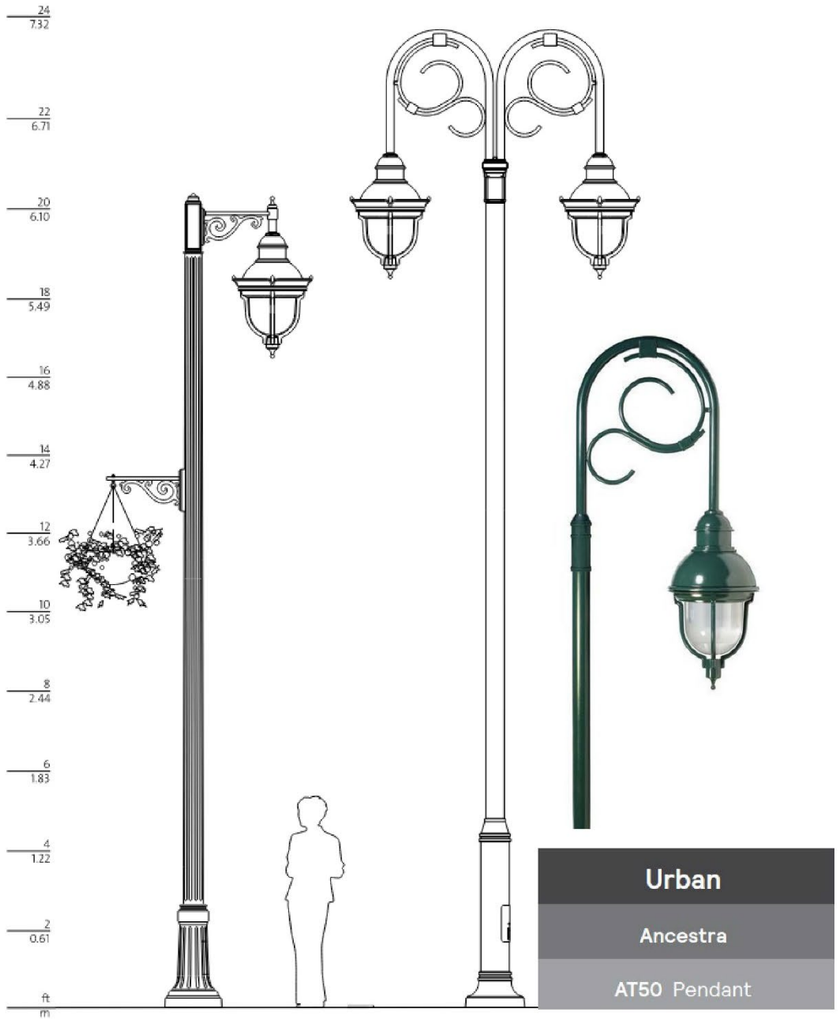
Stucco

Concrete

Stone

Brick

Lighting



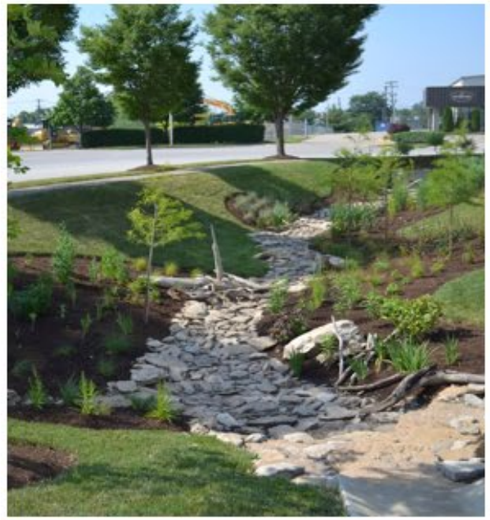
Conventional

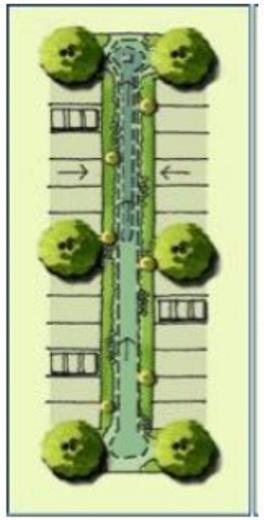
Stamped Asphalt

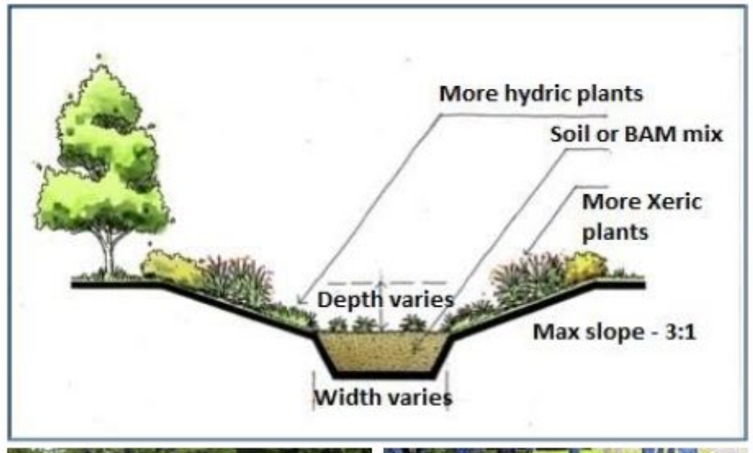
Stamped Concrete

Brick Paver

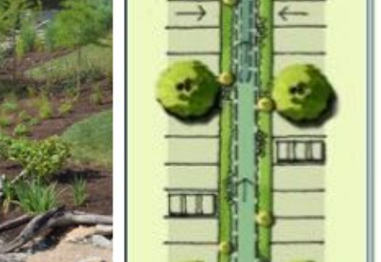
Figure 50 | Ecological Palette

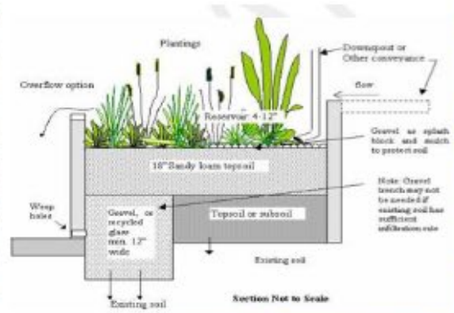


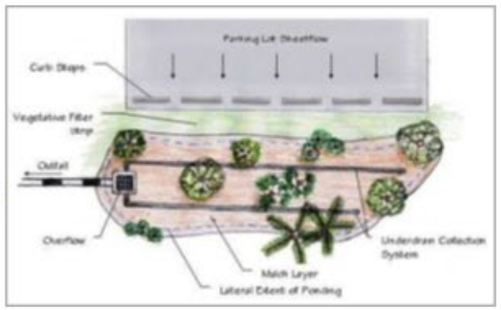




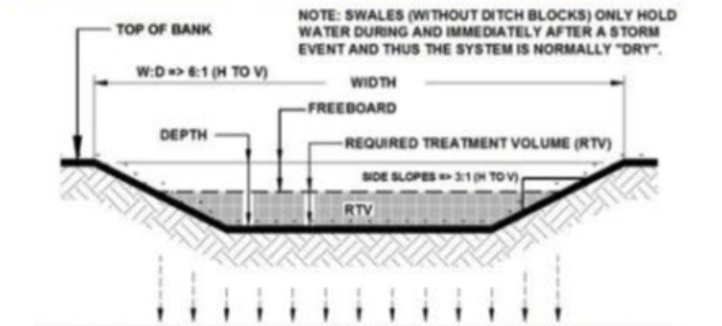
Rain Garden



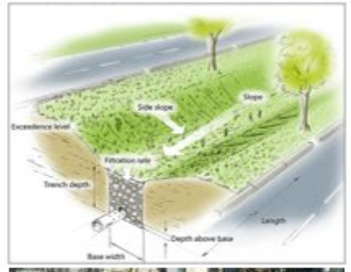




Biofiltration System



Stormwater Park



Swale

4.1.6. LIGHTING

LUMEC Ancestra Series (AT50 Series) with LED prismatic globe with decorative guard (**Figure 51**) is recommended for use along the corridor. Other beautifying features can be considered for incorporation such as a flag and/or banner program (**Figure 52**).

Figure 51 | Lighting

Figure 52 | Example Banners

4.1.7. WAYFINDING

Variable/digital message signs (VMS/DMS) are an effective active traffic management tool and provide useful information to motorists. Active traffic management utilizes dynamic tools and systems to increase capacity, safety and efficiency. VMS signs (**Figure 53**) are connected to the traffic management center with optical fiber and routers so that the messaging can be controlled and coordinated by the appropriate entities (e.g., FDOT, Escambia County, NAS Pensacola).

Furthermore, trailblazing signs (dynamic and static) (**Figure 54**) can be used to effectively direct traffic to the appropriate NAS Pensacola gate. This strategy can help to prevent unauthorized traffic at the NAS Pensacola main gate. The trailblazing signs can be strategically placed along various routes leading to the NAS Pensacola West Gate.

Figure 53 | Variable Message Sign Examples

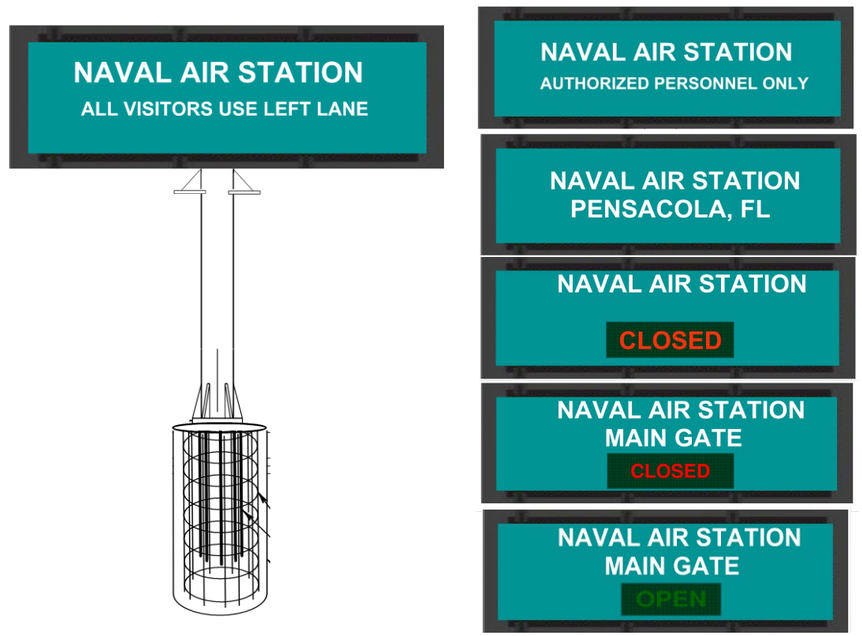
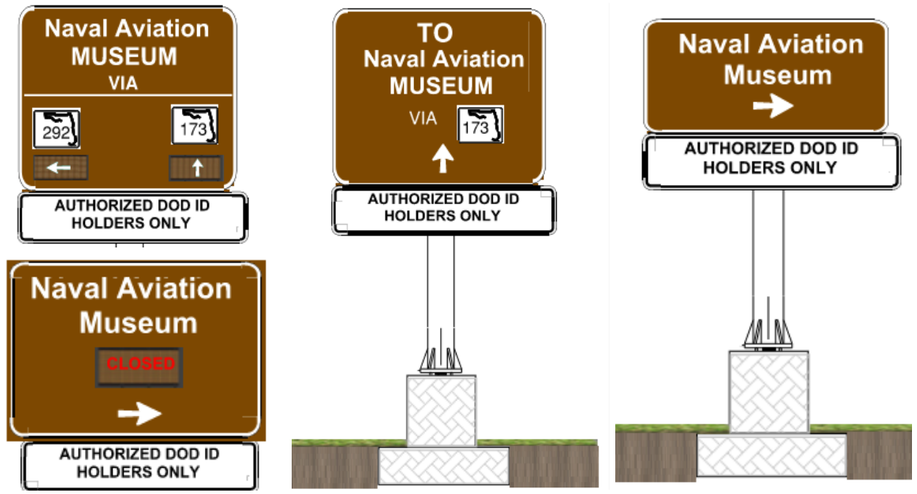


Figure 54 | Trailblazing Sign Examples



4.1.8. ANTICIPATED FDOT VARIATION REQUESTS

Based on the preferred alternative design of this state roadway, there is anticipated variation request for the proposed median width based on FDOT standards. With a C3C (Suburban Commercial) context classification, a minimum median width of 22 feet is required per the FDOT Design Manual. However, a reduced median width of 15.5 feet is allowed on reconstruction projects where the existing curb locations are fixed due to right of way constraints. This project proposes a median width of 15.5 feet; however, the reconstruction exception may not apply given that the existing curb line will be moved.

Additionally, if a raised crosswalk treatment is selected for the crosswalks along the corridor, a variation will be required. The appropriate crosswalk treatments should be evaluated during design.

4.1.9. FDOT LANE REPURPOSING

Since this corridor is a part of the State Highway System, the project will be required to go through FDOT's Lane Repurposing process due to the reduction of three northbound lanes to two. Per the FDOT Lane Repurposing Guidebook, this process involves the following steps:

1. Initial meeting with FDOT District Lane Repurposing Coordinator and FDOT Central Office
2. Establish traffic analysis methodology
3. Conduct and submit traffic analysis
4. Traffic analysis review meeting with District and FDOT Central Office
5. FDOT District review of traffic analysis
6. FDOT Central Office review of traffic analysis
7. FDOT Chief Planner signs Lane Repurposing Final Approval
8. FDOT present report to FDOT Chief Engineer for approval

It is anticipated that this project will be a Type 1 project, per the FDOT Lane Repurposing Guidebook. Based on an assumed traffic analysis methodology for the lane repurposing process, a traffic analysis for a Type 1 project has been completed as a part of this study and can be found in the traffic study included in **Appendix B**. It should be noted that the traffic analysis requirements and methodology will be determined by FDOT during the lane repurposing process and may vary from the assumed methodology used in the traffic study for this project.

4.2. Planning Level Cost Estimate

A planning level cost estimate was prepared for the preferred alternative using FDOT's Long Range Estimate (LRE) cost per mile data and other planning level cost data. As shown in **Table 7**, the construction cost is estimated at $8,800,000 and the total cost including design and construction inspection is $11,705,000. Undergrounding of overhead utilities was assumed in this cost estimate. No right-of-way acquisition is anticipated.

Table 7 | Planning Level Cost Estimate

Milling and Resurfacing (4-Lane Roadway)	$1,500,000
Multi-Use Trail Per Mile (8'-12' Width - 1 Side) & Sidewalk / Driveways Adjustments	$1,800,000
Lighting	$1,500,000
Utilities	$2,500,000
Landscaping	$1,000,000
Textured Pavement	$500,000
Gateway Features and Site Furniture	Not included
Construction	**$8,800,000**
Right-of-Way	Not included
Design Phase (20% of CST)	$1,660,000
Construction Inspection (CEI) (15% of CST)	$1,245,000
Total	**$11,705,000**

4.3. Implementation Strategies

Table 8 shows the recommended strategies for project implementation. Recommendations were categorized as short, medium, or long-term.

Table 8 | Implementation Strategies

Short-Term	Medium-Term	Long-Term

Funding:
• Explore funding opportunities. There is a commitment of funding for design from the Warrington Tax Increment Trust Fund (TIF). It is recommended to explore funding opportunities for construction:
  ○ Seek federal funding, currently in review by the U.S. Senate for consideration under the H.R. 4016 – Department of Defense Appropriations Act of 2026.
  ○ RESTORE Act (Resources and Ecosystems Sustainability, Tourist Opportunities and Revived Economies) can be explored for eligibility based on an infrastructure project benefitting ecological resources (stormwater collection and treatment upgrades).
  ○ DoD Defense Community Infrastructure Program (DCIP) can be reviewed.
 	
FDOT Lane Repurposing:
• Initiate FDOT's Lane Repurposing Application Process. It is recommended to start this process once funding for design is imminent.
 	
Update Long Range Transportation Plan and Priorities:
• Add the project to the FL-AL 2050 Long Range Transportation Plan showing the Study Phase as Cost-Feasible based on the Escambia County Local Funds already applied (completed August 2025).
• Incorporate the project into the next FL-AL TPO annual Priorities process.
• Identify funding to advance the Design Phase in the 2050 FL-AL Long-Range Transportation Plan Cost Feasible Plan.
	Design:
	• Seek FDOT approval of lane repurposing (if not completed in short-term), design variations, etc. as appropriate.
	• Determine appropriate crosswalk treatments.
	• Coordinate with utility owners, including ECUA and FPL for feasibility of sewer extension and undergrounding of overhead utilities.
	• Contact billboard owners and agree on the preliminary view zones shown in the concept or adjust as necessary (350' assumed for preferred alternative).
	• Work collaboratively with business owners and the County to coordinate access to specific parcels such as the mall, schools, and churches.
	• Conduct landscape design as a component of the roadway design project, not a standalone project. This will help maximize the landscape opportunities.
		Construction Phasing:
		• Consider construction phasing options:
		  ○ Segment A could be constructed as a separate phase from Segments B and C. These phases could be constructed in either order and may be comparable in cost.
		  ▪ Segment A includes the vehicle turnaround, the curb changes on both sides of the roadway, on-street parking, and potentially the park parcels (grading, landscaping, shared-use path, etc.).
		  ▪ If Segments B and C are constructed first, the shared-use path can be terminated at Interbay Avenue.
		  ○ The gateway features and park could be sub-phased.
		• Consider possible undergrounding of overhead utilities as part of the construction phasing, and coordination with ECUA if sewer lines can be installed as part of construction activities to minimize roadway disruptions.
		
		Public Involvement:
		• Coordinate closely with key stakeholders and the community to maintain consensus and construct improvements with minimal disruptions.
		
		Coordination with Other Project/Plans:
		• Coordinate with other projects and existing plans in the area for consistency and alignment.

Chapter 5: Public Involvement

5. Public Involvement

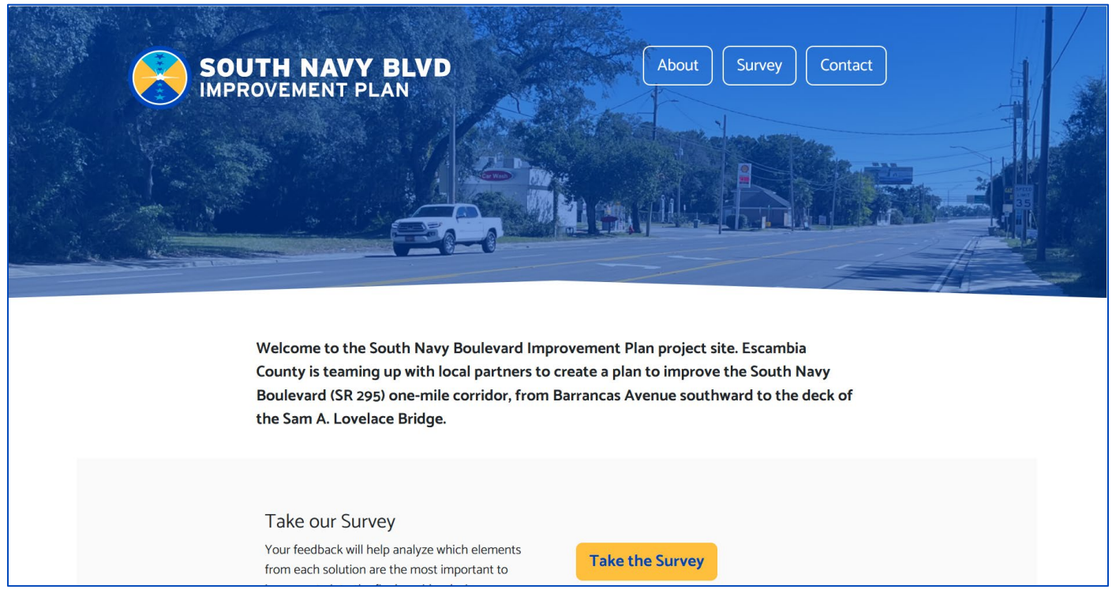
The public involvement effort for this project involved several components to provide multiple touchpoints and opportunities to engage both the public and stakeholders. These efforts are discussed in the following sections.

5.1. Project Advisory Team

A Project Advisory Team was formed consisting of key stakeholders from Escambia County, NAS Pensacola, FDOT, and ECRC. Coordination meetings were held throughout the project with the Project Advisory Team to understand the project's issues and goals, review conceptual improvements and alternatives.

5.2. Public Website

A public website was created to educate the public about the project, and provide an opportunity for project participation and input.



5.3. Direct Mailers

Mailing lists were created for affected parties within 500 feet of either side of the study corridor's centerline, neighborhood associations, elected/appointed officials and other local officials serving the area, community leaders, and other interested parties. To keep these individuals informed and educated of the project, a series of direct mailer drops was conducted. Four mailers were included in this effort: project kickoff, workshop #1, workshop #2, and final project findings.

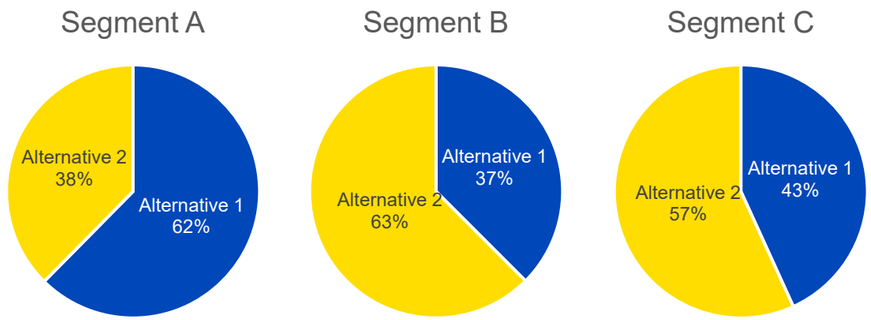
5.4. Public Workshop #1

The first public workshop was held at Lexington Terrace Community Center on the evening of May 14, 2025, near South Navy Boulevard. This workshop was hosted to solicit the public's comments and opinions regarding the two possible alternatives for the three segments of S. Navy Blvd. This process assists in developing engagement to help foster community involvement in improvements on South Navy Boulevard and Escambia County as a whole. A direct mailer was sent to everyone who owns property within a 500-foot radius of the corridor. There were 118 people in attendance. The workshop showcased many boards and roll plots that illustrated the two alternatives for the three segments in comparison to each other and to the existing conditions of the corridor. The attendees of the workshop were encouraged to ask questions to the project team and record any comments on a feedback form. The feedback form also posed a survey on the preferred alternative for segments A, B, and C. The results of the survey can be found in **Table 9,** and the preferred alternatives for segments A, B, and C were analyzed in **Figure 55**. The input collected from the workshops was used to develop the preferred alternative presented in this report to best align with the needs of the community and S. Navy Blvd.

Table 9 | Public Workshop #1 Survey Results

Segment	Alternative	Total Records	Percentage
A	1	58	62%
	2	35	38%
B	1	33	37%
	2	55	63%
C	1	38	43%
	2	50	57%

Figure 55 | Workshop #1 Results



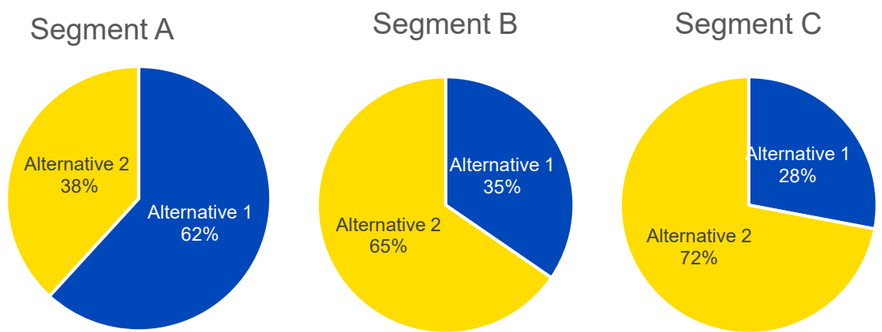
5.4.1. ONLINE SURVEY #1

The first online survey avaliable to the general public from May 15, 2025 to June 1, 2025. The survey gave people in the community the opportunity to review and record a preference on Segments A, B, and C of Alternative 1 and 2. There were a total of 657 responses with 242 leaving written comments. The results from the survey can be found in **Table 10**, and the preferred alternatives for Segments A, B, and C were analyzed in **Figure 56**.

Table 10 | Online Survey #1 Results

Segment	Alternative	Total Records	Percentage
A	1	406	38%
	2	251	62%
B	1	212	35%
	2	401	65%
C	1	167	28%
	2	430	72%

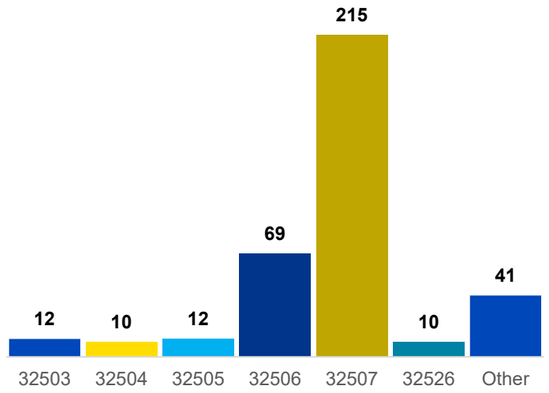
Figure 56 | Online Survey #1 Results



5.4.2. PHASE 1 SUMMARY

Figure 57 shows the geographic disribution of the survey responses for both the in-person meeting and the online survey. As shown, the majority of the respondents indicated they live in zip code 32507 which is within the project area.

Figure 57 | Survey #1 Geographic Distribution



Other Zip Codes			
21409	1	32534	3
30721	1	32570	1
31507	1	32583	1
32057	1	32606	1
32501	6	32607	1
32502	6	32633	1
32508	3	33507	1
32514	6	33533	1
32522	1	36549	2
32533	2	92503	1

Based on the public input received from both the in-person workshop and the online survey, the following were the most common themes from the comments:

Waterfront park will attract homeless population.	Landscaping will not be maintained.	Need for traffic calming and prevention of excessive speeding.	Concerns about the on-street parking option, and lack of parking at the waterfront park.	Need to improve the conditions of impoverished buildings and abandoned businesses along the corridor.

The full phase 1 report detailing all of the public involvement efforts up to end conclusion of the first online survey can be found in **Appendix C**.

Some high-level results from phase 1 include:

- 657 surveys completed
- 2,932 sessions to the project website
- 110,697 advertising impressions
- 375,000 earned media impressions
- 118 attendees at the first workshop
- 98 handouts completed at the first workshop

5.5. Public Workshop #2

A second public workshop was held August 28, 2025 at the Lexington Terrace Community Center. The purpose of the meeting was to present the preferred alternative and provide an opportunity for comments. A direct mailer was sent to everyone who owns property within a 500-foot radius of the corridor. There were 59 people in attendance and 40 comment forms were collected. Boards were displayed with the preferred alternative, as well as landscape and hardscape palettes. In addition, a looping presentation video was available for viewing which discussed the project's background, the responses from the first public workshop, the preferred alternative, typical sections, and overall corridor improvements.

5.5.1. ONLINE SURVEY #2

The second online survey avaliable to the general public from August 28, 2025 to September 5, 2025. The survey gave people in the community the opportunity to review and provide comments on the preferred alternative. The same materials at the in-person meeting were made availble online include the landscape and hardscape palettes, and the presentation. There were a total of 125 comments left on the online survey. The results from the survey can be found in **Appendix C**.

South Navy Boulevard Improvement Plan Survey #2

PREFERRED ALTERNATIVE

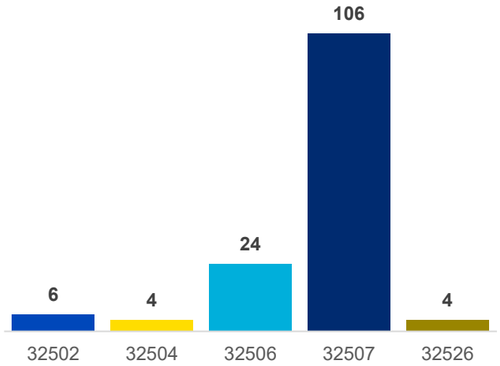
Landscaping and hardscaping will be finalized in the design phase of the project.

1. Comments / Feedback

5.5.2. PHASE 2 SUMMARY

The geographic disribution of the survey responses for both the second in-person workshop and online survey is shown in **Figure 58**. As shown, the majority of the respondents indicated they live in zip code 32507 which is within the project area.

Figure 58 | Survey #2 Geographic Distribution



Other Zip Codes			
32503	3	32501	1
32514	3	43603	1
32563	2	32597	1
32508	2	32534	1
32505	2	32520	1
32533	2	32561	1

The following were the most common themes from the comments received at the second in-person workshop and the online survey:

Concerns that landscaping will not be maintained.	Supportive of project.	Concerns about removing a travel lane.	Supportive of pedestrian and bicycle accommodations as a part of the project.	Desire for economic development, improved blighted areas, and new businesses.

The full phase 2 report detailing all of the public involvement efforts after the first online survey can be found in **Appendix C**.

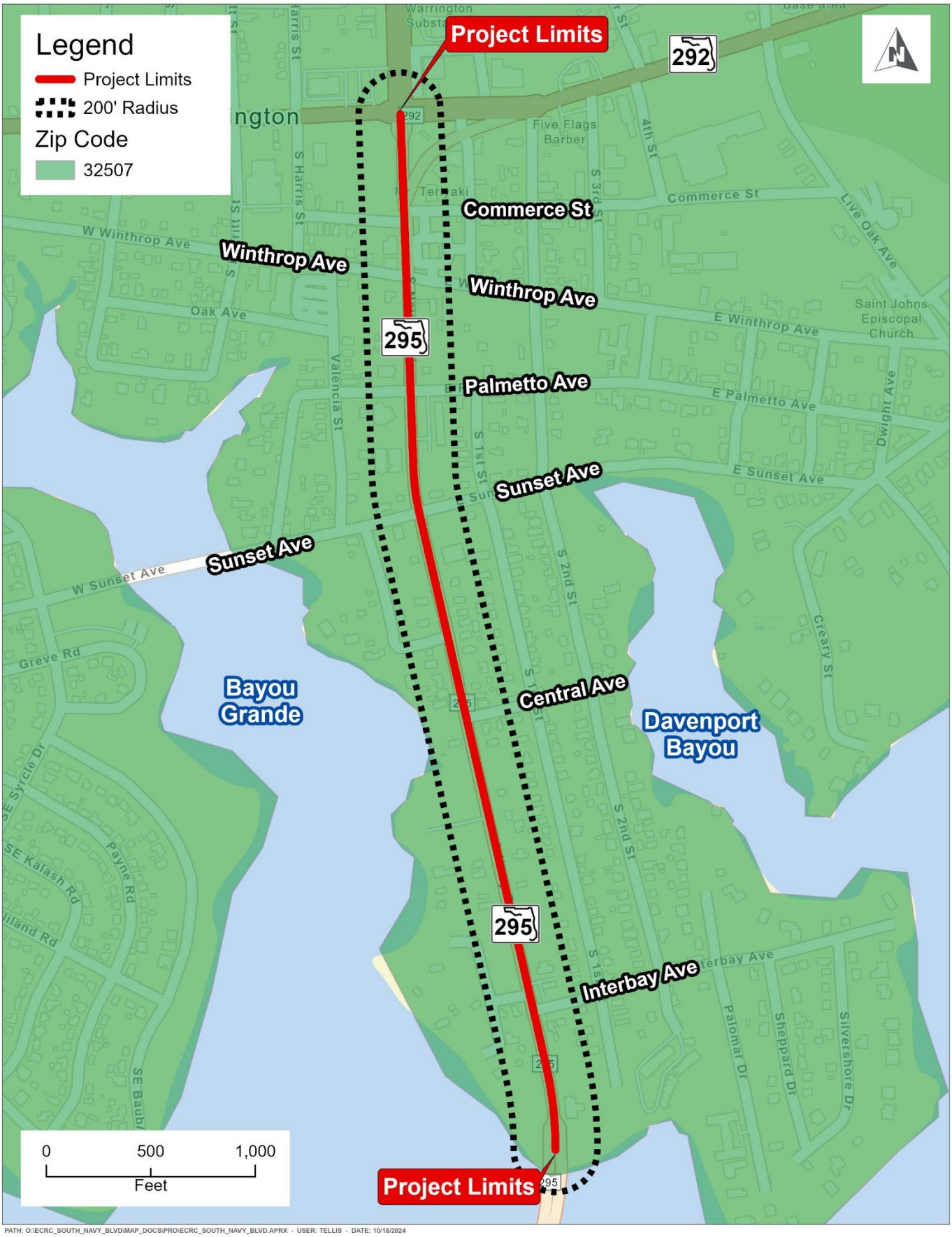
Some high-level results from phase 2 public involvement include:

- 143 surveys completed
- 2,124 sessions to project website
- 69,242 advertising impressions
- 3,636 advertising clicks
- 711,000 earned media impressions
- 59 attendees at second workshop
- 40 handouts completed at second workshop

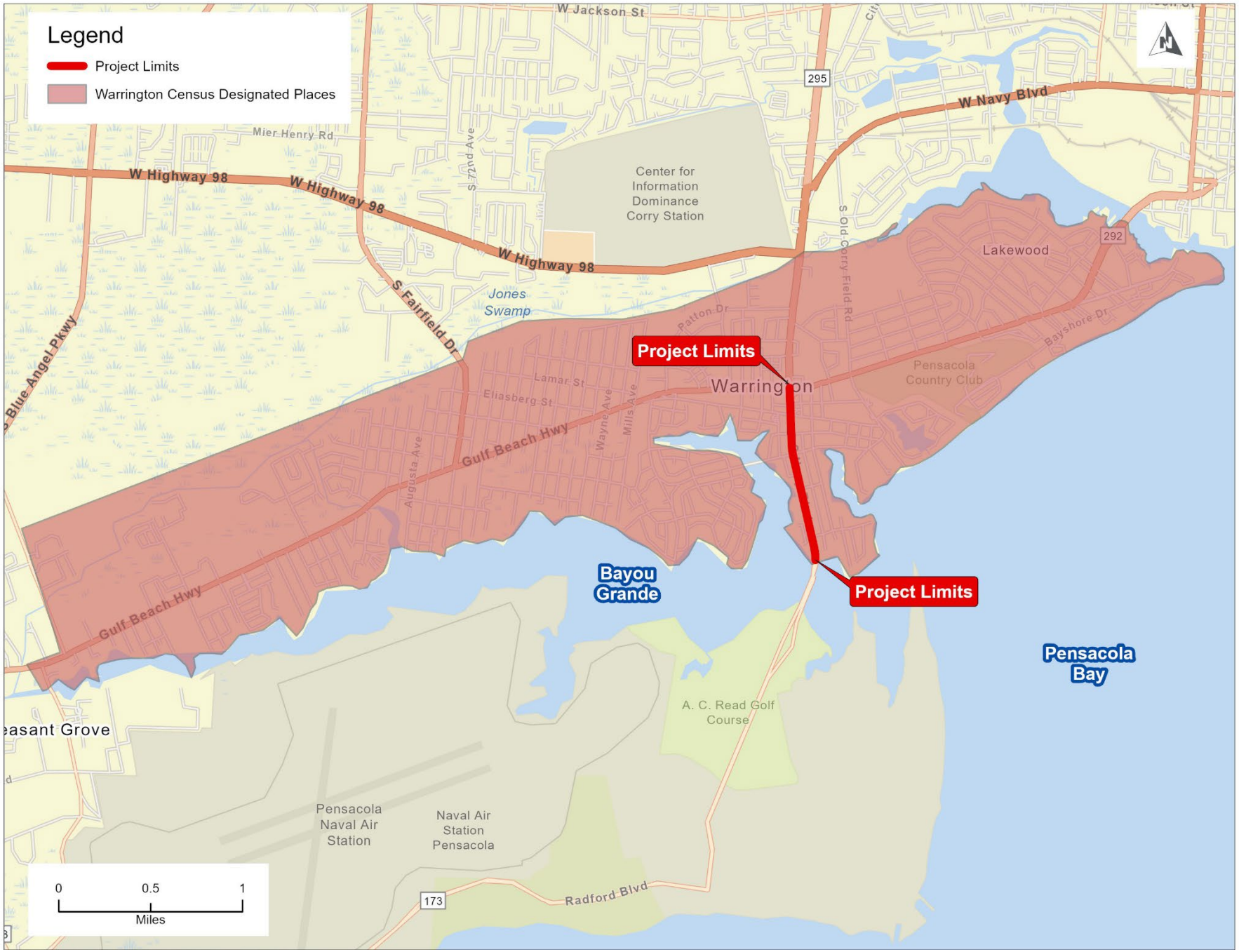
Appendices

Appendix A – Maps

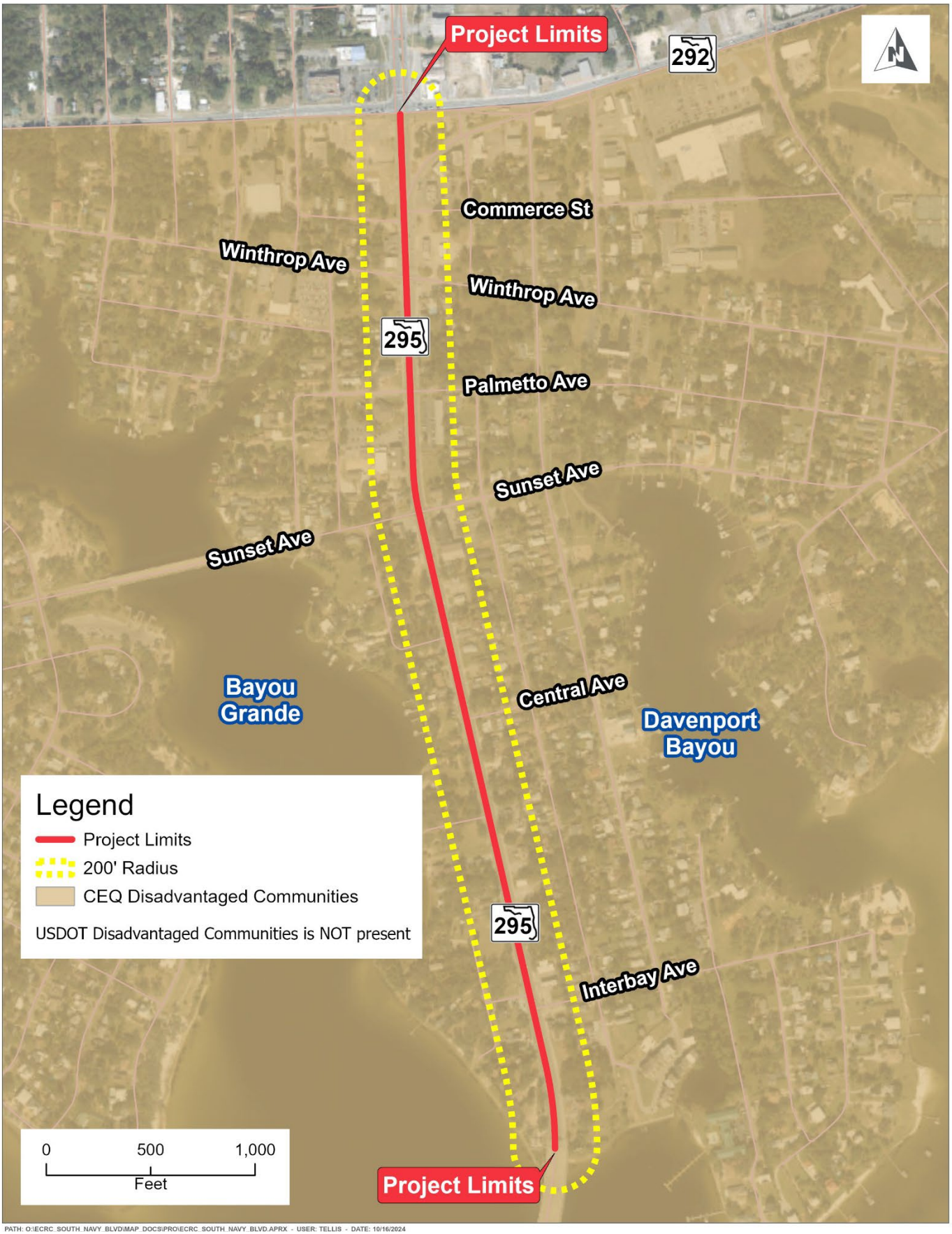
Zip Codes


Legend
Project Limits
200' Radius
Zip Code
32507
Project Limits
292
Commerce St
Winthrop Ave
Winthrop Ave
295
Palmetto Ave
Sunset Ave
Sunset Ave
Central Ave
Interbay Ave
Bayou Grande
Davenport Bayou
Project Limits
0
500
1,000
Feet
PATH: O:\ECRC_SOUTH_NAVY_BLVD\MAP_DOCS\PRO\ECRC_SOUTH_NAVY_BLVD.APRX - USER: TELLIS - DATE: 10/18/2024

Census Designated Places



Disadvantaged Communities



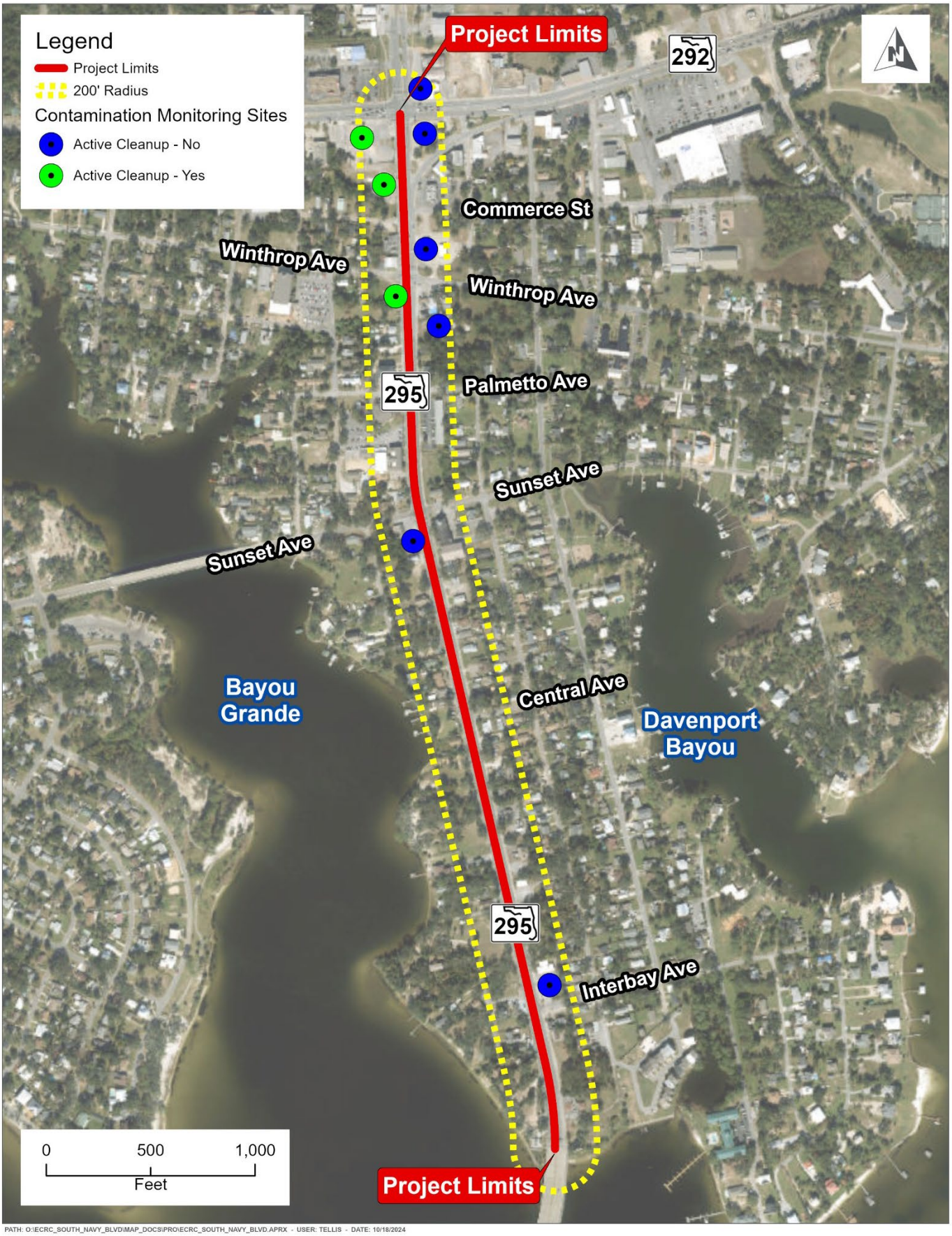
Minority Populations

PATH: O:\ECRC_SOUTH_NAVY_BLVD\MAP_DOCS\PRO\ECRC_SOUTH_NAVY_BLVD.APRX - USER: TELLIS - DATE: 10/15/2024

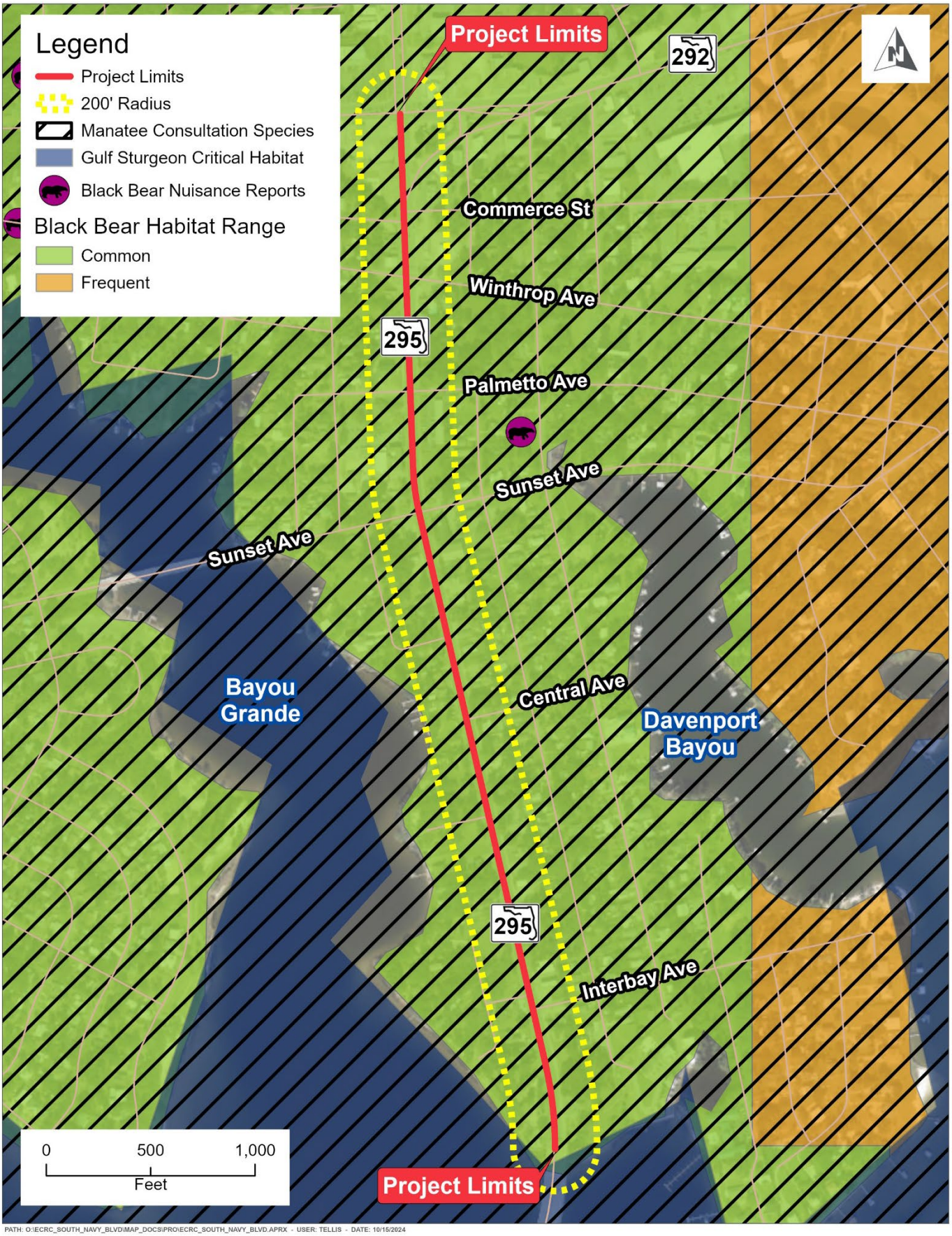
Poverty Levels

PATH: O:\ECRC_SOUTH_NAVY_BLVD\MAP_DOCS\PRO\ECRC_SOUTH_NAVY_BLVD.APRX - USER: TELLIS - DATE: 10/15/2024

Contamination Sites



Threatened / Endangered Species



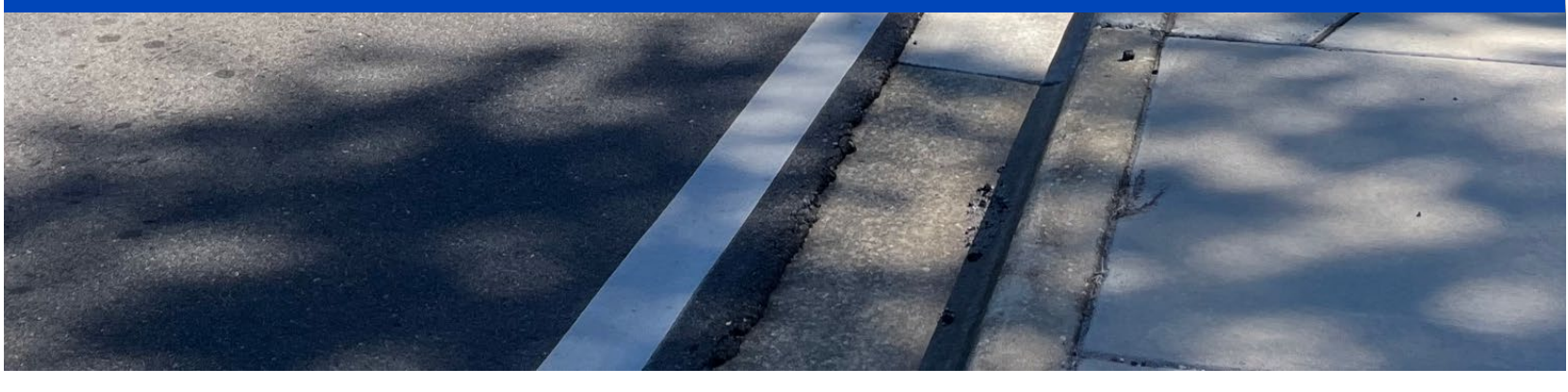
Appendix B – Traffic Corridor Study Technical Memorandum

SOUTH NAVY BLVD
IMPROVEMENT PLAN

Traffic Corridor Study

South Navy Boulevard

October 2025



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1. Introduction

1.1. Study Purpose

A traffic analysis of South Navy Boulevard was completed as part of the Improvement Plan. This traffic study evaluates the corridor operations and analyzes existing conditions and accommodations needed to upgrade the South Navy Boulevard corridor from Barrancas Avenue to Interbay Avenue. Future improvements considered include access management at select unsignalized intersections along the corridor, as well as signal modifications. Specifically, the study addresses:

- Median opening locations/types
- Existing and future transportation demands
- Traffic operational needs
- Safety of all modes of travel

1.2. Study Area

The study corridor is approximately one mile long along South Navy Boulevard from Barrancas Avenue to the Sam A. Lovelace Bridge in Escambia County. South Navy Boulevard is an urban principal arterial that runs north/south from Pensacola to Naval Air Station (NAS). South Navy Boulevard provides connections to US 98 and US 90 to the north, with ultimate connectivity to/from I-110 and I-10. The following intersections were considered for the analysis:

- South Navy Boulevard and Barrancas Avenue (signalized)
- South Navy Boulevard and Northbound Right-Turn Slip Lane to Barrancas Avenue (unsignalized)
- South Navy Boulevard and Commerce Street / Washington Street (unsignalized)
- South Navy Boulevard and Winthrop Avenue (signalized)
- South Navy Boulevard and Palmetto Avenue (unsignalized)
- South Navy Boulevard and Sunset Avenue (signalized)
- South Navy Boulevard and Vancouver Street (unsignalized)
- South Navy Boulevard and Central Avenue (unsignalized)
- South Navy Boulevard and Interbay Avenue (unsignalized)

2. Existing Conditions

2.1. Existing Geometry

South Navy Boulevard from Barrancas Avenue to Interbay Avenue consists of two (2) southbound lanes and three (3) northbound lanes with a two-way left-turn lane. The roadway has an Annual Average Daily Traffic (AADT) count of 21,500 vehicles per day to the north of Sunset Avenue and an AADT count of 17,300 vehicles per day to the south of Sunset Avenue (Source: Florida Traffic Online (FTO) Portable Traffic Monitoring Site 485135 and 484025, respectively) in 2023. South Navy Boulevard has relatively narrow travel lanes (approximately 10 – 11 feet wide per lane) and was recently resurfaced.

A field visit was attended on Wednesday, October 16, 2024, to observe corridor operations. It was noted that there were relatively high operating speeds along the South Navy Boulevard corridor, exceeding 45 – 50 miles per hour (mph) outside of the school zone, and exceeding the 20 mph regulatory school zone speed limit during school zone hours. Queuing was observed to extend from the NAS Main Gate back to Sunset Avenue in the southbound direction during the AM peak (see **Figure 1**). As a result of the recent resurfacing, there was notable pavement edge drop off present in some locations between the edge of pavement and curb. Sharp drop offs were noted at curb inlets within inches of the edge of pavement.

At the intersection of South Navy Boulevard and Sunset Avenue, vehicles were observed to overrun the northwest curb while completing a southbound right-turn and the signal box in the northeast quadrant was damaged (see **Figure 2**).

Figure 1 | NAS Southbound Stacking

Figure 2 | Truck Off Road at Sunset Ave

Pedestrians were observed crossing South Navy Boulevard without the presence of a crosswalk. It was noted that there was no buffer between the sidewalk and roadway, which created an uncomfortable pedestrian experience when combined with the narrow vehicular travel lanes and relatively high speeding (see **Figure 3**).

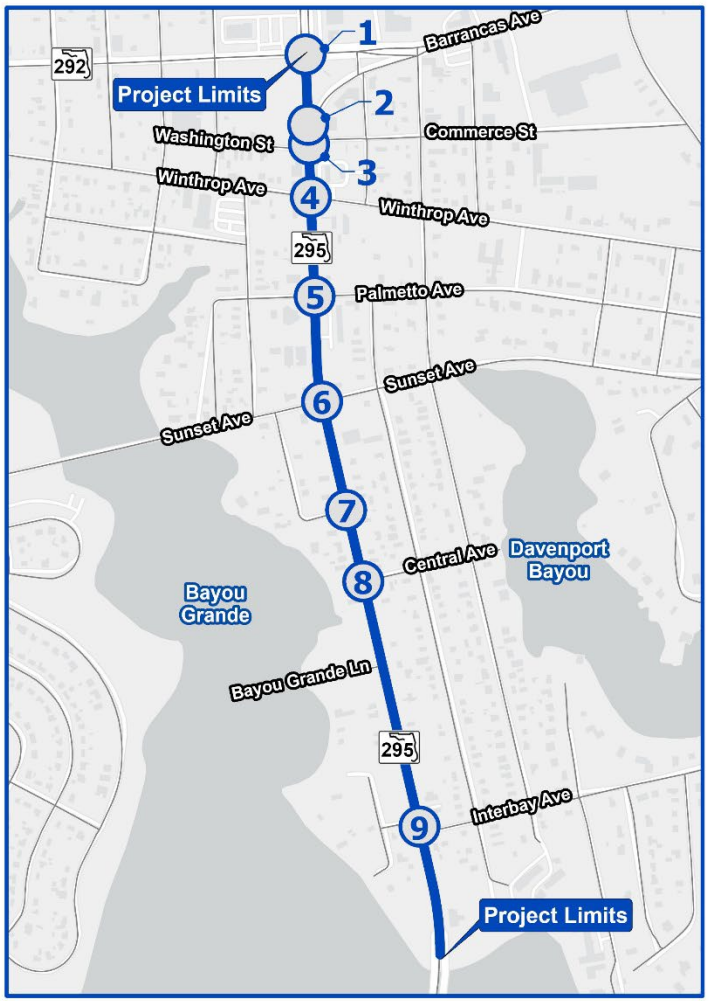
Figure 3 | Pedestrian with Stroller Crossing South Navy Boulevard

Each intersection along the corridor includes left-turn lanes along the mainline via either exclusive striping or a two-way left-turn lane. There are limited exclusive right-turn lanes at intersections along the corridor. The study intersection geometry is shown in **Figure 4**.

2.2. Cut-Through Traffic

Replica data was reviewed for cut-through traffic along 1st Street and 2nd Street. **Figure 5** shows that the cut-through traffic uses 2nd Street, Winthrop Avenue, and Sunset Avenue. Most of the cut-through traffic from/to 2nd Street takes Winthrop Avenue while others take Sunset Avenue. The data does not show traffic taking 1st Street. Based on field observations, several apparent cut-through vehicles were observed at Interbay Avenue during the AM peak (5 vehicles were observed taking a westbound left-turn from Interbay Avenue onto South Navy Boulevard in a 15-minute period during the AM peak).

Figure 4 | Existing Intersection Geometry



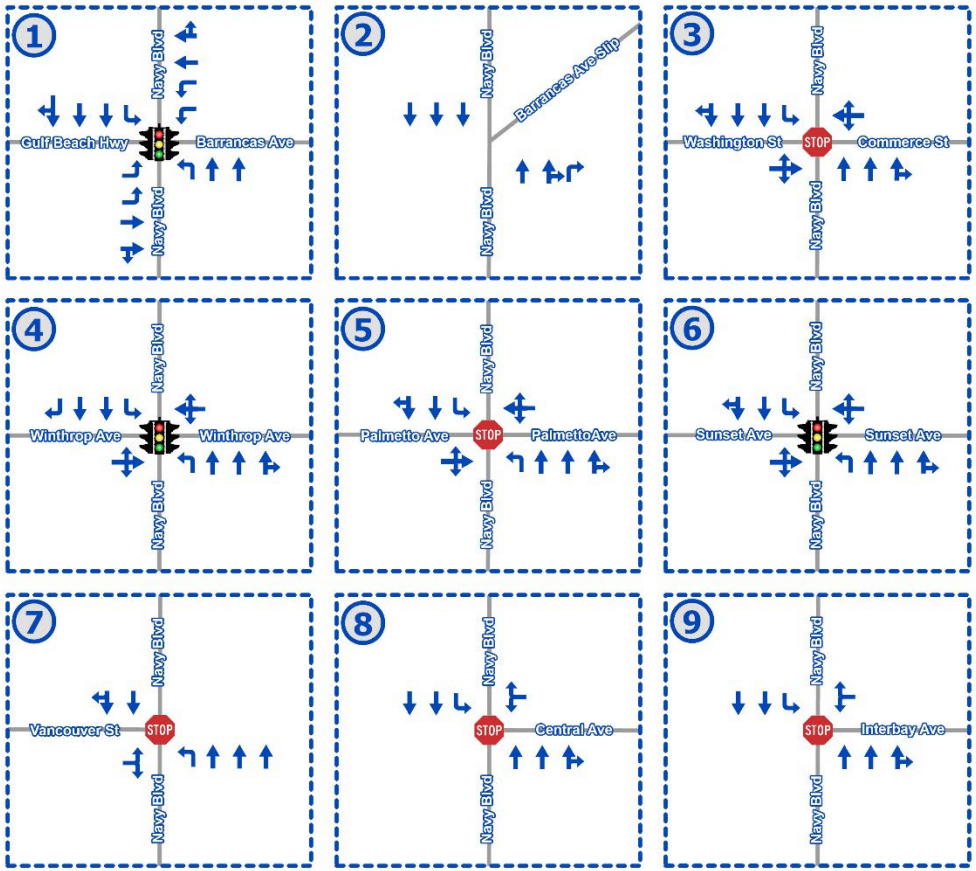
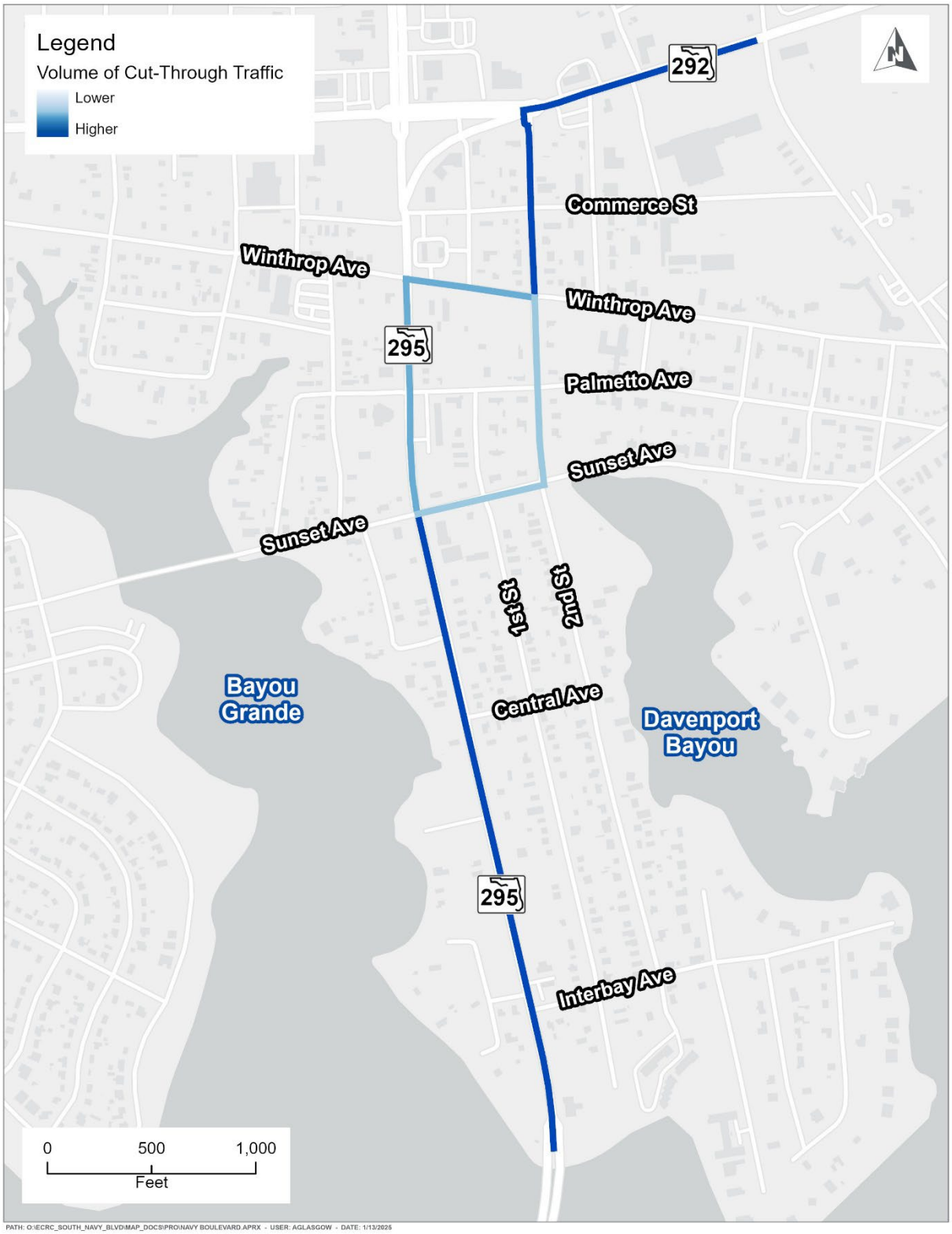


Figure 5 | Existing Cut-Through Traffic



2.3. Data Collection

Based on the data collection, the peak weekday AM and PM one-hour periods for the traffic in the study area were determined to be 6:45 – 7:45 AM and 3:00 – 4:00 PM, respectively. These time periods also overlap with the student arrival and dismissal times at the local St John the Evangelist Catholic School with arrival between 7:30 – 7:45 AM and dismissal between 3:00 – 3:15 PM. The field collected data is provided in the **Attachments**.

Overall, as expected, existing vehicle trends indicate a heavy influx of vehicles traveling southbound along South Navy Boulevard towards NAS Pensacola in the AM peak hour and a heavy outflux of vehicles traveling northbound along South Navy Boulevard away from NAS Pensacola in the PM peak hour. Minor-street approach volumes along the corridor were generally less than 50 vehicles per hour at unsignalized intersections and approximately 100 vehicles per hour at signalized intersections, except for the intersection of South Navy Boulevard and Barrancas Avenue, which experienced relatively heavy approach volumes on all legs of the intersection.

The peak hour factors throughout the corridor ranged from 0.84 to 1.00, indicating fairly consistent traffic throughout each hour, with minimal variation when comparing the 15-minute intervals of the hour.

There was also fairly typical heavy vehicle percentages captured within the peak hours (typically ranging between 2 – 4%, with a few outlier movements) for this roadway's classification.

Refer to **Figure 6** for the existing turning movement volumes at the study area intersections.

The data collection indicated minimal pedestrians or bicyclists during the peak periods; however, it was noted that there were several pedestrians and bicyclists during field observations the following month. Both days had clear, warm weather conditions.

Signal plans and timings were obtained from Escambia County and are provided in the **Attachments**. Pedestrian timings were included on the appropriate approaches; however, the coordinated timings were used to supersede conflicting minimum timings impacted by the pedestrian clearance times, since there were minimal pedestrians counted during data collection and to keep the signalized intersections coordinated for analysis purposes.

The AADT volumes were obtained from FTO count sites for the year 2023. The recommended annual growth rate of 1%, which is discussed in **Section 3.1.1**, was applied to the 2023 AADTs to grow the volumes to 2024. The existing year 2024 AADTs are provided in **Table 1**.

Figure 6 | Existing Peak Hour Traffic Volumes

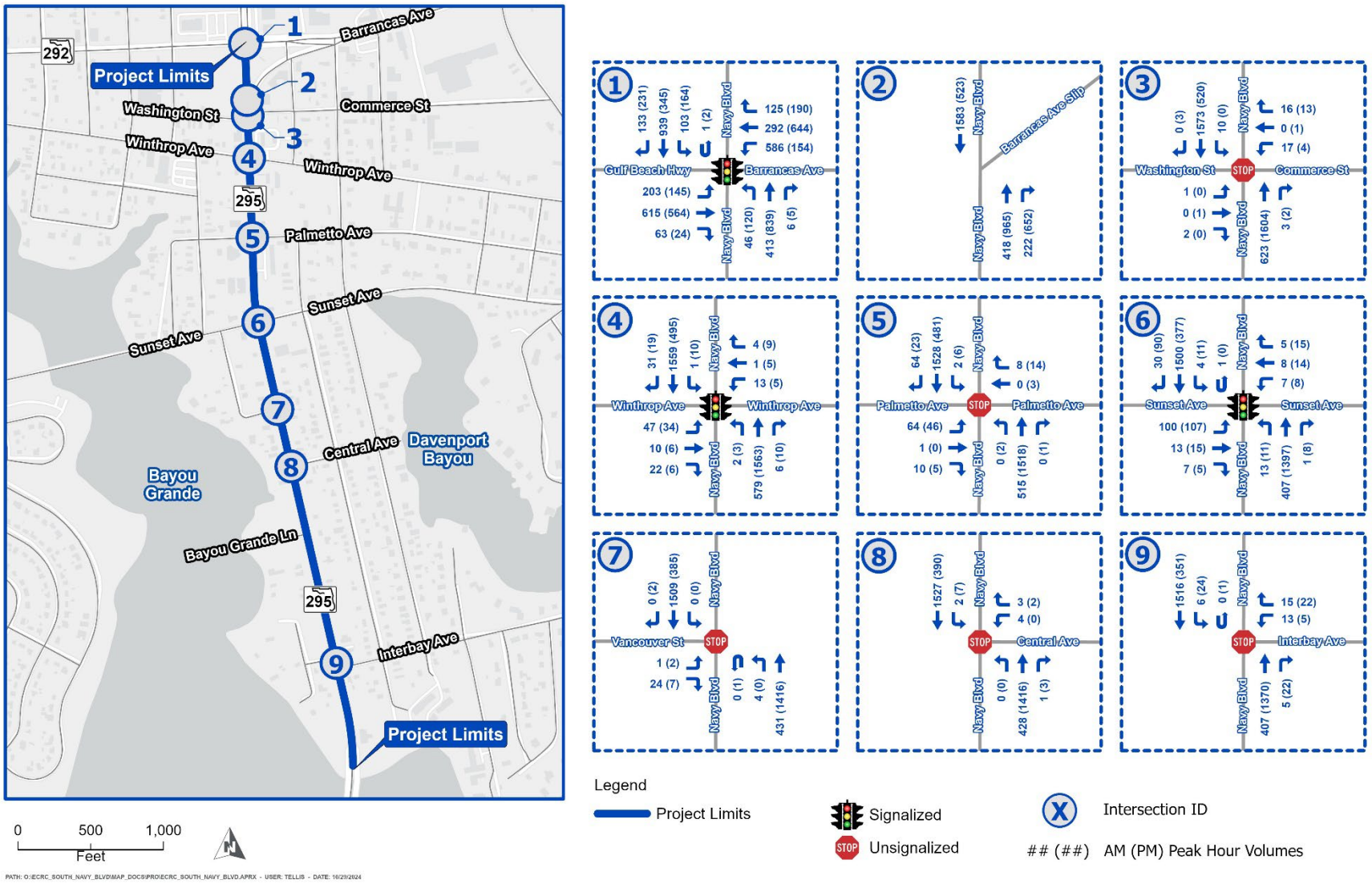


Table 1 | Existing AADT

Roadway	Segment	2024 AADT
Barrancas Avenue	west of South Navy Boulevard	24,500
	east of South Navy Boulevard	27,000
Sunset Avenue	west of South Navy Boulevard	2,900
South Navy Boulevard	north of Barrancas Avenue	24,000
	Barrancas Avenue to Sunset Avenue	21,500
	Sunset Avenue to Sam A. Lovelace Bridge	17,500

2.4. Existing Pedestrian and Bicycle Facilities

There are sidewalks throughout the corridor recently completed on both sides of the roadway through a Florida Department of Transportation (FDOT) resurfacing project. The existing sidewalk is along both sides of the roadway and the recent FDOT project helped to complete the previous gaps in sidewalk that were present; however, it should be noted that the sidewalks do not have a buffer from the roadway, which may create uncomfortable situations for pedestrians in combination with the high vehicular speeds that were observed.

During data collection and field visits, pedestrians and bicyclists were observed crossing South Navy Boulevard with no crosswalk. St John the Evangelist School mentioned there are currently no walkers/bikers crossing South Navy Boulevard to get to/from the school.

There are not currently any dedicated bicycle facilities along South Navy Boulevard. Bicyclists were observed on the roadway and on the sidewalk during the field visit.

A Level of Traffic Stress (LTS) evaluation was performed for pedestrian and bicycle accommodation within the study area. These results provide the LTS under existing and future No Build conditions. Refer to **Table 2** and **Table 3** for the pedestrian and bicycle score calculations, respectively.

These scores indicate there is limited separation for bicycle and pedestrian users from the roadway, creating uncomfortable multimodal facilities for users.

Table 2 | Pedestrian Level of Traffic Stress

Segment	Continuous Sidewalk Present?	Speed Limit	Separation?	Vertical Separation?	Sidewalk Width	PLTS
Barrancas Avenue to Sam A. Lovelace Bridge	Both Sides	35	No	No	6’	3

Table 3 | Bicycle Level of Traffic Stress

Segment	Bicycle Facility	Speed Limit	AADT	BLTS
Barrancas Avenue to Sam A. Lovelace Bridge	None	35	>3,000	4

2.5. Crash Analysis

Crash data was obtained from Signal Four Analytics from January 2019 through December 2023. It should be noted that this range does include data captured in 2020 and 2021, which may be influenced by traffic impacts from the COVID-19 pandemic. The most common crash type was rear end collisions, followed by left turn and sideswipe crashes, as shown in **Figure 7**.

During this five (5) year period, a total of 165 crashes were recorded within the study area, with no fatality. There were 14 non-incapacitating, 28 possible injuries, and 122 no injury crashes. The crash severity along the corridor is shown in **Figure 8.**

Figure 7 | Corridor Crash Types

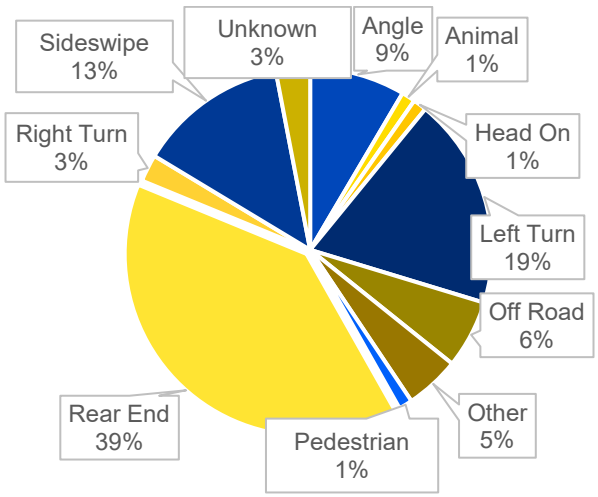
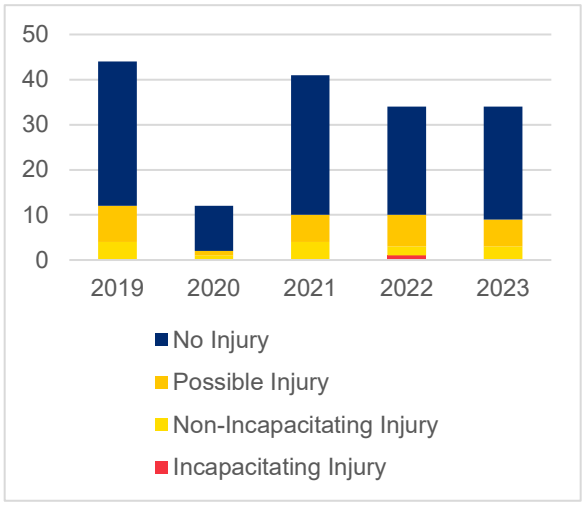


Figure 8 | Crash Severity by Year



Most crashes (107 crashes or approximately 65%) occurred at or due to the signalized intersection of South Navy Boulevard and Barrancas Avenue. A total of 20 crashes (~12%) occurred at or due to the signalized intersection of South Navy Boulevard and Sunset Avenue and 15 crashes (~9%) occurred at or due to the signalized intersection of South Navy Boulevard and Winthrop Avenue. The rest of the crashes (23 crashes or ~14%) occurred at unsignalized intersections or along the corridor without a known direct intersection cause. Two (2) total crashes involved pedestrians, both crashes being located at South Navy Boulevard and Sunset Avenue. Refer to **Figure 9** for the number of crashes per intersection, **Figure 10** for the related crash density map, and **Figure 11** for the pedestrian crash locations.

Figure 9 | Crash Locations by Intersection

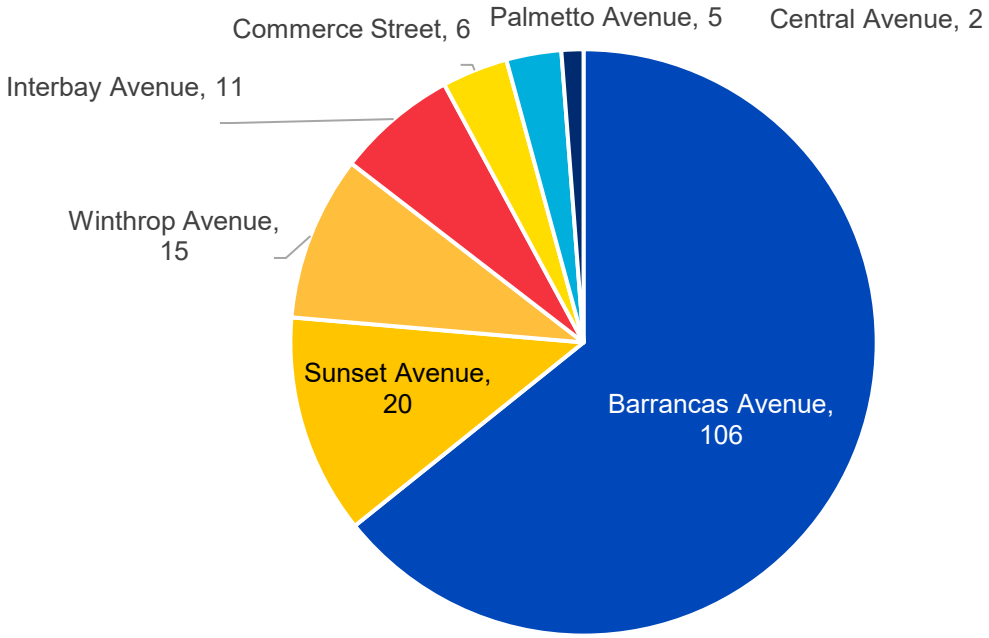


Figure 10 | Crash Density Map

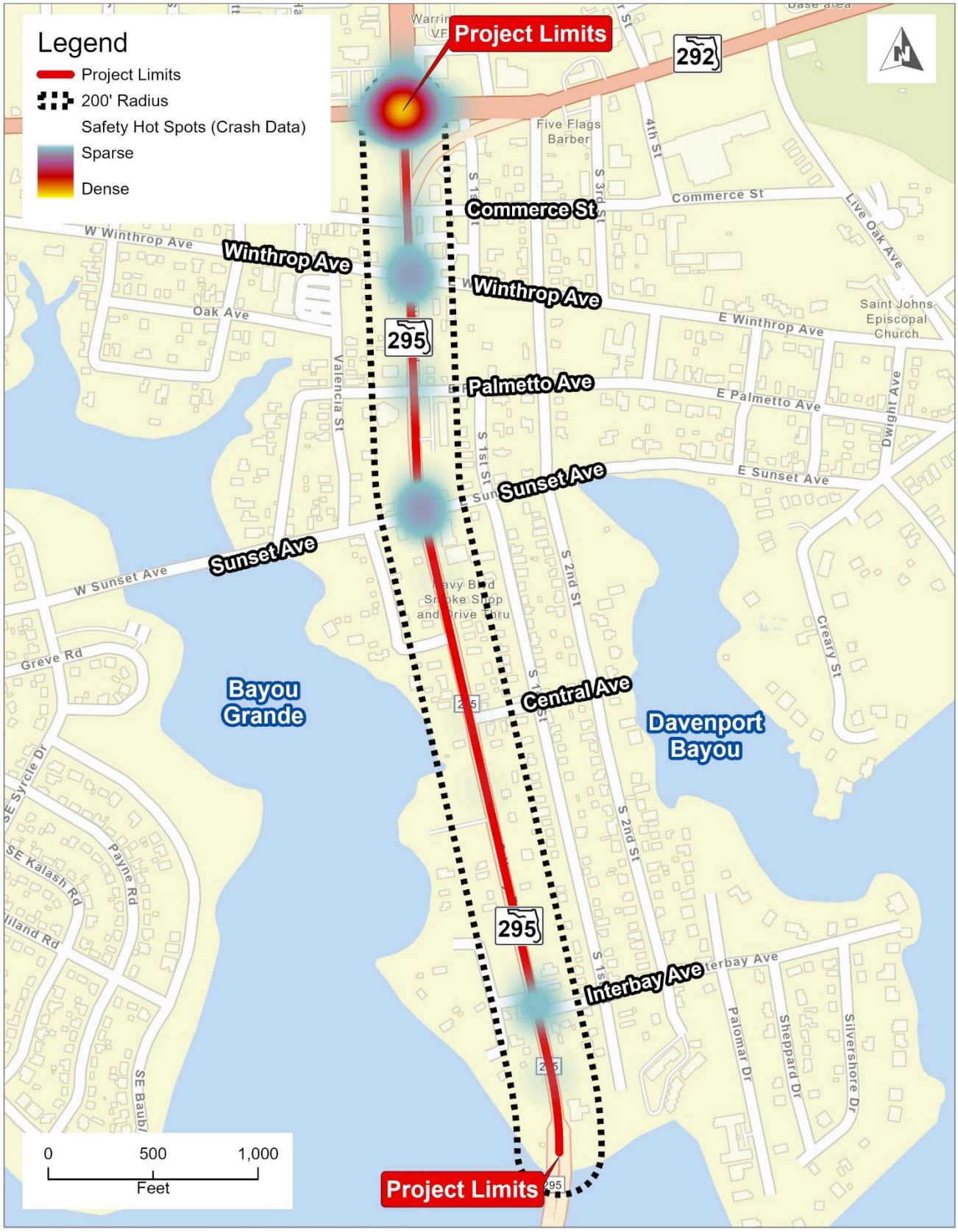


Figure 11 | Pedestrian Crash Locations Map

Most crashes within the five-year period occurred at the signalized intersection of South Navy Boulevard and Barrancas Avenue. This is anticipated due to the relatively high volumes along Barrancas Avenue, the lane changes at the intersection, and overall poor capacity operations at the subject intersection. Most of the crashes (50 crashes or ~47%) were categorized as rear end collisions, which is not uncommon for heavily traveled mainlines at signalized intersections, especially with speeding present. Most of the rear end collisions were on the eastbound approach, which may in part be due to the tight driveway spacing on this approach. These crashes had low crash severity, with over 85% of the rear end collisions being no injury.

There were also a relatively high number of left-turn crashes (23 crashes), sideswipes (15 crashes), and angle crashes (nine crashes), which had more severe results. Over 40% of the angle and left-turn crashes were injury or possible injury. Most of the left-turn crashes were due to the northbound and southbound left-turn movements. These left-turn movements currently have protected/permissive phasing, and it is expected that many employees at NAS Pensacola may use the northbound left-turn movement in the evenings to travel towards more residential development, indicating this may be a relatively heavily used movement. It should also be noted that the intersection experienced an average of 21 crashes per year during the five-year period analyzed; however, there were a couple of outliers with 2020 only reporting four crashes and 2021 reporting 30 crashes.

Refer to **Figure 12** for an overview of the types of crashes and related incidents with injuries at this subject intersection and **Figure 13** for a diagram of the directionality and type of crashes.

Figure 12 | Severity and Types of Crashes at South Navy Boulevard and Barrancas Avenue

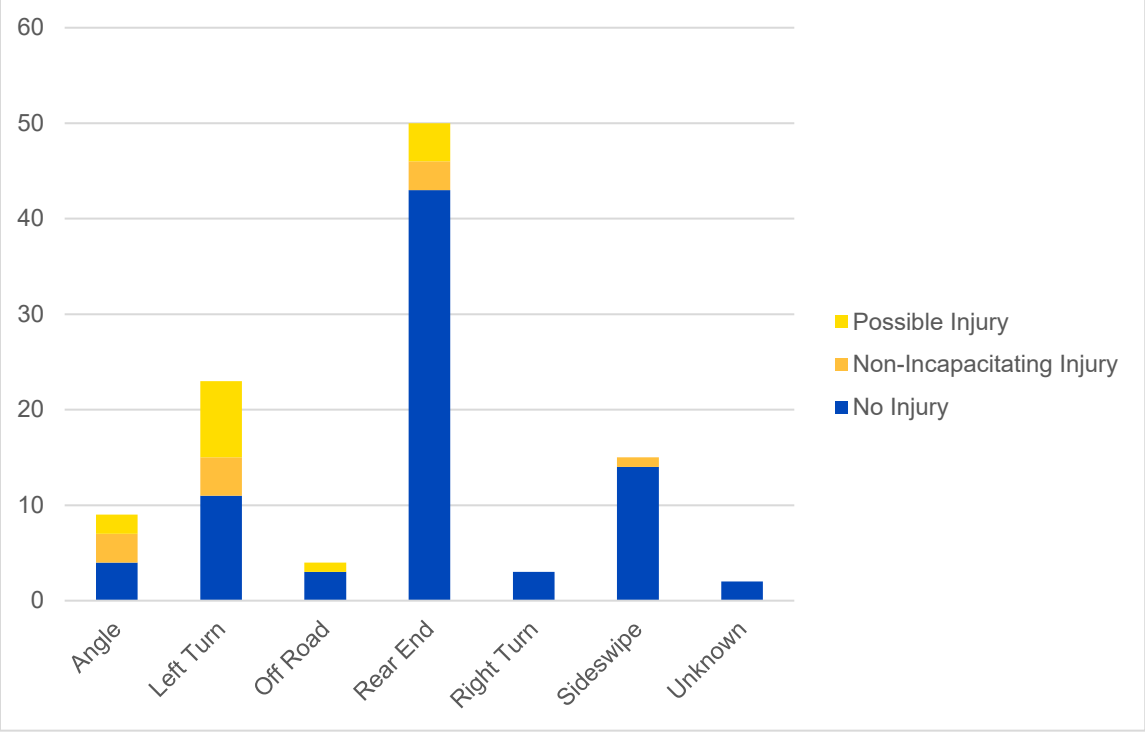
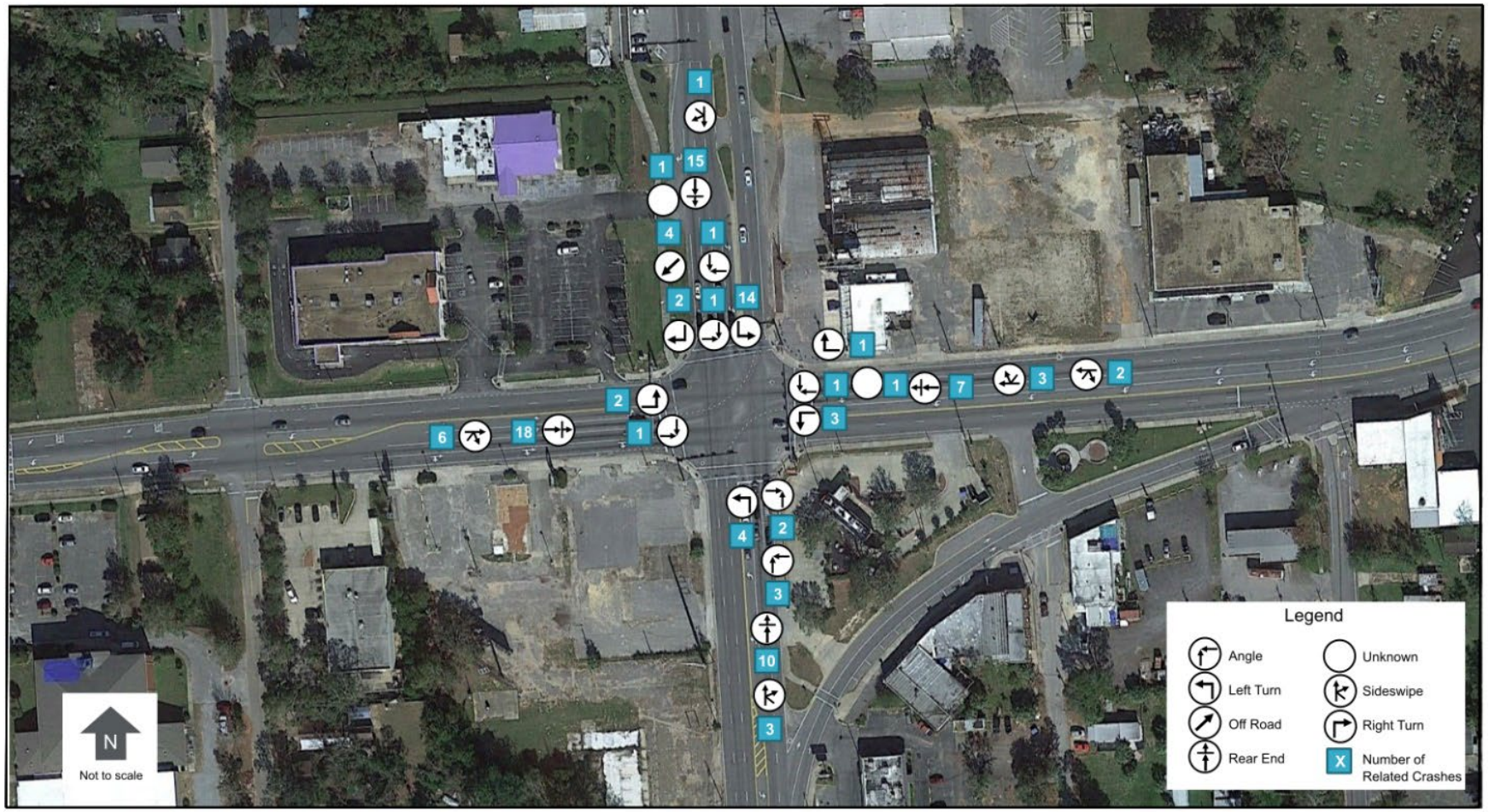


Figure 13 | Diagram of Crashes at South Navy Boulevard and Barrancas Avenue



South Navy Boulevard and Sunset Avenue also had a relatively large number of crashes compared to other intersections along the corridor, including a large number or rear end collisions (seven crashes or ~35%) and angle crashes (six crashes or ~30%). The angle crashes resulted in relatively high severity with half of the crashes including a possible injury. Most angle crashes were due to the eastbound approach. This intersection experienced the highest percentage of injury crashes (35%) when evaluating the signalized intersection crashes.

Existing greenery and utilities on the northwest quadrant at the intersection of South Navy Boulevard and Sunset Avenue may create visibility problems for eastbound approach vehicles; however, it should be noted that there is “No Turn on Red” signage at this approach that should prevent vehicles from making this movement on-red. At this intersection, many vehicles, particularly trucks, were observed to overrun the northwest curb while completing a southbound right-turn. The narrow lanes may contribute to the number of run-off-the-road collisions.

Refer to **Figure 14** for an overview of the types of crashes and related incidents with injuries at this subject intersection and **Figure 15** for a diagram of the directionality and type of crashes.

Figure 14 | Severity and Types of Crashes at South Navy Boulevard and Sunset Avenue

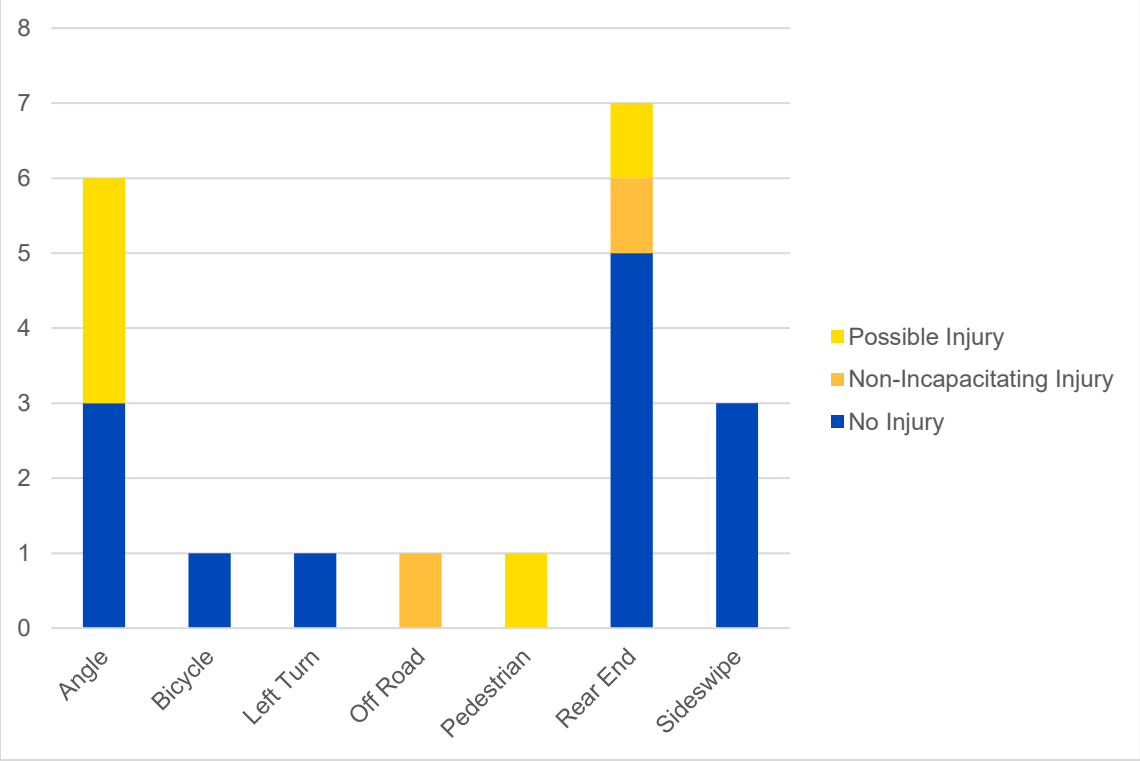


Figure 15 | Diagram of Crashes at South Navy Boulevard and Sunset Avenue

South Navy Boulevard and Winthrop Avenue experienced 15 crashes in the five-year period. The most common crash type was rear end (five crashes or approximately 33%) followed by angle (three crashes or approximately 20%). The possible injury crashes at this intersection were the result of one off-road crash, one angle crash, and one rear end crash. There was also one incapacitating injury crash as the result of a sideswipe. Refer to **Figure 16** for an overview of the types of crashes and related incidents with injuries at this subject intersection and **Figure 17** for a diagram of the directionality and type of crashes.

It was noted that there were two sideswipe crashes, both traveling in the southbound direction. The outer lane in the southbound direction drops as an exclusive right-turn only lane, which may be a contributing cause to these crashes. There are currently multiple advanced warning signs for the right-turn only lane; however, additional striping could be considered upstream to provide additional warning.

Figure 16 | Severity and Types of Crashes at South Navy Boulevard and Winthrop Avenue

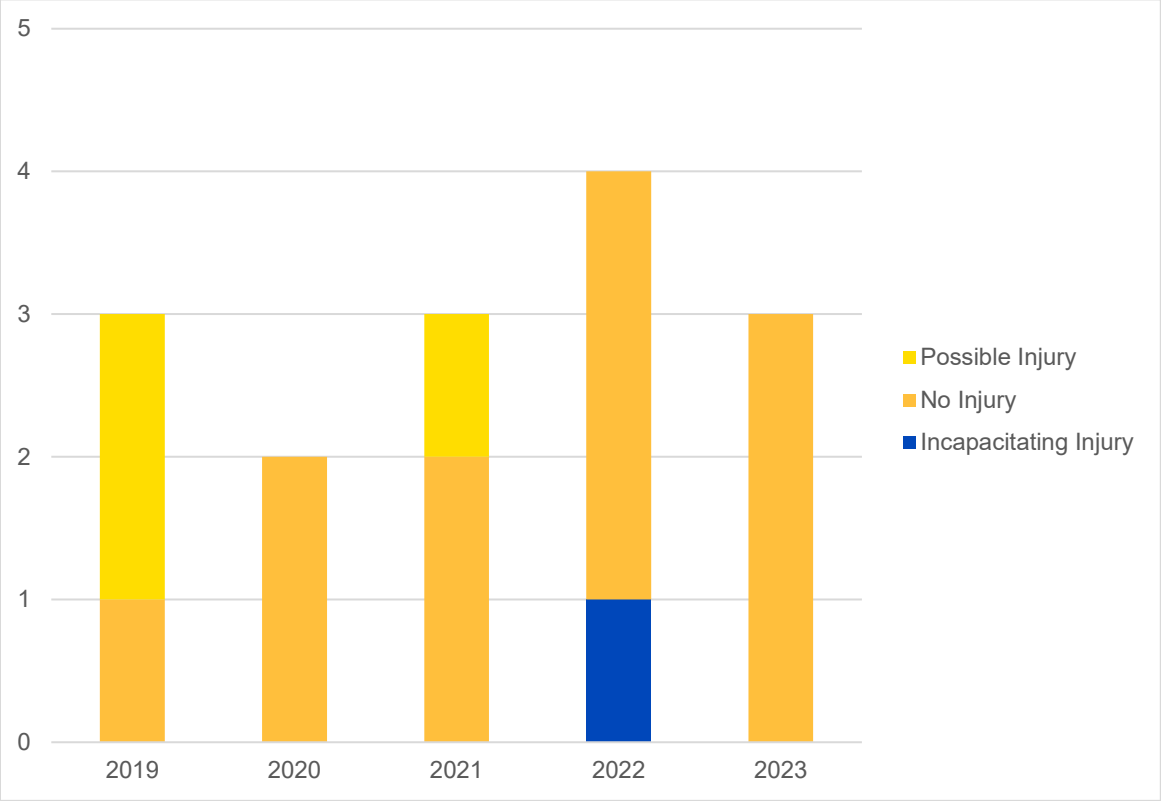
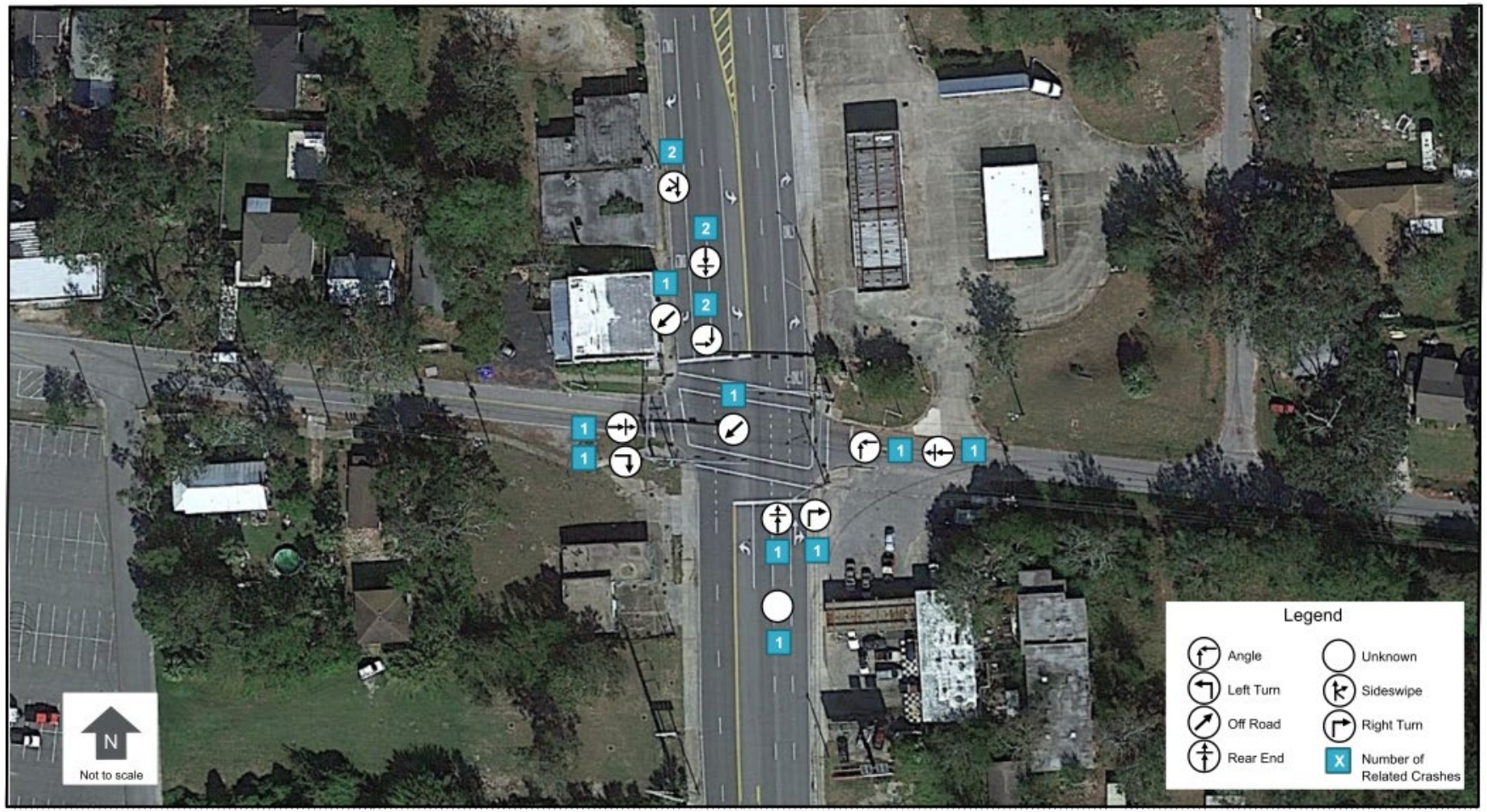


Figure 17 | Diagram of Crashes at South Navy Boulevard and Winthrop Avenue



The corridor experienced a relatively large number of sideswipes (22 crashes or ~13%), which is expected to be partially due to the relatively narrow lanes along South Navy Boulevard (~10 – 11 feet wide). There are also a couple of lane drops along the corridor, which may lead to driver confusion. The most severe crash type along the corridor was angle crashes, followed by left-turn crashes; however, angle crashes resulted in a relatively low percentage of the overall crashes (~8%). There were two (2) pedestrian crashes. One (1) occurred not at an intersection and one (1) occurred at Sunset Avenue. Both occurred during daylight hours. Most of the crashes occurred in 2019; however, the crash rate was fairly consistent during the five year period, except for during 2020, which experienced a sharp decline in crashes. As shown in **Figure 18** and **Figure 19**, 32% of the crashes occurred outside daylight conditions and 14% of crashes occurred with wet pavement conditions.

Figure 18 | Crash Lighting Condition

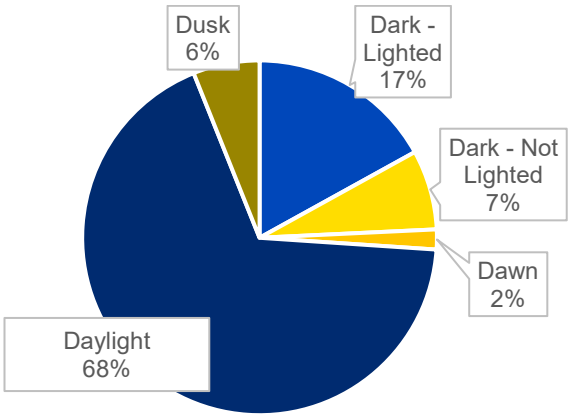
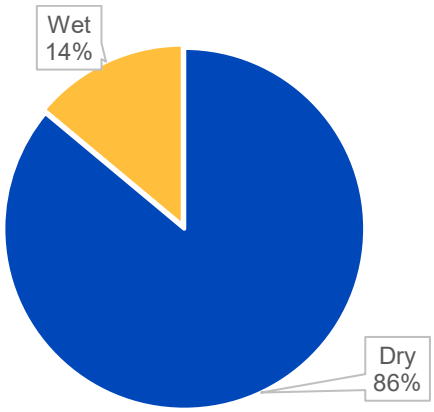


Figure 19 | Crash Pavement Condition



Overall, the corridor's narrow lanes and high travel speeds may contribute to the number of sideswipe collisions, and combined with the pavement edge drop may contribute to run-off-the-road collisions. Navy Boulevard is also listed on the High Injury Network in the Emerald Coast Regional Council (ECRC) Safety Action Plan.

2.6. Existing Conditions Analysis

The intersection capacity analyses were performed using the traffic modeling software Synchro 12. This software package is based on methodologies from the Highway Capacity Manual (HCM) 7th Edition and is accepted by FDOT for the analysis of signalized and unsignalized intersections. The capacity of an intersection is described by Level of Service (LOS), ranging from A to F. Because the HCM 7 methodology cannot calculate LOS for signalized intersections with U-turn movements, HCM 2000 was used for these instances.

Delay thresholds associated with LOS at an intersection differ between those that are signalized and unsignalized. The HCM 7th Edition explains that drivers expect to be serviced in a systematic and orderly pattern at a signalized intersection and are therefore willing to accept greater thresholds of delay associated with LOS. Conversely, service at an unsignalized intersection generally depends on gap acceptance and driver aggression, which are latently

random. As a result, drivers at unsignalized intersections are expected to exhibit lower thresholds of delay associated with LOS.

Additionally, queuing results were established using the 95th percentile value from Synchro. Vehicle length was assumed to be 25 feet for intersections reporting 95th percentile queues in vehicles. HCM 7 was used for all queuing results at all study intersections.

Refer to **Table 4** and **Table 5** for a summary of the Synchro capacity analysis and Synchro queuing analysis results under existing conditions, respectively. The Existing Synchro results are provided in the **Attachments**.

Table 4 | Existing Capacity Results

South Navy Boulevard	AM		PM	
	Delay (s)	LOS	Delay (s)	LOS
Barrancas Avenue (Signalized)	55.1*	E	47.5*	D
Washington Street/Commerce Street (Unsignalized)	21.8	C	140.1	F
Winthrop Avenue (Signalized)	3.8	A	3.3	A
Palmetto Avenue (Unsignalized)	192.4	F	65.1	F
Sunset Avenue (Signalized)	24.6*	C	11.2	B
Vancouver Street (Unsignalized)	17.2	C	11.4	B
Central Avenue (Unsignalized)	15.1	C	19.8	C
Interbay Avenue (Unsignalized)	14.3	B	30.2	D

Note: For unsignalized intersections, the minor street approach with the highest delay is shown.
**HCM 2000 Methodology*

Table 5 | Existing Queuing Results

South Navy Boulevard	AM											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	205	542	552	495	272	267	60	350	365	130	460	485
Washington Street/Commerce Street (Unsignalized)		0			12		-	-	-	2	-	-
Winthrop Avenue (Signalized)		155			32		0	2	2	5	12	0
Palmetto Avenue (Unsignalized)		130			0		0	-	-	0	-	-
Sunset Avenue (Signalized)		227			35		5	42	50	0	27	27
Vancouver Street (Unsignalized)		7			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			2		-	-	-	0	-	-
Interbay Avenue (Unsignalized)		-			5		-	-	-	0	-	-
South Navy Boulevard	**PM**											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	150	402	415	155	640	627	117	152	160	170	197	265
Washington Street/Commerce Street (Unsignalized)		2			20		-	-	-	0	-	-
Winthrop Avenue (Signalized)		105			42		0	7	15	30	2	0
Palmetto Avenue (Unsignalized)		60			17		0	-	-	2	-	-
Sunset Avenue (Signalized)		275			77		5	260	285	5	5	5
Vancouver Street (Unsignalized)		2			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			0		-	-	-	5	-	-
Interbay Avenue (Unsignalized)		-			17		-	-	-	17	-	-

Note: The 95th percentile queue length assumed a vehicle length of 25 feet.

These results indicate that all signalized intersections currently operate at an overall LOS C or better except at the intersection of South Navy Boulevard and Barrancas Avenue. The intersection of South Navy Boulevard and Barrancas Avenue currently operates at an overall LOS E and LOS D during the weekday AM and PM peak hour, respectively, based on Synchro results. The intersection of South Navy Boulevard and Winthrop Avenue is shown to operate at an overall LOS A during both the weekday AM and PM peak hour and the intersection of South Navy Boulevard and Sunset Avenue is shown to operate at an overall LOS C and LOS B during the weekday AM and PM peak hour, respectively. Throughout the corridor, the signalized minor-street approaches operate at failing levels-of-service and the mainline (South Navy Boulevard) operates at acceptable levels-of-service based on Synchro results. This is likely due to the relatively long amount of green time dedicated to the mainline.

During the weekday AM peak hour based on Synchro results, most of the minor-street approaches at unsignalized intersections operate acceptably except for the eastbound approach along Palmetto Avenue. During the weekday PM peak hour based on Synchro results, the following approaches operate at a failing level-of-service:

- Eastbound approach of Washington Street
- Westbound approach of Commerce Street
- Eastbound and westbound approaches of Palmetto Avenue

All other approaches currently operate acceptably throughout the South Navy Boulevard network. Synchro performance reports were also run for the study area. Refer to **Table 6** for the corridor performance results. The Existing Synchro results are provided in the **Attachments**.

Table 6 | Existing Corridor Performance Results

South Navy Boulevard	Total Delay (hr)		Total Travel Time (hr)		Average Speed (mph)		Total Fuel Consumption		Unserved Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB	7	15	22	62	24	27	30	85	0	0
SB	32	9	93	35	23	26	128	47	0	0
Total	39	24	116	97	23	26	158	132	0	0

The average speed through the South Navy Boulevard corridor based on Synchro performance results was shown to be 23 mph in the AM peak hour and 26 mph in the PM peak hour. The posted speed limit is 35 mph, indicating that mainline vehicles are being stopped at signalized intersections. It should be noted that observations and collected speed data indicate high speeds along the corridor in excess of 45 mph. This could indicate that offsets between signalized intersections may need to be re-optimized based on changes in patterns along the corridor. Well-coordinated systems may discourage speeding by minimizing stops between intersections when traveling at the posted speed limit.

3. Future Conditions

3.1. Future Traffic Development

3.1.1 GROWTH RATE DEVELOPMENT

The future year volumes were developed for the Opening Year (2030) and the Design Year (2050). To develop future volume forecast for future year analysis, growth rates were reviewed for study segments using historical traffic data from FTO, population-based growth rates from the Bureau of Economic and Business Research (BEBR), and model-based growth rates from the Northwest Florida Regional Planning Model (NWFRPM) version 3.14.

The FDOT Trends Analysis spreadsheet was used to calculate the average annual historical growth rate based on historical AADT from FTO count sites for the study roadways. The Trends Analysis spreadsheets are provided in the **Attachments**.

The population projections for Escambia County were obtained from BEBR. **Table 7** summarizes the annual population growth rate for Escambia County. These projections include an estimate for 2023 and forecasts for the years 2030, 2040, and 2050.

The NWFRPM model base year (2015) and horizon year (2045) were used to project volume growth. **Table 8** summarizes the individual rates and annual growth for the study segments.

A recommended growth rate of 1% will be used for this study based on the evaluation of the historical traffic data, population-growth, and model growth rates. It was assumed that there would be no growth east and west of South Navy Boulevard, except at Sunset Avenue. A growth rate of 1% was assumed along Sunset Avenue west of South Navy Boulevard.

Table 7 | BEBR Population Projections

Escambia	2023	2030		2040		2050	
Project Range	Population	Population	Growth Rate	Population	Growth Rate	Population	Growth Rate
Low	333,452	319,900	-0.61%	310,800	-0.43%	301,300	-0.40%
Medium	333,452	349,700	0.66%	364,600	0.50%	376,700	0.43%
High	333,452	379,400	1.73%	418,400	1.19%	452,000	0.97%

Table 8 | NWFRPM Model Growth Rate

Roadway	Count Location	NWFRPM		
		2015 Base Year Model	2045 E+C Model	2015/2045 Growth Rate
South Navy Boulevard	north of Barrancas Avenue	10,712	15,469	1.03%
	south of Barrancas Avenue	8,914	18,898	1.76%
	south of Winthrop Avenue	8,312	18,181	1.81%
	south of Sunset Avenue	6,269	9,313	1.09%
	on Sam A. Lovelace Bridge	4,206	6,404	1.14%
Barrancas Avenue	west of South Navy Boulevard	19,804	21,524	0.27%
	east of South Navy Boulevard	24,238	35,282	1.04%
Winthrop Avenue	east of South Navy Boulevard	1,088	1,378	0.70%
Sunset Avenue	west of South Navy Boulevard	2,548	9,889	2.47%

3.1.2 FUTURE VOLUME DEVELOPMENT

The existing year 2024 AADTs were grown to the future 2030 and 2050 AADTs by applying the recommend annual growth rate of 1% along South Navy Boulevard and Sunset Avenue west of South Navy Boulevard. The future AADTs are provided in **Table 9**.

The FDOT TMTool for Future Turning Movement Volumes Forecast micro-based spreadsheet was utilized to determine future 2030 and 2050 baseline traffic volumes for each of the subject intersections. FDOT AADT volumes (2023) were used where available within the study area and grown to 2024 using a 1% annual growth rate. For roadways without available historic AADT data, the daily volumes were estimated using the weekday PM traffic counts and assuming a K value of 9.5%. AADT volumes were rounded, as appropriate, per FDOT guidelines. Existing traffic volumes from the counts were input into the FDOT TMTool for each intersection within the study area.

Within the FDOT TMTool, K Factors and D Factors were adjusted per FDOT guidelines. For South Navy Boulevard, a K Factor of 9.5% was used based on the average K Factor throughout the corridor. The minor street K Factors were adjusted to fit within the standard 7.5% - 9.5% range with any K Factor less than 7.5% being set to 7.5%, any K Factor greater than 9.5% being set at 9.5%, and any values within that range being maintained through the future analysis periods.

D Factors were adjusted with a minimum D Factor of 50.8% and a maximum D Factor of 67.1%. Along the South Navy Boulevard corridor, the southbound approach was set to 67.1% in the AM and 32.9% in the PM and the northbound approach was set to 32.9% in the AM and 67.1% in the PM. The minor street D Factors were adjusted to fit within the standard 50.8% - 67.1% range with any D Factor less than 50.8% being set at 50.8%, any D Factor greater than 67.1% being set to 67.1%, and any values within that range being maintained through the future analysis periods. **Table 10** shows the measured values along South Navy Boulevard from the traffic counts that were used to determine average values along the corridor.

Once all the inputs were adjusted within the FDOT TMTool, as appropriate, the outputs were manually reviewed. The 'Check Volume' and 'Adjust Volume' features were used to increase any turning movement volumes that were projecting lower than 2024 existing volumes. These volumes were then evaluated for balancing and any further adjustments. Minor adjustments were made along the corridor using engineering judgement. The future turning movement volumes for Opening Year 2030 and Design Year 2050 No Build are provided in **Figure 20** and **Figure 21**, respectively, and for Opening Year 2030 and Design Year 2050 Build are provided in **Figure 22** and **Figure 23**, respectively.

Table 9 | Future AADTs

Roadway	Segment	2030 AADT	2050 AADT
Barrancas Avenue	west of South Navy Boulevard	26,000	31,000
	east of South Navy Boulevard	28,500	33,500
Sunset Avenue	west of South Navy Boulevard	3,100	3,700
South Navy Boulevard	north of Barrancas Avenue	25,500	30,500
	Barrancas Avenue to Sunset Avenue	23,000	27,500
	Sunset Avenue to Sam A. Lovelace Bridge	18,500	22,000

Table 10 | Measured K and D Factors

South Navy Boulevard	K Factor				D Factor			
	North Leg		South Leg		North Leg		South Leg	
	AM	PM	AM	PM	AM	PM	AM	PM
Barrancas Avenue	8.0%	8.0%	9.5%	6.9%	61.3%	38.7%	22.6%	64.8%
Commerce Street / Washington Street	10.3%	10.0%	10.3%	9.9%	71.2%	24.4%	28.2%	75.4%
Winthrop Avenue	10.3%	9.9%	10.1%	9.7%	71.6%	24.6%	26.9%	75.7%
Palmetto Avenue	10.1%	9.7%	9.5%	9.3%	73.1%	24.4%	25.1%	75.8%
Sunset Avenue	9.5%	9.3%	11.1%	10.3%	75.0%	23.9%	21.8%	78.4%
Vancouver Street	11.1%	10.3%	11.3%	10.3%	77.7%	21.5%	22.1%	78.3%
Central Avenue	11.2%	10.4%	11.2%	10.3%	78.0%	21.9%	21.9%	78.4%
Interbay Avenue	11.1%	10.1%	11.1%	10.0%	78.3%	21.3%	21.3%	79.6%
Barrancas Slip Lane	9.3%	6.9%	10.3%	10.0%	79.1%	35.2%	28.8%	75.5%

Figure 20 | 2030 No Build TMVs

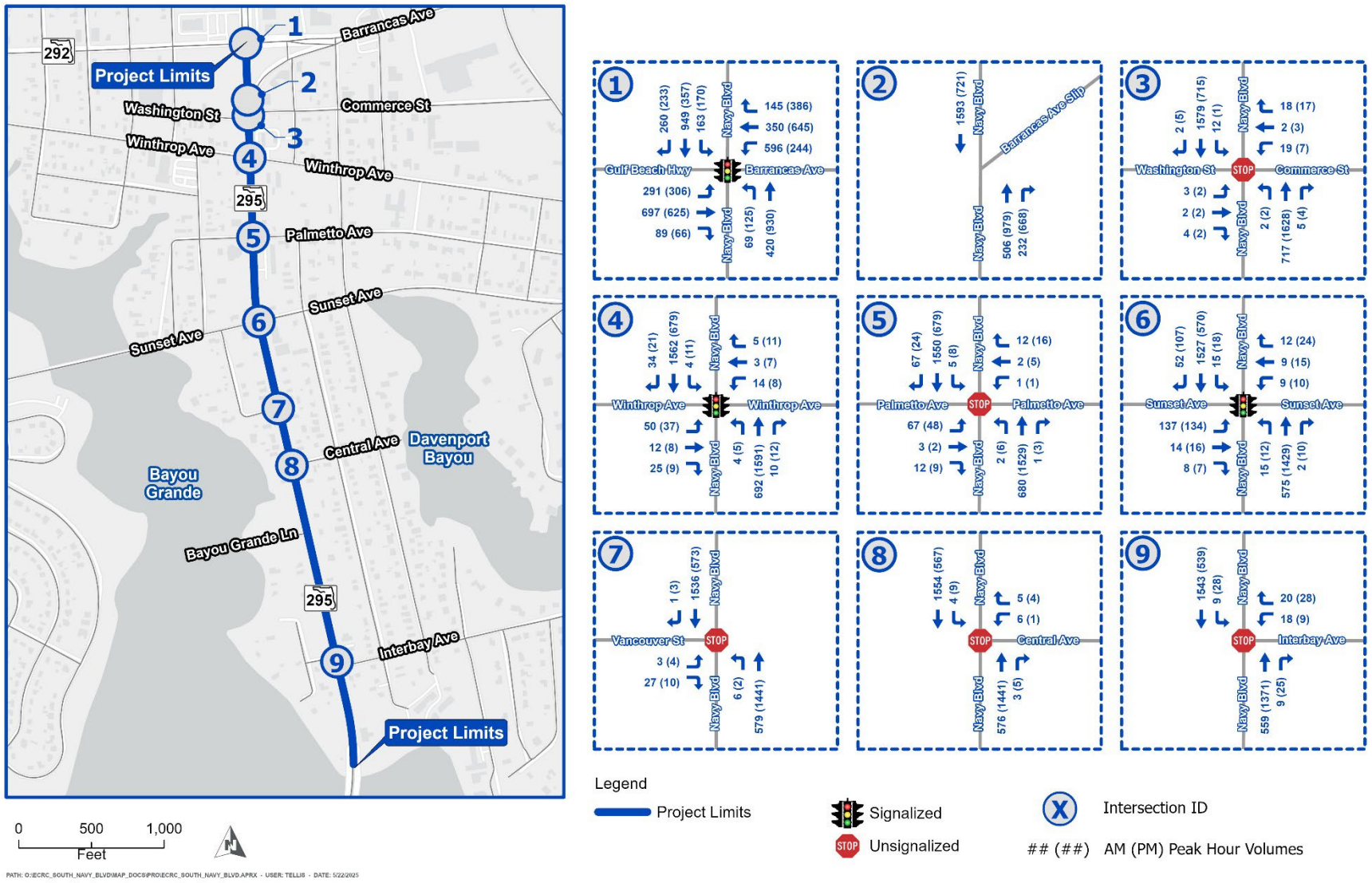


Figure 21 | 2050 No Build TMVs

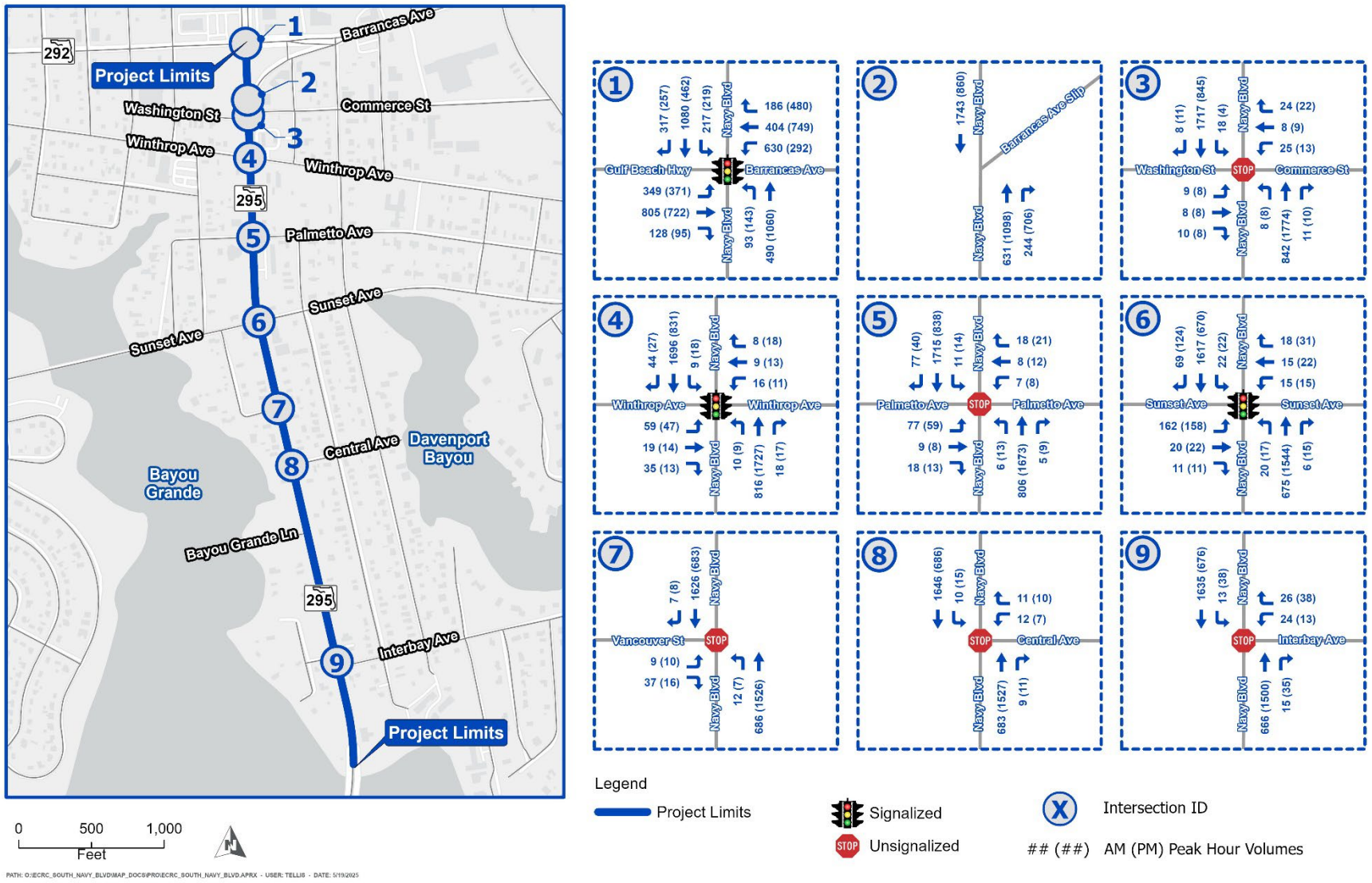


Figure 22 | 2030 Build TMVs

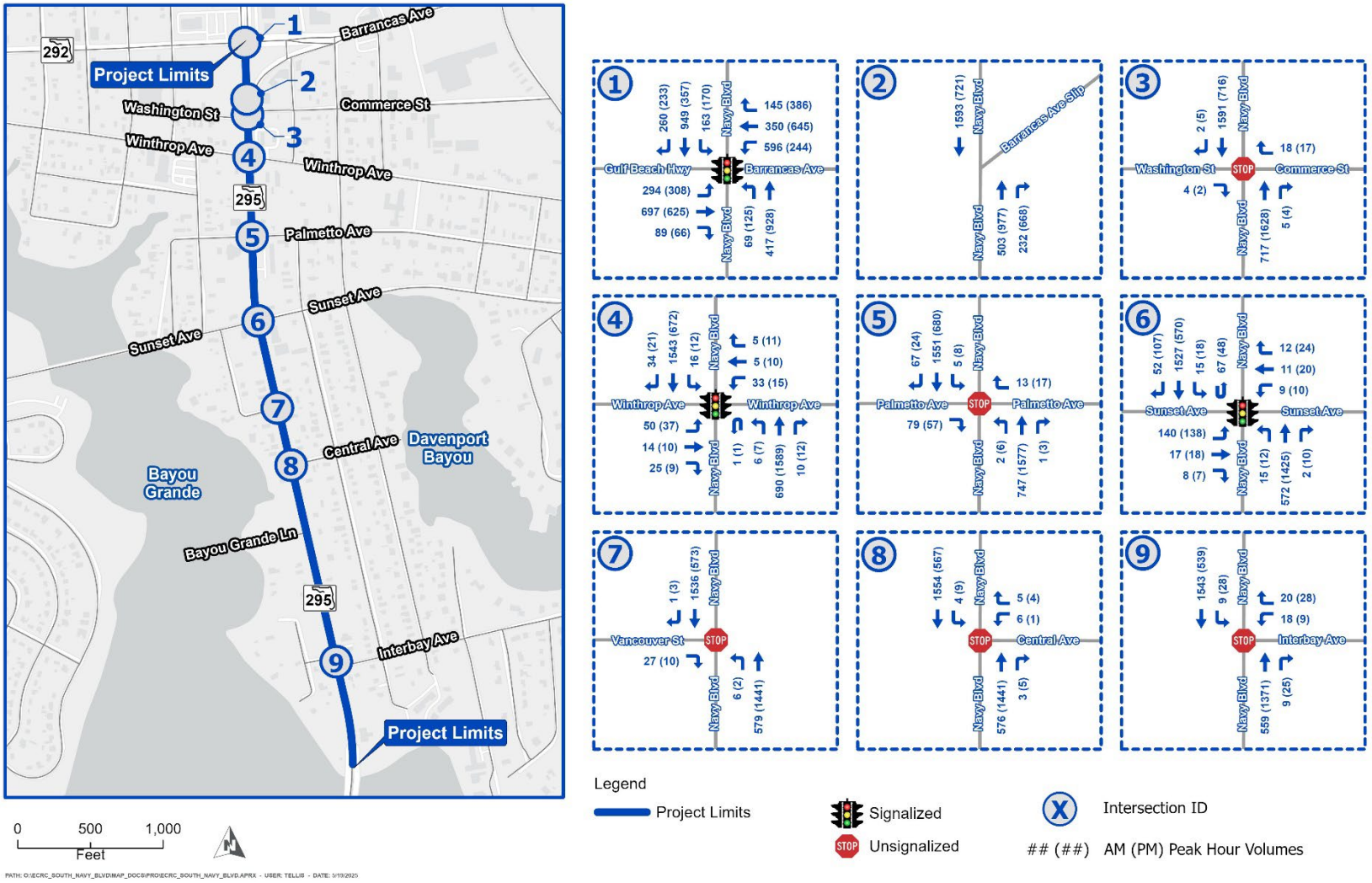
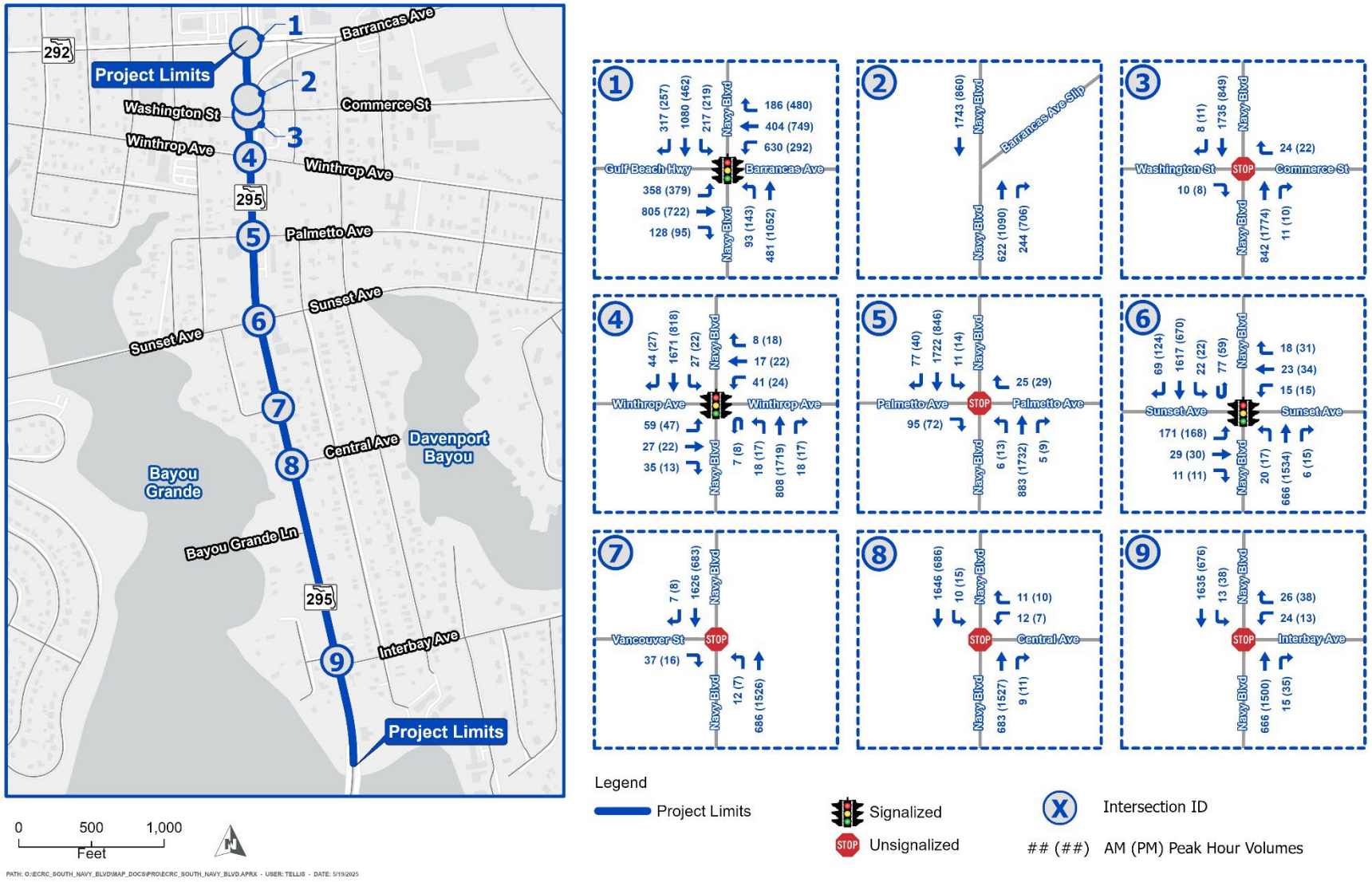


Figure 23 | 2050 Build TMVs



3.2. No Build Alternative Analysis

Synchro capacity analysis was built for No Build conditions using the future volumes, as calculated above. The same assumptions as included in Existing conditions were applied for No Build conditions. Refer to **Table 11** and **Table 12** for a summary of the Synchro capacity analysis results under 2030 No Build and 2050 No Build conditions, respectively, and refer to **Table 13** and **Table 14** for the Synchro queuing analysis results under 2030 No Build and 2050 No Build conditions, respectively. The No Build Synchro results are provided in the **Attachments**.

Table 11 | Opening Year 2030 No Build Alternative Capacity Results

South Navy Boulevard	AM		PM	
	Delay (s)	LOS	Delay (s)	LOS
Barrancas Avenue (Signalized)	62.7	E	62.2	E
Washington Street/Commerce Street (Unsignalized)	56.2	F	128.0	F
Winthrop Avenue (Signalized)	4.1	A	3.6	A
Palmetto Avenue (Unsignalized)	>300	F	285.7	F
Sunset Avenue (Signalized)	8.8	A	12.9	B
Vancouver Street (Unsignalized)	19.0	C	13.3	B
Central Avenue (Unsignalized)	16.5	C	28.5	D
Interbay Avenue (Unsignalized)	16.2	C	36.7	E

Note: For unsignalized intersections, the minor street approach with the highest delay is shown.

Table 12 | Design Year 2050 No Build Alternative Capacity Results

South Navy Boulevard	AM		PM	
	Delay (s)	LOS	Delay (s)	LOS
Barrancas Avenue (Signalized)	84.7	F	92.1	F
Washington Street/Commerce Street (Unsignalized)	231.2	F	>300	F
Winthrop Avenue (Signalized)	5.0	A	4.5	A
Palmetto Avenue (Unsignalized)	>300	F	>300	F
Sunset Avenue (Signalized)	10.5	B	16.9	B
Vancouver Street (Unsignalized)	24.7	C	16.2	C
Central Avenue (Unsignalized)	18.6	C	50.0	F
Interbay Avenue (Unsignalized)	18.7	C	60.3	F

Note: For unsignalized intersections, the minor street approach with the highest delay is shown.

Table 13 | Opening Year 2030 No Build Alternative Queuing Results

South Navy Boulevard	AM											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	175	460	467	352	202	197	57	237	0	122	417	430
Washington Street/Commerce Street (Unsignalized)		7			25		0	-	-	2	-	-
Winthrop Avenue (Signalized)		95			22		0	0	2	7	7	0
Palmetto Avenue (Unsignalized)		175			7		0	-	-	0	-	-
Sunset Avenue (Signalized)		292			50		5	80	87	5	32	32
Vancouver Street (Unsignalized)		10			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			2		-	-	-	0	-	-
Interbay Avenue (Unsignalized)		-			10		-	-	-	0	-	-
South Navy Boulevard	**PM**											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	405	460	467	230	865	815	137	312	0	202	227	297
Washington Street/Commerce Street (Unsignalized)		10			55		0	-	-	0	-	-
Winthrop Avenue (Signalized)		127			57		0	7	17	32	5	0
Palmetto Avenue (Unsignalized)		145			42		0	-	-	5	-	-
Sunset Avenue (Signalized)		335			100		5	307	337	10	10	10
Vancouver Street (Unsignalized)		2			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			2		-	-	-	5	-	-
Interbay Avenue (Unsignalized)		-			30		-	-	-	20	-	-

Note: The 95th percentile queue length assumed a vehicle length of 25 feet.

Table 14 | Design Year 2050 No Build Alternative Queuing Results

South Navy Boulevard	AM											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	340	817	820	537	372	360	157	430	0	307	882	912
Washington Street/Commerce Street (Unsignalized)		42			117		5	-	-	2	-	-
Winthrop Avenue (Signalized)		217			60		0	2	5	22	15	0
Palmetto Avenue (Unsignalized)		312			55		2	-	-	2	-	-
Sunset Avenue (Signalized)		350			80		7	107	120	7	40	40
Vancouver Street (Unsignalized)		20			-		2	-	-	-	-	-
Central Avenue (Unsignalized)		-			7		-	-	-	2	-	-
Interbay Avenue (Unsignalized)		-			15		-	-	-	2	-	-
South Navy Boulevard	**PM**											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	560	585	590	270	1255	1205	162	525	0	305	292	335
Washington Street/Commerce Street (Unsignalized)		67			212		2	-	-	2	-	-
Winthrop Avenue (Signalized)		170			90		0	10	20	50	5	0
Palmetto Avenue (Unsignalized)		-			195		2	-	-	10	-	-
Sunset Avenue (Signalized)		470			140		7	347	380	10	12	12
Vancouver Street (Unsignalized)		7			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			20		-	-	-	12	-	-
Interbay Avenue (Unsignalized)		-			60		-	-	-	37	-	-

Note: The 95th percentile queue length assumed a vehicle length of 25 feet.

These results indicate that all signalized intersections are expected to operate at an overall LOS B or better under 2030/2050 No Build conditions except at the intersection of South Navy Boulevard and Barrancas Avenue, which is comparable to Existing conditions. Under 2030 No Build conditions, the intersection of South Navy Boulevard and Barrancas Avenue is expected to operate at an overall LOS E during the weekday AM and PM peak hour based on Synchro results. Under 2050 No Build conditions, this intersection is expected to operate at an overall LOS F during the weekday AM and PM peak hour based on Synchro results.

Throughout the corridor, the signalized minor-street approaches are expected to operate at failing levels-of-service and the mainline (South Navy Boulevard) is expected to operate at acceptable levels-of-service based on Synchro results. This is likely due to the relatively long amount of green time dedicated to the mainline. This trend is comparable to Existing results but is shown more drastically with future volumes.

During the weekday AM peak hour based on Synchro results, most of the minor-street approaches at unsignalized intersections operate acceptably except for the minor-street approaches at Palmetto Avenue and the minor-street approaches at Washington Street / Commerce Street. During the weekday PM peak hour based on Synchro results, all minor-street approaches are expected to operate at a failing LOS except at Vancouver Street during the Opening Year 2030 and Design Year 2050 and except for Central Avenue during the Opening Year 2030.

Synchro performance reports were also run for the study area. Refer to **Table 15** and **Table 16** for the corridor performance results under 2030 No Build and 2050 No Build conditions, respectively. The No Build Synchro results are provided in the **Attachments**.

Table 15 | Opening Year 2030 No Build Alternative Corridor Performance Results Table

South Navy Boulevard	Total Delay (hr)		Total Travel Time (hr)		Average Speed (mph)		Total Fuel Consumption		Unserved Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB	11	20	31	68	23	25	40	92	0	0
SB	40	12	106	42	22	25	138	57	0	0
Total	51	32	136	111	22	25	178	149	0	0

Table 16 | Design Year 2050 No Build Alternative Corridor Performance Results Table

South Navy Boulevard	Total Delay (hr)		Total Travel Time (hr)		Average Speed (mph)		Total Fuel Consumption		Unserved Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB	15	32	39	84	21	22	51	110	0	0
SB	93	18	167	56	15	24	193	76	251	0
Total	109	50	206	140	17	23	245	185	251	0

The average speed through the South Navy Boulevard corridor based on Synchro performance results was shown to be decreased as compared to Existing conditions. Under 2030 No Build conditions, the average speed drops 1 mph for an average speed of 22 mph in the AM and drops 1 mph for an average speed of 25 mph in the PM. Under 2050 No Build conditions, the

average speed drops another 5 mph for an average speed of 17 mph in the AM and drops an additional 2 mph in the PM for an average speed of 23 mph. These results also show increases in corridor delays and increased fuel consumption as compared to Existing conditions. The posted speed limit is 35 mph, indicating that mainline vehicles are expected to be stopped at signalized intersections, likely for multiple phases. These results indicate that there are future concerns along the corridor if improvements are not made.

3.3. No Build Alternative Pedestrian and Bicycle Facilities

There will be no improvements to the pedestrian and bicycle facilities in the No Build Alternative, therefore, the PLTS and BLTS will remain the same as existing conditions.

3.4. Build Alternative Access Management

The following restrictions were proposed along the South Navy Boulevard corridor within the study area based on FDOT access management guidelines:

- South Navy Boulevard and Commerce Street / Washington Street
  - Restrict to right-in / right-out only
- South Navy Boulevard and Palmetto Avenue
  - Restrict to directional median opening (right-in / right-out with left-in)
- South Navy Boulevard and Vancouver Street
  - Restrict to directional median opening (right-in / right-out with left-in)

Additionally, to accommodate the future cross-section, the following modification was made:

- South Navy Boulevard
  - Reduce the number of northbound mainline lanes from 3 to 2 lanes

All other analyzed intersections within the study area are proposed to be maintained with full access based on the spacing requirements between full movement intersections. Driveways and minor intersections between these study intersections, not analyzed as part of this study, will be restricted to right-in / right-out only due to the median divided cross-section that is proposed along South Navy Boulevard as part of this project.

3.5. Build Alternative Analysis

Synchro capacity analysis was built for Opening Year 2030 and Design Year 2050 Build conditions using the volumes, as determined above. The same assumptions as included in Existing and No Build conditions were applied for Build conditions. Refer to **Table 17** and **Table 18** for a summary of the Synchro capacity analysis and Synchro queuing analysis results under the Opening Year 2030 and Design Year 2050 Build Alternatives, respectively, and refer to **Table 19** and **Table 20** for the Synchro queuing analysis results under the Opening Year 2030 and Design Year 2050 Build Alternatives, respectively. The Build Synchro results are provided in the **Attachments**.

Table 17 | Opening Year 2030 Build Alternative Capacity Results

South Navy Boulevard	AM		PM	
	Delay (s)	LOS	Delay (s)	LOS
Barrancas Avenue (Signalized)	64.0	E	60.2	E
Washington Street/Commerce Street (Unsignalized)	16.5	C	21.0	C
Winthrop Avenue (Signalized) *	6.4	A	6.4	A
Palmetto Avenue (Unsignalized)	19.4	C	20.2	C
Sunset Avenue (Signalized)*	15.3	B	22.8	C
Vancouver Street (Unsignalized)	16.8	C	10.8	B
Central Avenue (Unsignalized)	25.6	D	36.3	E
Interbay Avenue (Unsignalized)	25.0	D	60.4	F

Note: For unsignalized intersections, the minor street approach with the highest delay is shown.
*HCM 2000 Methodology

Table 18 | Design Year 2050 Build Alternative Capacity Results

South Navy Boulevard	AM		PM	
	Delay (s)	LOS	Delay (s)	LOS
Barrancas Avenue (Signalized)	74.0	E	85.4	F
Washington Street/Commerce Street (Unsignalized)	18.3	C	24.3	C
Winthrop Avenue (Signalized) *	8.3	A	11.3	B
Palmetto Avenue (Unsignalized)	23.8	C	24.2	C
Sunset Avenue (Signalized)*	17.5	B	30.5	C
Vancouver Street (Unsignalized)	18.4	C	11.5	B
Central Avenue (Unsignalized)	33.8	D	106.0	F
Interbay Avenue (Unsignalized)	35.3	E	187.5	F

Note: For unsignalized intersections, the minor street approach with the highest delay is shown.
**HCM 2000 Methodology*

Table 19 | Opening Year 2030 Build Alternative Queuing Results

South Navy Boulevard	AM											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	282	677	685	515	327	320	102	357	0	207	675	357
Washington Street/Commerce Street (Unsignalized)	0			2			-	-	-	-	-	-
Winthrop Avenue (Signalized)	175			82			0	7	7	40	225	0
Palmetto Avenue (Unsignalized)	22			2			0	-	-	0	-	-
Sunset Avenue (Signalized)	290			55			5	135	140	5	32	32
Vancouver Street (Unsignalized)	7			-			0	-	-	-	-	-
Central Avenue (Unsignalized)	-			5			-	-	-	0	-	-
Interbay Avenue (Unsignalized)	-			17			-	-	-	0	-	-
South Navy Boulevard	**PM**											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	302	530	537	202	912	860	147	370	0	212	227	300
Washington Street/Commerce Street (Unsignalized)	0			7			-	-	-	-	-	-
Winthrop Avenue (Signalized)	130			80			0	377	395	7	7	7
Palmetto Avenue (Unsignalized)	10			7			0	-	-	2	-	-
Sunset Avenue (Signalized)	330			107			12	1030	1075	22	10	10
Vancouver Street (Unsignalized)	2			-			0	-	-	-	-	-
Central Avenue (Unsignalized)	-			5			-	-	-	2	-	-
Interbay Avenue (Unsignalized)	-			45			-	-	-	7	-	-

Note: The 95th percentile queue length assumed a vehicle length of 25 feet.

Table 20 | Design Year 2050 Build Alternative Queuing Results

South Navy Boulevard	AM											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	330	890	892	585	397	385	160	205	0	320	902	365
Washington Street/Commerce Street (Unsignalized)		2			2		-	-	-	-	-	-
Winthrop Avenue (Signalized)		227			122		2	10	10	65	30	30
Palmetto Avenue (Unsignalized)		35			2		2	-	-	0	-	-
Sunset Avenue (Signalized)		355			92		10	192	200	10	45	45
Vancouver Street (Unsignalized)		10			-		2	-	-	-	-	-
Central Avenue (Unsignalized)		-			12		-	-	-	0	-	-
Interbay Avenue (Unsignalized)		-			32		-	-	-	0	-	-
South Navy Boulevard	**PM**											
	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Barrancas Avenue (Signalized)	400	615	620	245	1292	1237	172	617	0	407	295	340
Washington Street/Commerce Street (Unsignalized)		2			10		-	-	-	-	-	-
Winthrop Avenue (Signalized)		187			142		2	335	350	22	10	10
Palmetto Avenue (Unsignalized)		15			12		2	-	-	5	-	-
Sunset Avenue (Signalized)		412			152		17	1122	1175	37	15	15
Vancouver Street (Unsignalized)		2			-		0	-	-	-	-	-
Central Avenue (Unsignalized)		-			35		-	-	-	5	-	-
Interbay Avenue (Unsignalized)		-			115		-	-	-	15	-	-

Note: The 95th percentile queue length assumed a vehicle length of 25 feet.

These results indicate that all signalized intersections are expected to operate at an overall LOS C or better under opening year 2030 and design year 2050 Build conditions except at the intersection of South Navy Boulevard and Barrancas Avenue, which is better than No Build conditions. The slight increase in overall delay at these intersections as compared to No Build conditions is likely attributed to the reduced number of lanes in the northbound direction along South Navy Boulevard (from 3 lanes to 2 lanes) and the increase in U-turning trips at these locations due to the restricted unsignalized intersections.

Under 2030 Build conditions, the intersection of South Navy Boulevard and Barrancas Avenue is expected to operate at an overall LOS E during the weekday AM and PM peak hour based on Synchro results. Under 2050 Build conditions, this intersection is expected to operate at an overall LOS E and LOS F during the weekday AM and PM peak hour, respectively, based on Synchro results. It should be noted that due to the added U-turning volume at the signalized intersections of South Navy Boulevard / Winthrop Avenue and South Navy Boulevard / Sunset Avenue as a result of the restricted unsignalized intersections, HCM 2000 was used to generate Synchro outputs because HCM 7 results cannot evaluate U-turning movements in Synchro. A review of HCM 2000 results indicates that these may be conservative for the study area.

Throughout the corridor, the signalized minor-street approaches are expected to operate at failing levels-of-service, except at the westbound approach of Sunset Boulevard, which is expected to operate at a LOS D in the 2050 Build conditions. The mainline (South Navy Boulevard) is expected to operate at acceptable levels-of-service based on Synchro results. This trend is comparable to Existing conditions.

All of the restricted minor-street approaches at unsignalized intersections are expected to operate acceptably during the weekday AM and PM peak hours under both 2030 and 2050 Build conditions. Central Avenue and Interbay Avenue are expected to have comparable delay to No Build conditions, since these intersections are not proposed to be modified as a result of this project.

Synchro performance reports were also run for the study area. Refer to **Table 21** and **Table 22** for the corridor performance results under 2030 Build and 2050 Build conditions, respectively. The Build Synchro results are provided in the **Attachments**.

Table 21 | Opening Year 2030 Build Alternative Corridor Performance Results Table

South Navy Boulevard	Total Delay (hr)		Total Travel Time (hr)		Average Speed (mph)		Total Fuel Consumption		Unserved Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB	9	24	29	72	24	23	39	98	0	0
SB	24	10	90	41	26	26	119	55	0	0
Total	33	34	119	113	25	24	158	153	0	0

Table 22 | Design Year 2050 Build Alternative Corridor Performance Results Table

South Navy Boulevard	Total Delay (hr)		Total Travel Time (hr)		Average Speed (mph)		Total Fuel Consumption		Unserved Vehicles	
	AM	PM	AM	PM	AM	PM	AM	PM	AM	PM
NB	14	40	38	93	22	20	50	122	0	0
SB	37	19	111	57	23	23	144	74	8	15
Total	51	59	149	149	23	21	193	196	8	15

The average speed through the South Navy Boulevard corridor based on Synchro performance results was shown to be increased as compared to No Build conditions. Under 2030 No Build conditions, the average speed was 22 mph in the AM and 25 mph in the PM, whereas the average speed was 25 mph in the AM and 24 mph in the PM under 2030 Build conditions. Under 2050 No Build conditions, the average speed was 17 mph in the AM and 23 mph in the PM, whereas the average speed was 23 mph in the AM and 21 mph in the PM under 2050 Build conditions.

These results also show decreases in corridor delays and decreased fuel consumption during the AM peak hour as compared to No Build conditions. The PM peak hour results are comparable for corridor performance results, which even through corridor improvements are provided as a result of the reduced conflict points, it is likely evened out due to the reduced northbound through lanes from 3 lanes to 2 lanes, since the PM peak hour has heavier directional northbound volumes.

3.5.1. TRAFFIC DIVERSION ANALYSIS

A diversion analysis was conducted to determine if Build conditions would result in substantial traffic diversion to the adjacent roadway network. This analysis was conducted consistently with the guidance in the 2025 FDOT *Lane Repurposing Handbook*. These results were utilized in determining the amount of impact to the study area. Refer to **Table 23** for the 2045 AADT Diversion Analysis.

Table 23 | 2045 AADT – Diversion Analysis

Roadway	Location	NWFRPM 2045 AADT			
		No Build	Build	Traffic Diversion	
				Change in Volume	Percent Change
Navy Boulevard	north of Barrancas Avenue	15,469	15,474	5	0%
	south of Barrancas Avenue	18,898	19,018	120	1%
	south of Winthrop Avenue	18,181	18,257	76	0%
Barrancas Avenue	west of Navy Boulevard	21,524	21,320	-204	-1%
	east of Navy Boulevard	35,282	35,165	-117	0%
Sunset Avenue	west of Navy Boulevard	9,889	9,962	73	1%

Weekday AM and PM peak hour traffic volumes were also diverted within the study area based on the access restrictions. Volumes were assumed to utilize the most direct path to travel to their ultimate destination. For some movements, the most direct path included a U-turn move at the first adjacent signalized intersection along South Navy Boulevard, whereas some movements, the most direct path included utilizing the grid-like interconnectivity to the east and west, respectively, to travel to their destination. These volumes were rerouted accordingly.

3.6. Build Alternative Pedestrian and Bicycle Facilities

The preliminary alternatives would include the following:

- Segment A (Sam A. Lovelace Bridge to Interbay Ave), Alternative 1: Provide Share Use Path
- Segment A (Sam A. Lovelace Bridge to Interbay Ave), Alternative 2: Provide Share Use Path
- Segment B (Interbay Ave to Sunset Ave), Alternative 1: Median with access management, maintain existing sidewalk, and provide share use path
- Segment B (Interbay Ave to Sunset Ave), Alternative 2: Median with access management, maintain existing sidewalk, and provide share use path
- Segment C (Sunset Ave to Barrancas Ave), Alternative 1: Median with access management, maintain existing sidewalk, and provide share use path
- Segment C (Sunset Ave to Barrancas Ave), Alternative 2: Median with access management, maintain existing sidewalk, and provide share use path

A LTS evaluation was performed for pedestrian and bicycle accommodation for these options within the study area. Refer to **Table 24** and **Table 25** for the pedestrian and bicycle score calculations, respectively.

Table 24 | Pedestrian Level of Traffic Stress from Barrancas Ave to Bayou Grande Bridge

Segment	Alternative	Continuous Sidewalk Present?	Speed Limit	Separation	Vertical Separation	Sidewalk Width	PLTS
A	1	Both Sides	35	Yes	No	10'****	2
	2	Both Sides	35	Yes	No	10'****	2
B	1	Both Sides	35	Yes	No	6'***	3
	2	Both Sides	35	Yes	Yes	6'***	1
C	1	Both Sides	35	No*	No**	6'***	3
	2	Both Sides	35	No*	No**	6'***	3

*While there is separation on the east side, the conservative side (no separation) was used
** While there is vertical separation on the -- side, the conservative side (no vertical) separation was used
***While one side includes a 10' sidewalk width, the conservative side (6') was used
**** While one side includes a 12' sidewalk width, the conservative side (10') was used

Table 25 | Bicycle Level of Traffic Stress from Barrancas Ave to Bayou Grande Bridge

Segment	Alternative	Bicycle Facility	Speed Limit	AADT	BLTS
A	1	Shared Use Path	35	>3,000	1
	2	Shared Use Path	35	>3,000	1
B	1	Shared Use Path	35	>3,000	1
	2	Shared Use Path	35	>3,000	1
C	1	Shared Use Path	35	>3,000	1
	2	Shared Use Path	35	>3,000	1

3.7. Safety Analysis

Future crash conditions under each study corridor and intersection were estimated using the HSM Predictive Method for Urban and Suburban Arterials. The method was applied using the HSM Urban and Suburban Arterials Spreadsheets, which are provided in the **Attachments**. The predictive method was used to estimate future crash frequency and severity on the study network. Safety performance was estimated at a "planning-level" meaning input data for the models were not collected to a design-level of precision, but rather as trends related to high-impact changes in cross-sections, volumes, and roadside characteristics.

The HSM Predictive Method was used to estimate the predicted crashes for the study roadways and study intersections. The predicted crash for the corridor is estimated as the total number of crashes on the study roadways and study intersections.

Currently, there is no HSM methodology provided for roadways with two southbound lanes and three northbound lanes with a Two-Way Left Turn Lane (TWLTL). Due to this limitation, the Five-lane arterials including a TWLTL site type was used for the No Build Alternative. For the proposed restrictions at the intersections of Washington Street/Commerce Street, Palmetto Avenue, and Vancouver Street in the Build Alternative, crash modification factors (CMFs) were applied due to the limitations of the HSM Predictive Method. The intersections utilized CMF IDs

351, 5457, and 3007, respectively. The Empirical Bayes Method was utilized for study intersections in the No Build and Build Alternatives.

The predicted crashes were adjusted by applying the calibration factors for local conditions in the Florida Design Manual (FDM) Table 122.6.3 and calculated using the crash distributions for Florida in the FDM Table 122.6.4. The Five-lane TWLTL crash distribution is not provided, so the All Roadway and Ramps facility type was used to estimate the crash distribution for the entire corridor. This crash distribution was used for both the No Build and Build Alternatives due to the existing conditions and the proposed alternative including TWLTLs throughout the corridor.

Table 26 shows the cumulative predicted crashes from the Opening Year 2030 to Design Year 2050 for the system. Using the HSM predictive methodology, the trend in crashes shows that the cumulative predictive crashes are anticipated to decrease at the intersections in the Build Alternative.

Table 26 | Networkwide Cumulative Predicted Crashes (2030 to 2050)

Alternative	Facility	Total	K	A	B	C	O
No Build	Segment	185.348	1.297	7.599	22.983	40.221	113.248
	Intersection	2,869.208	20.084	117.638	355.782	622.618	1,753.086
	Total	**3,054.557**	**21.382**	**125.237**	**378.765**	**662.839**	**1,866.334**
Build	Segment	185.348	1.297	7.599	22.983	40.221	113.248
	Intersection	2,758.218	19.308	113.087	342.019	598.533	1,685.271
	Total	**2,943.566**	**20.605**	**120.686**	**365.002**	**638.754**	**1,798.519**
Percent Change	Segment	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	Intersection	-3.87%	-3.87%	-3.87%	-3.87%	-3.87%	-3.87%
	Total	**-3.63%**	**-3.63%**	**-3.63%**	**-3.63%**	**-3.63%**	**-3.63%**

4. Conclusions

A traffic analysis of the South Navy Boulevard was completed as part of the Improvement Plan. This traffic study evaluates the corridor operations and analyzes traffic conditions under Existing, Opening Year 2030 and Design Year 2050 No Build, and Opening Year 2030 and Design Year 2050 Build scenarios and considers the accommodations needed to upgrade the South Navy Boulevard corridor from Barrancas Avenue to Interbay Avenue. As part of the study, the following was considered under Build conditions:

- South Navy Boulevard and Commerce Street / Washington Street
  - Restrict to right-in / right-out only
- South Navy Boulevard and Palmetto Avenue
  - Restrict to directional median opening (right-in / right-out with left-in)
- South Navy Boulevard and Vancouver Street
  - Restrict to directional median opening (right-in / right-out with left-in)

Additionally, to accommodate the future cross-section, the following modification was made:

- South Navy Boulevard
  - Reduce the number of northbound mainline lanes from 3 to 2 lanes

The majority of crashes within the study corridor occurred at the intersection with Barrancas Avenue with 106 crashes reported during the five-year history. It is recommended to further review the operational and safety issues at this intersection. The following recommendations could be considered:

- Review of the northbound and southbound left turn phasing due to the high volume of left turn and angle crashes
- Review the lighting at the intersection to address the 36% of crashes that occurred outside daylight lighting conditions

The results of the future safety analysis show that the cumulative predicted crashes are anticipated to decrease at the intersections in the Build Alternative.

Overall, the Build conditions scenario is anticipated to provide improvement to the study area based on capacity and safety analysis results.

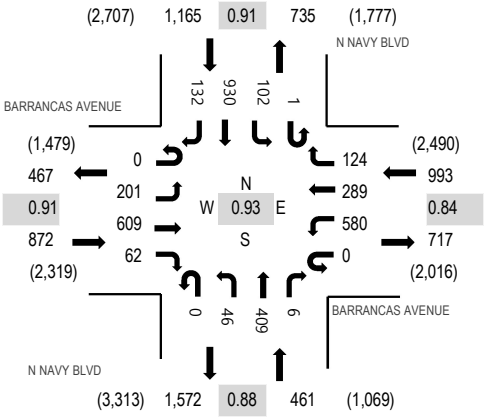
Attachments

Field Collected Data

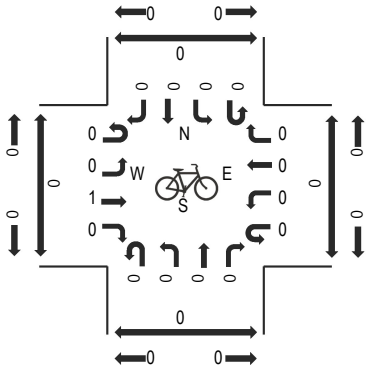
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N NAVY BLVD & BARRANCAS AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

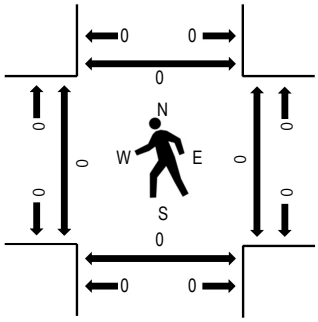
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRANCAS AVENUE Eastbound				BARRANCAS AVENUE Westbound				N NAVY BLVD Northbound				N NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	31	72	7	0	77	49	19	0	4	62	0	0	7	110	20	458	2,646	0	0	0	0
6:15 AM	0	33	103	15	0	101	41	11	0	1	45	2	0	13	168	27	560	3,090	0	0	0	0
6:30 AM	0	41	126	16	0	129	72	17	0	3	70	1	0	13	193	23	704	3,492	0	0	0	0
6:45 AM	0	49	119	19	0	141	70	30	0	10	81	1	0	17	274	28	839	3,664	0	0	0	0
7:00 AM	0	44	162	18	0	127	72	30	0	9	120	1	0	32	232	36	883	3,615	0	0	0	0
7:15 AM	0	62	172	13	0	174	90	31	0	6	92	3	0	24	219	40	926	3,396	0	0	0	0
7:30 AM	0	46	156	12	0	138	57	33	0	21	116	1	1	29	205	28	843	3,131	0	0	0	0
7:45 AM	0	33	177	8	0	105	101	26	0	16	85	1	0	50	119	33	754	2,909	0	0	0	0
8:00 AM	0	30	158	4	0	72	77	30	0	24	70	2	0	44	106	36	653	2,760	1	0	0	0
8:15 AM	0	49	174	9	0	55	107	29	0	7	74	2	0	33	107	43	689		0	0	1	0
8:30 AM	0	36	122	9	0	46	114	40	0	11	68	0	0	26	122	43	637		0	0	0	0
8:45 AM	0	53	138	3	0	52	95	32	0	2	58	0	0	35	108	63	639		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	1	0	0	4	4	0	0	0	2	0	0	3	1	1	16
Lights	0	197	601	61	0	574	281	122	0	46	400	6	1	98	924	120	3,431
Mediums	0	4	7	1	0	2	4	2	0	0	7	0	0	1	5	11	44
Total	0	201	609	62	0	580	289	124	0	46	409	6	1	102	930	132	3,491

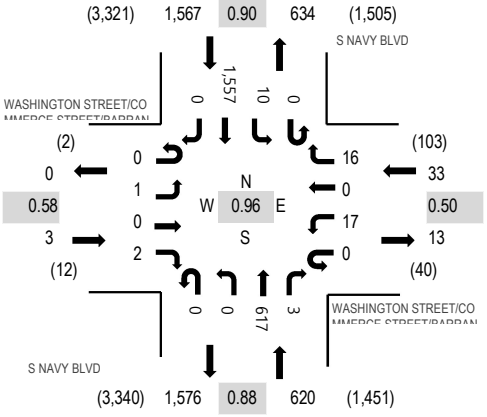
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		1.5%				1.6%				2.2%				1.9%			1.7%
Heavy Vehicle %	0.0%	2.0%	1.3%	1.6%	0.0%	1.0%	2.8%	1.6%	0.0%	0.0%	2.2%	0.0%	0.0%	3.9%	0.6%	9.1%	1.7%
Peak Hour Factor		0.91				0.84				0.88				0.91			0.93
Peak Hour Factor	0.00	0.81	0.94	0.89	0.00	0.83	0.88	0.82	0.00	0.71	0.86	0.58	0.25	0.78	0.85	0.73	0.93

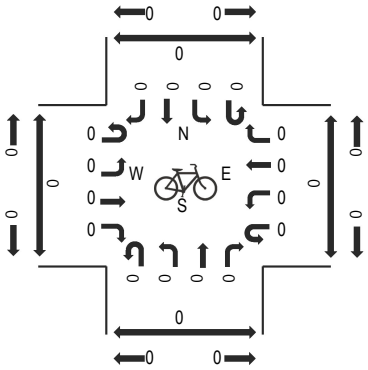
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S NAVY BLVD & WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVE
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

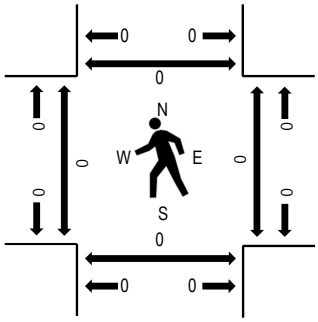
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVENUE/EAST LEG Eastbound				WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVENUE/EAST LEG Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	3	0	1	0	0	77	1	0	1	194	0	277	1,640	0	0	0	0
6:15 AM	0	1	0	0	0	5	0	2	0	0	66	0	0	0	281	0	355	1,898	0	1	0	0
6:30 AM	0	1	0	1	0	8	0	0	0	0	96	0	0	1	341	0	448	2,121	0	0	0	0
6:45 AM	0	0	0	0	0	4	0	3	0	0	118	1	0	3	431	0	560	2,223	0	0	0	0
7:00 AM	0	0	0	0	0	4	0	2	0	0	159	0	0	4	366	0	535	2,075	0	0	0	0
7:15 AM	0	0	0	2	0	5	0	6	0	0	152	1	0	3	409	0	578	1,871	0	0	0	0
7:30 AM	0	1	0	0	0	4	0	5	0	0	188	1	0	0	351	0	550	1,578	0	0	0	0
7:45 AM	0	2	1	0	0	4	0	1	0	0	164	2	0	4	233	1	412	1,324	0	0	0	0
8:00 AM	0	0	1	0	0	5	0	21	0	0	117	2	0	2	183	0	331	1,172	1	0	0	0
8:15 AM	0	1	1	0	0	1	0	11	0	0	100	0	0	4	166	1	285		0	0	0	0
8:30 AM	0	0	0	0	0	1	0	2	0	0	117	0	0	2	174	0	296		0	0	0	0
8:45 AM	0	0	0	0	0	3	0	2	0	0	89	0	0	5	161	0	260		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	1	0	2	0	17	0	16	0	0	607	3	0	10	1,544	0	2,200
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	1	0	2	0	17	0	16	0	0	617	3	0	10	1,557	0	2,223

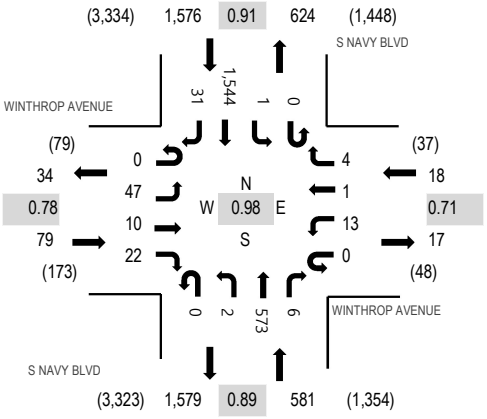
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.6%				0.8%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.8%	0.0%	1.0%
Peak Hour Factor		0.58				0.50				0.88				0.90			0.96
Peak Hour Factor	0.00	0.50	0.75	0.38	0.00	0.66	0.00	0.45	0.00	0.00	0.88	0.75	0.00	0.65	0.90	0.50	0.96

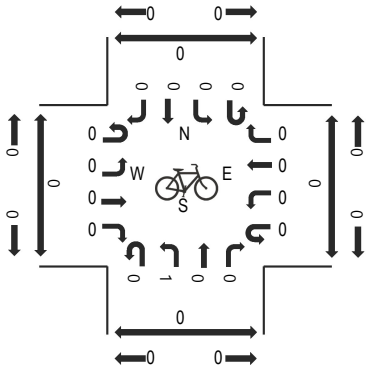
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S NAVY BLVD & WINTHROP AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

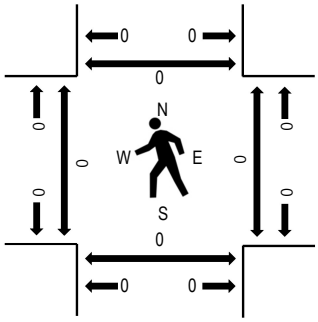
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINTHROP AVENUE Eastbound				WINTHROP AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	2	0	0	0	0	0	0	0	0	76	1	0	0	193	3	275	1,639	0	0	0	0
6:15 AM	0	1	0	0	0	1	0	0	0	0	64	0	0	1	283	1	351	1,912	0	0	0	0
6:30 AM	0	3	1	6	0	0	0	3	0	0	90	0	0	0	348	1	452	2,136	0	0	0	0
6:45 AM	0	5	0	2	0	3	0	2	0	0	114	0	0	0	432	3	561	2,254	0	0	0	0
7:00 AM	0	5	1	7	0	4	1	0	0	1	156	2	0	0	365	6	548	2,114	0	0	0	0
7:15 AM	0	15	1	5	0	5	0	2	0	0	134	1	0	1	401	10	575	1,886	0	0	0	0
7:30 AM	0	22	8	8	0	1	0	0	0	1	169	3	0	0	346	12	570	1,586	0	0	0	0
7:45 AM	0	19	8	9	0	2	0	0	0	0	145	2	0	1	232	3	421	1,312	0	0	0	0
8:00 AM	0	12	8	4	0	3	1	2	0	1	106	0	0	0	176	7	320	1,145	0	0	0	0
8:15 AM	0	3	3	2	0	1	0	2	0	0	92	0	0	3	165	4	275		0	0	0	0
8:30 AM	0	4	0	3	0	0	1	3	0	0	109	1	0	2	166	7	296		0	0	0	0
8:45 AM	0	3	0	3	0	0	0	0	0	1	85	0	0	0	147	15	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	1	0	0	2	0	0	0	5	0	8
Lights	0	47	10	22	0	13	1	3	0	2	564	6	0	1	1,531	31	2,231
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	47	10	22	0	13	1	4	0	2	573	6	0	1	1,544	31	2,254

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				5.6%				1.5%				0.8%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	25.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.8%	0.0%	1.0%
Peak Hour Factor		0.78				0.71				0.89				0.91			0.98
Peak Hour Factor	0.00	0.77	0.84	0.81	0.00	0.65	0.50	0.58	0.00	0.50	0.89	0.67	0.00	0.50	0.89	0.55	0.98

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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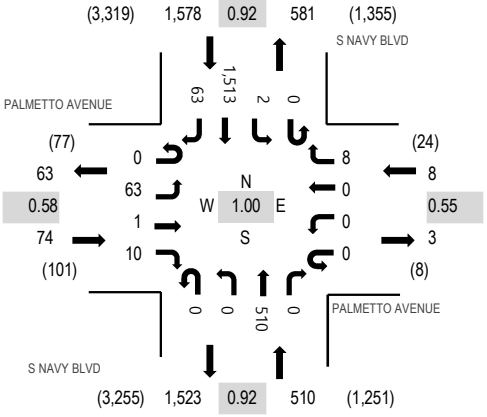
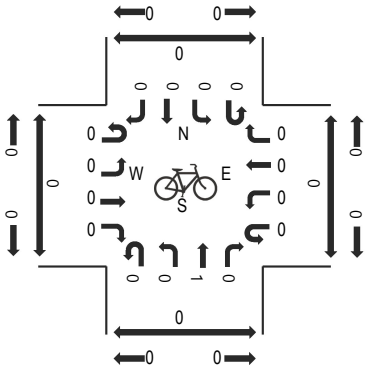
Location: 4 S NAVY BLVD & PALMETTO AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:00 AM - 07:15 AM

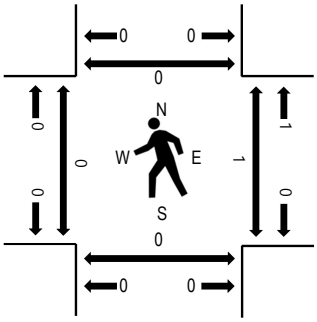
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALMETTO AVENUE Eastbound				PALMETTO AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	0	0	0	0	1	0	0	75	0	0	0	193	0	270	1,607	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	1	0	0	63	0	0	0	283	1	348	1,882	0	0	0	0
6:30 AM	0	1	0	1	0	1	0	0	0	0	90	0	0	0	352	2	447	2,075	0	0	0	0
6:45 AM	0	6	1	0	0	0	0	3	0	0	105	0	0	1	425	1	542	2,170	0	0	0	0
7:00 AM	0	11	0	2	0	0	0	2	0	0	145	0	0	1	379	5	545	2,020	0	1	0	0
7:15 AM	0	16	0	3	0	0	0	2	0	0	118	0	0	0	376	26	541	1,763	0	0	0	0
7:30 AM	0	30	0	5	0	0	0	1	0	0	142	0	0	0	333	31	542	1,478	0	0	0	0
7:45 AM	0	12	0	2	0	1	0	4	0	0	130	0	0	1	239	3	392	1,224	0	0	0	0
8:00 AM	0	3	0	0	0	0	0	3	0	0	103	0	0	2	177	0	288	1,068	0	0	0	0
8:15 AM	0	1	0	1	0	0	0	1	0	1	88	0	0	0	160	4	256		0	0	0	0
8:30 AM	0	3	0	0	0	0	0	1	0	0	107	0	0	0	177	0	288		0	0	0	0
8:45 AM	0	1	0	1	0	1	1	1	0	0	84	0	0	2	143	2	236		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7
Lights	0	63	1	10	0	0	0	8	0	0	501	0	0	2	1,500	63	2,148
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	63	1	10	0	0	0	8	0	0	510	0	0	2	1,513	63	2,170

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.8%				0.8%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.9%	0.0%	1.0%
Peak Hour Factor		0.58				0.55				0.92				0.92			1.00
Peak Hour Factor	0.00	0.58	0.25	0.60	0.00	0.25	0.25	0.63	0.00	0.25	0.92	0.00	0.00	0.50	0.90	0.52	1.00

ALL TRAFFIC DATA SERVICES
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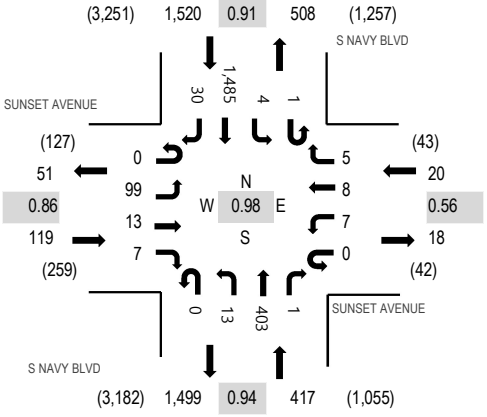
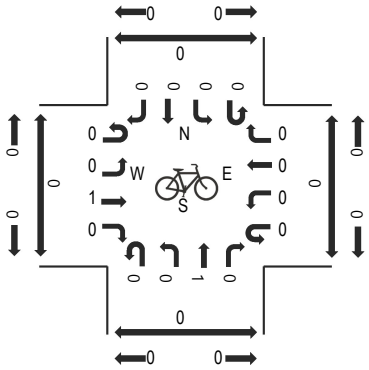
Location: 5 S NAVY BLVD & SUNSET AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

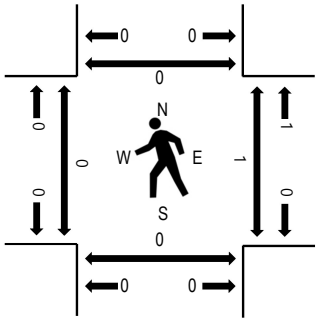
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	8	1	4	0	0	0	3	0	1	65	0	0	0	192	1	275	1,609	0	0	0	0
6:15 AM	0	9	0	4	0	3	0	1	0	1	53	0	1	0	280	1	353	1,862	0	0	0	0
6:30 AM	0	14	1	2	0	0	1	0	0	1	80	0	0	0	351	2	452	2,030	0	0	0	0
6:45 AM	0	15	1	1	0	0	1	2	0	2	84	0	0	2	413	8	529	2,076	0	0	0	0
7:00 AM	0	31	4	2	0	0	1	2	0	1	110	0	0	0	370	7	528	1,941	0	1	0	0
7:15 AM	0	26	4	1	0	2	6	1	0	4	96	0	0	1	374	6	521	1,691	0	0	0	0
7:30 AM	0	27	4	3	0	5	0	0	0	6	113	1	1	1	328	9	498	1,430	0	0	0	0
7:45 AM	0	18	6	1	0	1	1	0	0	3	114	1	0	0	241	8	394	1,221	0	0	4	0
8:00 AM	0	20	1	0	0	0	2	2	0	1	79	0	0	0	163	10	278	1,058	0	0	0	0
8:15 AM	0	14	1	0	0	0	2	1	0	0	78	1	0	1	152	10	260		0	0	0	0
8:30 AM	0	19	3	0	0	0	1	0	0	3	86	0	0	3	164	10	289		0	2	0	2
8:45 AM	0	12	2	0	0	0	3	2	0	1	70	0	0	3	125	13	231		0	0	0	1

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	98	13	7	0	7	8	5	0	12	394	1	1	3	1,473	30	2,052
Mediums	0	1	0	0	0	0	0	0	0	1	6	0	0	1	7	0	16
Total	0	99	13	7	0	7	8	5	0	13	403	1	1	4	1,485	30	2,076

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.8%				0.0%				2.4%				0.9%			1.2%
Heavy Vehicle %	0.0%	1.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	2.2%	0.0%	0.0%	25.0%	0.8%	0.0%	1.2%
Peak Hour Factor		0.86				0.56				0.94				0.91			0.98
Peak Hour Factor	0.00	0.82	0.75	0.69	0.00	0.40	0.38	0.50	0.00	0.58	0.95	0.75	0.25	0.58	0.91	0.83	0.98

ALL TRAFFIC DATA SERVICES
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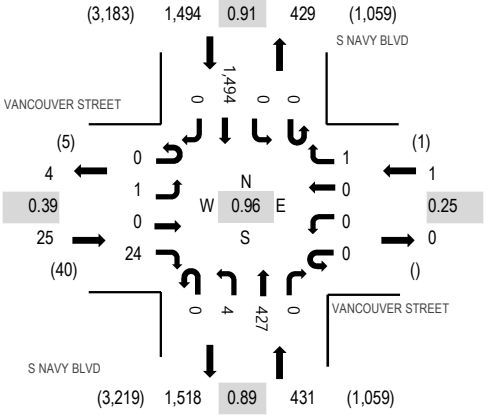
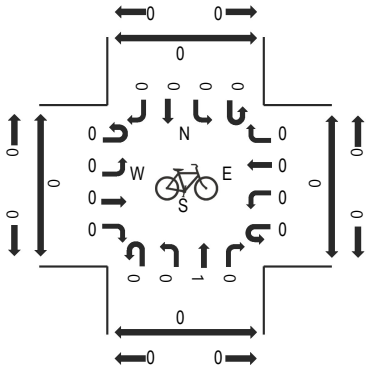
Location: 6 S NAVY BLVD & VANCOUVER STREET AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

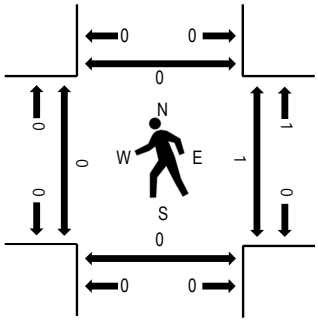
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VANCOUVER STREET Eastbound				VANCOUVER STREET Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	195	1	262	1,546	0	0	0	0
6:15 AM	0	0	0	1	0	0	0	0	0	0	57	0	0	0	286	0	344	1,768	0	0	0	0
6:30 AM	0	0	0	2	0	0	0	0	0	0	78	0	0	0	351	0	431	1,907	0	0	0	0
6:45 AM	0	1	0	3	0	0	0	0	0	0	89	0	0	0	416	0	509	1,951	0	0	0	0
7:00 AM	0	0	0	1	0	0	0	1	0	1	109	0	0	0	372	0	484	1,801	0	1	0	0
7:15 AM	0	0	0	4	0	0	0	0	0	2	103	0	0	0	374	0	483	1,565	0	0	0	0
7:30 AM	0	0	0	16	0	0	0	0	0	1	126	0	0	0	332	0	475	1,313	0	0	0	0
7:45 AM	0	1	0	3	0	0	0	0	0	0	109	0	0	0	246	0	359	1,095	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	79	0	0	0	169	0	248	936	0	0	0	0
8:15 AM	0	0	0	3	0	0	0	0	0	0	77	0	0	0	151	0	231		0	0	0	0
8:30 AM	0	0	0	3	0	0	0	0	0	0	91	0	0	0	163	0	257		0	0	0	0
8:45 AM	0	1	0	1	0	0	0	0	0	0	71	0	0	0	127	0	200		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	1	0	24	0	0	0	1	0	4	416	0	0	0	1,482	0	1,928
Mediums	0	0	0	0	0	0	0	0	0	0	8	0	0	0	7	0	15
Total	0	1	0	24	0	0	0	1	0	4	427	0	0	0	1,494	0	1,951

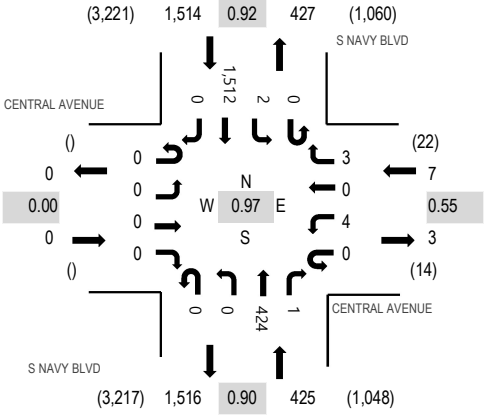
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.6%				0.8%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.6%	0.0%	0.0%	0.0%	0.8%	0.0%	1.2%
Peak Hour Factor		0.39				0.25				0.89				0.91			0.96
Peak Hour Factor	0.00	0.25	0.00	0.38	0.00	0.00	0.00	0.25	0.00	0.50	0.89	0.00	0.00	0.00	0.91	0.25	0.96

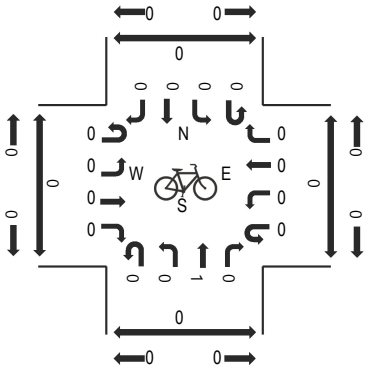
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S NAVY BLVD & CENTRAL AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

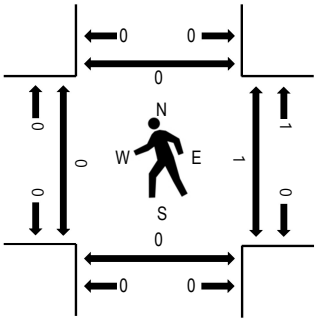
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVENUE Eastbound				CENTRAL AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	3	0	0	63	0	0	0	195	0	261	1,534	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	3	0	0	54	0	0	0	287	0	344	1,756	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	2	0	0	80	0	0	1	347	0	430	1,911	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	85	0	0	1	412	0	499	1,946	0	0	0	0
7:00 AM	0	0	0	0	0	3	0	2	0	0	108	0	0	0	370	0	483	1,807	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	105	1	0	1	392	0	499	1,590	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	126	0	0	0	338	0	465	1,321	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	2	0	0	110	2	0	2	243	0	360	1,111	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	2	0	0	79	0	0	2	182	0	266	950	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	75	0	0	1	153	0	230		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	89	0	0	2	164	0	255		1	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	1	0	70	0	0	1	127	0	199		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	0	0	4	0	2	0	0	414	1	0	2	1,500	0	1,923
Mediums	0	0	0	0	0	0	0	1	0	0	7	0	0	0	7	0	15
Total	0	0	0	0	0	4	0	3	0	0	424	1	0	2	1,512	0	1,946

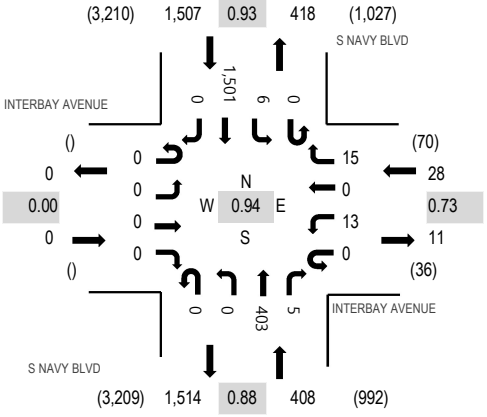
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				14.3%				2.4%				0.8%			1.2%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	33.3%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.8%	0.0%	1.2%
Peak Hour Factor		0.00				0.55				0.90				0.92			0.97
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.33	0.00	0.67	0.25	0.00	0.89	0.38	0.00	0.88	0.92	0.00	0.97

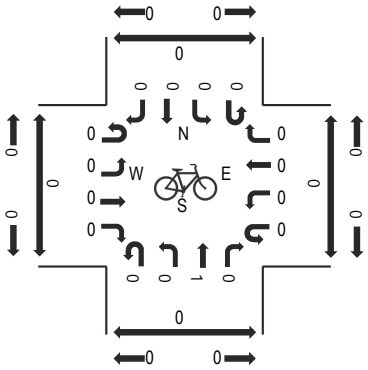
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 S NAVY BLVD & INTERBAY AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

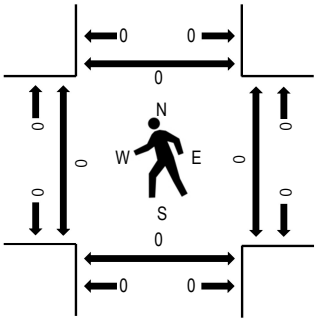
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INTERBAY AVENUE Eastbound				INTERBAY AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	2	0	4	0	0	59	0	0	1	193	0	259	1,511	0	0	0	0
6:15 AM	0	0	0	0	0	2	0	2	0	0	52	0	0	0	285	0	341	1,733	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	5	0	0	73	0	0	0	346	0	424	1,910	0	1	0	0
6:45 AM	0	0	0	0	0	4	0	3	0	0	83	1	0	2	394	0	487	1,943	0	0	0	0
7:00 AM	0	0	0	0	0	1	0	6	0	0	99	2	0	4	369	0	481	1,807	0	0	0	0
7:15 AM	0	0	0	0	0	6	0	4	0	0	100	1	0	0	407	0	518	1,592	0	0	0	0
7:30 AM	0	0	0	0	0	2	0	2	0	0	121	1	0	0	331	0	457	1,305	0	0	0	0
7:45 AM	0	0	0	0	0	2	0	4	0	0	104	3	0	5	233	0	351	1,104	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	5	0	0	73	0	0	3	185	0	266	954	0	0	0	0
8:15 AM	0	0	0	0	0	1	0	8	0	0	66	3	0	3	150	0	231		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	84	3	0	1	167	0	256		2	1	2	0
8:45 AM	0	0	0	0	0	0	0	6	0	0	63	1	0	2	129	0	201		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	0	0	13	0	15	0	0	393	5	0	6	1,489	0	1,921
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Total	0	0	0	0	0	13	0	15	0	0	403	5	0	6	1,501	0	1,943

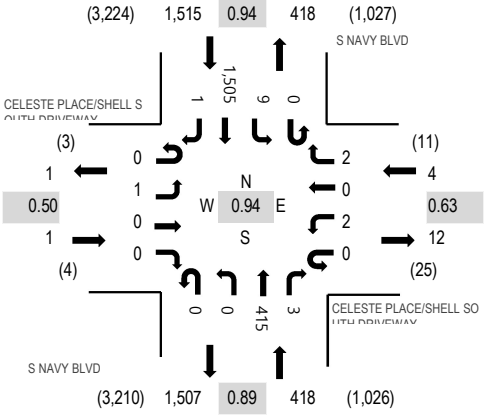
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.5%				0.8%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.5%	0.0%	0.0%	0.0%	0.8%	0.0%	1.1%
Peak Hour Factor		0.00				0.73				0.88				0.93			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.54	0.00	0.63	0.00	0.00	0.88	0.75	0.00	0.60	0.93	0.00	0.94

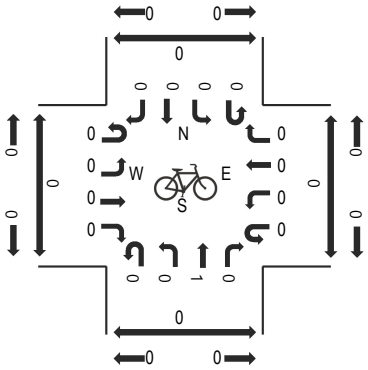
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 S NAVY BLVD & CELESTE PLACE/SHELL SOUTH DRIVEWAY AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

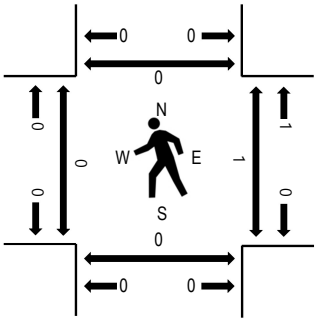
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CELESTE PLACE/SHELL SOUTH DRIVEWAY Eastbound				CELESTE PLACE/SHELL SOUTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	1	0	0	0	0	0	0	0	0	63	0	0	0	194	0	258	1,511	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	1	0	0	53	1	1	0	284	0	341	1,735	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	78	0	0	2	346	0	426	1,907	0	0	0	0
6:45 AM	0	0	0	0	0	1	0	0	0	0	85	1	0	4	395	0	486	1,938	0	1	0	0
7:00 AM	0	1	0	0	0	1	0	0	0	0	105	0	0	2	372	1	482	1,801	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	1	0	0	103	1	0	1	407	0	513	1,587	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	1	0	0	122	1	0	2	331	0	457	1,304	0	0	0	0
7:45 AM	0	1	0	0	0	1	0	0	0	0	104	3	0	2	237	1	349	1,100	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	0	0	0	78	1	0	1	187	0	268	953	0	0	0	0
8:15 AM	0	1	0	0	0	1	0	1	0	0	73	1	0	0	152	1	230		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	85	0	0	0	168	0	253		0	1	2	1
8:45 AM	0	0	0	0	0	0	0	1	0	0	68	0	0	2	131	0	202		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	1	0	0	0	2	0	2	0	0	405	3	0	9	1,493	1	1,916
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Total	0	1	0	0	0	2	0	2	0	0	415	3	0	9	1,505	1	1,938

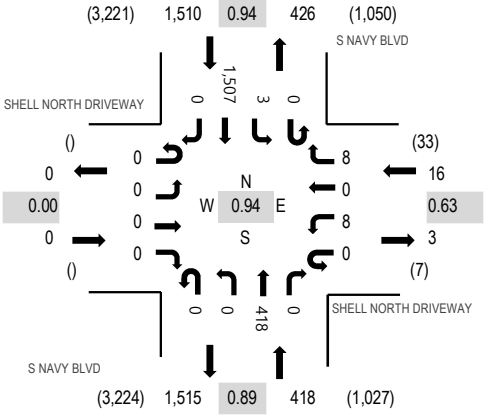
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.4%				0.8%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.8%	0.0%	1.1%
Peak Hour Factor		0.50				0.63				0.89				0.94			0.94
Peak Hour Factor	0.00	0.50	0.00	0.00	0.00	0.75	0.00	0.50	0.00	0.00	0.89	0.50	0.25	0.56	0.93	0.50	0.94

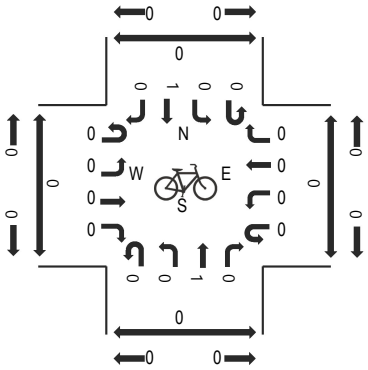
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 S NAVY BLVD & SHELL NORTH DRIVEWAY AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

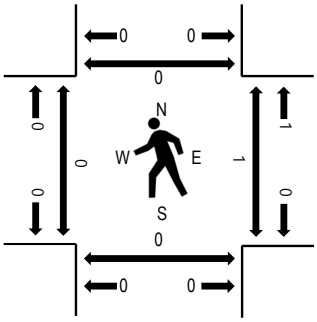
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL NORTH DRIVEWAY Eastbound				SHELL NORTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	64	0	0	1	194	0	259	1,515	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	53	0	0	2	285	0	340	1,737	0	0	0	0
6:30 AM	0	0	0	0	0	1	0	0	0	0	80	0	0	0	347	0	428	1,914	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	1	0	0	85	0	0	1	399	0	488	1,944	0	1	0	0
7:00 AM	0	0	0	0	0	2	0	1	0	0	106	0	0	1	371	0	481	1,809	0	0	0	0
7:15 AM	0	0	0	0	0	3	0	5	0	0	104	0	0	0	405	0	517	1,595	0	0	0	0
7:30 AM	0	0	0	0	0	1	0	1	0	0	123	0	0	1	332	0	458	1,307	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	7	0	0	105	0	0	1	240	0	353	1,107	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	1	0	0	78	0	0	0	187	0	267	957	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	1	0	0	75	0	0	0	153	0	229		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	5	0	0	85	0	0	0	168	0	258		0	1	0	0
8:45 AM	0	0	0	0	0	0	0	1	0	0	69	0	0	0	133	0	203		0	1	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	0	0	8	0	8	0	0	408	0	0	3	1,495	0	1,922
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Total	0	0	0	0	0	8	0	8	0	0	418	0	0	3	1,507	0	1,944

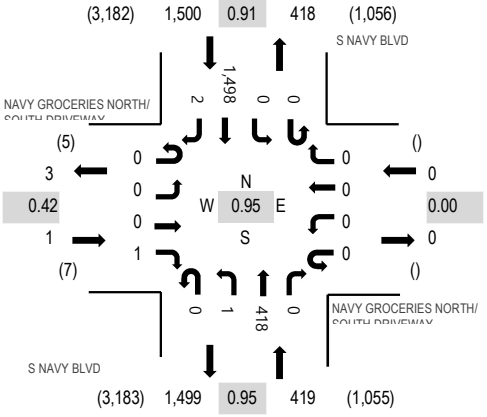
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.4%				0.8%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.8%	0.0%	1.1%
Peak Hour Factor		0.00				0.63				0.89				0.94			0.94
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.67	0.00	0.50	0.00	0.00	0.89	0.00	0.00	0.50	0.94	0.00	0.94

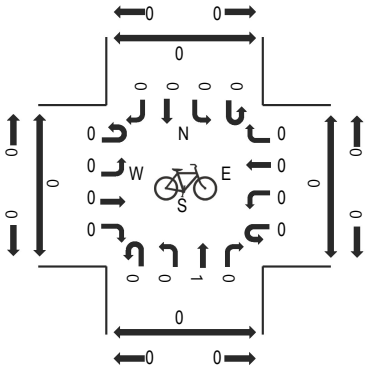
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 S NAVY BLVD & NAVY GROCERIES NORTH/SOUTH DRIVEWAY AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

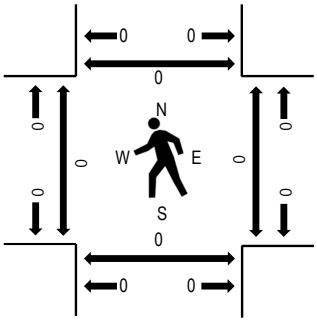
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NAVY GROCERIES NORTH/SOUTH DRIVEWAY Eastbound				NAVY GROCERIES NORTH/SOUTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	66	0	0	0	196	0	262	1,538	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	54	0	0	0	286	1	341	1,762	0	0	0	0
6:30 AM	0	0	0	1	0	0	0	0	0	0	81	0	0	0	350	0	432	1,899	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	86	0	0	0	416	1	503	1,920	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	114	0	0	0	372	0	486	1,781	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	1	100	0	0	0	376	1	478	1,541	0	0	0	0
7:30 AM	0	0	0	1	0	0	0	0	0	0	118	0	0	0	334	0	453	1,290	0	0	0	0
7:45 AM	0	1	0	2	0	0	0	0	0	0	116	0	0	0	244	1	364	1,094	0	0	0	4
8:00 AM	0	0	0	1	0	0	0	0	0	0	82	0	0	0	163	0	246	925	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	77	0	0	0	150	0	227		0	0	0	1
8:30 AM	0	0	0	0	0	0	0	0	0	0	91	0	0	0	166	0	257		0	0	0	0
8:45 AM	0	1	0	0	0	0	0	0	0	0	69	0	0	0	125	0	195		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	1	0	0	0	0	0	1	408	0	0	0	1,486	2	1,898
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	7	0	14
Total	0	0	0	1	0	0	0	0	0	1	418	0	0	0	1,498	2	1,920

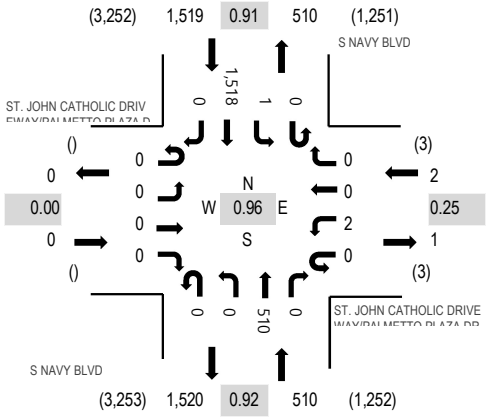
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				2.4%				0.8%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	2.4%	0.0%	0.0%	0.0%	0.8%	0.0%	1.1%
Peak Hour Factor		0.42				0.00				0.95				0.91			0.95
Peak Hour Factor	0.00	0.25	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.25	0.95	0.00	0.00	0.00	0.91	0.50	0.95

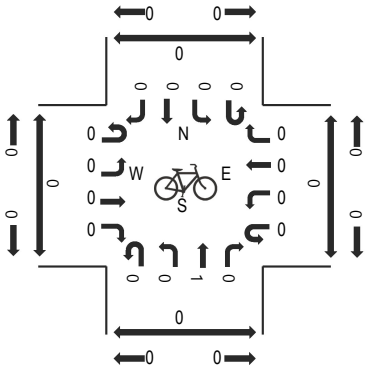
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 S NAVY BLVD & ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 06:45 AM - 07:00 AM

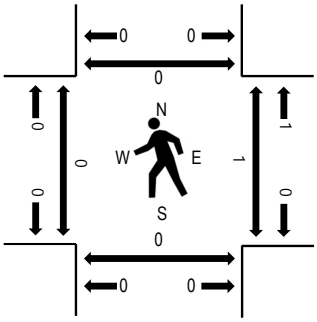
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY Eastbound				ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	75	0	0	0	193	0	268	1,585	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	63	0	0	0	283	0	346	1,844	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	90	0	0	0	352	0	442	1,999	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	105	0	0	1	421	0	529	2,031	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	382	0	527	1,881	0	1	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	118	0	0	0	383	0	501	1,634	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	142	0	0	0	332	0	474	1,384	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	1	0	0	129	1	0	0	248	0	379	1,194	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	103	0	0	0	177	0	280	1,041	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	89	1	0	0	161	0	251		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	107	0	0	0	177	0	284		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	84	0	0	0	142	0	226		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5	0	7
Lights	0	0	0	0	0	2	0	0	0	0	501	0	0	1	1,505	0	2,009
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	0	0	0	0	2	0	0	0	0	510	0	0	1	1,518	0	2,031

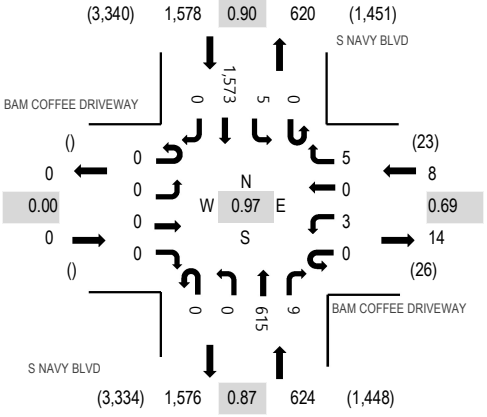
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.8%				0.9%			1.1%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.9%	0.0%	1.1%
Peak Hour Factor		0.00				0.25				0.92				0.91			0.96
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.25	0.00	0.00	0.92	0.50	0.00	0.25	0.91	0.00	0.96

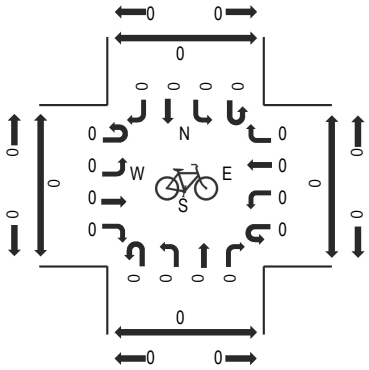
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 13 S NAVY BLVD & BAM COFFEE DRIVEWAY AM
Date: Thursday, September 19, 2024
Peak Hour: 06:45 AM - 07:45 AM
Peak 15-Minutes: 07:15 AM - 07:30 AM

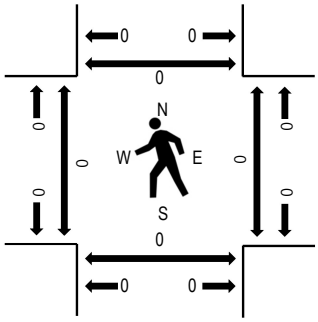
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BAM COFFEE DRIVEWAY Eastbound				BAM COFFEE DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	1	0	1	0	0	78	0	0	1	195	0	276	1,634	0	0	0	0
6:15 AM	0	0	0	0	0	1	0	1	0	0	64	1	0	1	286	0	354	1,891	0	1	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	96	0	0	1	347	0	444	2,108	0	0	0	0
6:45 AM	0	0	0	0	0	2	0	0	0	0	119	2	0	1	436	0	560	2,210	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	3	0	0	156	4	0	2	368	0	533	2,055	0	0	0	0
7:15 AM	0	0	0	0	0	1	0	2	0	0	151	1	0	2	414	0	571	1,831	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	189	2	0	0	355	0	546	1,529	0	0	0	0
7:45 AM	0	0	0	0	0	1	0	3	0	0	163	1	0	2	235	0	405	1,275	0	0	0	0
8:00 AM	0	0	0	0	0	1	0	2	0	0	118	1	0	2	185	0	309	1,122	1	0	0	0
8:15 AM	0	0	0	0	0	2	0	1	0	0	98	0	0	1	167	0	269		0	0	0	0
8:30 AM	0	0	0	0	0	0	0	1	0	0	116	0	0	0	175	0	292		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	88	0	1	1	162	0	252		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5	0	8
Lights	0	0	0	0	0	3	0	5	0	0	605	9	0	5	1,560	0	2,187
Mediums	0	0	0	0	0	0	0	0	0	0	7	0	0	0	8	0	15
Total	0	0	0	0	0	3	0	5	0	0	615	9	0	5	1,573	0	2,210

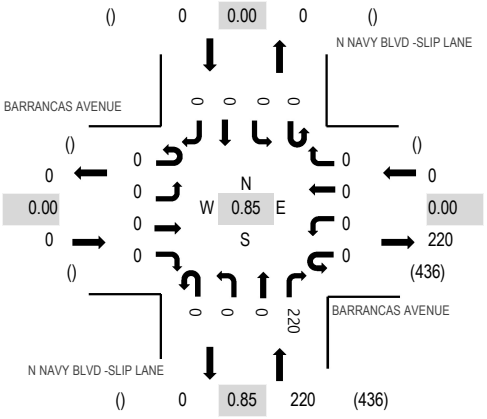
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.6%				0.8%			1.0%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.6%	0.0%	0.0%	0.0%	0.8%	0.0%	1.0%
Peak Hour Factor		0.00				0.69				0.87				0.90			0.97
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.67	0.00	0.00	0.87	0.56	0.25	0.75	0.90	0.00	0.97

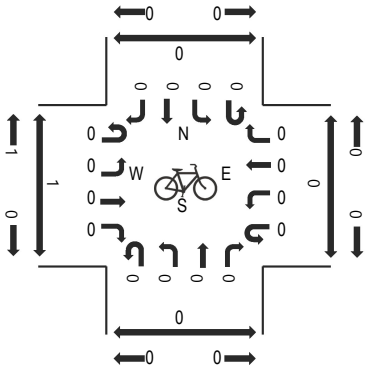
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N NAVY BLVD -SLIP LANE & BARRANCAS AVENUE AM
Date: Thursday, September 19, 2024
Peak Hour: 07:15 AM - 08:15 AM
Peak 15-Minutes: 07:45 AM - 08:00 AM

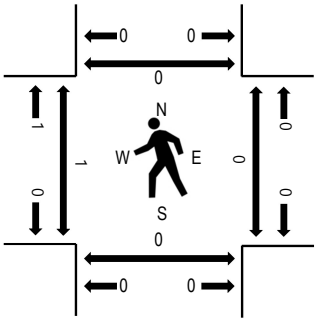
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRANCAS AVENUE Eastbound				BARRANCAS AVENUE Westbound				N NAVY BLVD -SLIP LANE Northbound				N NAVY BLVD -SLIP LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	0	12	85	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	21	0	0	0	0	21	104	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	0	23	140	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29	173	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31	209	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	0	57	220	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	56	192	0	0	0	0
7:45 AM	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	65	176	0	0	0	0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	42	142	1	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0	0	0	29	0	0	0	0	29		0	0	1	0
8:30 AM	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	40		0	0	0	0
8:45 AM	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	31		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
Lights	0	0	0	0	0	0	0	0	0	0	0	216	0	0	0	0	216
Mediums	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	3
Total	0	0	0	0	0	0	0	0	0	0	0	220	0	0	0	0	220

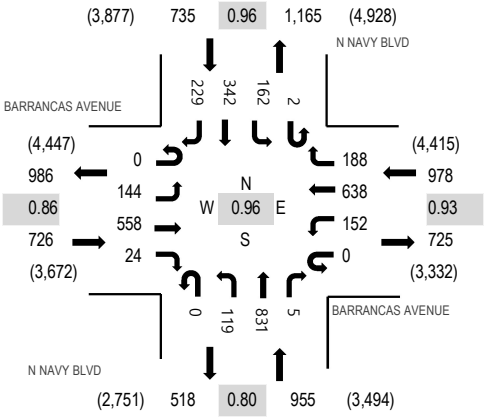
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Heavy Vehicle %		0.0%				0.0%				1.8%				0.0%			1.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	1.8%	0.0%	0.0%	0.0%	0.0%	1.8%
Peak Hour Factor		0.00				0.00				0.85				0.00			0.85
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.85	0.00	0.00	0.00	0.00	0.85

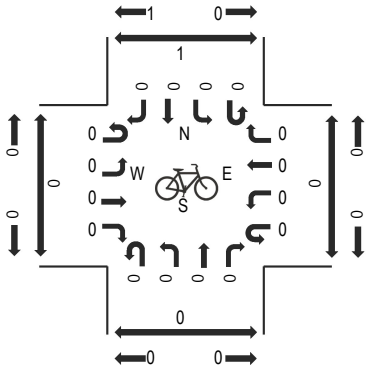
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 1 N NAVY BLVD & BARRANCAS AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:00 PM - 03:15 PM

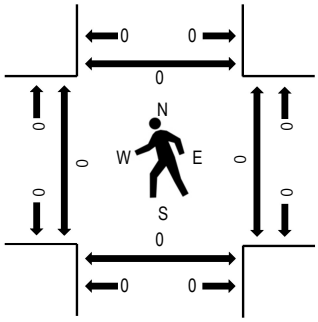
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRANCAS AVENUE Eastbound				BARRANCAS AVENUE Westbound				N NAVY BLVD Northbound				N NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	59	71	8	0	38	107	45	0	18	148	0	1	44	118	55	712	3,095	0	0	1	0
12:15 PM	0	62	121	10	0	40	96	49	0	16	123	1	2	42	106	60	728	3,145	0	1	0	2
12:30 PM	0	45	117	9	0	67	116	40	0	20	103	1	0	31	117	59	725	3,168	0	0	0	0
12:45 PM	0	61	124	5	0	37	106	33	0	16	121	0	0	53	93	79	728	3,163	0	0	0	0
1:00 PM	0	54	129	6	0	32	112	46	0	17	123	0	0	37	78	65	699	3,188	0	0	0	1
1:15 PM	0	64	118	10	0	54	126	38	0	17	128	2	0	32	98	64	751	3,233	0	0	0	0
1:30 PM	0	62	117	6	0	43	110	37	0	22	127	0	0	34	91	74	723	3,244	0	0	0	0
1:45 PM	0	54	123	6	0	41	133	56	0	15	123	1	0	36	78	68	734	3,437	0	0	0	0
2:00 PM	0	55	102	9	0	41	125	49	0	22	153	0	0	32	88	66	742	3,547	0	0	0	0
2:15 PM	0	39	122	5	0	31	114	40	0	22	160	1	0	48	90	50	722	3,762	0	0	0	0
2:30 PM	0	56	151	5	0	33	132	51	0	35	157	2	1	38	86	54	801	3,940	0	0	0	0
2:45 PM	0	53	131	7	0	37	130	41	0	14	164	1	0	39	123	73	813	4,007	0	0	1	0
3:00 PM	0	33	135	7	0	22	169	59	0	45	208	2	0	49	97	50	876	4,040	0	0	0	0
3:15 PM	0	43	141	6	0	43	176	58	0	17	186	1	0	51	83	53	858	3,944	0	0	0	0
3:30 PM	0	27	127	6	0	45	129	29	0	31	242	2	1	30	78	71	818	3,802	0	0	0	0
3:45 PM	0	41	155	5	0	42	164	42	0	26	195	0	1	32	84	55	842	3,671	0	0	0	0
4:00 PM	0	38	138	9	0	32	191	46	0	29	171	2	0	32	80	57	825	3,533	0	0	0	0
4:15 PM	0	43	106	0	0	39	168	36	0	27	146	1	0	56	88	80	790		1	0	1	0
4:30 PM	0	53	148	11	0	34	192	52	0	23	133	0	0	38	78	51	813		0	0	1	0
4:45 PM	0	65	156	3	0	27	156	38	0	15	119	0	0	29	86	64	758		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	2	1	0	0	0	0	1	0	0	1	0	0	0	2	0	7
Lights	0	140	551	23	0	150	629	186	0	119	825	5	2	160	336	228	3,354
Mediums	0	2	6	1	0	2	9	1	0	0	5	0	0	2	4	1	33
Total	0	144	558	24	0	152	638	188	0	119	831	5	2	162	342	229	3,394

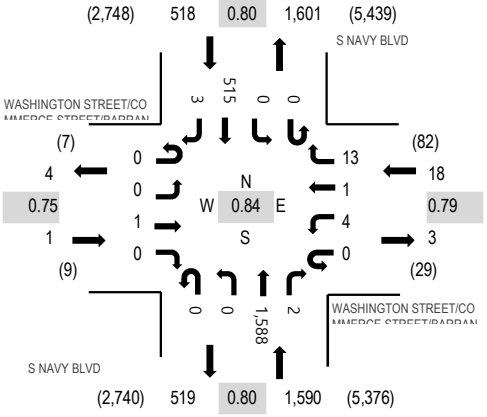
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.7%				1.3%				0.8%				1.2%			1.2%
Heavy Vehicle %	0.0%	2.8%	1.3%	4.2%	0.0%	1.3%	1.4%	1.1%	0.0%	0.0%	0.7%	0.0%	0.0%	1.2%	1.8%	0.4%	1.2%
Peak Hour Factor		0.86				0.93				0.80				0.96			0.96
Peak Hour Factor	0.00	0.94	0.90	0.80	0.00	0.71	0.93	0.89	0.00	0.66	0.86	0.75	0.38	0.87	0.92	0.89	0.96

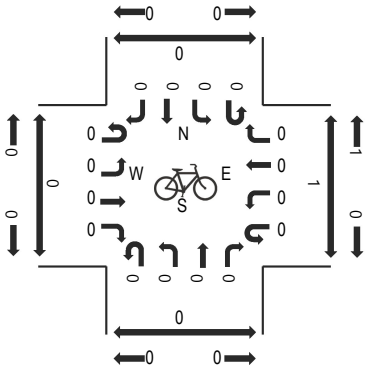
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 2 S NAVY BLVD & WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVE
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

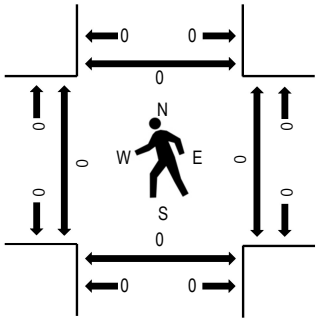
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVENUE/EAST LEG Eastbound				WASHINGTON STREET/COMMERCE STREET/BARRANCAS AVENUE/EAST LEG Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	1	0	1	0	4	1	0	194	1	0	3	160	0	365	1,420	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	3	0	0	193	0	0	4	142	0	342	1,405	0	0	0	0
12:30 PM	0	1	0	0	0	1	0	5	0	0	180	0	0	1	202	0	390	1,434	0	0	0	0
12:45 PM	0	1	0	0	0	0	0	5	0	0	183	0	0	1	133	0	323	1,394	1	0	0	0
1:00 PM	0	0	0	0	0	1	0	1	1	0	234	0	0	1	112	0	350	1,405	0	0	0	0
1:15 PM	0	0	0	1	0	1	0	4	0	0	199	0	0	2	164	0	371	1,468	0	0	0	0
1:30 PM	0	0	0	0	0	2	0	2	0	0	206	0	0	2	137	1	350	1,504	0	0	0	0
1:45 PM	0	1	0	0	0	1	0	5	0	0	204	0	0	1	122	0	334	1,646	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	3	0	0	269	1	0	1	139	0	413	1,760	0	0	0	0
2:15 PM	0	1	0	0	0	0	0	2	0	0	276	2	0	0	126	0	407	1,907	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	4	0	0	364	0	0	2	122	0	492	1,978	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	2	0	0	278	0	0	0	167	0	448	2,117	0	0	0	0
3:00 PM	0	0	1	0	0	1	1	3	0	0	430	0	0	0	122	2	560	2,127	0	0	0	0
3:15 PM	0	0	0	0	0	2	0	0	0	0	342	0	0	0	134	0	478	2,023	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	5	0	0	494	2	0	0	128	1	631	1,912	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	5	0	0	322	0	0	0	131	0	458	1,657	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	3	0	0	332	0	0	1	120	0	456	1,503	0	0	0	0
4:15 PM	0	0	0	1	0	1	0	2	0	0	236	0	0	2	123	2	367		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	7	0	0	247	1	0	0	121	0	376		0	0	0	0
4:45 PM	0	0	0	0	0	2	0	2	0	0	184	0	0	0	116	0	304		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	0	1	0	0	4	1	12	0	0	1,581	2	0	0	507	2	2,110
Mediums	0	0	0	0	0	0	0	1	0	0	6	0	0	0	6	1	14
Total	0	0	1	0	0	4	1	13	0	0	1,588	2	0	0	515	3	2,127

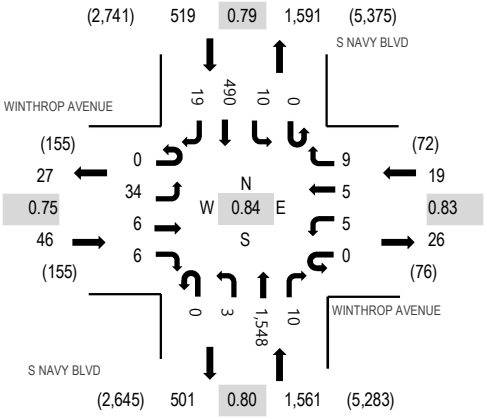
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				5.6%				0.4%				1.7%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.7%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.6%	33.3%	0.8%
Peak Hour Factor		0.75				0.79				0.80				0.80			0.84
Peak Hour Factor	0.00	0.50	0.25	0.25	0.00	0.63	0.25	0.61	0.25	0.00	0.80	0.38	0.00	0.56	0.79	0.38	0.84

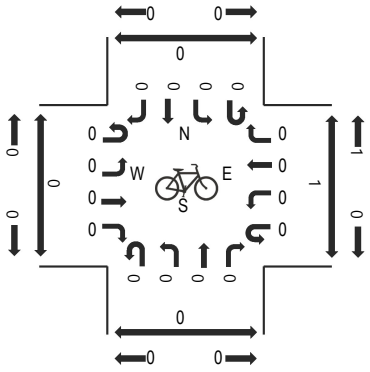
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 3 S NAVY BLVD & WINTHROP AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

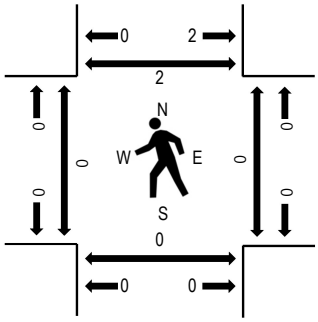
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	WINTHROP AVENUE Eastbound				WINTHROP AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	1	3	0	0	0	3	2	0	0	193	0	1	1	159	2	365	1,415	0	0	0	0
12:15 PM	0	3	1	3	0	0	1	5	0	1	185	0	0	1	136	5	341	1,406	0	0	0	0
12:30 PM	0	1	1	2	0	0	1	3	0	0	175	0	0	0	202	2	387	1,434	0	1	0	0
12:45 PM	0	0	0	1	0	0	1	4	0	1	181	1	0	3	127	3	322	1,402	1	1	0	0
1:00 PM	0	2	1	2	0	0	0	5	0	5	226	1	1	4	102	7	356	1,419	0	1	0	0
1:15 PM	0	6	0	4	0	0	0	2	0	0	191	0	0	2	152	12	369	1,470	0	0	0	0
1:30 PM	0	3	1	7	0	0	0	0	0	2	203	1	0	1	132	5	355	1,513	0	0	0	0
1:45 PM	0	3	0	2	0	0	1	1	0	2	206	1	0	1	116	6	339	1,659	0	0	0	0
2:00 PM	0	4	1	3	0	0	4	1	0	0	258	0	0	0	131	5	407	1,761	0	0	0	0
2:15 PM	0	3	2	1	0	0	0	4	0	2	272	0	0	3	118	7	412	1,922	0	0	0	0
2:30 PM	0	5	2	0	0	0	1	2	0	2	364	1	0	1	115	8	501	1,990	0	0	0	0
2:45 PM	0	5	2	1	0	0	0	0	0	0	264	2	0	5	157	5	441	2,124	0	0	0	0
3:00 PM	0	15	1	1	0	0	4	2	0	1	418	5	0	2	115	4	568	2,145	0	0	0	0
3:15 PM	0	8	3	1	0	1	1	1	0	0	326	1	0	3	128	7	480	2,034	0	0	0	0
3:30 PM	0	9	1	4	0	1	0	3	0	2	484	2	0	1	122	6	635	1,921	0	0	0	2
3:45 PM	0	2	1	0	0	3	0	3	0	0	320	2	0	4	125	2	462	1,662	0	0	0	0
4:00 PM	0	2	2	1	0	1	2	1	0	1	325	2	0	0	115	5	457	1,511	0	0	0	0
4:15 PM	0	6	1	2	0	0	2	3	0	0	228	0	0	0	120	5	367		0	0	0	0
4:30 PM	0	3	0	6	0	0	0	2	0	0	243	1	0	0	112	9	376		0	0	0	0
4:45 PM	0	7	0	3	0	1	0	0	0	2	179	1	0	0	110	8	311		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	34	6	5	0	5	5	9	0	3	1,541	10	0	10	482	19	2,129
Mediums	0	0	0	1	0	0	0	0	0	0	6	0	0	0	6	0	13
Total	0	34	6	6	0	5	5	9	0	3	1,548	10	0	10	490	19	2,145

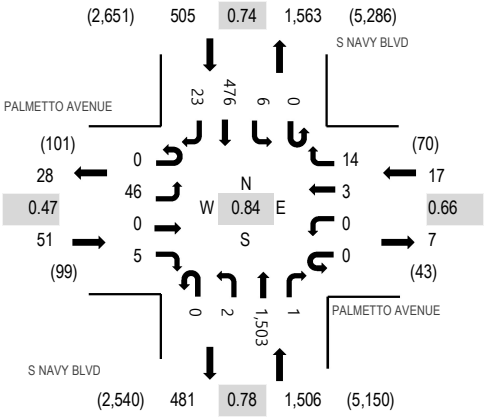
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		2.2%				0.0%				0.4%				1.5%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	16.7%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.5%	0.0%	0.0%	0.0%	1.6%	0.0%	0.7%
Peak Hour Factor		0.75				0.83				0.80				0.79			0.84
Peak Hour Factor	0.00	0.62	0.67	0.57	0.00	0.50	0.38	0.85	0.00	0.45	0.80	0.50	0.25	0.55	0.77	0.63	0.84

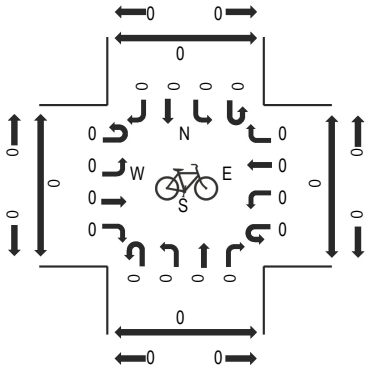
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 4 S NAVY BLVD & PALMETTO AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

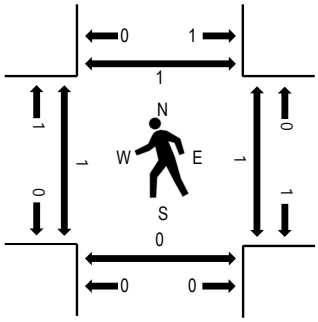
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	PALMETTO AVENUE Eastbound				PALMETTO AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	4	0	1	0	0	1	0	0	0	188	0	1	0	155	1	351	1,373	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	2	0	0	184	0	0	0	128	5	320	1,360	0	0	0	0
12:30 PM	0	0	2	0	0	0	0	2	0	0	174	1	0	0	210	3	392	1,385	0	1	0	0
12:45 PM	0	2	0	0	0	0	0	3	0	0	178	0	0	2	125	0	310	1,340	1	0	0	0
1:00 PM	0	2	1	0	0	1	0	9	0	0	219	1	0	2	102	1	338	1,361	0	0	0	0
1:15 PM	0	0	1	0	0	1	0	0	0	0	192	0	0	1	147	3	345	1,411	0	0	0	0
1:30 PM	0	4	0	0	0	0	1	2	0	0	199	0	0	4	136	1	347	1,449	0	0	0	0
1:45 PM	0	1	1	0	0	0	0	3	0	0	204	0	0	2	116	4	331	1,609	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	3	0	0	254	0	0	0	127	3	388	1,686	0	0	0	0
2:15 PM	0	2	0	0	0	0	1	7	0	0	265	0	0	2	101	5	383	1,868	0	0	0	0
2:30 PM	0	0	0	1	0	0	0	2	0	2	374	0	0	1	120	7	507	1,932	0	0	0	0
2:45 PM	0	2	0	0	0	0	0	3	0	1	255	1	0	2	128	16	408	2,042	1	0	0	0
3:00 PM	0	22	0	5	0	0	1	7	0	1	417	0	0	3	98	16	570	2,079	1	1	0	1
3:15 PM	0	10	0	0	0	0	1	1	0	0	294	0	0	1	137	3	447	1,963	0	0	0	0
3:30 PM	0	10	0	0	0	0	0	2	0	0	479	1	0	0	121	4	617	1,865	0	0	0	0
3:45 PM	0	4	0	0	0	0	1	4	0	1	313	0	0	2	120	0	445	1,615	0	0	0	0
4:00 PM	0	8	0	0	0	0	1	1	0	1	316	0	0	0	120	7	454	1,471	0	0	0	0
4:15 PM	0	5	0	0	0	0	0	2	0	0	221	1	0	3	114	3	349		0	0	0	0
4:30 PM	0	5	0	0	0	0	0	4	0	0	235	0	0	4	116	3	367		0	0	0	0
4:45 PM	0	4	0	0	0	1	0	3	1	0	177	0	0	4	108	3	301		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	46	0	5	0	0	3	13	0	2	1,497	1	0	6	467	23	2,063
Mediums	0	0	0	0	0	0	0	1	0	0	5	0	0	0	7	0	13
Total	0	46	0	5	0	0	3	14	0	2	1,503	1	0	6	476	23	2,079

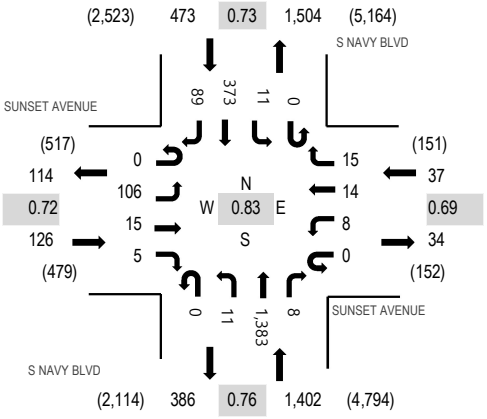
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				5.9%				0.4%				1.8%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	7.1%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.9%	0.0%	0.8%
Peak Hour Factor		0.47				0.66				0.78				0.74			0.84
Peak Hour Factor	0.00	0.52	0.50	0.30	0.00	0.50	0.75	0.68	0.25	0.50	0.78	0.50	0.25	0.69	0.74	0.69	0.84

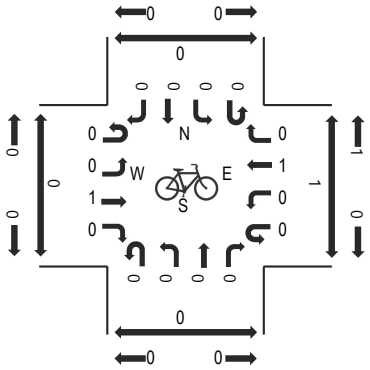
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 5 S NAVY BLVD & SUNSET AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

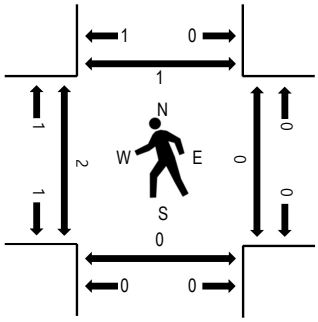
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SUNSET AVENUE Eastbound				SUNSET AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	20	3	0	0	2	1	3	0	7	167	2	0	4	130	21	360	1,403	0	0	0	0
12:15 PM	0	18	1	1	0	1	2	3	0	3	168	1	0	1	107	20	326	1,366	0	0	0	0
12:30 PM	0	21	2	0	0	2	4	4	0	0	152	3	0	4	186	19	397	1,378	0	0	0	0
12:45 PM	0	25	5	3	0	2	1	3	0	2	158	0	0	4	102	15	320	1,326	1	0	0	0
1:00 PM	0	20	0	2	0	1	0	5	0	2	193	0	0	3	83	14	323	1,346	0	0	0	0
1:15 PM	0	22	2	0	0	0	1	2	0	0	166	0	0	0	133	12	338	1,412	0	0	0	0
1:30 PM	0	12	2	1	0	1	6	4	0	2	178	1	0	1	128	9	345	1,449	0	0	0	0
1:45 PM	0	17	2	1	0	1	2	4	0	4	193	0	0	6	87	23	340	1,622	0	1	0	0
2:00 PM	0	17	4	0	0	0	5	2	0	1	230	1	0	2	117	10	389	1,686	1	0	1	1
2:15 PM	0	18	3	0	0	0	2	2	0	5	240	4	0	6	72	23	375	1,830	0	0	0	0
2:30 PM	0	20	3	1	0	1	3	1	0	5	360	4	0	2	97	21	518	1,899	0	0	0	0
2:45 PM	0	16	2	0	0	2	5	2	0	8	238	3	0	2	98	28	404	1,995	0	0	0	0
3:00 PM	0	38	4	2	0	2	1	4	0	2	378	0	0	2	88	12	533	2,038	2	0	0	1
3:15 PM	0	28	3	2	0	3	3	1	0	6	267	0	0	3	98	30	444	1,953	0	0	0	0
3:30 PM	0	19	3	1	0	2	3	2	0	2	455	6	0	4	93	24	614	1,872	0	0	0	0
3:45 PM	0	21	5	0	0	1	7	8	0	1	283	2	0	2	94	23	447	1,623	0	0	0	0
4:00 PM	0	18	4	0	0	0	9	2	0	4	294	2	0	4	91	20	448	1,474	0	0	0	0
4:15 PM	0	15	6	2	0	2	5	3	0	4	207	0	0	0	95	24	363		0	0	0	0
4:30 PM	0	17	5	0	0	1	1	4	0	1	217	2	0	7	85	25	365		0	0	0	0
4:45 PM	0	18	3	1	0	0	5	2	0	0	159	1	0	1	89	19	298		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	3
Lights	0	104	15	5	0	8	14	14	0	10	1,380	8	0	11	365	88	2,022
Mediums	0	1	0	0	0	0	0	1	0	1	3	0	0	0	6	1	13
Total	0	106	15	5	0	8	14	15	0	11	1,383	8	0	11	373	89	2,038

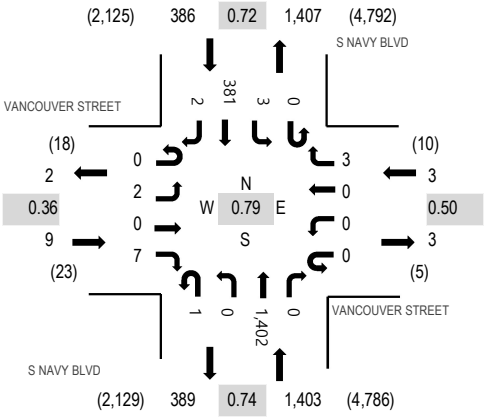
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		1.6%				2.7%				0.3%				1.9%			0.8%
Heavy Vehicle %	0.0%	1.9%	0.0%	0.0%	0.0%	0.0%	0.0%	6.7%	0.0%	9.1%	0.2%	0.0%	0.0%	0.0%	2.1%	1.1%	0.8%
Peak Hour Factor		0.72				0.69				0.76				0.73			0.83
Peak Hour Factor	0.00	0.70	0.83	0.50	0.00	0.75	0.67	0.53	0.00	0.66	0.76	0.75	0.00	0.67	0.71	0.81	0.83

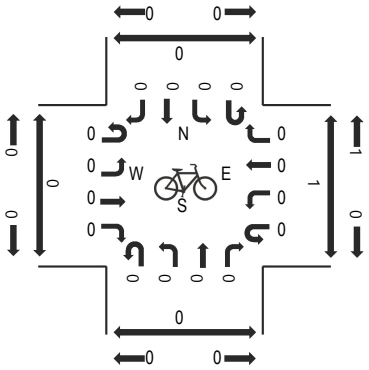
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 6 S NAVY BLVD & VANCOUVER STREET Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

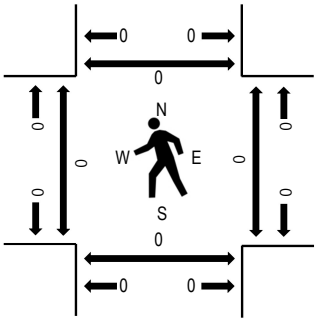
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	VANCOUVER STREET Eastbound				VANCOUVER STREET Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	1	175	0	0	0	130	1	307	1,208	0	0	0	0
12:15 PM	0	1	0	0	0	0	0	0	0	0	170	0	0	0	110	0	281	1,180	0	0	0	0
12:30 PM	0	0	0	2	0	0	0	0	0	0	154	0	0	0	186	1	343	1,203	1	0	0	0
12:45 PM	0	0	0	1	0	0	0	2	0	1	163	0	0	0	110	0	277	1,168	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	1	0	0	193	0	0	0	85	0	279	1,178	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	1	166	0	0	0	137	0	304	1,253	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	182	0	0	0	126	0	308	1,272	0	0	0	0
1:45 PM	0	2	0	0	0	0	0	0	0	0	190	0	0	0	95	0	287	1,444	0	0	0	0
2:00 PM	0	1	0	3	0	0	0	0	0	0	230	0	0	0	119	1	354	1,500	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	249	0	0	0	73	1	323	1,631	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	1	0	4	376	0	0	0	99	0	480	1,672	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	0	0	1	240	0	0	0	101	0	343	1,765	0	0	0	0
3:00 PM	0	2	0	5	0	0	0	1	0	0	387	0	0	0	90	0	485	1,801	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	261	0	0	1	102	0	364	1,708	0	0	0	0
3:30 PM	0	0	0	2	0	0	0	1	1	0	471	0	0	1	96	1	573	1,643	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	1	0	0	283	0	0	1	93	1	379	1,382	0	0	0	0
4:00 PM	0	1	0	1	0	0	0	2	0	0	297	0	0	0	91	0	392	1,257	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	205	0	0	0	93	1	299		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	1	0	223	0	0	1	87	0	312		0	0	0	0
4:45 PM	0	0	0	1	0	0	0	1	0	2	159	0	0	1	89	1	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	2	0	7	0	0	0	3	1	0	1,398	0	0	3	373	2	1,789
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10
Total	0	2	0	7	0	0	0	3	1	0	1,402	0	0	3	381	2	1,801

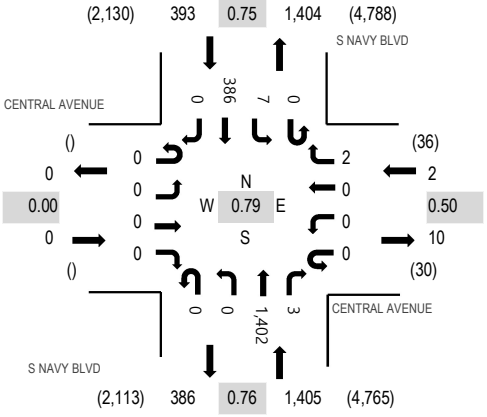
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				2.1%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%
Peak Hour Factor		0.36				0.50				0.74				0.72			0.79
Peak Hour Factor	0.00	0.38	0.00	0.35	0.00	0.00	0.00	0.50	0.25	0.31	0.74	0.00	0.00	0.75	0.72	0.75	0.79

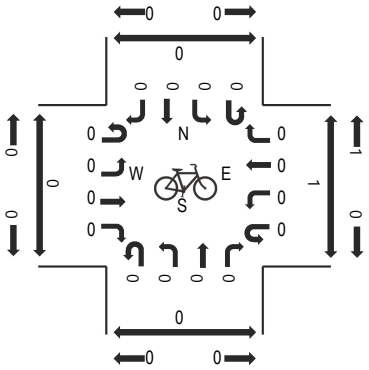
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 7 S NAVY BLVD & CENTRAL AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

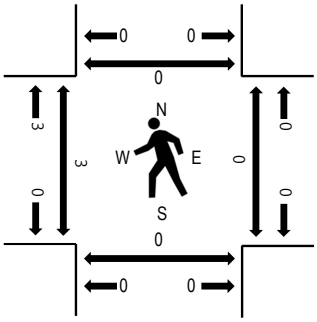
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CENTRAL AVENUE Eastbound				CENTRAL AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	1	0	0	175	0	0	0	130	0	306	1,200	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	1	0	0	172	0	0	1	109	0	283	1,177	0	0	0	0
12:30 PM	0	0	0	0	0	2	0	4	0	0	147	0	0	2	176	0	331	1,188	1	0	1	0
12:45 PM	0	0	0	0	0	0	0	3	0	0	161	0	0	1	115	0	280	1,165	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	2	0	0	191	0	0	0	90	0	283	1,182	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	1	0	0	166	0	0	4	123	0	294	1,257	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	181	0	0	1	125	0	308	1,279	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	4	0	0	186	2	0	0	105	0	297	1,450	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	235	1	0	0	121	0	358	1,492	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	3	0	0	238	0	0	1	74	0	316	1,618	0	1	0	0
2:30 PM	0	0	0	0	0	0	0	2	0	0	378	0	0	1	98	0	479	1,673	0	1	0	0
2:45 PM	0	0	0	0	0	1	0	3	0	0	236	0	0	0	99	0	339	1,761	0	1	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	387	0	0	0	97	0	484	1,800	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	2	0	0	271	1	0	1	96	0	371	1,706	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	461	2	0	1	103	0	567	1,630	3	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	283	0	0	5	90	0	378	1,381	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	1	0	0	296	1	0	3	89	0	390	1,257	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	205	0	0	0	90	0	295		0	0	0	0
4:30 PM	0	0	0	0	0	1	0	2	0	0	229	2	0	0	84	0	318		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	1	0	0	158	0	0	0	95	0	254		0	2	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	0	0	0	0	2	0	0	1,398	3	0	6	379	0	1,788
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	1	5	0	10
Total	0	0	0	0	0	0	0	2	0	0	1,402	3	0	7	386	0	1,800

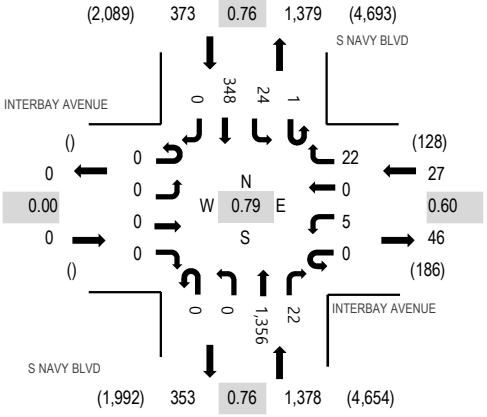
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				2.0%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	14.3%	1.8%	0.0%	0.7%
Peak Hour Factor		0.00				0.50				0.76				0.75			0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.63	0.00	0.00	0.76	0.50	0.00	0.50	0.75	0.00	0.79

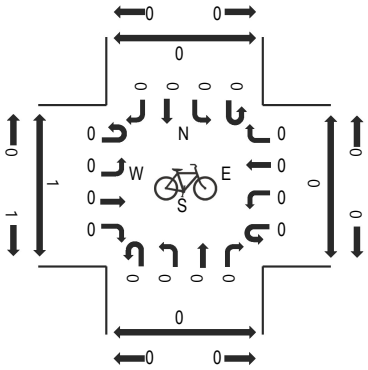
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 8 S NAVY BLVD & INTERBAY AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

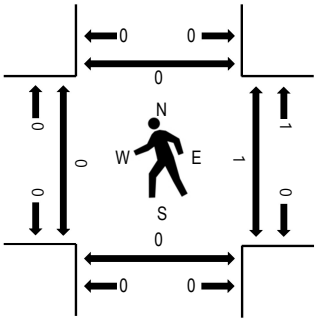
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	INTERBAY AVENUE Eastbound				INTERBAY AVENUE Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	5	0	0	168	3	0	4	127	0	307	1,192	0	0	0	0
12:15 PM	0	0	0	0	0	2	0	11	0	0	151	4	0	10	104	0	282	1,167	0	0	0	0
12:30 PM	0	0	0	0	0	1	0	4	0	0	141	3	0	9	169	0	327	1,172	0	0	0	0
12:45 PM	0	0	0	0	0	3	0	3	0	0	154	1	0	7	108	0	276	1,155	0	1	0	0
1:00 PM	0	0	0	0	0	0	0	7	0	0	182	1	0	6	86	0	282	1,173	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	4	0	0	158	5	0	3	117	0	287	1,242	0	0	0	0
1:30 PM	0	0	0	0	0	2	0	9	0	0	171	4	0	3	121	0	310	1,272	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	5	0	0	179	4	0	3	103	0	294	1,439	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	3	0	0	229	1	0	8	110	0	351	1,481	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	3	0	0	239	4	0	3	68	0	317	1,611	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	6	0	0	370	3	0	3	95	0	477	1,656	0	0	0	0
2:45 PM	0	0	0	0	0	1	0	1	0	0	232	4	0	8	90	0	336	1,739	0	0	0	0
3:00 PM	0	0	0	0	0	1	0	7	0	0	378	1	0	1	93	0	481	1,778	0	0	0	0
3:15 PM	0	0	0	0	0	2	0	5	0	0	258	6	0	5	86	0	362	1,681	0	0	0	0
3:30 PM	0	0	0	0	0	1	0	6	0	0	447	8	0	12	86	0	560	1,615	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	4	0	0	273	7	1	6	83	0	375	1,368	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	10	0	0	282	2	0	8	82	0	384	1,247	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	9	0	0	194	6	0	6	81	0	296		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	223	4	1	6	77	0	313		0	0	0	0
4:45 PM	0	0	0	0	0	3	0	7	0	0	151	3	0	1	89	0	254		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	5	0	22	0	0	1,352	21	1	24	342	0	1,767
Mediums	0	0	0	0	0	0	0	0	0	0	4	1	0	0	5	0	10
Total	0	0	0	0	0	5	0	22	0	0	1,356	22	1	24	348	0	1,778

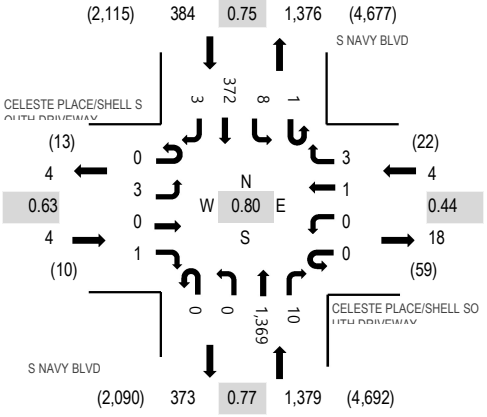
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.4%				1.6%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	4.5%	0.0%	0.0%	1.7%	0.0%	0.6%
Peak Hour Factor		0.00				0.60				0.76				0.76			0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.50	0.00	0.73	0.00	0.00	0.76	0.72	0.50	0.67	0.75	0.00	0.79

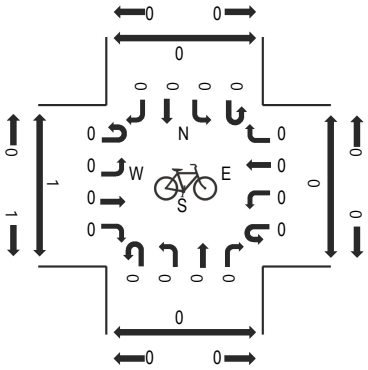
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 9 S NAVY BLVD & CELESTE PLACE/SHELL SOUTH DRIVEWAY Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

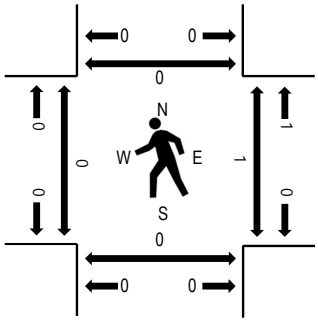
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	CELESTE PLACE/SHELL SOUTH DRIVEWAY Eastbound				CELESTE PLACE/SHELL SOUTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	1	0	0	0	1	0	2	0	0	169	4	0	0	130	0	307	1,180	0	0	0	0
12:15 PM	0	0	0	0	0	3	0	1	0	0	162	0	0	0	111	0	277	1,155	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	145	0	0	0	178	0	323	1,164	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	155	1	0	2	115	0	273	1,150	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	190	0	0	0	92	0	282	1,169	0	0	0	0
1:15 PM	0	2	0	0	0	0	0	0	0	0	161	1	0	2	120	0	286	1,241	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	179	1	0	4	124	1	309	1,270	0	0	0	0
1:45 PM	0	0	0	0	0	1	0	0	1	0	182	1	0	1	106	0	292	1,436	0	0	0	0
2:00 PM	0	1	0	0	0	0	0	1	0	2	230	0	0	3	116	1	354	1,480	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	240	2	1	1	71	0	315	1,606	0	0	0	0
2:30 PM	0	0	0	0	0	1	0	1	0	0	376	0	0	0	97	0	475	1,655	0	0	0	0
2:45 PM	0	1	0	0	0	0	0	1	0	0	231	2	0	1	100	0	336	1,735	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	379	6	0	2	92	1	480	1,771	0	0	0	0
3:15 PM	0	2	0	0	0	0	1	1	0	0	261	2	0	5	91	1	364	1,674	0	0	0	0
3:30 PM	0	1	0	1	0	0	0	2	0	0	449	1	0	0	100	1	555	1,603	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	280	1	1	1	89	0	372	1,361	0	1	0	0
4:00 PM	0	0	0	0	0	0	0	2	0	0	288	4	0	0	88	1	383	1,239	0	0	0	0
4:15 PM	0	0	0	1	0	0	0	0	0	1	201	1	0	1	86	2	293		0	0	0	0
4:30 PM	0	0	0	0	0	2	0	2	0	0	222	4	1	0	82	0	313		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	1	153	3	0	2	91	0	250		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	3	0	1	0	0	1	3	0	0	1,365	10	1	8	366	3	1,761
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9
Total	0	3	0	1	0	0	1	3	0	0	1,369	10	1	8	372	3	1,771

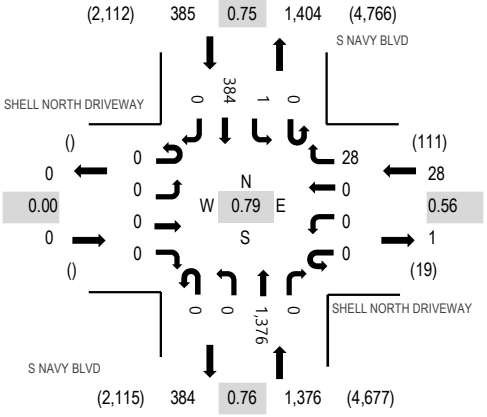
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				1.6%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	1.6%	0.0%	0.6%
Peak Hour Factor		0.63				0.44				0.77				0.75			0.80
Peak Hour Factor	0.00	0.50	0.00	0.50	0.00	0.33	0.25	0.63	0.25	0.25	0.76	0.75	0.50	0.63	0.75	0.50	0.80

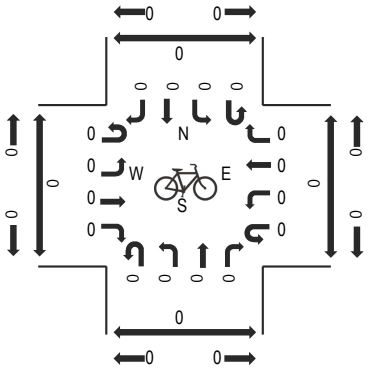
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 10 S NAVY BLVD & SHELL NORTH DRIVEWAY Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

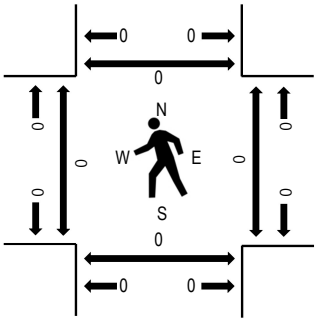
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	SHELL NORTH DRIVEWAY Eastbound				SHELL NORTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	3	0	5	0	0	172	0	0	3	127	0	310	1,195	0	0	0	0
12:15 PM	0	0	0	0	0	3	0	6	0	0	163	0	0	1	108	0	281	1,169	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	0	0	145	0	0	0	178	0	325	1,180	0	0	0	0
12:45 PM	0	0	0	0	0	3	0	6	0	0	155	0	0	1	114	0	279	1,167	0	0	0	0
1:00 PM	0	0	0	0	0	2	0	2	0	0	190	0	0	0	90	0	284	1,183	0	0	0	0
1:15 PM	0	0	0	0	0	1	0	5	0	0	163	0	0	2	121	0	292	1,252	0	0	0	0
1:30 PM	0	0	0	0	0	4	0	5	0	0	178	0	0	0	125	0	312	1,278	0	0	0	0
1:45 PM	0	0	0	0	0	3	0	4	0	0	183	0	0	1	104	0	295	1,443	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	1	0	0	232	0	0	0	120	0	353	1,485	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	2	0	0	241	0	0	2	73	0	318	1,614	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	2	0	0	377	0	0	1	97	0	477	1,662	0	0	0	0
2:45 PM	0	0	0	0	0	2	0	2	0	0	233	0	0	1	99	0	337	1,750	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	8	0	0	379	0	0	0	95	0	482	1,789	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	4	0	0	264	0	0	1	97	0	366	1,692	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	13	0	0	450	0	0	0	102	0	565	1,621	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	3	0	0	283	0	0	0	90	0	376	1,374	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	5	0	0	289	1	0	1	89	0	385	1,248	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	4	0	0	201	0	0	1	89	0	295		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	7	0	0	225	0	0	3	83	0	318		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	4	0	0	153	0	0	0	93	0	250		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
Lights	0	0	0	0	0	0	0	28	0	0	1,372	0	0	1	378	0	1,779
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5	0	9
Total	0	0	0	0	0	0	0	28	0	0	1,376	0	0	1	384	0	1,789

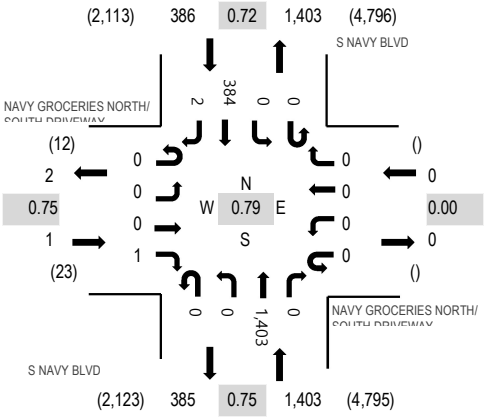
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				1.6%			0.6%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	1.6%	0.0%	0.6%
Peak Hour Factor		0.00				0.56				0.76				0.75			0.79
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.63	0.00	0.54	0.00	0.00	0.76	0.25	0.00	0.42	0.74	0.00	0.79

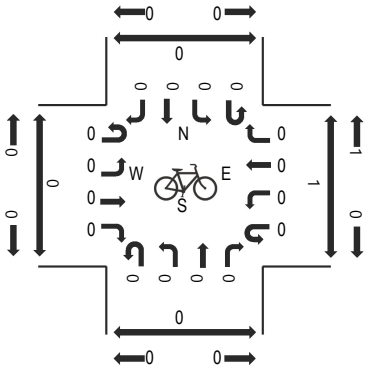
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 11 S NAVY BLVD & NAVY GROCERIES NORTH/SOUTH DRIVEWAY Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

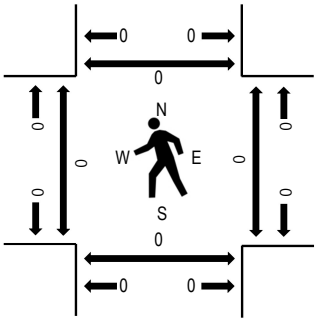
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	NAVY GROCERIES NORTH/SOUTH DRIVEWAY Eastbound				NAVY GROCERIES NORTH/SOUTH DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	1	0	0	0	0	0	0	0	0	174	0	0	0	131	1	307	1,203	0	0	0	0
12:15 PM	0	2	0	1	0	0	0	0	0	0	171	0	0	0	109	0	283	1,184	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	155	0	0	0	187	0	342	1,196	0	0	0	0
12:45 PM	0	0	0	3	0	0	0	0	1	0	159	0	0	0	106	2	271	1,171	1	0	0	0
1:00 PM	0	0	0	3	0	0	0	0	0	0	199	0	0	0	86	0	288	1,186	0	0	0	0
1:15 PM	0	1	0	1	0	0	0	0	0	0	160	0	0	0	132	1	295	1,248	0	0	0	0
1:30 PM	0	0	0	1	0	0	0	0	0	0	187	0	0	0	129	0	317	1,277	0	0	0	0
1:45 PM	0	0	0	2	0	0	0	0	0	0	194	0	0	0	90	0	286	1,430	0	0	0	0
2:00 PM	0	0	0	2	0	0	0	0	0	2	229	0	0	0	117	0	350	1,493	0	0	0	0
2:15 PM	0	1	0	2	0	0	0	0	0	1	248	0	0	0	72	0	324	1,615	0	0	0	0
2:30 PM	0	0	0	2	0	0	0	0	0	0	369	0	0	0	98	1	470	1,665	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	249	0	0	0	100	0	349	1,759	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	380	0	0	0	91	1	472	1,790	0	0	0	0
3:15 PM	0	0	0	1	0	0	0	0	0	0	273	0	0	0	100	0	374	1,715	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	465	0	0	0	98	1	564	1,643	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	285	0	0	0	95	0	380	1,387	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	306	0	0	0	91	0	397	1,259	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	205	0	0	0	96	1	302		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	220	0	0	0	88	0	308		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	163	0	0	0	88	1	252		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2
Lights	0	0	0	1	0	0	0	0	0	0	1,399	0	0	0	376	2	1,778
Mediums	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6	0	10
Total	0	0	0	1	0	0	0	0	0	0	1,403	0	0	0	384	2	1,790

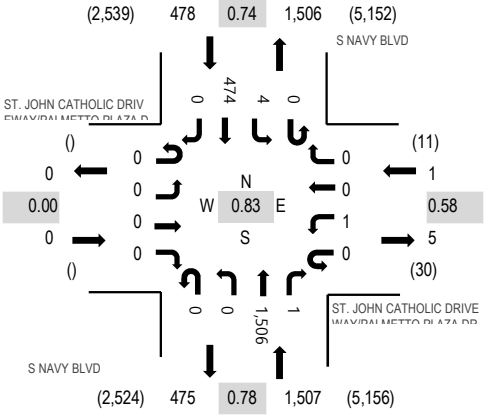
Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				2.1%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	2.1%	0.0%	0.7%
Peak Hour Factor		0.75				0.00				0.75				0.72			0.79
Peak Hour Factor	0.00	0.38	0.00	0.67	0.00	0.00	0.00	0.00	0.25	0.38	0.75	0.00	0.00	0.00	0.71	0.38	0.79

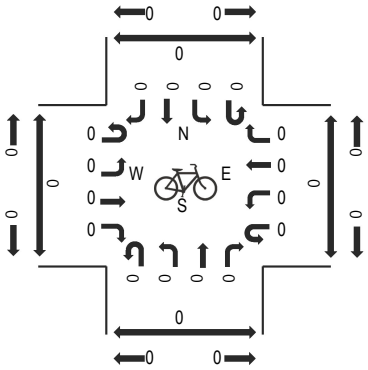
ALL TRAFFIC DATA SERVICES
(303) 216-2439
www.alltrafficdata.net

Location: 12 S NAVY BLVD & ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

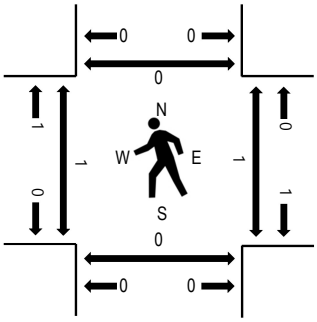
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY Eastbound				ST. JOHN CATHOLIC DRIVEWAY/PALMETTO PLAZA DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	0	190	0	0	0	156	0	346	1,348	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	183	0	0	1	127	0	311	1,327	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0	0	174	2	0	1	209	0	386	1,355	0	1	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	180	0	0	4	121	0	305	1,303	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	221	1	0	3	100	0	325	1,322	0	0	0	0
1:15 PM	0	0	0	0	0	1	0	0	0	0	190	0	0	1	147	0	339	1,380	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	198	0	0	1	135	0	334	1,407	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	3	0	0	204	1	0	0	116	0	324	1,572	0	0	0	0
2:00 PM	0	0	0	0	0	2	0	1	0	0	249	4	0	0	127	0	383	1,631	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0	0	264	0	0	0	101	0	366	1,769	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	378	0	0	1	120	0	499	1,835	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	255	0	0	0	128	0	383	1,933	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	418	0	0	1	102	0	521	1,986	1	1	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	294	1	0	1	136	0	432	1,904	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	480	0	0	1	116	0	597	1,807	0	0	0	0
3:45 PM	0	0	0	0	0	1	0	0	0	0	314	0	0	1	120	0	436	1,564	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	317	0	0	0	122	0	439	1,419	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	222	0	0	1	112	0	335		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	2	0	0	233	1	0	1	117	0	354		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	181	1	0	1	108	0	291		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	0	0	0	0	1	0	0	0	0	1,500	1	0	4	465	0	1,971
Mediums	0	0	0	0	0	0	0	0	0	0	5	0	0	0	7	0	12
Total	0	0	0	0	0	1	0	0	0	0	1,506	1	0	4	474	0	1,986

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.4%				1.9%			0.8%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.9%	0.0%	0.8%
Peak Hour Factor		0.00				0.58				0.78				0.74			0.83
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.38	0.00	0.42	0.00	0.00	0.78	0.31	0.00	0.56	0.73	0.00	0.83

ALL TRAFFIC DATA SERVICES
(303) 216-2439
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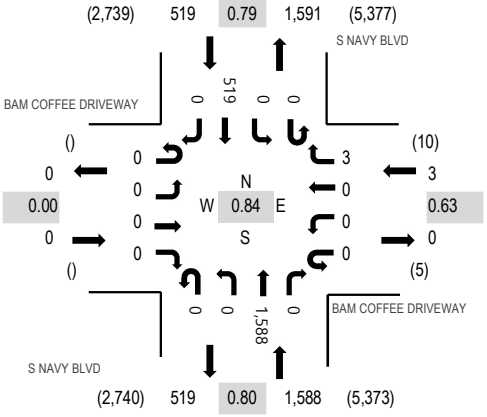
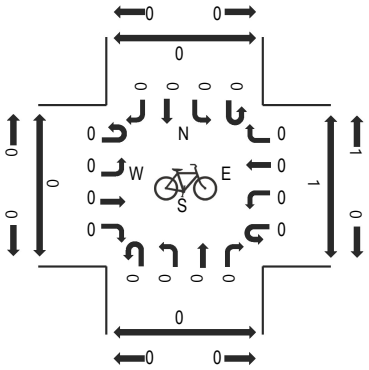
Location: 13 S NAVY BLVD & BAM COFFEE DRIVEWAY Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

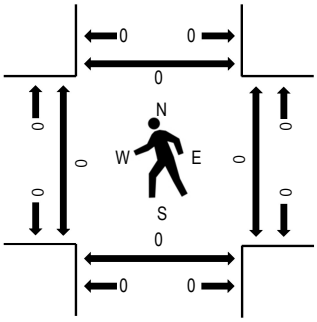
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BAM COFFEE DRIVEWAY Eastbound				BAM COFFEE DRIVEWAY Westbound				S NAVY BLVD Northbound				S NAVY BLVD Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	0	196	1	0	0	163	0	360	1,397	0	0	0	0
12:15 PM	0	0	0	0	0	1	0	1	0	0	192	1	0	0	142	0	337	1,387	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	2	0	0	179	0	0	0	203	0	384	1,416	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	1	0	0	181	1	0	0	133	0	316	1,377	1	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	235	1	0	0	114	0	350	1,389	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	199	1	0	0	166	0	366	1,447	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	1	0	0	205	0	0	0	139	0	345	1,485	1	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	206	0	0	0	122	0	328	1,626	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	268	0	0	0	140	0	408	1,743	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	1	0	0	279	0	0	0	124	0	404	1,887	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	362	0	0	0	124	0	486	1,961	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	278	0	0	0	167	0	445	2,100	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	429	0	0	0	123	0	552	2,110	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	1	0	0	341	0	0	0	136	0	478	2,009	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	496	0	0	0	129	0	625	1,892	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	2	0	0	322	0	0	0	131	0	455	1,636	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	331	0	0	0	120	0	451	1,483	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	236	0	0	0	125	0	361		0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	248	0	0	0	121	0	369		0	0	0	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	185	0	0	0	117	0	302		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2	0	3
Lights	0	0	0	0	0	0	0	3	0	0	1,581	0	0	0	511	0	2,095
Mediums	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6	0	12
Total	0	0	0	0	0	0	0	3	0	0	1,588	0	0	0	519	0	2,110

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.4%				1.5%			0.7%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.4%	0.0%	0.0%	0.0%	1.5%	0.0%	0.7%
Peak Hour Factor		0.00				0.63				0.80				0.79			0.84
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.50	0.00	0.00	0.80	0.75	0.00	0.00	0.79	0.00	0.84

ALL TRAFFIC DATA SERVICES
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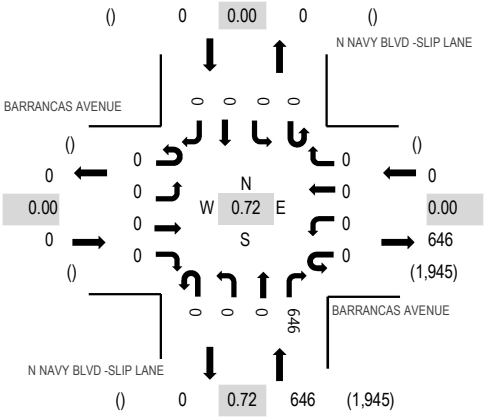
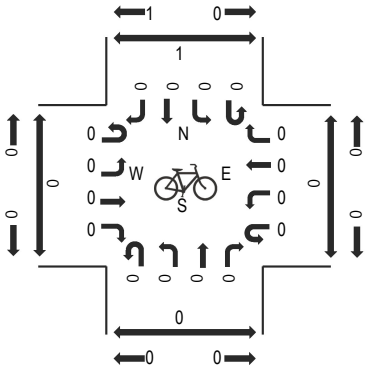
Location: 1 N NAVY BLVD -SLIP LANE & BARRANCAS AVENUE Noon
Date: Thursday, September 19, 2024
Peak Hour: 03:00 PM - 04:00 PM
Peak 15-Minutes: 03:30 PM - 03:45 PM

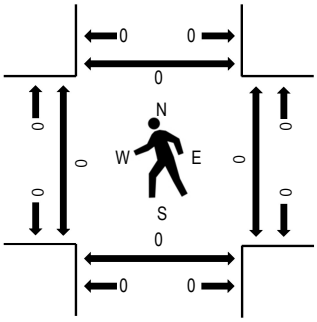
Peak Hour - Motorized Vehicles



Peak Hour - Bicycles



Peak Hour - Pedestrians



Note: Total study counts contained in parentheses.

Traffic Counts - Motorized Vehicles

Interval Start Time	BARRANCAS AVENUE Eastbound				BARRANCAS AVENUE Westbound				N NAVY BLVD -SLIP LANE Northbound				N NAVY BLVD -SLIP LANE Southbound					Rolling Hour	Pedestrian Crossings			
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total		West	East	South	North
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	32	0	0	0	0	32	202	0	0	1	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	56	265	0	1	0	2
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	62	0	0	0	0	62	265	0	0	0	0
12:45 PM	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	52	262	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	95	0	0	0	0	95	281	0	0	0	1
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	56	283	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	59	0	0	0	0	59	323	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	71	438	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	97	0	0	0	0	97	469	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	96	0	0	0	0	96	550	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	174	0	0	0	0	174	592	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	102	0	0	0	0	102	642	0	0	1	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	178	0	0	0	0	178	646	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	138	0	0	0	0	138	601	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	224	0	0	0	0	224	527	0	0	0	0
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	106	0	0	0	0	106	401	0	0	0	0
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	133	0	0	0	0	133	347	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	0	64		1	0	1	0
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	98		0	0	1	0
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	52		0	0	0	0

Peak Rolling Hour Flow Rates

Vehicle Type	Eastbound				Westbound				Northbound				Southbound				Total
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	644	0	0	0	0	644
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Total	0	0	0	0	0	0	0	0	0	0	0	646	0	0	0	0	646

Heavy Vehicle Percentage and Peak Hour Factor

	Eastbound				Westbound				Northbound				Southbound				
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	Total
Heavy Vehicle %		0.0%				0.0%				0.3%				0.0%			0.3%
Heavy Vehicle %	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.3%
Peak Hour Factor		0.00				0.00				0.72				0.00			0.72
Peak Hour Factor	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.72	0.00	0.00	0.00	0.00	0.72

Vehicle Classification Report - Hourly

Site Description: S Navy Blvd North of Central Avenue
Site Number: 14
Start Date: 9/19/2024
End Date: 9/19/2024

FHWA Vehicle Classification	
Class 1 - Motorcycles	Class 8 - Four or Fewer Axle Single-Trailer Trucks
Class 2 - Passenger Cars	Class 9 - Five-Axle Single-Trailer Trucks
Class 3 - Other Two-Axle, Four-Tire Single Unit Vehicles	Class 10 - Six or More Axle Single-Trailer Trucks
Class 4 - Buses	Class 11 - Five or fewer Axle Multi-Trailer Trucks
Class 5 - Two-Axle, Six-Tire, Single-Unit Trucks	Class 12 - Six-Axle Multi-Trailer Trucks
Class 6 - Three-Axle Single-Unit Trucks	Class 13 - Seven or More Axle Multi-Trailer Trucks
Class 7 - Four or More Axle Single-Unit Trucks	

		FHWA Vehicle Classification - Total Study												
	Total	**1**	**2**	**3**	**4**	**5**	**6**	**7**	**8**	**9**	**10**	**11**	**12**	**13**
Northbound	10328	74	6685	2498	3	884	33	0	33	45	31	8	2	32
Percent	*100.0%*	*0.7%*	*64.7%*	*24.2%*	*0.0%*	*8.6%*	*0.3%*	*0.0%*	*0.3%*	*0.4%*	*0.3%*	*0.1%*	*0.0%*	*0.3%*
Southbound	9572	61	6222	2514	3	679	32	0	21	17	14	1	1	7
Percent	*100.0%*	*0.6%*	*65.0%*	*26.3%*	*0.0%*	*7.1%*	*0.3%*	*0.0%*	*0.2%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.1%*
Total	19900	135	12907	5012	6	1563	65	0	54	62	45	9	3	39
Percent	*100.0%*	*0.7%*	*64.9%*	*25.2%*	*0.0%*	*7.9%*	*0.3%*	*0.0%*	*0.3%*	*0.3%*	*0.2%*	*0.0%*	*0.0%*	*0.2%*

Site Description: S Navy Blvd North of Central Avenue
Site Number: 14
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Classification Report (Northbound - 09/19/2024)

Thursday		Northbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/19/24														
12:00 AM	27	0	17	9	0	1	0	0	0	0	0	0	0	0
1:00 AM	27	1	20	6	0	0	0	0	0	0	0	0	0	0
2:00 AM	14	0	13	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	12	0	8	2	0	1	1	0	0	0	0	0	0	0
4:00 AM	47	0	32	7	0	7	0	0	0	1	0	0	0	0
5:00 AM	205	3	164	26	0	11	0	0	0	1	0	0	0	0
6:00 AM	338	1	241	75	0	18	1	0	2	0	0	0	0	0
7:00 AM	590	4	401	139	0	36	3	0	0	3	1	1	0	2
8:00 AM	383	0	242	94	0	38	0	0	5	3	1	0	0	0
9:00 AM	406	4	217	128	0	49	5	0	0	2	0	0	0	1
10:00 AM	560	5	331	155	0	60	3	0	1	4	0	0	0	1
11:00 AM	731	6	448	192	0	68	3	0	2	6	2	1	0	3
12:00 PM	719	2	460	176	0	66	2	0	3	6	1	1	0	2
1:00 PM	781	12	467	217	1	69	3	0	2	2	6	0	0	2
2:00 PM	1068	6	653	268	1	117	5	0	2	3	5	3	0	5
3:00 PM	1334	10	852	324	0	113	3	0	8	9	4	0	1	10
4:00 PM	936	4	615	219	0	83	1	0	2	2	6	0	0	4
5:00 PM	585	1	407	128	1	39	2	0	1	2	2	1	0	1
6:00 PM	496	2	350	112	0	32	0	0	0	0	0	0	0	0
7:00 PM	405	2	295	83	0	22	0	0	1	1	1	0	0	0
8:00 PM	216	3	158	42	0	11	0	0	1	0	1	0	0	0
9:00 PM	199	4	132	46	0	14	1	0	1	0	1	0	0	0
10:00 PM	163	3	101	34	0	21	0	0	2	0	0	0	1	1
11:00 PM	86	1	61	16	0	7	0	0	0	0	0	1	0	0
6:00 AM - 9:00 AM	1311	5	884	308	0	92	4	0	7	6	2	1	0	2
3:00 PM - 6:00 PM	2855	15	1874	671	1	235	6	0	11	13	12	1	1	15
6:00 AM - 7:00 PM	8927	57	5684	2227	3	788	31	0	28	42	28	7	1	31
12:00 AM - 12:00 AM	10328	74	6685	2498	3	884	33	0	33	45	31	8	2	32
Percent	*100%*	*0.7%*	*64.7%*	*24.2%*	*0.0%*	*8.6%*	*0.3%*	*0.0%*	*0.3%*	*0.4%*	*0.3%*	*0.1%*	*0.0%*	*0.3%*

Site Description: S Navy Blvd North of Central Avenue
Site Number: 14
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Classification Report (Southbound - 09/19/2024)

Thursday		Southbound												
		Classes												
	Total	1	2	3	4	5	6	7	8	9	10	11	12	13
9/19/24														
12:00 AM	20	0	15	3	0	1	0	0	1	0	0	0	0	0
1:00 AM	13	0	10	2	0	1	0	0	0	0	0	0	0	0
2:00 AM	12	0	11	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	66	0	41	20	0	5	0	0	0	0	0	0	0	0
4:00 AM	239	2	145	68	0	22	1	0	0	1	0	0	0	0
5:00 AM	625	7	348	183	0	82	1	0	3	1	0	0	0	0
6:00 AM	1126	10	653	342	0	100	7	0	4	2	5	0	0	3
7:00 AM	1236	8	780	332	0	104	4	0	2	1	3	0	0	2
8:00 AM	598	3	389	147	0	54	2	0	0	3	0	0	0	0
9:00 AM	399	3	235	122	0	30	3	0	0	2	3	0	0	1
10:00 AM	500	4	294	163	0	37	1	0	0	1	0	0	0	0
11:00 AM	445	4	269	136	0	30	2	0	3	1	0	0	0	0
12:00 PM	590	6	373	159	0	43	4	0	2	2	0	0	0	1
1:00 PM	488	2	317	142	0	22	3	0	2	0	0	0	0	0
2:00 PM	498	4	336	124	1	27	1	0	2	1	2	0	0	0
3:00 PM	479	1	334	114	1	27	0	0	0	1	0	0	1	0
4:00 PM	461	2	331	97	1	29	0	0	0	0	0	1	0	0
5:00 PM	415	0	289	98	0	27	0	0	1	0	0	0	0	0
6:00 PM	345	0	273	60	0	11	0	0	1	0	0	0	0	0
7:00 PM	335	1	250	74	0	6	2	0	0	1	1	0	0	0
8:00 PM	296	2	228	56	0	10	0	0	0	0	0	0	0	0
9:00 PM	191	1	150	37	0	2	1	0	0	0	0	0	0	0
10:00 PM	120	1	93	22	0	4	0	0	0	0	0	0	0	0
11:00 PM	75	0	58	12	0	5	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	2960	21	1822	821	0	258	13	0	6	6	8	0	0	5
3:00 PM - 6:00 PM	1355	3	954	309	2	83	0	0	1	1	0	1	1	0
6:00 AM - 7:00 PM	7580	47	4873	2036	3	541	27	0	17	14	13	1	1	7
12:00 AM - 12:00 AM	9572	61	6222	2514	3	679	32	0	21	17	14	1	1	7
Percent	*100%*	*0.6%*	*65.0%*	*26.3%*	*0.0%*	*7.1%*	*0.3%*	*0.0%*	*0.2%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.1%*

Vehicle Speed Report - Hourly

Site Description: S Navy Blvd North of Palmetto Avenu
Site Number: 15
Start Date: 9/19/2024
End Date: 9/19/2024

Total Study Speed Summary		
	Northbound	**Southbound**
Average Speed	36.6 mph	40.1 mph
50th Percentile	37.3 mph	40.3 mph
85th Percentile	43.3 mph	46.5 mph
95th Percentile	47.3 mph	50.8 mph

Speed Range (MPH) - Total Study																					
	Total	**0-10**	**10-15**	**15-20**	**20-25**	**25-30**	**30-35**	**35-40**	**40-45**	**45-50**	**50-55**	**55-60**	**60-65**	**65-70**	**70-75**	**75-80**	**80-85**	**85-90**	**90-95**	**95-100**	**100+**
Northbound	10328	9	48	151	454	1076	2025	3229	2324	783	169	44	11	3	2	0	0	0	0	0	0
Percent	*100.0%*	*0.1%*	*0.5%*	*1.5%*	*4.4%*	*10.4%*	*19.6%*	*31.3%*	*22.5%*	*7.6%*	*1.6%*	*0.4%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	9572	0	10	79	211	346	1151	2789	2902	1490	430	120	24	12	2	2	1	1	0	2	0
Percent	*100.0%*	*0.0%*	*0.1%*	*0.8%*	*2.2%*	*3.6%*	*12.0%*	*29.1%*	*30.3%*	*15.6%*	*4.5%*	*1.3%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	19900	9	58	230	665	1422	3176	6018	5226	2273	599	164	35	15	4	2	1	1	0	2	0
Percent	*100.0%*	*0.0%*	*0.3%*	*1.2%*	*3.3%*	*7.1%*	*16.0%*	*30.2%*	*26.3%*	*11.4%*	*3.0%*	*0.8%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: S Navy Blvd North of Palmetto Avenu
Site Number: 15
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Northbound - 09/19/2024)

Thursday	Northbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	27	0	0	0	0	2	3	15	4	1	1	1	0	0	0	0	0	0	0	0	0
1:00 AM	27	0	0	0	0	2	1	8	8	3	3	2	0	0	0	0	0	0	0	0	0
2:00 AM	14	0	0	0	0	1	2	4	3	3	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	12	0	0	0	1	0	3	1	4	2	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	47	0	0	0	0	2	2	13	21	6	2	0	1	0	0	0	0	0	0	0	0
5:00 AM	205	0	0	0	0	3	18	53	71	37	16	4	1	1	1	0	0	0	0	0	0
6:00 AM	338	0	0	1	5	21	52	110	85	48	12	3	1	0	0	0	0	0	0	0	0
7:00 AM	590	0	0	7	43	92	194	142	85	21	6	0	0	0	0	0	0	0	0	0	0
8:00 AM	383	0	0	0	7	30	91	149	83	20	2	1	0	0	0	0	0	0	0	0	0
9:00 AM	406	0	0	2	5	18	78	151	116	29	6	1	0	0	0	0	0	0	0	0	0
10:00 AM	560	0	1	2	15	32	80	219	154	48	6	3	0	0	0	0	0	0	0	0	0
11:00 AM	731	1	0	0	15	37	128	297	205	40	3	5	0	0	0	0	0	0	0	0	0
12:00 PM	719	0	2	4	15	67	155	262	155	42	13	3	0	1	0	0	0	0	0	0	0
1:00 PM	781	1	1	10	24	85	130	272	196	53	7	1	0	0	1	0	0	0	0	0	0
2:00 PM	1068	1	6	21	71	203	289	312	121	36	3	3	2	0	0	0	0	0	0	0	0
3:00 PM	1334	6	37	87	212	293	307	221	130	36	3	2	0	0	0	0	0	0	0	0	0
4:00 PM	936	0	1	5	17	67	155	283	286	101	17	3	1	0	0	0	0	0	0	0	0
5:00 PM	585	0	0	1	7	46	95	195	160	65	14	0	2	0	0	0	0	0	0	0	0
6:00 PM	496	0	0	10	10	33	74	163	140	48	15	3	0	0	0	0	0	0	0	0	0
7:00 PM	405	0	0	0	4	16	74	152	115	35	7	2	0	0	0	0	0	0	0	0	0
8:00 PM	216	0	0	0	1	13	39	76	51	28	5	2	1	0	0	0	0	0	0	0	0
9:00 PM	199	0	0	1	1	7	30	76	56	22	4	0	1	1	0	0	0	0	0	0	0
10:00 PM	163	0	0	0	1	6	14	30	48	42	17	4	1	0	0	0	0	0	0	0	0
11:00 PM	86	0	0	0	0	0	11	25	27	17	5	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**1311**	**0**	**0**	**8**	**55**	**143**	**337**	**401**	**253**	**89**	**20**	**4**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**2855**	**6**	**38**	**93**	**236**	**406**	**557**	**699**	**576**	**202**	**34**	**5**	**3**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**8927**	**9**	**48**	**150**	**446**	**1024**	**1828**	**2776**	**1916**	**587**	**107**	**28**	**6**	**1**	**1**	**0**	**0**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**10328**	**9**	**48**	**151**	**454**	**1076**	**2025**	**3229**	**2324**	**783**	**169**	**44**	**11**	**3**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
Percent	***100%***	***0.1%***	***0.5%***	***1.5%***	***4.4%***	***10.4%***	***19.6%***	***31.3%***	***22.5%***	***7.6%***	***1.6%***	***0.4%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**37.3 mph**																				
85th Percentile	**43.3 mph**																				
95th Percentile	**47.3 mph**																				

Site Description: S Navy Blvd North of Palmetto Avenu
Site Number: 15
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Southbound - 09/19/2024)

Thursday	Southbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	20	0	0	0	0	0	0	3	7	7	3	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	0	0	0	0	0	2	6	4	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	12	0	0	0	0	0	0	1	6	3	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	66	0	0	0	0	0	2	9	15	22	11	6	0	1	0	0	0	0	0	0	0
4:00 AM	239	0	0	0	0	0	5	18	53	105	35	16	6	1	0	0	0	0	0	0	0
5:00 AM	625	0	0	0	0	0	2	70	210	209	96	27	6	3	1	0	0	0	0	1	0
6:00 AM	1126	0	0	0	0	0	30	300	466	252	61	13	2	1	1	0	0	0	0	0	0
7:00 AM	1236	0	0	0	0	10	153	492	410	146	17	6	1	1	0	0	0	0	0	0	0
8:00 AM	598	0	0	0	0	3	21	137	222	144	57	12	0	1	0	1	0	0	0	0	0
9:00 AM	399	0	0	2	18	3	7	69	161	99	27	12	1	0	0	0	0	0	0	0	0
10:00 AM	500	0	0	11	29	17	62	144	155	63	14	2	1	2	0	0	0	0	0	0	0
11:00 AM	445	0	0	1	3	21	75	168	129	35	10	3	0	0	0	0	0	0	0	0	0
12:00 PM	590	0	0	17	24	42	158	199	104	35	8	3	0	0	0	0	0	0	0	0	0
1:00 PM	488	0	0	1	3	30	110	155	129	49	9	1	0	1	0	0	0	0	0	0	0
2:00 PM	498	0	2	33	76	73	106	117	68	19	4	0	0	0	0	0	0	0	0	0	0
3:00 PM	479	0	8	13	54	71	103	112	82	25	8	3	0	0	0	0	0	0	0	0	0
4:00 PM	461	0	0	1	0	21	69	160	123	71	11	2	2	1	0	0	0	0	0	0	0
5:00 PM	415	0	0	0	1	20	78	151	112	40	9	3	1	0	0	0	0	0	0	0	0
6:00 PM	345	0	0	0	1	9	35	118	129	45	6	0	0	0	0	1	0	0	0	1	0
7:00 PM	335	0	0	0	1	13	59	125	88	34	8	4	3	0	0	0	0	0	0	0	0
8:00 PM	296	0	0	0	0	4	38	100	96	43	12	2	0	0	0	0	0	1	0	0	0
9:00 PM	191	0	0	0	1	4	21	81	53	17	10	3	0	0	0	0	1	0	0	0	0
10:00 PM	120	0	0	0	0	1	14	35	47	11	9	2	1	0	0	0	0	0	0	0	0
11:00 PM	75	0	0	0	0	4	3	23	31	12	2	0	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**2960**	**0**	**0**	**0**	**0**	**13**	**204**	**929**	**1098**	**542**	**135**	**31**	**3**	**3**	**1**	**1**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1355**	**0**	**8**	**14**	**55**	**112**	**250**	**423**	**317**	**136**	**28**	**8**	**3**	**1**	**0**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**7580**	**0**	**10**	**79**	**209**	**320**	**1007**	**2322**	**2290**	**1023**	**241**	**60**	**8**	**7**	**1**	**2**	**0**	**0**	**0**	**1**	**0**
12:00 AM - 12:00 AM	**9572**	**0**	**10**	**79**	**211**	**346**	**1151**	**2789**	**2902**	**1490**	**430**	**120**	**24**	**12**	**2**	**2**	**1**	**1**	**0**	**2**	**0**
Percent	***100%***	***0.0%***	***0.1%***	***0.8%***	***2.2%***	***3.6%***	***12.0%***	***29.1%***	***30.3%***	***15.6%***	***4.5%***	***1.3%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**40.3 mph**																				
85th Percentile	**46.5 mph**																				
95th Percentile	**50.8 mph**																				

Vehicle Speed Report - Hourly

Site Description: S Navy Blvd South of Central Avenue
Site Number: 16
Start Date: 9/19/2024
End Date: 9/19/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	44.8 mph	44.1 mph
50th Percentile	44.4 mph	43.8 mph
85th Percentile	50.2 mph	49.6 mph
95th Percentile	54.5 mph	54.0 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	9227	2	3	2	7	31	222	1342	3395	2740	1071	293	80	18	11	7	2	1	0	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.3%*	*2.4%*	*14.5%*	*36.8%*	*29.7%*	*11.6%*	*3.2%*	*0.9%*	*0.2%*	*0.1%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	8718	0	2	5	44	39	220	1598	3257	2350	860	236	74	19	7	1	4	2	0	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.1%*	*0.5%*	*0.4%*	*2.5%*	*18.3%*	*37.4%*	*27.0%*	*9.9%*	*2.7%*	*0.8%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	17945	2	5	7	51	70	442	2940	6652	5090	1931	529	154	37	18	8	6	3	0	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.3%*	*0.4%*	*2.5%*	*16.4%*	*37.1%*	*28.4%*	*10.8%*	*2.9%*	*0.9%*	*0.2%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: S Navy Blvd South of Central Avenue
Site Number: 16
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Northbound - 09/19/2024)

Thursday	Northbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	20	0	0	0	0	0	3	4	9	4	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	23	0	0	0	0	0	0	1	9	7	4	2	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	0	0	0	0	0	0	2	2	0	0	0	1	0	0	0	0	0	0	0
3:00 AM	6	0	0	0	0	0	0	1	2	0	2	1	0	0	0	0	0	0	0	0	0
4:00 AM	36	0	0	0	0	0	0	8	17	7	2	0	0	0	1	1	0	0	0	0	0
5:00 AM	189	0	0	0	0	0	2	25	43	59	33	17	5	0	2	1	1	1	0	0	0
6:00 AM	277	0	0	0	0	2	5	25	97	81	44	19	3	0	1	0	0	0	0	0	0
7:00 AM	435	0	0	0	2	3	19	86	150	112	42	12	6	1	2	0	0	0	0	0	0
8:00 AM	313	0	1	0	0	0	8	69	129	75	26	2	2	1	0	0	0	0	0	0	0
9:00 AM	324	0	1	0	0	4	9	58	121	86	32	12	0	1	0	0	0	0	0	0	0
10:00 AM	477	1	0	0	0	1	9	68	174	144	59	12	6	2	1	0	0	0	0	0	0
11:00 AM	666	0	1	0	1	0	16	92	274	188	69	16	7	0	1	0	1	0	0	0	0
12:00 PM	622	0	0	1	1	5	19	104	225	167	77	17	3	2	0	1	0	0	0	0	0
1:00 PM	700	1	0	0	1	0	7	83	286	213	80	25	4	0	0	0	0	0	0	0	0
2:00 PM	1032	0	0	0	0	4	24	187	431	280	83	20	3	0	0	0	0	0	0	0	0
3:00 PM	1276	0	0	0	1	1	36	205	508	376	113	29	7	0	0	0	0	0	0	0	0
4:00 PM	872	0	0	1	1	3	9	73	272	326	140	30	13	2	2	0	0	0	0	0	0
5:00 PM	532	0	0	0	0	2	8	42	178	200	73	23	3	1	0	2	0	0	0	0	0
6:00 PM	438	0	0	0	0	1	13	66	152	126	57	12	10	1	0	0	0	0	0	0	0
7:00 PM	376	0	0	0	0	1	15	58	133	113	42	9	3	2	0	0	0	0	0	0	0
8:00 PM	195	0	0	0	0	3	7	34	71	49	20	9	0	1	1	0	0	0	0	0	0
9:00 PM	175	0	0	0	0	1	6	28	61	54	17	6	1	1	0	0	0	0	0	0	0
10:00 PM	155	0	0	0	0	0	3	14	27	47	41	17	2	2	0	2	0	0	0	0	0
11:00 PM	83	0	0	0	0	0	4	11	24	24	15	3	2	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**1025**	**0**	**1**	**0**	**2**	**5**	**32**	**180**	**376**	**268**	**112**	**33**	**11**	**2**	**3**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**2680**	**0**	**0**	**1**	**2**	**6**	**53**	**320**	**958**	**902**	**326**	**82**	**23**	**3**	**2**	**2**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**7964**	**2**	**3**	**2**	**7**	**26**	**182**	**1158**	**2997**	**2374**	**895**	**229**	**67**	**11**	**7**	**3**	**1**	**0**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**9227**	**2**	**3**	**2**	**7**	**31**	**222**	**1342**	**3395**	**2740**	**1071**	**293**	**80**	**18**	**11**	**7**	**2**	**1**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.3%***	***2.4%***	***14.5%***	***36.8%***	***29.7%***	***11.6%***	***3.2%***	***0.9%***	***0.2%***	***0.1%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**44.4 mph**																				
85th Percentile	**50.2 mph**																				
95th Percentile	**54.5 mph**																				

Site Description: S Navy Blvd South of Central Avenue
Site Number: 16
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Southbound - 09/19/2024)

Thursday	Southbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	22	0	0	0	0	0	0	4	9	4	4	1	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	0	0	0	0	0	2	6	3	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	0	0	0	0	0	0	1	5	5	2	0	0	0	0	0	0	0	0	0	0
3:00 AM	68	0	0	0	0	0	2	8	16	23	8	10	0	1	0	0	0	0	0	0	0
4:00 AM	247	0	0	0	0	0	3	22	41	106	49	15	9	2	0	0	0	0	0	0	0
5:00 AM	658	0	0	0	0	0	2	53	205	226	121	36	10	4	1	0	0	0	0	0	0
6:00 AM	1134	0	0	0	0	0	27	242	478	285	82	16	2	2	0	0	0	0	0	0	0
7:00 AM	1233	0	0	0	0	4	65	431	511	178	31	7	5	1	0	0	0	0	0	0	0
8:00 AM	603	0	1	0	0	0	8	111	222	169	73	14	3	1	0	0	1	0	0	0	0
9:00 AM	405	0	0	0	21	3	4	54	157	119	33	10	3	1	0	0	0	0	0	0	0
10:00 AM	448	0	0	0	6	21	10	73	159	120	40	15	2	0	2	0	0	0	0	0	0
11:00 AM	404	0	0	2	0	1	6	72	142	124	42	14	1	0	0	0	0	0	0	0	0
12:00 PM	497	0	1	3	16	2	10	87	218	116	30	12	2	0	0	0	0	0	0	0	0
1:00 PM	418	0	0	0	0	1	13	52	163	131	36	14	7	1	0	0	0	0	0	0	0
2:00 PM	389	0	0	0	0	2	13	76	152	91	49	4	1	0	1	0	0	0	0	0	0
3:00 PM	372	0	0	0	0	2	15	55	134	115	32	16	1	1	0	0	0	1	0	0	0
4:00 PM	344	0	0	0	1	0	3	36	118	110	52	13	10	1	0	0	0	0	0	0	0
5:00 PM	307	0	0	0	0	0	11	40	119	85	40	9	2	1	0	0	0	0	0	0	0
6:00 PM	292	0	0	0	0	0	7	27	115	97	33	6	4	1	1	0	1	0	0	0	0
7:00 PM	270	0	0	0	0	2	7	44	88	88	30	5	3	1	0	0	1	1	0	0	0
8:00 PM	259	0	0	0	0	0	6	50	87	70	31	9	5	0	0	1	0	0	0	0	0
9:00 PM	157	0	0	0	0	0	3	31	62	37	18	2	2	0	1	0	1	0	0	0	0
10:00 PM	102	0	0	0	0	0	4	14	38	26	12	5	1	1	1	0	0	0	0	0	0
11:00 PM	63	0	0	0	0	1	1	13	12	22	10	3	1	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**2970**	**0**	**1**	**0**	**0**	**4**	**100**	**784**	**1211**	**632**	**186**	**37**	**10**	**4**	**0**	**0**	**1**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**1023**	**0**	**0**	**0**	**1**	**2**	**29**	**131**	**371**	**310**	**124**	**38**	**13**	**3**	**0**	**0**	**0**	**1**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**6846**	**0**	**2**	**5**	**44**	**36**	**192**	**1356**	**2688**	**1740**	**573**	**150**	**43**	**10**	**4**	**0**	**2**	**1**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**8718**	**0**	**2**	**5**	**44**	**39**	**220**	**1598**	**3257**	**2350**	**860**	**236**	**74**	**19**	**7**	**1**	**4**	**2**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.1%***	***0.5%***	***0.4%***	***2.5%***	***18.3%***	***37.4%***	***27.0%***	***9.9%***	***2.7%***	***0.8%***	***0.2%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**43.8 mph**																				
85th Percentile	**49.6 mph**																				
95th Percentile	**54.0 mph**																				

Vehicle Speed Report - Hourly

Site Description: S Navy Blvd South of Interbay Avenu
Site Number: 17
Start Date: 9/19/2024
End Date: 9/19/2024

Total Study Speed Summary		
	Northbound	Southbound
Average Speed	44.6 mph	45.6 mph
50th Percentile	44.5 mph	45.4 mph
85th Percentile	49.9 mph	51.2 mph
95th Percentile	53.8 mph	55.2 mph

Speed Range (MPH) - Total Study																					
	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
Northbound	8869	1	1	4	7	60	274	1273	3198	2734	995	239	48	24	4	4	2	1	0	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.7%*	*3.1%*	*14.4%*	*36.1%*	*30.8%*	*11.2%*	*2.7%*	*0.5%*	*0.3%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Southbound	8504	2	0	4	13	82	185	873	2784	2837	1278	320	83	28	11	3	0	0	1	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.2%*	*1.0%*	*2.2%*	*10.3%*	*32.7%*	*33.4%*	*15.0%*	*3.8%*	*1.0%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*
Total	17373	3	1	8	20	142	459	2146	5982	5571	2273	559	131	52	15	7	2	1	1	0	0
Percent	*100.0%*	*0.0%*	*0.0%*	*0.0%*	*0.1%*	*0.8%*	*2.6%*	*12.4%*	*34.4%*	*32.1%*	*13.1%*	*3.2%*	*0.8%*	*0.3%*	*0.1%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*	*0.0%*

Site Description: S Navy Blvd South of Interbay Avenu
Site Number: 17
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Northbound - 09/19/2024)

Thursday	Northbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	18	1	0	0	0	0	3	6	4	4	0	0	0	0	0	0	0	0	0	0	0
1:00 AM	22	0	0	0	0	0	0	5	6	7	0	4	0	0	0	0	0	0	0	0	0
2:00 AM	5	0	0	0	0	0	0	0	3	1	0	0	1	0	0	0	0	0	0	0	0
3:00 AM	4	0	0	0	0	1	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0
4:00 AM	38	0	0	0	0	1	1	11	15	8	0	0	1	1	0	0	0	0	0	0	0
5:00 AM	188	0	0	0	0	1	3	28	52	58	25	13	4	3	1	0	0	0	0	0	0
6:00 AM	256	0	0	0	0	1	3	42	83	64	46	11	3	3	0	0	0	0	0	0	0
7:00 AM	407	0	0	1	0	6	10	71	147	114	42	11	2	0	1	1	0	1	0	0	0
8:00 AM	286	0	0	0	0	2	13	57	121	68	20	4	1	0	0	0	0	0	0	0	0
9:00 AM	307	0	0	0	1	2	13	71	118	71	24	4	2	1	0	0	0	0	0	0	0
10:00 AM	463	0	1	1	1	4	16	61	169	143	51	10	1	4	0	0	1	0	0	0	0
11:00 AM	644	0	0	1	0	0	13	76	258	203	69	19	5	0	0	0	0	0	0	0	0
12:00 PM	593	0	0	0	0	6	24	101	195	185	63	13	4	2	0	0	0	0	0	0	0
1:00 PM	680	0	0	0	1	9	22	90	256	215	72	14	1	0	0	0	0	0	0	0	0
2:00 PM	1017	0	0	0	2	0	8	112	359	378	123	29	4	2	0	0	0	0	0	0	0
3:00 PM	1264	0	0	0	0	9	27	132	447	454	164	25	5	1	0	0	0	0	0	0	0
4:00 PM	840	0	0	0	1	3	16	83	306	292	100	30	3	3	0	2	1	0	0	0	0
5:00 PM	495	0	0	0	0	3	20	65	168	155	64	16	1	2	0	1	0	0	0	0	0
6:00 PM	407	0	0	1	0	1	19	72	151	100	50	10	3	0	0	0	0	0	0	0	0
7:00 PM	354	0	0	0	0	3	21	74	149	78	22	4	2	1	0	0	0	0	0	0	0
8:00 PM	181	0	0	0	1	3	24	39	72	30	6	3	2	0	1	0	0	0	0	0	0
9:00 PM	173	0	0	0	0	2	11	41	63	38	11	6	1	0	0	0	0	0	0	0	0
10:00 PM	150	0	0	0	0	3	3	20	31	46	34	9	2	1	1	0	0	0	0	0	0
11:00 PM	77	0	0	0	0	0	4	16	24	21	8	4	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**949**	**0**	**0**	**1**	**0**	**9**	**26**	**170**	**351**	**246**	**108**	**26**	**6**	**3**	**1**	**1**	**0**	**1**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**2599**	**0**	**0**	**0**	**1**	**15**	**63**	**280**	**921**	**901**	**328**	**71**	**9**	**6**	**0**	**3**	**1**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**7659**	**0**	**1**	**4**	**6**	**46**	**204**	**1033**	**2778**	**2442**	**888**	**196**	**35**	**18**	**1**	**4**	**2**	**1**	**0**	**0**	**0**
12:00 AM - 12:00 AM	**8869**	**1**	**1**	**4**	**7**	**60**	**274**	**1273**	**3198**	**2734**	**995**	**239**	**48**	**24**	**4**	**4**	**2**	**1**	**0**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.1%***	***0.7%***	***3.1%***	***14.4%***	***36.1%***	***30.8%***	***11.2%***	***2.7%***	***0.5%***	***0.3%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**44.5 mph**																				
85th Percentile	**49.9 mph**																				
95th Percentile	**53.8 mph**																				

Site Description: S Navy Blvd South of Interbay Avenu
Site Number: 17
Start Date: 9/19/2024
End Date: 9/19/2024

Vehicle Speed Report (Southbound - 09/19/2024)

Thursday	Southbound																				
9/19/24	Total	0-10	10-15	15-20	20-25	25-30	30-35	35-40	40-45	45-50	50-55	55-60	60-65	65-70	70-75	75-80	80-85	85-90	90-95	95-100	100+
12:00 AM	19	0	0	0	0	1	0	2	6	5	5	0	0	0	0	0	0	0	0	0	0
1:00 AM	13	0	0	0	0	0	0	1	7	2	3	0	0	0	0	0	0	0	0	0	0
2:00 AM	13	0	0	0	0	0	1	1	8	2	1	0	0	0	0	0	0	0	0	0	0
3:00 AM	65	0	0	0	0	1	0	10	8	29	10	5	1	0	0	1	0	0	0	0	0
4:00 AM	248	0	0	0	0	0	4	16	51	98	58	13	6	1	1	0	0	0	0	0	0
5:00 AM	634	0	0	0	0	0	5	37	174	228	132	37	15	5	1	0	0	0	0	0	0
6:00 AM	1130	0	0	0	0	0	10	146	471	356	116	27	3	1	0	0	0	0	0	0	0
7:00 AM	1271	0	0	0	0	2	17	148	574	404	106	13	2	3	2	0	0	0	0	0	0
8:00 AM	603	0	0	0	0	0	7	51	185	218	109	28	4	1	0	0	0	0	0	0	0
9:00 AM	398	0	0	0	0	10	23	34	115	142	56	12	6	0	0	0	0	0	0	0	0
10:00 AM	422	0	0	1	0	25	12	47	128	131	56	17	3	0	1	0	0	0	1	0	0
11:00 AM	405	0	0	1	2	2	14	39	116	128	71	26	5	1	0	0	0	0	0	0	0
12:00 PM	479	0	0	0	7	19	13	45	142	180	55	16	2	0	0	0	0	0	0	0	0
1:00 PM	413	0	0	0	0	5	8	36	123	141	75	16	4	5	0	0	0	0	0	0	0
2:00 PM	357	2	0	0	1	4	6	33	110	114	68	14	4	0	0	1	0	0	0	0	0
3:00 PM	350	0	0	0	0	2	13	22	93	123	67	20	7	2	1	0	0	0	0	0	0
4:00 PM	335	0	0	1	1	1	9	15	64	121	87	24	8	3	1	0	0	0	0	0	0
5:00 PM	294	0	0	0	1	2	9	33	73	95	62	13	2	2	2	0	0	0	0	0	0
6:00 PM	262	0	0	0	1	3	5	19	65	97	50	15	3	3	1	0	0	0	0	0	0
7:00 PM	252	0	0	0	0	1	8	34	75	82	36	15	0	0	1	0	0	0	0	0	0
8:00 PM	236	0	0	1	0	1	10	36	87	64	28	4	4	1	0	0	0	0	0	0	0
9:00 PM	150	0	0	0	0	2	7	43	53	32	9	1	2	0	0	1	0	0	0	0	0
10:00 PM	99	0	0	0	0	1	4	17	36	24	12	3	2	0	0	0	0	0	0	0	0
11:00 PM	56	0	0	0	0	0	0	8	20	21	6	1	0	0	0	0	0	0	0	0	0
6:00 AM - 9:00 AM	**3004**	**0**	**0**	**0**	**0**	**2**	**34**	**345**	**1230**	**978**	**331**	**68**	**9**	**5**	**2**	**0**	**0**	**0**	**0**	**0**	**0**
3:00 PM - 6:00 PM	**979**	**0**	**0**	**1**	**2**	**5**	**31**	**70**	**230**	**339**	**216**	**57**	**17**	**7**	**4**	**0**	**0**	**0**	**0**	**0**	**0**
6:00 AM - 7:00 PM	**6719**	**2**	**0**	**3**	**13**	**75**	**146**	**668**	**2259**	**2250**	**978**	**241**	**53**	**21**	**8**	**1**	**0**	**0**	**1**	**0**	**0**
12:00 AM - 12:00 AM	**8504**	**2**	**0**	**4**	**13**	**82**	**185**	**873**	**2784**	**2837**	**1278**	**320**	**83**	**28**	**11**	**3**	**0**	**0**	**1**	**0**	**0**
Percent	***100%***	***0.0%***	***0.0%***	***0.0%***	***0.2%***	***1.0%***	***2.2%***	***10.3%***	***32.7%***	***33.4%***	***15.0%***	***3.8%***	***1.0%***	***0.3%***	***0.1%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***	***0.0%***
50th Percentile	**45.4 mph**																				
85th Percentile	**51.2 mph**																				
95th Percentile	**55.2 mph**																				

Signal Timing Plan

B.3 System Information

System Id	100152
Name	GULF BEACH N NAVY2
Location	
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,3,4,5,6,7,8
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	O	O	O	O	P	P	P	P
Source	1	2	3	4	5	6	7	8					2	4	6	8
Alt 1/2 Hz																
Flash Red	X		X	X	X		X	X	X	X	X	X				
Flash Yel		X				X										

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.7
Street 1	Navy Blvd
Street 2	Gulf Beach Hwy
Last Modified	9/19/2024 4:33 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0
Floating FO Ovrrd	

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3							X	X
Phase 4							X	X
Phase 5	X	X						
Phase 6	X	X						
Phase 7			X	X				
Phase 8			X	X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X	X	X	X	X	X	X
Ring1	X	X	X	X				
Ring2					X	X	X	X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,3,4
Ring 2	5,6,7,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	4	4	4	4	4	4	4
Passage	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Max 1	40	75	50	60	60	75	50	60
Max 2	15	45	15	45	15	45	15	45
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	4.0	4.0	4.4	4.4	4.0	4.0	4.4	4.4
Red Clear	2.3	2.8	2.0	2.4	2.4	2.9	2.5	2.6
Walk	0	8	0	7	0	8	0	7
Ped Clear	0	34	0	24	0	34	0	24
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit								
Ped Omit	X		X		X		X	
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory		X				X		
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry				X				X
Auto Flash Exit		X				X		
Non-Actuated 1								
Non-Actuated 2								
No Backup			X				X	
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								
No Backup Red Revert								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	3	4	5	6	7	8																								
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Alternate Walk																
Extra Call Phases																
Call Overlaps																
Presence																
Std Alt Time																
Non-Locking																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	160	160	160	160	0	0	0	0
Offset Time	26	26	54	26	0	0	0	0
Split	1	2	3	4	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	27	38	42	53	27	38	27	68	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	21	51	26	62	21	51	21	67	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	37	43	31	49	37	43	30	50	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	26	56	29	49	21	61	19	59	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	6	8	9	14	16	18	0	0	0	0	0	0	0	0	0
Minute	0	30	30	30	0	30	0	0	0	0	0	0	0	0	0	0
Action	11	1	2	3	4	2	11	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	2	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Pattern1	Pattern2	Pattern3	Pattern4	Pattern2	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Free	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.7.1 Day of Week Schedules

	Days Of Week							Hour	Minute	Function Set													
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1								0	0																
2								0	0																
3								0	0																
4								0	0																
5								0	0																
6								0	0																
7								0	0																
8								0	0																

	Days Of Week							Hour	Minute	Function Set													
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9								0	0																
10								0	0																
11								0	0																
12								0	0																
13								0	0																
14								0	0																
15								0	0																
16								0	0																

6.7.2 Day of Week Functions

Unused Functions are not rendered for print.

6.7.2 Function Set 1

Id	Function	Description	Value

6.7.2 Function Set 2

Id	Function	Description	Value

6.7.2 Function Set 3

Id	Function	Description	Value

6.7.2 Function Set 4

Id	Function	Description	Value

6.7.2 Function Set 5

Id	Function	Description	Value

6.7.2 Function Set 6

Id	Function	Description	Value

6.7.2 Function Set 7

Id	Function	Description	Value

6.7.2 Function Set 8

Id	Function	Description	Value

6.7.2 Function Set 9

Id	Function	Description	Value

6.7.2 Function Set 10

Id	Function	Description	Value

6.7.2 Function Set 11

Id	Function	Description	Value

6.7.2 Function Set 12

Id	Function	Description	Value

6.7.2 Function Set 13

Id	Function	Description	Value

6.7.2 Function Set 14

Id	Function	Description	Value

6.7.2 Function Set 15

Id	Function	Description	Value

6.7.2 Function Set 16

Id	Function	Description	Value

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

7 Preempts	Preempt 9	Preempt 10	Preempt 11	Preempt 12	Preempt 13	Preempt 14	Preempt 15	Preempt 16
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0	0	0
Enter Min Walk	0	0	0	0	0	0	0	0
Enter Min Ped Clear	0	0	0	0	0	0	0	0
Enter Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enter Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

McCain Transparity® TMS

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 2 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 3 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 4 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 5 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 6 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 7 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 8 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

8.2 TSP Strategy Options	Strategy 9 Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 10 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 11 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 12 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options | Strategy 13 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 14 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options | Strategy 15 | Set 1

Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.1.1 Nema ABCD Input Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-f	Vehicle Detector	1	B-m	Phase Ped Omit	7	A-k	Man Control Enable	1	D-V	Unused Input	1
A-K	Vehicle Detector	2	B-n	Phase Ped Omit	8	A-q	Unused Input	1	D-W	Unused Input	1
B-N	Vehicle Detector	3	B-U	Phase Omit	1	A-y	Unused Input	1	D-X	Unused Input	1
B-L	Vehicle Detector	4	B-S	Phase Omit	2	A-HH	Unused Input	1	D-Y	Free (no Coord)	1
C-P	Vehicle Detector	5	B-R	Phase Omit	3	A-n	Unused Input	1	D-Z	Unused Input	1
C-S	Vehicle Detector	6	B-g	Phase Omit	4	A-AA	Unused Input	1	D-a	Unused Input	1
C-V	Vehicle Detector	7	C-n	Phase Omit	5	C-b	Unused Input	1	D-b	Alarm	1
C-t	Vehicle Detector	8	C-q	Phase Omit	6	A-BB	Walk Rest Modifier	1	D-c	Alarm	2
A-g	Pedestrian Detector	1	C-r	Phase Omit	7	B-B	Unused Input	1	D-d	Alarm	3
A-L	Pedestrian Detector	2	C-s	Phase Omit	8	B-W	Unused Input	1	D-e	Alarm	4
B-P	Pedestrian Detector	3	A-i	Force Off Ring	1	B-X	Unused Input	1	D-f	Alarm	5
B-M	Pedestrian Detector	4	A-N	Stop Time Ring	1	B-v	Unused Input	1	D-g	Local Flash Sense	1
C-R	Pedestrian Detector	5	A-P	Inhibit Max Ring	1	D-A	Vehicle Detector	9	D-h	MMU Flash	1
C-T	Pedestrian Detector	6	A-x	Red Rest Ring	1	D-B	Vehicle Detector	10	D-i	Door Ajar	1
C-U	Pedestrian Detector	7	A-FF	Ped Recycle Ring	1	D-C	Vehicle Detector	11	D-j	Unused Input	1
C-W	Pedestrian Detector	8	A-GG	Max II Ring	1	D-D	Vehicle Detector	12	D-k	Unused Input	1
A-h	Phase Hold	1	A-w	Omit Red Clear Ring	1	D-E	Vehicle Detector	13	D-m	Unused Input	1
A-M	Phase Hold	2	A-m	Call To Na	1	D-F	Vehicle Detector	14	D-n	Unused Input	1
B-i	Phase Hold	3	C-Y	Force Off Ring	2	D-G	Vehicle Detector	15	D-p	Unused Input	1
B-h	Phase Hold	4	C-Z	Stop Time Ring	2	D-H	Vehicle Detector	16	D-q	Unused Input	1
C-m	Phase Hold	5	C-a	Inhibit Max Ring	2	D-J	Vehicle Detector	17	D-r	Unused Input	1
C-p	Phase Hold	6	C-u	Red Rest Ring	2	D-K	Vehicle Detector	18	D-s	Unused Input	1
C-EE	Phase Hold	7	B-V	Ped Recycle Ring	2	D-L	Vehicle Detector	19	D-t	Unused Input	1
C-X	Phase Hold	8	B-z	Max II Ring	2	D-M	Vehicle Detector	20	D-u	Unused Input	1
A-EE	Phase Ped Omit	1	C-v	Omit Red Clear Ring	2	D-N	Vehicle Detector	21	D-v	Unused Input	1
A-v	Phase Ped Omit	2	A-z	Call To Na	2	D-P	Vehicle Detector	22	D-w	Unused Input	1
B-j	Phase Ped Omit	3	A-R	External Start	1	D-R	Vehicle Detector	23	D-x	Unused Input	1
B-x	Phase Ped Omit	4	A-S	Interval Advance	1	D-S	Vehicle Detector	24	D-y	Unused Input	1
B-T	Phase Ped Omit	5	A-T	Unused Input	1	D-T	Clock Update	1	D-KK	Unused Input	1
B-k	Phase Ped Omit	6	A-j	Min Recall	1	D-U	Unused Input	1	D-MM	Unused Input	1

1.5.1.2 Nema ABCD Output Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-D	Channel Red	1	B-a	Unused Output	1	C-k	Phase Check	5	A-A	Fault Monitor	1
A-F	Channel Red	2	B-J	Channel Red	14	C-BB	Phase Check	6	A-C	Voltage Monitor	1
B-F	Channel Red	3	C-L	Unused Output	1	C-MM	Phase Check	7	B-FF	Channel Green	11
B-G	Channel Red	4	C-z	Channel Red	15	C-FF	Phase Check	8	B-HH	Channel Yellow	11
C-H	Channel Red	5	C-y	Unused Output	1	B-A	Phase Next	1	B-DD	Channel Red	11
C-G	Channel Red	6	C-C	Channel Red	16	B-C	Phase Next	2	B-w	Channel Green	12
C-F	Channel Red	7	A-a	Unused Output	1	B-t	Phase Next	3	B-EE	Channel Yellow	12
C-D	Channel Red	8	A-H	Channel Yellow	13	B-f	Phase Next	4	B-u	Channel Red	12
A-Z	Channel Yellow	1	B-Z	Unused Output	1	C-M	Phase Next	5	A-X	Wdt Reset	1
A-b	Channel Yellow	2	B-H	Channel Yellow	14	C-DD	Phase Next	6	D-LL	Unused Output	1
B-E	Channel Yellow	3	C-K	Unused Output	1	C-PP	Phase Next	7	A-CC	Status A	1
B-c	Channel Yellow	4	C-AA	Channel Yellow	15	C-HH	Phase Next	8	A-r	Status B	1
C-J	Channel Yellow	5	C-KK	Unused Output	1	A-DD	Phase On	1	A-Y	Status C	1
C-h	Channel Yellow	6	C-w	Channel Yellow	16	A-e	Phase On	2	C-A	Status A	2
C-E	Channel Yellow	7	A-t	Unused Output	1	B-s	Phase On	3	C-B	Status B	2
C-e	Channel Yellow	8	A-J	Channel Green	13	B-e	Phase On	4	C-c	Status C	2
A-s	Channel Green	1	B-Y	Unused Output	1	C-N	Phase On	5	D-z	Unused Output	1
A-c	Channel Green	2	B-d	Channel Green	14	C-CC	Phase On	6	D-AA	Unused Output	1
B-D	Channel Green	3	C-j	Unused Output	1	C-NN	Phase On	7	D-BB	Special Func Output	1
B-b	Channel Green	4	C-LL	Channel Green	15	C-GG	Phase On	8	D-CC	Special Func Output	2
C-i	Channel Green	5	C-JJ	Unused Output	1	B-AA	Channel Green	9	D-DD	Special Func Output	3
C-g	Channel Green	6	C-d	Channel Green	16	B-p	Channel Yellow	9	D-EE	Special Func Output	4
C-f	Channel Green	7	A-u	Phase Check	1	B-q	Channel Red	9	D-FF	Special Func Output	5
C-x	Channel Green	8	A-d	Phase Check	2	B-GG	Channel Green	10	D-GG	Special Func Output	6
A-E	Unused Output	1	B-r	Phase Check	3	B-BB	Channel Yellow	10	D-HH	Special Func Output	7
A-G	Channel Red	13	B-K	Phase Check	4	B-CC	Channel Red	10	D-JJ	Special Func Output	8

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1
IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1
IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1
IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1
IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1
IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1
IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1
IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1
IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1
IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1
IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1
IO20	Unused Input	1	IO20	Unused Input	1	IO20	Unused Input	1	IN1	Unused Input	1
IO21	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1	IN2	Unused Input	1
IO22	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1	IN3	Unused Input	1
IO23	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1	IN4	Unused Input	1
IO24	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1	IN5	Unused Input	1
IN1	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1	IN6	Unused Input	1
IN2	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1	IN7	Unused Input	1
IN3	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1	IN8	Unused Input	1
IN4	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1	OPT1	Unused Input	1
IN5	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1	OPT2	Unused Input	1
IN6	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1	OPT3	Unused Input	1
IN7	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1	OPT4	Unused Input	1
IN8	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1			
OPT1	Unused Input	1	OPT1	Unused Input	1	OPT1	Unused Input	1			
OPT2	Unused Input	1	OPT2	Unused Input	1	OPT2	Unused Input	1			
OPT3	Unused Input	1	OPT3	Unused Input	1	OPT3	Unused Input	1			
OPT4	Unused Input	1	OPT4	Unused Input	1	OPT4	Unused Input	1			

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX
IO1	Vehicle Detector	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO2	Vehicle Detector	2	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO3	Vehicle Detector	3	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO4	Vehicle Detector	4	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO5	Vehicle Detector	5	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
			IO6	Vehicle Detector	6	IO10	Unused Input	1	IO10	Unused Input	1
			IO7	Vehicle Detector	7	IO11	Unused Input	1	IO11	Unused Input	1
			IO8	Vehicle Detector	8	IO12	Unused Input	1	IO12	Unused Input	1
			IO9	Vehicle Detector	9	IO13	Unused Input	1	IO13	Unused Input	1
			IO10	Vehicle Detector	10	IO14	Unused Input	1	IO14	Unused Input	1
			IO11	Vehicle Detector	11	IO15	Unused Input	1	IO15	Unused Input	1
			IO12	Vehicle Detector	12	IO16	Unused Input	1	IO16	Unused Input	1
			IO13	Vehicle Detector	13	IO17	Unused Input	1	IO17	Unused Input	1
			IO14	Vehicle Detector	14	IO18	Unused Input	1	IO18	Unused Input	1
			IO15	Vehicle Detector	15	IO19	Unused Input	1	IO19	Unused Input	1
			IO16	Vehicle Detector	16	IO20	Unused Input	1	IO20	Unused Input	1
			IO17	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1
			IO18	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1
			IO19	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1
			IO20	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1
			IO21	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1
			IO22	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1
			IO23	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1
			IO24	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1
			IN1	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1
			IN2	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1
			IN3	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1
			IN4	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1
			IN5	Unused Input	1	OPT1	Reserved Cannot Map	1	OPT1	Reserved Cannot Map	1
			IN6	Unused Input	1	OPT2	Reserved Cannot Map	1	OPT2	Reserved Cannot Map	1
			IN7	Unused Input	1	OPT3	Reserved Cannot Map	1	OPT3	Reserved Cannot Map	1
			IN8	Unused Input	1	OPT4	Reserved Cannot Map	1	OPT4	Reserved Cannot Map	1
			IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
			IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
			IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
			IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1

BIU12	Function	IDX
IO10	Unused Input	1
IO11	Unused Input	1
IO12	Unused Input	1
IO13	Unused Input	1
IO14	Unused Input	1
IO15	Unused Input	1
IO16	Unused Input	1
IO17	Unused Input	1
IO18	Unused Input	1
IO19	Unused Input	1
IO20	Unused Input	1
IO21	Unused Input	1
IO22	Unused Input	1
IO23	Unused Input	1
IO24	Unused Input	1
IN1	Unused Input	1
IN2	Unused Input	1
IN3	Unused Input	1
IN4	Unused Input	1
IN5	Unused Input	1
IN6	Unused Input	1
IN7	Unused Input	1
IN8	Unused Input	1
OPT1	Reserved Cannot Map	1
OPT2	Reserved Cannot Map	1
OPT3	Reserved Cannot Map	1
OPT4	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1
O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1
O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1
O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1
O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1
O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1
O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1
O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1
O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1
O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1
O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1
O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1
O13	Unused Output	1	O13	Unused Output	1	O13	Reserved Cannot Map	1	O13	Unused Output	1
O14	Unused Output	1	O14	Unused Output	1	O14	Reserved Cannot Map	1	O14	Unused Output	1
O15	Unused Output	1	O15	Unused Output	1	O15	Reserved Cannot Map	1	O15	Unused Output	1
IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1
IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1
IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1
IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1
IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1
IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1
IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1
IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1
IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1
IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1
IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1
IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1
IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1
IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1
IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1
IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1
IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1
IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1
IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1
IO20	Unused Output	1	IO20	Unused Output	1	IO20	Unused Output	1	IO20	Reserved Cannot Map	1
IO21	Unused Output	1	IO21	Unused Output	1	IO21	Unused Output	1	IO21	Reserved Cannot Map	1
IO22	Unused Output	1	IO22	Unused Output	1	IO22	Unused Output	1	IO22	Reserved Cannot Map	1
IO23	Unused Output	1	IO23	Unused Output	1	IO23	Unused Output	1	IO23	Reserved Cannot Map	1
IO24	Unused Output	1	IO24	Unused Output	1	IO24	Unused Output	1	IO24	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX	BIU12	Function	IDX
O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1
O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1
O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1
O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1
O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1
O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1
O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1
O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1
O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1
O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1
O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1
O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1
O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1
O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1
O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1
IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1
IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1
IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1
IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1
IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1
IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1
IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1
IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1
IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1
IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1
IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1
IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1
IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1
IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1
IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1
IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1
IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1
IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1
IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1
IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1
IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1
IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1
IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1
IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Unused Input	1
C1-40	Unused Input	1
C1-41	Unused Input	1
C1-42	Unused Input	1
C1-43	Unused Input	1
C1-44	Unused Input	1
C1-45	Unused Input	1
C1-46	Unused Input	1
C1-47	Unused Input	1
C1-48	Unused Input	1
C1-49	Unused Input	1
C1-50	Unused Input	1
C1-51	Unused Input	1
C1-52	Unused Input	1
C1-53	Unused Input	1
C1-54	Unused Input	1
C1-55	Unused Input	1
C1-56	Unused Input	1
C1-57	Unused Input	1
C1-58	Unused Input	1
C1-59	Unused Input	1
C1-60	Unused Input	1
C1-61	Unused Input	1
C1-62	Unused Input	1
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Unused Input	1
C1-64	Unused Input	1
C1-65	Unused Input	1
C1-66	Unused Input	1

Pins	Function	IDX
C1-67	Unused Input	1
C1-68	Unused Input	1
C1-69	Unused Input	1
C1-70	Unused Input	1
C1-71	Unused Input	1
C1-72	Unused Input	1
C1-73	Unused Input	1
C1-74	Unused Input	1
C1-75	Unused Input	1
C1-76	Unused Input	1
C1-77	Unused Input	1
C1-78	Unused Input	1
C1-79	Unused Input	1
C1-80	Unused Input	1
C1-81	Unused Input	1
C1-82	Unused Input	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Unused Output	1
C1-03	Unused Output	1
C1-04	Unused Output	1
C1-05	Unused Output	1
C1-06	Unused Output	1
C1-07	Unused Output	1
C1-08	Unused Output	1
C1-09	Unused Output	1
C1-10	Unused Output	1
C1-11	Unused Output	1
C1-12	Unused Output	1
C1-13	Unused Output	1
C1-15	Unused Output	1
C1-16	Unused Output	1
C1-17	Unused Output	1
C1-18	Unused Output	1
C1-19	Unused Output	1
C1-20	Unused Output	1
C1-21	Unused Output	1
C1-22	Unused Output	1
C1-23	Unused Output	1
C1-24	Unused Output	1
C1-25	Unused Output	1
C1-26	Unused Output	1
C1-27	Unused Output	1
C1-28	Unused Output	1
C1-29	Unused Output	1
C1-30	Unused Output	1
C1-31	Unused Output	1
C1-32	Unused Output	1
C1-33	Unused Output	1
C1-34	Unused Output	1

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Unused Output	1
C1-102	Unused Output	1
C1-103	Unused Output	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Unused Output	1
C1-86	Unused Output	1
C1-87	Unused Output	1
C1-88	Unused Output	1
C1-89	Unused Output	1
C1-90	Unused Output	1
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Unused Output	1
C1-95	Unused Output	1
C1-96	Unused Output	1
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Enabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Enabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	0	0	0	0	0	0	0	0
IP Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	0	0	0	0	0	0	0	0
Message Timeout	0	0	0	0	0	0	0	0
Max Retries	0	0	0	0	0	0	0	0
Heartbeat Time	0	0	0	0	0	0	0	0

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.165.131.11	0.0.0.0
Net Mask	255.255.0.0	0.0.0.0
Gateway	10.165.131.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	0	0
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

B.3 System Information

System Id	100177
Name	NAVY N WINTHR0P
Location	
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	1,2,4,6,9,10,11,12,13,14,15,16
Start Ped Call	2,4,6,8

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	O	O	O	O	P	P	P	P
Source	1	2		4		6		8					2	4	6	8
Alt 1/2 Hz																
Flash Red	X		X	X	X		X	X					X	X	X	X
Flash Yel		X				X										

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.7
Street 1	
Street 2	
Last Modified	9/19/2024 4:33 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0
Floating FO Ovrrd	

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	11	0	8	0	11	0	8
Passage	3.0	3.0	0.0	3.0	0.0	3.0	0.0	3.0
Max 1	10	45	0	20	0	45	0	20
Max 2	15	45	0	45	0	45	0	45
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	3.0	3.0	0.0	3.7	0.0	4.0	0.0	3.0
Red Clear	2.0	2.0	0.0	3.0	0.0	2.0	0.0	2.0
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	15	0	15	0	15	0	15
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit			X		X		X	
Ped Omit	X		X		X		X	
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory								
Dual Entry								
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry				X				X
Auto Flash Exit		X				X		
Non-Actuated 1		X				X		
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								
No Backup Red Revert								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X								
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	3	4	5	6	7	4	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8								
Switch Phase																																
Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status																																
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Alternate Walk																
Extra Call Phases																
Call Overlaps																
Presence																
Std Alt Time																
Non-Locking																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	160	160	160	0	0	0	0	0
Offset Time	62	103	96	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	15	120	0	25	15	120	0	25	0	0	0	0	0	0	0	0
Mode	NONE	NACT	NONE	NONE	NONE	NACT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	9	15	16	17	0	0	0	0	0	0	0	0	0	0	0
Minute	30	30	0	30	30	0	0	0	0	0	0	0	0	0	0	0
Action	1	11	2	3	11	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	1	3	11	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Pattern1	Pattern2	Pattern3	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Free	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.7.1 Day of Week Schedules

	Days Of Week							Hour	Minute	Function Set														
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1								0	0																
2								0	0																
3								0	0																
4								0	0																
5								0	0																
6								0	0																
7								0	0																
8								0	0																

	Days Of Week							Hour	Minute	Function Set														
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9								0	0																
10								0	0																
11								0	0																
12								0	0																
13								0	0																
14								0	0																
15								0	0																
16								0	0																

6.7.2 Day of Week Functions

Unused Functions are not rendered for print.

6.7.2 Function Set 1

Id	Function	Description	Value

6.7.2 Function Set 2

Id	Function	Description	Value

6.7.2 Function Set 3

Id	Function	Description	Value

6.7.2 Function Set 4

Id	Function	Description	Value

6.7.2 Function Set 5

Id	Function	Description	Value

6.7.2 Function Set 6

Id	Function	Description	Value

6.7.2 Function Set 7

Id	Function	Description	Value

6.7.2 Function Set 8

Id	Function	Description	Value

6.7.2 Function Set 9

Id	Function	Description	Value

6.7.2 Function Set 10

Id	Function	Description	Value

6.7.2 Function Set 11

Id	Function	Description	Value

6.7.2 Function Set 12

Id	Function	Description	Value

6.7.2 Function Set 13

Id	Function	Description	Value

6.7.2 Function Set 14

Id	Function	Description	Value

6.7.2 Function Set 15

Id	Function	Description	Value

6.7.2 Function Set 16

Id	Function	Description	Value

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

7 Preempts	Preempt 9	Preempt 10	Preempt 11	Preempt 12	Preempt 13	Preempt 14	Preempt 15	Preempt 16
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0	0	0
Enter Min Walk	0	0	0	0	0	0	0	0
Enter Min Ped Clear	0	0	0	0	0	0	0	0
Enter Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enter Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 2	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 3	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 4	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 5	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 6	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 7	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 8	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 9	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 11	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 12	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 13	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 14	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

8.2 TSP Strategy Options	Strategy 15	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 5 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 6 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 7 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 8 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 9 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 10 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 11 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 12 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 13 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 14 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 15 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 16 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.1.1 Nema ABCD Input Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-f	Vehicle Detector	1	B-m	Phase Ped Omit	7	A-k	Man Control Enable	1	D-V	Unused Input	1
A-K	Vehicle Detector	2	B-n	Phase Ped Omit	8	A-q	Unused Input	1	D-W	Unused Input	1
B-N	Vehicle Detector	3	B-U	Phase Omit	1	A-y	Unused Input	1	D-X	Unused Input	1
B-L	Vehicle Detector	4	B-S	Phase Omit	2	A-HH	Unused Input	1	D-Y	Free (no Coord)	1
C-P	Vehicle Detector	5	B-R	Phase Omit	3	A-n	Unused Input	1	D-Z	Unused Input	1
C-S	Vehicle Detector	6	B-g	Phase Omit	4	A-AA	Unused Input	1	D-a	Unused Input	1
C-V	Vehicle Detector	7	C-n	Phase Omit	5	C-b	Unused Input	1	D-b	Alarm	1
C-t	Vehicle Detector	8	C-q	Phase Omit	6	A-BB	Walk Rest Modifier	1	D-c	Alarm	2
A-g	Unused Input	1	C-r	Phase Omit	7	B-B	Unused Input	1	D-d	Alarm	3
A-L	Pedestrian Detector	2	C-s	Phase Omit	8	B-W	Unused Input	1	D-e	Alarm	4
B-P	Unused Input	1	A-i	Force Off Ring	1	B-X	Unused Input	1	D-f	Alarm	5
B-M	Pedestrian Detector	4	A-N	Stop Time Ring	1	B-v	Unused Input	1	D-g	Local Flash Sense	1
C-R	Unused Input	1	A-P	Inhibit Max Ring	1	D-A	Unused Input	1	D-h	MMU Flash	1
C-T	Pedestrian Detector	6	A-x	Red Rest Ring	1	D-B	Unused Input	1	D-i	Door Ajar	1
C-U	Unused Input	1	A-FF	Ped Recycle Ring	1	D-C	Unused Input	1	D-j	Special Func Input	1
C-W	Pedestrian Detector	8	A-GG	Max II Ring	1	D-D	Unused Input	1	D-k	Special Func Input	2
A-h	Phase Hold	1	A-w	Omit Red Clear Ring	1	D-E	Unused Input	1	D-m	Special Func Input	3
A-M	Phase Hold	2	A-m	Call To Na	1	D-F	Unused Input	1	D-n	Special Func Input	4
B-i	Phase Hold	3	C-Y	Force Off Ring	2	D-G	Unused Input	1	D-p	Special Func Input	5
B-h	Phase Hold	4	C-Z	Stop Time Ring	2	D-H	Unused Input	1	D-q	Special Func Input	6
C-m	Phase Hold	5	C-a	Inhibit Max Ring	2	D-J	Unused Input	1	D-r	Special Func Input	7
C-p	Phase Hold	6	C-u	Red Rest Ring	2	D-K	Unused Input	1	D-s	Special Func Input	8
C-EE	Phase Hold	7	B-V	Ped Recycle Ring	2	D-L	Unused Input	1	D-t	Preempt Detector	1
C-X	Phase Hold	8	B-z	Max II Ring	2	D-M	Unused Input	1	D-u	Preempt Detector	2
A-EE	Phase Ped Omit	1	C-v	Omit Red Clear Ring	2	D-N	Unused Input	1	D-v	Preempt Detector	3
A-v	Phase Ped Omit	2	A-z	Call To Na	2	D-P	Unused Input	1	D-w	Preempt Detector	4
B-j	Phase Ped Omit	3	A-R	External Start	1	D-R	Unused Input	1	D-x	Preempt Detector	5
B-x	Phase Ped Omit	4	A-S	Interval Advance	1	D-S	Unused Input	1	D-y	Preempt Detector	6
B-T	Phase Ped Omit	5	A-T	Unused Input	1	D-T	Clock Update	1	D-KK	Unused Input	1
B-k	Phase Ped Omit	6	A-j	Min Recall	1	D-U	Unused Input	1	D-MM	Unused Input	1

1.5.1.2 Nema ABCD Output Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-D	Channel Red	1	B-a	Unused Output	1	C-k	Phase Check	5	A-A	Fault Monitor	1
A-F	Channel Red	2	B-J	Channel Red	14	C-BB	Phase Check	6	A-C	Voltage Monitor	1
B-F	Channel Red	3	C-L	Unused Output	1	C-MM	Phase Check	7	B-FF	Channel Green	11
B-G	Channel Red	4	C-z	Channel Red	15	C-FF	Phase Check	8	B-HH	Channel Yellow	11
C-H	Channel Red	5	C-y	Unused Output	1	B-A	Phase Next	1	B-DD	Channel Red	11
C-G	Channel Red	6	C-C	Channel Red	16	B-C	Phase Next	2	B-w	Channel Green	12
C-F	Channel Red	7	A-a	Unused Output	1	B-t	Phase Next	3	B-EE	Channel Yellow	12
C-D	Channel Red	8	A-H	Channel Yellow	13	B-f	Phase Next	4	B-u	Channel Red	12
A-Z	Channel Yellow	1	B-Z	Unused Output	1	C-M	Phase Next	5	A-X	Wdt Reset	1
A-b	Channel Yellow	2	B-H	Channel Yellow	14	C-DD	Phase Next	6	D-LL	Unused Output	1
B-E	Channel Yellow	3	C-K	Unused Output	1	C-PP	Phase Next	7	A-CC	Status A	1
B-c	Channel Yellow	4	C-AA	Channel Yellow	15	C-HH	Phase Next	8	A-r	Status B	1
C-J	Channel Yellow	5	C-KK	Unused Output	1	A-DD	Phase On	1	A-Y	Status C	1
C-h	Channel Yellow	6	C-w	Channel Yellow	16	A-e	Phase On	2	C-A	Status A	2
C-E	Channel Yellow	7	A-t	Unused Output	1	B-s	Phase On	3	C-B	Status B	2
C-e	Channel Yellow	8	A-J	Channel Green	13	B-e	Phase On	4	C-c	Status C	2
A-s	Channel Green	1	B-Y	Unused Output	1	C-N	Phase On	5	D-z	Alarm Output	1
A-c	Channel Green	2	B-d	Channel Green	14	C-CC	Phase On	6	D-AA	Alarm Output	2
B-D	Channel Green	3	C-j	Unused Output	1	C-NN	Phase On	7	D-BB	Special Func Output	1
B-b	Channel Green	4	C-LL	Channel Green	15	C-GG	Phase On	8	D-CC	Special Func Output	2
C-i	Channel Green	5	C-JJ	Unused Output	1	B-AA	Channel Green	9	D-DD	Special Func Output	3
C-g	Channel Green	6	C-d	Channel Green	16	B-p	Channel Yellow	9	D-EE	Special Func Output	4
C-f	Channel Green	7	A-u	Phase Check	1	B-q	Channel Red	9	D-FF	Special Func Output	5
C-x	Channel Green	8	A-d	Phase Check	2	B-GG	Channel Green	10	D-GG	Special Func Output	6
A-E	Unused Output	1	B-r	Phase Check	3	B-BB	Channel Yellow	10	D-HH	Special Func Output	7
A-G	Channel Red	13	B-K	Phase Check	4	B-CC	Channel Red	10	D-JJ	Special Func Output	8

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1
IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1
IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1
IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1
IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1
IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1
IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1
IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1
IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1
IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1
IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1
IO20	Unused Input	1	IO20	Unused Input	1	IO20	Unused Input	1	IN1	Unused Input	1
IO21	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1	IN2	Unused Input	1
IO22	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1	IN3	Unused Input	1
IO23	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1	IN4	Unused Input	1
IO24	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1	IN5	Unused Input	1
IN1	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1	IN6	Unused Input	1
IN2	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1	IN7	Unused Input	1
IN3	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1	IN8	Unused Input	1
IN4	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1	OPT1	Unused Input	1
IN5	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1	OPT2	Unused Input	1
IN6	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1	OPT3	Unused Input	1
IN7	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1	OPT4	Unused Input	1
IN8	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1			
OPT1	Unused Input	1	OPT1	Unused Input	1	OPT1	Unused Input	1			
OPT2	Unused Input	1	OPT2	Unused Input	1	OPT2	Unused Input	1			
OPT3	Unused Input	1	OPT3	Unused Input	1	OPT3	Unused Input	1			
OPT4	Unused Input	1	OPT4	Unused Input	1	OPT4	Unused Input	1			

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX
IO1	Vehicle Detector	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO2	Vehicle Detector	2	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO3	Vehicle Detector	3	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO4	Vehicle Detector	4	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO5	Vehicle Detector	5	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
			IO6	Vehicle Detector	6	IO10	Unused Input	1	IO10	Unused Input	1
			IO7	Vehicle Detector	7	IO11	Unused Input	1	IO11	Unused Input	1
			IO8	Vehicle Detector	8	IO12	Unused Input	1	IO12	Unused Input	1
			IO9	Vehicle Detector	9	IO13	Unused Input	1	IO13	Unused Input	1
			IO10	Vehicle Detector	10	IO14	Unused Input	1	IO14	Unused Input	1
			IO11	Vehicle Detector	11	IO15	Unused Input	1	IO15	Unused Input	1
			IO12	Vehicle Detector	12	IO16	Unused Input	1	IO16	Unused Input	1
			IO13	Vehicle Detector	13	IO17	Unused Input	1	IO17	Unused Input	1
			IO14	Vehicle Detector	14	IO18	Unused Input	1	IO18	Unused Input	1
			IO15	Vehicle Detector	15	IO19	Unused Input	1	IO19	Unused Input	1
			IO16	Vehicle Detector	16	IO20	Unused Input	1	IO20	Unused Input	1
			IO17	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1
			IO18	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1
			IO19	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1
			IO20	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1
			IO21	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1
			IO22	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1
			IO23	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1
			IO24	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1
			IN1	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1
			IN2	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1
			IN3	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1
			IN4	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1
			IN5	Unused Input	1	OPT1	Reserved Cannot Map	1	OPT1	Reserved Cannot Map	1
			IN6	Unused Input	1	OPT2	Reserved Cannot Map	1	OPT2	Reserved Cannot Map	1
			IN7	Unused Input	1	OPT3	Reserved Cannot Map	1	OPT3	Reserved Cannot Map	1
			IN8	Unused Input	1	OPT4	Reserved Cannot Map	1	OPT4	Reserved Cannot Map	1
			IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
			IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
			IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
			IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1

BIU12	Function	IDX
IO10	Unused Input	1
IO11	Unused Input	1
IO12	Unused Input	1
IO13	Unused Input	1
IO14	Unused Input	1
IO15	Unused Input	1
IO16	Unused Input	1
IO17	Unused Input	1
IO18	Unused Input	1
IO19	Unused Input	1
IO20	Unused Input	1
IO21	Unused Input	1
IO22	Unused Input	1
IO23	Unused Input	1
IO24	Unused Input	1
IN1	Unused Input	1
IN2	Unused Input	1
IN3	Unused Input	1
IN4	Unused Input	1
IN5	Unused Input	1
IN6	Unused Input	1
IN7	Unused Input	1
IN8	Unused Input	1
OPT1	Reserved Cannot Map	1
OPT2	Reserved Cannot Map	1
OPT3	Reserved Cannot Map	1
OPT4	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1
O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1
O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1
O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1
O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1
O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1
O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1
O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1
O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1
O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1
O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1
O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1
O13	Unused Output	1	O13	Unused Output	1	O13	Reserved Cannot Map	1	O13	Unused Output	1
O14	Unused Output	1	O14	Unused Output	1	O14	Reserved Cannot Map	1	O14	Unused Output	1
O15	Unused Output	1	O15	Unused Output	1	O15	Reserved Cannot Map	1	O15	Unused Output	1
IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1
IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1
IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1
IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1
IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1
IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1
IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1
IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1
IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1
IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1
IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1
IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1
IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1
IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1
IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1
IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1
IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1
IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1
IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1
IO20	Unused Output	1	IO20	Unused Output	1	IO20	Unused Output	1	IO20	Reserved Cannot Map	1
IO21	Unused Output	1	IO21	Unused Output	1	IO21	Unused Output	1	IO21	Reserved Cannot Map	1
IO22	Unused Output	1	IO22	Unused Output	1	IO22	Unused Output	1	IO22	Reserved Cannot Map	1
IO23	Unused Output	1	IO23	Unused Output	1	IO23	Unused Output	1	IO23	Reserved Cannot Map	1
IO24	Unused Output	1	IO24	Unused Output	1	IO24	Unused Output	1	IO24	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX	BIU12	Function	IDX
O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1
O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1
O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1
O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1
O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1
O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1
O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1
O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1
O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1
O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1
O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1
O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1
O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1
O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1
O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1
IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1
IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1
IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1
IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1
IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1
IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1
IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1
IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1
IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1
IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1
IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1
IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1
IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1
IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1
IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1
IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1
IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1
IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1
IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1
IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1
IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1
IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1
IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1
IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Unused Input	1
C1-40	Unused Input	1
C1-41	Unused Input	1
C1-42	Unused Input	1
C1-43	Unused Input	1
C1-44	Unused Input	1
C1-45	Unused Input	1
C1-46	Unused Input	1
C1-47	Unused Input	1
C1-48	Unused Input	1
C1-49	Unused Input	1
C1-50	Unused Input	1
C1-51	Unused Input	1
C1-52	Unused Input	1
C1-53	Unused Input	1
C1-54	Unused Input	1
C1-55	Unused Input	1
C1-56	Unused Input	1
C1-57	Unused Input	1
C1-58	Unused Input	1
C1-59	Unused Input	1
C1-60	Unused Input	1
C1-61	Unused Input	1
C1-62	Unused Input	1
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Unused Input	1
C1-64	Unused Input	1
C1-65	Unused Input	1
C1-66	Unused Input	1

Pins	Function	IDX
C1-67	Unused Input	1
C1-68	Unused Input	1
C1-69	Unused Input	1
C1-70	Unused Input	1
C1-71	Unused Input	1
C1-72	Unused Input	1
C1-73	Unused Input	1
C1-74	Unused Input	1
C1-75	Unused Input	1
C1-76	Unused Input	1
C1-77	Unused Input	1
C1-78	Unused Input	1
C1-79	Unused Input	1
C1-80	Unused Input	1
C1-81	Unused Input	1
C1-82	Unused Input	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Unused Output	1
C1-03	Unused Output	1
C1-04	Unused Output	1
C1-05	Unused Output	1
C1-06	Unused Output	1
C1-07	Unused Output	1
C1-08	Unused Output	1
C1-09	Unused Output	1
C1-10	Unused Output	1
C1-11	Unused Output	1
C1-12	Unused Output	1
C1-13	Unused Output	1
C1-15	Unused Output	1
C1-16	Unused Output	1
C1-17	Unused Output	1
C1-18	Unused Output	1
C1-19	Unused Output	1
C1-20	Unused Output	1
C1-21	Unused Output	1
C1-22	Unused Output	1
C1-23	Unused Output	1
C1-24	Unused Output	1
C1-25	Unused Output	1
C1-26	Unused Output	1
C1-27	Unused Output	1
C1-28	Unused Output	1
C1-29	Unused Output	1
C1-30	Unused Output	1
C1-31	Unused Output	1
C1-32	Unused Output	1
C1-33	Unused Output	1
C1-34	Unused Output	1

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Unused Output	1
C1-102	Unused Output	1
C1-103	Unused Output	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Unused Output	1
C1-86	Unused Output	1
C1-87	Unused Output	1
C1-88	Unused Output	1
C1-89	Unused Output	1
C1-90	Unused Output	1
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Unused Output	1
C1-95	Unused Output	1
C1-96	Unused Output	1
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Stop Time All Rings
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Enabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Send-Only
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.165.131.15	0.0.0.0
Net Mask	255.255.0.0	0.0.0.0
Gateway	10.165.128.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8014	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	49255	49255
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

B.3 System Information

System Id	100176
Name	NAVY & SuNset_
Location	
Contact	

1.2 Unit Setup

Auto Ped Clear	Disabled
Red Revert	2.0
Min Yellow Time	3.0
Dual Ped Control	0
Texas Dmd Mode	Disabled
Texas Dmd Type	4-Phase

1.3 Startup

Flash	0
All Red	0
Start Veh Call	2,6
Start Ped Call	2,6

1.4 Channel Setup (1-16)

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Type	V	V	V	V	V	V	V	V	O	O	O	O	P	P	P	P
Source	1	2		4	5	6		8					2	4	6	8
Alt 1/2 Hz																
Flash Red				X				X								
Flash Yel		X				X										

1.4 Channel Setup (17-32)

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Type	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V	V
Source																
Alt 1/2 Hz																
Flsh Red																
Flsh Yel																

Start Next Phases	

Program Type	McCain Omni eX
Firmware	3.7
Street 1	Navy Blvd
Street 2	Sunset Ave
Last Modified	9/21/2024 3:33 PM

5.1 Coordination Constants

Correction Mode	Shortway
Max Cycles Trans	3
Coord Max Mode	Max Inhibit
Coord Force Mode	Fixed
Perm Strategy	Maximum
Omit Strategy	Minimum
Sync Point	End Green
No Early Return	Disable
Sync Ref Time	0
Operational Mode	0
Floating FO Ovrrd	

2.5 Phase Concurrency

	1	2	3	4	5	6	7	8
Phase 1					X	X		
Phase 2					X	X		
Phase 3								
Phase 4								X
Phase 5	X	X						
Phase 6	X	X						
Phase 7								
Phase 8				X				
Phase 9								
Phase 10								
Phase 11								
Phase 12								
Phase 13								
Phase 14								
Phase 15								
Phase 16								

2.4 Phase Enable and Rings

	1	2	3	4	5	6	7	8
Startup	.	G	.	.	.	G	.	.
Enabled	X	X		X	X	X		X
Ring1	X	X		X				
Ring2					X	X		X
Ring3								
Ring4								

2.3 Phase Sequence 1

Ring 1	1,2,4
Ring 2	5,6,8
Ring 3	
Ring 4	

2.3 Phase Sequence 2

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 3

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 4

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 5

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 6

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 7

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 8

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 9

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 10

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 11

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 12

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 13

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 14

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 15

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.3 Phase Sequence 16

Ring 1	
Ring 2	
Ring 3	
Ring 4	

2.1 Phase Parameters Set 1	1	2	3	4	5	6	7	8
Min Green	4	12	0	4	4	12	0	4
Passage	3.0	3.0	3.0	4.0	3.0	3.0	3.0	4.0
Max 1	10	50	35	20	5	50	35	20
Max 2	35	35	35	35	35	35	35	35
Max 3	0	0	0	0	0	0	0	0
Max 4	0	0	0	0	0	0	0	0
Yellow Change	4.0	4.0	0.0	3.4	4.0	4.0	0.0	3.7
Red Clear	2.0	2.0	0.0	3.1	2.0	2.1	0.0	2.5
Walk	0	7	0	7	0	7	0	7
Ped Clear	0	6	0	16	0	6	0	16
Added Initial	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Max Initial	0	0	0	0	0	0	0	0
Time Before Reduction	0	0	0	0	0	0	0	0
Cars Before Reduction	0	0	0	0	0	0	0	0
Time To Reduce	0	0	0	0	0	0	0	0
Reduce By	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Gap	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Dynamic Max Limit	0	0	0	0	0	0	0	0
Dynamic Max Step	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Red Revert	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Cond. Service Min	0	0	0	0	0	0	0	0
Alternate Min Green	0	0	0	0	0	0	0	0
Alternate Passage	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Alternate Walk	0	0	0	0	0	0	0	0
Alternate Ped Clear	0	0	0	0	0	0	0	0
Advanced Walk	0	0	0	0	0	0	0	0
Delay Walk	0	0	0	0	0	0	0	0
Start Delay Time	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Green Clear	0	0	0	0	0	0	0	0

2.2 Phase Options Set 1	1	2	3	4	5	6	7	8
Phase Omit			X				X	
Ped Omit	X		X		X		X	
Min Veh Recall		X				X		
Max Veh Recall								
Soft Veh Recall								
Ped Recall								
Ped Recycle								
Cond. Service								
Lock Detector Memory		X	X			X		
Dual Entry		X		X		X		X
Simultaneous Gap	X	X	X	X	X	X	X	X
Guaranteed Passage								
Added Initial Calculation								
Rest In Walk								
Red Rest								
Auto Flash Entry		X				X		
Auto Flash Exit				X				X
Non-Actuated 1								
Non-Actuated 2								
No Backup								
Max Walk								
Max Extension								
Sequential Timing								
No Min Yellow								
FDW Ped Recycle								
No Backup Red Revert								

3.1 Vehicle Overlap Set 1	1	2	3	4
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.1 Vehicle Overlap Set 1	5	6	7	8
Type	Normal	Normal	Normal	Normal
Included Phases				
Modifier Phases				
Excluded Phases				
Excluded Peds				
Excluded Walks				
Trail Green	0	0	0	0
Traili Yellow	0.0	0.0	0.0	0.0
Trail Red	0.0	0.0	0.0	0.0
Start Delay	0.0	0.0	0.0	0.0
No Trail Grn Phs				
Call Phases				
Actuated Only	False	False	False	False
Detector Lock	False	False	False	False
No Min Yellow	False	False	False	False

3.2 Pedestrian Overlap Set 1	1
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	2
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	3
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	4
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	5
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	6
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	7
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

3.2 Pedestrian Overlap Set 1	8
Included Phases	
Excluded Phases	
Intervals	None
Call Phases	
Actuated Only	False

4.1 Vehicle Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Call	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Queue																																
Add Init	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Passage	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Red Lock																																
Yellow Lock																																
Volume																																
Occupancy																																
Call Phase	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8	1	2	3	4	5	6	7	8								
Switch Phase					6																											
Delay	0.0	0.0	0.0	6.0	0.0	0.0	0.0	6.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Extend	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Queue Limit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
VOS Length	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Alt Passage																																
Alt Min Green																																
Adaptive																																
Detector Status	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X	X
Extra Call Phases																																
Call Overlaps																																

4.3 Vehicle Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Fail Time	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

4.2 Ped Detector Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Phase	1	2	3	4	5	6	7	8								
Alternate Walk																
Extra Call Phases																
Call Overlaps																
Presence																
Std Alt Time																
Non-Locking																

4.4 Ped Detector Diag Set 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
No Activity	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Max Presence	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Erratic Counts	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.2 Speed Trap

Speed Trap	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Detector 1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Detector 2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Distance	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

9.3.3.3 Speed Trap Bin Ranges

Bin	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Range	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.2 Patterns	1	2	3	4	5	6	7	8
Cycle Time	160	160	160	160	0	0	0	0
Offset Time	100	83	109	70	0	0	0	0
Split	1	2	3	4	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.2 Patterns	9	10	11	12	13	14	15	16
Cycle Time	0	0	0	0	0	0	0	0
Offset Time	0	0	0	0	0	0	0	0
Split	1	1	1	1	1	1	1	1
Sequence	1	1	1	1	1	1	1	1
Phase Timing Set	1	1	1	1	1	1	1	1
Phase Option Set	1	1	1	1	1	1	1	1
Overlap Set	1	1	1	1	1	1	1	1
Ped Ovlp Set	1	1	1	1	1	1	1	1
Priority Set	1	1	1	1	1	1	1	1
Veh. Det. Set	1	1	1	1	1	1	1	1
Ped. Det. Set	1	1	1	1	1	1	1	1
Veh. Det. Diag Set	1	1	1	1	1	1	1	1
Ped. Det. Diag Set	1	1	1	1	1	1	1	1
Det. Reset								
Max2 Phases								
Max3 Phases								
Max4 Phases								
Correction Mode	Default	Default	Default	Default	Default	Default	Default	Default
Maximum Mode	Default	Default	Default	Default	Default	Default	Default	Default
Force Mode	Default	Default	Default	Default	Default	Default	Default	Default
Perm Strategy	Default	Default	Default	Default	Default	Default	Default	Default
Omit Strategy	Default	Default	Default	Default	Default	Default	Default	Default
No Early Return	Default	Default	Default	Default	Default	Default	Default	Default
Texas Diamond	Default	Default	Default	Default	Default	Default	Default	Default
Use Percent								
Act Coord Enable								
Act Coord Value	0	0	0	0	0	0	0	0
Ring1 Offset	0	0	0	0	0	0	0	0
Ring2 Offset	0	0	0	0	0	0	0	0
Ring3 Offset	0	0	0	0	0	0	0	0
Ring4 Offset	0	0	0	0	0	0	0	0

5.3 Split Table 1

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	11	120	0	29	11	120	0	29	0	0	0	0	0	0	0	0
Mode	NONE	NACT	OMIT	NONE	NONE	NACT	OMIT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 2

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	11	125	0	24	11	125	0	24	0	0	0	0	0	0	0	0
Mode	NONE	NACT	OMIT	NONE	NONE	NACT	OMIT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 3

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	11	128	0	21	11	128	0	21	0	0	0	0	0	0	0	0
Mode	NONE	NACT	OMIT	NONE	NONE	NACT	OMIT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 4

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	10	120	0	30	10	120	0	30	0	0	0	0	0	0	0	0
Mode	NONE	NACT	OMIT	NONE	NONE	NACT	OMIT	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase		X				X										
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 5

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 6

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 7

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 8

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 9

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 10

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 11

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 12

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 13

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 14

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 15

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

5.3 Split Table 16

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Time (sec)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Mode	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE	NONE
Coord. Phase																
Manual Permit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Manual Omit	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Min Split	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Count	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice Start	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Reservice End	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.4 Schedules

| | Month | | | | | | | | | | | | Days Of Week | | | | | | | Date | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | | Day |
|---|---|---

6.5 Day Plan 1

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	8	9	15	17	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	30	0	30	0	0	0	0	0	0	0	0	0	0	0
Action	1	2	11	4	11	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 1

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	6	14	18	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	2	4	11	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 2

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 3

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 4

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 5

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 6

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 7

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 8

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 9

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 10

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 11

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 12

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 13

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 14

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 15

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.5 Day Plan 16

Event#	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
Hour	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Minute	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Action	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

6.6 Action Parameters	1	2	3	4	5	6	7	8
Pattern	Pattern1	Pattern2	Pattern3	Pattern4	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	9	10	11	12	13	14	15	16
Pattern	Automatic	Automatic	Free	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	17	18	19	20	21	22	23	24
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.6 Action Parameters	25	26	27	28	29	30	31	32
Pattern	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic	Automatic
Auxiliary Function								
Special Functions 1-8								
Special Functions 9-16								
Detector Reset								
Detector VOS Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Speed Trap Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
Cycle MOE Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action
High Res Log	No Action	No Action	No Action	No Action	No Action	No Action	No Action	No Action

6.7.1 Day of Week Schedules

	Days Of Week							Hour	Minute	Function Set															
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
1								0	0																
2								0	0																
3								0	0																
4								0	0																
5								0	0																
6								0	0																
7								0	0																
8								0	0																

	Days Of Week							Hour	Minute	Function Set															
	S	M	T	W	T	F	S	Hour	Minute	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
9								0	0																
10								0	0																
11								0	0																
12								0	0																
13								0	0																
14								0	0																
15								0	0																
16								0	0																

6.7.2 Day of Week Functions

Unused Functions are not rendered for print.

6.7.2 Function Set 1

Id	Function	Description	Value

6.7.2 Function Set 2

Id	Function	Description	Value

6.7.2 Function Set 3

Id	Function	Description	Value

6.7.2 Function Set 4

Id	Function	Description	Value

6.7.2 Function Set 5

Id	Function	Description	Value

6.7.2 Function Set 6

Id	Function	Description	Value

6.7.2 Function Set 7

Id	Function	Description	Value

6.7.2 Function Set 8

Id	Function	Description	Value

6.7.2 Function Set 9

Id	Function	Description	Value

6.7.2 Function Set 10

Id	Function	Description	Value

6.7.2 Function Set 11

Id	Function	Description	Value

6.7.2 Function Set 12

Id	Function	Description	Value

6.7.2 Function Set 13

Id	Function	Description	Value

6.7.2 Function Set 14

Id	Function	Description	Value

6.7.2 Function Set 15

Id	Function	Description	Value

6.7.2 Function Set 16

Id	Function	Description	Value

7 Preempts	Preempt 1	Preempt 2	Preempt 3	Preempt 4	Preempt 5	Preempt 6	Preempt 7	Preempt 8
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	255	255	255	255	255	255	255	255
Enter Min Walk	255	255	255	255	255	255	255	255
Enter Min Ped Clear	255	255	255	255	255	255	255	255
Enter Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Enter Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Yellow	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Track Min Red Clear	25.5	25.5	25.5	25.5	25.5	25.5	25.5	25.5
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

7 Preempts	Preempt 9	Preempt 10	Preempt 11	Preempt 12	Preempt 13	Preempt 14	Preempt 15	Preempt 16
Track Phases								
Track Overlaps								
Track Ped								
Track Ped Overlap								
Dwell Phases								
Dwell Overlaps								
Dwell Peds								
Dwell Ped Overlap								
Cycling Phases								
Cycling Overlaps								
Cycling Ped								
Cycling Ped Overlap								
Exit Phase								
Locking	X	X	X	X	X	X	X	X
Override Flash	X	X	X	X	X	X	X	X
Override +1	X	X	X	X	X	X	X	X
Flash Dwell								
Enter All Red								
Ignore No Backup								
Max Presence Flash								
Track Green	0	0	0	0	0	0	0	0
Delay	0	0	0	0	0	0	0	0
Maximum Presence	0	0	0	0	0	0	0	0
Minimum Duration	0	0	0	0	0	0	0	0
Minimum Dwell	10	10	10	10	10	10	10	10
Linked Preempt	0	0	0	0	0	0	0	0
Enter Min Green	0	0	0	0	0	0	0	0
Enter Min Walk	0	0	0	0	0	0	0	0
Enter Min Ped Clear	0	0	0	0	0	0	0	0
Enter Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Enter Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Yellow	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Track Min Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Ped Clear	0	0	0	0	0	0	0	0
Exit Yellow Change	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Exit Red Clear	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Min Track Green	0	0	0	0	0	0	0	0
Gate Down Ext	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Gate Down Flash								
Extend	0	0	0	0	0	0	0	0

8.1 TSP Global Options

Enable	
1	
2	
3	
4	
5	
6	
7	
8	
9	
10	
11	
12	
13	
14	
15	
16	
Headway	0
Lockout	0
Node	1
Name	Default

8.2 TSP Strategy Options	Strategy 1	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 2	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 3	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 4	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 5	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 6	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		
Omit Phases		
Omit Peds		
Queue Jump Ph		
ETA	0	
Input Function	None	
Input Index	0	
Input Type	Steady	
Request Mode	Presence	
Checkout Mode	Checkout (Leading Edge)	
Checkout Time	180	
Max Presence	180	
Max Presence Clr	0	
Min ON Time	0	
Min OFF Time	0	
Delay Time	0	
Extend Time	0	
Headway Time	0	
Preempt Lockout	0	
Arrival Window	0	

8.2 TSP Strategy Options	Strategy 7	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 8	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

8.2 TSP Strategy Options	Strategy 9	Set 1
Enable		
Override + 1		
Service Phases		
Call Phases		

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 10 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 11 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 12 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 13 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 14 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

8.2 TSP Strategy Options	Strategy 15 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.2 TSP Strategy Options	Strategy 16 | Set 1
Enable	
Override + 1	
Service Phases	
Call Phases	
Omit Phases	
Omit Peds	
Queue Jump Ph	
ETA	0
Input Function	None
Input Index	0
Input Type	Steady
Request Mode	Presence
Checkout Mode	Checkout (Leading Edge)
Checkout Time	180
Max Presence	180
Max Presence Clr	0
Min ON Time	0
Min OFF Time	0
Delay Time	0
Extend Time	0
Headway Time	0
Preempt Lockout	0
Arrival Window	0

8.3 TSP Phase Adjustment Times — Strategy 1 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 2 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 3 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times — Strategy 4 | Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 5 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 6 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 7 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 8 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 9 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 10 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 11 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 12 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 13 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 14 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 15 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

8.3 TSP Phase Adjustment Times Strategy 16 Set 1

Phase	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
Reduce	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Extend	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
QJump	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

1.6 Logic Gate 1

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 2

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 3

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 4

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 5

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 6

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 7

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 8

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 9

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 10

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 11

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 12

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 13

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 14

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 15

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 16

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 17

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 18

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 19

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 20

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 21

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 22

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 23

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 24

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 25

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 26

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 27

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 28

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 29

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 30

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 31

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.6 Logic Gate 32

	Functions	IDX	!	DLY	EXT
Type	Unused				
Out Mode	Normal				
IN1	Unused	1		0	0
IN2	Unused	1		0	0
IN3	Unused	1		0	0
IN4	Unused	1		0	0
OUT	Unused	1		0	0
Delay/Extend Units	Tenths				

1.5.1.1 Nema ABCD Input Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-f	Vehicle Detector	1	B-m	Phase Ped Omit	7	A-k	Man Control Enable	1	D-V	Unused Input	1
A-K	Vehicle Detector	2	B-n	Phase Ped Omit	8	A-q	Unused Input	1	D-W	Unused Input	1
B-N	Vehicle Detector	3	B-U	Phase Omit	1	A-y	Unused Input	1	D-X	Unused Input	1
B-L	Vehicle Detector	4	B-S	Phase Omit	2	A-HH	Unused Input	1	D-Y	Free (no Coord)	1
C-P	Vehicle Detector	5	B-R	Phase Omit	3	A-n	Unused Input	1	D-Z	Unused Input	1
C-S	Vehicle Detector	6	B-g	Phase Omit	4	A-AA	Unused Input	1	D-a	Unused Input	1
C-V	Vehicle Detector	7	C-n	Phase Omit	5	C-b	Unused Input	1	D-b	Alarm	1
C-t	Vehicle Detector	8	C-q	Phase Omit	6	A-BB	Walk Rest Modifier	1	D-c	Alarm	2
A-g	Pedestrian Detector	1	C-r	Phase Omit	7	B-B	Unused Input	1	D-d	Alarm	3
A-L	Pedestrian Detector	2	C-s	Phase Omit	8	B-W	Unused Input	1	D-e	Alarm	4
B-P	Pedestrian Detector	3	A-i	Force Off Ring	1	B-X	Unused Input	1	D-f	Alarm	5
B-M	Pedestrian Detector	4	A-N	Stop Time Ring	1	B-v	Unused Input	1	D-g	Local Flash Sense	1
C-R	Pedestrian Detector	5	A-P	Inhibit Max Ring	1	D-A	Vehicle Detector	9	D-h	MMU Flash	1
C-T	Pedestrian Detector	6	A-x	Red Rest Ring	1	D-B	Vehicle Detector	10	D-i	Door Ajar	1
C-U	Pedestrian Detector	7	A-FF	Ped Recycle Ring	1	D-C	Vehicle Detector	11	D-j	Special Func Input	1
C-W	Pedestrian Detector	8	A-GG	Max II Ring	1	D-D	Vehicle Detector	12	D-k	Special Func Input	2
A-h	Phase Hold	1	A-w	Omit Red Clear Ring	1	D-E	Vehicle Detector	13	D-m	Special Func Input	3
A-M	Phase Hold	2	A-m	Call To Na	1	D-F	Vehicle Detector	14	D-n	Special Func Input	4
B-i	Phase Hold	3	C-Y	Force Off Ring	2	D-G	Vehicle Detector	15	D-p	Special Func Input	5
B-h	Phase Hold	4	C-Z	Stop Time Ring	2	D-H	Vehicle Detector	16	D-q	Special Func Input	6
C-m	Phase Hold	5	C-a	Inhibit Max Ring	2	D-J	Vehicle Detector	17	D-r	Special Func Input	7
C-p	Phase Hold	6	C-u	Red Rest Ring	2	D-K	Vehicle Detector	18	D-s	Special Func Input	8
C-EE	Phase Hold	7	B-V	Ped Recycle Ring	2	D-L	Vehicle Detector	19	D-t	Preempt Detector	1
C-X	Phase Hold	8	B-z	Max II Ring	2	D-M	Vehicle Detector	20	D-u	Preempt Detector	2
A-EE	Phase Ped Omit	1	C-v	Omit Red Clear Ring	2	D-N	Vehicle Detector	21	D-v	Preempt Detector	3
A-v	Phase Ped Omit	2	A-z	Call To Na	2	D-P	Vehicle Detector	22	D-w	Preempt Detector	4
B-j	Phase Ped Omit	3	A-R	External Start	1	D-R	Vehicle Detector	23	D-x	Preempt Detector	5
B-x	Phase Ped Omit	4	A-S	Interval Advance	1	D-S	Vehicle Detector	24	D-y	Preempt Detector	6
B-T	Phase Ped Omit	5	A-T	Unused Input	1	D-T	Clock Update	1	D-KK	Unused Input	1
B-k	Phase Ped Omit	6	A-j	Min Recall	1	D-U	Unused Input	1	D-MM	Unused Input	1

1.5.1.2 Nema ABCD Output Mapping

Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX	Pins	Function	IDX
A-D	Channel Red	1	B-a	Unused Output	1	C-k	Phase Check	5	A-A	Fault Monitor	1
A-F	Channel Red	2	B-J	Channel Red	14	C-BB	Phase Check	6	A-C	Voltage Monitor	1
B-F	Channel Red	3	C-L	Unused Output	1	C-MM	Phase Check	7	B-FF	Channel Green	11
B-G	Channel Red	4	C-z	Channel Red	15	C-FF	Phase Check	8	B-HH	Channel Yellow	11
C-H	Channel Red	5	C-y	Unused Output	1	B-A	Phase Next	1	B-DD	Channel Red	11
C-G	Channel Red	6	C-C	Channel Red	16	B-C	Phase Next	2	B-w	Channel Green	12
C-F	Channel Red	7	A-a	Unused Output	1	B-t	Phase Next	3	B-EE	Channel Yellow	12
C-D	Channel Red	8	A-H	Channel Yellow	13	B-f	Phase Next	4	B-u	Channel Red	12
A-Z	Channel Yellow	1	B-Z	Unused Output	1	C-M	Phase Next	5	A-X	Wdt Reset	1
A-b	Channel Yellow	2	B-H	Channel Yellow	14	C-DD	Phase Next	6	D-LL	Detector Reset	1
B-E	Channel Yellow	3	C-K	Unused Output	1	C-PP	Phase Next	7	A-CC	Status A	1
B-c	Channel Yellow	4	C-AA	Channel Yellow	15	C-HH	Phase Next	8	A-r	Status B	1
C-J	Channel Yellow	5	C-KK	Unused Output	1	A-DD	Phase On	1	A-Y	Status C	1
C-h	Channel Yellow	6	C-w	Channel Yellow	16	A-e	Phase On	2	C-A	Status A	2
C-E	Channel Yellow	7	A-t	Unused Output	1	B-s	Phase On	3	C-B	Status B	2
C-e	Channel Yellow	8	A-J	Channel Green	13	B-e	Phase On	4	C-c	Status C	2
A-s	Channel Green	1	B-Y	Unused Output	1	C-N	Phase On	5	D-z	Alarm Output	1
A-c	Channel Green	2	B-d	Channel Green	14	C-CC	Phase On	6	D-AA	Alarm Output	2
B-D	Channel Green	3	C-j	Unused Output	1	C-NN	Phase On	7	D-BB	Special Func Output	1
B-b	Channel Green	4	C-LL	Channel Green	15	C-GG	Phase On	8	D-CC	Special Func Output	2
C-i	Channel Green	5	C-JJ	Unused Output	1	B-AA	Channel Green	9	D-DD	Special Func Output	3
C-g	Channel Green	6	C-d	Channel Green	16	B-p	Channel Yellow	9	D-EE	Special Func Output	4
C-f	Channel Green	7	A-u	Phase Check	1	B-q	Channel Red	9	D-FF	Special Func Output	5
C-x	Channel Green	8	A-d	Phase Check	2	B-GG	Channel Green	10	D-GG	Special Func Output	6
A-E	Unused Output	1	B-r	Phase Check	3	B-BB	Channel Yellow	10	D-HH	Special Func Output	7
A-G	Channel Red	13	B-K	Phase Check	4	B-CC	Channel Red	10	D-JJ	Special Func Output	8

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1
IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1	IO10	Unused Input	1
IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1	IO11	Unused Input	1
IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1	IO12	Unused Input	1
IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1	IO13	Unused Input	1
IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1	IO14	Unused Input	1
IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1	IO15	Unused Input	1
IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1	IO16	Unused Input	1
IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1	IO17	Unused Input	1
IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1	IO18	Unused Input	1
IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1	IO19	Unused Input	1
IO20	Unused Input	1	IO20	Unused Input	1	IO20	Unused Input	1	IN1	Unused Input	1
IO21	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1	IN2	Unused Input	1
IO22	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1	IN3	Unused Input	1
IO23	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1	IN4	Unused Input	1
IO24	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1	IN5	Unused Input	1
IN1	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1	IN6	Unused Input	1
IN2	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1	IN7	Unused Input	1
IN3	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1	IN8	Unused Input	1
IN4	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1	OPT1	Unused Input	1
IN5	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1	OPT2	Unused Input	1
IN6	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1	OPT3	Unused Input	1
IN7	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1	OPT4	Unused Input	1
IN8	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1			
OPT1	Unused Input	1	OPT1	Unused Input	1	OPT1	Unused Input	1			
OPT2	Unused Input	1	OPT2	Unused Input	1	OPT2	Unused Input	1			
OPT3	Unused Input	1	OPT3	Unused Input	1	OPT3	Unused Input	1			
OPT4	Unused Input	1	OPT4	Unused Input	1	OPT4	Unused Input	1			

1.5.2.1 Nema TS2 BUI Input Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX
IO1	Vehicle Detector	1	IO5	Unused Input	1	IO5	Unused Input	1	IO5	Unused Input	1
IO2	Vehicle Detector	2	IO6	Unused Input	1	IO6	Unused Input	1	IO6	Unused Input	1
IO3	Vehicle Detector	3	IO7	Unused Input	1	IO7	Unused Input	1	IO7	Unused Input	1
IO4	Vehicle Detector	4	IO8	Unused Input	1	IO8	Unused Input	1	IO8	Unused Input	1
IO5	Vehicle Detector	5	IO9	Unused Input	1	IO9	Unused Input	1	IO9	Unused Input	1
			IO6	Vehicle Detector	6	IO10	Unused Input	1	IO10	Unused Input	1
			IO7	Vehicle Detector	7	IO11	Unused Input	1	IO11	Unused Input	1
			IO8	Vehicle Detector	8	IO12	Unused Input	1	IO12	Unused Input	1
			IO9	Vehicle Detector	9	IO13	Unused Input	1	IO13	Unused Input	1
			IO10	Vehicle Detector	10	IO14	Unused Input	1	IO14	Unused Input	1
			IO11	Vehicle Detector	11	IO15	Unused Input	1	IO15	Unused Input	1
			IO12	Vehicle Detector	12	IO16	Unused Input	1	IO16	Unused Input	1
			IO13	Vehicle Detector	13	IO17	Unused Input	1	IO17	Unused Input	1
			IO14	Vehicle Detector	14	IO18	Unused Input	1	IO18	Unused Input	1
			IO15	Vehicle Detector	15	IO19	Unused Input	1	IO19	Unused Input	1
			IO16	Vehicle Detector	16	IO20	Unused Input	1	IO20	Unused Input	1
			IO17	Unused Input	1	IO21	Unused Input	1	IO21	Unused Input	1
			IO18	Unused Input	1	IO22	Unused Input	1	IO22	Unused Input	1
			IO19	Unused Input	1	IO23	Unused Input	1	IO23	Unused Input	1
			IO20	Unused Input	1	IO24	Unused Input	1	IO24	Unused Input	1
			IO21	Unused Input	1	IN1	Unused Input	1	IN1	Unused Input	1
			IO22	Unused Input	1	IN2	Unused Input	1	IN2	Unused Input	1
			IO23	Unused Input	1	IN3	Unused Input	1	IN3	Unused Input	1
			IO24	Unused Input	1	IN4	Unused Input	1	IN4	Unused Input	1
			IN1	Unused Input	1	IN5	Unused Input	1	IN5	Unused Input	1
			IN2	Unused Input	1	IN6	Unused Input	1	IN6	Unused Input	1
			IN3	Unused Input	1	IN7	Unused Input	1	IN7	Unused Input	1
			IN4	Unused Input	1	IN8	Unused Input	1	IN8	Unused Input	1
			IN5	Unused Input	1	OPT1	Reserved Cannot Map	1	OPT1	Reserved Cannot Map	1
			IN6	Unused Input	1	OPT2	Reserved Cannot Map	1	OPT2	Reserved Cannot Map	1
			IN7	Unused Input	1	OPT3	Reserved Cannot Map	1	OPT3	Reserved Cannot Map	1
			IN8	Unused Input	1	OPT4	Reserved Cannot Map	1	OPT4	Reserved Cannot Map	1
			IO1	Unused Input	1	IO1	Unused Input	1	IO1	Unused Input	1
			IO2	Unused Input	1	IO2	Unused Input	1	IO2	Unused Input	1
			IO3	Unused Input	1	IO3	Unused Input	1	IO3	Unused Input	1
			IO4	Unused Input	1	IO4	Unused Input	1	IO4	Unused Input	1

BIU12	Function	IDX
IO10	Unused Input	1
IO11	Unused Input	1
IO12	Unused Input	1
IO13	Unused Input	1
IO14	Unused Input	1
IO15	Unused Input	1
IO16	Unused Input	1
IO17	Unused Input	1
IO18	Unused Input	1
IO19	Unused Input	1
IO20	Unused Input	1
IO21	Unused Input	1
IO22	Unused Input	1
IO23	Unused Input	1
IO24	Unused Input	1
IN1	Unused Input	1
IN2	Unused Input	1
IN3	Unused Input	1
IN4	Unused Input	1
IN5	Unused Input	1
IN6	Unused Input	1
IN7	Unused Input	1
IN8	Unused Input	1
OPT1	Reserved Cannot Map	1
OPT2	Reserved Cannot Map	1
OPT3	Reserved Cannot Map	1
OPT4	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 1-4: Terminal & Facilities)

BIU1	Function	IDX	BIU2	Function	IDX	BIU3	Function	IDX	BIU4	Function	IDX
O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1	O1	Unused Output	1
O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1	O2	Unused Output	1
O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1	O3	Unused Output	1
O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1	O4	Unused Output	1
O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1	O5	Unused Output	1
O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1	O6	Unused Output	1
O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1	O7	Unused Output	1
O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1	O8	Unused Output	1
O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1	O9	Unused Output	1
O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1	O10	Unused Output	1
O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1	O11	Unused Output	1
O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1	O12	Unused Output	1
O13	Unused Output	1	O13	Unused Output	1	O13	Reserved Cannot Map	1	O13	Unused Output	1
O14	Unused Output	1	O14	Unused Output	1	O14	Reserved Cannot Map	1	O14	Unused Output	1
O15	Unused Output	1	O15	Unused Output	1	O15	Reserved Cannot Map	1	O15	Unused Output	1
IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1	IO1	Unused Output	1
IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1	IO2	Unused Output	1
IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1	IO3	Unused Output	1
IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1	IO4	Unused Output	1
IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1	IO5	Unused Output	1
IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1	IO6	Unused Output	1
IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1	IO7	Unused Output	1
IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1	IO8	Unused Output	1
IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1	IO9	Unused Output	1
IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1	IO10	Unused Output	1
IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1	IO11	Unused Output	1
IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1	IO12	Unused Output	1
IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1	IO13	Unused Output	1
IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1	IO14	Unused Output	1
IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1	IO15	Unused Output	1
IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1	IO16	Unused Output	1
IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1	IO17	Unused Output	1
IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1	IO18	Unused Output	1
IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1	IO19	Unused Output	1
IO20	Unused Output	1	IO20	Unused Output	1	IO20	Unused Output	1	IO20	Reserved Cannot Map	1
IO21	Unused Output	1	IO21	Unused Output	1	IO21	Unused Output	1	IO21	Reserved Cannot Map	1
IO22	Unused Output	1	IO22	Unused Output	1	IO22	Unused Output	1	IO22	Reserved Cannot Map	1
IO23	Unused Output	1	IO23	Unused Output	1	IO23	Unused Output	1	IO23	Reserved Cannot Map	1
IO24	Unused Output	1	IO24	Unused Output	1	IO24	Unused Output	1	IO24	Reserved Cannot Map	1

1.5.2.2 Nema TS2 BUI Output Mapping (BUIs 9-12: Detectors)

BIU9	Function	IDX	BIU10	Function	IDX	BIU11	Function	IDX	BIU12	Function	IDX
O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1	O1	Reserved Cannot Map	1
O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1	O2	Reserved Cannot Map	1
O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1	O3	Reserved Cannot Map	1
O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1	O4	Reserved Cannot Map	1
O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1	O5	Reserved Cannot Map	1
O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1	O6	Reserved Cannot Map	1
O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1	O7	Reserved Cannot Map	1
O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1	O8	Reserved Cannot Map	1
O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1	O9	Reserved Cannot Map	1
O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1	O10	Reserved Cannot Map	1
O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1	O11	Reserved Cannot Map	1
O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1	O12	Reserved Cannot Map	1
O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1	O13	Reserved Cannot Map	1
O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1	O14	Reserved Cannot Map	1
O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1	O15	Reserved Cannot Map	1
IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1	IO1	Reserved Cannot Map	1
IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1	IO2	Reserved Cannot Map	1
IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1	IO3	Reserved Cannot Map	1
IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1	IO4	Reserved Cannot Map	1
IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1	IO5	Reserved Cannot Map	1
IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1	IO6	Reserved Cannot Map	1
IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1	IO7	Reserved Cannot Map	1
IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1	IO8	Reserved Cannot Map	1
IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1	IO9	Reserved Cannot Map	1
IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1	IO10	Reserved Cannot Map	1
IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1	IO11	Reserved Cannot Map	1
IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1	IO12	Reserved Cannot Map	1
IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1	IO13	Reserved Cannot Map	1
IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1	IO14	Reserved Cannot Map	1
IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1	IO15	Reserved Cannot Map	1
IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1	IO16	Reserved Cannot Map	1
IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1	IO17	Reserved Cannot Map	1
IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1	IO18	Reserved Cannot Map	1
IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1	IO19	Reserved Cannot Map	1
IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1	IO20	Reserved Cannot Map	1
IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1	IO21	Reserved Cannot Map	1
IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1	IO22	Reserved Cannot Map	1
IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1	IO23	Reserved Cannot Map	1
IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1	IO24	Reserved Cannot Map	1

1.5.3.1 2070 FIO Input Mapping

Pins	Function	IDX
C1-39	Unused Input	1
C1-40	Unused Input	1
C1-41	Unused Input	1
C1-42	Unused Input	1
C1-43	Unused Input	1
C1-44	Unused Input	1
C1-45	Unused Input	1
C1-46	Unused Input	1
C1-47	Unused Input	1
C1-48	Unused Input	1
C1-49	Unused Input	1
C1-50	Unused Input	1
C1-51	Unused Input	1
C1-52	Unused Input	1
C1-53	Unused Input	1
C1-54	Unused Input	1
C1-55	Unused Input	1
C1-56	Unused Input	1
C1-57	Unused Input	1
C1-58	Unused Input	1
C1-59	Unused Input	1
C1-60	Unused Input	1
C1-61	Unused Input	1
C1-62	Unused Input	1
C11-10	Unused Input	1
C11-11	Unused Input	1
C11-12	Unused Input	1
C11-13	Unused Input	1
C1-63	Unused Input	1
C1-64	Unused Input	1
C1-65	Unused Input	1
C1-66	Unused Input	1

Pins	Function	IDX
C1-67	Unused Input	1
C1-68	Unused Input	1
C1-69	Unused Input	1
C1-70	Unused Input	1
C1-71	Unused Input	1
C1-72	Unused Input	1
C1-73	Unused Input	1
C1-74	Unused Input	1
C1-75	Unused Input	1
C1-76	Unused Input	1
C1-77	Unused Input	1
C1-78	Unused Input	1
C1-79	Unused Input	1
C1-80	Unused Input	1
C1-81	Unused Input	1
C1-82	Unused Input	1
C11-15	Unused Input	1
C11-16	Unused Input	1
C11-17	Unused Input	1
C11-18	Unused Input	1
C11-19	Unused Input	1
C11-20	Unused Input	1
C11-21	Unused Input	1
C11-22	Unused Input	1
C11-23	Unused Input	1
C11-24	Unused Input	1
C11-25	Unused Input	1
C11-26	Unused Input	1
C11-27	Unused Input	1
C11-28	Unused Input	1
C11-29	Unused Input	1
C11-30	Unused Input	1

1.5.3.2 2070 FIO Output Mapping

Pins	Function	IDX
C1-02	Unused Output	1
C1-03	Unused Output	1
C1-04	Unused Output	1
C1-05	Unused Output	1
C1-06	Unused Output	1
C1-07	Unused Output	1
C1-08	Unused Output	1
C1-09	Unused Output	1
C1-10	Unused Output	1
C1-11	Unused Output	1
C1-12	Unused Output	1
C1-13	Unused Output	1
C1-15	Unused Output	1
C1-16	Unused Output	1
C1-17	Unused Output	1
C1-18	Unused Output	1
C1-19	Unused Output	1
C1-20	Unused Output	1
C1-21	Unused Output	1
C1-22	Unused Output	1
C1-23	Unused Output	1
C1-24	Unused Output	1
C1-25	Unused Output	1
C1-26	Unused Output	1
C1-27	Unused Output	1
C1-28	Unused Output	1
C1-29	Unused Output	1
C1-30	Unused Output	1
C1-31	Unused Output	1
C1-32	Unused Output	1
C1-33	Unused Output	1
C1-34	Unused Output	1

Pins	Function	IDX
C1-35	Unused Output	1
C1-36	Unused Output	1
C1-37	Unused Output	1
C1-38	Unused Output	1
C1-100	Unused Output	1
C1-101	Unused Output	1
C1-102	Unused Output	1
C1-103	Unused Output	1
C1-83	Unused Output	1
C1-84	Unused Output	1
C1-85	Unused Output	1
C1-86	Unused Output	1
C1-87	Unused Output	1
C1-88	Unused Output	1
C1-89	Unused Output	1
C1-90	Unused Output	1
C1-91	Unused Output	1
C1-93	Unused Output	1
C1-94	Unused Output	1
C1-95	Unused Output	1
C1-96	Unused Output	1
C1-97	Unused Output	1
C1-98	Unused Output	1
C1-99	Unused Output	1
C11-1	Unused Output	1
C11-2	Unused Output	1
C11-3	Unused Output	1
C11-4	Unused Output	1
C11-5	Unused Output	1
C11-6	Unused Output	1
C11-7	Unused Output	1
C11-8	Unused Output	1

9.3-4 Log Configuration

Volume Occupancy Period	60
VOS Log Combined Periods	0
Speed Trap Log Period	0
Display Metric	
Speed Trap Log Mode	Enabled
VOS Log Mode	Enabled
Cycle MOE Log Mode	Enabled
High Res Log Mode	Enabled
Power On/Off	X
Low Battery	X
Cycle Fault	X
Coord Fault	X
Coord Fail	X
Cycle Fail	X
MMU Flash	X
Local Flash	X
Local Free	X
Preempt Status Change	X
Response Fault	X
Alarm Status Change	X
Door Status Change	X
Pattern Change	X
Detector Status Change	X
Comm Status Change	X
Command Change	X
Data Change Keyboard	X
Controller Download	X
Access Code	X
Priority	X
Manual Control Enable	X
Stop Time	X

6.2 Time Zone

Global DST	Enable DST
Standard Time Zone (+/- hr)	0

A.3 Unit Comms

Unit Backup Time	0

1.5.5 Aux Switch

Function	Unused Input
Index	1

A.5-6 Time Sync

NTP Server Address	0.0.0.0
NTP Start Hour	0
NTP Start Minute	0
NTP Interval Hour	0
NTP Interval Minute	0
GPS Start Hour	0
GPS Start Minute	0
GPS Interval Hour	0
GPS Interval Minute	0
Enable NTP Svr	

1.7 Port 1

BIU 1 (T&F BIU 1)	Disabled
BIU 2 (T&F BIU 2)	Disabled
BIU 3 (T&F BIU 3)	Disabled
BIU 4 (T&F BIU 4)	Disabled
BIU 9 (Detector BIU 1)	Enabled
BIU 10 (Detector BIU 2)	Disabled
BIU 11 (Detector BIU 3)	Disabled
BIU 12 (Detector BIU 4)	Disabled
MMU	Enabled
Comm Port	SP3

9.3-4 Hi Res Log Setup

Phase Events	
Ped Events	
Barrier/Ring Events	
Phase Control Events	
Overlap Events	
Detector Events	
Preemption Events	
Coordination Events	
Cabinet/System Events	

B.1.1 Menu Security Options

Enable:		Allow Read-Only:		Timeout (min):	60

B.1.2 Menu Security Users

	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	17	18	19	20	21	22	23	24	25	26	27	28	29	30	31	32
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	33	34	35	36	37	38	39	40	41	42	43	44	45	46	47	48
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

	49	50	51	52	53	54	55	56	57	58	59	60	61	62	63	64
User Id	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Pin	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Operation																
Unit																
I/O Map																
Phase																
Overlap																
Detector																
Coord																
Time Base																
Preempt																
Transit																
Logs																
Comm																
Security																
Database																
SW Update																

B.1.3 Web UI

Failed Attempts Lockout:	3	Lockout Time (min):	15	Unauthorized Access Alarm:	10	Inactivity Timeout (min)	30

1.9.1 Peer Device	1	2	3	4	5	6	7	8
System Id	0	0	0	0	0	0	0	0
IP Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Port	0	0	0	0	0	0	0	0
Message Timeout	0	0	0	0	0	0	0	0
Max Retries	0	0	0	0	0	0	0	0
Heartbeat Time	0	0	0	0	0	0	0	0

1.9.2 Peer Function	1	2	3	4	5	6	7	8
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	9	10	11	12	13	14	15	16
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	17	18	19	20	21	22	23	24
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

1.9.2 Peer Function	25	26	27	28	29	30	31	32
Peer Device Num	0	0	0	0	0	0	0	0
Remote Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Remote Function Idx	1	1	1	1	1	1	1	1
Local Function	Unused	Unused	Unused	Unused	Unused	Unused	Unused	Unused
Local Function Idx	1	1	1	1	1	1	1	1
Default State	OFF	OFF	OFF	OFF	OFF	OFF	OFF	OFF

A.1 Serial Comms

Port	1	2	3	4	5	8
Protocol	None	None	None	None	None	None
Speed	9600	9600	9600	115200	9600	9600
Parity	None	None	None	None	None	None
Flow Control	None	None	None	None	None	None
Address	0	0	0	0	0	0
Group Address	0	0	0	0	0	0
Data Bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits	8 data bits
Stop Bits	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit	1 stop bit
CTS Delay	0	0	0	0	0	0
RTS Extend	0	0	0	0	0	0

A.2 Ethernet Comms

Port	1	2
IP Address	10.165.131.37	0.0.0.0
Net Mask	255.255.255.0	0.0.0.0
Gateway	10.165.131.254	0.0.0.0
NTCIP Port	161	161
NTCIP Mode	UDP	UDP
AB3418 Port	8001	8001
AB3418 Mode	UDP	UDP
AB3418 Address	1	1
AB3418 Group Address	0	0
Peer to Peer Port	0	0
FHP Port	0	0
FHP Address	1	2
FHP City	0	0
FHP Response Fwd		

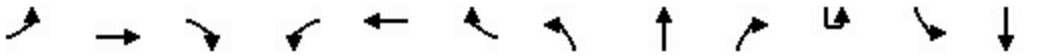
A.8 SPaT Destinations

Address Number	1	2	3	4
Unicast Enable				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

A.2.1.1 FHP Response Forwarding

Address Number				
Dest IPv4 Address	0.0.0.0	0.0.0.0	0.0.0.0	0.0.0.0
Dest Port	0	0	0	0

Existing Synchro Results



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	203	615	63	586	292	125	46	413	6	1	103	939
Future Volume (vph)	203	615	63	586	292	125	46	413	6	1	103	939
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.8		6.4	7.0		6.4	6.8			6.3	6.9
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95			1.00	0.91
Frt	1.00	0.99		1.00	0.96		1.00	1.00			1.00	0.98
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	3433	3490		3433	3380		1770	3532			1770	4991
Flt Permitted	0.95	1.00		0.95	1.00		0.13	1.00			0.35	1.00
Satd. Flow (perm)	3433	3490		3433	3380		236	3532			643	4991
Peak-hour factor, PHF	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Adj. Flow (vph)	218	661	68	630	314	134	49	444	6	1	111	1010
RTOR Reduction (vph)	0	5	0	0	31	0	0	1	0	0	0	9
Lane Group Flow (vph)	218	724	0	630	417	0	49	449	0	0	112	1144
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases							2			6	6	
Actuated Green, G (s)	16.3	40.5		33.6	57.1		54.5	46.6			64.5	51.5
Effective Green, g (s)	16.3	40.5		33.6	57.1		54.5	46.6			64.5	51.5
Actuated g/C Ratio	0.10	0.25		0.21	0.36		0.34	0.29			0.40	0.32
Clearance Time (s)	6.9	6.8		6.4	7.0		6.4	6.8			6.3	6.9
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Grp Cap (vph)	349	883		720	1206		156	1028			350	1606
v/s Ratio Prot	0.06	c0.21		c0.18	0.12		0.02	0.13			c0.03	c0.23
v/s Ratio Perm							0.09				0.10	
v/c Ratio	0.62	0.82		0.88	0.35		0.31	0.44			0.32	0.71
Uniform Delay, d1	68.9	56.3		61.2	37.7		37.4	46.0			31.3	47.7
Progression Factor	1.00	1.00		1.00	1.00		0.98	0.96			1.00	1.00
Incremental Delay, d2	3.9	6.3		11.8	0.2		1.6	1.3			0.7	2.7
Delay (s)	72.8	62.6		73.0	38.0		38.3	45.7			32.0	50.4
Level of Service	E	E		E	D		D	D			C	D
Approach Delay (s/veh)		65.0			58.4			45.0				48.8
Approach LOS		E			E			D				D

Intersection Summary			
HCM 2000 Control Delay (s/veh)	55.1	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.78		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	82.2%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	133
Future Volume (vph)	133
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.93
Adj. Flow (vph)	143
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

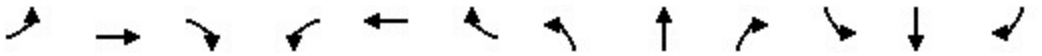
Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	0	2	17	0	16	0	623	3	10	1573	0
Future Vol, veh/h	1	0	2	17	0	16	0	623	3	10	1573	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	1	0	2	18	0	17	0	649	3	10	1639	0

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1919	2311	819	1327	2310	326	-	0	0	652	0	0
Stage 1	1659	1659	-	651	651	-	-	-	-	-	-	-
Stage 2	260	652	-	676	1659	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	-	-	-	5.32	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	-	-	-	3.11	-	-
Pot Cap-1 Maneuver	73	39	277	166	39	576	0	-	-	578	-	-
Stage 1	69	156	-	350	468	-	0	-	-	-	-	-
Stage 2	668	467	-	376	156	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	70	38	277	162	38	576	-	-	-	578	-	-
Mov Cap-2 Maneuver	70	38	-	162	38	-	-	-	-	-	-	-
Stage 1	68	153	-	350	468	-	-	-	-	-	-	-
Stage 2	649	467	-	367	153	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.11	21.76	0	0.07
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	277	249	578	-	-
HCM Lane V/C Ratio	-	-	0.008	0.138	0.018	-	-
HCM Ctrl Dly (s/v)	-	-	18.1	21.8	11.3	-	-
HCM Lane LOS	-	-	C	C	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.5	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	10	22	13	1	4	2	579	6	1	1559	31
Future Volume (veh/h)	47	10	22	13	1	4	2	579	6	1	1559	31
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1811	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	48	10	22	13	1	4	2	591	6	1	1591	32
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	6	6	6	2	2	2	1	1	1
Cap, veh/h	91	15	27	96	11	20	302	4310	44	2	3078	1373
Arrive On Green	0.06	0.06	0.06	0.06	0.06	0.06	1.00	1.00	1.00	0.00	1.00	1.00
Sat Flow, veh/h	898	249	435	935	178	318	311	5212	53	1795	3582	1598
Grp Volume(v), veh/h	80	0	0	18	0	0	2	386	211	1	1591	32
Grp Sat Flow(s),veh/h/ln	1582	0	0	1431	0	0	311	1702	1861	1795	1791	1598
Q Serve(g_s), s	6.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Cycle Q Clear(g_c), s	7.9	0.0	0.0	1.8	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.0
Prop In Lane	0.60		0.27	0.72		0.22	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	133	0	0	127	0	0	302	2815	1539	2	3078	1373
V/C Ratio(X)	0.60	0.00	0.00	0.14	0.00	0.00	0.01	0.14	0.14	0.51	0.52	0.02
Avail Cap(c_a), veh/h	214	0	0	215	0	0	302	2815	1539	112	3078	1373
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	74.1	0.0	0.0	71.3	0.0	0.0	0.0	0.0	0.0	79.8	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	0.5	0.0	0.0	0.0	0.1	0.2	131.1	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.2	0.0	0.0	1.3	0.0	0.0	0.0	0.1	0.1	0.2	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.4	0.0	0.0	71.8	0.0	0.0	0.0	0.1	0.2	210.9	0.6	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		80			18			599			1624	
Approach Delay, s/veh		78.4			71.8			0.1			0.7	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.2	138.3		16.5		143.5		16.5				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	2.1	2.0		9.9		2.0		3.8				
Green Ext Time (p_c), s	0.0	4.2		0.2		22.2		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.8
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	64	1	10	0	0	8	0	515	0	2	1528	64
Future Vol, veh/h	64	1	10	0	0	8	0	515	0	2	1528	64
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	64	1	10	0	0	8	0	515	0	2	1528	64

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1770	2079	796	1284	2111	258	1592	0	0	515	0	0
Stage 1	1564	1564	-	515	515	-	-	-	-	-	-	-
Stage 2	206	515	-	769	1596	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	6.95	6.5	7.1	4.14	-	-	5.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.65	4	3.9	2.22	-	-	3.11	-	-
Pot Cap-1 Maneuver	70	54	334	148	52	637	408	-	-	670	-	-
Stage 1	117	174	-	446	538	-	-	-	-	-	-	-
Stage 2	745	538	-	355	168	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	69	54	334	140	51	637	408	-	-	670	-	-
Mov Cap-2 Maneuver	69	54	-	140	51	-	-	-	-	-	-	-
Stage 1	116	173	-	446	538	-	-	-	-	-	-	-
Stage 2	735	538	-	341	167	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	192.42	10.73	0	0.01
HCM LOS	F	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	408	-	-	76	637	670	-	-
HCM Lane V/C Ratio	-	-	-	0.982	0.013	0.003	-	-
HCM Ctrl Dly (s/v)	0	-	-	192.4	10.7	10.4	-	-
HCM Lane LOS	A	-	-	F	B	B	-	-
HCM 95th %tile Q(veh)	0	-	-	5.2	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	100	13	7	7	8	5	13	407	1	1	4	1500
Future Volume (vph)	100	13	7	7	8	5	13	407	1	1	4	1500
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Lane Util. Factor		1.00			1.00		1.00	0.91			1.00	0.95
Frt		0.99			0.97		1.00	1.00			1.00	1.00
Flt Protected		0.96			0.98		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1792			1804		1770	5083			1787	3564
Flt Permitted		0.75			0.91		0.12	1.00			0.50	1.00
Satd. Flow (perm)		1395			1670		228	5083			940	3564
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	102	13	7	7	8	5	13	415	1	1	4	1531
RTOR Reduction (vph)	0	0	0	0	4	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	122	0	0	16	0	13	416	0	0	5	1561
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		20.1			20.4		122.6	120.2			120.1	118.9
Effective Green, g (s)		20.1			20.4		122.6	120.2			120.1	118.9
Actuated g/C Ratio		0.13			0.13		0.77	0.75			0.75	0.74
Clearance Time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Vehicle Extension (s)		4.0			4.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		175			212		197	3818			711	2648
v/s Ratio Prot							c0.00	0.08			0.00	c0.44
v/s Ratio Perm		c0.09			0.01		0.05				0.01	
v/c Ratio		0.70			0.07		0.07	0.11			0.01	0.59
Uniform Delay, d1		67.0			61.5		7.3	5.4			5.0	9.4
Progression Factor		1.00			1.00		1.00	1.00			2.09	2.59
Incremental Delay, d2		12.3			0.2		0.1	0.1			0.0	0.8
Delay (s)		79.3			61.7		7.4	5.4			10.5	25.2
Level of Service		E			E		A	A			B	C
Approach Delay (s/veh)		79.3			61.7			5.5				25.1
Approach LOS		E			E			A				C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	24.6	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.60		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	66.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	30
Future Volume (vph)	30
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	31
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	24	4	431	1509	0
Future Vol, veh/h	1	24	4	431	1509	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	1	25	4	449	1572	0

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1760	786	1572	0	-	0
Stage 1	1572	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.25	6.9	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	100	339	411	-	-	-
Stage 1	157	-	-	-	-	-
Stage 2	792	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	99	339	411	-	-	-
Mov Cap-2 Maneuver	138	-	-	-	-	-
Stage 1	155	-	-	-	-	-
Stage 2	792	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	17.22	0.13	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	411	-	321	-	-
HCM Lane V/C Ratio	0.01	-	0.081	-	-
HCM Ctrl Dly (s/v)	13.9	-	17.2	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	4	3	428	1	2	1527
Future Vol, veh/h	4	3	428	1	2	1527
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	14	2	2	1	1
Mvmt Flow	4	3	441	1	2	1574

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1233	221	0	0	442	0
Stage 1	442	-	-	-	-	-
Stage 2	791	-	-	-	-	-
Critical Hdwy	6.53	7.38	-	-	5.32	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.79	4.04	-	-	3.11	-
Pot Cap-1 Maneuver	181	639	-	-	724	-
Stage 1	511	-	-	-	-	-
Stage 2	368	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	181	639	-	-	724	-
Mov Cap-2 Maneuver	274	-	-	-	-	-
Stage 1	511	-	-	-	-	-
Stage 2	367	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.13	0	0.01
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	362	724	-
HCM Lane V/C Ratio	-	-	0.02	0.003	-
HCM Ctrl Dly (s/v)	-	-	15.1	10	-
HCM Lane LOS	-	-	C	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	15	407	5	6	1516
Future Vol, veh/h	13	15	407	5	6	1516
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	14	16	433	5	6	1613

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1255	219	0	0	438	0
Stage 1	436	-	-	-	-	-
Stage 2	819	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.32	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.11	-
Pot Cap-1 Maneuver	197	673	-	-	728	-
Stage 1	549	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	196	673	-	-	728	-
Mov Cap-2 Maneuver	291	-	-	-	-	-
Stage 1	549	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	14.27	0	0.04
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	418	728	-
HCM Lane V/C Ratio	-	-	0.071	0.009	-
HCM Ctrl Dly (s/v)	-	-	14.3	10	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	7	32	39
Stops (#)	563	3058	3621
Average Speed (mph)	24	23	23
Total Travel Time (hr)	22	93	116
Distance Traveled (mi)	535	2140	2675
Fuel Consumed (gal)	30	128	158
Fuel Economy (mpg)	18.0	16.7	16.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	45	138	183
Performance Index	8.6	40.5	49.2

Network Totals

Number of Intersections	9
Total Delay (hr)	79
Stops (#)	5637
Average Speed (mph)	20
Total Travel Time (hr)	178
Distance Traveled (mi)	3540
Fuel Consumed (gal)	236
Fuel Economy (mpg)	15.0
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	210
Performance Index	95.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	145	564	24	154	644	190	120	839	5	2	164	345
Future Volume (vph)	145	564	24	154	644	190	120	839	5	2	164	345
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.9	6.8		6.4	7.0		6.4	6.8			6.3	6.9
Lane Util. Factor	0.97	0.95		0.97	0.95		1.00	0.95			1.00	0.91
Frt	1.00	0.99		1.00	0.97		1.00	1.00			1.00	0.94
Flt Protected	0.95	1.00		0.95	1.00		0.95	1.00			0.95	1.00
Satd. Flow (prot)	3433	3518		3467	3452		1787	3571			1787	4826
Flt Permitted	0.95	1.00		0.95	1.00		0.39	1.00			0.16	1.00
Satd. Flow (perm)	3433	3518		3467	3452		735	3571			292	4826
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	151	588	25	160	671	198	125	874	5	2	171	359
RTOR Reduction (vph)	0	2	0	0	18	0	0	0	0	0	0	71
Lane Group Flow (vph)	151	611	0	160	851	0	125	879	0	0	173	529
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Turn Type	Prot	NA		Prot	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases	7	4		3	8		5	2		1	1	6
Permitted Phases							2			6	6	
Actuated Green, G (s)	11.9	46.1		13.7	47.2		70.3	58.1			77.3	61.5
Effective Green, g (s)	11.9	46.1		13.7	47.2		70.3	58.1			77.3	61.5
Actuated g/C Ratio	0.07	0.29		0.09	0.30		0.44	0.36			0.48	0.38
Clearance Time (s)	6.9	6.8		6.4	7.0		6.4	6.8			6.3	6.9
Vehicle Extension (s)	4.0	4.0		4.0	4.0		4.0	4.0			4.0	4.0
Lane Grp Cap (vph)	255	1013		296	1018		403	1296			288	1854
v/s Ratio Prot	0.04	0.17		c0.05	c0.25		0.02	c0.25			c0.06	0.11
v/s Ratio Perm							0.11				c0.23	
v/c Ratio	0.59	0.60		0.54	0.84		0.31	0.68			0.60	0.29
Uniform Delay, d1	71.7	49.1		70.1	52.8		27.1	43.1			28.1	34.1
Progression Factor	1.00	1.00		1.00	1.00		0.72	0.87			1.00	1.00
Incremental Delay, d2	4.3	1.2		2.5	6.3		0.6	2.7			4.0	0.4
Delay (s)	76.0	50.2		72.6	59.1		20.2	40.3			32.2	34.4
Level of Service	E	D		E	E		C	D			C	C
Approach Delay (s/veh)		55.3			61.2			37.8				33.9
Approach LOS		E			E			D				C

Intersection Summary			
HCM 2000 Control Delay (s/veh)	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	27.2
Intersection Capacity Utilization	83.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	231
Future Volume (vph)	231
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	241
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	
Intersection Summary	

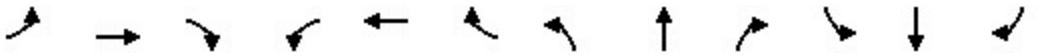
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	1	0	4	1	13	0	1604	2	0	520	3
Future Vol, veh/h	0	1	0	4	1	13	0	1604	2	0	520	3
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	0	1	0	5	1	15	0	1910	2	0	619	4

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	2533	311	2159	2533	956	-	0	0	1912	0	0
Stage 1	-	621	-	1911	1911	-	-	-	-	-	-	-
Stage 2	-	1912	-	248	623	-	-	-	-	-	-	-
Critical Hdwy	-	6.5	7.1	6.52	6.62	7.22	-	-	-	5.34	-	-
Critical Hdwy Stg 1	-	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	5.5	-	6.82	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	-	4	3.9	3.86	4.06	3.96	-	-	-	3.12	-	-
Pot Cap-1 Maneuver	0	28	589	48	25	216	0	-	-	139	-	-
Stage 1	0	483	-	43	109	-	0	-	-	-	-	-
Stage 2	0	117	-	664	467	-	0	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	28	589	46	25	216	-	-	-	139	-	-
Mov Cap-2 Maneuver	-	28	-	46	25	-	-	-	-	-	-	-
Stage 1	-	483	-	43	109	-	-	-	-	-	-	-
Stage 2	-	117	-	662	467	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	140.09	52.63	0	0
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	-	-	28	97	139	-	-
HCM Lane V/C Ratio	-	-	0.043	0.222	-	-	-
HCM Ctrl Dly (s/v)	-	-	140.1	52.6	0	-	-
HCM Lane LOS	-	-	F	F	A	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.8	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	34	6	6	5	5	9	3	1563	10	10	495	19
Future Volume (veh/h)	34	6	6	5	5	9	3	1563	10	10	495	19
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	40	7	7	6	6	11	4	1861	12	12	589	23
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	2	2	2
Cap, veh/h	91	10	9	41	29	38	731	4433	29	18	3110	1387
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	1.00	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	1135	224	202	270	646	840	823	5318	34	1781	3554	1585
Grp Volume(v), veh/h	54	0	0	23	0	0	4	1210	663	12	589	23
Grp Sat Flow(s),veh/h/ln	1561	0	0	1756	0	0	823	1729	1894	1781	1777	1585
Q Serve(g_s), s	3.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Cycle Q Clear(g_c), s	5.4	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	1.1	0.0	0.0
Prop In Lane	0.74		0.13	0.26		0.48	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	110	0	0	108	0	0	731	2883	1579	18	3110	1387
V/C Ratio(X)	0.49	0.00	0.00	0.21	0.00	0.00	0.01	0.42	0.42	0.65	0.19	0.02
Avail Cap(c_a), veh/h	211	0	0	237	0	0	731	2883	1579	111	3110	1387
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.3	0.0	0.0	73.9	0.0	0.0	0.0	0.0	0.0	78.1	0.0	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.0	1.0	0.0	0.0	0.0	0.5	0.8	32.7	0.1	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	0.0	1.7	0.0	0.0	0.0	0.3	0.6	1.2	0.1	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.7	0.0	0.0	74.8	0.0	0.0	0.0	0.5	0.8	110.8	0.1	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		54			23			1877			624	
Approach Delay, s/veh		78.7			74.8			0.6			2.3	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.7	139.4		14.0		146.0		14.0				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	3.1	2.0		7.4		2.0		4.0				
Green Ext Time (p_c), s	0.0	25.6		0.1		4.5		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.3
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

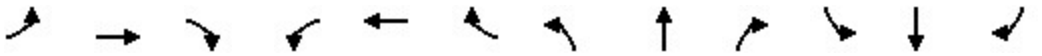
Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	46	0	5	0	3	14	2	1518	1	6	481	23
Future Vol, veh/h	46	0	5	0	3	14	2	1518	1	6	481	23
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	55	0	6	0	4	17	2	1807	1	7	573	27

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1330	2414	300	2113	2427	904	600	0	0	1808	0	0
Stage 1	601	601	-	1813	1813	-	-	-	-	-	-	-
Stage 2	729	1813	-	301	614	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	7.07	6.62	7.22	4.1	-	-	5.34	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.71	4.06	3.96	2.2	-	-	3.12	-	-
Pot Cap-1 Maneuver	138	33	702	38	30	234	987	-	-	156	-	-
Stage 1	445	493	-	51	123	-	-	-	-	-	-	-
Stage 2	359	131	-	649	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	107	32	702	35	28	234	987	-	-	156	-	-
Mov Cap-2 Maneuver	107	32	-	35	28	-	-	-	-	-	-	-
Stage 1	425	470	-	51	123	-	-	-	-	-	-	-
Stage 2	323	131	-	614	450	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	65.07	48.33	0.01	0.34
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	987	-	-	117	103	156	-	-
HCM Lane V/C Ratio	0.002	-	-	0.519	0.197	0.046	-	-
HCM Ctrl Dly (s/v)	8.7	-	-	65.1	48.3	29.1	-	-
HCM Lane LOS	A	-	-	F	E	D	-	-
HCM 95th %tile Q(veh)	0	-	-	2.4	0.7	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	107	15	5	8	14	15	11	1397	8	11	377	90
Future Volume (veh/h)	107	15	5	8	14	15	11	1397	8	11	377	90
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	129	18	6	10	17	18	13	1683	10	13	454	108
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	3	3	3	0	0	0	2	2	2
Cap, veh/h	187	20	7	57	91	80	718	4032	24	252	2162	511
Arrive On Green	0.11	0.11	0.11	0.11	0.11	0.11	0.01	0.76	0.76	0.02	1.00	1.00
Sat Flow, veh/h	1266	177	59	256	791	697	1810	5321	32	1781	2852	674
Grp Volume(v), veh/h	153	0	0	45	0	0	13	1094	599	13	282	280
Grp Sat Flow(s),veh/h/ln	1501	0	0	1744	0	0	1810	1729	1894	1781	1777	1749
Q Serve(g_s), s	12.2	0.0	0.0	0.0	0.0	0.0	0.3	17.9	17.9	0.3	0.0	0.0
Cycle Q Clear(g_c), s	15.9	0.0	0.0	3.8	0.0	0.0	0.3	17.9	17.9	0.3	0.0	0.0
Prop In Lane	0.84		0.04	0.22		0.40	1.00		0.02	1.00		0.39
Lane Grp Cap(c), veh/h	214	0	0	228	0	0	718	2621	1436	252	1347	1326
V/C Ratio(X)	0.71	0.00	0.00	0.20	0.00	0.00	0.02	0.42	0.42	0.05	0.21	0.21
Avail Cap(c_a), veh/h	260	0	0	282	0	0	743	2621	1436	277	1347	1326
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	0.0	0.0	64.3	0.0	0.0	4.3	6.9	6.9	5.3	0.0	0.0
Incr Delay (d2), s/veh	8.5	0.0	0.0	0.6	0.0	0.0	0.0	0.5	0.9	0.1	0.4	0.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.0	0.0	0.0	3.1	0.0	0.0	0.2	10.4	11.4	0.2	0.2	0.2
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	77.9	0.0	0.0	64.9	0.0	0.0	4.3	7.4	7.8	5.4	0.4	0.4
LnGrp LOS	E			E			A	A	A	A	A	A
Approach Vol, veh/h		153			45			1706			575	
Approach Delay, s/veh		77.9			64.9			7.5			0.5	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.8	127.4		24.9	7.8	127.4		24.9				
Change Period (Y+Rc), s	6.0	* 6.1		6.5	6.0	6.1		* 6.5				
Max Green Setting (Gmax), s	4.0	* 1.1E+02		23.5	4.0	113.9		* 24				
Max Q Clear Time (g_c+I1), s	2.3	19.9		17.9	2.3	2.0		5.8				
Green Ext Time (p_c), s	0.0	20.1		0.5	0.0	3.7		0.2				

Intersection Summary		
HCM 7th Control Delay, s/veh	11.2	
HCM 7th LOS	B	

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBU	NBL	NBT	SBT	SBR
Lane Configurations							
Traffic Vol, veh/h	2	7	1	0	1416	385	2
Future Vol, veh/h	2	7	1	0	1416	385	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	-	None	-	None
Storage Length	0	-	-	50	-	-	-
Veh in Median Storage, #	0	-	-	-	0	0	-
Grade, %	0	-	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	0	2	2
Mvmt Flow	3	9	1	0	1792	487	3

Major/Minor	Minor2		Major1			Major2	
Conflicting Flow All	1208	245	490	490	0	-	0
Stage 1	489	-	-	-	-	-	-
Stage 2	719	-	-	-	-	-	-
Critical Hdwy	6.25	6.9	6.4	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.5	2.2	-	-	-
Pot Cap-1 Maneuver	210	762	711	1084	-	-	-
Stage 1	569	-	-	-	-	-	-
Stage 2	419	-	-	-	-	-	-
Platoon blocked, %					-	-	-
Mov Cap-1 Maneuver	210	762	703	703	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-	-
Stage 1	568	-	-	-	-	-	-
Stage 2	419	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.37	0.01	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	703	-	577	-	-
HCM Lane V/C Ratio	0.002	-	0.02	-	-
HCM Ctrl Dly (s/v)	10.1	-	11.4	-	-
HCM Lane LOS	B	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	0	2	1416	3	7	390
Future Vol, veh/h	0	2	1416	3	7	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	3	1792	4	9	494

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2059	898	0	0	1796	0
Stage 1	1794	-	-	-	-	-
Stage 2	265	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.12	-
Pot Cap-1 Maneuver	66	246	-	-	159	-
Stage 1	80	-	-	-	-	-
Stage 2	734	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	62	246	-	-	159	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	80	-	-	-	-	-
Stage 2	693	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	19.81	0	0.51
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	246	159	-
HCM Lane V/C Ratio	-	-	0.01	0.056	-
HCM Ctrl Dly (s/v)	-	-	19.8	29.1	-
HCM Lane LOS	-	-	C	D	-
HCM 95th %tile Q(veh)	-	-	0	0.2	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBU	SBL	SBT
Lane Configurations							
Traffic Vol, veh/h	5	22	1370	22	1	24	351
Future Vol, veh/h	5	22	1370	22	1	24	351
Conflicting Peds, #/hr	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	-	None
Storage Length	0	-	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	-	0
Grade, %	0	-	0	-	-	-	0
Peak Hour Factor	79	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2	2
Mvmt Flow	6	28	1734	28	1	30	444

Major/Minor	Minor1		Major1		Major2		
Conflicting Flow All	2034	881	0	0	1286	1762	0
Stage 1	1748	-	-	-	-	-	-
Stage 2	285	-	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.64	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	2.32	3.12	-
Pot Cap-1 Maneuver	68	252	-	-	304	165	-
Stage 1	85	-	-	-	-	-	-
Stage 2	717	-	-	-	-	-	-
Platoon blocked, %			-	-			-
Mov Cap-1 Maneuver	55	252	-	-	168	168	-
Mov Cap-2 Maneuver	76	-	-	-	-	-	-
Stage 1	85	-	-	-	-	-	-
Stage 2	582	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	30.16	0	2.09
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	177	168	-
HCM Lane V/C Ratio	-	-	0.193	0.189	-
HCM Ctrl Dly (s/v)	-	-	30.2	31.4	-
HCM Lane LOS	-	-	D	D	-
HCM 95th %tile Q(veh)	-	-	0.7	0.7	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	15	9	24
Stops (#)	1525	858	2383
Average Speed (mph)	27	26	26
Total Travel Time (hr)	62	35	97
Distance Traveled (mi)	1644	903	2547
Fuel Consumed (gal)	85	47	132
Fuel Economy (mpg)	19.3	19.1	19.2
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	94	67	161
Performance Index	19.2	11.2	30.4

Network Totals

Number of Intersections	9
Total Delay (hr)	58
Stops (#)	4221
Average Speed (mph)	22
Total Travel Time (hr)	151
Distance Traveled (mi)	3323
Fuel Consumed (gal)	202
Fuel Economy (mpg)	16.5
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	196
Performance Index	69.4

Trends Analysis

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 4025 - SR295 (NAVY BLVD) - N END OF BAYOU GRANDE BRIDGE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	17300 C	N 8500	S 8800	9.00	55.60	4.00
2022	17000 C	N 8600	S 8400	9.00	56.40	3.90
2021	21000 C	N 10500	S 10500	9.00	56.20	2.80
2020	18300 F	N 9200	S 9100	9.00	55.20	5.70
2019	19000 C	N 9600	S 9400	9.00	52.70	2.90
2018	18000 C	N 9200	S 8800	9.00	52.20	3.70
2017	16800 C	N 8600	S 8200	9.00	58.60	2.40
2016	18900 C	N 9600	S 9300	9.00	56.30	2.40
2015	18600 C	N 9400	S 9200	9.00	55.50	2.40
2014	19500 C	N 10000	S 9500	9.00	55.80	2.00
2013	19900 C	N 10000	S 9900	9.00	56.30	2.20
2012	19400 C	N 10000	S 9400	9.00	56.10	2.80
2011	19700 C	N 10000	S 9700	9.00	56.10	2.30
2010	19800 C	N 9900	S 9900	9.39	55.60	2.20
2009	23500 C	N 12500	S 11000	9.51	57.14	2.20
2008	19300 C	N 9500	S 9800	9.42	56.46	2.80

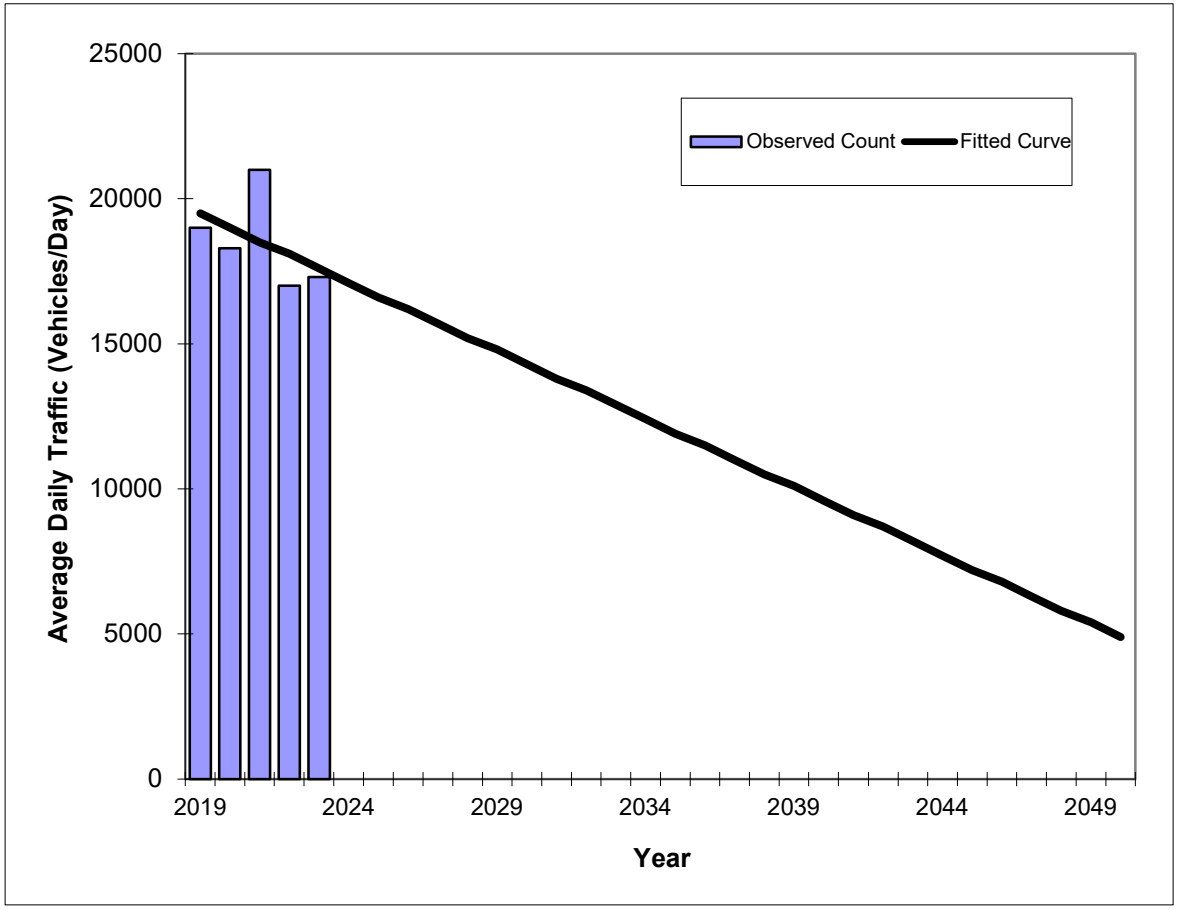
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	4025
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	19000	19500
2020	18300	19000
2021	21000	18500
2022	17000	18100
2023	17300	17600
2030 Opening Year Trend		
2030	N/A	14300
2040 Mid-Year Trend		
2040	N/A	9600
2050 Design Year Trend		
2050	N/A	4900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-470
Trend R-squared:	21.60%
Trend Annual Historic Growth Rate:	-2.44%
Trend Growth Rate (2023 to Design Year):	-2.67%
Printed:	30-Jul-25

Straight Line Growth Option

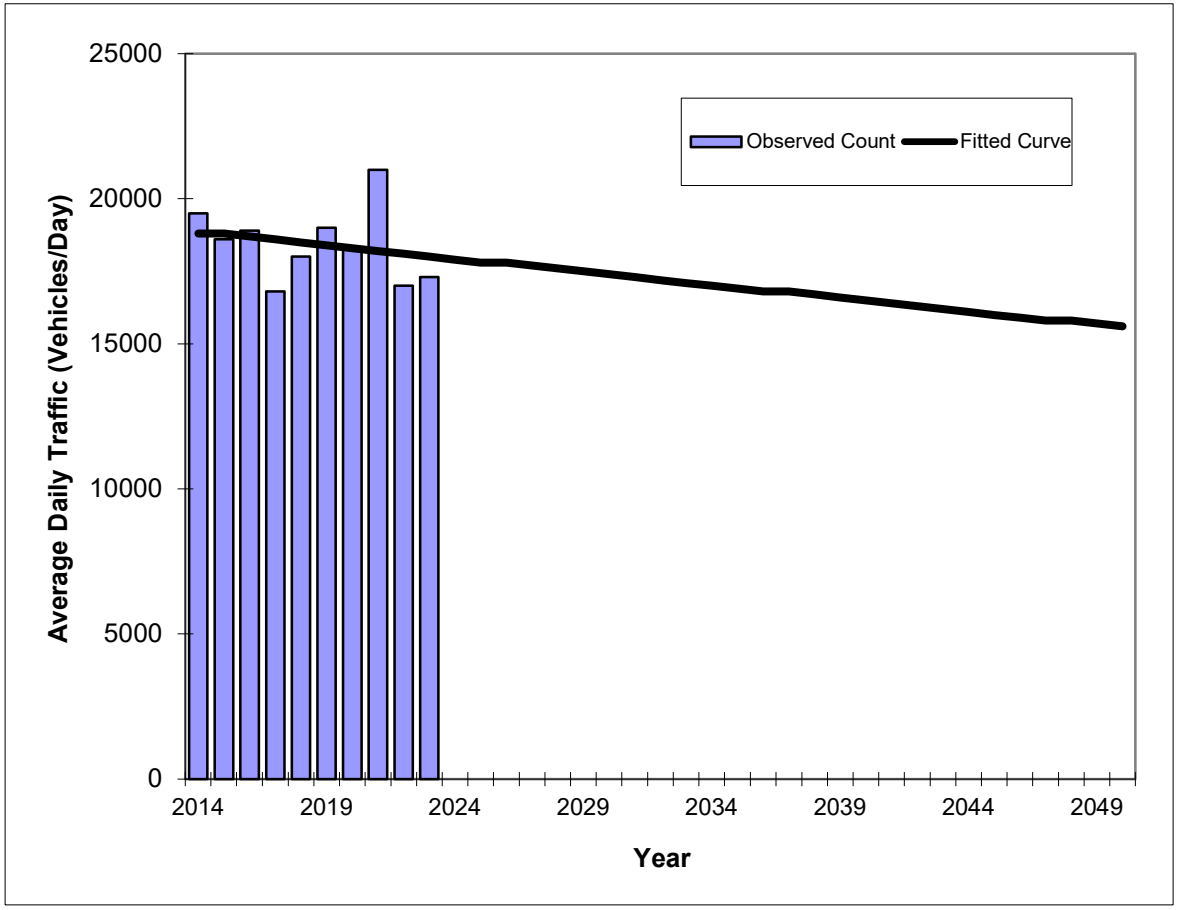
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	4025
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	19500	18800
2015	18600	18800
2016	18900	18700
2017	16800	18600
2018	18000	18500
2019	19000	18400
2020	18300	18300
2021	21000	18200
2022	17000	18100
2023	17300	18000
2030 Opening Year Trend		
2030	N/A	17400
2040 Mid-Year Trend		
2040	N/A	16500
2050 Design Year Trend		
2050	N/A	15600
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-91
Trend R-squared:	4.70%
Trend Annual Historic Growth Rate:	-0.47%
Trend Growth Rate (2023 to Design Year):	-0.49%
Printed:	30-Jul-25

Straight Line Growth Option

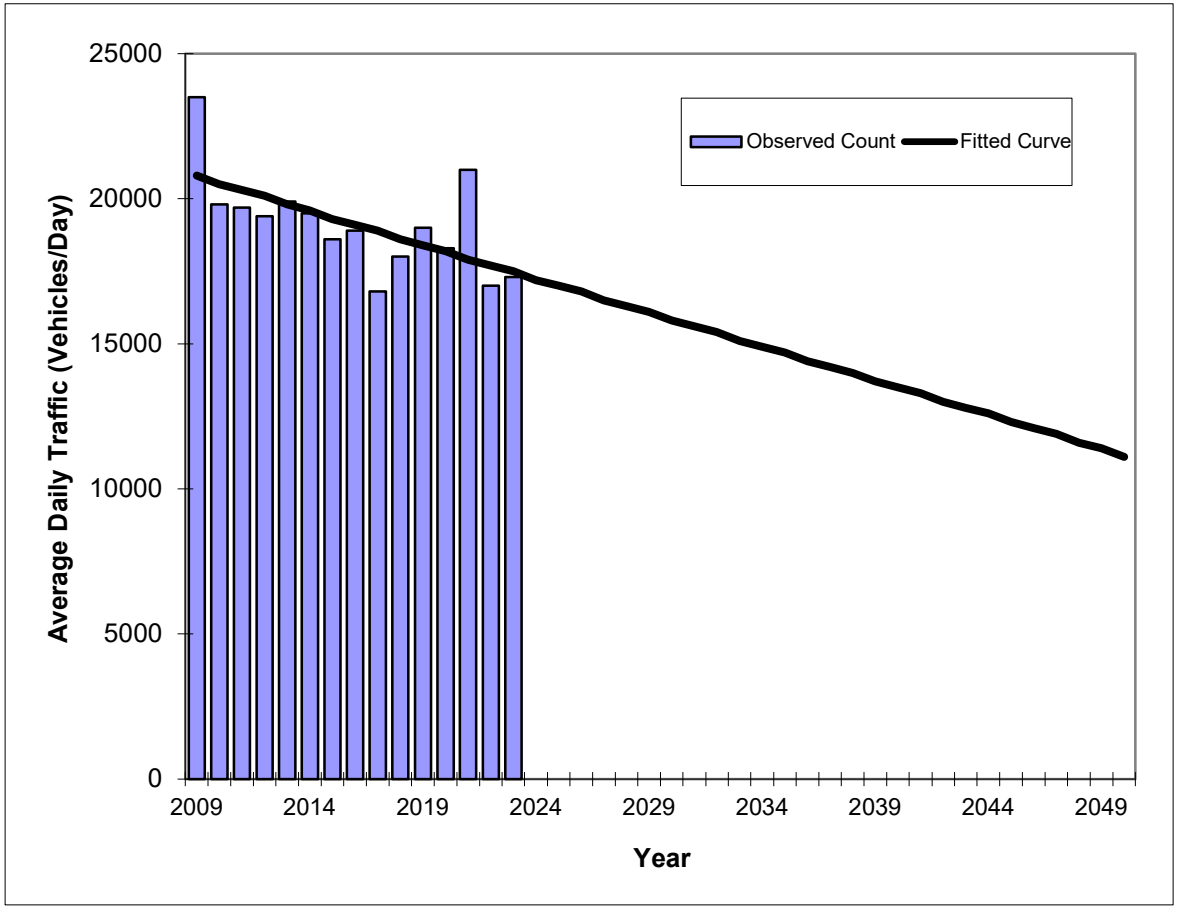
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	4025
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	23500	20800
2010	19800	20500
2011	19700	20300
2012	19400	20100
2013	19900	19800
2014	19500	19600
2015	18600	19300
2016	18900	19100
2017	16800	18900
2018	18000	18600
2019	19000	18400
2020	18300	18200
2021	21000	17900
2022	17000	17700
2023	17300	17500
2030 Opening Year Trend		
2030	N/A	15800
2040 Mid-Year Trend		
2040	N/A	13500
2050 Design Year Trend		
2050	N/A	11100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-234
Trend R-squared:	38.62%
Trend Annual Historic Growth Rate:	-1.13%
Trend Growth Rate (2023 to Design Year):	-1.35%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5128 - SR292(BARRANCAS) - 400' W OF C295A(OLD CORRY FIELD RD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	26500 C	E 13500	W 13000	9.00	55.60	3.90
2022	26500 C	E 13000	W 13500	9.00	56.40	4.10
2021	26000 S	E 12500	W 13500	9.00	56.20	4.00
2020	26000 F	E 12500	W 13500	9.00	55.20	3.70
2019	27000 C	E 13000	W 14000	9.00	52.70	1.80
2018	25500 C	E 13000	W 12500	9.00	52.20	3.40
2017	24000 C	E 12000	W 12000	9.00	58.60	3.50
2016	23000 C	E 12000	W 11000	9.00	56.30	3.40
2015	24000 C	E 11500	W 12500	9.00	55.50	3.10
2014	24000 C	E 12500	W 11500	9.00	55.80	3.00
2013	24000 C	E 11500	W 12500	9.00	56.30	3.10
2012	23000 C	E 11500	W 11500	9.00	56.10	3.10
2011	23500 C	E 11500	W 12000	9.00	56.10	3.20
2010	24500 C	E 13000	W 11500	9.39	55.60	3.00
2009	22500 C	E 11000	W 11500	9.51	57.14	3.50
2008	29000 C	E 16000	W 13000	9.42	56.46	3.80

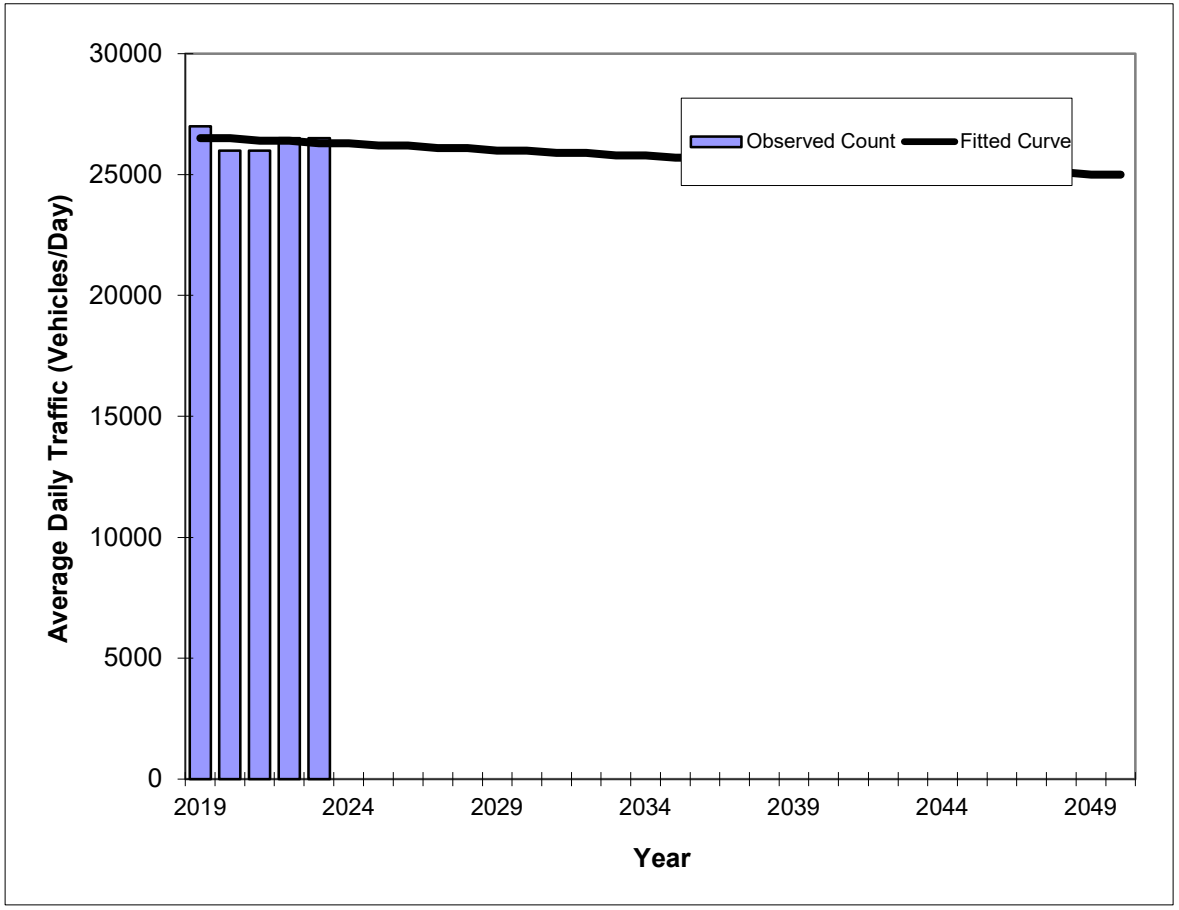
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5128
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	27000	26500
2020	26000	26500
2021	26000	26400
2022	26500	26400
2023	26500	26300
2030 Opening Year Trend		
2030	N/A	26000
2040 Mid-Year Trend		
2040	N/A	25500
2050 Design Year Trend		
2050	N/A	25000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-50
Trend R-squared:	3.57%
Trend Annual Historic Growth Rate:	-0.19%
Trend Growth Rate (2023 to Design Year):	-0.18%
Printed:	30-Jul-25

Straight Line Growth Option

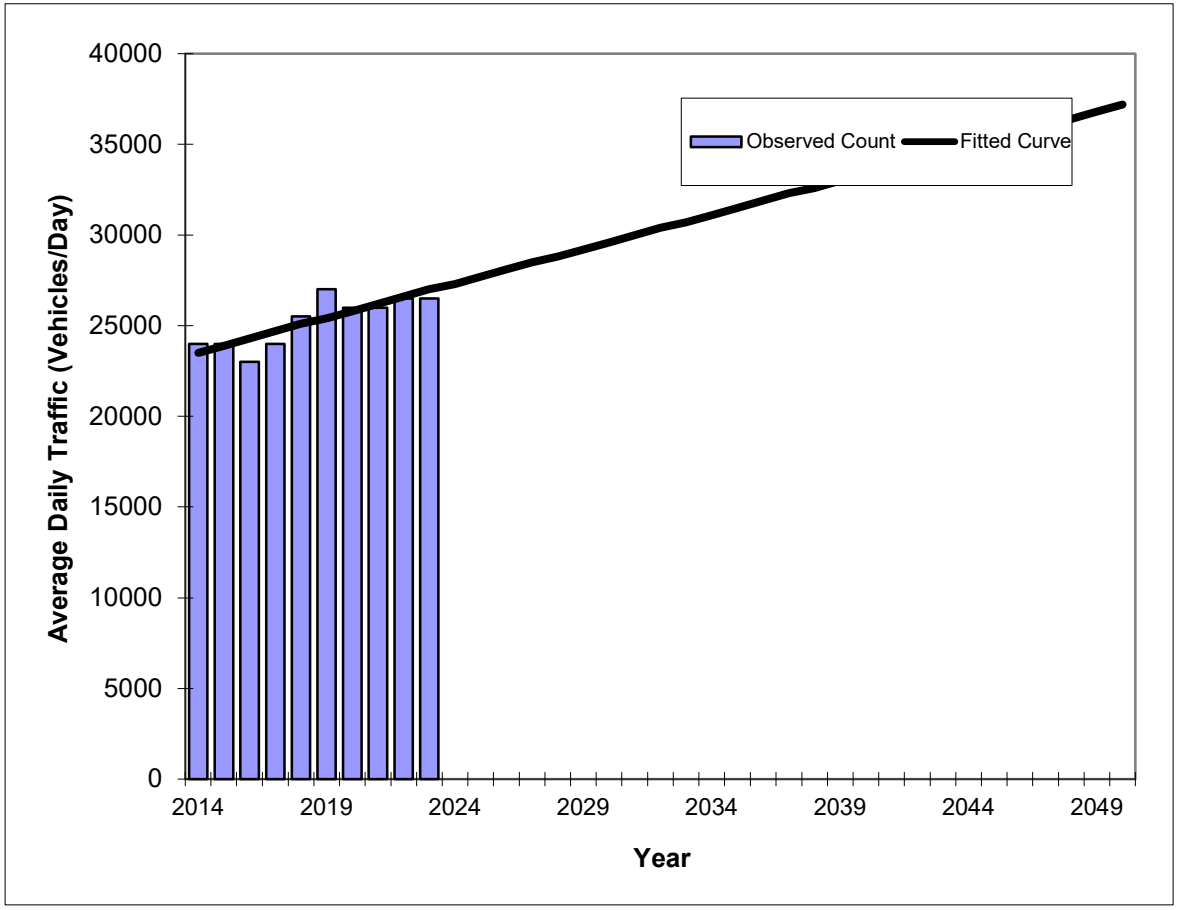
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5128
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	24000	23500
2015	24000	23900
2016	23000	24300
2017	24000	24700
2018	25500	25100
2019	27000	25400
2020	26000	25800
2021	26000	26200
2022	26500	26600
2023	26500	27000
2030 Opening Year Trend		
2030	N/A	29600
2040 Mid-Year Trend		
2040	N/A	33400
2050 Design Year Trend		
2050	N/A	37200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	379
Trend R-squared:	69.12%
Trend Annual Historic Growth Rate:	1.65%
Trend Growth Rate (2023 to Design Year):	1.40%
Printed:	30-Jul-25

Straight Line Growth Option

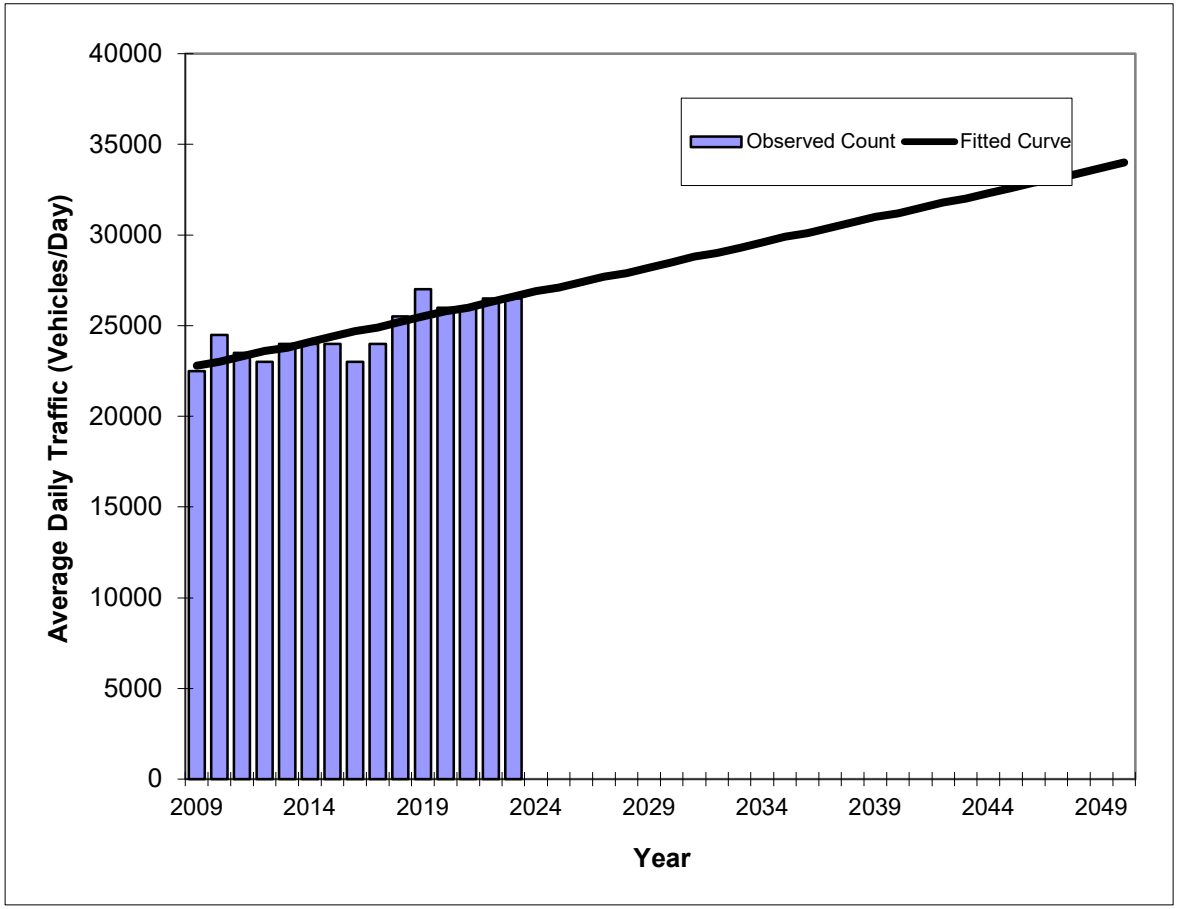
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5128
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	22500	22800
2010	24500	23000
2011	23500	23300
2012	23000	23600
2013	24000	23800
2014	24000	24100
2015	24000	24400
2016	23000	24700
2017	24000	24900
2018	25500	25200
2019	27000	25500
2020	26000	25800
2021	26000	26000
2022	26500	26300
2023	26500	26600
2030 Opening Year Trend		
2030	N/A	28500
2040 Mid-Year Trend		
2040	N/A	31200
2050 Design Year Trend		
2050	N/A	34000
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	273
Trend R-squared:	70.06%
Trend Annual Historic Growth Rate:	1.19%
Trend Growth Rate (2023 to Design Year):	1.03%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5129 - SR295(NAVY BLVD) - N END OF WARRINGTON ELEMENTARY

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	24000 C	N 12000	S 12000	9.00	55.60	4.20
2022	24000 C	N 12000	S 12000	9.00	56.40	4.00
2021	26000 S	N 13500	S 12500	9.00	56.20	2.50
2020	26000 F	N 13500	S 12500	9.00	55.20	2.50
2019	27000 C	N 14000	S 13000	9.00	52.70	2.50
2018	24000 C	N 12500	S 11500	9.00	52.20	3.80
2017	23500 C	N 11500	S 12000	9.00	58.60	3.30
2016	24000 C	N 12000	S 12000	9.00	56.30	4.40
2015	23000 C	N 11500	S 11500	9.00	55.50	3.00
2014	25000 C	N 13000	S 12000	9.00	55.80	3.50
2013	25000 C	N 13000	S 12000	9.00	56.30	3.60
2012	25000 C	N 12500	S 12500	9.00	56.10	3.30
2011	25000 C	N 13000	S 12000	9.00	56.10	3.20
2010	25500 C	N 13000	S 12500	9.39	55.60	4.20
2009	24500 C	N 12000	S 12500	9.51	57.14	2.30
2008	25000 C	N 12500	S 12500	9.42	56.46	2.90

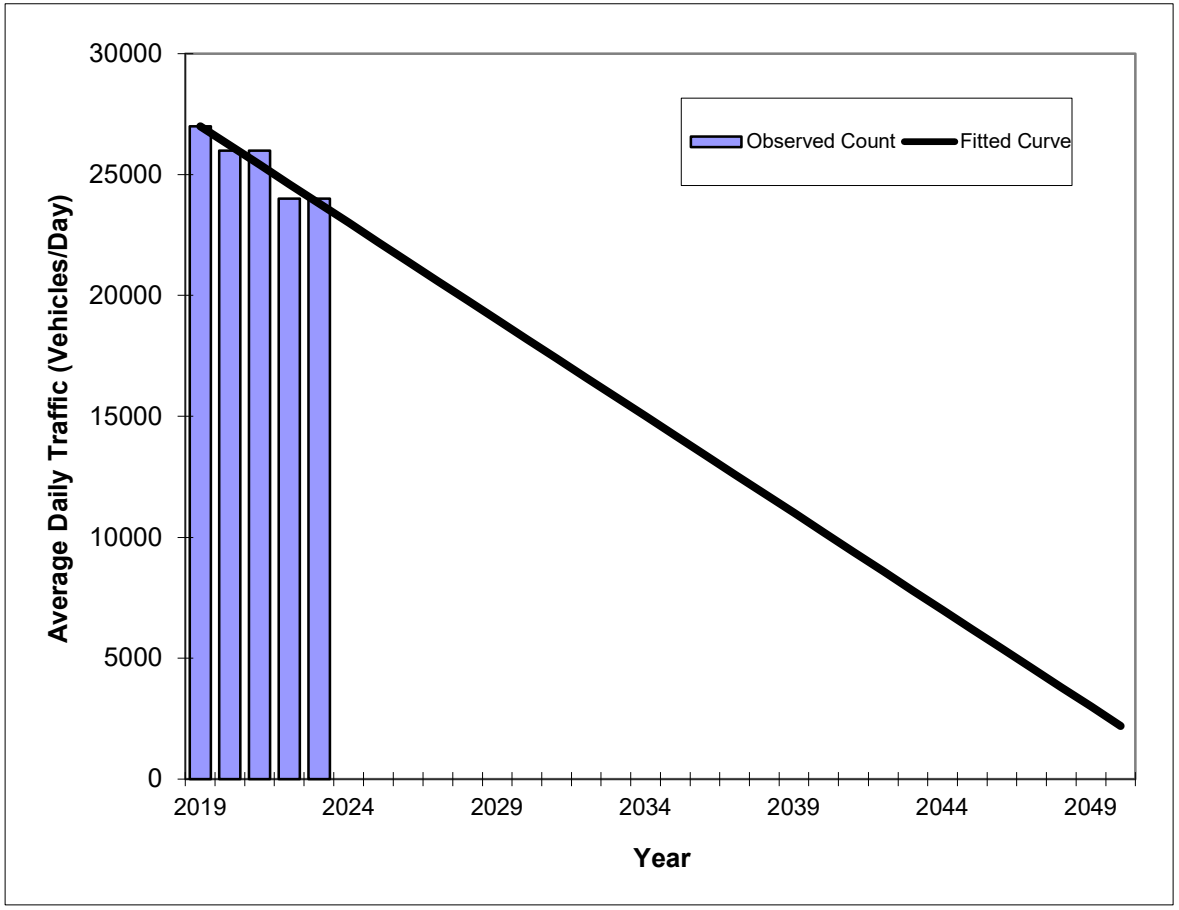
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5129
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	27000	27000
2020	26000	26200
2021	26000	25400
2022	24000	24600
2023	24000	23800
2030 Opening Year Trend		
2030	N/A	18200
2040 Mid-Year Trend		
2040	N/A	10200
2050 Design Year Trend		
2050	N/A	2200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-800
Trend R-squared:	88.89%
Trend Annual Historic Growth Rate:	-2.96%
Trend Growth Rate (2023 to Design Year):	-3.36%
Printed:	30-Jul-25

Straight Line Growth Option

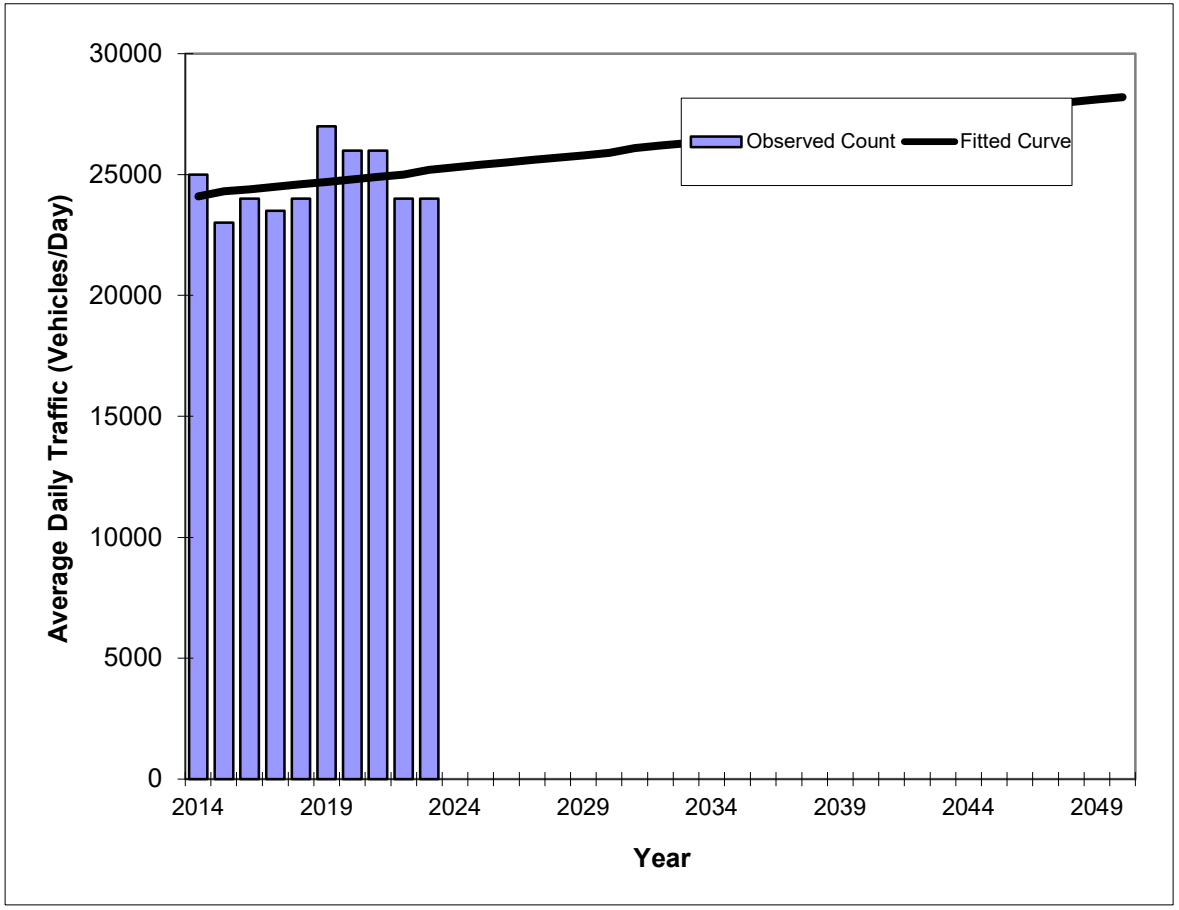
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5129
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	25000	24100
2015	23000	24300
2016	24000	24400
2017	23500	24500
2018	24000	24600
2019	27000	24700
2020	26000	24800
2021	26000	24900
2022	24000	25000
2023	24000	25200
2030 Opening Year Trend		
2030	N/A	25900
2040 Mid-Year Trend		
2040	N/A	27100
2050 Design Year Trend		
2050	N/A	28200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	112
Trend R-squared:	6.90%
Trend Annual Historic Growth Rate:	0.51%
Trend Growth Rate (2023 to Design Year):	0.44%
Printed:	30-Jul-25

Straight Line Growth Option

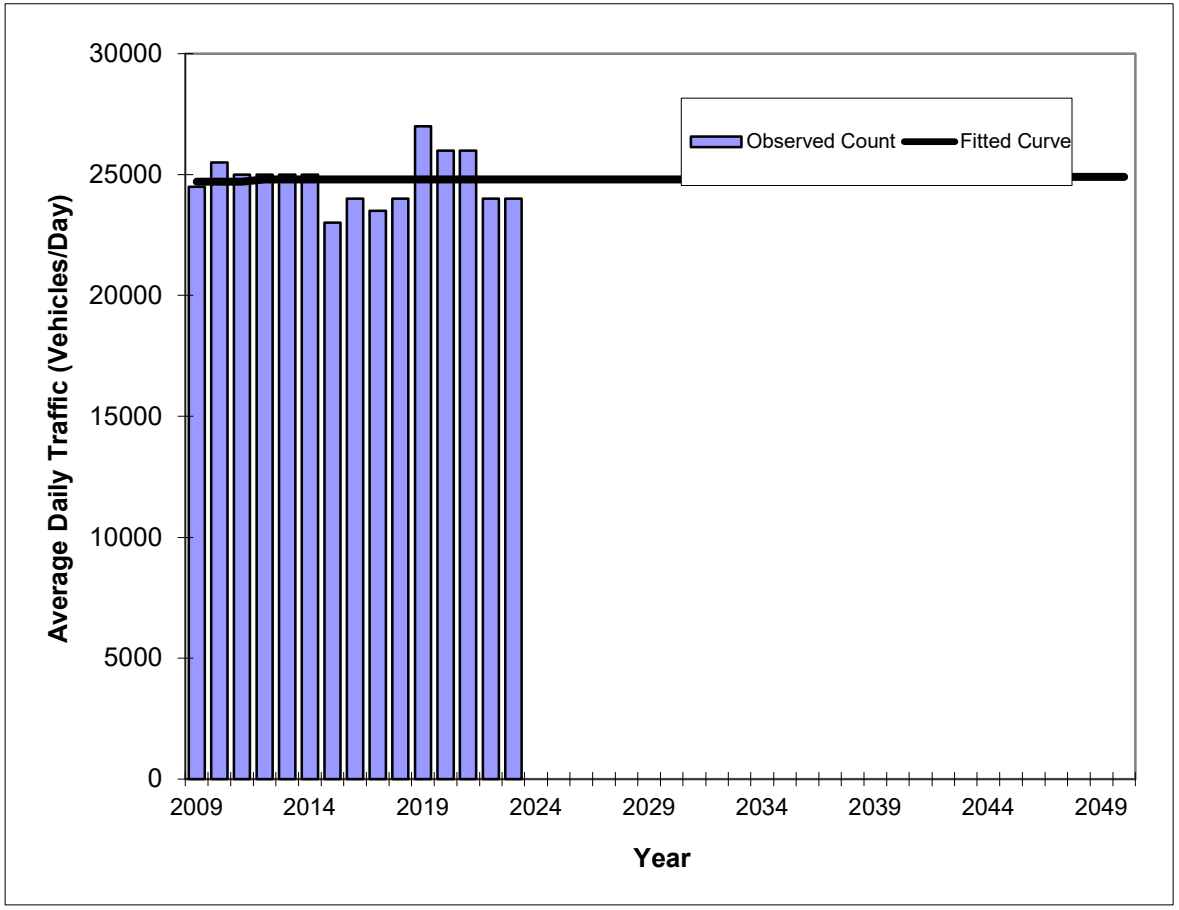
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5129
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	24500	24700
2010	25500	24700
2011	25000	24700
2012	25000	24800
2013	25000	24800
2014	25000	24800
2015	23000	24800
2016	24000	24800
2017	23500	24800
2018	24000	24800
2019	27000	24800
2020	26000	24800
2021	26000	24800
2022	24000	24800
2023	24000	24800
2030 Opening Year Trend		
2030	N/A	24800
2040 Mid-Year Trend		
2040	N/A	24900
2050 Design Year Trend		
2050	N/A	24900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	4
Trend R-squared:	0.02%
Trend Annual Historic Growth Rate:	0.03%
Trend Growth Rate (2023 to Design Year):	0.01%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5130 - SR 292(GULF BEACH HWY) - 950' W OF SR 295(NAVY BLVD)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	24500 C	E 12000	W 12500	9.00	55.60	4.10
2022	23500 C	E 11500	W 12000	9.00	56.40	4.10
2021	19600 C	E 9700	W 9900	9.00	56.20	4.30
2020	19100 C	E 9400	W 9700	9.00	55.20	3.70
2019	20500 C	E 10000	W 10500	9.00	52.70	1.60
2018	21000 C	E 10500	W 10500	9.00	52.20	3.00
2017	17700 C	E 8700	W 9000	9.00	58.60	3.30
2016	21000 C	E 10500	W 10500	9.00	56.30	3.70
2015	18400 C	E 9400	W 9000	9.00	55.50	3.10
2014	17400 C	E 8800	W 8600	9.00	55.80	3.10
2013	17700 C	E 8900	W 8800	9.00	56.30	2.80
2012	18200 C	E 9100	W 9100	9.00	56.10	3.10
2011	17500 C	E 0	W 0	9.00	56.10	3.20
2010	17500 C	E 0	W 0	9.39	55.60	3.00
2009	17500 C	E 0	W 0	9.51	57.14	3.50
2008	19000 C	E 0	W 0	9.42	56.46	3.80

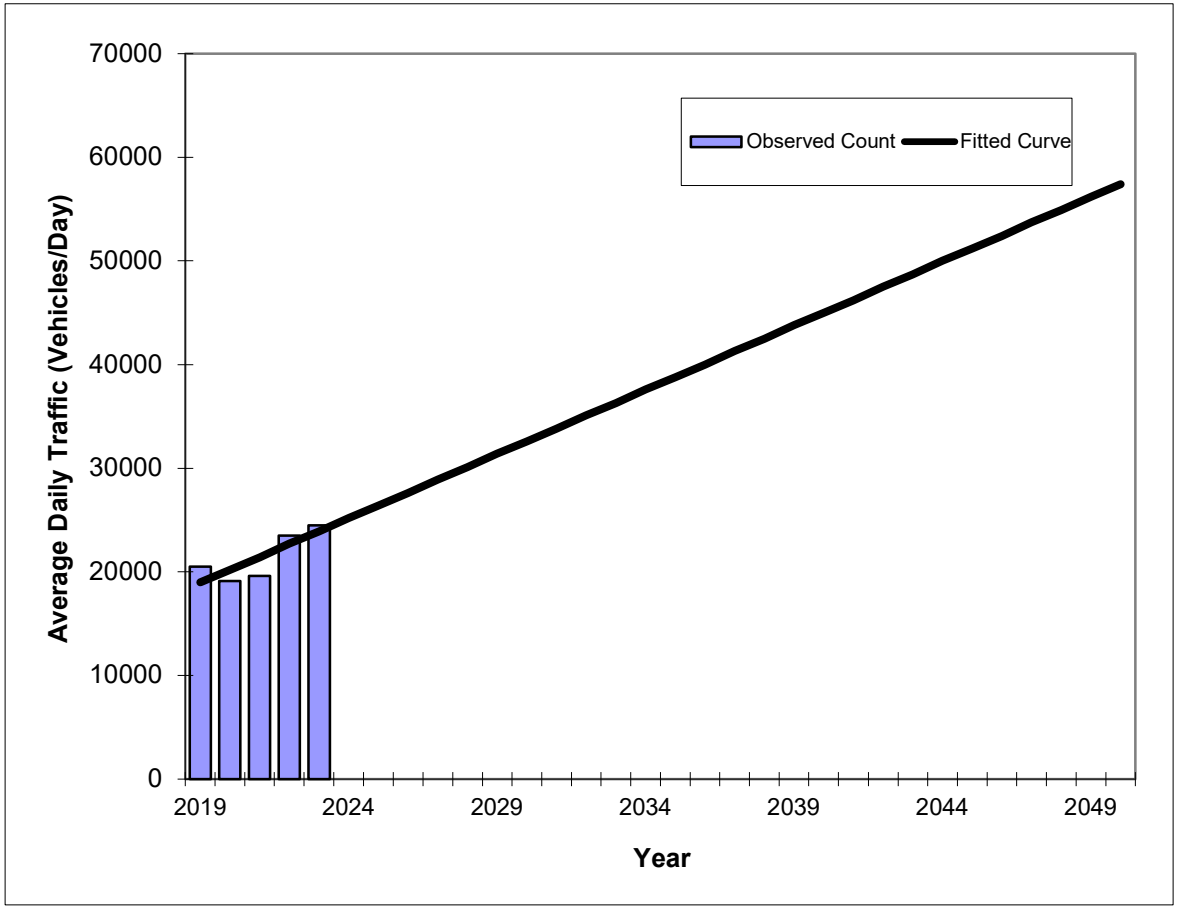
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5130
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	20500	19000
2020	19100	20200
2021	19600	21400
2022	23500	22700
2023	24500	23900
2030 Opening Year Trend		
2030	N/A	32600
2040 Mid-Year Trend		
2040	N/A	45000
2050 Design Year Trend		
2050	N/A	57400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	1,240
Trend R-squared:	65.84%
Trend Annual Historic Growth Rate:	6.45%
Trend Growth Rate (2023 to Design Year):	5.19%
Printed:	30-Jul-25

Straight Line Growth Option

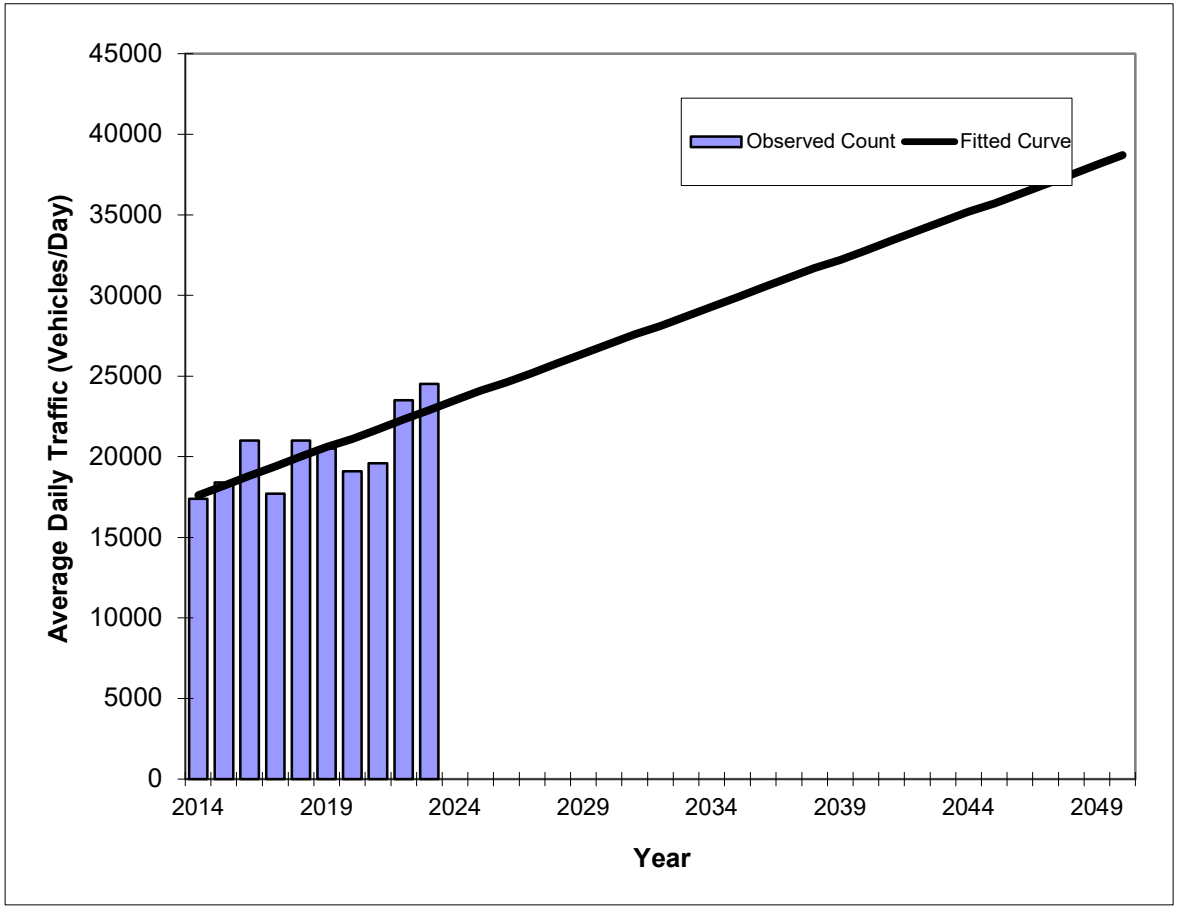
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5130
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	17400	17600
2015	18400	18200
2016	21000	18800
2017	17700	19400
2018	21000	20000
2019	20500	20600
2020	19100	21100
2021	19600	21700
2022	23500	22300
2023	24500	22900
2030 Opening Year Trend		
2030	N/A	27000
2040 Mid-Year Trend		
2040	N/A	32800
2050 Design Year Trend		
2050	N/A	38700
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	584
Trend R-squared:	56.66%
Trend Annual Historic Growth Rate:	3.35%
Trend Growth Rate (2023 to Design Year):	2.56%
Printed:	30-Jul-25

Straight Line Growth Option

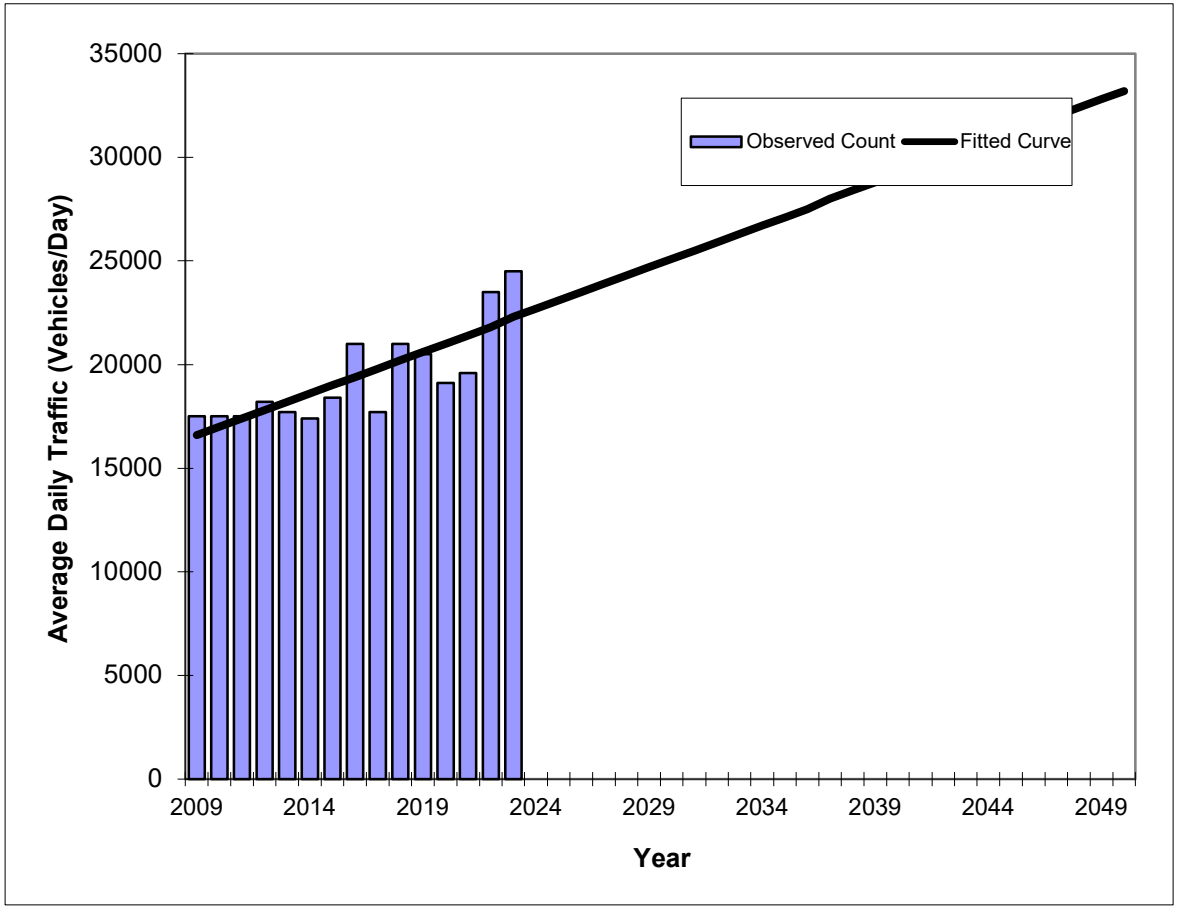
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5130
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	17500	16600
2010	17500	17000
2011	17500	17400
2012	18200	17800
2013	17700	18200
2014	17400	18600
2015	18400	19000
2016	21000	19400
2017	17700	19800
2018	21000	20200
2019	20500	20600
2020	19100	21000
2021	19600	21400
2022	23500	21800
2023	24500	22300
2030 Opening Year Trend		
2030	N/A	25100
2040 Mid-Year Trend		
2040	N/A	29200
2050 Design Year Trend		
2050	N/A	33200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	407
Trend R-squared:	64.17%
Trend Annual Historic Growth Rate:	2.45%
Trend Growth Rate (2023 to Design Year):	1.81%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5134 - C292A(SUNSET DR) - 800' W OF SR295 (NAVY BLVD)

YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
2023	2900 C	E	0	W	0	9.00	55.60	7.20
2022	2700 C	E	0	W	0	9.00	56.40	8.20
2021	2600 C	E	0	W	0	9.00	56.20	8.60
2020	3500 C	E	0	W	0	9.00	55.20	8.60
2019	2800 C	E	0	W	0	9.00	52.70	6.70
2018	2600 C	E	0	W	0	9.00	52.20	7.20
2017	2200 C	E	0	W	0	9.00	58.60	6.30
2016	2600 F		0		0	9.00	56.30	6.40
2015	2600 C	E	0	W	0	9.00	55.50	6.00
2014	2600 C	E		W		9.00	55.80	5.80
2013	2800 C	E	0	W	0	9.00	56.30	3.10
2012	3200 C	E	0	W	0	9.00	56.10	6.20
2011	2700 C	E	0	W	0	9.00	56.10	5.80
2010	3400 C	E	0	W	0	9.39	55.60	6.50
2009	2700 C	E	0	W	0	9.51	57.14	5.80
2008	3300 C	E	0	W	0	9.42	56.46	5.70

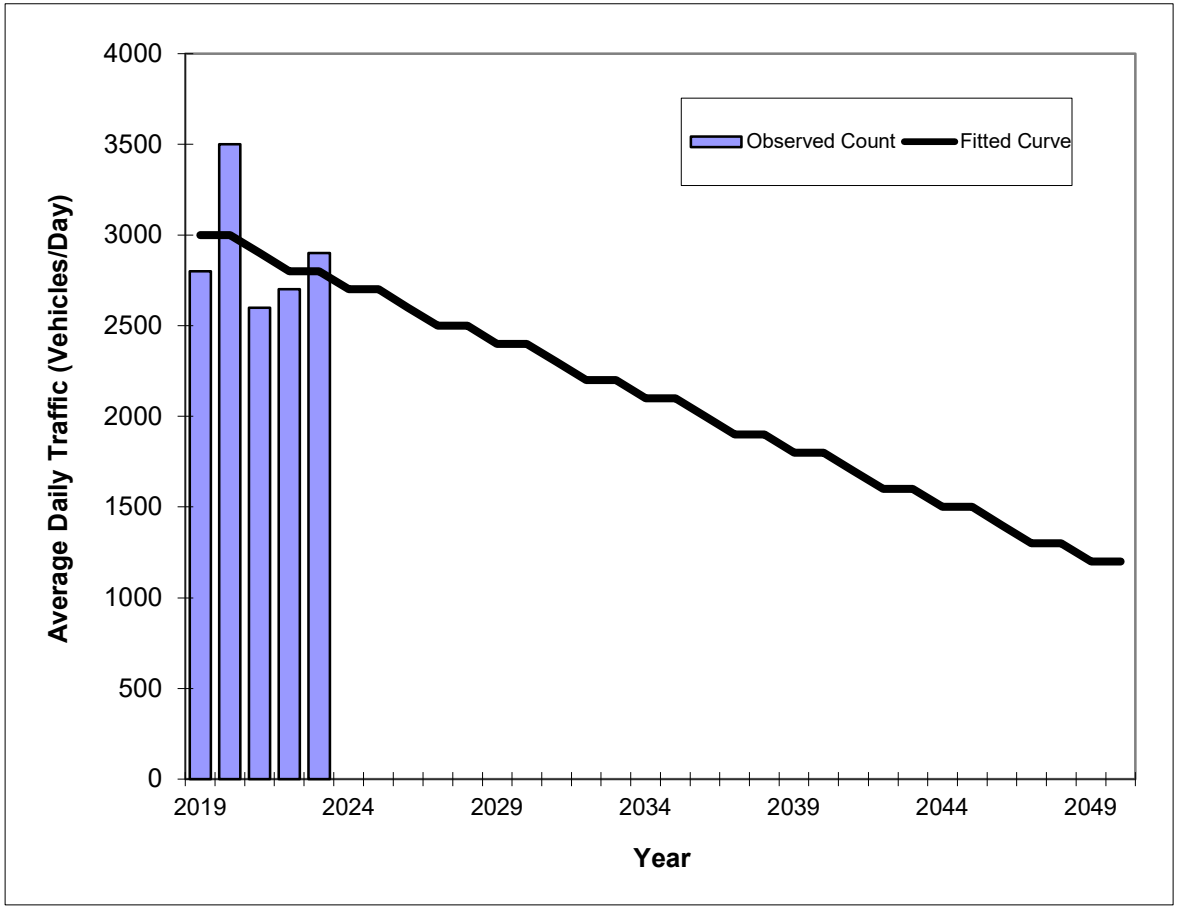
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5134
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	2800	3000
2020	3500	3000
2021	2600	2900
2022	2700	2800
2023	2900	2800
2030 Opening Year Trend		
2030	N/A	2400
2040 Mid-Year Trend		
2040	N/A	1800
2050 Design Year Trend		
2050	N/A	1200
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-60
Trend R-squared:	7.20%
Trend Annual Historic Growth Rate:	-1.67%
Trend Growth Rate (2023 to Design Year):	-2.12%
Printed:	30-Jul-25

Straight Line Growth Option

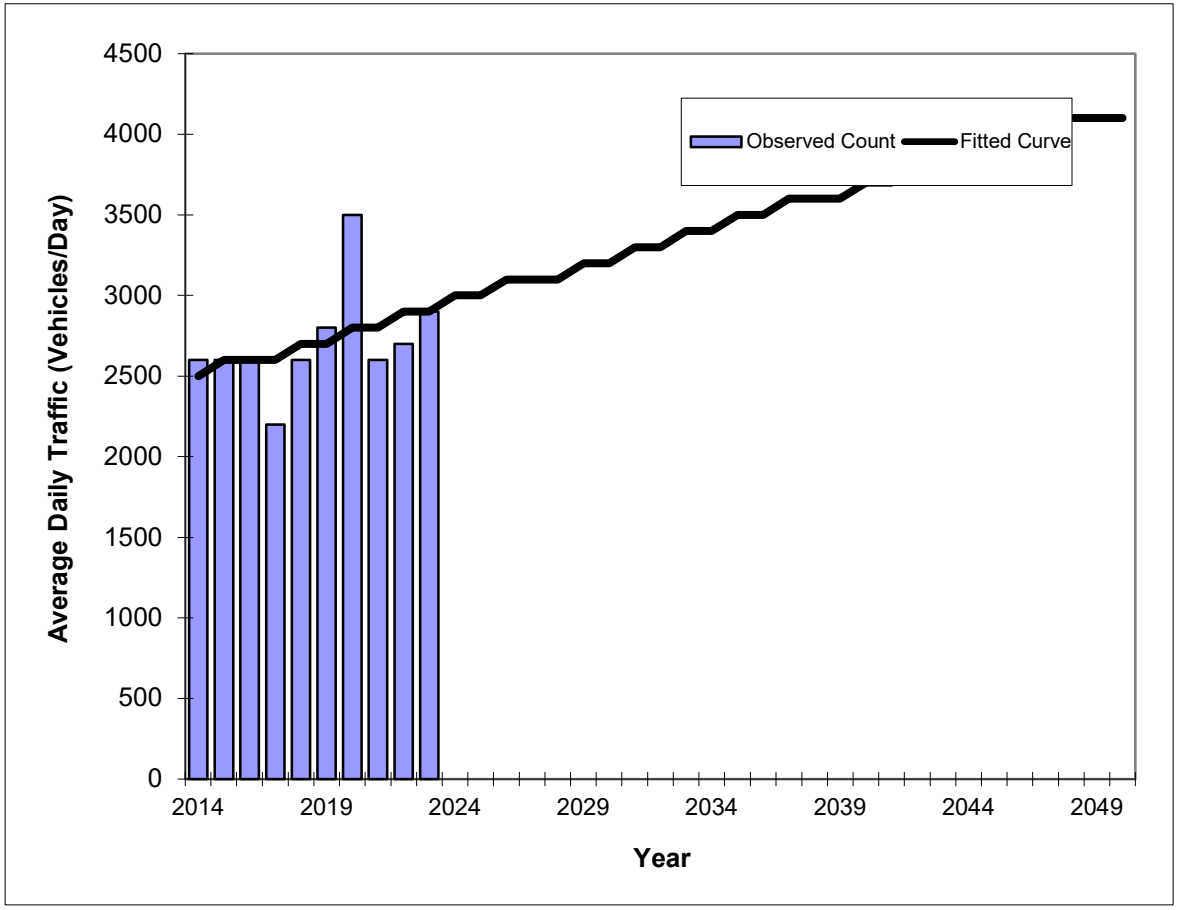
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5134
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	2600	2500
2015	2600	2600
2016	2600	2600
2017	2200	2600
2018	2600	2700
2019	2800	2700
2020	3500	2800
2021	2600	2800
2022	2700	2900
2023	2900	2900
2030 Opening Year Trend		
2030	N/A	3200
2040 Mid-Year Trend		
2040	N/A	3700
2050 Design Year Trend		
2050	N/A	4100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	45
Trend R-squared:	17.24%
Trend Annual Historic Growth Rate:	1.78%
Trend Growth Rate (2023 to Design Year):	1.53%
Printed:	30-Jul-25

Straight Line Growth Option

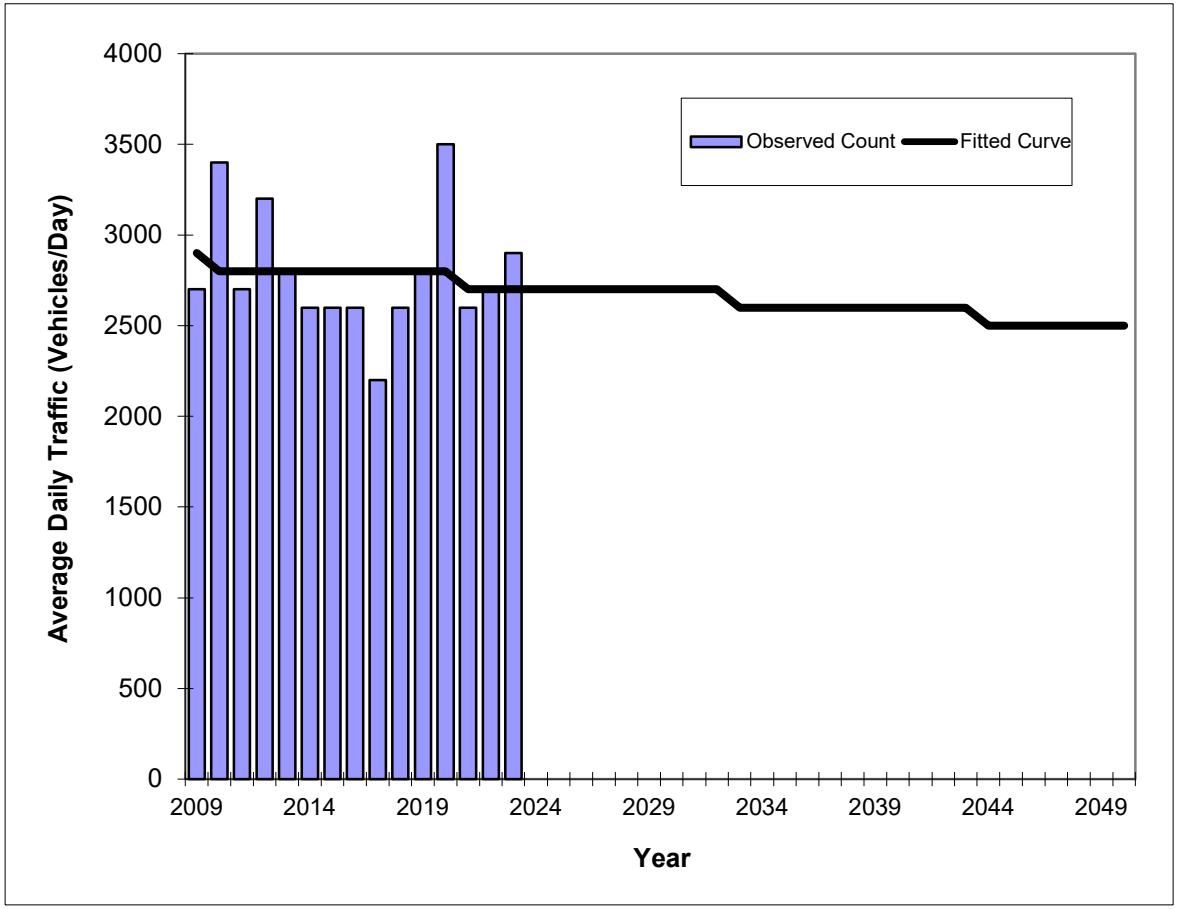
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5128
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2009	2700	2900
2010	3400	2800
2011	2700	2800
2012	3200	2800
2013	2800	2800
2014	2600	2800
2015	2600	2800
2016	2600	2800
2017	2200	2800
2018	2600	2800
2019	2800	2800
2020	3500	2800
2021	2600	2700
2022	2700	2700
2023	2900	2700
2030 Opening Year Trend		
2030	N/A	2700
2040 Mid-Year Trend		
2040	N/A	2600
2050 Design Year Trend		
2050	N/A	2500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-9
Trend R-squared:	1.39%
Trend Annual Historic Growth Rate:	-0.49%
Trend Growth Rate (2023 to Design Year):	-0.27%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2023 HISTORICAL AADT REPORT

COUNTY: 48 - ESCAMBIA

SITE: 5135 - SR 295(NAVY BLVD) - 200' N OF WINTHROP AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2023	21500 C	N 11500	S 10000	9.00	55.60	4.00
2022	21500 C	N 11500	S 10000	9.00	56.40	3.90
2021	21100 C	N 9600	S 11500	9.00	56.20	2.80
2020	22500 F	N 11500	S 11000	9.00	55.20	5.70
2019	23500 C	N 12000	S 11500	9.00	52.70	2.90
2018	21500 C	N 11000	S 10500	9.00	52.20	3.70
2017	23000 C	N 12000	S 11000	9.00	58.60	3.60
2016	23000 C	N 12000	S 11000	9.00	56.30	3.80
2015	22000 C	N 11500	S 10500	9.00	55.50	3.10
2014	23000 C	N 12000	S 11000	9.00	55.80	3.20
2013	22500 C	N 11500	S 11000	9.00	56.30	3.20
2012	23000 C	N 12000	S 11000	9.00	56.10	3.20
2011	24000 C	N 12500	S 11500	9.00	56.10	3.00
2010	23500 C	N 12500	S 11000	9.39	55.60	3.70
2009	25000 C	N 13500	S 11500	9.51	57.14	2.40
2008	33500 C	N 18000	S 15500	9.42	56.46	3.00

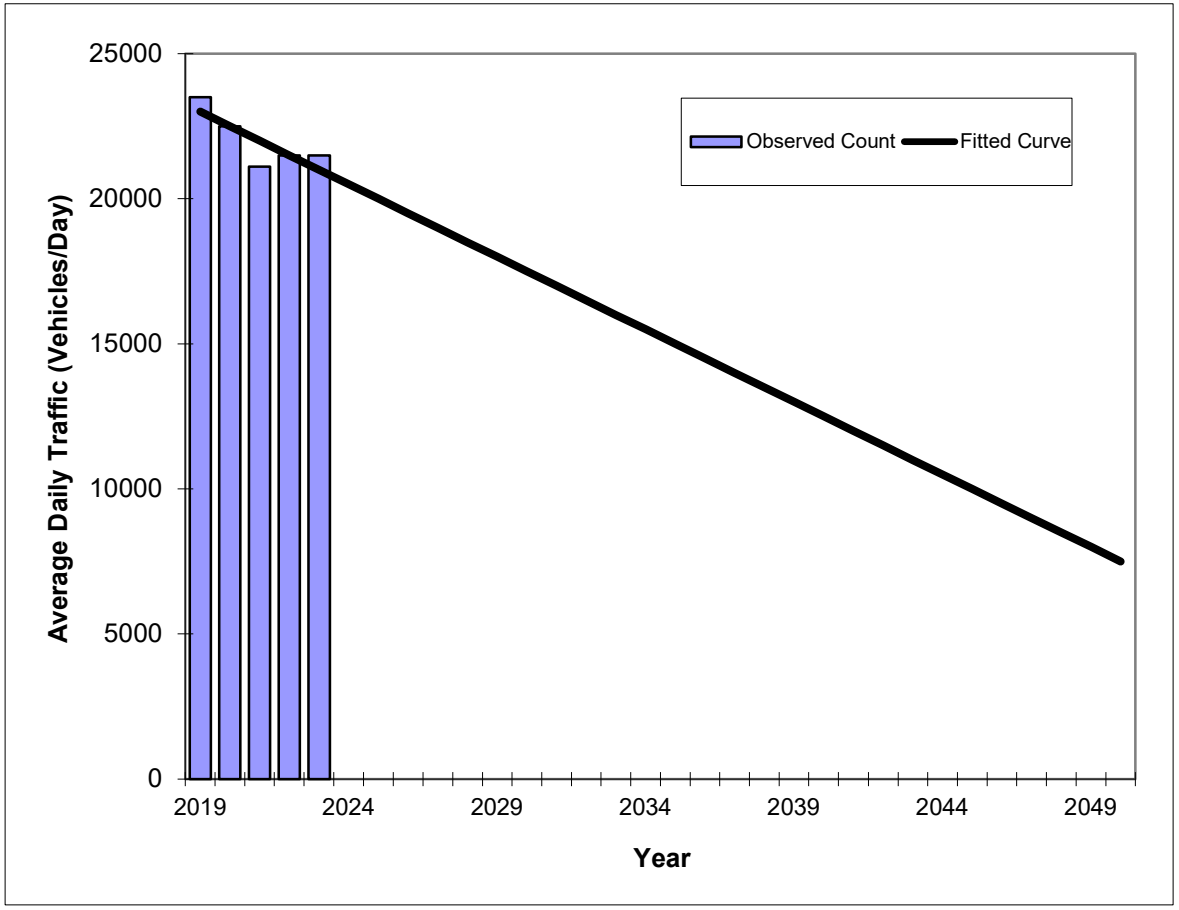
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5135
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2019	23500	23000
2020	22500	22500
2021	21100	22000
2022	21500	21500
2023	21500	21000
2030 Opening Year Trend		
2030	N/A	17500
2040 Mid-Year Trend		
2040	N/A	12500
2050 Design Year Trend		
2050	N/A	7500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-500
Trend R-squared:	65.65%
Trend Annual Historic Growth Rate:	-2.17%
Trend Growth Rate (2023 to Design Year):	-2.38%
Printed:	30-Jul-25

Straight Line Growth Option

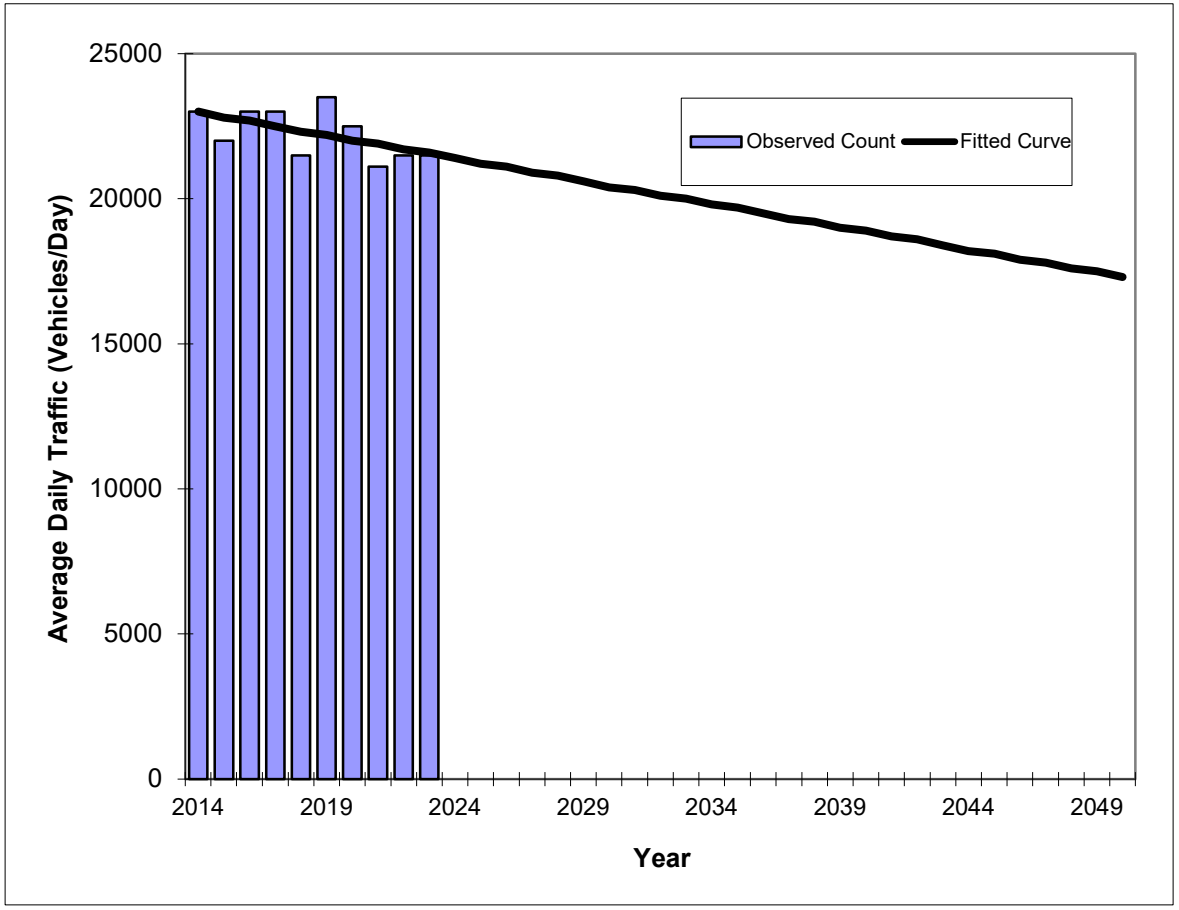
***Axle-Adjusted**

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5135
Highway:	NAVY BLVD



Year	Traffic (ADT/AADT) Count*	Trend**
2014	23000	23000
2015	22000	22800
2016	23000	22700
2017	23000	22500
2018	21500	22300
2019	23500	22200
2020	22500	22000
2021	21100	21900
2022	21500	21700
2023	21500	21600
2030 Opening Year Trend		
2030	N/A	20400
2040 Mid-Year Trend		
2040	N/A	18900
2050 Design Year Trend		
2050	N/A	17300
TRANPLAN Forecasts/Trends		

*Axle-Adjusted

**** Annual Trend Increase:**	-158
Trend R-squared:	32.09%
Trend Annual Historic Growth Rate:	-0.68%
Trend Growth Rate (2023 to Design Year):	-0.74%
Printed:	30-Jul-25

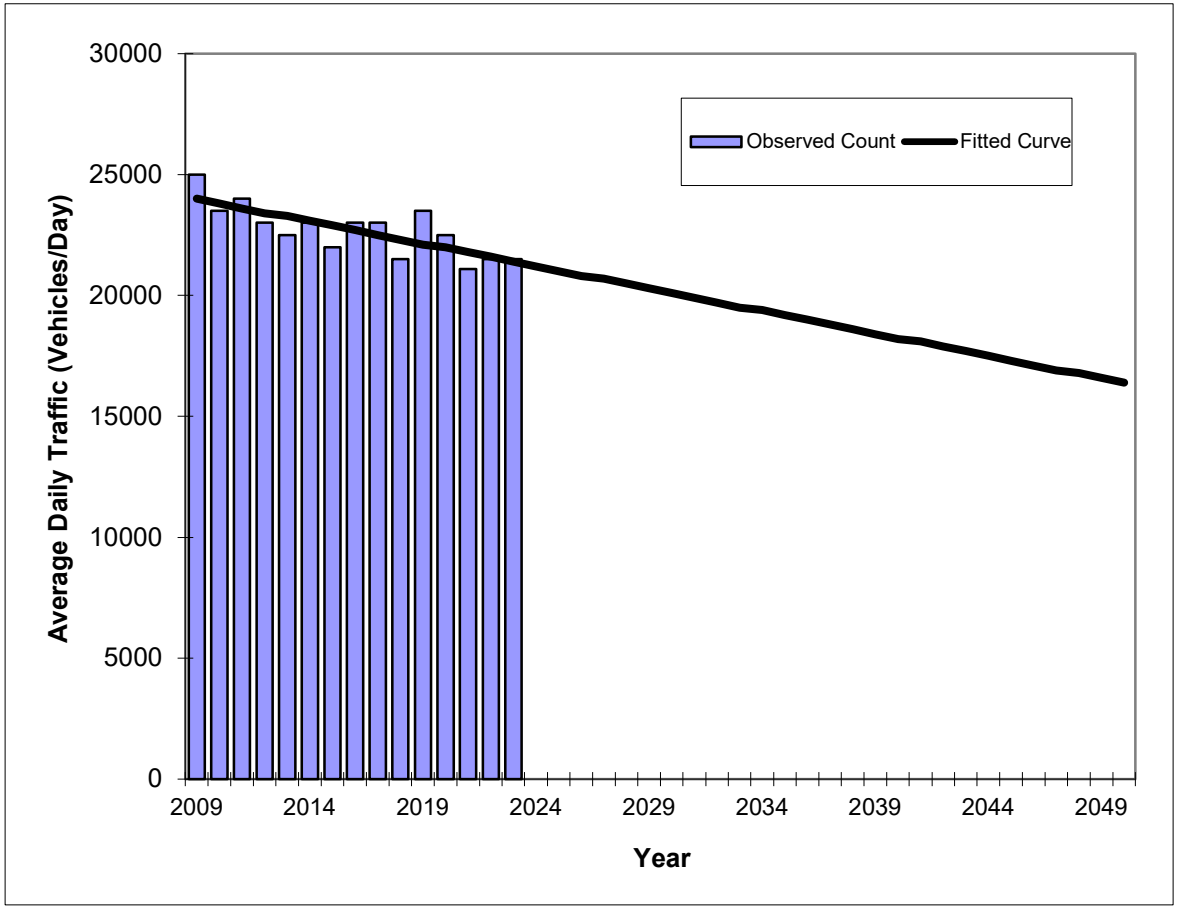
Straight Line Growth Option

Traffic Trends - V03.a

NAVY BLVD --

FIN#	0
Location	1

County:	Escambia (48)
Station #:	5135
Highway:	NAVY BLVD



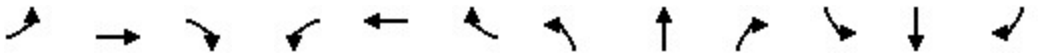
Year	Traffic (ADT/AADT) Count*	Trend**
2009	25000	24000
2010	23500	23800
2011	24000	23600
2012	23000	23400
2013	22500	23300
2014	23000	23100
2015	22000	22900
2016	23000	22700
2017	23000	22500
2018	21500	22300
2019	23500	22100
2020	22500	22000
2021	21100	21800
2022	21500	21600
2023	21500	21400
2030 Opening Year Trend		
2030	N/A	20100
2040 Mid-Year Trend		
2040	N/A	18200
2050 Design Year Trend		
2050	N/A	16400
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-186
Trend R-squared:	60.10%
Trend Annual Historic Growth Rate:	-0.77%
Trend Growth Rate (2023 to Design Year):	-0.87%
Printed:	30-Jul-25

Straight Line Growth Option

***Axle-Adjusted**

No Build Synchro Results



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	291	697	89	596	350	145	69	420	0	163	949	260
Future Volume (veh/h)	291	697	89	596	350	145	69	420	0	163	949	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	313	749	96	641	376	156	74	452	0	175	1020	280
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	364	838	107	703	885	362	157	1005	0	345	1290	354
Arrive On Green	0.11	0.26	0.26	0.20	0.36	0.36	0.01	0.09	0.00	0.08	0.32	0.32
Sat Flow, veh/h	3456	3168	406	3456	2460	1006	1781	3647	0	1781	3985	1093
Grp Volume(v), veh/h	313	420	425	641	270	262	74	452	0	175	871	429
Grp Sat Flow(s),veh/h/ln	1728	1777	1797	1728	1777	1689	1781	1777	0	1781	1702	1674
Q Serve(g_s), s	14.3	36.4	36.5	29.0	18.4	18.8	4.7	19.3	0.0	10.8	37.2	37.3
Cycle Q Clear(g_c), s	14.3	36.4	36.5	29.0	18.4	18.8	4.7	19.3	0.0	10.8	37.2	37.3
Prop In Lane	1.00		0.23	1.00		0.60	1.00		0.00	1.00		0.65
Lane Grp Cap(c), veh/h	364	470	475	703	639	608	157	1005	0	345	1102	542
V/C Ratio(X)	0.86	0.89	0.89	0.91	0.42	0.43	0.47	0.45	0.00	0.51	0.79	0.79
Avail Cap(c_a), veh/h	434	513	519	769	677	644	313	1005	0	428	1102	542
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.4	56.7	56.7	62.3	38.7	38.8	42.9	60.7	0.0	36.0	49.2	49.2
Incr Delay (d2), s/veh	15.1	17.6	17.5	14.8	0.6	0.7	3.1	1.5	0.0	1.6	5.8	11.3
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.4	25.5	25.7	20.2	12.8	12.5	4.1	14.5	0.0	8.5	23.4	24.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	85.6	74.3	74.2	77.1	39.3	39.5	46.0	62.2	0.0	37.7	55.0	60.4
LnGrp LOS	F	E	E	E	D	D	D	E		D	D	E
Approach Vol, veh/h		1158			1173			526			1475	
Approach Delay, s/veh		77.3			60.0			59.9			54.5	
Approach LOS		E			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	19.6	52.2	39.0	49.3	13.0	58.7	23.7	64.6
Change Period (Y+Rc), s	6.3	* 6.9	6.4	* 7	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	20.7	* 31	35.6	* 46	20.6	31.1	20.1	61.0
Max Q Clear Time (g_c+I1), s	12.8	21.3	31.0	38.5	6.7	39.3	16.3	20.8
Green Ext Time (p_c), s	0.4	2.6	1.5	3.9	0.2	0.0	0.6	5.0

Intersection Summary	
HCM 7th Control Delay, s/veh	62.7
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

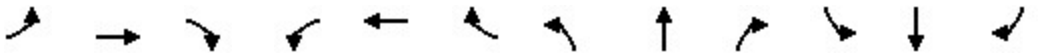
Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	3	2	4	19	2	18	2	717	5	12	1579	2
Future Vol, veh/h	3	2	4	19	2	18	2	717	5	12	1579	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	3	2	4	20	2	19	2	747	5	13	1645	2

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1975	2427	823	1438	2426	376	1647	0	0	752	0	0
Stage 1	1671	1671	-	754	754	-	-	-	-	-	-	-
Stage 2	304	756	-	684	1672	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.34	-	-	5.32	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.12	-	-	3.11	-	-
Pot Cap-1 Maneuver	67	33	275	143	33	535	188	-	-	518	-	-
Stage 1	68	154	-	298	420	-	-	-	-	-	-	-
Stage 2	629	419	-	372	154	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	59	31	275	127	31	535	188	-	-	518	-	-
Mov Cap-2 Maneuver	59	31	-	127	31	-	-	-	-	-	-	-
Stage 1	66	150	-	294	415	-	-	-	-	-	-	-
Stage 2	596	414	-	353	150	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	56.16	35.52	0.07	0.09
HCM LOS	F	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	188	-	-	77	158	518	-	-
HCM Lane V/C Ratio	0.011	-	-	0.082	0.257	0.024	-	-
HCM Ctrl Dly (s/v)	24.3	-	-	56.2	35.5	12.1	-	-
HCM Lane LOS	C	-	-	F	E	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	12	25	14	3	5	4	692	10	4	1562	34
Future Volume (veh/h)	50	12	25	14	3	5	4	692	10	4	1562	34
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1811	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	51	12	26	14	3	5	4	706	10	4	1594	35
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	6	6	6	2	2	2	1	1	1
Cap, veh/h	93	18	31	91	21	22	298	4244	60	7	3057	1363
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	1.00	1.00	1.00	0.01	1.00	1.00
Sat Flow, veh/h	858	267	465	800	314	328	309	5188	73	1795	3582	1598
Grp Volume(v), veh/h	89	0	0	22	0	0	4	463	253	4	1594	35
Grp Sat Flow(s),veh/h/ln	1590	0	0	1442	0	0	309	1702	1857	1795	1791	1598
Q Serve(g_s), s	6.7	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Cycle Q Clear(g_c), s	8.8	0.0	0.0	2.1	0.0	0.0	0.0	0.0	0.0	0.4	0.0	0.0
Prop In Lane	0.57		0.29	0.64		0.23	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	142	0	0	134	0	0	298	2785	1519	7	3057	1363
V/C Ratio(X)	0.63	0.00	0.00	0.16	0.00	0.00	0.01	0.17	0.17	0.55	0.52	0.03
Avail Cap(c_a), veh/h	214	0	0	216	0	0	298	2785	1519	112	3057	1363
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.5	0.0	0.0	70.5	0.0	0.0	0.0	0.0	0.0	79.2	0.0	0.0
Incr Delay (d2), s/veh	4.4	0.0	0.0	0.6	0.0	0.0	0.1	0.1	0.2	51.3	0.6	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	0.0	1.6	0.0	0.0	0.0	0.1	0.2	0.5	0.5	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.0	0.0	0.0	71.1	0.0	0.0	0.1	0.1	0.2	130.5	0.6	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		89			22			720			1633	
Approach Delay, s/veh		78.0			71.1			0.2			0.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	5.7	136.9		17.5		142.5		17.5				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	2.4	2.0		10.8		2.0		4.1				
Green Ext Time (p_c), s	0.0	5.3		0.2		22.3		0.0				

Intersection Summary	
HCM 7th Control Delay, s/veh	4.1
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	12

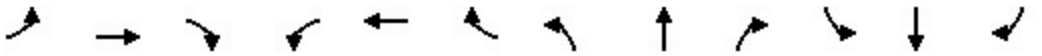
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	67	3	12	1	2	12	2	680	1	5	1550	67
Future Vol, veh/h	67	3	12	1	2	12	2	680	1	5	1550	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	67	3	12	1	2	12	2	680	1	5	1550	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1871	2279	809	1471	2312	341	1617	0	0	681	0	0
Stage 1	1594	1594	-	685	685	-	-	-	-	-	-	-
Stage 2	277	685	-	787	1627	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	6.95	6.5	7.1	4.14	-	-	5.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.65	4	3.9	2.22	-	-	3.11	-	-
Pot Cap-1 Maneuver	~ 59	40	328	111	39	564	399	-	-	560	-	-
Stage 1	112	168	-	341	452	-	-	-	-	-	-	-
Stage 2	676	451	-	346	162	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 54	40	328	98	38	564	399	-	-	560	-	-
Mov Cap-2 Maneuver	~ 54	40	-	98	38	-	-	-	-	-	-	-
Stage 1	111	167	-	340	449	-	-	-	-	-	-	-
Stage 2	655	449	-	324	161	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 345.09	27.04	0.04	0.04
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	61	178	560	-	-
HCM Lane V/C Ratio	0.005	-	-	1.343	0.084	0.009	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	$ 345.1	27	11.5	-	-
HCM Lane LOS	B	-	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	7	0.3	0	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	137	14	8	9	9	12	15	575	2	15	1527	52
Future Volume (veh/h)	137	14	8	9	9	12	15	575	2	15	1527	52
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	140	14	8	9	9	12	15	587	2	15	1558	53
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	0	0	0	2	2	2	1	1	1
Cap, veh/h	198	16	9	79	80	86	303	3941	13	666	2652	90
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.01	0.75	0.75	0.02	1.00	1.00
Sat Flow, veh/h	1286	129	73	411	658	713	1781	5253	18	1795	3535	120
Grp Volume(v), veh/h	162	0	0	30	0	0	15	380	209	15	787	824
Grp Sat Flow(s),veh/h/ln	1488	0	0	1781	0	0	1781	1702	1867	1795	1791	1864
Q Serve(g_s), s	14.7	0.0	0.0	0.0	0.0	0.0	0.3	5.0	5.0	0.3	0.0	0.0
Cycle Q Clear(g_c), s	17.1	0.0	0.0	2.4	0.0	0.0	0.3	5.0	5.0	0.3	0.0	0.0
Prop In Lane	0.86		0.05	0.30		0.40	1.00		0.01	1.00		0.06
Lane Grp Cap(c), veh/h	222	0	0	245	0	0	303	2554	1401	666	1344	1398
V/C Ratio(X)	0.73	0.00	0.00	0.12	0.00	0.00	0.05	0.15	0.15	0.02	0.59	0.59
Avail Cap(c_a), veh/h	250	0	0	280	0	0	337	2554	1401	700	1344	1398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.0	0.0	0.0	62.8	0.0	0.0	4.6	5.6	5.6	4.6	0.0	0.0
Incr Delay (d2), s/veh	10.2	0.0	0.0	0.3	0.0	0.0	0.1	0.1	0.2	0.0	1.9	1.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.7	0.0	0.0	2.0	0.0	0.0	0.2	3.2	3.5	0.2	1.3	1.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.3	0.0	0.0	63.1	0.0	0.0	4.6	5.7	5.8	4.6	1.9	1.8
LnGrp LOS	E			E			A	A	A	A	A	A
Approach Vol, veh/h		162			30			604			1626	
Approach Delay, s/veh		79.3			63.1			5.7			1.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	7.9	126.1		25.9	7.9	126.1		25.9				
Change Period (Y+Rc), s	6.0	* 6.1		6.5	6.0	6.1		* 6.5				
Max Green Setting (Gmax), s	5.0	* 1.1E+02		22.5	5.0	113.9		* 23				
Max Q Clear Time (g_c+I1), s	2.3	7.0		19.1	2.3	2.0		4.4				
Green Ext Time (p_c), s	0.0	4.1		0.3	0.0	20.2		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	8.8
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	27	6	579	1536	1
Future Vol, veh/h	3	27	6	579	1536	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	3	28	6	603	1600	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1854	801	1601	0	-	0
Stage 1	1601	-	-	-	-	-
Stage 2	254	-	-	-	-	-
Critical Hdwy	6.25	6.9	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	87	332	400	-	-	-
Stage 1	151	-	-	-	-	-
Stage 2	733	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	86	332	400	-	-	-
Mov Cap-2 Maneuver	131	-	-	-	-	-
Stage 1	149	-	-	-	-	-
Stage 2	733	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	19.03	0.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	400	-	288	-	-
HCM Lane V/C Ratio	0.016	-	0.109	-	-
HCM Ctrl Dly (s/v)	14.1	-	19	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	576	3	4	1554
Future Vol, veh/h	6	5	576	3	4	1554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	14	2	2	1	1
Mvmt Flow	6	5	594	3	4	1602

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1405	298	0	0	597	0
Stage 1	595	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	6.53	7.38	-	-	5.32	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.79	4.04	-	-	3.11	-
Pot Cap-1 Maneuver	142	569	-	-	613	-
Stage 1	410	-	-	-	-	-
Stage 2	360	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	141	569	-	-	613	-
Mov Cap-2 Maneuver	238	-	-	-	-	-
Stage 1	410	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.52	0	0.03
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	324	613	-
HCM Lane V/C Ratio	-	-	0.035	0.007	-
HCM Ctrl Dly (s/v)	-	-	16.5	10.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	20	559	9	9	1543
Future Vol, veh/h	18	20	559	9	9	1543
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	19	21	595	10	10	1641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1439	302	0	0	604	0
Stage 1	599	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.32	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.11	-
Pot Cap-1 Maneuver	154	596	-	-	608	-
Stage 1	439	-	-	-	-	-
Stage 2	379	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	152	596	-	-	608	-
Mov Cap-2 Maneuver	252	-	-	-	-	-
Stage 1	439	-	-	-	-	-
Stage 2	373	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	16.18	0	0.06
HCM LOS	C		

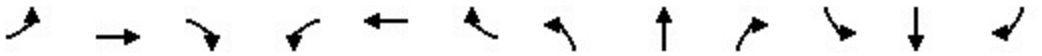
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	362	608	-
HCM Lane V/C Ratio	-	-	0.112	0.016	-
HCM Ctrl Dly (s/v)	-	-	16.2	11	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.4	0	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	11	40	51
Stops (#)	795	2759	3554
Average Speed (mph)	23	22	22
Total Travel Time (hr)	31	106	136
Distance Traveled (mi)	699	2307	3006
Fuel Consumed (gal)	40	138	178
Fuel Economy (mpg)	17.3	16.7	16.9
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	3416	9333	12749
Performance Index	12.9	47.6	60.5

Network Totals

Number of Intersections	9
Total Delay (hr)	99
Stops (#)	5931
Average Speed (mph)	19
Total Travel Time (hr)	211
Distance Traveled (mi)	4019
Fuel Consumed (gal)	271
Fuel Economy (mpg)	14.8
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	22978
Performance Index	115.4



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	306	625	66	244	645	386	125	930	0	170	357	233
Future Volume (veh/h)	306	625	66	244	645	386	125	930	0	170	357	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	0	1885	1885	1885
Adj Flow Rate, veh/h	319	651	69	254	672	402	130	969	0	177	372	243
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	261	1015	107	311	698	417	363	1268	0	290	1272	592
Arrive On Green	0.08	0.31	0.31	0.09	0.32	0.32	0.12	0.71	0.00	0.08	0.37	0.37
Sat Flow, veh/h	3456	3242	343	3483	2156	1288	1795	3676	0	1795	3431	1598
Grp Volume(v), veh/h	319	356	364	254	558	516	130	969	0	177	372	243
Grp Sat Flow(s),veh/h/ln	1728	1777	1809	1742	1791	1653	1795	1791	0	1795	1716	1598
Q Serve(g_s), s	12.1	27.6	27.7	11.5	49.0	49.1	7.4	27.5	0.0	9.9	12.2	18.1
Cycle Q Clear(g_c), s	12.1	27.6	27.7	11.5	49.0	49.1	7.4	27.5	0.0	9.9	12.2	18.1
Prop In Lane	1.00		0.19	1.00		0.78	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	556	566	311	579	535	363	1268	0	290	1272	592
V/C Ratio(X)	1.22	0.64	0.64	0.82	0.96	0.96	0.36	0.76	0.00	0.61	0.29	0.41
Avail Cap(c_a), veh/h	261	556	566	492	582	537	419	1268	0	373	1272	592
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.9	47.2	47.3	71.6	53.2	53.2	28.6	19.1	0.0	32.1	35.5	37.4
Incr Delay (d2), s/veh	128.7	2.9	2.8	7.8	28.3	30.0	0.9	4.4	0.0	2.9	0.6	2.1
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.2	18.4	18.7	9.2	34.6	32.6	5.5	12.5	0.0	8.1	9.1	11.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	202.6	50.1	50.1	79.3	81.5	83.2	29.4	23.5	0.0	35.0	36.1	39.4
LnGrp LOS	F	D	D	E	F	F	C	C		D	D	D
Approach Vol, veh/h		1039			1328			1099			792	
Approach Delay, s/veh		96.9			81.7			24.2			36.9	
Approach LOS		F			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	63.6	20.7	57.1	16.0	66.2	19.0	58.8
Change Period (Y+Rc), s	6.3	* 6.9	6.4	* 7	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	19.7	* 49	22.6	* 42	14.6	54.1	12.1	52.0
Max Q Clear Time (g_c+I1), s	11.9	29.5	13.5	29.7	9.4	20.1	14.1	51.1
Green Ext Time (p_c), s	0.4	8.9	0.8	4.6	0.2	6.3	0.0	0.7

Intersection Summary	
HCM 7th Control Delay, s/veh	62.2
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

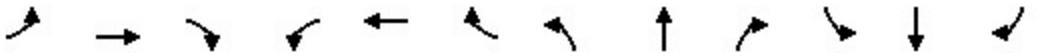
Intersection	
Int Delay, s/veh	1.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	2	2	7	3	17	2	1628	4	1	715	5
Future Vol, veh/h	2	2	2	7	3	17	2	1628	4	1	715	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	2	2	2	8	4	20	2	1938	5	1	851	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1638	2804	429	2289	2805	971	857	0	0	1943	0	0
Stage 1	857	857	-	1945	1945	-	-	-	-	-	-	-
Stage 2	782	1948	-	344	860	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.52	6.62	7.22	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.82	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.86	4.06	3.96	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	108	19	496	40	17	211	465	-	-	134	-	-
Stage 1	253	377	-	40	105	-	-	-	-	-	-	-
Stage 2	325	112	-	581	362	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	76	18	496	34	17	211	465	-	-	134	-	-
Mov Cap-2 Maneuver	76	18	-	34	17	-	-	-	-	-	-	-
Stage 1	251	374	-	40	104	-	-	-	-	-	-	-
Stage 2	281	111	-	570	359	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	122.65	128.02	0.02	0.04
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	465	-	-	35	58	134	-	-
HCM Lane V/C Ratio	0.005	-	-	0.135	0.558	0.009	-	-
HCM Ctrl Dly (s/v)	12.8	-	-	122.6	128	32.2	-	-
HCM Lane LOS	B	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.2	0	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	37	8	9	8	7	11	5	1591	12	11	679	21
Future Volume (veh/h)	37	8	9	8	7	11	5	1591	12	11	679	21
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	44	10	11	10	8	13	6	1894	14	13	808	25
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	2	2	2
Cap, veh/h	91	14	14	49	33	37	599	4399	33	20	3093	1380
Arrive On Green	0.05	0.05	0.05	0.05	0.05	0.05	1.00	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	1052	270	269	375	657	745	669	5312	39	1781	3554	1585
Grp Volume(v), veh/h	65	0	0	31	0	0	6	1233	675	13	808	25
Grp Sat Flow(s),veh/h/ln	1591	0	0	1778	0	0	669	1729	1893	1781	1777	1585
Q Serve(g_s), s	3.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	2.7	0.0	0.0	0.0	0.0	0.0	1.2	0.0	0.0
Prop In Lane	0.68		0.17	0.32		0.42	1.00		0.02	1.00		1.00
Lane Grp Cap(c), veh/h	118	0	0	119	0	0	599	2864	1568	20	3093	1380
V/C Ratio(X)	0.55	0.00	0.00	0.26	0.00	0.00	0.01	0.43	0.43	0.67	0.26	0.02
Avail Cap(c_a), veh/h	213	0	0	239	0	0	599	2864	1568	111	3093	1380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	75.0	0.0	0.0	73.5	0.0	0.0	0.0	0.0	0.0	78.0	0.0	0.0
Incr Delay (d2), s/veh	4.0	0.0	0.0	1.1	0.0	0.0	0.0	0.5	0.9	32.5	0.2	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.1	0.0	0.0	2.3	0.0	0.0	0.0	0.3	0.7	1.3	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	79.0	0.0	0.0	74.6	0.0	0.0	0.0	0.5	0.9	110.5	0.2	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		65			31			1914			846	
Approach Delay, s/veh		79.0			74.6			0.6			1.9	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.8	138.5		14.7		145.3		14.7				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	3.2	2.0		8.3		2.0		4.7				
Green Ext Time (p_c), s	0.0	26.9		0.2		6.8		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	3.6
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	8.4

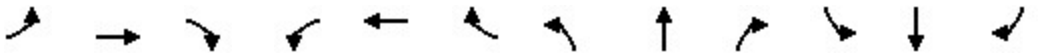
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	48	2	9	1	5	16	6	1529	3	8	679	24
Future Vol, veh/h	48	2	9	1	5	16	6	1529	3	8	679	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	57	2	11	1	6	19	7	1820	4	10	808	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1587	2680	418	2261	2692	912	837	0	0	1824	0	0
Stage 1	842	842	-	1836	1836	-	-	-	-	-	-	-
Stage 2	745	1838	-	424	856	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	7.07	6.62	7.22	4.1	-	-	5.34	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.71	4.06	3.96	2.2	-	-	3.12	-	-
Pot Cap-1 Maneuver	93	22	589	30	20	231	806	-	-	154	-	-
Stage 1	321	383	-	49	120	-	-	-	-	-	-	-
Stage 2	351	127	-	549	363	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 55	21	589	24	19	231	806	-	-	154	-	-
Mov Cap-2 Maneuver	~ 55	21	-	24	19	-	-	-	-	-	-	-
Stage 1	301	359	-	49	118	-	-	-	-	-	-	-
Stage 2	303	126	-	502	341	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	285.74	110.57	0.04	0.34
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	806	-	-	60	58	154	-	-
HCM Lane V/C Ratio	0.009	-	-	1.172	0.452	0.062	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	285.7	110.6	30	-	-
HCM Lane LOS	A	-	-	F	F	D	-	-
HCM 95th %tile Q(veh)	0	-	-	5.8	1.7	0.2	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	134	16	7	10	15	24	12	1429	10	18	570	107
Future Volume (veh/h)	134	16	7	10	15	24	12	1429	10	18	570	107
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	161	19	8	12	18	29	14	1722	12	22	687	129
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	3	3	3	0	0	0	2	2	2
Cap, veh/h	216	21	9	62	92	123	559	3851	27	238	2176	408
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.72	0.72	0.03	1.00	1.00
Sat Flow, veh/h	1217	144	60	246	643	859	1810	5314	37	1781	2986	560
Grp Volume(v), veh/h	188	0	0	59	0	0	14	1120	614	22	409	407
Grp Sat Flow(s),veh/h/ln	1421	0	0	1748	0	0	1810	1729	1893	1781	1777	1770
Q Serve(g_s), s	16.0	0.0	0.0	0.0	0.0	0.0	0.3	21.1	21.1	0.5	0.0	0.0
Cycle Q Clear(g_c), s	20.9	0.0	0.0	4.9	0.0	0.0	0.3	21.1	21.1	0.5	0.0	0.0
Prop In Lane	0.86		0.04	0.20		0.49	1.00		0.02	1.00		0.32
Lane Grp Cap(c), veh/h	246	0	0	278	0	0	559	2506	1372	238	1295	1289
V/C Ratio(X)	0.77	0.00	0.00	0.21	0.00	0.00	0.03	0.45	0.45	0.09	0.32	0.32
Avail Cap(c_a), veh/h	250	0	0	286	0	0	583	2506	1372	255	1295	1289
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	0.0	60.8	0.0	0.0	5.6	9.0	9.0	6.9	0.0	0.0
Incr Delay (d2), s/veh	13.8	0.0	0.0	0.5	0.0	0.0	0.0	0.6	1.1	0.2	0.6	0.6
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.4	0.0	0.0	4.0	0.0	0.0	0.2	12.3	13.5	0.4	0.4	0.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	81.4	0.0	0.0	61.3	0.0	0.0	5.6	9.5	10.0	7.0	0.6	0.6
LnGrp LOS	F			E			A	A	B	A	A	A
Approach Vol, veh/h		188			59			1748			838	
Approach Delay, s/veh		81.4			61.3			9.7			0.8	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	122.1		29.5	7.9	122.7		29.5				
Change Period (Y+Rc), s	6.0	* 6.1		6.5	6.0	6.1		* 6.5				
Max Green Setting (Gmax), s	4.0	1.1E+02		23.5	4.0	113.9		* 24				
Max Q Clear Time (g_c+I1), s	2.5	23.1		22.9	2.3	2.0		6.9				
Green Ext Time (p_c), s	0.0	21.1		0.1	0.0	6.0		0.3				

Intersection Summary	
HCM 7th Control Delay, s/veh	12.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	4	10	2	1441	573	3
Future Vol, veh/h	4	10	2	1441	573	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	5	13	3	1824	725	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1462	365	729	0	-	0
Stage 1	727	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Critical Hdwy	6.25	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	149	638	884	-	-	-
Stage 1	432	-	-	-	-	-
Stage 2	411	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	149	638	884	-	-	-
Mov Cap-2 Maneuver	260	-	-	-	-	-
Stage 1	431	-	-	-	-	-
Stage 2	411	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	13.31	0.01	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	451	-	-
HCM Lane V/C Ratio	0.003	-	0.039	-	-
HCM Ctrl Dly (s/v)	9.1	-	13.3	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	1441	5	9	567
Future Vol, veh/h	1	4	1441	5	9	567
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	1	5	1824	6	11	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2209	915	0	0	1830	0
Stage 1	1827	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.12	-
Pot Cap-1 Maneuver	53	239	-	-	152	-
Stage 1	76	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	49	239	-	-	152	-
Mov Cap-2 Maneuver	68	-	-	-	-	-
Stage 1	76	-	-	-	-	-
Stage 2	595	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	28.51	0	0.48
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	152	-
HCM Lane V/C Ratio	-	-	0.04	0.075	-
HCM Ctrl Dly (s/v)	-	-	28.5	30.5	-
HCM Lane LOS	-	-	D	D	-
HCM 95th %tile Q(veh)	-	-	0.1	0.2	-

Intersection	
Int Delay, s/veh	1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	28	1371	25	28	539
Future Vol, veh/h	9	28	1371	25	28	539
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	11	35	1735	32	35	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2163	884	0	0	1767	0
Stage 1	1751	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.12	-
Pot Cap-1 Maneuver	57	251	-	-	164	-
Stage 1	85	-	-	-	-	-
Stage 2	621	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	45	251	-	-	164	-
Mov Cap-2 Maneuver	75	-	-	-	-	-
Stage 1	85	-	-	-	-	-
Stage 2	487	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	36.75	0	1.63
HCM LOS	E		

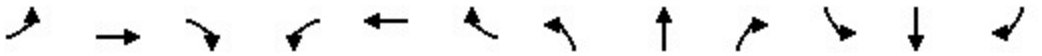
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	159	164	-
HCM Lane V/C Ratio	-	-	0.294	0.216	-
HCM Ctrl Dly (s/v)	-	-	36.7	32.9	-
HCM Lane LOS	-	-	E	D	-
HCM 95th %tile Q(veh)	-	-	1.2	0.8	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	20	12	32
Stops (#)	1739	1045	2784
Average Speed (mph)	25	25	25
Total Travel Time (hr)	68	42	111
Distance Traveled (mi)	1673	1078	2751
Fuel Consumed (gal)	92	57	149
Fuel Economy (mpg)	18.2	18.8	18.4
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	95	72	167
Performance Index	25.3	14.5	39.8

Network Totals

Number of Intersections	9
Total Delay (hr)	83
Stops (#)	5151
Average Speed (mph)	20
Total Travel Time (hr)	189
Distance Traveled (mi)	3778
Fuel Consumed (gal)	245
Fuel Economy (mpg)	15.4
Unserved Vehicles (#)	17
Vehicles in dilemma zone (#)	215
Performance Index	97.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	349	805	128	630	404	186	93	490	0	217	1080	317
Future Volume (veh/h)	349	805	128	630	404	186	93	490	0	217	1080	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	375	866	138	677	434	200	100	527	0	233	1161	341
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	418	886	141	731	892	407	145	785	0	313	1083	318
Arrive On Green	0.12	0.29	0.29	0.21	0.38	0.38	0.02	0.07	0.00	0.11	0.28	0.28
Sat Flow, veh/h	3456	3070	489	3456	2370	1082	1781	3647	0	1781	3917	1150
Grp Volume(v), veh/h	375	501	503	677	324	310	100	527	0	233	1009	493
Grp Sat Flow(s),veh/h/ln	1728	1777	1782	1728	1777	1676	1781	1777	0	1781	1702	1663
Q Serve(g_s), s	17.1	44.7	44.7	30.7	22.3	22.6	6.9	23.1	0.0	15.7	44.2	44.2
Cycle Q Clear(g_c), s	17.1	44.7	44.7	30.7	22.3	22.6	6.9	23.1	0.0	15.7	44.2	44.2
Prop In Lane	1.00		0.27	1.00		0.65	1.00		0.00	1.00		0.69
Lane Grp Cap(c), veh/h	418	513	515	731	669	631	145	785	0	313	941	460
V/C Ratio(X)	0.90	0.98	0.98	0.93	0.48	0.49	0.69	0.67	0.00	0.75	1.07	1.07
Avail Cap(c_a), veh/h	434	513	515	769	677	639	274	785	0	342	941	460
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	69.4	56.4	56.4	61.9	38.1	38.2	50.1	68.5	0.0	42.1	57.9	57.9
Incr Delay (d2), s/veh	21.1	33.8	33.7	17.0	0.8	0.8	7.9	4.6	0.0	8.8	50.7	62.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.6	32.7	32.8	21.5	14.9	14.4	6.3	17.2	0.0	12.3	35.3	36.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	90.5	90.2	90.1	78.9	38.8	39.0	58.0	73.1	0.0	50.8	108.6	120.6
LnGrp LOS	F	F	F	E	D	D	E	E		D	F	F
Approach Vol, veh/h		1379			1311			627			1735	
Approach Delay, s/veh		90.2			59.6			70.7			104.2	
Approach LOS		F			E			E			F	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	24.3	42.2	40.2	53.2	15.4	51.1	26.2	67.2
Change Period (Y+Rc), s	6.3	* 6.9	6.4	* 7	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	20.7	* 31	35.6	* 46	20.6	31.1	20.1	61.0
Max Q Clear Time (g_c+I1), s	17.7	25.1	32.7	46.7	8.9	46.2	19.1	24.6
Green Ext Time (p_c), s	0.3	2.2	1.1	0.0	0.3	0.0	0.2	6.1

Intersection Summary	
HCM 7th Control Delay, s/veh	84.7
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	6.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	9	8	10	25	8	24	8	842	11	18	1717	8
Future Vol, veh/h	9	8	10	25	8	24	8	842	11	18	1717	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	9	8	10	26	8	25	8	877	11	19	1789	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2202	2735	898	1657	2734	444	1797	0	0	889	0	0
Stage 1	1830	1830	-	899	899	-	-	-	-	-	-	-
Stage 2	372	905	-	757	1834	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.4	6.5	7.1	5.34	-	-	5.32	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.7	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.8	4	3.9	3.12	-	-	3.11	-	-
Pot Cap-1 Maneuver	49	21	245	105	21	484	158	-	-	446	-	-
Stage 1	52	129	-	237	360	-	-	-	-	-	-	-
Stage 2	573	358	-	336	128	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	24	18	245	52	19	484	158	-	-	446	-	-
Mov Cap-2 Maneuver	24	18	-	52	19	-	-	-	-	-	-	-
Stage 1	50	123	-	222	338	-	-	-	-	-	-	-
Stage 2	497	335	-	288	123	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	170.3	231.15	0.27	0.14
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	158	-	-	38	59	446	-	-
HCM Lane V/C Ratio	0.053	-	-	0.494	1.001	0.042	-	-
HCM Ctrl Dly (s/v)	29	-	-	170.3	231.2	13.4	-	-
HCM Lane LOS	D	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.2	-	-	1.7	4.7	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	59	19	35	16	9	8	10	816	18	9	1696	44
Future Volume (veh/h)	59	19	35	16	9	8	10	816	18	9	1696	44
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1900	1900	1900	1811	1811	1811	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	60	19	36	16	9	8	10	833	18	9	1731	45
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	0	0	0	6	6	6	2	2	2	1	1	1
Cap, veh/h	100	26	42	81	44	29	259	4103	89	15	2999	1338
Arrive On Green	0.08	0.08	0.08	0.08	0.08	0.08	1.00	1.00	1.00	0.02	1.00	1.00
Sat Flow, veh/h	789	316	503	575	530	354	268	5143	111	1795	3582	1598
Grp Volume(v), veh/h	115	0	0	33	0	0	10	551	300	9	1731	45
Grp Sat Flow(s),veh/h/ln	1608	0	0	1459	0	0	268	1702	1850	1795	1791	1598
Q Serve(g_s), s	8.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	11.2	0.0	0.0	3.0	0.0	0.0	0.0	0.0	0.0	0.8	0.0	0.0
Prop In Lane	0.52		0.31	0.48		0.24	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	168	0	0	155	0	0	259	2716	1476	15	2999	1338
V/C Ratio(X)	0.68	0.00	0.00	0.21	0.00	0.00	0.04	0.20	0.20	0.61	0.58	0.03
Avail Cap(c_a), veh/h	216	0	0	216	0	0	259	2716	1476	112	2999	1338
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	72.2	0.0	0.0	68.5	0.0	0.0	0.0	0.0	0.0	78.4	0.0	0.0
Incr Delay (d2), s/veh	5.9	0.0	0.0	0.7	0.0	0.0	0.3	0.2	0.3	34.2	0.8	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.7	0.0	0.0	2.4	0.0	0.0	0.0	0.1	0.2	0.9	0.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.1	0.0	0.0	69.2	0.0	0.0	0.3	0.2	0.3	112.6	0.8	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		115			33			861			1785	
Approach Delay, s/veh		78.1			69.2			0.2			1.4	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	6.3	133.6		20.0		140.0		20.0				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	2.8	2.0		13.2		2.0		5.0				
Green Ext Time (p_c), s	0.0	6.9		0.2		27.4		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	5.0
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	55.2

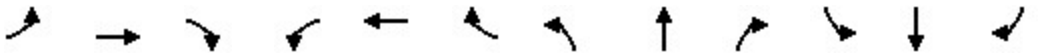
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	77	9	18	7	8	18	6	806	5	11	1715	77
Future Vol, veh/h	77	9	18	7	8	18	6	806	5	11	1715	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	77	9	18	7	8	18	6	806	5	11	1715	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2114	2599	896	1705	2635	406	1792	0	0	811	0	0
Stage 1	1776	1776	-	821	821	-	-	-	-	-	-	-
Stage 2	338	823	-	884	1814	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	6.95	6.5	7.1	4.14	-	-	5.32	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.3	5.5	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.5	5.5	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.65	4	3.9	2.22	-	-	3.11	-	-
Pot Cap-1 Maneuver	~ 40	25	287	77	24	513	341	-	-	486	-	-
Stage 1	86	137	-	275	392	-	-	-	-	-	-	-
Stage 2	621	391	-	303	131	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	~ 25	24	287	44	23	513	341	-	-	486	-	-
Mov Cap-2 Maneuver	~ 25	24	-	44	23	-	-	-	-	-	-	-
Stage 1	84	134	-	270	385	-	-	-	-	-	-	-
Stage 2	576	384	-	259	128	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 1423.14	119.11	0.12	0.08
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	341	-	-	29	61	486	-	-
HCM Lane V/C Ratio	0.018	-	-	3.543	0.541	0.023	-	-
HCM Ctrl Dly (s/v)	15.7	-	-	$ 1423.1	119.1	12.6	-	-
HCM Lane LOS	C	-	-	F	F	B	-	-
HCM 95th %tile Q(veh)	0.1	-	-	12.5	2.2	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	162	20	11	15	15	18	20	675	6	22	1617	69
Future Volume (veh/h)	162	20	11	15	15	18	20	675	6	22	1617	69
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1885	1885	1885	1900	1900	1900	1870	1870	1870	1885	1885	1885
Adj Flow Rate, veh/h	165	20	11	15	15	18	20	689	6	22	1650	70
Peak Hour Factor	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Percent Heavy Veh, %	1	1	1	0	0	0	2	2	2	1	1	1
Cap, veh/h	219	22	12	93	93	94	277	3798	33	591	2551	108
Arrive On Green	0.14	0.14	0.14	0.14	0.14	0.14	0.01	0.73	0.73	0.03	1.00	1.00
Sat Flow, veh/h	1262	153	84	448	662	666	1781	5221	45	1795	3502	148
Grp Volume(v), veh/h	196	0	0	48	0	0	20	449	246	22	840	880
Grp Sat Flow(s),veh/h/ln	1499	0	0	1776	0	0	1781	1702	1862	1795	1791	1859
Q Serve(g_s), s	16.8	0.0	0.0	0.0	0.0	0.0	0.5	6.6	6.6	0.5	0.0	0.0
Cycle Q Clear(g_c), s	20.6	0.0	0.0	3.8	0.0	0.0	0.5	6.6	6.6	0.5	0.0	0.0
Prop In Lane	0.84		0.06	0.31		0.37	1.00		0.02	1.00		0.08
Lane Grp Cap(c), veh/h	252	0	0	279	0	0	277	2477	1355	591	1305	1354
V/C Ratio(X)	0.78	0.00	0.00	0.17	0.00	0.00	0.07	0.18	0.18	0.04	0.64	0.65
Avail Cap(c_a), veh/h	252	0	0	282	0	0	306	2477	1355	619	1305	1354
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	67.5	0.0	0.0	60.7	0.0	0.0	5.4	6.8	6.8	5.4	0.0	0.0
Incr Delay (d2), s/veh	14.9	0.0	0.0	0.4	0.0	0.0	0.1	0.2	0.3	0.0	2.5	2.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	14.0	0.0	0.0	3.2	0.0	0.0	0.3	4.3	4.8	0.3	1.6	1.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.5	0.0	0.0	61.1	0.0	0.0	5.5	7.0	7.1	5.4	2.5	2.4
LnGrp LOS	F			E			A	A	A	A	A	A
Approach Vol, veh/h		196			48			715			1742	
Approach Delay, s/veh		82.5			61.1			7.0			2.5	
Approach LOS		F			E			A			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	122.5		29.0	8.4	122.6		29.0				
Change Period (Y+Rc), s	6.0	* 6.1		6.5	6.0	6.1		* 6.5				
Max Green Setting (Gmax), s	5.0	1.1E+02		22.5	5.0	113.9		* 23				
Max Q Clear Time (g_c+I1), s	2.5	8.6		22.6	2.5	2.0		5.8				
Green Ext Time (p_c), s	0.0	5.0		0.0	0.0	24.0		0.2				

Intersection Summary	
HCM 7th Control Delay, s/veh	10.5
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	9	37	12	686	1626	7
Future Vol, veh/h	9	37	12	686	1626	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	9	39	13	715	1694	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	2008	851	1701	0	-	0
Stage 1	1697	-	-	-	-	-
Stage 2	311	-	-	-	-	-
Critical Hdwy	6.25	6.9	4.16	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	71	308	366	-	-	-
Stage 1	134	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	68	308	366	-	-	-
Mov Cap-2 Maneuver	113	-	-	-	-	-
Stage 1	130	-	-	-	-	-
Stage 2	685	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	24.69	0.26	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	366	-	230	-	-
HCM Lane V/C Ratio	0.034	-	0.208	-	-
HCM Ctrl Dly (s/v)	15.2	-	24.7	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.8	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	11	683	9	10	1646
Future Vol, veh/h	12	11	683	9	10	1646
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	14	2	2	1	1
Mvmt Flow	12	11	704	9	10	1697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1578	357	0	0	713	0
Stage 1	709	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Critical Hdwy	6.53	7.38	-	-	5.32	-
Critical Hdwy Stg 1	6.88	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.79	4.04	-	-	3.11	-
Pot Cap-1 Maneuver	111	520	-	-	540	-
Stage 1	348	-	-	-	-	-
Stage 2	334	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	109	520	-	-	540	-
Mov Cap-2 Maneuver	204	-	-	-	-	-
Stage 1	348	-	-	-	-	-
Stage 2	328	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.65	0	0.07
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	287	540	-
HCM Lane V/C Ratio	-	-	0.082	0.019	-
HCM Ctrl Dly (s/v)	-	-	18.6	11.8	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.3	0.1	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	26	666	15	13	1635
Future Vol, veh/h	24	26	666	15	13	1635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	26	28	709	16	14	1739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1614	362	0	0	724	0
Stage 1	716	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.32	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.11	-
Pot Cap-1 Maneuver	122	546	-	-	534	-
Stage 1	373	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	118	546	-	-	534	-
Mov Cap-2 Maneuver	217	-	-	-	-	-
Stage 1	373	-	-	-	-	-
Stage 2	345	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	18.66	0	0.09
HCM LOS	C		

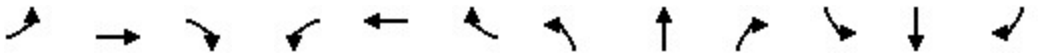
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	317	534	-
HCM Lane V/C Ratio	-	-	0.168	0.026	-
HCM Ctrl Dly (s/v)	-	-	18.7	11.9	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.6	0.1	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	15	93	109
Stops (#)	1100	3504	4604
Average Speed (mph)	21	15	17
Total Travel Time (hr)	39	167	206
Distance Traveled (mi)	835	2582	3417
Fuel Consumed (gal)	51	193	245
Fuel Economy (mpg)	16.2	13.4	14.0
Unserved Vehicles (#)	0	251	251
Vehicles in dilemma zone (#)	118	174	292
Performance Index	18.4	103.0	121.5

Network Totals

Number of Intersections	9
Total Delay (hr)	180
Stops (#)	7411
Average Speed (mph)	15
Total Travel Time (hr)	309
Distance Traveled (mi)	4611
Fuel Consumed (gal)	364
Fuel Economy (mpg)	12.6
Unserved Vehicles (#)	251
Vehicles in dilemma zone (#)	334
Performance Index	200.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	371	722	95	292	749	480	143	1060	0	219	462	257
Future Volume (veh/h)	371	722	95	292	749	480	143	1060	0	219	462	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	0	1885	1885	1885
Adj Flow Rate, veh/h	386	752	99	304	780	500	149	1104	0	228	481	268
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	261	947	125	361	683	433	335	1190	0	253	1237	576
Arrive On Green	0.08	0.30	0.30	0.10	0.32	0.32	0.14	0.66	0.00	0.10	0.36	0.36
Sat Flow, veh/h	3456	3157	415	3483	2103	1333	1795	3676	0	1795	3431	1598
Grp Volume(v), veh/h	386	423	428	304	663	617	149	1104	0	228	481	268
Grp Sat Flow(s),veh/h/ln	1728	1777	1796	1742	1791	1645	1795	1791	0	1795	1716	1598
Q Serve(g_s), s	12.1	35.0	35.0	13.7	52.0	52.0	8.8	43.1	0.0	13.2	16.7	20.6
Cycle Q Clear(g_c), s	12.1	35.0	35.0	13.7	52.0	52.0	8.8	43.1	0.0	13.2	16.7	20.6
Prop In Lane	1.00		0.23	1.00		0.81	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	261	533	539	361	582	535	335	1190	0	253	1237	576
V/C Ratio(X)	1.48	0.79	0.79	0.84	1.14	1.15	0.44	0.93	0.00	0.90	0.39	0.47
Avail Cap(c_a), veh/h	261	533	539	492	582	535	375	1190	0	298	1237	576
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.9	51.4	51.4	70.4	54.0	54.0	30.0	25.1	0.0	37.8	38.0	39.3
Incr Delay (d2), s/veh	234.2	8.5	8.4	10.9	82.0	88.9	1.3	13.6	0.0	27.3	0.9	2.7
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	22.4	23.4	23.6	10.8	50.2	48.2	6.5	21.0	0.0	12.2	11.7	13.4
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	308.2	59.9	59.9	81.3	136.0	142.9	31.3	38.8	0.0	65.1	39.0	42.0
LnGrp LOS	F	E	E	F	F	F	C	D		E	D	D
Approach Vol, veh/h		1237			1584			1253			977	
Approach Delay, s/veh		137.4			128.2			37.9			45.9	
Approach LOS		F			F			D			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.9	60.1	23.0	55.0	17.4	64.6	19.0	59.0
Change Period (Y+Rc), s	6.3	* 6.9	6.4	* 7	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	19.7	* 49	22.6	* 42	14.6	54.1	12.1	52.0
Max Q Clear Time (g_c+I1), s	15.2	45.1	15.7	37.0	10.8	22.6	14.1	54.0
Green Ext Time (p_c), s	0.4	3.0	0.9	2.8	0.2	7.8	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	92.1
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	168.1

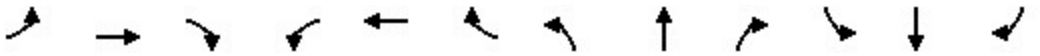
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	8	8	8	13	9	22	8	1774	10	4	845	11
Future Vol, veh/h	8	8	8	13	9	22	8	1774	10	4	845	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	50	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	10	10	10	15	11	26	10	2112	12	5	1006	13

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1891	3165	510	2554	3165	1062	1019	0	0	2124	0	0
Stage 1	1022	1022	-	2137	2137	-	-	-	-	-	-	-
Stage 2	869	2143	-	417	1029	-	-	-	-	-	-	-
Critical Hdwy	6.4	6.5	7.1	6.52	6.62	7.22	5.3	-	-	5.34	-	-
Critical Hdwy Stg 1	7.3	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.82	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.8	4	3.9	3.86	4.06	3.96	3.1	-	-	3.12	-	-
Pot Cap-1 Maneuver	76	11	440	27	~ 10	183	389	-	-	108	-	-
Stage 1	195	316	-	29	84	-	-	-	-	-	-	-
Stage 2	287	89	-	525	301	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	10	440	~ 1	~ 9	183	389	-	-	108	-	-
Mov Cap-2 Maneuver	-	10	-	~ 1	~ 9	-	-	-	-	-	-	-
Stage 1	186	302	-	28	80	-	-	-	-	-	-	-
Stage 2	205	86	-	476	288	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	$ 476.06	$ 10127.78	0.06	0.19
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	389	-	-	19	3	108	-	-
HCM Lane V/C Ratio	0.024	-	-	0.986	18.165	0.044	-	-
HCM Ctrl Dly (s/v)	14.5	-	-	$ 476	$ 10127.8	39.8	-	-
HCM Lane LOS	B	-	-	F	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	8.5	0.1	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	47	14	13	11	13	18	9	1727	17	18	831	27
Future Volume (veh/h)	47	14	13	11	13	18	9	1727	17	18	831	27
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1900	1900	1900	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	56	17	15	13	15	21	11	2056	20	21	989	32
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	2	2	2	0	0	0	0	0	0	2	2	2
Cap, veh/h	102	22	18	48	46	50	499	4282	42	27	3038	1355
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	1.00	1.00	1.00	0.03	1.00	1.00
Sat Flow, veh/h	987	341	273	302	705	755	561	5297	52	1781	3554	1585
Grp Volume(v), veh/h	88	0	0	49	0	0	11	1342	734	21	989	32
Grp Sat Flow(s),veh/h/ln	1601	0	0	1763	0	0	561	1729	1891	1781	1777	1585
Q Serve(g_s), s	4.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Cycle Q Clear(g_c), s	8.5	0.0	0.0	4.3	0.0	0.0	0.0	0.0	0.0	1.9	0.0	0.0
Prop In Lane	0.64		0.17	0.27		0.43	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	142	0	0	144	0	0	499	2796	1529	27	3038	1355
V/C Ratio(X)	0.62	0.00	0.00	0.34	0.00	0.00	0.02	0.48	0.48	0.78	0.33	0.02
Avail Cap(c_a), veh/h	214	0	0	240	0	0	499	2796	1529	111	3038	1355
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	73.6	0.0	0.0	71.8	0.0	0.0	0.0	0.0	0.0	77.3	0.0	0.0
Incr Delay (d2), s/veh	4.3	0.0	0.0	1.4	0.0	0.0	0.1	0.6	1.1	36.7	0.3	0.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.8	0.0	0.0	3.6	0.0	0.0	0.0	0.4	0.8	2.0	0.2	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	78.0	0.0	0.0	73.2	0.0	0.0	0.1	0.6	1.1	114.0	0.3	0.0
LnGrp LOS	E			E			A	A	A	F	A	A
Approach Vol, veh/h		88			49			2087			1042	
Approach Delay, s/veh		78.0			73.2			0.8			2.6	
Approach LOS		E			E			A			A	

Timer - Assigned Phs	1	2		4		6		8				
Phs Duration (G+Y+Rc), s	7.4	135.3		17.2		142.8		17.2				
Change Period (Y+Rc), s	5.0	* 6		6.7		6.0		* 6.7				
Max Green Setting (Gmax), s	10.0	1.2E+02		18.3		129.0		* 20				
Max Q Clear Time (g_c+I1), s	3.9	2.0		10.5		2.0		6.3				
Green Ext Time (p_c), s	0.0	33.4		0.2		9.1		0.1				

Intersection Summary	
HCM 7th Control Delay, s/veh	4.5
HCM 7th LOS	A

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	80.8

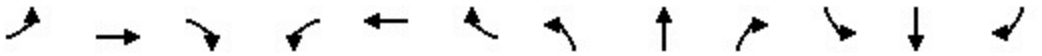
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	59	8	13	8	12	21	13	1673	9	14	838	40
Future Vol, veh/h	59	8	13	8	12	21	13	1673	9	14	838	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	70	10	15	10	14	25	15	1992	11	17	998	48

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1890	3088	523	2565	3107	1001	1045	0	0	2002	0	0
Stage 1	1055	1055	-	2028	2028	-	-	-	-	-	-	-
Stage 2	835	2033	-	537	1079	-	-	-	-	-	-	-
Critical Hdwy	6.95	6.5	6.9	7.07	6.62	7.22	4.1	-	-	5.34	-	-
Critical Hdwy Stg 1	6.5	5.5	-	7.42	5.62	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.7	5.5	-	6.62	5.62	-	-	-	-	-	-	-
Follow-up Hdwy	3.65	4	3.3	3.71	4.06	3.96	2.2	-	-	3.12	-	-
Pot Cap-1 Maneuver	~ 58	12	504	18	~ 11	201	673	-	-	125	-	-
Stage 1	239	305	-	35	95	-	-	-	-	-	-	-
Stage 2	309	102	-	471	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	10	504	~ 1	~ 9	201	673	-	-	125	-	-
Mov Cap-2 Maneuver	-	10	-	~ 1	~ 9	-	-	-	-	-	-	-
Stage 1	207	264	-	35	93	-	-	-	-	-	-	-
Stage 2	224	99	-	381	247	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v		$ 5323.38	0.08	0.6
HCM LOS	-	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	673	-	-	-	5	125	-	-
HCM Lane V/C Ratio	0.023	-	-	-	9.714	0.134	-	-
HCM Ctrl Dly (s/v)	10.5	-	-	-	$ 5323.4	38.3	-	-
HCM Lane LOS	B	-	-	-	F	E	-	-
HCM 95th %tile Q(veh)	0.1	-	-	-	7.8	0.4	-	-

Notes	
~: Volume exceeds capacity	$: Delay exceeds 300s
+: Computation Not Defined	*: All major volume in platoon



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	158	22	11	15	22	31	17	1544	15	22	670	124
Future Volume (veh/h)	158	22	11	15	22	31	17	1544	15	22	670	124
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1856	1856	1856	1900	1900	1900	1870	1870	1870
Adj Flow Rate, veh/h	190	27	13	18	27	37	20	1860	18	27	807	149
Peak Hour Factor	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Percent Heavy Veh, %	2	2	2	3	3	3	0	0	0	2	2	2
Cap, veh/h	203	23	11	68	101	116	501	3811	37	214	2163	399
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.15	0.01	0.72	0.72	0.03	1.00	1.00
Sat Flow, veh/h	1101	156	75	278	686	793	1810	5298	51	1781	2995	553
Grp Volume(v), veh/h	230	0	0	82	0	0	20	1214	664	27	479	477
Grp Sat Flow(s),veh/h/ln	1333	0	0	1757	0	0	1810	1729	1891	1781	1777	1771
Q Serve(g_s), s	16.7	0.0	0.0	0.0	0.0	0.0	0.5	24.3	24.3	0.6	0.0	0.0
Cycle Q Clear(g_c), s	23.5	0.0	0.0	6.8	0.0	0.0	0.5	24.3	24.3	0.6	0.0	0.0
Prop In Lane	0.83		0.06	0.22		0.45	1.00		0.03	1.00		0.31
Lane Grp Cap(c), veh/h	237	0	0	286	0	0	501	2488	1360	214	1283	1279
V/C Ratio(X)	0.97	0.00	0.00	0.29	0.00	0.00	0.04	0.49	0.49	0.13	0.37	0.37
Avail Cap(c_a), veh/h	237	0	0	289	0	0	519	2488	1360	227	1283	1279
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.3	0.0	0.0	61.1	0.0	0.0	5.7	9.7	9.7	7.6	0.0	0.0
Incr Delay (d2), s/veh	50.3	0.0	0.0	0.8	0.0	0.0	0.0	0.7	1.3	0.3	0.8	0.8
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	18.8	0.0	0.0	5.6	0.0	0.0	0.3	13.9	15.2	0.4	0.5	0.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	120.6	0.0	0.0	61.9	0.0	0.0	5.8	10.4	11.0	7.8	0.8	0.8
LnGrp LOS	F			E			A	B	B	A	A	A
Approach Vol, veh/h		230			82			1898			983	
Approach Delay, s/veh		120.6			61.9			10.5			1.0	
Approach LOS		F			E			B			A	

Timer - Assigned Phs	1	2		4	5	6		8				
Phs Duration (G+Y+Rc), s	8.8	121.2		30.0	8.4	121.6		30.0				
Change Period (Y+Rc), s	6.0	* 6.1		6.5	6.0	6.1		* 6.5				
Max Green Setting (Gmax), s	4.0	* 1.1E+02		23.5	4.0	113.9		* 24				
Max Q Clear Time (g_c+I1), s	2.6	26.3		25.5	2.5	2.0		8.8				
Green Ext Time (p_c), s	0.0	25.0		0.0	0.0	7.5		0.4				

Intersection Summary	
HCM 7th Control Delay, s/veh	16.9
HCM 7th LOS	B

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	16	7	1526	683	8
Future Vol, veh/h	10	16	7	1526	683	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	13	20	9	1932	865	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1660	437	875	0	-	0
Stage 1	870	-	-	-	-	-
Stage 2	790	-	-	-	-	-
Critical Hdwy	6.25	6.9	4.1	-	-	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	6	-	-	-	-	-
Follow-up Hdwy	3.65	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	114	573	780	-	-	-
Stage 1	366	-	-	-	-	-
Stage 2	384	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	113	573	780	-	-	-
Mov Cap-2 Maneuver	221	-	-	-	-	-
Stage 1	361	-	-	-	-	-
Stage 2	384	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.15	0.04	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	780	-	356	-	-
HCM Lane V/C Ratio	0.011	-	0.093	-	-
HCM Ctrl Dly (s/v)	9.7	-	16.2	-	-
HCM Lane LOS	A	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	1527	11	15	686
Future Vol, veh/h	7	10	1527	11	15	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	9	13	1933	14	19	868

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2412	973	0	0	1947	0
Stage 1	1940	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.12	-
Pot Cap-1 Maneuver	40	219	-	-	133	-
Stage 1	64	-	-	-	-	-
Stage 2	580	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	34	219	-	-	133	-
Mov Cap-2 Maneuver	57	-	-	-	-	-
Stage 1	64	-	-	-	-	-
Stage 2	497	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	50.03	0	0.78
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	101	133	-
HCM Lane V/C Ratio	-	-	0.213	0.143	-
HCM Ctrl Dly (s/v)	-	-	50	36.5	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	0.8	0.5	-

Intersection	
Int Delay, s/veh	2.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	38	1500	35	38	676
Future Vol, veh/h	13	38	1500	35	38	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	16	48	1899	44	48	856

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2445	972	0	0	1943	0
Stage 1	1921	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.25	7.1	-	-	5.34	-
Critical Hdwy Stg 1	6.6	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.65	3.9	-	-	3.12	-
Pot Cap-1 Maneuver	38	220	-	-	134	-
Stage 1	66	-	-	-	-	-
Stage 2	547	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	24	220	-	-	134	-
Mov Cap-2 Maneuver	56	-	-	-	-	-
Stage 1	66	-	-	-	-	-
Stage 2	350	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	60.31	0	2.47
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	126	134	-
HCM Lane V/C Ratio	-	-	0.512	0.36	-
HCM Ctrl Dly (s/v)	-	-	60.3	46.4	-
HCM Lane LOS	-	-	F	E	-
HCM 95th %tile Q(veh)	-	-	2.4	1.5	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	32	18	50
Stops (#)	2281	1585	3866
Average Speed (mph)	22	24	23
Total Travel Time (hr)	84	56	140
Distance Traveled (mi)	1820	1326	3146
Fuel Consumed (gal)	110	76	185
Fuel Economy (mpg)	16.6	17.5	17.0
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	110	98	208
Performance Index	38.1	22.4	60.5

Network Totals

Number of Intersections	9
Total Delay (hr)	144
Stops (#)	6734
Average Speed (mph)	16
Total Travel Time (hr)	267
Distance Traveled (mi)	4387
Fuel Consumed (gal)	325
Fuel Economy (mpg)	13.5
Unserved Vehicles (#)	238
Vehicles in dilemma zone (#)	265
Performance Index	163.0

Build Synchro Results

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	294	697	89	596	350	145	69	417	0	163	949	260
Future Volume (veh/h)	294	697	89	596	350	145	69	417	0	163	949	260
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	316	749	96	641	376	156	74	448	0	175	1020	280
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	371	799	102	692	841	344	142	1074	0	359	1228	548
Arrive On Green	0.11	0.25	0.25	0.20	0.34	0.34	0.01	0.10	0.00	0.08	0.35	0.35
Sat Flow, veh/h	3456	3168	406	3456	2460	1006	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	316	420	425	641	270	262	74	448	0	175	1020	280
Grp Sat Flow(s),veh/h/ln	1728	1777	1797	1728	1777	1689	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	14.4	37.0	37.1	29.1	18.9	19.3	4.6	18.9	0.0	10.6	42.1	22.5
Cycle Q Clear(g_c), s	14.4	37.0	37.1	29.1	18.9	19.3	4.6	18.9	0.0	10.6	42.1	22.5
Prop In Lane	1.00		0.23	1.00		0.60	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	371	448	453	692	608	578	142	1074	0	359	1228	548
V/C Ratio(X)	0.85	0.94	0.94	0.93	0.44	0.45	0.52	0.42	0.00	0.49	0.83	0.51
Avail Cap(c_a), veh/h	477	458	463	726	608	578	142	1074	0	371	1228	548
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.2	58.6	58.6	62.8	40.8	41.0	42.4	58.8	0.0	34.3	48.0	41.6
Incr Delay (d2), s/veh	12.5	27.1	27.1	17.8	0.7	0.8	4.5	1.2	0.0	1.5	6.6	3.4
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	11.3	27.1	27.4	20.6	13.1	12.8	4.1	14.3	0.0	8.3	27.0	14.3
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	82.7	85.7	85.7	80.6	41.6	41.8	46.9	60.0	0.0	35.7	54.7	45.0
LnGrp LOS	F	F	F	F	D	D	D	E		D	D	D
Approach Vol, veh/h		1161			1173			522			1475	
Approach Delay, s/veh		84.9			62.9			58.1			50.6	
Approach LOS		F			E			E			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.9	55.3	38.5	47.3	12.0	62.2	24.1	61.7
Change Period (Y+Rc), s	6.3	* 6.9	6.4	* 7	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	13.7	* 45	33.6	* 41	5.6	53.1	22.1	52.0
Max Q Clear Time (g_c+I1), s	12.6	20.9	31.1	39.1	6.6	44.1	16.4	21.3
Green Ext Time (p_c), s	0.1	4.1	0.9	1.3	0.0	6.1	0.8	4.8

Intersection Summary	
HCM 7th Control Delay, s/veh	64.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	4	0	0	18	0	717	5	0	1591	2
Future Vol, veh/h	0	0	4	0	0	18	0	717	5	0	1591	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	0	0	4	0	0	19	0	747	5	0	1657	2

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	830	-	-	376	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	318	0	0	627	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	318	-	-	627	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	16.49	10.92	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	318	627	-	-
HCM Lane V/C Ratio	-	-	0.013	0.03	-	-
HCM Ctrl Dly (s/v)	-	-	16.5	10.9	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	0	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	50	14	25	33	5	5	1	6	690	10	16	1543
Future Volume (vph)	50	14	25	33	5	5	1	6	690	10	16	1543
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00	0.95
Frt		0.96			0.98			1.00	1.00		1.00	1.00
Flt Protected		0.97			0.96			0.95	1.00		0.95	1.00
Satd. Flow (prot)		1777			1699			1770	3532		1787	3563
Flt Permitted		0.83			0.70			0.14	1.00		0.95	1.00
Satd. Flow (perm)		1514			1235			267	3532		1787	3563
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	51	14	26	34	5	5	1	6	704	10	16	1574
RTOR Reduction (vph)	0	10	0	0	3	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	81	0	0	41	0	0	7	714	0	16	1608
Heavy Vehicles (%)	0%	0%	0%	6%	6%	6%	2%	2%	2%	2%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Prot	NA
Protected Phases		4			8				2		1	6
Permitted Phases	4			8			2	2				
Actuated Green, G (s)		14.0			15.7			126.0	126.0		3.3	133.3
Effective Green, g (s)		14.0			15.7			126.0	126.0		3.3	133.3
Actuated g/C Ratio		0.09			0.10			0.79	0.79		0.02	0.83
Clearance Time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		132			121			210	2781		36	2968
v/s Ratio Prot									0.20		0.01	c0.45
v/s Ratio Perm		c0.05			0.03			0.03				
v/c Ratio		0.61			0.34			0.03	0.26		0.44	0.54
Uniform Delay, d1		70.4			67.3			3.7	4.5		77.4	4.1
Progression Factor		1.00			1.00			0.82	0.78		1.27	0.11
Incremental Delay, d2		8.2			1.7			0.3	0.2		4.0	0.3
Delay (s)		78.6			69.0			3.3	3.7		102.6	0.8
Level of Service		E			E			A	A		F	A
Approach Delay (s/veh)		78.6			69.0				3.7			1.8
Approach LOS		E			E				A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.56		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.7
Intersection Capacity Utilization	61.0%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	34
Future Volume (vph)	34
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	35
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	79	0	0	13	2	747	1	5	1551	67
Future Vol, veh/h	0	0	79	0	0	13	2	747	1	5	1551	67
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	0	0	79	0	0	13	2	747	1	5	1551	67

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	809	-	-	374	1618	0	0	748	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	328	0	0	629	399	-	-	863	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	328	-	-	629	399	-	-	863	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	19.44	10.84	0.04	0.03
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	399	-	-	328	629	863	-	-
HCM Lane V/C Ratio	0.005	-	-	0.241	0.021	0.006	-	-
HCM Ctrl Dly (s/v)	14.1	-	-	19.4	10.8	9.2	-	-
HCM Lane LOS	B	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.9	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	140	17	8	9	11	12	15	572	2	67	15	1527
Future Volume (vph)	140	17	8	9	11	12	15	572	2	67	15	1527
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Lane Util. Factor		1.00			1.00		1.00	0.95			1.00	0.95
Frt		0.99			0.95		1.00	1.00			1.00	1.00
Flt Protected		0.96			0.99		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1793			1779		1770	3537			1787	3557
Flt Permitted		0.74			0.92		0.11	1.00			0.39	1.00
Satd. Flow (perm)		1374			1656		207	3537			741	3557
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	143	17	8	9	11	12	15	584	2	68	15	1558
RTOR Reduction (vph)	0	0	0	0	10	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	168	0	0	22	0	15	586	0	0	83	1610
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		25.7			26.0		110.8	108.3			120.7	113.2
Effective Green, g (s)		25.7			26.0		110.8	108.3			120.7	113.2
Actuated g/C Ratio		0.16			0.16		0.69	0.68			0.75	0.71
Clearance Time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Vehicle Extension (s)		4.0			4.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		220			269		167	2394			608	2516
v/s Ratio Prot							0.00	0.17			c0.01	c0.45
v/s Ratio Perm		c0.12			0.01		0.06				0.10	
v/c Ratio		0.76			0.08		0.09	0.24			0.14	0.64
Uniform Delay, d1		64.2			56.9		10.7	10.0			5.4	12.5
Progression Factor		1.00			1.00		1.00	1.00			0.77	0.73
Incremental Delay, d2		15.3			0.2		0.2	0.2			0.1	1.1
Delay (s)		79.6			57.0		10.9	10.3			4.2	10.2
Level of Service		E			E		B	B			A	B
Approach Delay (s/veh)		79.6			57.0			10.3				9.9
Approach LOS		E			E			B				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	15.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	78.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	53
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	27	6	579	1536	1
Future Vol, veh/h	0	27	6	579	1536	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	0	28	6	603	1600	1

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	801	1601	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	332	400	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	332	400	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	16.85	0.15	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	400	-	332	-	-
HCM Lane V/C Ratio	0.016	-	0.085	-	-
HCM Ctrl Dly (s/v)	14.1	-	16.8	-	-
HCM Lane LOS	B	-	C	-	-
HCM 95th %tile Q(veh)	0	-	0.3	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	5	576	3	4	1554
Future Vol, veh/h	6	5	576	3	4	1554
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	14	2	2	1	1
Mvmt Flow	6	5	594	3	4	1602

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1405	298	0	0	597	0
Stage 1	595	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Critical Hdwy	7.08	7.18	-	-	4.12	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.44	-	-	2.21	-
Pot Cap-1 Maneuver	117	663	-	-	983	-
Stage 1	482	-	-	-	-	-
Stage 2	369	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	116	663	-	-	983	-
Mov Cap-2 Maneuver	116	-	-	-	-	-
Stage 1	482	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.58	0	0.02
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	186	983	-
HCM Lane V/C Ratio	-	-	0.061	0.004	-
HCM Ctrl Dly (s/v)	-	-	25.6	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.2	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	18	20	559	9	9	1543
Future Vol, veh/h	18	20	559	9	9	1543
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	19	21	595	10	10	1641

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1439	302	0	0	604	0
Stage 1	599	-	-	-	-	-
Stage 2	840	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.12	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.21	-
Pot Cap-1 Maneuver	126	700	-	-	976	-
Stage 1	517	-	-	-	-	-
Stage 2	389	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	125	700	-	-	976	-
Mov Cap-2 Maneuver	125	-	-	-	-	-
Stage 1	517	-	-	-	-	-
Stage 2	385	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	25.02	0	0.05
HCM LOS	D		

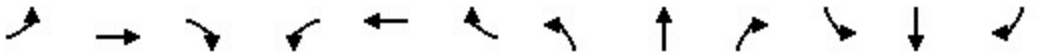
Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	220	976	-
HCM Lane V/C Ratio	-	-	0.184	0.01	-
HCM Ctrl Dly (s/v)	-	-	25	8.7	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.7	0	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	9	24	33
Stops (#)	734	1757	2491
Average Speed (mph)	24	26	25
Total Travel Time (hr)	29	90	119
Distance Traveled (mi)	706	2314	3020
Fuel Consumed (gal)	39	119	158
Fuel Economy (mpg)	18.1	19.5	19.2
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	0	-17562	-17562
Performance Index	11.0	28.4	39.4

Network Totals

Number of Intersections	9
Total Delay (hr)	82
Stops (#)	4879
Average Speed (mph)	21
Total Travel Time (hr)	195
Distance Traveled (mi)	4034
Fuel Consumed (gal)	252
Fuel Economy (mpg)	16.0
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	-7333
Performance Index	95.8



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	308	625	66	244	645	386	125	928	0	170	357	233
Future Volume (veh/h)	308	625	66	244	645	386	125	928	0	170	357	233
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	0	1885	1885	1885
Adj Flow Rate, veh/h	321	651	69	254	672	402	130	967	0	177	372	243
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	362	770	82	628	674	403	368	1204	0	268	1309	584
Arrive On Green	0.10	0.24	0.24	0.18	0.31	0.31	0.09	0.67	0.00	0.08	0.37	0.37
Sat Flow, veh/h	3456	3242	343	3483	2156	1288	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	321	356	364	254	558	516	130	967	0	177	372	243
Grp Sat Flow(s),veh/h/ln	1728	1777	1809	1742	1791	1653	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	14.7	30.6	30.7	10.3	49.8	49.9	7.6	30.8	0.0	10.2	11.8	18.2
Cycle Q Clear(g_c), s	14.7	30.6	30.7	10.3	49.8	49.9	7.6	30.8	0.0	10.2	11.8	18.2
Prop In Lane	1.00		0.19	1.00		0.78	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	362	422	430	628	560	517	368	1204	0	268	1309	584
V/C Ratio(X)	0.89	0.84	0.85	0.40	1.00	1.00	0.35	0.80	0.00	0.66	0.28	0.42
Avail Cap(c_a), veh/h	369	546	556	628	560	517	368	1204	0	294	1309	584
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.7	58.2	58.2	58.0	54.9	55.0	31.6	22.5	0.0	34.6	36.0	38.0
Incr Delay (d2), s/veh	22.3	10.4	10.4	0.6	37.3	39.2	0.8	5.7	0.0	5.6	0.5	2.2
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.1	21.2	21.5	8.1	36.5	34.4	5.9	14.8	0.0	8.5	9.1	12.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	93.0	68.6	68.6	58.6	92.2	94.2	32.4	28.2	0.0	40.3	36.5	40.2
LnGrp LOS	F	E	E	E	F	F	C	C		D	D	D
Approach Vol, veh/h		1041			1328			1097			792	
Approach Delay, s/veh		76.1			86.5			28.7			38.5	
Approach LOS		E			F			C			D	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	18.7	60.7	35.8	44.8	14.0	65.4	23.6	57.0
Change Period (Y+Rc), s	6.3	* 6.9	7.0	* 6.8	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	14.7	* 51	18.6	* 49	7.6	58.1	17.1	50.0
Max Q Clear Time (g_c+I1), s	12.2	32.8	12.3	32.7	9.6	20.2	16.7	51.9
Green Ext Time (p_c), s	0.2	8.6	0.6	5.3	0.0	5.2	0.1	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	60.2
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	2	0	0	17	0	1628	4	0	716	5
Future Vol, veh/h	0	0	2	0	0	17	0	1628	4	0	716	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	0	0	2	0	0	20	0	1938	5	0	852	6

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	429	-	-	971	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.02	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.36	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	580	0	0	245	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	580	-	-	245	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.24	21	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	580	245	-	-
HCM Lane V/C Ratio	-	-	0.004	0.083	-	-
HCM Ctrl Dly (s/v)	-	-	11.2	21	-	-
HCM Lane LOS	-	-	B	C	-	-
HCM 95th %tile Q(veh)	-	-	0	0.3	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	37	10	9	15	10	11	1	7	1589	12	12	672
Future Volume (vph)	37	10	9	15	10	11	1	7	1589	12	12	672
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00	0.95
Frt		0.98			0.96			1.00	1.00		1.00	1.00
Flt Protected		0.97			0.98			0.95	1.00		0.95	1.00
Satd. Flow (prot)		1764			1785			1805	3606		1770	3523
Flt Permitted		0.80			0.88			0.34	1.00		0.95	1.00
Satd. Flow (perm)		1465			1598			638	3606		1770	3523
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	44	12	11	18	12	13	1	8	1892	14	14	800
RTOR Reduction (vph)	0	5	0	0	10	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	62	0	0	33	0	0	9	1906	0	14	824
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Prot	NA
Protected Phases		4			8				2		1	6
Permitted Phases	4			8			2	2				
Actuated Green, G (s)		12.4			14.1			127.7	127.7		3.2	134.9
Effective Green, g (s)		12.4			14.1			127.7	127.7		3.2	134.9
Actuated g/C Ratio		0.08			0.09			0.80	0.80		0.02	0.84
Clearance Time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		113			140			509	2878		35	2970
v/s Ratio Prot									c0.53		0.01	c0.23
v/s Ratio Perm		c0.04			0.02			0.01				
v/c Ratio		0.55			0.24			0.02	0.66		0.40	0.28
Uniform Delay, d1		71.1			67.9			3.3	6.9		77.5	2.6
Progression Factor		1.00			1.00			0.40	0.37		1.20	0.95
Incremental Delay, d2		5.7			0.9			0.0	0.9		7.1	0.2
Delay (s)		76.9			68.8			1.4	3.4		99.9	2.7
Level of Service		E			E			A	A		F	A
Approach Delay (s/veh)		76.9			68.8				3.4			4.3
Approach LOS		E			E				A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	6.4	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.65		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.7
Intersection Capacity Utilization	60.7%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	21
Future Volume (vph)	21
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	25
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

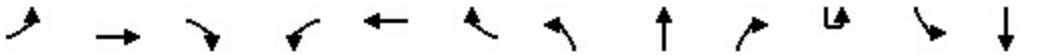
Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	57	0	0	17	6	1577	3	8	680	24
Future Vol, veh/h	0	0	57	0	0	17	6	1577	3	8	680	24
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	0	0	68	0	0	20	7	1877	4	10	810	29

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	419	-	-	940	838	0	0	1881	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.02	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.36	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	588	0	0	257	805	-	-	315	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	588	-	-	257	805	-	-	315	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	11.91	20.19	0.04	0.19
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	805	-	-	588	257	315	-	-
HCM Lane V/C Ratio	0.009	-	-	0.115	0.079	0.03	-	-
HCM Ctrl Dly (s/v)	9.5	-	-	11.9	20.2	16.8	-	-
HCM Lane LOS	A	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0.3	0.1	-	-



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	138	18	7	10	20	24	12	1425	10	48	18	570
Future Volume (vph)	138	18	7	10	20	24	12	1425	10	48	18	570
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Lane Util. Factor		1.00			1.00		1.00	0.95			1.00	0.95
Frt		0.99			0.94		1.00	1.00			1.00	0.98
Flt Protected		0.96			0.99		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1777			1718		1805	3606			1770	3455
Flt Permitted		0.72			0.94		0.29	1.00			0.08	1.00
Satd. Flow (perm)		1334			1626		552	3606			140	3455
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	166	22	8	12	24	29	14	1717	12	58	22	687
RTOR Reduction (vph)	0	0	0	0	20	0	0	0	0	0	0	8
Lane Group Flow (vph)	0	196	0	0	45	0	14	1729	0	0	80	808
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		29.0			29.3		102.0	102.0			110.5	110.4
Effective Green, g (s)		29.0			29.3		102.0	102.0			110.5	110.4
Actuated g/C Ratio		0.18			0.18		0.64	0.64			0.69	0.69
Clearance Time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Vehicle Extension (s)		4.0			4.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		241			297		367	2298			203	2383
v/s Ratio Prot							0.00	c0.48			0.03	c0.23
v/s Ratio Perm		c0.15			0.03		0.02				0.25	
v/c Ratio		0.81			0.15		0.04	0.75			0.39	0.34
Uniform Delay, d1		62.9			54.9		11.4	20.2			40.9	10.0
Progression Factor		1.00			1.00		1.00	1.00			0.66	0.59
Incremental Delay, d2		19.4			0.3		0.0	2.3			1.2	0.4
Delay (s)		82.3			55.2		11.4	22.5			28.3	6.3
Level of Service		F			E		B	C			C	A
Approach Delay (s/veh)		82.3			55.2			22.4				8.3
Approach LOS		F			E			C				A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	22.8	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	74.5%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	107
Future Volume (vph)	107
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.83
Adj. Flow (vph)	129
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	10	2	1441	573	3
Future Vol, veh/h	0	10	2	1441	573	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	13	3	1824	725	4

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	365	729	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	638	884	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	638	884	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	10.76	0.01	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	884	-	638	-	-
HCM Lane V/C Ratio	0.003	-	0.02	-	-
HCM Ctrl Dly (s/v)	9.1	-	10.8	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	4	1441	5	9	567
Future Vol, veh/h	1	4	1441	5	9	567
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	1	5	1824	6	11	718

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2209	915	0	0	1830	0
Stage 1	1827	-	-	-	-	-
Stage 2	382	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	39	279	-	-	330	-
Stage 1	116	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	37	279	-	-	330	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	116	-	-	-	-	-
Stage 2	643	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	36.29	0	0.25
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	121	330	-
HCM Lane V/C Ratio	-	-	0.052	0.035	-
HCM Ctrl Dly (s/v)	-	-	36.3	16.3	-
HCM Lane LOS	-	-	E	C	-
HCM 95th %tile Q(veh)	-	-	0.2	0.1	-

Intersection	
Int Delay, s/veh	1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	28	1371	25	28	539
Future Vol, veh/h	9	28	1371	25	28	539
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	11	35	1735	32	35	682

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2163	884	0	0	1767	0
Stage 1	1751	-	-	-	-	-
Stage 2	412	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	41	293	-	-	349	-
Stage 1	127	-	-	-	-	-
Stage 2	643	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	37	293	-	-	349	-
Mov Cap-2 Maneuver	37	-	-	-	-	-
Stage 1	127	-	-	-	-	-
Stage 2	577	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	60.39	0	0.81
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	110	349	-
HCM Lane V/C Ratio	-	-	0.427	0.102	-
HCM Ctrl Dly (s/v)	-	-	60.4	16.5	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	1.8	0.3	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	24	10	34
Stops (#)	2250	815	3065
Average Speed (mph)	23	26	24
Total Travel Time (hr)	72	41	113
Distance Traveled (mi)	1677	1083	2761
Fuel Consumed (gal)	98	55	153
Fuel Economy (mpg)	17.0	19.8	18.0
Unserved Vehicles (#)	0	0	0
Vehicles in dilemma zone (#)	109	60	169
Performance Index	30.3	12.3	42.6

Network Totals

Number of Intersections	9
Total Delay (hr)	85
Stops (#)	5487
Average Speed (mph)	20
Total Travel Time (hr)	191
Distance Traveled (mi)	3789
Fuel Consumed (gal)	250
Fuel Economy (mpg)	15.2
Unserved Vehicles (#)	0
Vehicles in dilemma zone (#)	216
Performance Index	100.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	358	805	128	630	404	186	93	481	0	217	1080	317
Future Volume (veh/h)	358	805	128	630	404	186	93	481	0	217	1080	317
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	0	1870	1870	1870
Adj Flow Rate, veh/h	385	866	138	677	434	200	100	517	0	233	1161	341
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	0	2	2	2
Cap, veh/h	445	829	132	683	801	366	213	1083	0	334	1157	516
Arrive On Green	0.13	0.27	0.27	0.20	0.34	0.34	0.19	0.61	0.00	0.12	0.33	0.33
Sat Flow, veh/h	3456	3070	489	3456	2370	1082	1781	3647	0	1781	3554	1585
Grp Volume(v), veh/h	385	501	503	677	324	310	100	517	0	233	1161	341
Grp Sat Flow(s),veh/h/ln	1728	1777	1782	1728	1777	1676	1781	1777	0	1781	1777	1585
Q Serve(g_s), s	17.5	43.2	43.2	31.3	23.6	24.0	3.7	12.8	0.0	16.9	52.1	22.8
Cycle Q Clear(g_c), s	17.5	43.2	43.2	31.3	23.6	24.0	3.7	12.8	0.0	16.9	52.1	22.8
Prop In Lane	1.00		0.27	1.00		0.65	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	445	480	481	683	601	567	213	1083	0	334	1157	516
V/C Ratio(X)	0.87	1.04	1.04	0.99	0.54	0.55	0.47	0.48	0.00	0.70	1.00	0.66
Avail Cap(c_a), veh/h	564	480	481	683	601	567	213	1083	0	352	1157	516
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.3	58.4	58.4	64.1	42.9	43.0	59.4	24.2	0.0	46.2	53.9	27.4
Incr Delay (d2), s/veh	12.1	53.3	53.2	32.4	1.3	1.4	2.3	1.5	0.0	6.3	27.3	6.5
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	13.2	35.6	35.7	23.4	15.9	15.4	6.4	8.2	0.0	12.8	36.1	14.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	80.5	111.7	111.6	96.4	44.1	44.4	61.7	25.8	0.0	52.5	81.2	33.9
LnGrp LOS	F	F	F	F	D	D	E	C		D	F	C
Approach Vol, veh/h		1389			1311			617			1735	
Approach Delay, s/veh		103.0			71.2			31.6			68.1	
Approach LOS		F			E			C			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.4	55.6	38.6	50.0	21.9	59.0	27.5	61.1
Change Period (Y+Rc), s	6.3	6.8	7.0	* 6.8	6.8	* 6.9	6.9	7.0
Max Green Setting (Gmax), s	20.7	38.2	31.6	* 43	6.6	* 52	26.1	48.0
Max Q Clear Time (g_c+I1), s	18.9	14.8	33.3	45.2	5.7	54.1	19.5	26.0
Green Ext Time (p_c), s	0.2	4.7	0.0	0.0	0.0	0.0	1.1	5.3

Intersection Summary	
HCM 7th Control Delay, s/veh	74.0
HCM 7th LOS	E

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	10	0	0	24	0	842	11	0	1735	8
Future Vol, veh/h	0	0	10	0	0	24	0	842	11	0	1735	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	0	0	10	0	0	25	0	877	11	0	1807	8

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	908	-	-	444	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	282	0	0	567	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	282	-	-	567	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	18.25	11.64	0	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	282	567	-	-
HCM Lane V/C Ratio	-	-	0.037	0.044	-	-
HCM Ctrl Dly (s/v)	-	-	18.3	11.6	-	-
HCM Lane LOS	-	-	C	B	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	59	27	35	41	17	8	7	18	808	18	27	1671
Future Volume (vph)	59	27	35	41	17	8	7	18	808	18	27	1671
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00	0.95
Frt		0.96			0.98			1.00	1.00		1.00	1.00
Flt Protected		0.98			0.97			0.95	1.00		0.95	1.00
Satd. Flow (prot)		1782			1710			1770	3528		1787	3560
Flt Permitted		0.81			0.69			0.12	1.00		0.95	1.00
Satd. Flow (perm)		1487			1216			219	3528		1787	3560
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	60	28	36	42	17	8	7	18	824	18	28	1705
RTOR Reduction (vph)	0	10	0	0	4	0	0	0	1	0	0	1
Lane Group Flow (vph)	0	114	0	0	63	0	0	25	841	0	28	1749
Heavy Vehicles (%)	0%	0%	0%	6%	6%	6%	2%	2%	2%	2%	1%	1%
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Prot	NA
Protected Phases		4			8				2		1	6
Permitted Phases	4			8			2	2				
Actuated Green, G (s)		17.5			19.2			120.3	120.3		5.5	129.8
Effective Green, g (s)		17.5			19.2			120.3	120.3		5.5	129.8
Actuated g/C Ratio		0.11			0.12			0.75	0.75		0.03	0.81
Clearance Time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		162			145			164	2652		61	2888
v/s Ratio Prot									0.24		0.02	c0.49
v/s Ratio Perm		c0.08			0.05			0.11				
v/c Ratio		0.70			0.44			0.15	0.32		0.46	0.61
Uniform Delay, d1		68.8			65.4			5.6	6.5		75.8	5.6
Progression Factor		1.00			1.00			0.76	0.75		1.22	0.18
Incremental Delay, d2		13.1			2.1			1.9	0.3		0.5	0.1
Delay (s)		81.8			67.5			6.1	5.1		92.9	1.1
Level of Service		F			E			A	A		F	A
Approach Delay (s/veh)		81.8			67.5				5.2			2.5
Approach LOS		F			E				A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	8.3	HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio	0.63		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.7
Intersection Capacity Utilization	65.7%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	44
Future Volume (vph)	44
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	45
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	95	0	0	25	6	883	5	11	1722	77
Future Vol, veh/h	0	0	95	0	0	25	6	883	5	11	1722	77
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	100	100	100	100	100	100	100	100	100	100	100	100
Heavy Vehicles, %	0	0	0	0	0	0	2	2	2	1	1	1
Mvmt Flow	0	0	95	0	0	25	6	883	5	11	1722	77

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	-	-	900	-	-	444	1799	0	0	888	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	6.9	4.14	-	-	4.12	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.3	2.22	-	-	2.21	-	-
Pot Cap-1 Maneuver	0	0	286	0	0	567	339	-	-	765	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	286	-	-	567	339	-	-	765	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	23.76	11.64	0.11	0.06
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	339	-	-	286	567	765	-	-
HCM Lane V/C Ratio	0.018	-	-	0.333	0.044	0.014	-	-
HCM Ctrl Dly (s/v)	15.8	-	-	23.8	11.6	9.8	-	-
HCM Lane LOS	C	-	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.1	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	171	29	11	15	23	18	20	666	6	77	22	1617
Future Volume (vph)	171	29	11	15	23	18	20	666	6	77	22	1617
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Lane Util. Factor		1.00			1.00		1.00	0.95			1.00	0.95
Frt		0.99			0.96		1.00	1.00			1.00	0.99
Flt Protected		0.96			0.99		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1796			1794		1770	3535			1787	3552
Flt Permitted		0.75			0.91		0.08	1.00			0.35	1.00
Satd. Flow (perm)		1402			1651		151	3535			650	3552
Peak-hour factor, PHF	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98	0.98
Adj. Flow (vph)	174	30	11	15	23	18	20	680	6	79	22	1650
RTOR Reduction (vph)	0	0	0	0	11	0	0	0	0	0	0	2
Lane Group Flow (vph)	0	215	0	0	45	0	20	686	0	0	101	1718
Heavy Vehicles (%)	1%	1%	1%	0%	0%	0%	2%	2%	2%	1%	1%	1%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		30.6			30.9		106.7	103.4			115.0	107.5
Effective Green, g (s)		30.6			30.9		106.7	103.4			115.0	107.5
Actuated g/C Ratio		0.19			0.19		0.67	0.65			0.72	0.67
Clearance Time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Vehicle Extension (s)		4.0			4.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		268			318		134	2284			520	2386
v/s Ratio Prot							0.00	0.19			c0.01	c0.48
v/s Ratio Perm		c0.15			0.03		0.10				0.13	
v/c Ratio		0.80			0.14		0.15	0.30			0.19	0.72
Uniform Delay, d1		61.8			53.5		15.2	12.4			7.3	16.7
Progression Factor		1.00			1.00		1.00	1.00			0.52	0.59
Incremental Delay, d2		16.5			0.3		0.5	0.3			0.2	1.6
Delay (s)		78.4			53.8		15.7	12.8			3.9	11.4
Level of Service		E			D		B	B			A	B
Approach Delay (s/veh)		78.4			53.8			12.8				11.0
Approach LOS		E			D			B				B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	17.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	84.1%	ICU Level of Service	E
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	69
Future Volume (vph)	69
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.98
Adj. Flow (vph)	70
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	1%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	37	12	686	1626	7
Future Vol, veh/h	0	37	12	686	1626	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	0	39	13	715	1694	7

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	851	1701	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.16	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.23	-	-	-
Pot Cap-1 Maneuver	0	308	366	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	308	366	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	18.37	0.26	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	366	-	308	-	-
HCM Lane V/C Ratio	0.034	-	0.125	-	-
HCM Ctrl Dly (s/v)	15.2	-	18.4	-	-
HCM Lane LOS	C	-	C	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	-	-

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	12	11	683	9	10	1646
Future Vol, veh/h	12	11	683	9	10	1646
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	14	14	2	2	1	1
Mvmt Flow	12	11	704	9	10	1697

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1578	357	0	0	713	0
Stage 1	709	-	-	-	-	-
Stage 2	869	-	-	-	-	-
Critical Hdwy	7.08	7.18	-	-	4.12	-
Critical Hdwy Stg 1	6.08	-	-	-	-	-
Critical Hdwy Stg 2	6.08	-	-	-	-	-
Follow-up Hdwy	3.64	3.44	-	-	2.21	-
Pot Cap-1 Maneuver	89	606	-	-	889	-
Stage 1	419	-	-	-	-	-
Stage 2	343	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	88	606	-	-	889	-
Mov Cap-2 Maneuver	88	-	-	-	-	-
Stage 1	419	-	-	-	-	-
Stage 2	339	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	33.76	0	0.05
HCM LOS	D		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	149	889	-
HCM Lane V/C Ratio	-	-	0.16	0.012	-
HCM Ctrl Dly (s/v)	-	-	33.8	9.1	-
HCM Lane LOS	-	-	D	A	-
HCM 95th %tile Q(veh)	-	-	0.5	0	-

Intersection	
Int Delay, s/veh	0.8

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	24	26	666	15	13	1635
Future Vol, veh/h	24	26	666	15	13	1635
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	0	0	3	3	1	1
Mvmt Flow	26	28	709	16	14	1739

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1614	362	0	0	724	0
Stage 1	716	-	-	-	-	-
Stage 2	897	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.12	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.21	-
Pot Cap-1 Maneuver	97	640	-	-	881	-
Stage 1	450	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	95	640	-	-	881	-
Mov Cap-2 Maneuver	95	-	-	-	-	-
Stage 1	450	-	-	-	-	-
Stage 2	357	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	35.34	0	0.07
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	171	881	-
HCM Lane V/C Ratio	-	-	0.311	0.016	-
HCM Ctrl Dly (s/v)	-	-	35.3	9.2	-
HCM Lane LOS	-	-	E	A	-
HCM 95th %tile Q(veh)	-	-	1.3	0	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	14	37	51
Stops (#)	1036	2343	3379
Average Speed (mph)	22	23	23
Total Travel Time (hr)	38	111	149
Distance Traveled (mi)	842	2591	3432
Fuel Consumed (gal)	50	144	193
Fuel Economy (mpg)	16.9	18.0	17.7
Unserved Vehicles (#)	0	8	8
Vehicles in dilemma zone (#)	62	101	163
Performance Index	16.4	43.8	60.2

Network Totals

Number of Intersections	9
Total Delay (hr)	120
Stops (#)	6224
Average Speed (mph)	19
Total Travel Time (hr)	250
Distance Traveled (mi)	4632
Fuel Consumed (gal)	312
Fuel Economy (mpg)	14.8
Unserved Vehicles (#)	64
Vehicles in dilemma zone (#)	203
Performance Index	137.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	379	722	95	292	749	480	143	1052	0	219	462	257
Future Volume (veh/h)	379	722	95	292	749	480	143	1052	0	219	462	257
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width Adj.	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1885	1885	1885	1885	1885	0	1885	1885	1885
Adj Flow Rate, veh/h	395	752	99	304	780	500	149	1096	0	228	481	268
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	2	2	2	1	1	1	1	1	0	1	1	1
Cap, veh/h	391	870	114	547	670	425	328	1128	0	222	1239	553
Arrive On Green	0.11	0.28	0.28	0.16	0.32	0.32	0.12	0.63	0.00	0.09	0.35	0.35
Sat Flow, veh/h	3456	3157	415	3483	2103	1333	1795	3676	0	1795	3582	1598
Grp Volume(v), veh/h	395	423	428	304	663	617	149	1096	0	228	481	268
Grp Sat Flow(s),veh/h/ln	1728	1777	1796	1742	1791	1645	1795	1791	0	1795	1791	1598
Q Serve(g_s), s	18.1	36.2	36.3	12.9	51.0	51.0	9.3	46.7	0.0	14.7	16.2	21.1
Cycle Q Clear(g_c), s	18.1	36.2	36.3	12.9	51.0	51.0	9.3	46.7	0.0	14.7	16.2	21.1
Prop In Lane	1.00		0.23	1.00		0.81	1.00		0.00	1.00		1.00
Lane Grp Cap(c), veh/h	391	490	495	547	571	524	328	1128	0	222	1239	553
V/C Ratio(X)	1.01	0.86	0.86	0.56	1.16	1.18	0.45	0.97	0.00	1.03	0.39	0.48
Avail Cap(c_a), veh/h	391	580	586	547	571	524	328	1128	0	222	1239	553
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	70.9	55.1	55.1	62.3	54.5	54.5	32.5	29.0	0.0	46.5	39.5	41.1
Incr Delay (d2), s/veh	48.2	12.2	12.2	1.6	90.8	98.0	1.4	20.9	0.0	68.0	0.9	3.0
Initial Q Delay(d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	16.0	24.6	24.8	9.8	51.7	49.5	6.9	24.7	0.0	16.3	11.8	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	119.1	67.3	67.3	63.9	145.3	152.5	33.9	49.8	0.0	114.6	40.4	44.1
LnGrp LOS	F	E	E	E	F	F	C	D		F	D	D
Approach Vol, veh/h		1246			1584			1245			977	
Approach Delay, s/veh		83.7			132.5			47.9			58.7	
Approach LOS		F			F			D			E	

Timer - Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	21.0	57.3	32.1	50.9	16.0	62.3	25.0	58.0
Change Period (Y+Rc), s	6.3	* 6.9	7.0	* 6.8	6.4	6.9	6.9	7.0
Max Green Setting (Gmax), s	14.7	* 49	17.6	* 52	9.6	54.1	18.1	51.0
Max Q Clear Time (g_c+I1), s	16.7	48.7	14.9	38.3	11.3	23.1	20.1	53.0
Green Ext Time (p_c), s	0.0	0.4	0.4	5.8	0.0	6.5	0.0	0.0

Intersection Summary	
HCM 7th Control Delay, s/veh	85.4
HCM 7th LOS	F

Notes

* HCM 7th computational engine requires equal clearance times for the phases crossing the barrier.

Intersection	
Int Delay, s/veh	0.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	8	0	0	22	0	1774	10	0	849	11
Future Vol, veh/h	0	0	8	0	0	22	0	1774	10	0	849	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	0	0	10	0	0	26	0	2112	12	0	1011	13

Major/Minor	Minor2		Minor1			Major1			Major2			
Conflicting Flow All	-	-	512	-	-	1062	-	0	0	-	-	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.02	-	-	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.36	-	-	-	-	-	-
Pot Cap-1 Maneuver	0	0	512	0	0	213	0	-	-	0	-	-
Stage 1	0	0	-	0	0	-	0	-	-	0	-	-
Stage 2	0	0	-	0	0	-	0	-	-	0	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	512	-	-	213	-	-	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	12.16	24.26	0	0
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBT	NBR	EBLn1	WBLn1	SBT	SBR
Capacity (veh/h)	-	-	512	213	-	-
HCM Lane V/C Ratio	-	-	0.019	0.123	-	-
HCM Ctrl Dly (s/v)	-	-	12.2	24.3	-	-
HCM Lane LOS	-	-	B	C	-	-
HCM 95th %tile Q(veh)	-	-	0.1	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	47	22	13	24	22	18	8	17	1719	17	22	818
Future Volume (vph)	47	22	13	24	22	18	8	17	1719	17	22	818
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Lane Util. Factor		1.00			1.00			1.00	0.95		1.00	0.95
Frt		0.98			0.96			1.00	1.00		1.00	1.00
Flt Protected		0.97			0.98			0.95	1.00		0.95	1.00
Satd. Flow (prot)		1773			1795			1805	3605		1770	3522
Flt Permitted		0.72			0.84			0.27	1.00		0.95	1.00
Satd. Flow (perm)		1318			1542			515	3605		1770	3522
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	56	26	15	29	26	21	10	20	2046	20	26	974
RTOR Reduction (vph)	0	5	0	0	9	0	0	0	0	0	0	1
Lane Group Flow (vph)	0	92	0	0	67	0	0	30	2066	0	26	1005
Heavy Vehicles (%)	2%	2%	2%	0%	0%	0%	0%	0%	0%	0%	2%	2%
Turn Type	Perm	NA		Perm	NA		Perm	Perm	NA		Prot	NA
Protected Phases		4			8				2		1	6
Permitted Phases	4			8			2	2				
Actuated Green, G (s)		15.8			17.5			123.0	123.0		4.5	131.5
Effective Green, g (s)		15.8			17.5			123.0	123.0		4.5	131.5
Actuated g/C Ratio		0.10			0.11			0.77	0.77		0.03	0.82
Clearance Time (s)		6.7			5.0			5.0	5.0		5.0	6.0
Vehicle Extension (s)		3.0			3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		130			168			395	2771		49	2894
v/s Ratio Prot									c0.57		c0.01	0.29
v/s Ratio Perm		c0.07			0.04			0.06				
v/c Ratio		0.71			0.40			0.08	0.75		0.53	0.35
Uniform Delay, d1		69.9			66.4			4.5	10.0		76.7	3.6
Progression Factor		1.00			1.00			0.44	0.71		1.19	1.07
Incremental Delay, d2		16.8			1.6			0.2	1.0		9.8	0.3
Delay (s)		86.6			67.9			2.2	8.2		101.0	4.1
Level of Service		F			E			A	A		F	A
Approach Delay (s/veh)		86.6			67.9				8.1			6.6
Approach LOS		F			E				A			A

Intersection Summary			
HCM 2000 Control Delay (s/veh)	11.3	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.73		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	16.7
Intersection Capacity Utilization	65.0%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	27
Future Volume (vph)	27
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.84
Adj. Flow (vph)	32
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	0	0	72	0	0	29	13	1732	9	14	846	40
Future Vol, veh/h	0	0	72	0	0	29	13	1732	9	14	846	40
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	0	-	-	0	150	-	-	125	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	84	84	84	84	84	84	84	84	84	84	84	84
Heavy Vehicles, %	0	0	0	6	6	6	0	0	0	2	2	2
Mvmt Flow	0	0	86	0	0	35	15	2062	11	17	1007	48

Major/Minor	Minor2		Minor1			Major1				Major2		
Conflicting Flow All	-	-	527	-	-	1036	1055	0	0	2073	0	0
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy	-	-	6.9	-	-	7.02	4.1	-	-	4.14	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	-	-	-	-	-	-
Follow-up Hdwy	-	-	3.3	-	-	3.36	2.2	-	-	2.22	-	-
Pot Cap-1 Maneuver	0	0	501	0	0	222	668	-	-	265	-	-
Stage 1	0	0	-	0	0	-	-	-	-	-	-	-
Stage 2	0	0	-	0	0	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	-	-	501	-	-	222	668	-	-	265	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	13.67	24.22	0.08	0.3
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	668	-	-	501	222	265	-	-
HCM Lane V/C Ratio	0.023	-	-	0.171	0.156	0.063	-	-
HCM Ctrl Dly (s/v)	10.5	-	-	13.7	24.2	19.5	-	-
HCM Lane LOS	B	-	-	B	C	C	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.6	0.5	0.2	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	168	30	11	15	34	31	17	1534	15	59	22	670
Future Volume (vph)	168	30	11	15	34	31	17	1534	15	59	22	670
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Lane Util. Factor		1.00			1.00		1.00	0.95			1.00	0.95
Frt		0.99			0.95		1.00	1.00			1.00	0.98
Flt Protected		0.96			0.99		0.95	1.00			0.95	1.00
Satd. Flow (prot)		1778			1732		1805	3605			1770	3456
Flt Permitted		0.68			0.92		0.23	1.00			0.04	1.00
Satd. Flow (perm)		1249			1617		432	3605			81	3456
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	202	36	13	18	41	37	20	1848	18	71	27	807
RTOR Reduction (vph)	0	0	0	0	15	0	0	0	0	0	0	9
Lane Group Flow (vph)	0	251	0	0	81	0	20	1866	0	0	98	947
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	0%	0%	0%	2%	2%	2%
Turn Type	Perm	NA		Perm	NA		pm+pt	NA		pm+pt	pm+pt	NA
Protected Phases		4			8		5	2		1	1	6
Permitted Phases	4			8			2			6	6	
Actuated Green, G (s)		36.0			36.3		95.2	95.2			102.7	102.6
Effective Green, g (s)		36.0			36.3		95.2	95.2			102.7	102.6
Actuated g/C Ratio		0.23			0.23		0.60	0.60			0.64	0.64
Clearance Time (s)		6.5			6.2		6.0	6.0			6.0	6.1
Vehicle Extension (s)		4.0			4.0		3.0	3.0			3.0	3.0
Lane Grp Cap (vph)		281			366		281	2144			160	2216
v/s Ratio Prot							0.00	c0.52			c0.04	0.27
v/s Ratio Perm		c0.20			0.05		0.04				0.35	
v/c Ratio		0.89			0.22		0.07	0.87			0.61	0.43
Uniform Delay, d1		60.1			50.4		14.9	27.2			57.4	14.2
Progression Factor		1.00			1.00		1.00	1.00			0.62	0.58
Incremental Delay, d2		28.5			0.4		0.1	5.2			6.6	0.6
Delay (s)		88.6			50.8		15.0	32.4			42.0	8.8
Level of Service		F			D		B	C			D	A
Approach Delay (s/veh)		88.6			50.8			32.2				11.9
Approach LOS		F			D			C				B

Intersection Summary			
HCM 2000 Control Delay (s/veh)	30.5	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.86		
Actuated Cycle Length (s)	160.0	Sum of lost time (s)	18.6
Intersection Capacity Utilization	81.0%	ICU Level of Service	D
Analysis Period (min)	15		
c Critical Lane Group			

Movement	SBR
Lane Configurations	
Traffic Volume (vph)	124
Future Volume (vph)	124
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.83
Adj. Flow (vph)	149
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s/veh)	
Approach LOS	

Intersection Summary

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	0	16	7	1526	683	8
Future Vol, veh/h	0	16	7	1526	683	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	50	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	0	20	9	1932	865	10

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	-	437	875	0	-	0
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.9	4.1	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.3	2.2	-	-	-
Pot Cap-1 Maneuver	0	573	780	-	-	-
Stage 1	0	-	-	-	-	-
Stage 2	0	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	-	573	780	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	EB	NB	SB
HCM Ctrl Dly, s/v	11.52	0.04	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	780	-	573	-	-
HCM Lane V/C Ratio	0.011	-	0.035	-	-
HCM Ctrl Dly (s/v)	9.7	-	11.5	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.9

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	10	1527	11	15	686
Future Vol, veh/h	7	10	1527	11	15	686
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	9	13	1933	14	19	868

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2412	973	0	0	1947	0
Stage 1	1940	-	-	-	-	-
Stage 2	472	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	28	255	-	-	297	-
Stage 1	100	-	-	-	-	-
Stage 2	599	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	26	255	-	-	297	-
Mov Cap-2 Maneuver	26	-	-	-	-	-
Stage 1	100	-	-	-	-	-
Stage 2	561	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	106.04	0	0.38
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	56	297	-
HCM Lane V/C Ratio	-	-	0.387	0.064	-
HCM Ctrl Dly (s/v)	-	-	106	18	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	1.4	0.2	-

Intersection	
Int Delay, s/veh	4.5

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	13	38	1500	35	38	676
Future Vol, veh/h	13	38	1500	35	38	676
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	50	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	0	0	0	0	2	2
Mvmt Flow	16	48	1899	44	48	856

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2445	972	0	0	1943	0
Stage 1	1921	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.8	6.9	-	-	4.14	-
Critical Hdwy Stg 1	5.8	-	-	-	-	-
Critical Hdwy Stg 2	5.8	-	-	-	-	-
Follow-up Hdwy	3.5	3.3	-	-	2.22	-
Pot Cap-1 Maneuver	27	256	-	-	298	-
Stage 1	103	-	-	-	-	-
Stage 2	564	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	22	256	-	-	298	-
Mov Cap-2 Maneuver	22	-	-	-	-	-
Stage 1	103	-	-	-	-	-
Stage 2	473	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	187.46	0	1.03
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	70	298	-
HCM Lane V/C Ratio	-	-	0.926	0.161	-
HCM Ctrl Dly (s/v)	-	-	187.5	19.4	-
HCM Lane LOS	-	-	F	C	-
HCM 95th %tile Q(veh)	-	-	4.6	0.6	-

S Navy Boulevard

Direction	NB	SB	All
Total Delay (hr)	40	19	59
Stops (#)	3085	1264	4349
Average Speed (mph)	20	23	21
Total Travel Time (hr)	93	57	149
Distance Traveled (mi)	1825	1332	3157
Fuel Consumed (gal)	122	74	196
Fuel Economy (mpg)	14.9	18.0	16.1
Unserved Vehicles (#)	0	15	15
Vehicles in dilemma zone (#)	116	40	156
Performance Index	49.0	22.2	71.2

Network Totals

Number of Intersections	9
Total Delay (hr)	143
Stops (#)	7279
Average Speed (mph)	17
Total Travel Time (hr)	266
Distance Traveled (mi)	4403
Fuel Consumed (gal)	329
Fuel Economy (mpg)	13.4
Unserved Vehicles (#)	159
Vehicles in dilemma zone (#)	211
Performance Index	163.0

HSM Spreadsheets

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Barrancas Avenue to Winthrop Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, 5T)		--	5T
Length of segment, L (mi)		--	0.149
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft.) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	2
Minor residential driveways (number)		--	0
Other driveways (number)		--	6
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	114.0939597
Offset to roadside fixed objects (ft.) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.14	1.00	0.94	1.00	1.07

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	1.158	1.000	1.158	1.07	0.70	0.871
Fatal and Injury (FI)	-10.47	1.12	0.62	0.325	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.269}$	0.311	1.07	0.70	0.234
Property Damage Only (PDO)	-9.97	1.17	0.88	0.884	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.731}$	0.847	1.07	0.70	0.637

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.234	1.000	0.637	0.871
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.198	0.651	0.415	0.613
Head-on collision	0.021	0.005	0.004	0.003	0.007
Angle collision	0.050	0.012	0.059	0.038	0.049
Sideswipe, same direction	0.061	0.014	0.248	0.158	0.172
Sideswipe, opposite direction	0.004	0.001	0.009	0.006	0.007
Other multiple-vehicle collision	0.018	0.004	0.029	0.018	0.023

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.272	1.000	0.272	1.07	0.70	0.205
Fatal and Injury (FI)	-4.43	0.35	0.36	0.060	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.063	1.07	0.70	0.047
Property Damage Only (PDO)	-5.83	0.61	0.55	0.200	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.210	1.07	0.70	0.158

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.047	1.000	0.158	0.205
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.008	0.008
Collision with fixed object	0.398	0.019	0.768	0.121	0.140
Collision with other object	0.005	0.000	0.061	0.010	0.010
Other single-vehicle collision	0.581	0.027	0.122	0.019	0.047

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	2	0.053	1.172	0.175	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	2	0.087	1.172	0.287	
Minor residential	0	0.016	1.172	0.000	
Other	6	0.027	1.172	0.267	
Total	--	--	--	0.729	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.729	1.000	0.729	1.07	0.70	0.549
Fatal and injury (FI)	--	0.269	0.196	1.07	0.70	0.148
Property damage only (PDO)	--	0.731	0.533	1.07	0.70	0.401

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)
Total	0.871	0.205	0.549	1.624	0.023	0.70	0.037
Fatal and injury (FI)	--	--	--	--	--	0.70	0.037

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)
Total	0.871	0.205	0.549	1.624	0.012	0.70	0.019
Fatal and injury (FI)	--	--	--	--	--	0.70	0.019

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.198	0.415	0.613
Head-on collisions (from Worksheet 1D)	0.005	0.003	0.007
Angle collisions (from Worksheet 1D)	0.012	0.038	0.049
Sideswipe, same direction (from Worksheet 1D)	0.014	0.158	0.172
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.006	0.007
Driveway-related collisions (from Worksheet 1H)	0.148	0.401	0.549
Other multiple-vehicle collision (from Worksheet 1D)	0.004	0.018	0.023
Subtotal	0.381	1.038	1.419
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.008	0.008
Collision with fixed object (from Worksheet 1F)	0.019	0.121	0.140
Collision with other object (from Worksheet 1F)	0.000	0.010	0.010
Other single-vehicle collision (from Worksheet 1F)	0.027	0.019	0.047
Collision with pedestrian (from Worksheet 1I)	0.037	0.000	0.037
Collision with bicycle (from Worksheet 1J)	0.019	0.000	0.019
Subtotal	0.104	0.158	0.262
Total	0.485	1.196	1.681

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.7	0.15	11.3
Fatal and injury (FI)	0.5	0.15	3.3
Property damage only (PDO)	1.2	0.15	8.0

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Winthrop Avenue to Palmetto Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.104
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	0
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	2
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	5
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	76.92307692
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.09	1.00	0.94	1.00	1.03

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.808	1.000	0.808	1.03	0.70	0.580
Fatal and Injury (FI)	-10.47	1.12	0.62	0.227	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.269	0.217	1.03	0.70	0.156
Property Damage Only (PDO)	-9.97	1.17	0.88	0.617	$(5)_{TOTAL}-(5)_{FI}$ = 0.731	0.591	1.03	0.70	0.425

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.156	1.000	0.425	0.580
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.132	0.651	0.276	0.408
Head-on collision	0.021	0.003	0.004	0.002	0.005
Angle collision	0.050	0.008	0.059	0.025	0.033
Sideswipe, same direction	0.061	0.010	0.248	0.105	0.115
Sideswipe, opposite direction	0.004	0.001	0.009	0.004	0.004
Other multiple-vehicle collision	0.018	0.003	0.029	0.012	0.015

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.190	1.000	0.190	1.03	0.70	0.137
Fatal and Injury (FI)	-4.43	0.35	0.36	0.042	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.044	1.03	0.70	0.031
Property Damage Only (PDO)	-5.83	0.61	0.55	0.140	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.147	1.03	0.70	0.105

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.031	1.000	0.105	0.137
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.005	0.006
Collision with fixed object	0.398	0.012	0.768	0.081	0.093
Collision with other object	0.005	0.000	0.061	0.006	0.007
Other single-vehicle collision	0.581	0.018	0.122	0.013	0.031

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	0	0.053	1.172	0.000	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	2	0.024	1.172	0.079	
Major residential	0	0.087	1.172	0.000	
Minor residential	5	0.016	1.172	0.132	
Other	2	0.027	1.172	0.089	
Total	--	--	--	0.300	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.300	1.000	0.300	1.03	0.70	0.216
Fatal and injury (FI)	--	0.269	0.081	1.03	0.70	0.058
Property damage only (PDO)	--	0.731	0.220	1.03	0.70	0.158

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.580	0.137	0.216	0.933	0.023	0.70	0.021
Fatal and injury (FI)	--	--	--	--	--	0.70	0.021

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.580	0.137	0.216	0.933	0.012	0.70	0.011
Fatal and injury (FI)	--	--	--	--	--	0.70	0.011

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.132	0.276	0.408
Head-on collisions (from Worksheet 1D)	0.003	0.002	0.005
Angle collisions (from Worksheet 1D)	0.008	0.025	0.033
Sideswipe, same direction (from Worksheet 1D)	0.010	0.105	0.115
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.004	0.004
Driveway-related collisions (from Worksheet 1H)	0.058	0.158	0.216
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.012	0.015
Subtotal	0.214	0.582	0.796
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.005	0.006
Collision with fixed object (from Worksheet 1F)	0.012	0.081	0.093
Collision with other object (from Worksheet 1F)	0.000	0.006	0.007
Other single-vehicle collision (from Worksheet 1F)	0.018	0.013	0.031
Collision with pedestrian (from Worksheet 1I)	0.021	0.000	0.021
Collision with bicycle (from Worksheet 1J)	0.011	0.000	0.011
Subtotal	0.064	0.105	0.169
Total	0.278	0.687	0.965

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.0	0.10	9.3
Fatal and injury (FI)	0.3	0.10	2.7
Property damage only (PDO)	0.7	0.10	6.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Palmetto Avenue to Sunset Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.11
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	1
Minor commercial driveways (number)		--	0
Major industrial / institutional driveways (number)		--	1
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	90.90909091
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.11	1.00	0.94	1.00	1.04

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.855	1.000	0.855	1.04	0.70	0.625
Fatal and Injury (FI)	-10.47	1.12	0.62	0.240	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.269}$	0.230	1.04	0.70	0.168
Property Damage Only (PDO)	-9.97	1.17	0.88	0.653	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.731}$	0.625	1.04	0.70	0.457

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.168	1.000	0.457	0.625
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.142	0.651	0.298	0.439
Head-on collision	0.021	0.004	0.004	0.002	0.005
Angle collision	0.050	0.008	0.059	0.027	0.035
Sideswipe, same direction	0.061	0.010	0.248	0.113	0.124
Sideswipe, opposite direction	0.004	0.001	0.009	0.004	0.005
Other multiple-vehicle collision	0.018	0.003	0.029	0.013	0.016

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.201	1.000	0.201	1.04	0.70	0.147
Fatal and Injury (FI)	-4.43	0.35	0.36	0.044	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.046	1.04	0.70	0.034
Property Damage Only (PDO)	-5.83	0.61	0.55	0.148	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.155	1.04	0.70	0.113

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.034	1.000	0.113	0.147
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.006	0.006
Collision with fixed object	0.398	0.013	0.768	0.087	0.100
Collision with other object	0.005	0.000	0.061	0.007	0.007
Other single-vehicle collision	0.581	0.020	0.122	0.014	0.033

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	1	0.165	1.172	0.272	--
Minor commercial	0	0.053	1.172	0.000	
Major industrial/institutional	1	0.181	1.172	0.299	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	0	0.087	1.172	0.000	
Minor residential	0	0.016	1.172	0.000	
Other	2	0.027	1.172	0.089	
Total	--	--	--	0.660	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.660	1.000	0.660	1.04	0.70	0.482
Fatal and injury (FI)	--	0.269	0.178	1.04	0.70	0.130
Property damage only (PDO)	--	0.731	0.483	1.04	0.70	0.353

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.625	0.147	0.482	1.254	0.023	0.70	0.029
Fatal and injury (FI)	--	--	--	--	--	0.70	0.029

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.625	0.147	0.482	1.254	0.012	0.70	0.015
Fatal and injury (FI)	--	--	--	--	--	0.70	0.015

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.142	0.298	0.439
Head-on collisions (from Worksheet 1D)	0.004	0.002	0.005
Angle collisions (from Worksheet 1D)	0.008	0.027	0.035
Sideswipe, same direction (from Worksheet 1D)	0.010	0.113	0.124
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.004	0.005
Driveway-related collisions (from Worksheet 1H)	0.130	0.353	0.482
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.013	0.016
Subtotal	0.298	0.810	1.107
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.006	0.006
Collision with fixed object (from Worksheet 1F)	0.013	0.087	0.100
Collision with other object (from Worksheet 1F)	0.000	0.007	0.007
Other single-vehicle collision (from Worksheet 1F)	0.020	0.014	0.033
Collision with pedestrian (from Worksheet 1I)	0.029	0.000	0.029
Collision with bicycle (from Worksheet 1J)	0.015	0.000	0.015
Subtotal	0.078	0.113	0.191
Total	0.375	0.923	1.298

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.3	0.11	11.8
Fatal and injury (FI)	0.4	0.11	3.4
Property damage only (PDO)	0.9	0.11	8.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Sunset Avenue to Vancouver Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.116
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	18,500
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	8
Other driveways (number)		--	1
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	94.82758621
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.12	1.00	0.94	1.00	1.05

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.699	1.000	0.699	1.05	0.70	0.513
Fatal and Injury (FI)	-10.47	1.12	0.62	0.198	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.271}$	0.189	1.05	0.70	0.139
Property Damage Only (PDO)	-9.97	1.17	0.88	0.533	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.729}$	0.510	1.05	0.70	0.374

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.139	1.000	0.374	0.513
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.118	0.651	0.244	0.361
Head-on collision	0.021	0.003	0.004	0.001	0.004
Angle collision	0.050	0.007	0.059	0.022	0.029
Sideswipe, same direction	0.061	0.008	0.248	0.093	0.101
Sideswipe, opposite direction	0.004	0.001	0.009	0.003	0.004
Other multiple-vehicle collision	0.018	0.003	0.029	0.011	0.013

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.189	1.000	0.189	1.05	0.70	0.138
Fatal and Injury (FI)	-4.43	0.35	0.36	0.043	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.240	0.045	1.05	0.70	0.033
Property Damage Only (PDO)	-5.83	0.61	0.55	0.137	$(5)_{TOTAL}-(5)_{FI}$ = 0.760	0.143	1.05	0.70	0.105

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.033	1.000	0.105	0.138
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.005	0.006
Collision with fixed object	0.398	0.013	0.768	0.081	0.094
Collision with other object	0.005	0.000	0.061	0.006	0.007
Other single-vehicle collision	0.581	0.019	0.122	0.013	0.032

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	5	0.053	1.172	0.339	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	0	0.087	1.172	0.000	
Minor residential	8	0.016	1.172	0.164	
Other	1	0.027	1.172	0.035	
Total	--	--	--	0.537	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.537	1.000	0.537	1.05	0.70	0.394
Fatal and injury (FI)	--	0.269	0.144	1.05	0.70	0.106
Property damage only (PDO)	--	0.731	0.393	1.05	0.70	0.288

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.513	0.138	0.394	1.046	0.023	0.70	0.024
Fatal and injury (FI)	--	--	--	--	--	0.70	0.024

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.513	0.138	0.394	1.046	0.012	0.70	0.013
Fatal and injury (FI)	--	--	--	--	--	0.70	0.013

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.118	0.244	0.361
Head-on collisions (from Worksheet 1D)	0.003	0.001	0.004
Angle collisions (from Worksheet 1D)	0.007	0.022	0.029
Sideswipe, same direction (from Worksheet 1D)	0.008	0.093	0.101
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.003	0.004
Driveway-related collisions (from Worksheet 1H)	0.106	0.288	0.394
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.011	0.013
Subtotal	0.245	0.663	0.908
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.005	0.006
Collision with fixed object (from Worksheet 1F)	0.013	0.081	0.094
Collision with other object (from Worksheet 1F)	0.000	0.006	0.007
Other single-vehicle collision (from Worksheet 1F)	0.019	0.013	0.032
Collision with pedestrian (from Worksheet 1I)	0.024	0.000	0.024
Collision with bicycle (from Worksheet 1J)	0.013	0.000	0.013
Subtotal	0.070	0.105	0.175
Total	0.315	0.768	1.083

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.1	0.12	9.3
Fatal and injury (FI)	0.3	0.12	2.7
Property damage only (PDO)	0.8	0.12	6.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Vancouver Street to Interbay Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.346
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	18,500
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	7
Major residential driveways (number)		--	2
Minor residential driveways (number)		--	19
Other driveways (number)		--	11
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	80.92485549
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.10	1.00	0.94	1.00	1.03

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	2.085	1.000	2.085	1.03	0.70	1.504
Fatal and Injury (FI)	-10.47	1.12	0.62	0.591	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.271}$	0.564	1.03	0.70	0.407
Property Damage Only (PDO)	-9.97	1.17	0.88	1.591	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.729}$	1.520	1.03	0.70	1.097

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.407	1.000	1.097	1.504
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.344	0.651	0.714	1.059
Head-on collision	0.021	0.009	0.004	0.004	0.013
Angle collision	0.050	0.020	0.059	0.065	0.085
Sideswipe, same direction	0.061	0.025	0.248	0.272	0.297
Sideswipe, opposite direction	0.004	0.002	0.009	0.010	0.012
Other multiple-vehicle collision	0.018	0.007	0.029	0.032	0.039

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.562	1.000	0.562	1.03	0.70	0.406
Fatal and Injury (FI)	-4.43	0.35	0.36	0.128	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.240	0.135	1.03	0.70	0.097
Property Damage Only (PDO)	-5.83	0.61	0.55	0.407	$(5)_{TOTAL}-(5)_{FI}$ = 0.760	0.428	1.03	0.70	0.309

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.097	1.000	0.309	0.406
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.002	0.049	0.015	0.017
Collision with fixed object	0.398	0.039	0.768	0.237	0.276
Collision with other object	0.005	0.000	0.061	0.019	0.019
Other single-vehicle collision	0.581	0.057	0.122	0.038	0.094

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	2	0.053	1.172	0.136	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	7	0.024	1.172	0.215	
Major residential	2	0.087	1.172	0.222	
Minor residential	19	0.016	1.172	0.389	
Other	11	0.027	1.172	0.380	
Total	--	--	--	1.341	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	1.341	1.000	1.341	1.03	0.70	0.968
Fatal and injury (FI)	--	0.269	0.361	1.03	0.70	0.260
Property damage only (PDO)	--	0.731	0.980	1.03	0.70	0.708

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	1.504	0.406	0.968	2.878	0.023	0.70	0.066
Fatal and injury (FI)	--	--	--	--	--	0.70	0.066

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	1.504	0.406	0.968	2.878	0.012	0.70	0.035
Fatal and injury (FI)	--	--	--	--	--	0.70	0.035

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.344	0.714	1.059
Head-on collisions (from Worksheet 1D)	0.009	0.004	0.013
Angle collisions (from Worksheet 1D)	0.020	0.065	0.085
Sideswipe, same direction (from Worksheet 1D)	0.025	0.272	0.297
Sideswipe, opposite direction (from Worksheet 1D)	0.002	0.010	0.012
Driveway-related collisions (from Worksheet 1H)	0.260	0.708	0.968
Other multiple-vehicle collision (from Worksheet 1D)	0.007	0.032	0.039
Subtotal	0.668	1.805	2.472
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.002	0.015	0.017
Collision with fixed object (from Worksheet 1F)	0.039	0.237	0.276
Collision with other object (from Worksheet 1F)	0.000	0.019	0.019
Other single-vehicle collision (from Worksheet 1F)	0.057	0.038	0.094
Collision with pedestrian (from Worksheet 1I)	0.066	0.000	0.066
Collision with bicycle (from Worksheet 1J)	0.035	0.000	0.035
Subtotal	0.198	0.309	0.507
Total	0.866	2.113	2.979

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	3.0	0.35	8.6
Fatal and injury (FI)	0.9	0.35	2.5
Property damage only (PDO)	2.1	0.35	6.1

Tables Affiliated with SPF Computation:

Table 12-3: SPF Coefficients for Multiple-Vehicle Nondriveway Collisions on Roadway Segments

Road type	Coefficients use in Eqn. 12-10 Intercept (a)	AADT (b)	Overdispersion parameter (k)
Total crashes			
2U	-15.22	1.68	0.84
3T	-12.40	1.41	0.66
4U	-11.63	1.33	1.01
4D	-12.34	1.36	1.32
5T	-9.70	1.17	0.81
Fatal-and-injury crashes			
2U	-16.22	1.66	0.65
3T	-16.45	1.69	0.59
4U	-12.08	1.25	0.99
4D	-12.76	1.28	1.31
5T	-10.47	1.12	0.62
Property-damage-only crashes			
2U	-15.62	1.69	0.87
3T	-11.95	1.33	0.59
4U	-12.53	1.38	1.08
4D	-12.81	1.38	1.34
5T	-9.97	1.17	0.88

Table 12-5: SPF Coefficients for Single-Vehicle Collisions on Roadway Segments

Road type	Coefficients use in Eqn. 12-11 Intercept (a)	AADT (b)	Overdispersion parameter (k)
Total crashes			
2U	-5.47	0.56	0.81
3T	-5.74	0.54	1.37
4U	-7.99	0.81	0.91
4D	-5.05	0.47	0.86
5T	-4.82	0.54	0.52
Fatal-and-injury crashes			
2U	-3.96	0.23	0.50
3T	-6.37	0.47	1.06
4U	-7.37	0.61	0.54
4D	-8.71	0.66	0.28
5T	-4.43	0.35	0.36
Property-damage-only crashes			
2U	-6.51	0.64	0.87
3T	-6.29	0.56	1.93
4U	-8.50	0.84	0.97
4D	-5.04	0.45	1.06
5T	-5.83	0.61	0.55

Table 12-7: SPF Coefficients for Multiple-Vehicle Driveway Related Collisions

Driveway type (j)	Coefficients for specific roadway types 2U	3T	4U	4D	5T
Number of driveway-related collisions per driveway per year (N_j)					
Major commercial	0.158	0.102	0.182	0.033	0.165
Minor commercial	0.050	0.032	0.058	0.011	0.053
Major industrial /	0.172	0.110	0.198	0.036	0.181
Minor industrial /	0.023	0.015	0.026	0.005	0.024
Major residential	0.083	0.053	0.096	0.018	0.087
Minor residential	0.016	0.010	0.018	0.003	0.016
Other	0.025	0.016	0.029	0.005	0.027
Regression coefficient for AADT (t)					
All driveways	1.000	1.000	1.172	1.106	1.172
Overdispersion parameter (k)					
All driveways	0.81	1.10	0.81	1.39	0.10
Proportion of fatal-and-injury crashes (f_{acc})					
All driveways	0.323	0.243	0.342	0.284	0.269
Proportion of property-damage-only crashes					
All driveways	0.677	0.757	0.658	0.716	0.731

Note: Includes only unsignalized driveways; signalized driveways are analyzed as signalized intersections. Major driveways serve 50 or more parking spaces; minor driveways serve less than 50 parking spaces.

Tables Affiliated with Crash Modification Factors:

Table 12-19: Values of f_{pk} Used in Determining the CMF for On-Street Parking

Road Type	Type of Parking and Land Use: Parallel Parking, Residential/ Other	Parallel Parking, Commercial or Industrial/ Institutional	Angle Parking, Residential/ Other	Angle Parking, Commercial or Industrial/ Institutional
2U	1.465	2.074	3.428	4.853
3T	1.465	2.074	3.428	4.853
4U	1.100	1.709	2.574	3.999
4D	1.100	1.709	2.574	3.999
5T	1.100	1.709	2.574	3.999

Table 12-20: Fixed-Object Offset Factor

Offset to fixed objects (O_{fo}) (ft.)	Fixed-Object Offset Factor (f_{offset})
2	0.232
5	0.133
10	0.087
15	0.068
20	0.057
25	0.049
≥ 30	0.044

Note: Values from 2 to 30 can be estimated using the following equation:

$$y=0.3566\ x^{-0.614}$$

Table 12-22: CMFs for Median Widths on Divided Roadway Segments without a Median Barrier (CMF_w)

Median Width (ft.)	CMF
10	1.01
15	1.00
20	0.99
30	0.98
40	0.97
50	0.96
60	0.95
70	0.94
80	0.93
90	0.93
100	0.92

Tables Affiliated with Crash Statistics:

Table 12-4: Distribution of Multiple-Vehicle Nondriveway Collisions for Roadway Segments by Manner of Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific road types: HSM-Provided Values									
		2U		3T		4U		4D		5T	
Collision type		FI	PDO	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision		0.730	0.778	0.845	0.842	0.511	0.506	0.832	0.662	0.846	0.651
Head-on collision		0.068	0.004	0.034	0.020	0.077	0.004	0.020	0.007	0.021	0.004
Angle collision		0.085	0.079	0.069	0.020	0.181	0.130	0.040	0.036	0.050	0.059
Sideswipe, same direction		0.015	0.031	0.001	0.078	0.093	0.249	0.050	0.223	0.061	0.248
Sideswipe, opposite direction		0.073	0.055	0.017	0.020	0.082	0.031	0.010	0.001	0.004	0.009
Other multiple-vehicle collision		0.029	0.053	0.034	0.020	0.056	0.080	0.048	0.071	0.018	0.029

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values: 2U FI	2U PDO	3T FI	3T PDO	4U FI	4U PDO	4D FI	4D PDO	5T FI	5T PDO
Rear-end collision	0.500	0.100			0.750					
Head-on collision	0.510	0.110			0.650					
Angle collision	0.520	0.120			0.550					
Sideswipe, same direction	0.530	0.130			0.450					
Sideswipe, opposite direction	0.540	0.140			0.350					
Other multiple-vehicle collision	0.550	0.150			0.250					

Note: HSM-Provided values based on HSIS data for Washington (2002-2006)

Table 12-6: Distribution of Single-Vehicle Collisions for Roadway Segments by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific road types: HSM-Provided Values									
		2U		3T		4U		4D		5T	
Collision type		FI	PDO	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with animal		0.026	0.066	0.001	0.001	0.001	0.001	0.001	0.063	0.016	0.049
Collision with fixed object		0.723	0.759	0.688	0.963	0.612	0.809	0.500	0.813	0.398	0.768
Collision with other object		0.010	0.013	0.001	0.001	0.020	0.029	0.028	0.016	0.005	0.061
Other single-vehicle collision		0.241	0.162	0.310	0.035	0.367	0.161	0.471	0.108	0.581	0.122

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values: 2U FI	2U PDO	3T FI	3T PDO	4U FI	4U PDO	4D FI	4D PDO	5T FI	5T PDO
Collision with animal	0.520	0.120			0.550					
Collision with fixed object	0.530	0.130			0.450					
Collision with other object	0.540	0.140			0.350					
Other single-vehicle collision	0.550	0.150			0.250					

Table 12-8: Pedestrian Crash Adjustment Factor for Roadway Segments

Locally-Derived Values?	No	Pedestrian Crash Adjustment Factor (f_{ped}): HSM-Provided Values		Locally-Derived Values	
Road type		Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph	Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph
2U		0.036	0.005	0.041	0.061
3T		0.041	0.013	0.042	0.062
4U		0.022	0.009	0.043	0.063
4D		0.067	0.019	0.044	0.064
5T		0.030	0.023	0.045	0.065

Note: These factors apply to the methodology for predicting total crashes (all severity levels combined). All pedestrian collisions resulting from this adjustment factor are treated as fatal-and-injury crashes and none as property-damage-only crashes. Source: HSIS data for Washington (2002-2006)

Table 12-9: Bicycle Crash Adjustment Factor for Roadway Segments

Locally-Derived Values?	No	Bicycle Crash Adjustment Factor (f_{other}): HSM-Provided Values		Locally-Derived Values	
Road type		Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph	Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph
2U		0.018	0.004	0.021	0.031
3T		0.027	0.007	0.022	0.032
4U		0.011	0.002	0.023	0.033
4D		0.013	0.005	0.024	0.034
5T		0.050	0.012	0.025	0.035

Note: These factors apply to the methodology for predicting total crashes (all severity levels combined). All bicycle collisions resulting from this adjustment factor are treated as fatal-and-injury crashes and none as property-damage-only crashes. Source: HSIS data for Washington (2002-2006)

Table 12-21: Proportion of Fixed-Object Collisions

Road Type	HSM-Provided Values	Locally-Derived Values
Locally-Derived Values? No	Proportion of Fixed-Object Collisions (p_{fo})	Proportion of Fixed-Object Collisions (p_{fo})
2U	0.059	0.050
3T	0.034	0.060
4U	0.037	0.070
4D	0.036	0.080
5T	0.016	0.080

Table 12-23: Nighttime Crash Proportions for Unlighted Roadway Segments

Road Type	HSM-Provided Values: Proportion of Total Nighttime Crashes by Severity Level		Proportion of Crashes that Occur at Night	Locally-Derived Values: Proportion of Total Nighttime Crashes by Severity Level		Proportion of Crashes that Occur at Night
Locally-Derived Values? No	Fatal and Injury (p_{ni})	PDO (p_{pdo})	(p_n)	Fatal and Injury (p_{ni})	PDO (p_{pdo})	(p_n)
2U	0.424	0.576	0.316	0.100	0.150	0.900
3T	0.429	0.571	0.304	0.200	0.250	0.800
4U	0.517	0.483	0.365	0.300	0.350	0.700
4D	0.364	0.636	0.410	0.400	0.450	0.600
5T	0.432	0.568	0.274	0.500	0.550	0.500

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Barrancas Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	28,500
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Protected / Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	4
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.87	1.00	1.00	0.91	1.00	0.52

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	8.294	1.000	8.294	0.52	2.27	9.800
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.632	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.328	2.719	0.52	2.27	3.212
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	5.398	$(5)_{TOTAL}-(5)_{FI}$ = 0.672	5.575	0.52	2.27	6.588

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	3.212	1.000	6.588	9.800
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.446	0.483	3.182	4.628
Head-on collision	0.049	0.157	0.030	0.198	0.355
Angle collision	0.347	1.115	0.244	1.607	2.722
Sideswipe	0.099	0.318	0.032	0.211	0.529
Other multiple-vehicle collision	0.055	0.177	0.211	1.390	1.567

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.543	1.000	0.543	0.52	2.27	0.641
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.141	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.266	0.144	0.52	2.27	0.171
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.390	$(5)_{TOTAL}-(5)_{FI}$ = 0.734	0.398	0.52	2.27	0.471

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.171	1.000	0.471	0.641
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.127	0.870	0.410	0.536
Collision with other object	0.072	0.012	0.070	0.033	0.045
Other single-vehicle collision	0.040	0.007	0.023	0.011	0.018
Single-vehicle noncollision	0.141	0.024	0.034	0.016	0.040

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.00	1.12	4.65

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.044	4.65	2.27	0.202
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.202

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	9.800	0.641	10.442	0.015	2.27	0.157
Fatal and injury (FI)	--	--	--	--	2.27	0.157

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.446	3.182	4.628
Head-on collisions (from Worksheet 2D)	0.157	0.198	0.355
Angle collisions (from Worksheet 2D)	1.115	1.607	2.722
Sideswipe (from Worksheet 2D)	0.318	0.211	0.529
Other multiple-vehicle collision (from Worksheet 2D)	0.177	1.390	1.567
Subtotal	3.212	6.588	9.800
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.127	0.410	0.536
Collision with other object (from Worksheet 2F)	0.012	0.033	0.045
Other single-vehicle collision (from Worksheet 2F)	0.007	0.011	0.018
Single-vehicle noncollision (from Worksheet 2F)	0.024	0.016	0.040
Collision with pedestrian (from Worksheet 2G or 2I)	0.202	0.000	0.202
Collision with bicycle (from Worksheet 2J)	0.157	0.000	0.157
Subtotal	0.530	0.471	1.000
Total	3.742	7.059	10.801

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	10.8
Fatal and injury (FI)	3.7
Property damage only (PDO)	7.1

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Commerce Street / Washington Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	200
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.87
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	1
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.73	1.00	0.86	1.00	0.91	0.97	0.56

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	1.935	1.000	1.935	0.56	1.87	2.014
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.736	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.373	0.722	0.56	1.87	0.752
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.236	$(5)_{TOTAL}-(5)_{FI}$ = 0.627	1.213	0.56	1.87	1.262

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.752	1.000	1.262	2.014
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.254	0.374	0.472	0.726
Head-on collision	0.041	0.031	0.030	0.038	0.069
Angle collision	0.440	0.331	0.335	0.423	0.754
Sideswipe	0.121	0.091	0.044	0.056	0.147
Other multiple-vehicle collision	0.060	0.045	0.217	0.274	0.319

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.252	1.000	0.252	0.56	1.87	0.262
Fatal and Injury (FI)	--	--	--	--	0.070	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.365	0.092	0.56	1.87	0.096
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.122	$(5)_{TOTAL}-(5)_{FI}$ = 0.635	0.160	0.56	1.87	0.166

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.096	1.000	0.166	0.262
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.004	0.004
Collision with fixed object	0.679	0.065	0.847	0.141	0.206
Collision with other object	0.089	0.009	0.070	0.012	0.020
Other single-vehicle collision	0.051	0.005	0.007	0.001	0.006
Single-vehicle noncollision	0.179	0.017	0.049	0.008	0.025

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.014	0.262	2.276	0.022	1.87	0.094
Fatal and injury (FI)	--	--	--	--	1.87	0.094

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.87	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.87	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.014	0.262	2.276	0.018	1.87	0.077
Fatal and injury (FI)	--	--	--	--	1.87	0.077

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.254	0.472	0.726
Head-on collisions (from Worksheet 2D)	0.031	0.038	0.069
Angle collisions (from Worksheet 2D)	0.331	0.423	0.754
Sideswipe (from Worksheet 2D)	0.091	0.056	0.147
Other multiple-vehicle collision (from Worksheet 2D)	0.045	0.274	0.319
Subtotal	0.752	1.262	2.014
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.004	0.004
Collision with fixed object (from Worksheet 2F)	0.065	0.141	0.206
Collision with other object (from Worksheet 2F)	0.009	0.012	0.020
Other single-vehicle collision (from Worksheet 2F)	0.005	0.001	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.017	0.008	0.025
Collision with pedestrian (from Worksheet 2G or 2I)	0.094	0.000	0.094
Collision with bicycle (from Worksheet 2J)	0.077	0.000	0.077
Subtotal	0.266	0.166	0.432
Total	1.018	1.429	2.447

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.4
Fatal and injury (FI)	1.0
Property damage only (PDO)	1.4

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Winthrop Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	7
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	3
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.94	0.96	1.00	0.91	1.00	0.67

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	3.646	1.000	3.646	0.67	2.27	5.510
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.199	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.344	1.253	0.67	2.27	1.894
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	2.290	$(5)_{TOTAL}-(5)_{FI}$ = 0.656	2.393	0.67	2.27	3.616

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.894	1.000	3.616	5.510
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.852	0.483	1.747	2.599
Head-on collision	0.049	0.093	0.030	0.108	0.201
Angle collision	0.347	0.657	0.244	0.882	1.539
Sideswipe	0.099	0.187	0.032	0.116	0.303
Other multiple-vehicle collision	0.055	0.104	0.211	0.763	0.867

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.207	1.000	0.207	0.67	2.27	0.313
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.239	0.049	0.67	2.27	0.075
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.160	$(5)_{TOTAL}-(5)_{FI}$ = 0.761	0.157	0.67	2.27	0.238

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.075	1.000	0.238	0.313
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.001
Collision with fixed object	0.744	0.056	0.870	0.207	0.263
Collision with other object	0.072	0.005	0.070	0.017	0.022
Other single-vehicle collision	0.040	0.003	0.023	0.005	0.008
Single-vehicle noncollision	0.141	0.011	0.034	0.008	0.019

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.35	1.12	6.27

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.013	6.27	2.27	0.187
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.187

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	5.510	0.313	5.823	0.015	2.27	0.198
Fatal and injury (FI)	--	--	--	--	2.27	0.198

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.852	1.747	2.599
Head-on collisions (from Worksheet 2D)	0.093	0.108	0.201
Angle collisions (from Worksheet 2D)	0.657	0.882	1.539
Sideswipe (from Worksheet 2D)	0.187	0.116	0.303
Other multiple-vehicle collision (from Worksheet 2D)	0.104	0.763	0.867
Subtotal	1.894	3.616	5.510
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.056	0.207	0.263
Collision with other object (from Worksheet 2F)	0.005	0.017	0.022
Other single-vehicle collision (from Worksheet 2F)	0.003	0.005	0.008
Single-vehicle noncollision (from Worksheet 2F)	0.011	0.008	0.019
Collision with pedestrian (from Worksheet 2G or 2I)	0.187	0.000	0.187
Collision with bicycle (from Worksheet 2J)	0.198	0.000	0.198
Subtotal	0.460	0.238	0.698
Total	2.354	3.854	6.208

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	6.2
Fatal and injury (FI)	2.4
Property damage only (PDO)	3.9

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Palmetto Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	850
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.87
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.53	1.00	1.00	1.00	0.91	0.97	0.47

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	2.778	1.000	2.778	0.47	1.87	2.439
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	1.104	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.390	1.084	0.47	1.87	0.952
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.724	$(5)_{TOTAL}-(5)_{FI}$ = 0.610	1.694	0.47	1.87	1.487

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.952	1.000	1.487	2.439
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.322	0.374	0.556	0.878
Head-on collision	0.041	0.039	0.030	0.045	0.084
Angle collision	0.440	0.419	0.335	0.498	0.917
Sideswipe	0.121	0.115	0.044	0.065	0.181
Other multiple-vehicle collision	0.060	0.057	0.217	0.323	0.380

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.299	1.000	0.299	0.47	1.87	0.263
Fatal and Injury (FI)	--	--	--	--	0.084	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.323	0.097	0.47	1.87	0.085
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.176	$(5)_{TOTAL}-(5)_{FI}$ = 0.677	0.203	0.47	1.87	0.178

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.085	1.000	0.178	0.263
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.005	0.005
Collision with fixed object	0.679	0.058	0.847	0.151	0.208
Collision with other object	0.089	0.008	0.070	0.012	0.020
Other single-vehicle collision	0.051	0.004	0.007	0.001	0.006
Single-vehicle noncollision	0.179	0.015	0.049	0.009	0.024

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.439	0.263	2.702	0.022	1.87	0.111
Fatal and injury (FI)	--	--	--	--	1.87	0.111

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.87	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.87	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.439	0.263	2.702	0.018	1.87	0.091
Fatal and injury (FI)	--	--	--	--	1.87	0.091

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.322	0.556	0.878
Head-on collisions (from Worksheet 2D)	0.039	0.045	0.084
Angle collisions (from Worksheet 2D)	0.419	0.498	0.917
Sideswipe (from Worksheet 2D)	0.115	0.065	0.181
Other multiple-vehicle collision (from Worksheet 2D)	0.057	0.323	0.380
Subtotal	0.952	1.487	2.439
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.005	0.005
Collision with fixed object (from Worksheet 2F)	0.058	0.151	0.208
Collision with other object (from Worksheet 2F)	0.008	0.012	0.020
Other single-vehicle collision (from Worksheet 2F)	0.004	0.001	0.006
Single-vehicle noncollision (from Worksheet 2F)	0.015	0.009	0.024
Collision with pedestrian (from Worksheet 2G or 2I)	0.111	0.000	0.111
Collision with bicycle (from Worksheet 2J)	0.091	0.000	0.091
Subtotal	0.287	0.178	0.465
Total	1.239	1.665	2.904

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.9
Fatal and injury (FI)	1.2
Property damage only (PDO)	1.7

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Sunset Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,100
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	2
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.98	1.00	1.00	0.91	1.00	0.72

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	4.979	1.000	4.979	0.72	2.27	8.172
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.616	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.338	1.681	0.72	2.27	2.759
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	3.169	$(5)_{TOTAL}-(5)_{FI}$ = 0.662	3.298	0.72	2.27	5.413

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.759	1.000	5.413	8.172
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.242	0.483	2.614	3.856
Head-on collision	0.049	0.135	0.030	0.162	0.298
Angle collision	0.347	0.957	0.244	1.321	2.278
Sideswipe	0.099	0.273	0.032	0.173	0.446
Other multiple-vehicle collision	0.055	0.152	0.211	1.142	1.294

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.298	1.000	0.298	0.72	2.27	0.489
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.074	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.249	0.074	0.72	2.27	0.122
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.224	$(5)_{TOTAL}-(5)_{FI}$ = 0.751	0.224	0.72	2.27	0.367

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.122	1.000	0.367	0.489
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.091	0.870	0.320	0.410
Collision with other object	0.072	0.009	0.070	0.026	0.035
Other single-vehicle collision	0.040	0.005	0.023	0.008	0.013
Single-vehicle noncollision	0.141	0.017	0.034	0.012	0.030

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.35	1.12	4.20

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.019	4.20	2.27	0.178
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.178

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	8.172	0.489	8.661	0.015	2.27	0.295
Fatal and injury (FI)	--	--	--	--	2.27	0.295

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.242	2.614	3.856
Head-on collisions (from Worksheet 2D)	0.135	0.162	0.298
Angle collisions (from Worksheet 2D)	0.957	1.321	2.278
Sideswipe (from Worksheet 2D)	0.273	0.173	0.446
Other multiple-vehicle collision (from Worksheet 2D)	0.152	1.142	1.294
Subtotal	2.759	5.413	8.172
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.091	0.320	0.410
Collision with other object (from Worksheet 2F)	0.009	0.026	0.035
Other single-vehicle collision (from Worksheet 2F)	0.005	0.008	0.013
Single-vehicle noncollision (from Worksheet 2F)	0.017	0.012	0.030
Collision with pedestrian (from Worksheet 2G or 2I)	0.178	0.000	0.178
Collision with bicycle (from Worksheet 2J)	0.295	0.000	0.295
Subtotal	0.595	0.367	0.962
Total	3.354	5.780	9.134

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	9.1
Fatal and injury (FI)	3.4
Property damage only (PDO)	5.8

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Vancouver Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	100
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.14
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	0.568	1.000	0.568	0.61	1.14	0.394
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.292	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.502	0.285	0.61	1.14	0.198
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.289	$(5)_{TOTAL}-(5)_{FI}$ = 0.498	0.283	0.61	1.14	0.196

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.198	1.000	0.196	0.394
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.083	0.440	0.086	0.170
Head-on collision	0.045	0.009	0.023	0.005	0.013
Angle collision	0.343	0.068	0.262	0.051	0.119
Sideswipe	0.126	0.025	0.040	0.008	0.033
Other multiple-vehicle collision	0.065	0.013	0.235	0.046	0.059

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.056	1.000	0.056	0.61	1.14	0.039
Fatal and Injury (FI)	--	--	--	--	0.017	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.334	0.019	0.61	1.14	0.013
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.034	$(5)_{TOTAL}-(5)_{FI}$ = 0.666	0.037	0.61	1.14	0.026

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.013	1.000	0.026	0.039
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.000	0.001
Collision with fixed object	0.762	0.010	0.834	0.021	0.031
Collision with other object	0.090	0.001	0.092	0.002	0.004
Other single-vehicle collision	0.039	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.105	0.001	0.030	0.001	0.002

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.394	0.039	0.433	0.021	1.14	0.010
Fatal and injury (FI)	--	--	--	--	1.14	0.010

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.14	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.14	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.394	0.039	0.433	0.016	1.14	0.008
Fatal and injury (FI)	--	--	--	--	1.14	0.008

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.083	0.086	0.170
Head-on collisions (from Worksheet 2D)	0.009	0.005	0.013
Angle collisions (from Worksheet 2D)	0.068	0.051	0.119
Sideswipe (from Worksheet 2D)	0.025	0.008	0.033
Other multiple-vehicle collision (from Worksheet 2D)	0.013	0.046	0.059
Subtotal	0.198	0.196	0.394
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.010	0.021	0.031
Collision with other object (from Worksheet 2F)	0.001	0.002	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.001	0.001	0.002
Collision with pedestrian (from Worksheet 2G or 2I)	0.010	0.000	0.010
Collision with bicycle (from Worksheet 2J)	0.008	0.000	0.008
Subtotal	0.031	0.026	0.057
Total	0.229	0.222	0.451

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Central Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	150
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.14
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	0.671	1.000	0.671	0.61	1.14	0.466
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.330	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.481	0.323	0.61	1.14	0.224
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.356	$(5)_{TOTAL}-(5)_{FI}$ = 0.519	0.348	0.61	1.14	0.242

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.224	1.000	0.242	0.466
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.094	0.440	0.106	0.201
Head-on collision	0.045	0.010	0.023	0.006	0.016
Angle collision	0.343	0.077	0.262	0.063	0.140
Sideswipe	0.126	0.028	0.040	0.010	0.038
Other multiple-vehicle collision	0.065	0.015	0.235	0.057	0.071

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.068	1.000	0.068	0.61	1.14	0.047
Fatal and Injury (FI)	--	--	--	--	0.021	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.331	0.023	0.61	1.14	0.016
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.669	0.046	0.61	1.14	0.032

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.016	1.000	0.032	0.047
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.012	0.834	0.027	0.038
Collision with other object	0.090	0.001	0.092	0.003	0.004
Other single-vehicle collision	0.039	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.105	0.002	0.030	0.001	0.003

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.466	0.047	0.513	0.021	1.14	0.012
Fatal and injury (FI)	--	--	--	--	1.14	0.012

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.14	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.14	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.466	0.047	0.513	0.016	1.14	0.009
Fatal and injury (FI)	--	--	--	--	1.14	0.009

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.094	0.106	0.201
Head-on collisions (from Worksheet 2D)	0.010	0.006	0.016
Angle collisions (from Worksheet 2D)	0.077	0.063	0.140
Sideswipe (from Worksheet 2D)	0.028	0.010	0.038
Other multiple-vehicle collision (from Worksheet 2D)	0.015	0.057	0.071
Subtotal	0.224	0.242	0.466
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.012	0.027	0.038
Collision with other object (from Worksheet 2F)	0.001	0.003	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.002	0.001	0.003
Collision with pedestrian (from Worksheet 2G or 2I)	0.012	0.000	0.012
Collision with bicycle (from Worksheet 2J)	0.009	0.000	0.009
Subtotal	0.037	0.032	0.069
Total	0.261	0.273	0.535

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.3
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Interbay Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.14
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	1.332	1.000	1.332	0.61	1.14	0.927
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.545	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.395	0.526	0.61	1.14	0.366
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.835	$(5)_{TOTAL}-(5)_{FI}$ = 0.605	0.806	0.61	1.14	0.561

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.366	1.000	0.561	0.927
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.154	0.440	0.247	0.401
Head-on collision	0.045	0.016	0.023	0.013	0.029
Angle collision	0.343	0.126	0.262	0.147	0.272
Sideswipe	0.126	0.046	0.040	0.022	0.069
Other multiple-vehicle collision	0.065	0.024	0.235	0.132	0.156

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.161	1.000	0.161	0.61	1.14	0.112
Fatal and Injury (FI)	--	--	--	--	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.316	0.051	0.61	1.14	0.035
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.108	$(5)_{TOTAL}-(5)_{FI}$ = 0.684	0.110	0.61	1.14	0.076

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.035	1.000	0.076	0.112
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.027	0.834	0.064	0.091
Collision with other object	0.090	0.003	0.092	0.007	0.010
Other single-vehicle collision	0.039	0.001	0.023	0.002	0.003
Single-vehicle noncollision	0.105	0.004	0.030	0.002	0.006

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.927	0.112	1.039	0.021	1.14	0.025
Fatal and injury (FI)	--	--	--	--	1.14	0.025

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.14	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.14	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections						
(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.927	0.112	1.039	0.016	1.14	0.019
Fatal and injury (FI)	--	--	--	--	1.14	0.019

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections			
(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.154	0.247	0.401
Head-on collisions (from Worksheet 2D)	0.016	0.013	0.029
Angle collisions (from Worksheet 2D)	0.126	0.147	0.272
Sideswipe (from Worksheet 2D)	0.046	0.022	0.069
Other multiple-vehicle collision (from Worksheet 2D)	0.024	0.132	0.156
Subtotal	0.366	0.561	0.927
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.027	0.064	0.091
Collision with other object (from Worksheet 2F)	0.003	0.007	0.010
Other single-vehicle collision (from Worksheet 2F)	0.001	0.002	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.002	0.006
Collision with pedestrian (from Worksheet 2G or 2I)	0.025	0.000	0.025
Collision with bicycle (from Worksheet 2J)	0.019	0.000	0.019
Subtotal	0.079	0.076	0.156
Total	0.445	0.637	1.082

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections	
(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.1
Fatal and injury (FI)	0.4
Property damage only (PDO)	0.6

Tables Affiliated with SPF Comoutation:

Table 12-10: SPF Coefficients for Multiple-Vehicle Collisions at Intersections

Intersection type	Coefficients use in Eqn. 12-21			Overdispersion parameter (k)
	Intercept (a)	$AADT_{maj}$ (b)	$AADT_{min}$ (c)	
Total crashes				
3ST	-13.36	1.11	0.41	0.80
3SG	-12.13	1.11	0.26	0.33
4ST	-8.90	0.82	0.25	0.40
4SG	-10.99	1.07	0.23	0.39
Fatal-and-injury crashes				
3ST	-14.01	1.16	0.30	0.69
3SG	-11.58	1.02	0.17	0.30
4ST	-11.13	0.93	0.28	0.48
4SG	-13.14	1.18	0.22	0.33
Property-damage-only crashes				
3ST	-15.38	1.20	0.51	0.77
3SG	-13.24	1.14	0.30	0.36
4ST	-8.74	0.77	0.23	0.40
4SG	-11.02	1.02	0.24	0.44

Table 12-12: SPF Coefficients for Single-Vehicle Crashes at Intersections

Intersection type	Coefficients use in Eqn. 12-24			Overdispersion parameter (k)
	Intercept (a)	$AADT_{maj}$ (b)	$AADT_{min}$ (c)	
Total crashes				
3ST	-6.81	0.16	0.51	1.14
3SG	-9.02	0.42	0.40	0.36
4ST	-5.33	0.33	0.12	0.65
4SG	-10.21	0.68	0.27	0.36
Fatal-and-injury crashes				
3ST	--	--	--	--
3SG	-9.75	0.27	0.51	0.24
4ST	--	--	--	--
4SG	-9.25	0.43	0.29	0.09
Property-damage-only crashes				
3ST	-8.36	0.25	0.55	1.29
3SG	-9.08	0.45	0.33	0.53
4ST	-7.04	0.36	0.25	0.54
4SG	-11.34	0.78	0.25	0.44

Note: Where no models are available, Equations 12-27 is used.

Equation 12-27:

$$N_{bisv(FI)} = N_{bisv(TOTAL)} \times f_{bisv}$$

Table 12-14: SPF for Vehicle-Pedestrian Collisions at Signalized Intersections

Intersection type	Coefficients use in Eqn. 12-29					Overdispersion parameter (k)
	Intercept (a)	$AADT_{tot}$ (b)	$AADT_{min}/AADT_{ma}$ (c)	PedVol (d)	$n_{lanes x}$ (e)	
Total crashes						
3SG	-6.60	0.05	0.24	0.41	0.09	0.52
4SG	-9.53	0.40	0.26	0.45	0.04	0.24

Tables Affiliated with Crash Statistics:

Table 12-11: Distribution of Multiple-Vehicle Collisions for Intersections by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific intersection types							
		HSM-Provided Values							
Collision type		3ST		3SG		4ST		4SG	
		FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision		0.421	0.440	0.549	0.546	0.338	0.374	0.450	0.483
Head-on collision		0.045	0.023	0.038	0.020	0.041	0.030	0.049	0.030
Angle collision		0.343	0.262	0.280	0.204	0.440	0.335	0.347	0.244
Sideswipe		0.126	0.040	0.076	0.032	0.121	0.044	0.099	0.032
Other multiple-vehicle collision		0.065	0.235	0.057	0.198	0.060	0.217	0.055	0.211

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values							
	3ST		3SG		4ST		4SG	
	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision	0.500	0.100			0.750			
Head-on collision	0.510	0.110			0.650			
Angle collision	0.520	0.120			0.550			
Sideswipe	0.530	0.130			0.450			
Other multiple-vehicle collision	0.550	0.150			0.250			

Note: HSM-Provided values based on HSIS data for California (2002-2006)

Table 12-13: Distribution of Single-Vehicle Crashes for Intersections by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific intersection types							
		HSM-Provided Values							
Collision type		3ST		3SG		4ST		4SG	
		FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with parked vehicle		0.001	0.003	0.001	0.001	0.001	0.001	0.001	0.001
Collision with animal		0.003	0.018	0.001	0.003	0.001	0.026	0.002	0.002
Collision with fixed object		0.762	0.834	0.653	0.895	0.679	0.847	0.744	0.870
Collision with other object		0.090	0.092	0.091	0.069	0.089	0.070	0.072	0.070
Other single-vehicle collision		0.039	0.023	0.045	0.018	0.051	0.007	0.040	0.023
Noncollision		0.105	0.030	0.209	0.014	0.179	0.049	0.141	0.034

Source: HSM-Provided values base on HSIS data for California (2002-2006)

Collision type	Locally-Derived Values							
	3ST		3SG		4ST		4SG	
	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with parked vehicle	0.500	0.100			0.750			
Collision with animal	0.510	0.110			0.650			
Collision with fixed object	0.520	0.120			0.550			
Collision with other object	0.530	0.130			0.450			
Other single-vehicle collision	0.540	0.140			0.350			
Noncollision	0.550	0.150			0.250			

Table 12-27: Nighttime Crash Proportions for Unlighted Intersections

Locally-Derived Values?	No	Proportion of crashes that occur at night, p_{ni}	
Intersection Type		HSM-Provided Values	Locally-Derived Values
3ST		0.238	0.300
4ST		0.229	0.310
3SG		0.235	0.320
4SG		0.235	0.330

Tables Affiliated with Crash Modification Factors:

Table 12-24: Crash Modification Factor (CMF_{1r}) for Installation of Left-Turn Lanes on Intersection Approaches

Intersection Type	Intersection traffic control	Number of approaches with left-turn lanes [a]			
		One approach	Two approaches	Three approaches	Four approaches
3ST	Minor-road STOP control[b]	0.67	0.45	--	--
3SG	Traffic signal	0.93	0.86	0.80	0.80
4ST	Minor-road STOP control[b]	0.73	0.53	--	--
4SG	Traffic signal	0.90	0.81	0.73	0.66

[a] STOP-controlled approaches are not considered in determining the number of approaches with left-turn lanes.

[b] Stop signs present on minor-road approaches only.

Table 12-26: Crash Modification Factor (CMF_{1r}) for Installation of Right-Turn Lanes on Intersection Approaches

Intersection Type	Intersection traffic control	Number of approaches with right-turn lanes [a]			
		One approach	Two approaches	Three approaches	Four approaches
3ST	Minor-road STOP control[b]	0.86	0.74	--	--
3SG	Traffic signal	0.96	0.92	--	--
4ST	Minor-road STOP control[b]	0.86	0.74	--	--
4SG	Traffic signal	0.96	0.92	0.88	0.85

[a] STOP-controlled approaches are not considered in determining the number of approaches with right-turn lanes.

[b] Stop signs present on minor-road approaches only.

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, $N_{expected}$**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.871	0.234	0.637	0	0.810	0.586	0.511
Segment 2	0.580	0.156	0.425	0	0.810	0.680	0.395
Segment 3	0.625	0.168	0.457	0	0.810	0.664	0.415
Segment 4	0.513	0.139	0.374	0	0.810	0.706	0.363
Segment 5	1.504	0.407	1.097	0	0.810	0.451	0.678
Single-vehicle							
Segment 1	0.205	0.047	0.158	0	0.520	0.904	0.185
Segment 2	0.137	0.031	0.105	0	0.520	0.934	0.127
Segment 3	0.147	0.034	0.113	0	0.520	0.929	0.137
Segment 4	0.138	0.033	0.105	0	0.520	0.933	0.129
Segment 5	0.406	0.097	0.309	0	0.520	0.826	0.335
Multiple-vehicle driveway-related							
Segment 1	0.549	0.148	0.401	0	0.100	0.948	0.520
Segment 2	0.216	0.058	0.158	0	0.100	0.979	0.211
Segment 3	0.482	0.130	0.353	0	0.100	0.954	0.460
Segment 4	0.394	0.106	0.288	0	0.100	0.962	0.379
Segment 5	0.968	0.260	0.708	0	0.100	0.912	0.883
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	9.800	3.212	6.588	102	0.390	0.207	82.880
Intersection 2	2.014	0.752	1.262	6	0.400	0.554	3.793
Intersection 3	5.510	1.894	3.616	13	0.390	0.318	10.621
Intersection 4	2.439	0.952	1.487	5	0.400	0.506	3.704
Intersection 5	8.172	2.759	5.413	17	0.390	0.239	14.892
Intersection 6	0.394	0.198	0.196	0	0.800	0.760	0.300
Intersection 7	0.466	0.224	0.242	2	0.800	0.729	0.882
Intersection 8	0.927	0.366	0.561	8	0.800	0.574	3.938
Single-vehicle							
Intersection 1	0.641	0.171	0.471	4	0.360	0.812	1.271
Intersection 2	0.262	0.096	0.166	0	0.650	0.855	0.224
Intersection 3	0.313	0.075	0.238	2	0.360	0.899	0.483
Intersection 4	0.263	0.085	0.178	0	0.650	0.854	0.224
Intersection 5	0.489	0.122	0.367	3	0.360	0.850	0.865
Intersection 6	0.039	0.013	0.026	0	1.140	0.958	0.037
Intersection 7	0.047	0.016	0.032	0	1.140	0.949	0.045
Intersection 8	0.112	0.035	0.076	3	1.140	0.887	0.438
COMBINED (sum of column)	39.623	13.017	26.606	165	--	--	130.326

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.037	0.019
Segment 2	0.021	0.011
Segment 3	0.029	0.015
Segment 4	0.024	0.013
Segment 5	0.066	0.035
INTERSECTIONS		
Intersection 1		
Intersection 2		
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.178	0.093

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	**$N_{expected\ (VEHICLE)}$**	**$N_{expected}$**
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	39.6	0.2	0.1	130.3	130.6
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	13.0	0.2	0.1	42.8	43.1
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	26.6	0.0	0.0	87.5	87.5

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

General Information

Analyst: HDR | Date: 07/282025
Agency or Company: HDR

Site Information

Location ID: S Navy Blvd from Barrancas Ave to Winthrop Ave | County: Escambia
City: Pensacola, FL | M.P. - M.P.: 0.807 - 0.956

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.15	Segment Type =	5T	E	
Crash Data Used =	No	Segment =	Segment1	0.757025727	Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.7	0.012	0.069	0.208	0.365	1.027	$128,149	$61,207	$37,559	$37,920	$7,909	$272,744	$262,254
2	2031	23,206	1.7	0.012	0.070	0.210	0.368	1.037	$129,404	$61,807	$37,927	$38,292	$7,986	$275,417	$254,638
3	2032	23,415	1.7	0.012	0.070	0.213	0.372	1.047	$130,673	$62,412	$38,299	$38,667	$8,065	$278,116	$247,245
4	2033	23,625	1.7	0.012	0.071	0.215	0.376	1.058	$131,954	$63,024	$38,675	$39,046	$8,144	$280,844	$240,066
5	2034	23,837	1.7	0.012	0.072	0.217	0.379	1.068	$133,249	$63,643	$39,054	$39,430	$8,224	$283,599	$233,097
6	2035	24,051	1.8	0.012	0.072	0.219	0.383	1.078	$134,556	$64,267	$39,437	$39,816	$8,304	$286,382	$226,332
7	2036	24,267	1.8	0.012	0.073	0.221	0.387	1.089	$135,877	$64,898	$39,824	$40,207	$8,386	$289,193	$219,763
8	2037	24,484	1.8	0.013	0.074	0.223	0.391	1.100	$137,211	$65,535	$40,215	$40,602	$8,468	$292,033	$213,385
9	2038	24,704	1.8	0.013	0.075	0.225	0.394	1.111	$138,559	$66,179	$40,610	$41,001	$8,551	$294,902	$207,194
10	2039	24,926	1.8	0.013	0.075	0.228	0.398	1.121	$139,921	$66,830	$41,010	$41,404	$8,636	$297,799	$201,183
11	2040	25,150	1.9	0.013	0.076	0.230	0.402	1.133	$141,296	$67,486	$41,413	$41,811	$8,720	$300,727	$195,346
12	2041	25,375	1.9	0.013	0.077	0.232	0.406	1.144	$142,686	$68,150	$41,820	$42,222	$8,806	$303,684	$189,680
13	2042	25,603	1.9	0.013	0.077	0.234	0.410	1.155	$144,089	$68,820	$42,231	$42,637	$8,893	$306,671	$184,179
14	2043	25,833	1.9	0.013	0.078	0.237	0.414	1.166	$145,507	$69,498	$42,647	$43,057	$8,980	$309,689	$178,838
15	2044	26,065	1.9	0.013	0.079	0.239	0.418	1.178	$146,940	$70,182	$43,067	$43,481	$9,069	$312,738	$173,652
16	2045	26,299	1.9	0.014	0.080	0.241	0.422	1.189	$148,387	$70,873	$43,491	$43,909	$9,158	$315,817	$168,617
17	2046	26,535	2.0	0.014	0.081	0.244	0.427	1.201	$149,848	$71,571	$43,919	$44,341	$9,248	$318,928	$163,729
18	2047	26,773	2.0	0.014	0.081	0.246	0.431	1.213	$151,325	$72,276	$44,352	$44,778	$9,339	$322,071	$158,983
19	2048	27,013	2.0	0.014	0.082	0.249	0.435	1.225	$152,816	$72,989	$44,789	$45,220	$9,431	$325,245	$154,375
20	2049	27,255	2.0	0.014	0.083	0.251	0.439	1.237	$154,323	$73,708	$45,231	$45,666	$9,524	$328,452	$149,901
21	2050	27,500	2.0	0.014	0.084	0.254	0.444	1.249	$155,845	$74,435	$45,677	$46,116	$9,618	$331,692	$145,558
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits			0.273	1.599	4.835	8.462	23.826						**Total Present Value**	**$4,168,016**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Winthrop Ave to Palmetto Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.703-0.807

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030		
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.10	Segment Type =	5T	E		Analyze	
Crash Data Used =	No	Segment =	Segment2	0.793614551			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.0	0.007	0.040	0.120	0.209	0.590	$73,580	$35,143	$21,566	$21,773	$4,541	$156,602	$150,579
2	2031	23,206	1.0	0.007	0.040	0.121	0.211	0.595	$74,292	$35,484	$21,774	$21,984	$4,585	$158,119	$146,190
3	2032	23,415	1.0	0.007	0.040	0.122	0.214	0.601	$75,012	$35,827	$21,985	$22,197	$4,630	$159,650	$141,928
4	2033	23,625	1.0	0.007	0.041	0.123	0.216	0.607	$75,738	$36,174	$22,198	$22,412	$4,674	$161,197	$137,792
5	2034	23,837	1.0	0.007	0.041	0.124	0.218	0.613	$76,473	$36,525	$22,413	$22,629	$4,720	$162,760	$133,777
6	2035	24,051	1.0	0.007	0.042	0.126	0.220	0.619	$77,214	$36,879	$22,631	$22,848	$4,765	$164,338	$129,879
7	2036	24,267	1.0	0.007	0.042	0.127	0.222	0.625	$77,963	$37,237	$22,850	$23,070	$4,812	$165,933	$126,095
8	2037	24,484	1.0	0.007	0.042	0.128	0.224	0.631	$78,720	$37,599	$23,072	$23,294	$4,858	$167,543	$122,422
9	2038	24,704	1.0	0.007	0.043	0.129	0.226	0.637	$79,484	$37,964	$23,296	$23,520	$4,906	$169,170	$118,857
10	2039	24,926	1.1	0.007	0.043	0.131	0.228	0.643	$80,257	$38,332	$23,522	$23,749	$4,953	$170,813	$115,395
11	2040	25,150	1.1	0.007	0.044	0.132	0.231	0.650	$81,036	$38,705	$23,751	$23,979	$5,001	$172,473	$112,035
12	2041	25,375	1.1	0.008	0.044	0.133	0.233	0.656	$81,824	$39,081	$23,982	$24,213	$5,050	$174,150	$108,773
13	2042	25,603	1.1	0.008	0.044	0.134	0.235	0.662	$82,620	$39,461	$24,215	$24,448	$5,099	$175,844	$105,607
14	2043	25,833	1.1	0.008	0.045	0.136	0.237	0.669	$83,424	$39,845	$24,451	$24,686	$5,149	$177,554	$102,533
15	2044	26,065	1.1	0.008	0.045	0.137	0.240	0.675	$84,236	$40,233	$24,689	$24,926	$5,199	$179,282	$99,549
16	2045	26,299	1.1	0.008	0.046	0.138	0.242	0.682	$85,056	$40,625	$24,929	$25,169	$5,249	$181,028	$96,652
17	2046	26,535	1.1	0.008	0.046	0.140	0.244	0.688	$85,884	$41,020	$25,172	$25,414	$5,301	$182,791	$93,840
18	2047	26,773	1.1	0.008	0.047	0.141	0.247	0.695	$86,721	$41,420	$25,417	$25,662	$5,352	$184,572	$91,110
19	2048	27,013	1.1	0.008	0.047	0.142	0.249	0.702	$87,567	$41,824	$25,665	$25,912	$5,404	$186,372	$88,460
20	2049	27,255	1.2	0.008	0.048	0.144	0.252	0.709	$88,421	$42,232	$25,915	$26,164	$5,457	$188,189	$85,887
21	2050	27,500	1.2	0.008	0.048	0.145	0.254	0.716	$89,283	$42,644	$26,168	$26,420	$5,510	$190,025	$83,389
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.157	0.917	2.773	4.853	13.664						Total Present Value	$2,390,751

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Palmetto Ave to Sunset Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.593-0.703

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030		
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.11	Segment Type =	5T	E		Analyze	
Crash Data Used =	No	Segment =	Segment3	0.813114546			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.3	0.009	0.053	0.161	0.282	0.793	$98,954	$47,263	$29,002	$29,281	$6,107	$210,607	$202,507
2	2031	23,206	1.3	0.009	0.054	0.163	0.284	0.801	$99,929	$47,728	$29,288	$29,570	$6,167	$212,682	$196,636
3	2032	23,415	1.3	0.009	0.054	0.164	0.287	0.809	$100,913	$48,199	$29,577	$29,861	$6,228	$214,778	$190,937
4	2033	23,625	1.3	0.009	0.055	0.166	0.290	0.817	$101,908	$48,674	$29,868	$30,155	$6,289	$216,895	$185,403
5	2034	23,837	1.4	0.009	0.055	0.167	0.293	0.825	$102,913	$49,154	$30,163	$30,453	$6,351	$219,034	$180,030
6	2035	24,051	1.4	0.010	0.056	0.169	0.296	0.833	$103,928	$49,638	$30,460	$30,753	$6,414	$221,194	$174,813
7	2036	24,267	1.4	0.010	0.056	0.171	0.299	0.841	$104,953	$50,128	$30,761	$31,057	$6,477	$223,377	$169,748
8	2037	24,484	1.4	0.010	0.057	0.172	0.302	0.850	$105,989	$50,623	$31,065	$31,363	$6,541	$225,581	$164,830
9	2038	24,704	1.4	0.010	0.058	0.174	0.305	0.858	$107,036	$51,123	$31,371	$31,673	$6,606	$227,809	$160,055
10	2039	24,926	1.4	0.010	0.058	0.176	0.308	0.866	$108,093	$51,628	$31,681	$31,986	$6,671	$230,059	$155,419
11	2040	25,150	1.4	0.010	0.059	0.178	0.311	0.875	$109,161	$52,138	$31,994	$32,302	$6,737	$232,332	$150,918
12	2041	25,375	1.4	0.010	0.059	0.179	0.314	0.884	$110,240	$52,653	$32,310	$32,621	$6,804	$234,628	$146,548
13	2042	25,603	1.5	0.010	0.060	0.181	0.317	0.892	$111,330	$53,174	$32,630	$32,943	$6,871	$236,947	$142,304
14	2043	25,833	1.5	0.010	0.060	0.183	0.320	0.901	$112,431	$53,699	$32,952	$33,269	$6,939	$239,290	$138,184
15	2044	26,065	1.5	0.010	0.061	0.185	0.323	0.910	$113,543	$54,231	$33,278	$33,598	$7,008	$241,658	$134,184
16	2045	26,299	1.5	0.011	0.062	0.187	0.326	0.919	$114,666	$54,767	$33,608	$33,931	$7,077	$244,049	$130,300
17	2046	26,535	1.5	0.011	0.062	0.188	0.330	0.928	$115,801	$55,309	$33,940	$34,267	$7,147	$246,465	$126,528
18	2047	26,773	1.5	0.011	0.063	0.190	0.333	0.937	$116,948	$55,857	$34,276	$34,606	$7,218	$248,905	$122,867
19	2048	27,013	1.5	0.011	0.064	0.192	0.336	0.947	$118,106	$56,410	$34,616	$34,949	$7,289	$251,371	$119,311
20	2049	27,255	1.6	0.011	0.064	0.194	0.340	0.956	$119,277	$56,969	$34,959	$35,295	$7,361	$253,861	$115,859
21	2050	27,500	1.6	0.011	0.065	0.196	0.343	0.966	$120,459	$57,534	$35,305	$35,645	$7,434	$256,377	$112,507
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.211	1.235	3.736	6.538	18.408						Total Present Value	$3,219,888

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Boulevard from Sunset Ave to Vancouver St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.477-0.593

Manual Input from Analysis

Growth Rate =	0.87%	Current Year =	2030	Project Opening Year =	2030		
Opening Year AADT =	18,500	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.12	Segment Type =	5T	E		Analyze	
Crash Data Used =	No	Segment =	Segment4	0.838393565			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	1.1	0.008	0.044	0.134	0.235	0.662	$82,533	$39,420	$24,190	$24,422	$5,094	$175,658	$168,902
2	2031	18,661	1.1	0.008	0.045	0.136	0.237	0.668	$83,314	$39,793	$24,419	$24,653	$5,142	$177,321	$163,943
3	2032	18,823	1.1	0.008	0.045	0.137	0.239	0.674	$84,103	$40,170	$24,650	$24,887	$5,191	$179,001	$159,131
4	2033	18,987	1.1	0.008	0.046	0.138	0.242	0.680	$84,900	$40,550	$24,883	$25,123	$5,240	$180,696	$154,460
5	2034	19,152	1.1	0.008	0.046	0.139	0.244	0.687	$85,705	$40,935	$25,119	$25,361	$5,289	$182,409	$149,927
6	2035	19,319	1.1	0.008	0.047	0.141	0.246	0.693	$86,517	$41,323	$25,357	$25,601	$5,340	$184,138	$145,527
7	2036	19,487	1.1	0.008	0.047	0.142	0.249	0.700	$87,338	$41,715	$25,598	$25,844	$5,390	$185,884	$141,257
8	2037	19,657	1.2	0.008	0.047	0.143	0.251	0.707	$88,166	$42,110	$25,841	$26,089	$5,441	$187,648	$137,112
9	2038	19,828	1.2	0.008	0.048	0.145	0.253	0.713	$89,003	$42,510	$26,086	$26,337	$5,493	$189,429	$133,090
10	2039	20,000	1.2	0.008	0.048	0.146	0.256	0.720	$89,848	$42,914	$26,334	$26,587	$5,545	$191,227	$129,186
11	2040	20,174	1.2	0.008	0.049	0.148	0.258	0.727	$90,701	$43,321	$26,584	$26,839	$5,598	$193,043	$125,397
12	2041	20,350	1.2	0.008	0.049	0.149	0.261	0.734	$91,563	$43,733	$26,836	$27,094	$5,651	$194,877	$121,720
13	2042	20,527	1.2	0.008	0.050	0.150	0.263	0.741	$92,433	$44,148	$27,091	$27,352	$5,705	$196,729	$118,151
14	2043	20,705	1.2	0.009	0.050	0.152	0.266	0.748	$93,312	$44,568	$27,349	$27,612	$5,759	$198,600	$114,686
15	2044	20,886	1.2	0.009	0.051	0.153	0.268	0.755	$94,199	$44,992	$27,609	$27,874	$5,814	$200,489	$111,324
16	2045	21,067	1.2	0.009	0.051	0.155	0.271	0.762	$95,096	$45,420	$27,872	$28,140	$5,869	$202,396	$108,061
17	2046	21,251	1.3	0.009	0.052	0.156	0.273	0.769	$96,001	$45,852	$28,137	$28,407	$5,925	$204,322	$104,894
18	2047	21,436	1.3	0.009	0.052	0.158	0.276	0.777	$96,915	$46,289	$28,405	$28,678	$5,981	$206,267	$101,819
19	2048	21,622	1.3	0.009	0.053	0.159	0.279	0.784	$97,838	$46,730	$28,675	$28,951	$6,038	$208,232	$98,836
20	2049	21,810	1.3	0.009	0.053	0.161	0.281	0.792	$98,770	$47,175	$28,948	$29,227	$6,096	$210,215	$95,940
21	2050	22,000	1.3	0.009	0.054	0.162	0.284	0.799	$99,711	$47,624	$29,224	$29,505	$6,154	$212,219	$93,129
	2051	22,191		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.175	1.026	3.104	5.431	15.293						Total Present Value	$2,676,492

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Vancouver St to Interbay Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.131-0.477

Manual Input from Analysis

Growth Rate =	0.87%	Current Year =	2030	Project Opening Year =	2030		
Opening Year AADT =	18,500	Rate of Return =	4.0%	Analysis Period =	21		
Segment Length =	0.35	Segment Type =	5T		E	Analyze	
Crash Data Used =	No	Segment =	Segment5		0.670208084		

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	3.0	0.021	0.122	0.369	0.646	1.820	$227,084	$108,461	$66,556	$67,196	$14,015	$483,313	$464,724
2	2031	18,661	3.0	0.021	0.123	0.373	0.653	1.837	$229,223	$109,482	$67,183	$67,829	$14,147	$487,865	$451,058
3	2032	18,823	3.0	0.021	0.124	0.376	0.659	1.855	$231,383	$110,514	$67,816	$68,468	$14,280	$492,461	$437,796
4	2033	18,987	3.1	0.021	0.126	0.380	0.665	1.872	$233,564	$111,556	$68,455	$69,114	$14,415	$497,103	$424,926
5	2034	19,152	3.1	0.022	0.127	0.384	0.671	1.890	$235,766	$112,607	$69,101	$69,765	$14,551	$501,791	$412,435
6	2035	19,319	3.1	0.022	0.128	0.387	0.677	1.908	$237,990	$113,670	$69,753	$70,423	$14,688	$506,524	$400,313
7	2036	19,487	3.2	0.022	0.129	0.391	0.684	1.926	$240,236	$114,742	$70,411	$71,088	$14,827	$511,304	$388,549
8	2037	19,657	3.2	0.022	0.130	0.394	0.690	1.944	$242,504	$115,825	$71,076	$71,759	$14,967	$516,130	$377,131
9	2038	19,828	3.2	0.022	0.132	0.398	0.697	1.962	$244,794	$116,919	$71,747	$72,437	$15,108	$521,005	$366,051
10	2039	20,000	3.2	0.023	0.133	0.402	0.703	1.981	$247,106	$118,024	$72,425	$73,121	$15,251	$525,927	$355,297
11	2040	20,174	3.3	0.023	0.134	0.406	0.710	1.999	$249,442	$119,139	$73,109	$73,812	$15,395	$530,897	$344,861
12	2041	20,350	3.3	0.023	0.135	0.410	0.717	2.018	$251,800	$120,266	$73,800	$74,510	$15,540	$535,916	$334,732
13	2042	20,527	3.3	0.023	0.137	0.413	0.724	2.037	$254,181	$121,403	$74,498	$75,215	$15,687	$540,985	$324,901
14	2043	20,705	3.4	0.024	0.138	0.417	0.730	2.057	$256,586	$122,552	$75,203	$75,926	$15,836	$546,103	$315,361
15	2044	20,886	3.4	0.024	0.139	0.421	0.737	2.076	$259,015	$123,712	$75,915	$76,645	$15,986	$551,272	$306,102
16	2045	21,067	3.4	0.024	0.141	0.425	0.744	2.096	$261,467	$124,883	$76,634	$77,371	$16,137	$556,491	$297,115
17	2046	21,251	3.5	0.024	0.142	0.429	0.751	2.116	$263,944	$126,066	$77,359	$78,103	$16,290	$561,762	$288,394
18	2047	21,436	3.5	0.024	0.143	0.433	0.758	2.136	$266,444	$127,260	$78,092	$78,843	$16,444	$567,085	$279,929
19	2048	21,622	3.5	0.025	0.145	0.438	0.766	2.156	$268,970	$128,466	$78,833	$79,591	$16,600	$572,460	$271,714
20	2049	21,810	3.6	0.025	0.146	0.442	0.773	2.176	$271,520	$129,684	$79,580	$80,345	$16,757	$577,888	$263,740
21	2050	22,000	3.6	0.025	0.147	0.446	0.780	2.197	$274,096	$130,914	$80,335	$81,107	$16,916	$583,369	$256,002
	2051	22,191		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.482	2.822	8.535	14.937	42.057						Total Present Value	$7,361,131

SUMMARY OF TOTAL PRESENT VALUE FOR SEGMENTS

Segment Site	Beginning Year			End Year			Total Present Value
	Year	AADT	$N_{predicted\text{-}rs}$	Year	AADT	$N_{predicted\text{-}rs}$	
Segment1	2030	23,000	1.7	2050	27,500	2.0	$4,168,016
Segment2	2030	23,000	1.0	2050	27,500	1.2	$2,390,751
Segment3	2030	23,000	1.3	2050	27,500	1.6	$3,219,888
Segment4	2030	18,500	1.1	2050	22,000	1.3	$2,676,492
Segment5	2030	18,500	3.0	2050	22,000	3.6	$7,361,131
COMBINED							$12,455,147

	K	A	B	C	O	Total
Segment1	0.273	1.599	4.835	8.462	23.826	38.995
Segment2	0.157	0.917	2.773	4.853	13.664	22.364
Segment3	0.211	1.235	3.736	6.538	18.408	30.127
Segment4	0.175	1.026	3.104	5.431	15.293	25.029
Segment5	0.482	2.822	8.535	14.937	42.057	68.833
Total	1.297	7.599	22.983	40.221	113.248	185.348

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Barrancas Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.956

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.8%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	28,500	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	Yes	7.791320467	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	28,500	84.15	0.589	3.450	10.435	18.261	51.416	$6,414,843	$3,063,879	$1,880,132	$1,898,210	$395,906	$13,652,970	$13,127,856
2	2031	23,206	28,731	85.09	0.596	3.489	10.551	18.464	51.989	$6,486,279	$3,097,999	$1,901,069	$1,919,349	$400,315	$13,805,011	$12,763,509
3	2032	23,415	28,964	86.04	0.602	3.527	10.668	18.670	52.568	$6,558,523	$3,132,504	$1,922,243	$1,940,726	$404,773	$13,958,770	$12,409,295
4	2033	23,625	29,199	86.99	0.609	3.567	10.787	18.878	53.154	$6,631,582	$3,167,399	$1,943,656	$1,962,345	$409,282	$14,114,265	$12,064,933
5	2034	23,837	29,436	87.96	0.616	3.607	10.907	19.088	53.746	$6,705,467	$3,202,688	$1,965,311	$1,984,209	$413,842	$14,271,517	$11,730,147
6	2035	24,051	29,675	88.94	0.623	3.647	11.029	19.301	54.345	$6,780,187	$3,238,376	$1,987,211	$2,006,319	$418,454	$14,430,547	$11,404,671
7	2036	24,267	29,916	89.94	0.630	3.687	11.152	19.516	54.950	$6,855,751	$3,274,467	$2,009,358	$2,028,679	$423,118	$14,591,373	$11,088,244
8	2037	24,484	30,159	90.94	0.637	3.728	11.276	19.733	55.563	$6,932,169	$3,310,966	$2,031,756	$2,051,292	$427,834	$14,754,017	$10,780,615
9	2038	24,704	30,404	91.95	0.644	3.770	11.402	19.953	56.182	$7,009,451	$3,347,878	$2,054,406	$2,074,160	$432,603	$14,918,498	$10,481,539
10	2039	24,926	30,650	92.98	0.651	3.812	11.529	20.176	56.809	$7,087,606	$3,385,206	$2,077,313	$2,097,287	$437,427	$15,084,839	$10,190,777
11	2040	25,150	30,899	94.01	0.658	3.855	11.658	20.401	57.442	$7,166,644	$3,422,957	$2,100,478	$2,120,675	$442,305	$15,253,060	$9,908,097
12	2041	25,375	31,150	95.06	0.665	3.898	11.788	20.628	58.083	$7,246,576	$3,461,134	$2,123,906	$2,144,328	$447,238	$15,423,183	$9,633,274
13	2042	25,603	31,403	96.12	0.673	3.941	11.919	20.859	58.731	$7,327,412	$3,499,743	$2,147,598	$2,168,248	$452,227	$15,595,228	$9,366,090
14	2043	25,833	31,657	97.19	0.680	3.985	12.052	21.091	59.386	$7,409,161	$3,538,789	$2,171,558	$2,192,438	$457,272	$15,769,219	$9,106,331
15	2044	26,065	31,914	98.28	0.688	4.029	12.187	21.327	60.049	$7,491,835	$3,578,276	$2,195,789	$2,216,902	$462,375	$15,945,177	$8,853,791
16	2045	26,299	32,173	99.38	0.696	4.074	12.323	21.565	60.719	$7,575,444	$3,618,209	$2,220,294	$2,241,643	$467,535	$16,123,124	$8,608,268
17	2046	26,535	32,434	100.49	0.703	4.120	12.460	21.805	61.397	$7,659,997	$3,658,594	$2,245,076	$2,266,663	$472,753	$16,303,083	$8,369,567
18	2047	26,773	32,698	101.61	0.711	4.166	12.599	22.049	62.082	$7,745,507	$3,699,435	$2,270,138	$2,291,966	$478,031	$16,485,078	$8,137,498
19	2048	27,013	32,963	102.74	0.719	4.212	12.740	22.295	62.775	$7,831,984	$3,740,739	$2,295,483	$2,317,555	$483,368	$16,669,130	$7,911,876
20	2049	27,255	33,230	103.89	0.727	4.259	12.882	22.544	63.476	$7,919,439	$3,782,509	$2,321,116	$2,343,434	$488,765	$16,855,264	$7,692,523
21	2050	27,500	33,500	105.05	0.735	4.307	13.026	22.796	64.185	$8,007,884	$3,824,752	$2,347,038	$2,369,606	$494,224	$17,043,504	$7,479,262
	2051	27,747	33,772		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	34,046		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	34,322		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	34,601		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	34,881		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	35,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				13.852	81.131	245.371	429.399	1209.045						Total Present Value	$211,108,161

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Washington St/Commerce St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.862

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4ST		
Opening Year Minor AADT =	200	Intersection =	Intersection2	E	Analyze
		Crash Data Used =	Yes	1.641727011	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	200	4.02	0.028	0.165	0.498	0.872	2.454	$306,192	$146,244	$89,742	$90,605	$18,897	$651,680	$626,615
2	2031	23,206	200	4.04	0.028	0.166	0.501	0.878	2.471	$308,280	$147,242	$90,354	$91,223	$19,026	$656,125	$606,625
3	2032	23,415	200	4.07	0.029	0.167	0.505	0.884	2.488	$310,384	$148,247	$90,971	$91,845	$19,156	$660,602	$587,273
4	2033	23,625	200	4.10	0.029	0.168	0.508	0.890	2.505	$312,502	$149,258	$91,592	$92,472	$19,287	$665,111	$568,540
5	2034	23,837	200	4.13	0.029	0.169	0.512	0.896	2.522	$314,636	$150,277	$92,217	$93,104	$19,418	$669,652	$550,406
6	2035	24,051	200	4.16	0.029	0.170	0.515	0.902	2.539	$316,785	$151,304	$92,847	$93,739	$19,551	$674,226	$532,851
7	2036	24,267	200	4.18	0.029	0.172	0.519	0.908	2.556	$318,949	$152,337	$93,481	$94,380	$19,685	$678,832	$515,856
8	2037	24,484	200	4.21	0.029	0.173	0.522	0.914	2.574	$321,128	$153,378	$94,120	$95,025	$19,819	$683,471	$499,405
9	2038	24,704	200	4.24	0.030	0.174	0.526	0.920	2.592	$323,323	$154,427	$94,763	$95,674	$19,955	$688,142	$483,480
10	2039	24,926	200	4.27	0.030	0.175	0.530	0.927	2.609	$325,534	$155,483	$95,411	$96,329	$20,091	$692,848	$468,063
11	2040	25,150	200	4.30	0.030	0.176	0.533	0.933	2.627	$327,761	$156,546	$96,064	$96,987	$20,228	$697,586	$453,139
12	2041	25,375	200	4.33	0.030	0.177	0.537	0.939	2.645	$330,003	$157,617	$96,721	$97,651	$20,367	$702,358	$438,691
13	2042	25,603	200	4.36	0.031	0.179	0.540	0.946	2.663	$332,261	$158,696	$97,383	$98,319	$20,506	$707,165	$424,705
14	2043	25,833	200	4.39	0.031	0.180	0.544	0.952	2.681	$334,535	$159,782	$98,049	$98,992	$20,647	$712,005	$411,165
15	2044	26,065	200	4.42	0.031	0.181	0.548	0.959	2.700	$336,826	$160,876	$98,721	$99,670	$20,788	$716,881	$398,058
16	2045	26,299	200	4.45	0.031	0.182	0.552	0.965	2.718	$339,133	$161,978	$99,397	$100,353	$20,930	$721,790	$385,370
17	2046	26,535	200	4.48	0.031	0.184	0.555	0.972	2.737	$341,456	$163,087	$100,078	$101,040	$21,074	$726,735	$373,086
18	2047	26,773	200	4.51	0.032	0.185	0.559	0.979	2.756	$343,796	$164,205	$100,764	$101,732	$21,218	$731,715	$361,195
19	2048	27,013	200	4.54	0.032	0.186	0.563	0.985	2.774	$346,153	$165,331	$101,454	$102,430	$21,364	$736,731	$349,684
20	2049	27,255	200	4.57	0.032	0.187	0.567	0.992	2.794	$348,526	$166,464	$102,150	$103,132	$21,510	$741,782	$338,540
21	2050	27,500	200	4.60	0.032	0.189	0.571	0.999	2.813	$350,916	$167,606	$102,850	$103,839	$21,658	$746,870	$327,752
	2051	27,747	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.633	3.705	11.206	19.611	55.217						Total Present Value	$9,700,498

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Winthrop Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.807

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	800	Intersection =	Intersection3	E	Analyze
		Crash Data Used =	Yes	1.788759695	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	800	11.10	0.078	0.455	1.377	2.410	6.785	$846,504	$404,310	$248,103	$250,488	$52,244	$1,801,650	$1,732,356
2	2031	23,206	800	11.21	0.078	0.459	1.390	2.432	6.847	$854,265	$408,017	$250,377	$252,785	$52,723	$1,818,166	$1,680,997
3	2032	23,415	800	11.31	0.079	0.464	1.402	2.454	6.910	$862,098	$411,758	$252,673	$255,103	$53,206	$1,834,839	$1,631,165
4	2033	23,625	800	11.41	0.080	0.468	1.415	2.477	6.973	$870,006	$415,535	$254,991	$257,443	$53,694	$1,851,670	$1,582,815
5	2034	23,837	800	11.52	0.081	0.472	1.428	2.499	7.037	$877,989	$419,348	$257,331	$259,805	$54,187	$1,868,659	$1,535,902
6	2035	24,051	800	11.62	0.081	0.477	1.441	2.522	7.102	$886,047	$423,197	$259,692	$262,189	$54,684	$1,885,809	$1,490,383
7	2036	24,267	800	11.73	0.082	0.481	1.455	2.545	7.167	$894,181	$427,082	$262,076	$264,596	$55,186	$1,903,122	$1,446,216
8	2037	24,484	800	11.84	0.083	0.485	1.468	2.569	7.233	$902,392	$431,004	$264,483	$267,026	$55,693	$1,920,598	$1,403,362
9	2038	24,704	800	11.95	0.084	0.490	1.481	2.592	7.299	$910,681	$434,963	$266,912	$269,479	$56,205	$1,938,240	$1,361,782
10	2039	24,926	800	12.06	0.084	0.494	1.495	2.616	7.366	$919,049	$438,959	$269,365	$271,955	$56,721	$1,956,048	$1,321,436
11	2040	25,150	800	12.17	0.085	0.499	1.509	2.640	7.434	$927,495	$442,993	$271,840	$274,454	$57,242	$1,974,025	$1,282,289
12	2041	25,375	800	12.28	0.086	0.503	1.523	2.665	7.502	$936,021	$447,066	$274,339	$276,977	$57,769	$1,992,172	$1,244,305
13	2042	25,603	800	12.39	0.087	0.508	1.537	2.689	7.571	$944,628	$451,177	$276,862	$279,524	$58,300	$2,010,491	$1,207,449
14	2043	25,833	800	12.51	0.088	0.513	1.551	2.714	7.641	$953,317	$455,326	$279,409	$282,095	$58,836	$2,028,983	$1,171,687
15	2044	26,065	800	12.62	0.088	0.517	1.565	2.739	7.711	$962,088	$459,516	$281,979	$284,690	$59,377	$2,047,650	$1,136,987
16	2045	26,299	800	12.74	0.089	0.522	1.579	2.764	7.782	$970,941	$463,744	$284,574	$287,310	$59,924	$2,066,494	$1,103,318
17	2046	26,535	800	12.85	0.090	0.527	1.594	2.789	7.854	$979,879	$468,013	$287,194	$289,955	$60,475	$2,085,516	$1,070,648
18	2047	26,773	800	12.97	0.091	0.532	1.609	2.815	7.926	$988,901	$472,322	$289,838	$292,625	$61,032	$2,104,718	$1,038,948
19	2048	27,013	800	13.09	0.092	0.537	1.623	2.841	7.999	$998,009	$476,672	$292,507	$295,320	$61,594	$2,124,102	$1,008,189
20	2049	27,255	800	13.21	0.092	0.542	1.638	2.867	8.073	$1,007,202	$481,063	$295,202	$298,040	$62,162	$2,143,669	$978,343
21	2050	27,500	800	13.33	0.093	0.547	1.653	2.894	8.147	$1,016,483	$485,496	$297,922	$300,787	$62,734	$2,163,422	$949,382
	2051	27,747	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				1.791	10.492	31.733	55.533	156.362						Total Present Value	$27,377,959

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Palmetto Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.703

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4ST		
Opening Year Minor AADT =	850	Intersection =	Intersection4	E	Analyze
		Crash Data Used =	Yes	1.352728207	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	850	3.93	0.027	0.161	0.487	0.852	2.400	$299,439	$143,019	$87,763	$88,607	$18,481	$637,309	$612,797
2	2031	23,206	850	3.96	0.028	0.162	0.490	0.858	2.417	$301,506	$144,006	$88,369	$89,218	$18,608	$641,707	$593,294
3	2032	23,415	850	3.98	0.028	0.163	0.494	0.864	2.433	$303,587	$145,000	$88,979	$89,834	$18,737	$646,137	$574,413
4	2033	23,625	850	4.01	0.028	0.164	0.497	0.870	2.450	$305,683	$146,002	$89,593	$90,455	$18,866	$650,599	$556,134
5	2034	23,837	850	4.04	0.028	0.166	0.501	0.876	2.467	$307,795	$147,010	$90,212	$91,079	$18,996	$655,092	$538,438
6	2035	24,051	850	4.07	0.028	0.167	0.504	0.882	2.484	$309,921	$148,026	$90,835	$91,708	$19,127	$659,617	$521,305
7	2036	24,267	850	4.09	0.029	0.168	0.508	0.888	2.501	$312,063	$149,048	$91,463	$92,342	$19,260	$664,175	$504,719
8	2037	24,484	850	4.12	0.029	0.169	0.511	0.894	2.519	$314,219	$150,079	$92,095	$92,980	$19,393	$668,766	$488,661
9	2038	24,704	850	4.15	0.029	0.170	0.515	0.901	2.536	$316,392	$151,116	$92,732	$93,623	$19,527	$673,389	$473,114
10	2039	24,926	850	4.18	0.029	0.171	0.518	0.907	2.553	$318,580	$152,161	$93,373	$94,271	$19,662	$678,046	$458,063
11	2040	25,150	850	4.21	0.029	0.173	0.522	0.913	2.571	$320,783	$153,213	$94,019	$94,923	$19,798	$682,736	$443,492
12	2041	25,375	850	4.24	0.030	0.174	0.525	0.919	2.589	$323,002	$154,273	$94,669	$95,579	$19,935	$687,459	$429,385
13	2042	25,603	850	4.27	0.030	0.175	0.529	0.926	2.607	$325,237	$155,341	$95,324	$96,241	$20,073	$692,216	$415,727
14	2043	25,833	850	4.30	0.030	0.176	0.533	0.932	2.625	$327,489	$156,416	$95,984	$96,907	$20,212	$697,007	$402,504
15	2044	26,065	850	4.33	0.030	0.177	0.536	0.939	2.643	$329,756	$157,499	$96,648	$97,578	$20,352	$701,833	$389,703
16	2045	26,299	850	4.36	0.030	0.179	0.540	0.945	2.661	$332,040	$158,590	$97,318	$98,254	$20,493	$706,693	$377,309
17	2046	26,535	850	4.39	0.031	0.180	0.544	0.952	2.680	$334,339	$159,688	$97,992	$98,934	$20,634	$711,588	$365,310
18	2047	26,773	850	4.42	0.031	0.181	0.548	0.958	2.698	$336,656	$160,795	$98,671	$99,620	$20,777	$716,518	$353,694
19	2048	27,013	850	4.45	0.031	0.182	0.551	0.965	2.717	$338,989	$161,909	$99,355	$100,310	$20,921	$721,484	$342,447
20	2049	27,255	850	4.48	0.031	0.184	0.555	0.972	2.736	$341,338	$163,031	$100,043	$101,005	$21,066	$726,484	$331,558
21	2050	27,500	850	4.51	0.032	0.185	0.559	0.978	2.755	$343,705	$164,162	$100,737	$101,705	$21,212	$731,521	$321,016
	2051	27,747	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.619	3.626	10.968	19.194	54.043						Total Present Value	$9,493,085

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Sunset Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.593

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	3,100	Intersection =	Intersection5	E	Analyze
		Crash Data Used =	Yes	0.430053724	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	3,100	3.93	0.027	0.161	0.487	0.852	2.400	$299,439	$143,019	$87,763	$88,607	$18,481	$637,309	$612,797
2	2031	23,206	3,128	3.97	0.028	0.163	0.493	0.862	2.427	$302,832	$144,640	$88,757	$89,611	$18,690	$644,529	$595,903
3	2032	23,415	3,155	4.02	0.028	0.165	0.498	0.872	2.455	$306,263	$146,278	$89,763	$90,626	$18,902	$651,832	$579,476
4	2033	23,625	3,183	4.06	0.028	0.167	0.504	0.882	2.483	$309,734	$147,936	$90,780	$91,653	$19,116	$659,219	$563,503
5	2034	23,837	3,212	4.11	0.029	0.168	0.510	0.892	2.511	$313,244	$149,613	$91,809	$92,692	$19,333	$666,691	$547,971
6	2035	24,051	3,240	4.16	0.029	0.170	0.515	0.902	2.539	$316,795	$151,309	$92,850	$93,743	$19,552	$674,248	$532,868
7	2036	24,267	3,269	4.20	0.029	0.172	0.521	0.912	2.568	$320,387	$153,024	$93,903	$94,805	$19,773	$681,893	$518,182
8	2037	24,484	3,298	4.25	0.030	0.174	0.527	0.922	2.597	$324,020	$154,760	$94,967	$95,880	$19,998	$689,625	$503,902
9	2038	24,704	3,327	4.30	0.030	0.176	0.533	0.933	2.627	$327,695	$156,515	$96,044	$96,968	$20,224	$697,446	$490,016
10	2039	24,926	3,357	4.35	0.030	0.178	0.539	0.943	2.656	$331,412	$158,290	$97,134	$98,068	$20,454	$705,357	$476,514
11	2040	25,150	3,387	4.40	0.031	0.180	0.545	0.954	2.686	$335,171	$160,086	$98,236	$99,180	$20,686	$713,358	$463,384
12	2041	25,375	3,417	4.45	0.031	0.182	0.551	0.965	2.717	$338,974	$161,902	$99,350	$100,305	$20,921	$721,452	$450,617
13	2042	25,603	3,447	4.50	0.031	0.184	0.558	0.976	2.748	$342,820	$163,739	$100,478	$101,444	$21,158	$729,638	$438,202
14	2043	25,833	3,478	4.55	0.032	0.186	0.564	0.987	2.779	$346,711	$165,597	$101,618	$102,595	$21,398	$737,919	$426,130
15	2044	26,065	3,509	4.60	0.032	0.189	0.570	0.998	2.811	$350,646	$167,477	$102,771	$103,759	$21,641	$746,295	$414,391
16	2045	26,299	3,540	4.65	0.033	0.191	0.577	1.009	2.842	$354,627	$169,378	$103,938	$104,937	$21,887	$754,767	$402,976
17	2046	26,535	3,571	4.70	0.033	0.193	0.583	1.021	2.875	$358,653	$171,301	$105,118	$106,129	$22,135	$763,336	$391,876
18	2047	26,773	3,603	4.76	0.033	0.195	0.590	1.033	2.907	$362,726	$173,246	$106,312	$107,334	$22,386	$772,004	$381,083
19	2048	27,013	3,635	4.81	0.034	0.197	0.597	1.044	2.940	$366,845	$175,214	$107,519	$108,553	$22,641	$780,772	$370,587
20	2049	27,255	3,667	4.87	0.034	0.200	0.604	1.056	2.974	$371,012	$177,204	$108,740	$109,786	$22,898	$789,640	$360,381
21	2050	27,500	3,700	4.92	0.034	0.202	0.610	1.068	3.008	$375,227	$179,217	$109,976	$111,033	$23,158	$798,610	$350,457
	2051	27,747	3,733		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	3,766		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	3,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	3,833		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	3,867		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	3,902		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.648	3.795	11.476	20.084	56.549						Total Present Value	$9,871,219

State of Florida Department of Transportation

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Vancouver St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.477

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	18,500	Intersection Type =	3ST		
Opening Year Minor AADT =	100	Intersection =	Intersection6	E	Analyze
		Crash Data Used =	Yes	8.70878937	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	100	3.93	0.027	0.161	0.487	0.852	2.400	$299,439	$143,019	$87,763	$88,607	$18,481	$637,309	$612,797
2	2031	18,661	100	3.96	0.028	0.162	0.491	0.860	2.421	$302,112	$144,296	$88,546	$89,398	$18,646	$642,998	$594,487
3	2032	18,823	100	4.00	0.028	0.164	0.496	0.868	2.443	$304,811	$145,585	$89,337	$90,196	$18,812	$648,741	$576,728
4	2033	18,987	100	4.03	0.028	0.165	0.500	0.875	2.465	$307,535	$146,886	$90,136	$91,002	$18,980	$654,538	$559,502
5	2034	19,152	100	4.07	0.028	0.167	0.505	0.883	2.487	$310,285	$148,199	$90,942	$91,816	$19,150	$660,392	$542,794
6	2035	19,319	100	4.11	0.029	0.168	0.509	0.891	2.509	$313,061	$149,525	$91,755	$92,638	$19,321	$666,301	$526,587
7	2036	19,487	100	4.14	0.029	0.170	0.514	0.899	2.532	$315,864	$150,864	$92,577	$93,467	$19,494	$672,266	$510,867
8	2037	19,657	100	4.18	0.029	0.171	0.518	0.907	2.554	$318,694	$152,216	$93,406	$94,304	$19,669	$678,289	$495,619
9	2038	19,828	100	4.22	0.030	0.173	0.523	0.915	2.577	$321,551	$153,580	$94,244	$95,150	$19,845	$684,369	$480,829
10	2039	20,000	100	4.26	0.030	0.174	0.528	0.924	2.600	$324,435	$154,958	$95,089	$96,003	$20,023	$690,507	$466,482
11	2040	20,174	100	4.29	0.030	0.176	0.532	0.932	2.624	$327,346	$156,348	$95,942	$96,865	$20,203	$696,704	$452,566
12	2041	20,350	100	4.33	0.030	0.178	0.537	0.940	2.647	$330,286	$157,752	$96,804	$97,735	$20,384	$702,960	$439,067
13	2042	20,527	100	4.37	0.031	0.179	0.542	0.949	2.671	$333,253	$159,170	$97,673	$98,613	$20,567	$709,276	$425,973
14	2043	20,705	100	4.41	0.031	0.181	0.547	0.957	2.695	$336,249	$160,600	$98,552	$99,499	$20,752	$715,653	$413,272
15	2044	20,886	100	4.45	0.031	0.182	0.552	0.966	2.719	$339,274	$162,045	$99,438	$100,394	$20,939	$722,090	$400,951
16	2045	21,067	100	4.49	0.031	0.184	0.557	0.974	2.744	$342,327	$163,503	$100,333	$101,298	$21,127	$728,589	$388,999
17	2046	21,251	100	4.53	0.032	0.186	0.562	0.983	2.769	$345,410	$164,976	$101,236	$102,210	$21,318	$735,150	$377,406
18	2047	21,436	100	4.57	0.032	0.187	0.567	0.992	2.793	$348,522	$166,462	$102,149	$103,131	$21,510	$741,773	$366,160
19	2048	21,622	100	4.61	0.032	0.189	0.572	1.001	2.819	$351,664	$167,963	$103,069	$104,061	$21,704	$748,461	$355,251
20	2049	21,810	100	4.65	0.033	0.191	0.577	1.010	2.844	$354,836	$169,478	$103,999	$104,999	$21,899	$755,212	$344,669
21	2050	22,000	100	4.70	0.033	0.193	0.582	1.019	2.870	$358,038	$171,007	$104,938	$105,947	$22,097	$762,027	$334,403
	2051	22,191	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.632	3.703	11.200	19.599	55.185						Total Present Value	$9,665,410

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information

Analyst:	HDR	Date:	7/28/2025
Agency or Company:	HDR		

Site Information

Location ID:	S Navy Blvd at Central Ave	County:	Escambia
City:	Pensacola, FL	M.P. - M.P.	0.401

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	18,500	Intersection Type =	3ST		
Opening Year Minor AADT =	150	Intersection =	Intersection7	E	Analyze
		Crash Data Used =	Yes	7.344350275	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	150	3.93	0.027	0.161	0.487	0.852	2.400	$299,439	$143,019	$87,763	$88,607	$18,481	$637,309	$612,797
2	2031	18,661	150	3.96	0.028	0.162	0.491	0.860	2.421	$302,104	$144,292	$88,544	$89,395	$18,645	$642,980	$594,471
3	2032	18,823	150	4.00	0.028	0.164	0.496	0.868	2.443	$304,794	$145,577	$89,332	$90,191	$18,811	$648,706	$576,697
4	2033	18,987	150	4.03	0.028	0.165	0.500	0.875	2.465	$307,510	$146,874	$90,128	$90,995	$18,979	$654,485	$559,457
5	2034	19,152	150	4.07	0.028	0.167	0.505	0.883	2.487	$310,251	$148,183	$90,932	$91,806	$19,148	$660,321	$542,735
6	2035	19,319	150	4.11	0.029	0.168	0.509	0.891	2.509	$313,019	$149,505	$91,743	$92,625	$19,319	$666,212	$526,517
7	2036	19,487	150	4.14	0.029	0.170	0.514	0.899	2.531	$315,814	$150,840	$92,562	$93,452	$19,491	$672,159	$510,785
8	2037	19,657	150	4.18	0.029	0.171	0.518	0.907	2.554	$318,634	$152,187	$93,389	$94,287	$19,665	$678,163	$495,527
9	2038	19,828	150	4.22	0.030	0.173	0.523	0.915	2.577	$321,482	$153,547	$94,224	$95,130	$19,841	$684,224	$480,727
10	2039	20,000	150	4.25	0.030	0.174	0.528	0.923	2.600	$324,357	$154,921	$95,066	$95,980	$20,018	$690,343	$466,371
11	2040	20,174	150	4.29	0.030	0.176	0.532	0.932	2.623	$327,260	$156,307	$95,917	$96,839	$20,198	$696,521	$452,447
12	2041	20,350	150	4.33	0.030	0.178	0.537	0.940	2.647	$330,190	$157,707	$96,776	$97,706	$20,378	$702,757	$438,940
13	2042	20,527	150	4.37	0.031	0.179	0.542	0.948	2.670	$333,149	$159,120	$97,643	$98,582	$20,561	$709,054	$425,839
14	2043	20,705	150	4.41	0.031	0.181	0.547	0.957	2.694	$336,135	$160,546	$98,518	$99,465	$20,745	$715,410	$413,132
15	2044	20,886	150	4.45	0.031	0.182	0.552	0.965	2.718	$339,150	$161,986	$99,402	$100,358	$20,931	$721,827	$400,805
16	2045	21,067	150	4.49	0.031	0.184	0.557	0.974	2.743	$342,194	$163,440	$100,294	$101,258	$21,119	$728,306	$388,848
17	2046	21,251	150	4.53	0.032	0.186	0.562	0.983	2.767	$345,267	$164,908	$101,195	$102,168	$21,309	$734,846	$377,250
18	2047	21,436	150	4.57	0.032	0.187	0.567	0.992	2.792	$348,370	$166,389	$102,104	$103,086	$21,500	$741,449	$366,000
19	2048	21,622	150	4.61	0.032	0.189	0.572	1.001	2.817	$351,502	$167,885	$103,022	$104,013	$21,694	$748,115	$355,087
20	2049	21,810	150	4.65	0.033	0.191	0.577	1.010	2.843	$354,664	$169,396	$103,949	$104,948	$21,889	$754,845	$344,501
21	2050	22,000	150	4.69	0.033	0.192	0.582	1.019	2.868	$357,856	$170,920	$104,884	$105,893	$22,086	$761,639	$334,233
	2051	22,191	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.632	3.702	11.197	19.594	55.170						Total Present Value	$9,663,167

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Interbay Ave	County:	Escambia
Agency or Company:		HDR		City:	Pensacola, FL	M.P. - M.P.	0.131

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	18,500	Intersection Type =	3ST		
Opening Year Minor AADT =	800	Intersection =	Intersection8	E	Analyze
		Crash Data Used =	Yes	7.344350275	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	800	7.95	0.056	0.326	0.986	1.725	4.857	$605,987	$289,434	$177,609	$179,317	$37,400	$1,289,747	$1,240,141
2	2031	18,661	800	8.02	0.056	0.329	0.994	1.740	4.900	$611,305	$291,974	$179,168	$180,891	$37,728	$1,301,065	$1,202,908
3	2032	18,823	800	8.09	0.057	0.332	1.003	1.755	4.943	$616,673	$294,538	$180,741	$182,479	$38,059	$1,312,491	$1,166,800
4	2033	18,987	800	8.16	0.057	0.335	1.012	1.771	4.986	$622,093	$297,126	$182,330	$184,083	$38,394	$1,324,026	$1,131,783
5	2034	19,152	800	8.23	0.058	0.338	1.021	1.786	5.030	$627,565	$299,739	$183,933	$185,702	$38,732	$1,335,671	$1,097,824
6	2035	19,319	800	8.30	0.058	0.341	1.030	1.802	5.074	$633,088	$302,378	$185,552	$187,336	$39,072	$1,347,427	$1,064,891
7	2036	19,487	800	8.38	0.059	0.344	1.039	1.818	5.119	$638,664	$305,041	$187,187	$188,987	$39,417	$1,359,295	$1,032,952
8	2037	19,657	800	8.45	0.059	0.347	1.048	1.834	5.164	$644,293	$307,730	$188,837	$190,652	$39,764	$1,371,276	$1,001,978
9	2038	19,828	800	8.53	0.060	0.350	1.057	1.850	5.210	$649,976	$310,444	$190,502	$192,334	$40,115	$1,383,371	$971,938
10	2039	20,000	800	8.60	0.060	0.353	1.067	1.867	5.256	$655,713	$313,184	$192,184	$194,032	$40,469	$1,395,581	$942,805
11	2040	20,174	800	8.68	0.061	0.356	1.076	1.883	5.302	$661,505	$315,950	$193,881	$195,745	$40,826	$1,407,908	$914,550
12	2041	20,350	800	8.75	0.061	0.359	1.086	1.900	5.349	$667,352	$318,743	$195,595	$197,476	$41,187	$1,420,352	$887,148
13	2042	20,527	800	8.83	0.062	0.362	1.095	1.917	5.396	$673,255	$321,562	$197,325	$199,222	$41,551	$1,432,915	$860,572
14	2043	20,705	800	8.91	0.062	0.365	1.105	1.933	5.444	$679,214	$324,408	$199,071	$200,986	$41,919	$1,445,598	$834,797
15	2044	20,886	800	8.99	0.063	0.369	1.115	1.951	5.492	$685,230	$327,282	$200,835	$202,766	$42,290	$1,458,402	$809,799
16	2045	21,067	800	9.07	0.063	0.372	1.125	1.968	5.541	$691,303	$330,182	$202,615	$204,563	$42,665	$1,471,328	$785,554
17	2046	21,251	800	9.15	0.064	0.375	1.134	1.985	5.590	$697,434	$333,111	$204,412	$206,377	$43,044	$1,484,377	$762,039
18	2047	21,436	800	9.23	0.065	0.378	1.145	2.003	5.640	$703,624	$336,067	$206,226	$208,209	$43,426	$1,497,551	$739,233
19	2048	21,622	800	9.31	0.065	0.382	1.155	2.021	5.690	$709,872	$339,052	$208,057	$210,058	$43,811	$1,510,850	$717,114
20	2049	21,810	800	9.39	0.066	0.385	1.165	2.039	5.740	$716,181	$342,065	$209,906	$211,924	$44,201	$1,524,276	$695,660
21	2050	22,000	800	9.48	0.066	0.389	1.175	2.057	5.791	$722,549	$345,106	$211,773	$213,809	$44,594	$1,537,831	$674,852
	2051	22,191	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				1.278	7.483	22.631	39.605	111.515						Total Present Value	$19,535,336

SUMMARY OF TOTAL PRESENT VALUE FOR INTERSECTIONS

Intersection Site	Beginning Year				End Year				Total Present Value
	Year	Major AADT	Minor AADT	$N_{predicted-rs}$	Year	Major AADT	Minor AADT	$N_{predicted-rs}$	
Intersection1	2030	23,000	28,500	84.2	2050	27,500	33,500	105.0	$211,108,161
Intersection2	2030	23,000	200	4.0	2050	27,500	200	4.6	$9,700,498
Intersection3	2030	23,000	800	11.1	2050	27,500	800	13.3	$27,377,959
Intersection4	2030	23,000	850	3.9	2050	27,500	850	4.5	$9,493,085
Intersection5	2030	23,000	3,100	3.9	2050	27,500	3,700	4.9	$9,871,219
Intersection6	2030	18,500	100	3.9	2050	22,000	100	4.7	$9,665,410
Intersection7	2030	18,500	150	3.9	2050	22,000	150	4.7	$9,663,167
Intersection8	2030	18,500	800	7.9	2050	22,000	800	9.5	$19,535,336
COMBINED									$257,679,704

	K	A	B	C	O	Total
Intersection1	13.852	81.131	245.371	429.399	1209.045	1978.798
Intersection2	0.633	3.705	11.206	19.611	55.217	90.372
Intersection3	1.791	10.492	31.733	55.533	156.362	255.912
Intersection4	0.619	3.626	10.968	19.194	54.043	88.450
Intersection5	0.648	3.795	11.476	20.084	56.549	92.552
Intersection6	0.632	3.703	11.200	19.599	55.185	90.319
Intersection7	0.632	3.702	11.197	19.594	55.170	90.294
Intersection8	1.278	7.483	22.631	39.605	111.515	182.512
Total	20.084	117.638	355.782	622.618	1753.086	2869.208
	21.382	125.237	378.765	662.839	1866.334	3054.557

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Barrancas Avenue to Winthrop Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, 5T)		--	5T
Length of segment, L (mi)		--	0.149
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft.) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	2
Minor residential driveways (number)		--	0
Other driveways (number)		--	6
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	114.0939597
Offset to roadside fixed objects (ft.) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.14	1.00	0.94	1.00	1.07

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	1.158	1.000	1.158	1.07	0.70	0.871
Fatal and Injury (FI)	-10.47	1.12	0.62	0.325	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.269}$	0.311	1.07	0.70	0.234
Property Damage Only (PDO)	-9.97	1.17	0.88	0.884	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.731}$	0.847	1.07	0.70	0.637

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.234	1.000	0.637	0.871
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.198	0.651	0.415	0.613
Head-on collision	0.021	0.005	0.004	0.003	0.007
Angle collision	0.050	0.012	0.059	0.038	0.049
Sideswipe, same direction	0.061	0.014	0.248	0.158	0.172
Sideswipe, opposite direction	0.004	0.001	0.009	0.006	0.007
Other multiple-vehicle collision	0.018	0.004	0.029	0.018	0.023

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.272	1.000	0.272	1.07	0.70	0.205
Fatal and Injury (FI)	-4.43	0.35	0.36	0.060	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.063	1.07	0.70	0.047
Property Damage Only (PDO)	-5.83	0.61	0.55	0.200	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.210	1.07	0.70	0.158

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.047	1.000	0.158	0.205
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.008	0.008
Collision with fixed object	0.398	0.019	0.768	0.121	0.140
Collision with other object	0.005	0.000	0.061	0.010	0.010
Other single-vehicle collision	0.581	0.027	0.122	0.019	0.047

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	2	0.053	1.172	0.175	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	2	0.087	1.172	0.287	
Minor residential	0	0.016	1.172	0.000	
Other	6	0.027	1.172	0.267	
Total	--	--	--	0.729	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.729	1.000	0.729	1.07	0.70	0.549
Fatal and injury (FI)	--	0.269	0.196	1.07	0.70	0.148
Property damage only (PDO)	--	0.731	0.533	1.07	0.70	0.401

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)
Total	0.871	0.205	0.549	1.624	0.023	0.70	0.037
Fatal and injury (FI)	--	--	--	--	--	0.70	0.037

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)
Total	0.871	0.205	0.549	1.624	0.012	0.70	0.019
Fatal and injury (FI)	--	--	--	--	--	0.70	0.019

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.198	0.415	0.613
Head-on collisions (from Worksheet 1D)	0.005	0.003	0.007
Angle collisions (from Worksheet 1D)	0.012	0.038	0.049
Sideswipe, same direction (from Worksheet 1D)	0.014	0.158	0.172
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.006	0.007
Driveway-related collisions (from Worksheet 1H)	0.148	0.401	0.549
Other multiple-vehicle collision (from Worksheet 1D)	0.004	0.018	0.023
Subtotal	0.381	1.038	1.419
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.008	0.008
Collision with fixed object (from Worksheet 1F)	0.019	0.121	0.140
Collision with other object (from Worksheet 1F)	0.000	0.010	0.010
Other single-vehicle collision (from Worksheet 1F)	0.027	0.019	0.047
Collision with pedestrian (from Worksheet 1I)	0.037	0.000	0.037
Collision with bicycle (from Worksheet 1J)	0.019	0.000	0.019
Subtotal	0.104	0.158	0.262
Total	0.485	1.196	1.681

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.7	0.15	11.3
Fatal and injury (FI)	0.5	0.15	3.3
Property damage only (PDO)	1.2	0.15	8.0

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Winthrop Avenue to Palmetto Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.104
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	0
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	2
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	5
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	76.92307692
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.09	1.00	0.94	1.00	1.03

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.808	1.000	0.808	1.03	0.70	0.580
Fatal and Injury (FI)	-10.47	1.12	0.62	0.227	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.269	0.217	1.03	0.70	0.156
Property Damage Only (PDO)	-9.97	1.17	0.88	0.617	$(5)_{TOTAL}-(5)_{FI}$ = 0.731	0.591	1.03	0.70	0.425

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.156	1.000	0.425	0.580
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.132	0.651	0.276	0.408
Head-on collision	0.021	0.003	0.004	0.002	0.005
Angle collision	0.050	0.008	0.059	0.025	0.033
Sideswipe, same direction	0.061	0.010	0.248	0.105	0.115
Sideswipe, opposite direction	0.004	0.001	0.009	0.004	0.004
Other multiple-vehicle collision	0.018	0.003	0.029	0.012	0.015

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.190	1.000	0.190	1.03	0.70	0.137
Fatal and Injury (FI)	-4.43	0.35	0.36	0.042	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.044	1.03	0.70	0.031
Property Damage Only (PDO)	-5.83	0.61	0.55	0.140	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.147	1.03	0.70	0.105

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.031	1.000	0.105	0.137
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.005	0.006
Collision with fixed object	0.398	0.012	0.768	0.081	0.093
Collision with other object	0.005	0.000	0.061	0.006	0.007
Other single-vehicle collision	0.581	0.018	0.122	0.013	0.031

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	0	0.053	1.172	0.000	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	2	0.024	1.172	0.079	
Major residential	0	0.087	1.172	0.000	
Minor residential	5	0.016	1.172	0.132	
Other	2	0.027	1.172	0.089	
Total	--	--	--	0.300	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.300	1.000	0.300	1.03	0.70	0.216
Fatal and injury (FI)	--	0.269	0.081	1.03	0.70	0.058
Property damage only (PDO)	--	0.731	0.220	1.03	0.70	0.158

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.580	0.137	0.216	0.933	0.023	0.70	0.021
Fatal and injury (FI)	--	--	--	--	--	0.70	0.021

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.580	0.137	0.216	0.933	0.012	0.70	0.011
Fatal and injury (FI)	--	--	--	--	--	0.70	0.011

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.132	0.276	0.408
Head-on collisions (from Worksheet 1D)	0.003	0.002	0.005
Angle collisions (from Worksheet 1D)	0.008	0.025	0.033
Sideswipe, same direction (from Worksheet 1D)	0.010	0.105	0.115
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.004	0.004
Driveway-related collisions (from Worksheet 1H)	0.058	0.158	0.216
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.012	0.015
Subtotal	0.214	0.582	0.796
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.005	0.006
Collision with fixed object (from Worksheet 1F)	0.012	0.081	0.093
Collision with other object (from Worksheet 1F)	0.000	0.006	0.007
Other single-vehicle collision (from Worksheet 1F)	0.018	0.013	0.031
Collision with pedestrian (from Worksheet 1I)	0.021	0.000	0.021
Collision with bicycle (from Worksheet 1J)	0.011	0.000	0.011
Subtotal	0.064	0.105	0.169
Total	0.278	0.687	0.965

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.0	0.10	9.3
Fatal and injury (FI)	0.3	0.10	2.7
Property damage only (PDO)	0.7	0.10	6.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Palmetto Avenue to Sunset Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.11
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	23,000
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	1
Minor commercial driveways (number)		--	0
Major industrial / institutional driveways (number)		--	1
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	0
Other driveways (number)		--	2
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	90.90909091
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.11	1.00	0.94	1.00	1.04

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.855	1.000	0.855	1.04	0.70	0.625
Fatal and Injury (FI)	-10.47	1.12	0.62	0.240	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.269}$	0.230	1.04	0.70	0.168
Property Damage Only (PDO)	-9.97	1.17	0.88	0.653	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.731}$	0.625	1.04	0.70	0.457

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.168	1.000	0.457	0.625
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.142	0.651	0.298	0.439
Head-on collision	0.021	0.004	0.004	0.002	0.005
Angle collision	0.050	0.008	0.059	0.027	0.035
Sideswipe, same direction	0.061	0.010	0.248	0.113	0.124
Sideswipe, opposite direction	0.004	0.001	0.009	0.004	0.005
Other multiple-vehicle collision	0.018	0.003	0.029	0.013	0.016

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.201	1.000	0.201	1.04	0.70	0.147
Fatal and Injury (FI)	-4.43	0.35	0.36	0.044	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.229	0.046	1.04	0.70	0.034
Property Damage Only (PDO)	-5.83	0.61	0.55	0.148	$(5)_{TOTAL}-(5)_{FI}$ = 0.771	0.155	1.04	0.70	0.113

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.034	1.000	0.113	0.147
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.006	0.006
Collision with fixed object	0.398	0.013	0.768	0.087	0.100
Collision with other object	0.005	0.000	0.061	0.007	0.007
Other single-vehicle collision	0.581	0.020	0.122	0.014	0.033

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	1	0.165	1.172	0.272	--
Minor commercial	0	0.053	1.172	0.000	
Major industrial/institutional	1	0.181	1.172	0.299	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	0	0.087	1.172	0.000	
Minor residential	0	0.016	1.172	0.000	
Other	2	0.027	1.172	0.089	
Total	--	--	--	0.660	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.660	1.000	0.660	1.04	0.70	0.482
Fatal and injury (FI)	--	0.269	0.178	1.04	0.70	0.130
Property damage only (PDO)	--	0.731	0.483	1.04	0.70	0.353

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.625	0.147	0.482	1.254	0.023	0.70	0.029
Fatal and injury (FI)	--	--	--	--	--	0.70	0.029

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.625	0.147	0.482	1.254	0.012	0.70	0.015
Fatal and injury (FI)	--	--	--	--	--	0.70	0.015

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.142	0.298	0.439
Head-on collisions (from Worksheet 1D)	0.004	0.002	0.005
Angle collisions (from Worksheet 1D)	0.008	0.027	0.035
Sideswipe, same direction (from Worksheet 1D)	0.010	0.113	0.124
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.004	0.005
Driveway-related collisions (from Worksheet 1H)	0.130	0.353	0.482
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.013	0.016
Subtotal	0.298	0.810	1.107
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.006	0.006
Collision with fixed object (from Worksheet 1F)	0.013	0.087	0.100
Collision with other object (from Worksheet 1F)	0.000	0.007	0.007
Other single-vehicle collision (from Worksheet 1F)	0.020	0.014	0.033
Collision with pedestrian (from Worksheet 1I)	0.029	0.000	0.029
Collision with bicycle (from Worksheet 1J)	0.015	0.000	0.015
Subtotal	0.078	0.113	0.191
Total	0.375	0.923	1.298

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.3	0.11	11.8
Fatal and injury (FI)	0.4	0.11	3.4
Property damage only (PDO)	0.9	0.11	8.4

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Sunset Avenue to Vancouver Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.116
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	18,500
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	5
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	0
Major residential driveways (number)		--	0
Minor residential driveways (number)		--	8
Other driveways (number)		--	1
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	94.82758621
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.12	1.00	0.94	1.00	1.05

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	0.699	1.000	0.699	1.05	0.70	0.513
Fatal and Injury (FI)	-10.47	1.12	0.62	0.198	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.271}$	0.189	1.05	0.70	0.139
Property Damage Only (PDO)	-9.97	1.17	0.88	0.533	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.729}$	0.510	1.05	0.70	0.374

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.139	1.000	0.374	0.513
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.118	0.651	0.244	0.361
Head-on collision	0.021	0.003	0.004	0.001	0.004
Angle collision	0.050	0.007	0.059	0.022	0.029
Sideswipe, same direction	0.061	0.008	0.248	0.093	0.101
Sideswipe, opposite direction	0.004	0.001	0.009	0.003	0.004
Other multiple-vehicle collision	0.018	0.003	0.029	0.011	0.013

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.189	1.000	0.189	1.05	0.70	0.138
Fatal and Injury (FI)	-4.43	0.35	0.36	0.043	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.240	0.045	1.05	0.70	0.033
Property Damage Only (PDO)	-5.83	0.61	0.55	0.137	$(5)_{TOTAL}-(5)_{FI}$ = 0.760	0.143	1.05	0.70	0.105

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.033	1.000	0.105	0.138
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.001	0.049	0.005	0.006
Collision with fixed object	0.398	0.013	0.768	0.081	0.094
Collision with other object	0.005	0.000	0.061	0.006	0.007
Other single-vehicle collision	0.581	0.019	0.122	0.013	0.032

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	5	0.053	1.172	0.339	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	0	0.024	1.172	0.000	
Major residential	0	0.087	1.172	0.000	
Minor residential	8	0.016	1.172	0.164	
Other	1	0.027	1.172	0.035	
Total	--	--	--	0.537	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	0.537	1.000	0.537	1.05	0.70	0.394
Fatal and injury (FI)	--	0.269	0.144	1.05	0.70	0.106
Property damage only (PDO)	--	0.731	0.393	1.05	0.70	0.288

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	0.513	0.138	0.394	1.046	0.023	0.70	0.024
Fatal and injury (FI)	--	--	--	--	--	0.70	0.024

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	0.513	0.138	0.394	1.046	0.012	0.70	0.013
Fatal and injury (FI)	--	--	--	--	--	0.70	0.013

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.118	0.244	0.361
Head-on collisions (from Worksheet 1D)	0.003	0.001	0.004
Angle collisions (from Worksheet 1D)	0.007	0.022	0.029
Sideswipe, same direction (from Worksheet 1D)	0.008	0.093	0.101
Sideswipe, opposite direction (from Worksheet 1D)	0.001	0.003	0.004
Driveway-related collisions (from Worksheet 1H)	0.106	0.288	0.394
Other multiple-vehicle collision (from Worksheet 1D)	0.003	0.011	0.013
Subtotal	0.245	0.663	0.908
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.001	0.005	0.006
Collision with fixed object (from Worksheet 1F)	0.013	0.081	0.094
Collision with other object (from Worksheet 1F)	0.000	0.006	0.007
Other single-vehicle collision (from Worksheet 1F)	0.019	0.013	0.032
Collision with pedestrian (from Worksheet 1I)	0.024	0.000	0.024
Collision with bicycle (from Worksheet 1J)	0.013	0.000	0.013
Subtotal	0.070	0.105	0.175
Total	0.315	0.768	1.083

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	1.1	0.12	9.3
Fatal and injury (FI)	0.3	0.12	2.7
Property damage only (PDO)	0.8	0.12	6.6

Worksheet 1A -- General Information and Input Data for Urban and Suburban Roadway Segments

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Roadway Section	Vancouver Street to Interbay Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Roadway type (2U, 3T, 4U, 4D, ST)		--	5T
Length of segment, L (mi)		--	0.346
AADT (veh/day)	$AADT_{MAX}$ = 53,800 (veh/day)	--	18,500
Type of on-street parking (none/parallel/angle)		None	None
Proportion of curb length with on-street parking		--	0
Median width (ft) - for divided only		15	Not Present
Lighting (present / not present)		Not Present	Present
Auto speed enforcement (present / not present)		Not Present	Not Present
Major commercial driveways (number)		--	0
Minor commercial driveways (number)		--	2
Major industrial / institutional driveways (number)		--	0
Minor industrial / institutional driveways (number)		--	7
Major residential driveways (number)		--	2
Minor residential driveways (number)		--	19
Other driveways (number)		--	11
Speed Category		--	Posted Speed Greater than 30 mph
Roadside fixed object density (fixed objects / mi)		0	80.92485549
Offset to roadside fixed objects (ft) [If greater than 30 or Not Present, input 30]		30	10
Calibration Factor, Cr		1.00	0.70

Worksheet 1B -- Crash Modification Factors for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
CMF for On-Street Parking	CMF for Roadside Fixed Objects	CMF for Median Width	CMF for Lighting	CMF for Automated Speed Enforcement	Combined CMF
CMF 1r	*CMF 2r*	*CMF 3r*	*CMF 4r*	*CMF 5r*	*CMF comb*
from Equation 12-32	from Equation 12-33	from Table 12-22	from Equation 12-34	from Section 12.7.1	(1)*(2)*(3)*(4)*(5)
1.00	1.10	1.00	0.94	1.00	1.03

Worksheet 1C -- Multiple-Vehicle Nondriveway Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brmv}**	**Proportion of Total Crashes**	**Adjusted N_{brmv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brmv}**
	from Table 12-3		from Table 12-3	from Equation 12-10		$(4)_{TOTAL}$*(5)	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-9.70	1.17	0.81	2.085	1.000	2.085	1.03	0.70	1.504
Fatal and Injury (FI)	-10.47	1.12	0.62	0.591	$\frac{(4)_{FI}/((4)_{FI}+(4)_{PDO})}{0.271}$	0.564	1.03	0.70	0.407
Property Damage Only (PDO)	-9.97	1.17	0.88	1.591	$\frac{(5)_{TOTAL}-(5)_{FI}}{0.729}$	1.520	1.03	0.70	1.097

Worksheet 1D -- Multiple-Vehicle Nondriveway Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brmv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brmv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brmv\ (TOTAL)}$ (crashes/year)**
	from Table 12-4	$(9)_{FI}$ from Worksheet 1C	from Table 12-4	$(9)_{PDO}$ from Worksheet 1C	$(9)_{TOTAL}$ from Worksheet 1C
Total	1.000	0.407	1.000	1.097	1.504
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.846	0.344	0.651	0.714	1.059
Head-on collision	0.021	0.009	0.004	0.004	0.013
Angle collision	0.050	0.020	0.059	0.065	0.085
Sideswipe, same direction	0.061	0.025	0.248	0.272	0.297
Sideswipe, opposite direction	0.004	0.002	0.009	0.010	0.012
Other multiple-vehicle collision	0.018	0.007	0.029	0.032	0.039

Worksheet 1E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)		(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**		**Overdispersion Parameter, k**	**Initial N_{brsv}**	**Proportion of Total Crashes**	**Adjusted N_{brsv}**	**Combined CMFs**	**Calibration Factor, Cr**	**Predicted N_{brsv}**
	from Table 12-5		from Table 12-5	from Equation 12-13		$(4)_{TOTAL}*(5)$	(6) from Worksheet 1B		(6)*(7)*(8)
	a	b							
Total	-4.82	0.54	0.52	0.562	1.000	0.562	1.03	0.70	0.406
Fatal and Injury (FI)	-4.43	0.35	0.36	0.128	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.240	0.135	1.03	0.70	0.097
Property Damage Only (PDO)	-5.83	0.61	0.55	0.407	$(5)_{TOTAL}-(5)_{FI}$ = 0.760	0.428	1.03	0.70	0.309

Worksheet 1F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{brsv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{brsv\ (PDO)}$ (crashes/year)**	**Predicted N $_{brsv\ (TOTAL)}$ (crashes/year)**
	from Table 12-6	$(9)_{FI}$ from Worksheet 1E	from Table 12-6	$(9)_{PDO}$ from Worksheet 1E	$(9)_{TOTAL}$ from Worksheet 1E
Total	1.000	0.097	1.000	0.309	0.406
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Collision with animal	0.016	0.002	0.049	0.015	0.017
Collision with fixed object	0.398	0.039	0.768	0.237	0.276
Collision with other object	0.005	0.000	0.061	0.019	0.019
Other single-vehicle collision	0.581	0.057	0.122	0.038	0.094

Worksheet 1G -- Multiple-Vehicle Driveway-Related Collisions by Driveway Type for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)
Driveway Type	**Number of driveways, n_j**	**Crashes per driveway per year, N_j**	**Coefficient for traffic adjustment, t**	**Initial N_{brdwy}**	**Overdispersion parameter, k**
		from Table 12-7	from Table 12-7	Equation 12-16 $n_j * N_j * (AADT/15,000)^t$	from Table 12-7
Major commercial	0	0.165	1.172	0.000	--
Minor commercial	2	0.053	1.172	0.136	
Major industrial/institutional	0	0.181	1.172	0.000	
Minor industrial/institutional	7	0.024	1.172	0.215	
Major residential	2	0.087	1.172	0.222	
Minor residential	19	0.016	1.172	0.389	
Other	11	0.027	1.172	0.380	
Total	--	--	--	1.341	0.10

Worksheet 1H -- Multiple-Vehicle Driveway-Related Collisions by Severity Level for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Initial N_{brdwy}**	**Proportion of total crashes (f_{dwy})**	**Adjusted N_{brdwy}**	**Combined CMFs**	**Calibration factor, C_r**	**Predicted N_{brdwy}**
	$(5)_{TOTAL}$ from Worksheet 1G	from Table 12-7	$(2)_{TOTAL}$ * (3)	(6) from Worksheet 1B		(4)*(5)*(6)
Total	1.341	1.000	1.341	1.03	0.70	0.968
Fatal and injury (FI)	--	0.269	0.361	1.03	0.70	0.260
Property damage only (PDO)	--	0.731	0.980	1.03	0.70	0.708

Worksheet 1I -- Vehicle-Pedestrian Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{pedr}**	**Calibration factor, C_r**	**Predicted N_{pedr}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-8		(5)*(6)*(7)
Total	1.504	0.406	0.968	2.878	0.023	0.70	0.066
Fatal and injury (FI)	--	--	--	--	--	0.70	0.066

Worksheet 1J -- Vehicle-Bicycle Collisions for Urban and Suburban Roadway Segments

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Crash Severity Level	**Predicted N_{brmv}**	**Predicted N_{brsv}**	**Predicted N_{brdwy}**	**Predicted N_{br}**	**f_{biker}**	**Calibration factor, C_r**	**Predicted N_{biker}**
	(9) from Worksheet 1C	(9) from Worksheet 1E	(7) from Worksheet 1H	(2)+(3)+(4)	from Table 12-9		(5)*(6)*(7)
Total	1.504	0.406	0.968	2.878	0.012	0.70	0.035
Fatal and injury (FI)	--	--	--	--	--	0.70	0.035

Worksheet 1K -- Crash Severity Distribution for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J	(5) from Worksheet 1D and 1F; and (7) from Worksheet 1H	(6) from Worksheet 1D and 1F; (7) from Worksheet 1H; and (8) from Worksheet 1I and 1J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 1D)	0.344	0.714	1.059
Head-on collisions (from Worksheet 1D)	0.009	0.004	0.013
Angle collisions (from Worksheet 1D)	0.020	0.065	0.085
Sideswipe, same direction (from Worksheet 1D)	0.025	0.272	0.297
Sideswipe, opposite direction (from Worksheet 1D)	0.002	0.010	0.012
Driveway-related collisions (from Worksheet 1H)	0.260	0.708	0.968
Other multiple-vehicle collision (from Worksheet 1D)	0.007	0.032	0.039
Subtotal	0.668	1.805	2.472
SINGLE-VEHICLE			
Collision with animal (from Worksheet 1F)	0.002	0.015	0.017
Collision with fixed object (from Worksheet 1F)	0.039	0.237	0.276
Collision with other object (from Worksheet 1F)	0.000	0.019	0.019
Other single-vehicle collision (from Worksheet 1F)	0.057	0.038	0.094
Collision with pedestrian (from Worksheet 1I)	0.066	0.000	0.066
Collision with bicycle (from Worksheet 1J)	0.035	0.000	0.035
Subtotal	0.198	0.309	0.507
Total	0.866	2.113	2.979

Worksheet 1L -- Summary Results for Urban and Suburban Roadway Segments			
(1)	(2)	(3)	(4)
Crash Severity Level	**Predicted average crash frequency, $N_{predicted\ rs}$ (crashes/year)**	**Roadway segment length, L (mi)**	**Crash rate (crashes/mi/year)**
	(Total) from Worksheet 1K		(2) / (3)
Total	3.0	0.35	8.6
Fatal and injury (FI)	0.9	0.35	2.5
Property damage only (PDO)	2.1	0.35	6.1

Tables Affiliated with SPF Computation:

Table 12-3: SPF Coefficients for Multiple-Vehicle Nondriveway Collisions on Roadway Segments

Road type	Coefficients use in Eqn. 12-10 Intercept (a)	AADT (b)	Overdispersion parameter (k)
Total crashes			
2U	-15.22	1.68	0.84
3T	-12.40	1.41	0.66
4U	-11.63	1.33	1.01
4D	-12.34	1.36	1.32
5T	-9.70	1.17	0.81
Fatal-and-injury crashes			
2U	-16.22	1.66	0.65
3T	-16.45	1.69	0.59
4U	-12.08	1.25	0.99
4D	-12.76	1.28	1.31
5T	-10.47	1.12	0.62
Property-damage-only crashes			
2U	-15.62	1.69	0.87
3T	-11.95	1.33	0.59
4U	-12.53	1.38	1.08
4D	-12.81	1.38	1.34
5T	-9.97	1.17	0.88

Table 12-5: SPF Coefficients for Single-Vehicle Collisions on Roadway Segments

Road type	Coefficients use in Eqn. 12-11 Intercept (a)	AADT (b)	Overdispersion parameter (k)
Total crashes			
2U	-5.47	0.56	0.81
3T	-5.74	0.54	1.37
4U	-7.99	0.81	0.91
4D	-5.05	0.47	0.86
5T	-4.82	0.54	0.52
Fatal-and-injury crashes			
2U	-3.96	0.23	0.50
3T	-6.37	0.47	1.06
4U	-7.37	0.61	0.54
4D	-8.71	0.66	0.28
5T	-4.43	0.35	0.36
Property-damage-only crashes			
2U	-6.51	0.64	0.87
3T	-6.29	0.56	1.93
4U	-8.50	0.84	0.97
4D	-5.04	0.45	1.06
5T	-5.83	0.61	0.55

Table 12-7: SPF Coefficients for Multiple-Vehicle Driveway Related Collisions

Driveway type (j)	Coefficients for specific roadway types 2U	3T	4U	4D	5T
Number of driveway-related collisions per driveway per year (N_j)					
Major commercial	0.158	0.102	0.182	0.033	0.165
Minor commercial	0.050	0.032	0.058	0.011	0.053
Major industrial /	0.172	0.110	0.198	0.036	0.181
Minor industrial /	0.023	0.015	0.026	0.005	0.024
Major residential	0.083	0.053	0.096	0.018	0.087
Minor residential	0.016	0.010	0.018	0.003	0.016
Other	0.025	0.016	0.029	0.005	0.027
Regression coefficient for AADT (t)					
All driveways	1.000	1.000	1.172	1.106	1.172
Overdispersion parameter (k)					
All driveways	0.81	1.10	0.81	1.39	0.10
Proportion of fatal-and-injury crashes (f_{acc})					
All driveways	0.323	0.243	0.342	0.284	0.269
Proportion of property-damage-only crashes					
All driveways	0.677	0.757	0.658	0.716	0.731

Note: Includes only unsignalized driveways; signalized driveways are analyzed as signalized intersections. Major driveways serve 50 or more parking spaces; minor driveways serve less than 50 parking spaces.

Tables Affiliated with Crash Modification Factors:

Table 12-19: Values of f_{pk} Used in Determining the CMF for On-Street Parking

Road Type	Type of Parking and Land Use: Parallel Parking, Residential/ Other	Parallel Parking, Commercial or Industrial/ Institutional	Angle Parking, Residential/ Other	Angle Parking, Commercial or Industrial/ Institutional
2U	1.465	2.074	3.428	4.853
3T	1.465	2.074	3.428	4.853
4U	1.100	1.709	2.574	3.999
4D	1.100	1.709	2.574	3.999
5T	1.100	1.709	2.574	3.999

Table 12-20: Fixed-Object Offset Factor

Offset to fixed objects (O_{fo}) (ft.)	Fixed-Object Offset Factor (f_{offset})
2	0.232
5	0.133
10	0.087
15	0.068
20	0.057
25	0.049
≥ 30	0.044

Note: Values from 2 to 30 can be estimated using the following equation:

$$y=0.3566\ x^{-0.614}$$

Table 12-22: CMFs for Median Widths on Divided Roadway Segments without a Median Barrier (CMF_w)

Median Width (ft.)	CMF
10	1.01
15	1.00
20	0.99
30	0.98
40	0.97
50	0.96
60	0.95
70	0.94
80	0.93
90	0.93
100	0.92

Tables Affiliated with Crash Statistics:

Table 12-4: Distribution of Multiple-Vehicle Nondriveway Collisions for Roadway Segments by Manner of Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific road types: HSM-Provided Values									
		2U		3T		4U		4D		5T	
Collision type		FI	PDO	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision		0.730	0.778	0.845	0.842	0.511	0.506	0.832	0.662	0.846	0.651
Head-on collision		0.068	0.004	0.034	0.020	0.077	0.004	0.020	0.007	0.021	0.004
Angle collision		0.085	0.079	0.069	0.020	0.181	0.130	0.040	0.036	0.050	0.059
Sideswipe, same direction		0.015	0.031	0.001	0.078	0.093	0.249	0.050	0.223	0.061	0.248
Sideswipe, opposite direction		0.073	0.055	0.017	0.020	0.082	0.031	0.010	0.001	0.004	0.009
Other multiple-vehicle collision		0.029	0.053	0.034	0.020	0.056	0.080	0.048	0.071	0.018	0.029

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values: 2U FI	2U PDO	3T FI	3T PDO	4U FI	4U PDO	4D FI	4D PDO	5T FI	5T PDO
Rear-end collision	0.500	0.100			0.750					
Head-on collision	0.510	0.110			0.650					
Angle collision	0.520	0.120			0.550					
Sideswipe, same direction	0.530	0.130			0.450					
Sideswipe, opposite direction	0.540	0.140			0.350					
Other multiple-vehicle collision	0.550	0.150			0.250					

Note: HSM-Provided values based on HSIS data for Washington (2002-2006)

Table 12-6: Distribution of Single-Vehicle Collisions for Roadway Segments by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific road types: HSM-Provided Values									
		2U		3T		4U		4D		5T	
Collision type		FI	PDO	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with animal		0.026	0.066	0.001	0.001	0.001	0.001	0.001	0.063	0.016	0.049
Collision with fixed object		0.723	0.759	0.688	0.963	0.612	0.809	0.500	0.813	0.398	0.768
Collision with other object		0.010	0.013	0.001	0.001	0.020	0.029	0.028	0.016	0.005	0.061
Other single-vehicle collision		0.241	0.162	0.310	0.035	0.367	0.161	0.471	0.108	0.581	0.122

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values: 2U FI	2U PDO	3T FI	3T PDO	4U FI	4U PDO	4D FI	4D PDO	5T FI	5T PDO
Collision with animal	0.520	0.120			0.550					
Collision with fixed object	0.530	0.130			0.450					
Collision with other object	0.540	0.140			0.350					
Other single-vehicle collision	0.550	0.150			0.250					

Table 12-8: Pedestrian Crash Adjustment Factor for Roadway Segments

Locally-Derived Values?	No	Pedestrian Crash Adjustment Factor (f_{ped}): HSM-Provided Values		Locally-Derived Values	
Road type		Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph	Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph
2U		0.036	0.005	0.041	0.061
3T		0.041	0.013	0.042	0.062
4U		0.022	0.009	0.043	0.063
4D		0.067	0.019	0.044	0.064
5T		0.030	0.023	0.045	0.065

Note: These factors apply to the methodology for predicting total crashes (all severity levels combined). All pedestrian collisions resulting from this adjustment factor are treated as fatal-and-injury crashes and none as property-damage-only crashes. Source: HSIS data for Washington (2002-2006)

Table 12-9: Bicycle Crash Adjustment Factor for Roadway Segments

Locally-Derived Values?	No	Bicycle Crash Adjustment Factor (f_{other}): HSM-Provided Values		Locally-Derived Values	
Road type		Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph	Posted Speed 30 mph or Lower	Posted Speed Greater than 30 mph
2U		0.018	0.004	0.021	0.031
3T		0.027	0.007	0.022	0.032
4U		0.011	0.002	0.023	0.033
4D		0.013	0.005	0.024	0.034
5T		0.050	0.012	0.025	0.035

Note: These factors apply to the methodology for predicting total crashes (all severity levels combined). All bicycle collisions resulting from this adjustment factor are treated as fatal-and-injury crashes and none as property-damage-only crashes. Source: HSIS data for Washington (2002-2006)

Table 12-21: Proportion of Fixed-Object Collisions

Road Type	HSM-Provided Values	Locally-Derived Values
Locally-Derived Values? No	Proportion of Fixed-Object Collisions (p_{fo})	Proportion of Fixed-Object Collisions (p_{fo})
2U	0.059	0.050
3T	0.034	0.060
4U	0.037	0.070
4D	0.036	0.080
5T	0.016	0.080

Table 12-23: Nighttime Crash Proportions for Unlighted Roadway Segments

Road Type	HSM-Provided Values: Proportion of Total Nighttime Crashes by Severity Level		Proportion of Crashes that Occur at Night	Locally-Derived Values: Proportion of Total Nighttime Crashes by Severity Level		Proportion of Crashes that Occur at Night
Locally-Derived Values? No	Fatal and Injury (p_{ni})	PDO (p_{pdo})	(p_n)	Fatal and Injury (p_{ni})	PDO (p_{pdo})	(p_n)
2U	0.424	0.576	0.316	0.100	0.150	0.900
3T	0.429	0.571	0.304	0.200	0.250	0.800
4U	0.517	0.483	0.365	0.300	0.350	0.700
4D	0.364	0.636	0.410	0.400	0.450	0.600
5T	0.432	0.568	0.274	0.500	0.550	0.500

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Barrancas Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	28,500
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	4
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	1
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Protected
Type of left-turn signal phasing for Leg #3		--	Protected / Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive / Protected
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	6
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	4
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Not Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	2

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.66	0.87	0.96	1.00	0.91	1.00	0.50

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	8.294	1.000	8.294	0.50	2.27	9.408
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	2.632	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.328	2.719	0.50	2.27	3.084
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	5.398	$(5)_{TOTAL}-(5)_{FI}$ = 0.672	5.575	0.50	2.27	6.324

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	3.084	1.000	6.324	9.408
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.388	0.483	3.055	4.442
Head-on collision	0.049	0.151	0.030	0.190	0.341
Angle collision	0.347	1.070	0.244	1.543	2.613
Sideswipe	0.099	0.305	0.032	0.202	0.508
Other multiple-vehicle collision	0.055	0.170	0.211	1.334	1.504

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.543	1.000	0.543	0.50	2.27	0.616
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.141	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.266	0.144	0.50	2.27	0.164
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.390	$(5)_{TOTAL}-(5)_{FI}$ = 0.734	0.398	0.50	2.27	0.452

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.164	1.000	0.452	0.616
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.001
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.122	0.870	0.393	0.515
Collision with other object	0.072	0.012	0.070	0.032	0.043
Other single-vehicle collision	0.040	0.007	0.023	0.010	0.017
Single-vehicle noncollision	0.141	0.023	0.034	0.015	0.038

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.00	1.12	4.65

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.044	4.65	2.27	0.202
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.202

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	9.408	0.616	10.024	0.015	2.27	0.150
Fatal and injury (FI)	--	--	--	--	2.27	0.150

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
Collision type	**Fatal and injury (FI)**	**Property damage only (PDO)**	**Total**
	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.388	3.055	4.442
Head-on collisions (from Worksheet 2D)	0.151	0.190	0.341
Angle collisions (from Worksheet 2D)	1.070	1.543	2.613
Sideswipe (from Worksheet 2D)	0.305	0.202	0.508
Other multiple-vehicle collision (from Worksheet 2D)	0.170	1.334	1.504
Subtotal	3.084	6.324	9.408
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.001
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.122	0.393	0.515
Collision with other object (from Worksheet 2F)	0.012	0.032	0.043
Other single-vehicle collision (from Worksheet 2F)	0.007	0.010	0.017
Single-vehicle noncollision (from Worksheet 2F)	0.023	0.015	0.038
Collision with pedestrian (from Worksheet 2G or 2I)	0.202	0.000	0.202
Collision with bicycle (from Worksheet 2J)	0.150	0.000	0.150
Subtotal	0.517	0.452	0.968
Total	3.600	6.776	10.377

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	10.4
Fatal and injury (FI)	3.6
Property damage only (PDO)	6.8

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Commerce Street/Washington Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	200
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.50
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	0
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
1.00	1.00	1.00	1.00	0.91	0.97	0.89

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	1.935	1.000	1.935	0.89	1.50	2.567
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	0.736	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.373	0.722	0.89	1.50	0.958
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.236	$(5)_{TOTAL}-(5)_{FI}$ = 0.627	1.213	0.89	1.50	1.609

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.958	1.000	1.609	2.567
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.324	0.374	0.602	0.926
Head-on collision	0.041	0.039	0.030	0.048	0.088
Angle collision	0.440	0.422	0.335	0.539	0.961
Sideswipe	0.121	0.116	0.044	0.071	0.187
Other multiple-vehicle collision	0.060	0.057	0.217	0.349	0.407

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.252	1.000	0.252	0.89	1.50	0.334
Fatal and Injury (FI)	--	--	--	--	0.070	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.365	0.092	0.89	1.50	0.122
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.122	$(5)_{TOTAL}-(5)_{FI}$ = 0.635	0.160	0.89	1.50	0.212

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.122	1.000	0.212	0.334
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.006	0.006
Collision with fixed object	0.679	0.083	0.847	0.179	0.262
Collision with other object	0.089	0.011	0.070	0.015	0.026
Other single-vehicle collision	0.051	0.006	0.007	0.001	0.008
Single-vehicle noncollision	0.179	0.022	0.049	0.010	0.032

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.567	0.334	2.901	0.022	1.50	0.095
Fatal and injury (FI)	--	--	--	--	1.50	0.095

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.50	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.50	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.567	0.334	2.901	0.018	1.50	0.078
Fatal and injury (FI)	--	--	--	--	1.50	0.078

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.324	0.602	0.926
Head-on collisions (from Worksheet 2D)	0.039	0.048	0.088
Angle collisions (from Worksheet 2D)	0.422	0.539	0.961
Sideswipe (from Worksheet 2D)	0.116	0.071	0.187
Other multiple-vehicle collision (from Worksheet 2D)	0.057	0.349	0.407
Subtotal	0.958	1.609	2.567
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.006	0.006
Collision with fixed object (from Worksheet 2F)	0.083	0.179	0.262
Collision with other object (from Worksheet 2F)	0.011	0.015	0.026
Other single-vehicle collision (from Worksheet 2F)	0.006	0.001	0.008
Single-vehicle noncollision (from Worksheet 2F)	0.022	0.010	0.032
Collision with pedestrian (from Worksheet 2G or 2I)	0.095	0.000	0.095
Collision with bicycle (from Worksheet 2J)	0.078	0.000	0.078
Subtotal	0.295	0.212	0.507
Total	1.254	1.821	3.074

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	3.1
Fatal and injury (FI)	1.3
Property damage only (PDO)	1.8

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Winthrop Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected
Type of left-turn signal phasing for Leg #2		--	Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	3
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.94	1.00	1.00	0.91	1.00	0.69

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	3.646	1.000	3.646	0.69	2.27	5.740
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.199	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.344	1.253	0.69	2.27	1.973
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	2.290	$(5)_{TOTAL}-(5)_{FI}$ = 0.656	2.393	0.69	2.27	3.767

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	1.973	1.000	3.767	5.740
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	0.888	0.483	1.819	2.707
Head-on collision	0.049	0.097	0.030	0.113	0.210
Angle collision	0.347	0.685	0.244	0.919	1.604
Sideswipe	0.099	0.195	0.032	0.121	0.316
Other multiple-vehicle collision	0.055	0.109	0.211	0.795	0.903

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.207	1.000	0.207	0.69	2.27	0.326
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.239	0.049	0.69	2.27	0.078
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.160	$(5)_{TOTAL}-(5)_{FI}$ = 0.761	0.157	0.69	2.27	0.248

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.078	1.000	0.248	0.326
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.000	0.001
Collision with fixed object	0.744	0.058	0.870	0.216	0.273
Collision with other object	0.072	0.006	0.070	0.017	0.023
Other single-vehicle collision	0.040	0.003	0.023	0.006	0.009
Single-vehicle noncollision	0.141	0.011	0.034	0.008	0.019

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
4.15	1.35	1.12	6.27

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.012	6.27	2.27	0.173
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.173

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	5.740	0.326	6.065	0.015	2.27	0.207
Fatal and injury (FI)	--	--	--	--	2.27	0.207

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.888	1.819	2.707
Head-on collisions (from Worksheet 2D)	0.097	0.113	0.210
Angle collisions (from Worksheet 2D)	0.685	0.919	1.604
Sideswipe (from Worksheet 2D)	0.195	0.121	0.316
Other multiple-vehicle collision (from Worksheet 2D)	0.109	0.795	0.903
Subtotal	1.973	3.767	5.740
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.001
Collision with fixed object (from Worksheet 2F)	0.058	0.216	0.273
Collision with other object (from Worksheet 2F)	0.006	0.017	0.023
Other single-vehicle collision (from Worksheet 2F)	0.003	0.006	0.009
Single-vehicle noncollision (from Worksheet 2F)	0.011	0.008	0.019
Collision with pedestrian (from Worksheet 2G or 2I)	0.173	0.000	0.173
Collision with bicycle (from Worksheet 2J)	0.207	0.000	0.207
Subtotal	0.457	0.248	0.705
Total	2.430	4.015	6.444

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	6.4
Fatal and injury (FI)	2.4
Property damage only (PDO)	4.0

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Palmetto Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 46,800 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 5,900 (veh/day)	--	850
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.74
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	2
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.53	1.00	1.00	1.00	0.91	0.97	0.47

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-8.90	0.82	0.25	0.40	2.778	1.000	2.778	0.47	1.74	2.268
Fatal and Injury (FI)	-11.13	0.93	0.28	0.48	1.104	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.390	1.084	0.47	1.74	0.885
Property Damage Only (PDO)	-8.74	0.77	0.23	0.40	1.724	$(5)_{TOTAL}-(5)_{FI}$ = 0.610	1.694	0.47	1.74	1.383

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.885	1.000	1.383	2.268
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.338	0.299	0.374	0.517	0.816
Head-on collision	0.041	0.036	0.030	0.041	0.078
Angle collision	0.440	0.390	0.335	0.463	0.853
Sideswipe	0.121	0.107	0.044	0.061	0.168
Other multiple-vehicle collision	0.060	0.053	0.217	0.300	0.353

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-5.33	0.33	0.12	0.65	0.299	1.000	0.299	0.47	1.74	0.244
Fatal and Injury (FI)	--	--	--	--	0.084	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.323	0.097	0.47	1.74	0.079
Property Damage Only (PDO)	-7.04	0.36	0.25	0.54	0.176	$(5)_{TOTAL}-(5)_{FI}$ = 0.677	0.203	0.47	1.74	0.166

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.079	1.000	0.166	0.244
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.001	0.000	0.026	0.004	0.004
Collision with fixed object	0.679	0.054	0.847	0.140	0.194
Collision with other object	0.089	0.007	0.070	0.012	0.019
Other single-vehicle collision	0.051	0.004	0.007	0.001	0.005
Single-vehicle noncollision	0.179	0.014	0.049	0.008	0.022

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	2.268	0.244	2.513	0.022	1.74	0.096
Fatal and injury (FI)	--	--	--	--	1.74	0.096

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.74	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.74	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	2.268	0.244	2.513	0.018	1.74	0.079
Fatal and injury (FI)	--	--	--	--	1.74	0.079

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.299	0.517	0.816
Head-on collisions (from Worksheet 2D)	0.036	0.041	0.078
Angle collisions (from Worksheet 2D)	0.390	0.463	0.853
Sideswipe (from Worksheet 2D)	0.107	0.061	0.168
Other multiple-vehicle collision (from Worksheet 2D)	0.053	0.300	0.353
Subtotal	0.885	1.383	2.268
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.004	0.004
Collision with fixed object (from Worksheet 2F)	0.054	0.140	0.194
Collision with other object (from Worksheet 2F)	0.007	0.012	0.019
Other single-vehicle collision (from Worksheet 2F)	0.004	0.001	0.005
Single-vehicle noncollision (from Worksheet 2F)	0.014	0.008	0.022
Collision with pedestrian (from Worksheet 2G or 2I)	0.096	0.000	0.096
Collision with bicycle (from Worksheet 2J)	0.079	0.000	0.079
Subtotal	0.254	0.166	0.419
Total	1.139	1.548	2.687

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	2.7
Fatal and injury (FI)	1.1
Property damage only (PDO)	1.5

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Sunset Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	4SG
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 67,700 (veh/day)	--	23,000
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 33,400 (veh/day)	--	3,100
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	2.27
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	
Number of major-road approaches with right-turn lanes (0,1,2)		0	
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	2
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	0
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	4
Type of left-turn signal phasing for Leg #1		Permissive	Protected / Permissive
Type of left-turn signal phasing for Leg #2		--	Protected / Permissive
Type of left-turn signal phasing for Leg #3		--	Permissive
Type of left-turn signal phasing for Leg #4 (if applicable)		--	Permissive
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	0
Intersection red light cameras (present/not present)		Not Present	Not Present
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			50
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	5
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	2
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	Present
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	1

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.81	0.98	1.00	1.00	0.91	1.00	0.72

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.99	1.07	0.23	0.39	4.979	1.000	4.979	0.72	2.27	8.172
Fatal and Injury (FI)	-13.14	1.18	0.22	0.33	1.616	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.338	1.681	0.72	2.27	2.759
Property Damage Only (PDO)	-11.02	1.02	0.24	0.44	3.169	$(5)_{TOTAL}-(5)_{FI}$ = 0.662	3.298	0.72	2.27	5.413

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	2.759	1.000	5.413	8.172
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.450	1.242	0.483	2.614	3.856
Head-on collision	0.049	0.135	0.030	0.162	0.298
Angle collision	0.347	0.957	0.244	1.321	2.278
Sideswipe	0.099	0.273	0.032	0.173	0.446
Other multiple-vehicle collision	0.055	0.152	0.211	1.142	1.294

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-10.21	0.68	0.27	0.36	0.298	1.000	0.298	0.72	2.27	0.489
Fatal and Injury (FI)	-9.25	0.43	0.29	0.09	0.074	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.249	0.074	0.72	2.27	0.122
Property Damage Only (PDO)	-11.34	0.78	0.25	0.44	0.224	$(5)_{TOTAL}-(5)_{FI}$ = 0.751	0.224	0.72	2.27	0.367

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.122	1.000	0.367	0.489
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.001	0.000	0.000
Collision with animal	0.002	0.000	0.002	0.001	0.001
Collision with fixed object	0.744	0.091	0.870	0.320	0.410
Collision with other object	0.072	0.009	0.070	0.026	0.035
Other single-vehicle collision	0.040	0.005	0.023	0.008	0.013
Single-vehicle noncollision	0.141	0.017	0.034	0.012	0.030

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	--	--	--	--	2.27	--
Fatal and injury (FI)	--	--	--	--	2.27	--

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
2.78	1.35	1.12	4.20

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	-9.53	0.40	0.26	0.45	0.04	0.24	0.018	4.20	2.27	0.171
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	2.27	0.171

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	8.172	0.489	8.661	0.015	2.27	0.295
Fatal and injury (FI)	--	--	--	--	2.27	0.295

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	1.242	2.614	3.856
Head-on collisions (from Worksheet 2D)	0.135	0.162	0.298
Angle collisions (from Worksheet 2D)	0.957	1.321	2.278
Sideswipe (from Worksheet 2D)	0.273	0.173	0.446
Other multiple-vehicle collision (from Worksheet 2D)	0.152	1.142	1.294
Subtotal	2.759	5.413	8.172
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.091	0.320	0.410
Collision with other object (from Worksheet 2F)	0.009	0.026	0.035
Other single-vehicle collision (from Worksheet 2F)	0.005	0.008	0.013
Single-vehicle noncollision (from Worksheet 2F)	0.017	0.012	0.030
Collision with pedestrian (from Worksheet 2G or 2I)	0.171	0.000	0.171
Collision with bicycle (from Worksheet 2J)	0.295	0.000	0.295
Subtotal	0.588	0.367	0.955
Total	3.347	5.780	9.127

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	9.1
Fatal and injury (FI)	3.3
Property damage only (PDO)	5.8

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Vancouver Street
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	100
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	0.98
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	0.568	1.000	0.568	0.61	0.98	0.339
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.292	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.502	0.285	0.61	0.98	0.170
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.289	$(5)_{TOTAL}-(5)_{FI}$ = 0.498	0.283	0.61	0.98	0.169

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.170	1.000	0.169	0.339
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.072	0.440	0.074	0.146
Head-on collision	0.045	0.008	0.023	0.004	0.012
Angle collision	0.343	0.058	0.262	0.044	0.103
Sideswipe	0.126	0.021	0.040	0.007	0.028
Other multiple-vehicle collision	0.065	0.011	0.235	0.040	0.051

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.056	1.000	0.056	0.61	0.98	0.033
Fatal and Injury (FI)	--	--	--	--	0.017	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.334	0.019	0.61	0.98	0.011
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.034	$(5)_{TOTAL}-(5)_{FI}$ = 0.666	0.037	0.61	0.98	0.022

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.011	1.000	0.022	0.033
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.000	0.000
Collision with fixed object	0.762	0.008	0.834	0.018	0.027
Collision with other object	0.090	0.001	0.092	0.002	0.003
Other single-vehicle collision	0.039	0.000	0.023	0.001	0.001
Single-vehicle noncollision	0.105	0.001	0.030	0.001	0.002

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.339	0.033	0.372	0.021	0.98	0.008
Fatal and injury (FI)	--	--	--	--	0.98	0.008

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	0.98	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	0.98	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.339	0.033	0.372	0.016	0.98	0.006
Fatal and injury (FI)	--	--	--	--	0.98	0.006

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.072	0.074	0.146
Head-on collisions (from Worksheet 2D)	0.008	0.004	0.012
Angle collisions (from Worksheet 2D)	0.058	0.044	0.103
Sideswipe (from Worksheet 2D)	0.021	0.007	0.028
Other multiple-vehicle collision (from Worksheet 2D)	0.011	0.040	0.051
Subtotal	0.170	0.169	0.339
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.000	0.000
Collision with fixed object (from Worksheet 2F)	0.008	0.018	0.027
Collision with other object (from Worksheet 2F)	0.001	0.002	0.003
Other single-vehicle collision (from Worksheet 2F)	0.000	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.001	0.001	0.002
Collision with pedestrian (from Worksheet 2G or 2I)	0.008	0.000	0.008
Collision with bicycle (from Worksheet 2J)	0.006	0.000	0.006
Subtotal	0.025	0.022	0.047
Total	0.195	0.191	0.386

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.4
Fatal and injury (FI)	0.2
Property damage only (PDO)	0.2

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Central Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	150
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.14
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF $_{COMB}$*
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	0.671	1.000	0.671	0.61	1.14	0.466
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.330	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.481	0.323	0.61	1.14	0.224
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.356	$(5)_{TOTAL}-(5)_{FI}$ = 0.519	0.348	0.61	1.14	0.242

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.224	1.000	0.242	0.466
		(2)*$(3)_{FI}$		(4)*$(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.094	0.440	0.106	0.201
Head-on collision	0.045	0.010	0.023	0.006	0.016
Angle collision	0.343	0.077	0.262	0.063	0.140
Sideswipe	0.126	0.028	0.040	0.010	0.038
Other multiple-vehicle collision	0.065	0.015	0.235	0.057	0.071

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.068	1.000	0.068	0.61	1.14	0.047
Fatal and Injury (FI)	--	--	--	--	0.021	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.331	0.023	0.61	1.14	0.016
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.043	$(5)_{TOTAL}-(5)_{FI}$ = 0.669	0.046	0.61	1.14	0.032

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.016	1.000	0.032	0.047
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.012	0.834	0.027	0.038
Collision with other object	0.090	0.001	0.092	0.003	0.004
Other single-vehicle collision	0.039	0.001	0.023	0.001	0.001
Single-vehicle noncollision	0.105	0.002	0.030	0.001	0.003

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.466	0.047	0.513	0.021	1.14	0.012
Fatal and injury (FI)	--	--	--	--	1.14	0.012

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.14	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.14	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.466	0.047	0.513	0.016	1.14	0.009
Fatal and injury (FI)	--	--	--	--	1.14	0.009

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.094	0.106	0.201
Head-on collisions (from Worksheet 2D)	0.010	0.006	0.016
Angle collisions (from Worksheet 2D)	0.077	0.063	0.140
Sideswipe (from Worksheet 2D)	0.028	0.010	0.038
Other multiple-vehicle collision (from Worksheet 2D)	0.015	0.057	0.071
Subtotal	0.224	0.242	0.466
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.012	0.027	0.038
Collision with other object (from Worksheet 2F)	0.001	0.003	0.004
Other single-vehicle collision (from Worksheet 2F)	0.001	0.001	0.001
Single-vehicle noncollision (from Worksheet 2F)	0.002	0.001	0.003
Collision with pedestrian (from Worksheet 2G or 2I)	0.012	0.000	0.012
Collision with bicycle (from Worksheet 2J)	0.009	0.000	0.009
Subtotal	0.037	0.032	0.069
Total	0.261	0.273	0.535

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	0.5
Fatal and injury (FI)	0.3
Property damage only (PDO)	0.3

Worksheet 2A -- General Information and Input Data for Urban and Suburban Arterial Intersections

General Information		Location Information	
Analyst	HDR	Roadway	South Navy Boulevard
Agency or Company	HDR	Intersection	Interbay Avenue
Date Performed	07/28/25	Jurisdiction	Escambia County
		Analysis Year	2030

Input Data		Base Conditions	Site Conditions
Intersection type (3ST, 3SG, 4ST, 4SG)		--	3ST
AADT $_{major}$ (veh/day)	$AADT_{MAX}$ = 45,700 (veh/day)	--	18,500
AADT $_{minor}$ (veh/day)	$AADT_{MAX}$ = 9,300 (veh/day)	--	800
Intersection lighting (present/not present)		Not Present	Present
Calibration factor, C_i		1.00	1.14
Data for unsignalized intersections only:		--	
Number of major-road approaches with left-turn lanes (0,1,2)		0	1
Number of major-road approaches with right-turn lanes (0,1,2)		0	0
Data for signalized intersections only:		--	
Number of approaches with left-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with right-turn lanes (0,1,2,3,4) [for 3SG, use maximum value of 3]		0	
Number of approaches with left-turn signal phasing [for 3SG, use maximum value of 3]		--	
Type of left-turn signal phasing for Leg #1		Permissive	
Type of left-turn signal phasing for Leg #2		--	
Type of left-turn signal phasing for Leg #3		--	
Type of left-turn signal phasing for Leg #4 (if applicable)		--	
Number of approaches with right-turn-on-red prohibited [for 3SG, use maximum value of 3]		0	
Intersection red light cameras (present/not present)		Not Present	
Sum of all pedestrian crossing volumes (PedVol) -- Signalized intersections only			
Maximum number of lanes crossed by a pedestrian (n_{lanesx})		--	
Number of bus stops within 300 m (1,000 ft.) of the intersection		0	
Schools within 300 m (1,000 ft.) of the intersection (present/not present)		Not Present	
Number of alcohol sales establishments within 300 m (1,000 ft.) of the intersection		0	

Worksheet 2B -- Crash Modification Factors for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
CMF for Left-Turn Lanes	CMF for Left-Turn Signal Phasing	CMF for Right-Turn Lanes	CMF for Right Turn on Red	CMF for Lighting	CMF for Red Light Cameras	Combined CMF
CMF 1i	*CMF 2i*	*CMF 3i*	*CMF 4i*	*CMF 5i*	*CMF 6i*	*CMF* $_{COMB}$
from Table 12-24	from Table 12-25	from Table 12-26	from Equation 12-35	from Equation 12-36	from Equation 12-37	(1)*(2)*(3)*(4)*(5)*(6)
0.67	1.00	1.00	1.00	0.91	1.00	0.61

Worksheet 2C -- Multiple-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bimv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bimv}**
	from Table 12-10			from Table 12-10	from Equation 12-21		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-13.36	1.11	0.41	0.80	1.332	1.000	1.332	0.61	1.14	0.927
Fatal and Injury (FI)	-14.01	1.16	0.30	0.69	0.545	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.395	0.526	0.61	1.14	0.366
Property Damage Only (PDO)	-15.38	1.20	0.51	0.77	0.835	$(5)_{TOTAL}-(5)_{FI}$ = 0.605	0.806	0.61	1.14	0.561

Worksheet 2D -- Multiple-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bimv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bimv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bimv\ (TOTAL)}$ (crashes/year)**
	from Table 12-11	$(9)_{FI}$ from Worksheet 2C	from Table 12-11	$(9)_{PDO}$ from Worksheet 2C	$(9)_{PDO}$ from Worksheet 2C
Total	1.000	0.366	1.000	0.561	0.927
		$(2)*(3)_{FI}$		$(4)*(5)_{PDO}$	(3)+(5)
Rear-end collision	0.421	0.154	0.440	0.247	0.401
Head-on collision	0.045	0.016	0.023	0.013	0.029
Angle collision	0.343	0.126	0.262	0.147	0.272
Sideswipe	0.126	0.046	0.040	0.022	0.069
Other multiple-vehicle collision	0.065	0.024	0.235	0.132	0.156

Worksheet 2E -- Single-Vehicle Collisions by Severity Level for Urban and Suburban Arterial Intersections

(1)	(2)			(3)	(4)	(5)	(6)	(7)	(8)	(9)
Crash Severity Level	**SPF Coefficients**			**Overdispersion Parameter, k**	**Initial N_{bisv}**	**Proportion of Total Crashes**	**Adjusted N_{bimv}**	**Combined CMFs**	**Calibration Factor, C_i**	**Predicted N_{bisv}**
	from Table 12-12			from Table 12-12	from Eqn. 12-24; (FI) from Eqn. 12-24 or 12-27		$(4)_{TOTAL}$*(5)	(7) from Worksheet 2B		(6)*(7)*(8)
	a	b	c							
Total	-6.81	0.16	0.51	1.14	0.161	1.000	0.161	0.61	1.14	0.112
Fatal and Injury (FI)	--	--	--	--	0.050	$(4)_{FI}/((4)_{FI}+(4)_{PDO})$ = 0.316	0.051	0.61	1.14	0.035
Property Damage Only (PDO)	-8.36	0.25	0.55	1.29	0.108	$(5)_{TOTAL}-(5)_{FI}$ = 0.684	0.110	0.61	1.14	0.076

Worksheet 2F -- Single-Vehicle Collisions by Collision Type for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)
Collision Type	**Proportion of Collision Type$_{(FI)}$**	**Predicted N $_{bisv\ (FI)}$ (crashes/year)**	**Proportion of Collision Type $_{(PDO)}$**	**Predicted N $_{bisv\ (PDO)}$ (crashes/year)**	**Predicted N $_{bisv\ (TOTAL)}$ (crashes/year)**
	from Table 12-13	(9)$_{FI}$ from Worksheet 2E	from Table 12-13	(9)$_{PDO}$ from Worksheet 2E	(9)$_{PDO}$ from Worksheet 2E
Total	1.000	0.035	1.000	0.076	0.112
		(2)*(3)$_{FI}$		(4)*(5)$_{PDO}$	(3)+(5)
Collision with parked vehicle	0.001	0.000	0.003	0.000	0.000
Collision with animal	0.003	0.000	0.018	0.001	0.001
Collision with fixed object	0.762	0.027	0.834	0.064	0.091
Collision with other object	0.090	0.003	0.092	0.007	0.010
Other single-vehicle collision	0.039	0.001	0.023	0.002	0.003
Single-vehicle noncollision	0.105	0.004	0.030	0.002	0.006

Worksheet 2G -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Stop-Controlled Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{pedi}**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-16		(4)*(5)*(6)
Total	0.927	0.112	1.039	0.021	1.14	0.025
Fatal and injury (FI)	--	--	--	--	1.14	0.025

Worksheet 2H -- Crash Modification Factors for Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)	(3)	(4)
CMF for Bus Stops	CMF for Schools	CMF for Alcohol Sales Establishments	Combined CMF
CMF_{1p}	CMF_{2p}	CMF_{3p}	
from Table 12-28	from Table 12-29	from Table 12-30	(1)*(2)*(3)
--	--	--	--

Worksheet 2I -- Vehicle-Pedestrian Collisions for Urban and Suburban Arterial Signalized Intersections

(1)	(2)					(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**SPF Coefficients**					**Overdispersion Parameter, k**	**$N_{pedbase}$**	**Combined CMF**	**Calibration factor, C_i**	**Predicted N_{pedi}**
	from Table 12-14						from Equation 12-29	(4) from Worksheet 2H		(4)*(5)*(6)
	a	b	c	d	e					
Total	--	--	--	--	--	--	--	--	1.14	--
Fatal and Injury (FI)	--	--	--	--	--	--	--	--	1.14	--

Worksheet 2J -- Vehicle-Bicycle Collisions for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)	(5)	(6)	(7)
Crash Severity Level	**Predicted N_{bimv}**	**Predicted N_{bisv}**	**Predicted N_{bi}**	**f_{bikei}**	**Calibration factor, C_i**	**Predicted N_{bikei}**
	(9) from Worksheet 2C	(9) from Worksheet 2E	(2) + (3)	from Table 12-17		(4)*(5)*(6)
Total	0.927	0.112	1.039	0.016	1.14	0.019
Fatal and injury (FI)	--	--	--	--	1.14	0.019

Worksheet 2K -- Crash Severity Distribution for Urban and Suburban Arterial Intersections

(1)	(2)	(3)	(4)
	Fatal and injury (FI)	**Property damage only (PDO)**	**Total**
Collision type	(3) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J	(5) from Worksheet 2D and 2F	(6) from Worksheet 2D and 2F; (7) from 2G or 2I and 2J
MULTIPLE-VEHICLE			
Rear-end collisions (from Worksheet 2D)	0.154	0.247	0.401
Head-on collisions (from Worksheet 2D)	0.016	0.013	0.029
Angle collisions (from Worksheet 2D)	0.126	0.147	0.272
Sideswipe (from Worksheet 2D)	0.046	0.022	0.069
Other multiple-vehicle collision (from Worksheet 2D)	0.024	0.132	0.156
Subtotal	0.366	0.561	0.927
SINGLE-VEHICLE			
Collision with parked vehicle (from Worksheet 2F)	0.000	0.000	0.000
Collision with animal (from Worksheet 2F)	0.000	0.001	0.001
Collision with fixed object (from Worksheet 2F)	0.027	0.064	0.091
Collision with other object (from Worksheet 2F)	0.003	0.007	0.010
Other single-vehicle collision (from Worksheet 2F)	0.001	0.002	0.003
Single-vehicle noncollision (from Worksheet 2F)	0.004	0.002	0.006
Collision with pedestrian (from Worksheet 2G or 2I)	0.025	0.000	0.025
Collision with bicycle (from Worksheet 2J)	0.019	0.000	0.019
Subtotal	0.079	0.076	0.156
Total	0.445	0.637	1.082

Worksheet 2L -- Summary Results for Urban and Suburban Arterial Intersections

(1)	(2)
Crash severity level	**Predicted average crash frequency, $N_{predicted\ int}$ (crashes/year)**
	(Total) from Worksheet 2K
Total	1.1
Fatal and injury (FI)	0.4
Property damage only (PDO)	0.6

Tables Affiliated with SPF Comoutation:

Table 12-10: SPF Coefficients for Multiple-Vehicle Collisions at Intersections

Intersection type	Coefficients use in Eqn. 12-21			Overdispersion parameter (k)
	Intercept (a)	$AADT_{maj}$ (b)	$AADT_{min}$ (c)	
Total crashes				
3ST	-13.36	1.11	0.41	0.80
3SG	-12.13	1.11	0.26	0.33
4ST	-8.90	0.82	0.25	0.40
4SG	-10.99	1.07	0.23	0.39
Fatal-and-injury crashes				
3ST	-14.01	1.16	0.30	0.69
3SG	-11.58	1.02	0.17	0.30
4ST	-11.13	0.93	0.28	0.48
4SG	-13.14	1.18	0.22	0.33
Property-damage-only crashes				
3ST	-15.38	1.20	0.51	0.77
3SG	-13.24	1.14	0.30	0.36
4ST	-8.74	0.77	0.23	0.40
4SG	-11.02	1.02	0.24	0.44

Table 12-12: SPF Coefficients for Single-Vehicle Crashes at Intersections

Intersection type	Coefficients use in Eqn. 12-24			Overdispersion parameter (k)
	Intercept (a)	$AADT_{maj}$ (b)	$AADT_{min}$ (c)	
Total crashes				
3ST	-6.81	0.16	0.51	1.14
3SG	-9.02	0.42	0.40	0.36
4ST	-5.33	0.33	0.12	0.65
4SG	-10.21	0.68	0.27	0.36
Fatal-and-injury crashes				
3ST	--	--	--	--
3SG	-9.75	0.27	0.51	0.24
4ST	--	--	--	--
4SG	-9.25	0.43	0.29	0.09
Property-damage-only crashes				
3ST	-8.36	0.25	0.55	1.29
3SG	-9.08	0.45	0.33	0.53
4ST	-7.04	0.36	0.25	0.54
4SG	-11.34	0.78	0.25	0.44

Note: Where no models are available, Equations 12-27 is used.

Equation 12-27:

$$N_{bisv(FI)} = N_{bisv(TOTAL)} \times f_{bisv}$$

Table 12-14: SPF for Vehicle-Pedestrian Collisions at Signalized Intersections

Intersection type	Coefficients use in Eqn. 12-29					Overdispersion parameter (k)
	Intercept (a)	$AADT_{tot}$ (b)	$AADT_{min}/AADT_{ma}$ (c)	PedVol (d)	$n_{lanes x}$ (e)	
Total crashes						
3SG	-6.60	0.05	0.24	0.41	0.09	0.52
4SG	-9.53	0.40	0.26	0.45	0.04	0.24

Tables Affiliated with Crash Statistics:

Table 12-11: Distribution of Multiple-Vehicle Collisions for Intersections by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific intersection types							
		HSM-Provided Values							
Collision type		3ST		3SG		4ST		4SG	
		FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision		0.421	0.440	0.549	0.546	0.338	0.374	0.450	0.483
Head-on collision		0.045	0.023	0.038	0.020	0.041	0.030	0.049	0.030
Angle collision		0.343	0.262	0.280	0.204	0.440	0.335	0.347	0.244
Sideswipe		0.126	0.040	0.076	0.032	0.121	0.044	0.099	0.032
Other multiple-vehicle collision		0.065	0.235	0.057	0.198	0.060	0.217	0.055	0.211

Source: HSIS data for Washington (2002-2006)

Collision type	Locally-Derived Values							
	3ST		3SG		4ST		4SG	
	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Rear-end collision	0.500	0.100			0.750			
Head-on collision	0.510	0.110			0.650			
Angle collision	0.520	0.120			0.550			
Sideswipe	0.530	0.130			0.450			
Other multiple-vehicle collision	0.550	0.150			0.250			

Note: HSM-Provided values based on HSIS data for California (2002-2006)

Table 12-13: Distribution of Single-Vehicle Crashes for Intersections by Collision Type

Locally-Derived Values?	No	Proportion of crashes by severity level for specific intersection types							
		HSM-Provided Values							
Collision type		3ST		3SG		4ST		4SG	
		FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with parked vehicle		0.001	0.003	0.001	0.001	0.001	0.001	0.001	0.001
Collision with animal		0.003	0.018	0.001	0.003	0.001	0.026	0.002	0.002
Collision with fixed object		0.762	0.834	0.653	0.895	0.679	0.847	0.744	0.870
Collision with other object		0.090	0.092	0.091	0.069	0.089	0.070	0.072	0.070
Other single-vehicle collision		0.039	0.023	0.045	0.018	0.051	0.007	0.040	0.023
Noncollision		0.105	0.030	0.209	0.014	0.179	0.049	0.141	0.034

Source: HSM-Provided values base on HSIS data for California (2002-2006)

Collision type	Locally-Derived Values							
	3ST		3SG		4ST		4SG	
	FI	PDO	FI	PDO	FI	PDO	FI	PDO
Collision with parked vehicle	0.500	0.100			0.750			
Collision with animal	0.510	0.110			0.650			
Collision with fixed object	0.520	0.120			0.550			
Collision with other object	0.530	0.130			0.450			
Other single-vehicle collision	0.540	0.140			0.350			
Noncollision	0.550	0.150			0.250			

Table 12-27: Nighttime Crash Proportions for Unlighted Intersections

Locally-Derived Values?	No	Proportion of crashes that occur at night, p_{ni}	
Intersection Type		HSM-Provided Values	Locally-Derived Values
3ST		0.238	0.300
4ST		0.229	0.310
3SG		0.235	0.320
4SG		0.235	0.330

Tables Affiliated with Crash Modification Factors:

Table 12-24: Crash Modification Factor (CMF_{1r}) for Installation of Left-Turn Lanes on Intersection Approaches

Intersection Type	Intersection traffic control	Number of approaches with left-turn lanes [a]			
		One approach	Two approaches	Three approaches	Four approaches
3ST	Minor-road STOP control[b]	0.67	0.45	--	--
3SG	Traffic signal	0.93	0.86	0.80	0.80
4ST	Minor-road STOP control[b]	0.73	0.53	--	--
4SG	Traffic signal	0.90	0.81	0.73	0.66

[a] STOP-controlled approaches are not considered in determining the number of approaches with left-turn lanes.

[b] Stop signs present on minor-road approaches only.

Table 12-26: Crash Modification Factor (CMF_{1r}) for Installation of Right-Turn Lanes on Intersection Approaches

Intersection Type	Intersection traffic control	Number of approaches with right-turn lanes [a]			
		One approach	Two approaches	Three approaches	Four approaches
3ST	Minor-road STOP control[b]	0.86	0.74	--	--
3SG	Traffic signal	0.96	0.92	--	--
4ST	Minor-road STOP control[b]	0.86	0.74	--	--
4SG	Traffic signal	0.96	0.92	0.88	0.85

[a] STOP-controlled approaches are not considered in determining the number of approaches with right-turn lanes.

[b] Stop signs present on minor-road approaches only.

Worksheet 3A -- Predicted Crashes by Severity and Site Type and Observed Crashes Using the Site-Specific EB Method for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)	(7)	(8)
Collision type / Site type	**Predicted average crash frequency (crashes/year)**			**Observed crashes, $N_{observed}$** (crashes/year)	**Overdispersion Parameter, k**	**Weighted adjustment, w**	**Expected average crash frequency, $N_{expected}$**
	$N_{predicted}$ (TOTAL)	$N_{predicted}$ (FI)	$N_{predicted}$ (PDO)			Equation A-5 from Part C Appendix	Equation A-4 from Part C Appendix
ROADWAY SEGMENTS							
Multiple-vehicle nondriveway							
Segment 1	0.871	0.234	0.637	0	0.810	0.586	0.511
Segment 2	0.580	0.156	0.425	0	0.810	0.680	0.395
Segment 3	0.625	0.168	0.457	0	0.810	0.664	0.415
Segment 4	0.513	0.139	0.374	0	0.810	0.706	0.363
Segment 5	1.504	0.407	1.097	0	0.810	0.451	0.678
Single-vehicle							
Segment 1	0.205	0.047	0.158	0	0.520	0.904	0.185
Segment 2	0.137	0.031	0.105	0	0.520	0.934	0.127
Segment 3	0.147	0.034	0.113	0	0.520	0.929	0.137
Segment 4	0.138	0.033	0.105	0	0.520	0.933	0.129
Segment 5	0.406	0.097	0.309	0	0.520	0.826	0.335
Multiple-vehicle driveway-related							
Segment 1	0.549	0.148	0.401	0	0.100	0.948	0.520
Segment 2	0.216	0.058	0.158	0	0.100	0.979	0.211
Segment 3	0.482	0.130	0.353	0	0.100	0.954	0.460
Segment 4	0.394	0.106	0.288	0	0.100	0.962	0.379
Segment 5	0.968	0.260	0.708	0	0.100	0.912	0.883
INTERSECTIONS							
Multiple-vehicle							
Intersection 1	9.408	3.084	6.324	102	0.390	0.214	82.170
Intersection 2	2.567	0.958	1.609	6	0.400	0.493	4.306
Intersection 3	5.740	1.973	3.767	13	0.390	0.309	10.758
Intersection 4	2.268	0.885	1.383	5	0.400	0.524	3.568
Intersection 5	8.172	2.759	5.413	17	0.390	0.239	14.892
Intersection 6	0.339	0.170	0.169	0	0.800	0.787	0.267
Intersection 7	0.466	0.224	0.242	2	0.800	0.729	0.882
Intersection 8	0.927	0.366	0.561	8	0.800	0.574	3.938
Single-vehicle							
Intersection 1	0.616	0.164	0.452	4	0.360	0.819	1.230
Intersection 2	0.334	0.122	0.212	0	0.650	0.822	0.274
Intersection 3	0.326	0.078	0.248	2	0.360	0.895	0.501
Intersection 4	0.244	0.079	0.166	0	0.650	0.863	0.211
Intersection 5	0.489	0.122	0.367	3	0.360	0.850	0.865
Intersection 6	0.033	0.011	0.022	0	1.140	0.964	0.032
Intersection 7	0.047	0.016	0.032	0	1.140	0.949	0.045
Intersection 8	0.112	0.035	0.076	3	1.140	0.887	0.438
COMBINED (sum of column)	39.823	13.094	26.729	165	--	--	130.105

Worksheet 3B -- Predicted Pedestrian and Bicycle Crashes for Urban and Suburban Arterials

(1)	(2)	(3)
Site Type	**N_{ped}**	**N_{bike}**
ROADWAY SEGMENTS		
Segment 1	0.037	0.019
Segment 2	0.021	0.011
Segment 3	0.029	0.015
Segment 4	0.024	0.013
Segment 5	0.066	0.035
INTERSECTIONS		
Intersection 1		
Intersection 2		
Intersection 3		
Intersection 4		
COMBINED (sum of column)	0.178	0.093

Worksheet 3C -- Site-Specific EB Method Summary Results for Urban and Suburban Arterials

(1)	(2)	(3)	(4)	(5)	(6)
Crash severity level	**$N_{predicted}$**	**N_{ped}**	**N_{bike}**	**$N_{expected\ (VEHICLE)}$**	**$N_{expected}$**
Total	$(2)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(8)_{COMB}$ Worksheet 3A	(3)+(4)+(5)
	39.8	0.2	0.1	130.1	130.4
Fatal and injury (FI)	$(3)_{COMB}$ from Worksheet 3A	$(2)_{COMB}$ from Worksheet 3B	$(3)_{COMB}$ from Worksheet 3B	$(5)_{TOTAL} * (2)_{FI} / (2)_{TOTAL}$	(3)+(4)+(5)
	13.1	0.2	0.1	42.8	43.0
Property damage only (PDO)	$(4)_{COMB}$ from Worksheet 3A	--	--	$(5)_{TOTAL} * (2)_{PDO} / (2)_{TOTAL}$	(3)+(4)+(5)
	26.7	0.0	0.0	87.3	87.3

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

General Information

Analyst: HDR | Date: 07/282025
Agency or Company: HDR

Site Information

Location ID: S Navy Blvd from Barrancas Ave to Winthrop Ave | County: Escambia
City: Pensacola, FL | M.P. - M.P.: 0.807 - 0.956

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.15	Segment Type =	5T	E	
Crash Data Used =	No	Segment =	Segment1	0.757025727	Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.7	0.012	0.069	0.208	0.365	1.027	$128,149	$61,207	$37,559	$37,920	$7,909	$272,744	$262,254
2	2031	23,206	1.7	0.012	0.070	0.210	0.368	1.037	$129,404	$61,807	$37,927	$38,292	$7,986	$275,417	$254,638
3	2032	23,415	1.7	0.012	0.070	0.213	0.372	1.047	$130,673	$62,412	$38,299	$38,667	$8,065	$278,116	$247,245
4	2033	23,625	1.7	0.012	0.071	0.215	0.376	1.058	$131,954	$63,024	$38,675	$39,046	$8,144	$280,844	$240,066
5	2034	23,837	1.7	0.012	0.072	0.217	0.379	1.068	$133,249	$63,643	$39,054	$39,430	$8,224	$283,599	$233,097
6	2035	24,051	1.8	0.012	0.072	0.219	0.383	1.078	$134,556	$64,267	$39,437	$39,816	$8,304	$286,382	$226,332
7	2036	24,267	1.8	0.012	0.073	0.221	0.387	1.089	$135,877	$64,898	$39,824	$40,207	$8,386	$289,193	$219,763
8	2037	24,484	1.8	0.013	0.074	0.223	0.391	1.100	$137,211	$65,535	$40,215	$40,602	$8,468	$292,033	$213,385
9	2038	24,704	1.8	0.013	0.075	0.225	0.394	1.111	$138,559	$66,179	$40,610	$41,001	$8,551	$294,902	$207,194
10	2039	24,926	1.8	0.013	0.075	0.228	0.398	1.121	$139,921	$66,830	$41,010	$41,404	$8,636	$297,799	$201,183
11	2040	25,150	1.9	0.013	0.076	0.230	0.402	1.133	$141,296	$67,486	$41,413	$41,811	$8,720	$300,727	$195,346
12	2041	25,375	1.9	0.013	0.077	0.232	0.406	1.144	$142,686	$68,150	$41,820	$42,222	$8,806	$303,684	$189,680
13	2042	25,603	1.9	0.013	0.077	0.234	0.410	1.155	$144,089	$68,820	$42,231	$42,637	$8,893	$306,671	$184,179
14	2043	25,833	1.9	0.013	0.078	0.237	0.414	1.166	$145,507	$69,498	$42,647	$43,057	$8,980	$309,689	$178,838
15	2044	26,065	1.9	0.013	0.079	0.239	0.418	1.178	$146,940	$70,182	$43,067	$43,481	$9,069	$312,738	$173,652
16	2045	26,299	1.9	0.014	0.080	0.241	0.422	1.189	$148,387	$70,873	$43,491	$43,909	$9,158	$315,817	$168,617
17	2046	26,535	2.0	0.014	0.081	0.244	0.427	1.201	$149,848	$71,571	$43,919	$44,341	$9,248	$318,928	$163,729
18	2047	26,773	2.0	0.014	0.081	0.246	0.431	1.213	$151,325	$72,276	$44,352	$44,778	$9,339	$322,071	$158,983
19	2048	27,013	2.0	0.014	0.082	0.249	0.435	1.225	$152,816	$72,989	$44,789	$45,220	$9,431	$325,245	$154,375
20	2049	27,255	2.0	0.014	0.083	0.251	0.439	1.237	$154,323	$73,708	$45,231	$45,666	$9,524	$328,452	$149,901
21	2050	27,500	2.0	0.014	0.084	0.254	0.444	1.249	$155,845	$74,435	$45,677	$46,116	$9,618	$331,692	$145,558
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits			0.273	1.599	4.835	8.462	23.826						**Total Present Value**	**$4,168,016**

NOTES:

1. Present Value = Future Cash Flow / (1 + Required Rate of Return)$^{\text{Number of Years You Have To Wait For The Cash Flow}}$
2. Traffic Growth Rate = $[((ADT_f / ADT_i)^{(1/(F-I))}-1] \times 100$

where ADT_f = Average Daily Traffic for Future Year

ADT_i = Average Daily Traffic for Initial Year

I = Initial Year for ADT

F = Future Year for ADT

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Winthrop Ave to Palmetto Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.703-0.807

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.10	Segment Type =	5T		
Crash Data Used =	No	Segment =	Segment2		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.0	0.007	0.040	0.120	0.209	0.590	$73,580	$35,143	$21,566	$21,773	$4,541	$156,602	$150,579
2	2031	23,206	1.0	0.007	0.040	0.121	0.211	0.595	$74,292	$35,484	$21,774	$21,984	$4,585	$158,119	$146,190
3	2032	23,415	1.0	0.007	0.040	0.122	0.214	0.601	$75,012	$35,827	$21,985	$22,197	$4,630	$159,650	$141,928
4	2033	23,625	1.0	0.007	0.041	0.123	0.216	0.607	$75,738	$36,174	$22,198	$22,412	$4,674	$161,197	$137,792
5	2034	23,837	1.0	0.007	0.041	0.124	0.218	0.613	$76,473	$36,525	$22,413	$22,629	$4,720	$162,760	$133,777
6	2035	24,051	1.0	0.007	0.042	0.126	0.220	0.619	$77,214	$36,879	$22,631	$22,848	$4,765	$164,338	$129,879
7	2036	24,267	1.0	0.007	0.042	0.127	0.222	0.625	$77,963	$37,237	$22,850	$23,070	$4,812	$165,933	$126,095
8	2037	24,484	1.0	0.007	0.042	0.128	0.224	0.631	$78,720	$37,599	$23,072	$23,294	$4,858	$167,543	$122,422
9	2038	24,704	1.0	0.007	0.043	0.129	0.226	0.637	$79,484	$37,964	$23,296	$23,520	$4,906	$169,170	$118,857
10	2039	24,926	1.1	0.007	0.043	0.131	0.228	0.643	$80,257	$38,332	$23,522	$23,749	$4,953	$170,813	$115,395
11	2040	25,150	1.1	0.007	0.044	0.132	0.231	0.650	$81,036	$38,705	$23,751	$23,979	$5,001	$172,473	$112,035
12	2041	25,375	1.1	0.008	0.044	0.133	0.233	0.656	$81,824	$39,081	$23,982	$24,213	$5,050	$174,150	$108,773
13	2042	25,603	1.1	0.008	0.044	0.134	0.235	0.662	$82,620	$39,461	$24,215	$24,448	$5,099	$175,844	$105,607
14	2043	25,833	1.1	0.008	0.045	0.136	0.237	0.669	$83,424	$39,845	$24,451	$24,686	$5,149	$177,554	$102,533
15	2044	26,065	1.1	0.008	0.045	0.137	0.240	0.675	$84,236	$40,233	$24,689	$24,926	$5,199	$179,282	$99,549
16	2045	26,299	1.1	0.008	0.046	0.138	0.242	0.682	$85,056	$40,625	$24,929	$25,169	$5,249	$181,028	$96,652
17	2046	26,535	1.1	0.008	0.046	0.140	0.244	0.688	$85,884	$41,020	$25,172	$25,414	$5,301	$182,791	$93,840
18	2047	26,773	1.1	0.008	0.047	0.141	0.247	0.695	$86,721	$41,420	$25,417	$25,662	$5,352	$184,572	$91,110
19	2048	27,013	1.1	0.008	0.047	0.142	0.249	0.702	$87,567	$41,824	$25,665	$25,912	$5,404	$186,372	$88,460
20	2049	27,255	1.2	0.008	0.048	0.144	0.252	0.709	$88,421	$42,232	$25,915	$26,164	$5,457	$188,189	$85,887
21	2050	27,500	1.2	0.008	0.048	0.145	0.254	0.716	$89,283	$42,644	$26,168	$26,420	$5,510	$190,025	$83,389
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.157	0.917	2.773	4.853	13.664						Total Present Value	$2,390,751

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information

Analyst:	HDR	Date:	07/282025
Agency or Company:	HDR		

Site Information

Location ID:	S Navy Blvd from Palmetto Ave to Sunset Ave	County:	Escambia
City:	Pensacola, FL	M.P. - M.P.	0.593-0.703

Manual Input from Analysis

Growth Rate =	0.90%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	23,000	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.11	Segment Type =	5T		
Crash Data Used =	No	Segment =	Segment3		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	1.3	0.009	0.053	0.161	0.282	0.793	$98,954	$47,263	$29,002	$29,281	$6,107	$210,607	$202,507
2	2031	23,206	1.3	0.009	0.054	0.163	0.284	0.801	$99,929	$47,728	$29,288	$29,570	$6,167	$212,682	$196,636
3	2032	23,415	1.3	0.009	0.054	0.164	0.287	0.809	$100,913	$48,199	$29,577	$29,861	$6,228	$214,778	$190,937
4	2033	23,625	1.3	0.009	0.055	0.166	0.290	0.817	$101,908	$48,674	$29,868	$30,155	$6,289	$216,895	$185,403
5	2034	23,837	1.4	0.009	0.055	0.167	0.293	0.825	$102,913	$49,154	$30,163	$30,453	$6,351	$219,034	$180,030
6	2035	24,051	1.4	0.010	0.056	0.169	0.296	0.833	$103,928	$49,638	$30,460	$30,753	$6,414	$221,194	$174,813
7	2036	24,267	1.4	0.010	0.056	0.171	0.299	0.841	$104,953	$50,128	$30,761	$31,057	$6,477	$223,377	$169,748
8	2037	24,484	1.4	0.010	0.057	0.172	0.302	0.850	$105,989	$50,623	$31,065	$31,363	$6,541	$225,581	$164,830
9	2038	24,704	1.4	0.010	0.058	0.174	0.305	0.858	$107,036	$51,123	$31,371	$31,673	$6,606	$227,809	$160,055
10	2039	24,926	1.4	0.010	0.058	0.176	0.308	0.866	$108,093	$51,628	$31,681	$31,986	$6,671	$230,059	$155,419
11	2040	25,150	1.4	0.010	0.059	0.178	0.311	0.875	$109,161	$52,138	$31,994	$32,302	$6,737	$232,332	$150,918
12	2041	25,375	1.4	0.010	0.059	0.179	0.314	0.884	$110,240	$52,653	$32,310	$32,621	$6,804	$234,628	$146,548
13	2042	25,603	1.5	0.010	0.060	0.181	0.317	0.892	$111,330	$53,174	$32,630	$32,943	$6,871	$236,947	$142,304
14	2043	25,833	1.5	0.010	0.060	0.183	0.320	0.901	$112,431	$53,699	$32,952	$33,269	$6,939	$239,290	$138,184
15	2044	26,065	1.5	0.010	0.061	0.185	0.323	0.910	$113,543	$54,231	$33,278	$33,598	$7,008	$241,658	$134,184
16	2045	26,299	1.5	0.011	0.062	0.187	0.326	0.919	$114,666	$54,767	$33,608	$33,931	$7,077	$244,049	$130,300
17	2046	26,535	1.5	0.011	0.062	0.188	0.330	0.928	$115,801	$55,309	$33,940	$34,267	$7,147	$246,465	$126,528
18	2047	26,773	1.5	0.011	0.063	0.190	0.333	0.937	$116,948	$55,857	$34,276	$34,606	$7,218	$248,905	$122,867
19	2048	27,013	1.5	0.011	0.064	0.192	0.336	0.947	$118,106	$56,410	$34,616	$34,949	$7,289	$251,371	$119,311
20	2049	27,255	1.6	0.011	0.064	0.194	0.340	0.956	$119,277	$56,969	$34,959	$35,295	$7,361	$253,861	$115,859
21	2050	27,500	1.6	0.011	0.065	0.196	0.343	0.966	$120,459	$57,534	$35,305	$35,645	$7,434	$256,377	$112,507
	2051	27,747		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.211	1.235	3.736	6.538	18.408						Total Present Value	$3,219,888

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Sunset Ave to Vancouver St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.477-0.593

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Growth Rate =	0.87%	Current Year =	2030	Project Opening Year =	2030	Fatality =	0.7%	Possible Injury =	21.7%
Opening Year AADT =	18,500	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	4.1%	Property Damage Only =	61.1%
Segment Length =	0.12	Segment Type =	5T			Non-Incapacitating =	12.4%		100.0%
Crash Data Used =	No	Segment =	Segment4		Analyze				

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	1.1	0.008	0.044	0.134	0.235	0.662	$82,533	$39,420	$24,190	$24,422	$5,094	$175,658	$168,902
2	2031	18,661	1.1	0.008	0.045	0.136	0.237	0.668	$83,314	$39,793	$24,419	$24,653	$5,142	$177,321	$163,943
3	2032	18,823	1.1	0.008	0.045	0.137	0.239	0.674	$84,103	$40,170	$24,650	$24,887	$5,191	$179,001	$159,131
4	2033	18,987	1.1	0.008	0.046	0.138	0.242	0.680	$84,900	$40,550	$24,883	$25,123	$5,240	$180,696	$154,460
5	2034	19,152	1.1	0.008	0.046	0.139	0.244	0.687	$85,705	$40,935	$25,119	$25,361	$5,289	$182,409	$149,927
6	2035	19,319	1.1	0.008	0.047	0.141	0.246	0.693	$86,517	$41,323	$25,357	$25,601	$5,340	$184,138	$145,527
7	2036	19,487	1.1	0.008	0.047	0.142	0.249	0.700	$87,338	$41,715	$25,598	$25,844	$5,390	$185,884	$141,257
8	2037	19,657	1.2	0.008	0.047	0.143	0.251	0.707	$88,166	$42,110	$25,841	$26,089	$5,441	$187,648	$137,112
9	2038	19,828	1.2	0.008	0.048	0.145	0.253	0.713	$89,003	$42,510	$26,086	$26,337	$5,493	$189,429	$133,090
10	2039	20,000	1.2	0.008	0.048	0.146	0.256	0.720	$89,848	$42,914	$26,334	$26,587	$5,545	$191,227	$129,186
11	2040	20,174	1.2	0.008	0.049	0.148	0.258	0.727	$90,701	$43,321	$26,584	$26,839	$5,598	$193,043	$125,397
12	2041	20,350	1.2	0.008	0.049	0.149	0.261	0.734	$91,563	$43,733	$26,836	$27,094	$5,651	$194,877	$121,720
13	2042	20,527	1.2	0.008	0.050	0.150	0.263	0.741	$92,433	$44,148	$27,091	$27,352	$5,705	$196,729	$118,151
14	2043	20,705	1.2	0.009	0.050	0.152	0.266	0.748	$93,312	$44,568	$27,349	$27,612	$5,759	$198,600	$114,686
15	2044	20,886	1.2	0.009	0.051	0.153	0.268	0.755	$94,199	$44,992	$27,609	$27,874	$5,814	$200,489	$111,324
16	2045	21,067	1.2	0.009	0.051	0.155	0.271	0.762	$95,096	$45,420	$27,872	$28,140	$5,869	$202,396	$108,061
17	2046	21,251	1.3	0.009	0.052	0.156	0.273	0.769	$96,001	$45,852	$28,137	$28,407	$5,925	$204,322	$104,894
18	2047	21,436	1.3	0.009	0.052	0.158	0.276	0.777	$96,915	$46,289	$28,405	$28,678	$5,981	$206,267	$101,819
19	2048	21,622	1.3	0.009	0.053	0.159	0.279	0.784	$97,838	$46,730	$28,675	$28,951	$6,038	$208,232	$98,836
20	2049	21,810	1.3	0.009	0.053	0.161	0.281	0.792	$98,770	$47,175	$28,948	$29,227	$6,096	$210,215	$95,940
21	2050	22,000	1.3	0.009	0.054	0.162	0.284	0.799	$99,711	$47,624	$29,224	$29,505	$6,154	$212,219	$93,129
	2051	22,191		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.175	1.026	3.104	5.431	15.293						Total Present Value	$2,676,492

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - 5LaneTWLTL
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	07/282025	Location ID:	S Navy Blvd from Vancouver St to Interbay Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.131-0.477

Manual Input from Analysis

Growth Rate =	0.87%	Current Year =	2030	Project Opening Year =	2030
Opening Year AADT =	18,500	Rate of Return =	4.0%	Analysis Period =	21
Segment Length =	0.35	Segment Type =	5T		
Crash Data Used =	No	Segment =	Segment5		

Analyze

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%		100.0%

	Year	AADT	Annual Number of Crashes						Annual Cost						
			Site Specific ($N_{predicted\ /\ expected}$)	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	3.0	0.021	0.122	0.369	0.646	1.820	$227,084	$108,461	$66,556	$67,196	$14,015	$483,313	$464,724
2	2031	18,661	3.0	0.021	0.123	0.373	0.653	1.837	$229,223	$109,482	$67,183	$67,829	$14,147	$487,865	$451,058
3	2032	18,823	3.0	0.021	0.124	0.376	0.659	1.855	$231,383	$110,514	$67,816	$68,468	$14,280	$492,461	$437,796
4	2033	18,987	3.1	0.021	0.126	0.380	0.665	1.872	$233,564	$111,556	$68,455	$69,114	$14,415	$497,103	$424,926
5	2034	19,152	3.1	0.022	0.127	0.384	0.671	1.890	$235,766	$112,607	$69,101	$69,765	$14,551	$501,791	$412,435
6	2035	19,319	3.1	0.022	0.128	0.387	0.677	1.908	$237,990	$113,670	$69,753	$70,423	$14,688	$506,524	$400,313
7	2036	19,487	3.2	0.022	0.129	0.391	0.684	1.926	$240,236	$114,742	$70,411	$71,088	$14,827	$511,304	$388,549
8	2037	19,657	3.2	0.022	0.130	0.394	0.690	1.944	$242,504	$115,825	$71,076	$71,759	$14,967	$516,130	$377,131
9	2038	19,828	3.2	0.022	0.132	0.398	0.697	1.962	$244,794	$116,919	$71,747	$72,437	$15,108	$521,005	$366,051
10	2039	20,000	3.2	0.023	0.133	0.402	0.703	1.981	$247,106	$118,024	$72,425	$73,121	$15,251	$525,927	$355,297
11	2040	20,174	3.3	0.023	0.134	0.406	0.710	1.999	$249,442	$119,139	$73,109	$73,812	$15,395	$530,897	$344,861
12	2041	20,350	3.3	0.023	0.135	0.410	0.717	2.018	$251,800	$120,266	$73,800	$74,510	$15,540	$535,916	$334,732
13	2042	20,527	3.3	0.023	0.137	0.413	0.724	2.037	$254,181	$121,403	$74,498	$75,215	$15,687	$540,985	$324,901
14	2043	20,705	3.4	0.024	0.138	0.417	0.730	2.057	$256,586	$122,552	$75,203	$75,926	$15,836	$546,103	$315,361
15	2044	20,886	3.4	0.024	0.139	0.421	0.737	2.076	$259,015	$123,712	$75,915	$76,645	$15,986	$551,272	$306,102
16	2045	21,067	3.4	0.024	0.141	0.425	0.744	2.096	$261,467	$124,883	$76,634	$77,371	$16,137	$556,491	$297,115
17	2046	21,251	3.5	0.024	0.142	0.429	0.751	2.116	$263,944	$126,066	$77,359	$78,103	$16,290	$561,762	$288,394
18	2047	21,436	3.5	0.024	0.143	0.433	0.758	2.136	$266,444	$127,260	$78,092	$78,843	$16,444	$567,085	$279,929
19	2048	21,622	3.5	0.025	0.145	0.438	0.766	2.156	$268,970	$128,466	$78,833	$79,591	$16,600	$572,460	$271,714
20	2049	21,810	3.6	0.025	0.146	0.442	0.773	2.176	$271,520	$129,684	$79,580	$80,345	$16,757	$577,888	$263,740
21	2050	22,000	3.6	0.025	0.147	0.446	0.780	2.197	$274,096	$130,914	$80,335	$81,107	$16,916	$583,369	$256,002
	2051	22,191		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limit:			0.482	2.822	8.535	14.937	42.057						Total Present Value	$7,361,131

SUMMARY OF TOTAL PRESENT VALUE FOR SEGMENTS

Segment Site	Beginning Year			End Year			Total Present Value
	Year	AADT	$N_{predicted\text{-}rs}$	Year	AADT	$N_{predicted\text{-}rs}$	
Segment1	2030	23,000	1.7	2050	27,500	2.0	$4,168,016
Segment2	2030	23,000	1.0	2050	27,500	1.2	$2,390,751
Segment3	2030	23,000	1.3	2050	27,500	1.6	$3,219,888
Segment4	2030	18,500	1.1	2050	22,000	1.3	$2,676,492
Segment5	2030	18,500	3.0	2050	22,000	3.6	$7,361,131
COMBINED							$12,455,147

	K	A	B	C	O	Total
Segment1	0.273	1.599	4.835	8.462	23.826	38.995
Segment2	0.157	0.917	2.773	4.853	13.664	22.364
Segment3	0.211	1.235	3.736	6.538	18.408	30.127
Segment4	0.175	1.026	3.104	5.431	15.293	25.029
Segment5	0.482	2.822	8.535	14.937	42.057	68.833
Total	1.297	7.599	22.983	40.221	113.248	185.348
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%
	0.00%	0.00%	0.00%	0.00%	0.00%	0.00%

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information

Analyst:	HDR	Date:	7/28/2025
Agency or Company:	HDR		

Site Information

Location ID:	S Navy Blvd at Barrancas Ave	County:	Escambia
City:	Pensacola, FL	M.P. - M.P.	0.956

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.8%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	28,500	Intersection =	Intersection1	E	Analyze
		Crash Data Used =	Yes	8.03719254	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	28,500	83.40	0.584	3.419	10.342	18.098	50.957	$6,357,546	$3,036,512	$1,863,339	$1,881,256	$392,370	$13,531,022	$13,010,598
2	2031	23,206	28,731	84.33	0.590	3.457	10.457	18.299	51.524	$6,428,304	$3,070,308	$1,884,078	$1,902,194	$396,737	$13,681,621	$12,649,427
3	2032	23,415	28,964	85.27	0.597	3.496	10.573	18.503	52.098	$6,499,862	$3,104,486	$1,905,051	$1,923,368	$401,153	$13,833,920	$12,298,305
4	2033	23,625	29,199	86.22	0.604	3.535	10.691	18.709	52.678	$6,572,229	$3,139,050	$1,926,260	$1,944,782	$405,619	$13,987,941	$11,956,950
5	2034	23,837	29,436	87.18	0.610	3.574	10.810	18.917	53.264	$6,645,412	$3,174,004	$1,947,710	$1,966,438	$410,136	$14,143,701	$11,625,091
6	2035	24,051	29,675	88.15	0.617	3.614	10.930	19.128	53.858	$6,719,423	$3,209,353	$1,969,402	$1,988,338	$414,704	$14,301,220	$11,302,462
7	2036	24,267	29,916	89.13	0.624	3.654	11.052	19.341	54.458	$6,794,270	$3,245,102	$1,991,339	$2,010,486	$419,323	$14,460,520	$10,988,806
8	2037	24,484	30,159	90.12	0.631	3.695	11.175	19.556	55.064	$6,869,962	$3,281,254	$2,013,523	$2,032,884	$423,995	$14,621,619	$10,683,874
9	2038	24,704	30,404	91.13	0.638	3.736	11.300	19.774	55.678	$6,946,510	$3,317,815	$2,035,959	$2,055,535	$428,719	$14,784,539	$10,387,421
10	2039	24,926	30,650	92.14	0.645	3.778	11.426	19.995	56.298	$7,023,923	$3,354,790	$2,058,648	$2,078,443	$433,497	$14,949,299	$10,099,211
11	2040	25,150	30,899	93.17	0.652	3.820	11.553	20.217	56.926	$7,102,210	$3,392,182	$2,081,593	$2,101,609	$438,328	$15,115,922	$9,819,015
12	2041	25,375	31,150	94.21	0.659	3.862	11.682	20.443	57.560	$7,181,383	$3,429,996	$2,104,798	$2,125,036	$443,215	$15,284,428	$9,546,609
13	2042	25,603	31,403	95.26	0.667	3.906	11.812	20.671	58.202	$7,261,450	$3,468,238	$2,128,265	$2,148,729	$448,156	$15,454,838	$9,281,776
14	2043	25,833	31,657	96.32	0.674	3.949	11.944	20.901	58.851	$7,342,422	$3,506,913	$2,151,997	$2,172,690	$453,154	$15,627,175	$9,024,304
15	2044	26,065	31,914	97.39	0.682	3.993	12.077	21.134	59.507	$7,424,310	$3,546,024	$2,175,998	$2,196,921	$458,207	$15,801,460	$8,773,990
16	2045	26,299	32,173	98.48	0.689	4.038	12.212	21.370	60.171	$7,507,124	$3,585,578	$2,200,270	$2,221,426	$463,318	$15,977,715	$8,530,633
17	2046	26,535	32,434	99.58	0.697	4.083	12.348	21.609	60.842	$7,590,873	$3,625,579	$2,224,816	$2,246,208	$468,487	$16,155,963	$8,294,039
18	2047	26,773	32,698	100.69	0.705	4.128	12.486	21.850	61.521	$7,675,570	$3,666,032	$2,249,640	$2,271,271	$473,714	$16,336,227	$8,064,021
19	2048	27,013	32,963	101.81	0.713	4.174	12.625	22.093	62.208	$7,761,224	$3,706,942	$2,274,744	$2,296,617	$479,001	$16,518,528	$7,840,394
20	2049	27,255	33,230	102.95	0.721	4.221	12.766	22.340	62.902	$7,847,847	$3,748,315	$2,300,133	$2,322,249	$484,347	$16,702,891	$7,622,982
21	2050	27,500	33,500	104.10	0.729	4.268	12.908	22.589	63.604	$7,935,450	$3,790,156	$2,325,808	$2,348,172	$489,754	$16,889,339	$7,411,610
	2051	27,747	33,772		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	34,046		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	34,322		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	34,601		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	34,881		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	35,165		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				13.727	80.401	243.164	425.538	1198.173						Total Present Value	$209,211,517

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Washington St/Commerce St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.862

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030		
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21		
Opening Year Major AADT =	23,000	Intersection Type =	4ST				
Opening Year Minor AADT =	200	Intersection =	Intersection2	E	Analyze		
		Crash Data Used =	Yes	1.489904924			

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type = 5T	100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	200	4.58	0.032	0.188	0.568	0.994	2.799	$349,166	$166,770	$102,337	$103,321	$21,550	$743,144	$714,562
2	2031	23,206	200	4.61	0.032	0.189	0.572	1.001	2.818	$351,548	$167,908	$103,036	$104,026	$21,697	$748,214	$691,766
3	2032	23,415	200	4.64	0.033	0.190	0.576	1.008	2.837	$353,947	$169,053	$103,739	$104,736	$21,845	$753,319	$669,698
4	2033	23,625	200	4.67	0.033	0.192	0.580	1.014	2.856	$356,363	$170,207	$104,447	$105,451	$21,994	$758,461	$648,336
5	2034	23,837	200	4.71	0.033	0.193	0.584	1.021	2.876	$358,796	$171,369	$105,160	$106,171	$22,144	$763,640	$627,656
6	2035	24,051	200	4.74	0.033	0.194	0.588	1.028	2.895	$361,246	$172,540	$105,878	$106,896	$22,295	$768,855	$607,637
7	2036	24,267	200	4.77	0.033	0.196	0.592	1.035	2.915	$363,714	$173,718	$106,601	$107,626	$22,447	$774,107	$588,258
8	2037	24,484	200	4.80	0.034	0.197	0.596	1.042	2.935	$366,199	$174,905	$107,330	$108,362	$22,601	$779,397	$569,498
9	2038	24,704	200	4.84	0.034	0.198	0.600	1.050	2.955	$368,703	$176,101	$108,063	$109,102	$22,755	$784,725	$551,337
10	2039	24,926	200	4.87	0.034	0.200	0.604	1.057	2.975	$371,224	$177,305	$108,802	$109,848	$22,911	$790,090	$533,757
11	2040	25,150	200	4.90	0.034	0.201	0.608	1.064	2.996	$373,762	$178,518	$109,546	$110,600	$23,068	$795,494	$516,738
12	2041	25,375	200	4.94	0.035	0.202	0.612	1.071	3.016	$376,319	$179,739	$110,296	$111,356	$23,225	$800,936	$500,262
13	2042	25,603	200	4.97	0.035	0.204	0.616	1.079	3.037	$378,895	$180,969	$111,051	$112,118	$23,384	$806,417	$484,313
14	2043	25,833	200	5.00	0.035	0.205	0.621	1.086	3.058	$381,488	$182,208	$111,811	$112,886	$23,544	$811,937	$468,873
15	2044	26,065	200	5.04	0.035	0.207	0.625	1.093	3.079	$384,100	$183,455	$112,576	$113,659	$23,706	$817,496	$453,927
16	2045	26,299	200	5.07	0.036	0.208	0.629	1.101	3.100	$386,731	$184,712	$113,347	$114,437	$23,868	$823,095	$439,457
17	2046	26,535	200	5.11	0.036	0.209	0.633	1.108	3.121	$389,380	$185,977	$114,124	$115,221	$24,031	$828,734	$425,450
18	2047	26,773	200	5.14	0.036	0.211	0.638	1.116	3.142	$392,049	$187,252	$114,906	$116,011	$24,196	$834,413	$411,890
19	2048	27,013	200	5.18	0.036	0.212	0.642	1.124	3.164	$394,736	$188,535	$115,694	$116,806	$24,362	$840,133	$398,763
20	2049	27,255	200	5.21	0.036	0.214	0.647	1.131	3.186	$397,442	$189,828	$116,487	$117,607	$24,529	$845,893	$386,054
21	2050	27,500	200	5.25	0.037	0.215	0.651	1.139	3.207	$400,168	$191,130	$117,286	$118,413	$24,697	$851,694	$373,752
	2051	27,747	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	200		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.721	4.225	12.779	22.363	62.967						Total Present Value	$11,061,983

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Winthrop Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.807

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	800	Intersection =	Intersection3	E	Analyze
		Crash Data Used =	Yes	1.747125169	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	800	11.26	0.079	0.462	1.396	2.443	6.879	$858,296	$409,942	$251,559	$253,978	$52,972	$1,826,746	$1,756,486
2	2031	23,206	800	11.36	0.080	0.466	1.409	2.466	6.943	$866,188	$413,712	$253,872	$256,313	$53,459	$1,843,543	$1,704,459
3	2032	23,415	800	11.47	0.080	0.470	1.422	2.488	7.007	$874,155	$417,517	$256,207	$258,670	$53,950	$1,860,499	$1,653,977
4	2033	23,625	800	11.57	0.081	0.474	1.435	2.511	7.071	$882,197	$421,358	$258,564	$261,050	$54,447	$1,877,616	$1,604,994
5	2034	23,837	800	11.68	0.082	0.479	1.448	2.534	7.136	$890,315	$425,235	$260,943	$263,452	$54,948	$1,894,894	$1,557,465
6	2035	24,051	800	11.79	0.083	0.483	1.462	2.558	7.202	$898,510	$429,150	$263,345	$265,877	$55,454	$1,912,336	$1,511,347
7	2036	24,267	800	11.90	0.083	0.488	1.475	2.581	7.268	$906,783	$433,101	$265,770	$268,325	$55,964	$1,929,943	$1,466,598
8	2037	24,484	800	12.00	0.084	0.492	1.489	2.605	7.335	$915,134	$437,089	$268,217	$270,796	$56,479	$1,947,716	$1,423,177
9	2038	24,704	800	12.12	0.085	0.497	1.502	2.629	7.403	$923,564	$441,116	$270,688	$273,291	$57,000	$1,965,658	$1,381,045
10	2039	24,926	800	12.23	0.086	0.501	1.516	2.653	7.471	$932,073	$445,180	$273,182	$275,809	$57,525	$1,983,769	$1,340,164
11	2040	25,150	800	12.34	0.086	0.506	1.530	2.678	7.540	$940,664	$449,283	$275,700	$278,351	$58,055	$2,002,052	$1,300,495
12	2041	25,375	800	12.45	0.087	0.511	1.544	2.702	7.609	$949,335	$453,425	$278,241	$280,917	$58,590	$2,020,508	$1,262,003
13	2042	25,603	800	12.57	0.088	0.515	1.558	2.727	7.679	$958,089	$457,606	$280,807	$283,507	$59,131	$2,039,139	$1,224,654
14	2043	25,833	800	12.68	0.089	0.520	1.573	2.752	7.750	$966,925	$461,826	$283,397	$286,122	$59,676	$2,057,946	$1,188,412
15	2044	26,065	800	12.80	0.090	0.525	1.587	2.778	7.822	$975,845	$466,086	$286,011	$288,761	$60,226	$2,076,931	$1,153,246
16	2045	26,299	800	12.92	0.090	0.530	1.602	2.804	7.894	$984,850	$470,387	$288,650	$291,426	$60,782	$2,096,095	$1,119,123
17	2046	26,535	800	13.04	0.091	0.535	1.617	2.829	7.967	$993,939	$474,729	$291,315	$294,116	$61,343	$2,115,442	$1,086,011
18	2047	26,773	800	13.16	0.092	0.540	1.632	2.856	8.040	$1,003,115	$479,111	$294,004	$296,831	$61,909	$2,134,971	$1,053,882
19	2048	27,013	800	13.28	0.093	0.545	1.647	2.882	8.114	$1,012,378	$483,535	$296,719	$299,572	$62,481	$2,154,685	$1,022,705
20	2049	27,255	800	13.40	0.094	0.550	1.662	2.909	8.189	$1,021,728	$488,001	$299,459	$302,339	$63,058	$2,174,586	$992,453
21	2050	27,500	800	13.53	0.095	0.555	1.677	2.935	8.265	$1,031,167	$492,510	$302,226	$305,132	$63,641	$2,194,675	$963,097
	2051	27,747	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				1.817	10.641	32.184	56.322	158.583						Total Present Value	$27,765,792

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Palmetto Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.703

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030	Fatality =	0.7%	Possible Injury =	21.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	4.1%	Property Damage Only =	61.1%
Opening Year Major AADT =	23,000	Intersection Type =	4ST			Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%
Opening Year Minor AADT =	850	Intersection =	Intersection4	E	Analyze				
		Crash Data Used =	Yes	1.406042784					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	850	3.78	0.026	0.155	0.469	0.820	2.309	$288,044	$137,577	$84,423	$85,235	$17,777	$613,056	$589,477
2	2031	23,206	850	3.80	0.027	0.156	0.472	0.826	2.325	$290,032	$138,526	$85,006	$85,823	$17,900	$617,287	$570,716
3	2032	23,415	850	3.83	0.027	0.157	0.475	0.831	2.341	$292,034	$139,482	$85,593	$86,416	$18,024	$621,548	$552,554
4	2033	23,625	850	3.86	0.027	0.158	0.478	0.837	2.357	$294,051	$140,445	$86,184	$87,012	$18,148	$625,840	$534,970
5	2034	23,837	850	3.88	0.027	0.159	0.482	0.843	2.373	$296,081	$141,415	$86,779	$87,613	$18,273	$630,162	$517,947
6	2035	24,051	850	3.91	0.027	0.160	0.485	0.849	2.390	$298,127	$142,392	$87,378	$88,218	$18,400	$634,515	$501,467
7	2036	24,267	850	3.94	0.028	0.161	0.488	0.855	2.406	$300,187	$143,376	$87,982	$88,828	$18,527	$638,900	$485,511
8	2037	24,484	850	3.97	0.028	0.163	0.492	0.860	2.423	$302,262	$144,367	$88,590	$89,442	$18,655	$643,316	$470,064
9	2038	24,704	850	3.99	0.028	0.164	0.495	0.866	2.439	$304,351	$145,365	$89,203	$90,060	$18,784	$647,763	$455,110
10	2039	24,926	850	4.02	0.028	0.165	0.498	0.872	2.456	$306,456	$146,370	$89,819	$90,683	$18,914	$652,242	$440,632
11	2040	25,150	850	4.05	0.028	0.166	0.502	0.878	2.473	$308,576	$147,383	$90,441	$91,310	$19,044	$656,754	$426,615
12	2041	25,375	850	4.08	0.029	0.167	0.505	0.884	2.490	$310,710	$148,403	$91,066	$91,942	$19,176	$661,297	$413,044
13	2042	25,603	850	4.10	0.029	0.168	0.509	0.891	2.508	$312,860	$149,429	$91,697	$92,578	$19,309	$665,874	$399,906
14	2043	25,833	850	4.13	0.029	0.169	0.512	0.897	2.525	$315,026	$150,464	$92,331	$93,219	$19,443	$670,483	$387,187
15	2044	26,065	850	4.16	0.029	0.171	0.516	0.903	2.542	$317,207	$151,505	$92,970	$93,864	$19,577	$675,124	$374,873
16	2045	26,299	850	4.19	0.029	0.172	0.520	0.909	2.560	$319,404	$152,555	$93,614	$94,514	$19,713	$679,800	$362,951
17	2046	26,535	850	4.22	0.030	0.173	0.523	0.916	2.578	$321,616	$153,611	$94,263	$95,169	$19,849	$684,508	$351,408
18	2047	26,773	850	4.25	0.030	0.174	0.527	0.922	2.596	$323,844	$154,676	$94,916	$95,828	$19,987	$689,251	$340,234
19	2048	27,013	850	4.28	0.030	0.175	0.530	0.928	2.614	$326,088	$155,747	$95,574	$96,493	$20,125	$694,027	$329,415
20	2049	27,255	850	4.31	0.030	0.177	0.534	0.935	2.632	$328,349	$156,827	$96,236	$97,161	$20,265	$698,838	$318,940
21	2050	27,500	850	4.34	0.030	0.178	0.538	0.941	2.650	$330,625	$157,914	$96,903	$97,835	$20,405	$703,683	$308,800
	2051	27,747	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	850		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.596	3.488	10.550	18.463	51.986						Total Present Value	$9,131,822

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Signalized 4 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Sunset Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.593

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.9%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	23,000	Intersection Type =	4SG		
Opening Year Minor AADT =	3,100	Intersection =	Intersection5	E	Analyze
		Crash Data Used =	Yes	0.414003843	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	23,000	3,100	3.78	0.026	0.155	0.469	0.820	2.309	$288,044	$137,577	$84,423	$85,235	$17,777	$613,056	$589,477
2	2031	23,206	3,128	3.82	0.027	0.157	0.474	0.829	2.335	$291,309	$139,136	$85,380	$86,201	$17,979	$620,005	$573,229
3	2032	23,415	3,155	3.86	0.027	0.158	0.479	0.839	2.361	$294,612	$140,713	$86,348	$87,178	$18,183	$627,034	$557,431
4	2033	23,625	3,183	3.91	0.027	0.160	0.485	0.848	2.388	$297,952	$142,309	$87,327	$88,167	$18,389	$634,143	$542,068
5	2034	23,837	3,212	3.95	0.028	0.162	0.490	0.858	2.415	$301,331	$143,923	$88,317	$89,167	$18,597	$641,335	$527,130
6	2035	24,051	3,240	4.00	0.028	0.164	0.496	0.868	2.443	$304,748	$145,555	$89,319	$90,178	$18,808	$648,608	$512,605
7	2036	24,267	3,269	4.04	0.028	0.166	0.501	0.877	2.470	$308,205	$147,206	$90,332	$91,201	$19,022	$655,966	$498,480
8	2037	24,484	3,298	4.09	0.029	0.168	0.507	0.887	2.498	$311,702	$148,876	$91,357	$92,235	$19,237	$663,408	$484,745
9	2038	24,704	3,327	4.14	0.029	0.170	0.513	0.897	2.527	$315,239	$150,565	$92,394	$93,282	$19,456	$670,935	$471,390
10	2039	24,926	3,357	4.18	0.029	0.171	0.519	0.908	2.555	$318,816	$152,274	$93,442	$94,341	$19,676	$678,549	$458,403
11	2040	25,150	3,387	4.23	0.030	0.173	0.524	0.918	2.584	$322,434	$154,002	$94,503	$95,411	$19,900	$686,250	$445,775
12	2041	25,375	3,417	4.28	0.030	0.175	0.530	0.928	2.614	$326,094	$155,750	$95,575	$96,494	$20,126	$694,040	$433,495
13	2042	25,603	3,447	4.33	0.030	0.177	0.536	0.939	2.643	$329,796	$157,519	$96,660	$97,590	$20,354	$701,919	$421,554
14	2043	25,833	3,478	4.38	0.031	0.179	0.543	0.949	2.673	$333,541	$159,307	$97,758	$98,698	$20,585	$709,889	$409,943
15	2044	26,065	3,509	4.43	0.031	0.181	0.549	0.960	2.704	$337,329	$161,116	$98,868	$99,819	$20,819	$717,950	$398,652
16	2045	26,299	3,540	4.48	0.031	0.183	0.555	0.971	2.734	$341,160	$162,946	$99,991	$100,952	$21,055	$726,105	$387,673
17	2046	26,535	3,571	4.53	0.032	0.186	0.561	0.982	2.766	$345,035	$164,797	$101,127	$102,099	$21,295	$734,352	$376,997
18	2047	26,773	3,603	4.58	0.032	0.188	0.568	0.993	2.797	$348,955	$166,669	$102,276	$103,259	$21,537	$742,695	$366,615
19	2048	27,013	3,635	4.63	0.032	0.190	0.574	1.005	2.829	$352,920	$168,563	$103,438	$104,432	$21,781	$751,133	$356,520
20	2049	27,255	3,667	4.68	0.033	0.192	0.581	1.016	2.861	$356,930	$170,478	$104,613	$105,619	$22,029	$759,669	$346,703
21	2050	27,500	3,700	4.74	0.033	0.194	0.587	1.028	2.893	$360,987	$172,416	$105,802	$106,819	$22,279	$768,303	$337,157
	2051	27,747	3,733		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	27,996	3,766		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	28,247	3,800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	28,501	3,833		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	28,756	3,867		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	29,014	3,902		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.623	3.650	11.040	19.321	54.400						Total Present Value	$9,496,045

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Vancouver St	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.477

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030	Fatality =	0.7%	Possible Injury =	21.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	4.1%	Property Damage Only =	61.1%
Opening Year Major AADT =	18,500	Intersection Type =	3ST			Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%
Opening Year Minor AADT =	100	Intersection =	Intersection6	E	Analyze				
		Crash Data Used =	Yes	9.796640613					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	100	3.78	0.026	0.155	0.469	0.820	2.309	$288,044	$137,577	$84,423	$85,235	$17,777	$613,056	$589,477
2	2031	18,661	100	3.81	0.027	0.156	0.473	0.827	2.329	$290,615	$138,805	$85,177	$85,996	$17,936	$618,528	$571,864
3	2032	18,823	100	3.85	0.027	0.158	0.477	0.835	2.350	$293,211	$140,044	$85,937	$86,764	$18,096	$624,053	$554,780
4	2033	18,987	100	3.88	0.027	0.159	0.481	0.842	2.371	$295,831	$141,296	$86,705	$87,539	$18,258	$629,630	$538,210
5	2034	19,152	100	3.92	0.027	0.161	0.486	0.850	2.392	$298,477	$142,559	$87,481	$88,322	$18,421	$635,260	$522,138
6	2035	19,319	100	3.95	0.028	0.162	0.490	0.857	2.414	$301,147	$143,835	$88,264	$89,112	$18,586	$640,944	$506,548
7	2036	19,487	100	3.99	0.028	0.163	0.494	0.865	2.435	$303,844	$145,123	$89,054	$89,910	$18,752	$646,683	$491,426
8	2037	19,657	100	4.02	0.028	0.165	0.499	0.873	2.457	$306,566	$146,423	$89,852	$90,716	$18,920	$652,476	$476,758
9	2038	19,828	100	4.06	0.028	0.166	0.503	0.881	2.479	$309,314	$147,736	$90,657	$91,529	$19,090	$658,325	$462,531
10	2039	20,000	100	4.09	0.029	0.168	0.508	0.888	2.501	$312,088	$149,061	$91,470	$92,350	$19,261	$664,230	$448,730
11	2040	20,174	100	4.13	0.029	0.169	0.512	0.896	2.524	$314,889	$150,398	$92,291	$93,178	$19,434	$670,191	$435,343
12	2041	20,350	100	4.17	0.029	0.171	0.517	0.904	2.547	$317,717	$151,749	$93,120	$94,015	$19,609	$676,209	$422,358
13	2042	20,527	100	4.21	0.029	0.172	0.521	0.913	2.569	$320,571	$153,112	$93,956	$94,860	$19,785	$682,285	$409,762
14	2043	20,705	100	4.24	0.030	0.174	0.526	0.921	2.593	$323,453	$154,489	$94,801	$95,713	$19,963	$688,418	$397,544
15	2044	20,886	100	4.28	0.030	0.176	0.531	0.929	2.616	$326,362	$155,878	$95,654	$96,574	$20,142	$694,610	$385,693
16	2045	21,067	100	4.32	0.030	0.177	0.536	0.937	2.639	$329,300	$157,281	$96,515	$97,443	$20,323	$700,862	$374,196
17	2046	21,251	100	4.36	0.031	0.179	0.540	0.946	2.663	$332,265	$158,698	$97,384	$98,320	$20,506	$707,173	$363,044
18	2047	21,436	100	4.40	0.031	0.180	0.545	0.954	2.687	$335,259	$160,127	$98,261	$99,206	$20,691	$713,545	$352,226
19	2048	21,622	100	4.44	0.031	0.182	0.550	0.963	2.711	$338,281	$161,571	$99,147	$100,100	$20,878	$719,978	$341,732
20	2049	21,810	100	4.48	0.031	0.184	0.555	0.972	2.736	$341,332	$163,028	$100,041	$101,003	$21,066	$726,472	$331,552
21	2050	22,000	100	4.52	0.032	0.185	0.560	0.980	2.761	$344,413	$164,500	$100,944	$101,915	$21,256	$733,028	$321,677
	2051	22,191	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	100		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.608	3.562	10.773	18.853	53.085						Total Present Value	$9,297,589

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Central Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.401

Manual Input from Analysis

						Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)			
Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030	Fatality =	0.7%	Possible Injury =	21.7%
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21	Incapacitating =	4.1%	Property Damage Only =	61.1%
Opening Year Major AADT =	18,500	Intersection Type =	3ST			Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%
Opening Year Minor AADT =	150	Intersection =	Intersection7	E	Analyze				
		Crash Data Used =	Yes	7.06485803					

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	150	3.78	0.026	0.155	0.469	0.820	2.309	$288,044	$137,577	$84,423	$85,235	$17,777	$613,056	$589,477
2	2031	18,661	150	3.81	0.027	0.156	0.473	0.827	2.329	$290,607	$138,801	$85,174	$85,993	$17,935	$618,511	$571,848
3	2032	18,823	150	3.85	0.027	0.158	0.477	0.835	2.350	$293,195	$140,037	$85,933	$86,759	$18,095	$624,019	$554,750
4	2033	18,987	150	3.88	0.027	0.159	0.481	0.842	2.371	$295,807	$141,285	$86,698	$87,532	$18,256	$629,579	$538,167
5	2034	19,152	150	3.92	0.027	0.161	0.485	0.850	2.392	$298,445	$142,544	$87,471	$88,312	$18,419	$635,192	$522,081
6	2035	19,319	150	3.95	0.028	0.162	0.490	0.857	2.413	$301,107	$143,816	$88,252	$89,100	$18,583	$640,859	$506,480
7	2036	19,487	150	3.99	0.028	0.163	0.494	0.865	2.435	$303,795	$145,100	$89,040	$89,896	$18,749	$646,579	$491,347
8	2037	19,657	150	4.02	0.028	0.165	0.499	0.873	2.457	$306,509	$146,396	$89,835	$90,699	$18,917	$652,355	$476,669
9	2038	19,828	150	4.06	0.028	0.166	0.503	0.880	2.479	$309,248	$147,704	$90,638	$91,509	$19,086	$658,186	$462,432
10	2039	20,000	150	4.09	0.029	0.168	0.508	0.888	2.501	$312,014	$149,025	$91,448	$92,328	$19,257	$664,072	$448,623
11	2040	20,174	150	4.13	0.029	0.169	0.512	0.896	2.523	$314,806	$150,359	$92,267	$93,154	$19,429	$670,014	$435,229
12	2041	20,350	150	4.17	0.029	0.171	0.517	0.904	2.546	$317,625	$151,705	$93,093	$93,988	$19,603	$676,014	$422,236
13	2042	20,527	150	4.20	0.029	0.172	0.521	0.912	2.569	$320,470	$153,064	$93,927	$94,830	$19,779	$682,070	$409,634
14	2043	20,705	150	4.24	0.030	0.174	0.526	0.920	2.592	$323,343	$154,436	$94,769	$95,680	$19,956	$688,185	$397,410
15	2044	20,886	150	4.28	0.030	0.175	0.531	0.929	2.615	$326,244	$155,822	$95,619	$96,538	$20,135	$694,358	$385,552
16	2045	21,067	150	4.32	0.030	0.177	0.535	0.937	2.638	$329,172	$157,220	$96,477	$97,405	$20,316	$700,590	$374,051
17	2046	21,251	150	4.36	0.030	0.179	0.540	0.945	2.662	$332,128	$158,632	$97,344	$98,280	$20,498	$706,881	$362,894
18	2047	21,436	150	4.40	0.031	0.180	0.545	0.954	2.686	$335,112	$160,057	$98,218	$99,163	$20,682	$713,233	$352,072
19	2048	21,622	150	4.44	0.031	0.182	0.550	0.963	2.710	$338,125	$161,496	$99,101	$100,054	$20,868	$719,645	$341,574
20	2049	21,810	150	4.48	0.031	0.183	0.555	0.971	2.735	$341,167	$162,949	$99,993	$100,954	$21,056	$726,119	$331,391
21	2050	22,000	150	4.52	0.032	0.185	0.560	0.980	2.759	$344,238	$164,416	$100,893	$101,863	$21,245	$732,655	$321,513
	2051	22,191	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	150		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.608	3.561	10.770	18.848	53.070						Total Present Value	$9,295,431

State of Florida Department of Transportation

Present Worth Analysis
Urban/Suburban Arterial - Unsignalised 3 Leg Intersection
No-Build Alternative

Form 750-020-21c
TRAFFIC ENGINEERING
September 2020

General Information				Site Information			
Analyst:	HDR	Date:	7/28/2025	Location ID:	S Navy Blvd at Interbay Ave	County:	Escambia
Agency or Company:	HDR			City:	Pensacola, FL	M.P. - M.P.	0.131

Manual Input from Analysis

Major Growth Rate =	0.9%	Current Year =	2030	Project Opening Year =	2030
Minor Growth Rate =	0.0%	Rate of Return =	4.0%	Analysis Period =	21
Opening Year Major AADT =	18,500	Intersection Type =	3ST		
Opening Year Minor AADT =	800	Intersection =	Intersection8	E	Analyze
		Crash Data Used =	Yes	3.490993488	

Default Distribution for Crash Severity Level (2010-2014 Florida HSM Crash Distribution)

Fatality =	0.7%	Possible Injury =	21.7%
Incapacitating =	4.1%	Property Damage Only =	61.1%
Non-Incapacitating =	12.4%	Segment Type =	5T 100.0%

	Year	Major AADT	Minor AADT	Annual Number of Crashes						Annual Cost						
					Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Fatality	Incap.	Non-Inc.	Possible Injury	PDO	Total Cost	Present Value
1	2030	18,500	800	3.78	0.026	0.155	0.469	0.820	2.309	$288,044	$137,577	$84,423	$85,235	$17,777	$613,056	$589,477
2	2031	18,661	800	3.81	0.027	0.156	0.473	0.827	2.329	$290,572	$138,784	$85,164	$85,983	$17,933	$618,436	$571,779
3	2032	18,823	800	3.85	0.027	0.158	0.477	0.834	2.349	$293,124	$140,003	$85,912	$86,738	$18,091	$623,867	$554,616
4	2033	18,987	800	3.88	0.027	0.159	0.481	0.842	2.370	$295,700	$141,233	$86,667	$87,500	$18,250	$629,350	$537,971
5	2034	19,152	800	3.91	0.027	0.160	0.485	0.849	2.391	$298,301	$142,475	$87,429	$88,270	$18,410	$634,885	$521,829
6	2035	19,319	800	3.95	0.028	0.162	0.490	0.857	2.412	$300,926	$143,729	$88,199	$89,047	$18,572	$640,473	$506,175
7	2036	19,487	800	3.98	0.028	0.163	0.494	0.864	2.433	$303,576	$144,995	$88,976	$89,831	$18,736	$646,114	$490,994
8	2037	19,657	800	4.02	0.028	0.165	0.498	0.872	2.455	$306,252	$146,273	$89,760	$90,623	$18,901	$651,809	$476,270
9	2038	19,828	800	4.05	0.028	0.166	0.503	0.879	2.476	$308,953	$147,563	$90,551	$91,422	$19,068	$657,558	$461,992
10	2039	20,000	800	4.09	0.029	0.168	0.507	0.887	2.498	$311,680	$148,866	$91,351	$92,229	$19,236	$663,362	$448,144
11	2040	20,174	800	4.12	0.029	0.169	0.511	0.895	2.520	$314,433	$150,181	$92,158	$93,044	$19,406	$669,222	$434,714
12	2041	20,350	800	4.16	0.029	0.171	0.516	0.903	2.543	$317,213	$151,508	$92,972	$93,866	$19,577	$675,137	$421,688
13	2042	20,527	800	4.20	0.029	0.172	0.521	0.911	2.565	$320,018	$152,848	$93,795	$94,696	$19,751	$681,108	$409,056
14	2043	20,705	800	4.24	0.030	0.174	0.525	0.919	2.588	$322,851	$154,201	$94,625	$95,535	$19,925	$687,137	$396,804
15	2044	20,886	800	4.27	0.030	0.175	0.530	0.927	2.611	$325,710	$155,567	$95,463	$96,381	$20,102	$693,223	$384,922
16	2045	21,067	800	4.31	0.030	0.177	0.535	0.935	2.634	$328,597	$156,946	$96,309	$97,235	$20,280	$699,367	$373,398
17	2046	21,251	800	4.35	0.030	0.178	0.539	0.944	2.657	$331,512	$158,338	$97,163	$98,097	$20,460	$705,570	$362,221
18	2047	21,436	800	4.39	0.031	0.180	0.544	0.952	2.681	$334,454	$159,743	$98,025	$98,968	$20,642	$711,831	$351,380
19	2048	21,622	800	4.43	0.031	0.181	0.549	0.961	2.705	$337,424	$161,162	$98,896	$99,847	$20,825	$718,153	$340,866
20	2049	21,810	800	4.47	0.031	0.183	0.554	0.969	2.729	$340,422	$162,594	$99,775	$100,734	$21,010	$724,535	$330,668
21	2050	22,000	800	4.51	0.032	0.185	0.559	0.978	2.753	$343,450	$164,040	$100,662	$101,630	$21,197	$730,978	$320,778
	2051	22,191	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2052	22,385	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2053	22,579	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2054	22,776	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2055	22,974	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	2056	23,174	800		0.000	0.000	0.000	0.000	0.000	$0	$0	$0	$0	$0	$0	$0
	Shaded cell indicates the AADT is outside the limits				0.607	3.557	10.757	18.825	53.006						Total Present Value	$9,285,741

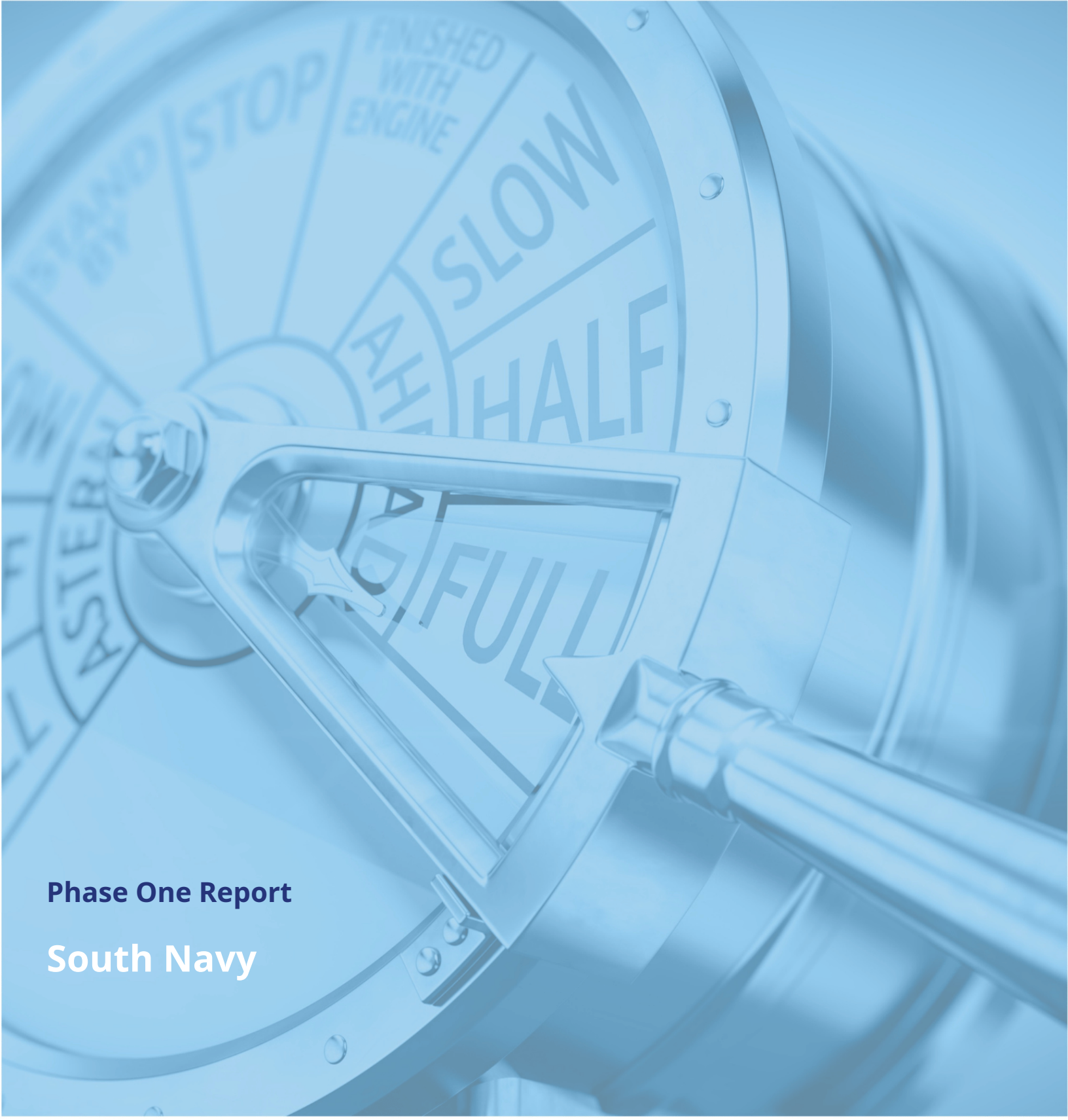
SUMMARY OF TOTAL PRESENT VALUE FOR INTERSECTIONS

Intersection Site	Beginning Year				End Year				Total Present Value
	Year	Major AADT	Minor AADT	$N_{predicted-rs}$	Year	Major AADT	Minor AADT	$N_{predicted-rs}$	
Intersection1	2030	23,000	28,500	83.4	2050	27,500	33,500	104.1	$209,211,517
Intersection2	2030	23,000	200	4.6	2050	27,500	200	5.2	$11,061,983
Intersection3	2030	23,000	800	11.3	2050	27,500	800	13.5	$27,765,792
Intersection4	2030	23,000	850	3.8	2050	27,500	850	4.3	$9,131,822
Intersection5	2030	23,000	3,100	3.8	2050	27,500	3,700	4.7	$9,496,045
Intersection6	2030	18,500	100	3.8	2050	22,000	100	4.5	$9,297,589
Intersection7	2030	18,500	150	3.8	2050	22,000	150	4.5	$9,295,431
Intersection8	2030	18,500	800	3.8	2050	22,000	800	4.5	$9,285,741
COMBINED									$257,171,113

	K	A	B	C	O	Total
Intersection1	13.727	80.401	243.164	425.538	1198.173	1961.004
Intersection2	0.721	4.225	12.779	22.363	62.967	103.056
Intersection3	1.817	10.641	32.184	56.322	158.583	259.547
Intersection4	0.596	3.488	10.550	18.463	51.986	85.084
Intersection5	0.623	3.650	11.040	19.321	54.400	89.035
Intersection6	0.608	3.562	10.773	18.853	53.085	86.882
Intersection7	0.608	3.561	10.770	18.848	53.070	86.858
Intersection8	0.607	3.557	10.757	18.825	53.006	86.753
Total	19.308	113.087	342.019	598.533	1685.271	2758.218
	20.605	120.686	365.002	638.754	1798.519	2943.566
	-0.90%	-0.90%	-0.90%	-0.90%	-0.90%	-0.90%
	14.04%	14.04%	14.04%	14.04%	14.04%	14.04%
	1.42%	1.42%	1.42%	1.42%	1.42%	1.42%
	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%
	-3.80%	-3.80%	-3.80%	-3.80%	-3.80%	-3.80%
	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%
	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%	-3.81%
	-52.47%	-52.47%	-52.47%	-52.47%	-52.47%	-52.47%
	-3.87%	-3.87%	-3.87%	-3.87%	-3.87%	-3.87%
	-3.63%	-3.63%	-3.63%	-3.63%	-3.63%	-3.63%

Appendix C – Public Involvement

Phase 1 Report



Phase One Report

South Navy

BowStern
MARKETING COMMUNICATIONS

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Public Relations 15

Glossary of Terms

Ad Set: an aggregate of digital advertisements with the same graphic

Awareness: emphasis on getting the campaign recognized by the public

Bounce Rate: the percentage of visitors who enter the site and then leave ("bounce") rather than continuing to view other pages within the same site.

Circulation: the number of copies which is distributed of a particular print medium like a newspaper, magazine, periodicals, etc.

Click-Through-Rate (CTR): the percentage of people visiting a web page who access the designated link to a specific advertisement

Conversion: the phrase used to often describe the act of converting a user who sees an advertisement to a survey taker or a video viewer

Cost-Per-Conversion: shows how much it actually costs to obtain a user who will make a successful conversion

Direct Web Traffic: visits with no referring website, the number of people who type your URL into the address bar

Engagement: The total number of reactions, clicks, comments, video views, and shares

Impressions: when an advertisement or any other form of digital media renders on a user's screen, also applies to traditional marketing to measure the number of potential views an advertisement captures

Display Advertising: also known as a banner ad, is a form of on line paid advertising that is a designed image or a photo and copy on Google

Keyword: word or phrase describing your product or service that you choose to help determine when and where your ad can appear

Pageviews: an instance of an Internet user visiting a particular page on a website

Paid Search Advertising: a form of digital marketing where Google allows advertisers to show ads on their search engine results pages (SERPs), works on a pay-per-click model, meaning until someone clicks on your ad, you don't pay

Reach: the total number of different people or households exposed, at least once, to a medium during a given period

Reaction: when Facebook users interact with a status update, article, or photo using one of six emotional reactions: Like, Love, Haha, Wow, Sad, and Angry

Referral Web Traffic: when someone clicks on a hyperlink on another website to go to your website, the traffic is classified as "referral"

Remarketing: the tactic of serving targeted ads to people who have already visited but not yet taken action on your website

Total Clicks: number of times recipients clicked on your email campaign

Traffic: the aggregate of visitors to your website

Unique Clicks: number of recipients who clicked the links in your email campaign

Visibility: the number of projected impressions of a billboard

Web Visit/Session: an occasion in which a single user visits your website, can occur more than once if a user visits your website on more than one occasion during the period of measure

Project Engagement

Project Engagement - Phase One

Project results following the completion of Phase 1 are as follows:

- 657 surveys completed
- 2,932 sessions to project website
- 110,697 advertising impressions
- 375,000 earned media impressions
- 1,652 clicks on social media
- 118 attendees at first workshop
- 98 handouts completed at first workshop

Facebook/Instagram Ads

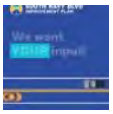
Facebook Ads

Amount Spent	Cost Per Click	CTR
$1,495.89	$0.55	3.48%

Impressions	Ad Clicks	Post Engagement
111 K	3,847	27,579

Campaign Performance

Top Performing Ads (by clicks)

CAMPAIGN	AD	AD SET	CLICKS	IMPRESSIONS	CTR	AVERAGE CPC
May 2025 - Web Conversions (Survey)	Take Survey	Escambia County Residents_Leads	3,252	96,289	3.38%	$0.38
May 2025 - Web Conversions (Workshop Event)	 County Residents	Escambia County Residents	595	14,408	4.13%	$0.42

Observations & Recommendations

Ads kicked off in May promoting attendance of an approaching workshop event. Targeting Escambia County residents, the ads reached over 6k people, produced over 14k impressions and generated 22 event RSVPs.

In May, ads were also deployed targeting Escambia County residents promoting survey submissions. The ads reached over 32k people, produced 96k impressions, and generated 769 clicks on the "Take Survey" button on the website.

Web Analytics GA4

Web Analytics

Views

4,357

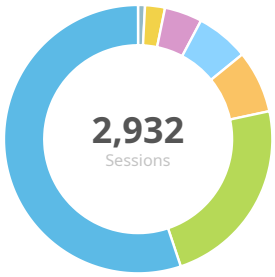
Total Users

2,517

Top Pages

/survey/	2,636
/	794
/events/	425
/about/	386

Sessions



- Paid Other **1,604** (55.14%)
- Direct **675** (23.21%)
- Organic Social **219** (7.53%)
- Paid Social **185** (6.36%)
- Referral **132** (4.54%)
- Organic Search **70** (2.41%)
- Unassigned **24** (0.83%)

Traffic Source

CHANNEL	NEW USERS	VIEWS	ENGAGED SESSIONS	ENGAGEMENT RATE	AVERAGE ENGAGEMEN...	EVENT COUNT
Paid Other	1,471	2,157	936	58.35%	00:00:08	7,466
Direct	508	1,168	408	60.44%	00:00:27	3,799
Organic Social	200	334	159	72.60%	00:00:16	1,127
Referral	101	264	101	76.52%	00:00:49	881
Paid Social	166	281	84	45.41%	00:00:18	895
Organic Search	54	147	55	78.57%	00:00:56	499
Unassigned	1	6	3	12.50%	00:00:19	44

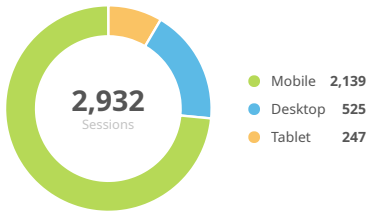
Total Users

2,517

New Users

2,501

GA4 Sessions



Engagement Rate

59.62%

Engaged Sessions

1,748

Top Pages

Showing 8 of 8 Rows

PAGE	VIEWS	SESSIONS	TOTAL USERS	NEW USERS	EVENT COUNT	AVERAGE SESSION D...
/survey/	2,636	2,018	1,812	1,652	9,119	00:01:58
/	794	711	621	592	2,931	00:01:05
/events/	425	364	324	193	1,249	00:00:54
/about/	386	311	275	50	1,044	00:01:46
/contact/	64	62	56	3	182	00:01:39
/events/thank-you/	38	34	30	7	145	00:01:28
/events/index.php	8	10	10	4	25	00:00:10
/contact/thank-you/	6	7	6	0	16	00:00:10

Graphic Design

Activities Completed

For phase one of the South Navy Blvd Improvement Plan, BowStern completed the following graphic design efforts:

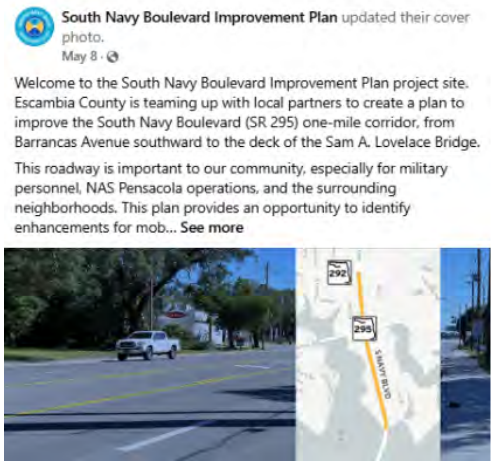
- Eblast Header Graphic
- General Direct Mailer
- Workshop #1 Direct Mailer
- Facebook Event Header Graphic
- Social Media Graphics
- Workshop #1 Digital Ad Graphics
- Survey Digital Ad Graphics
- Workshop #1 Print Materials & Signage

Eblast Header Graphic

Direct Mailers

Facebook Event Graphic

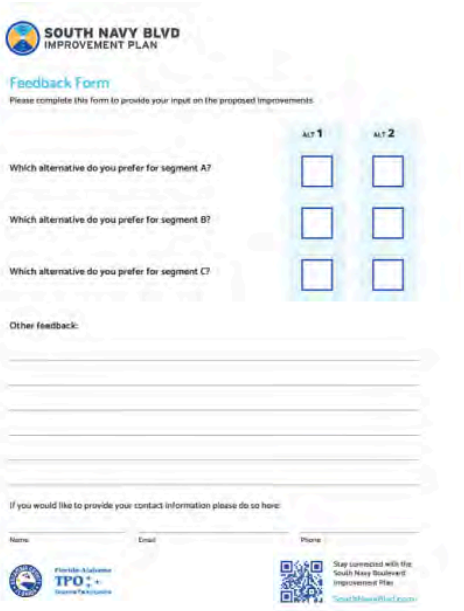
Social Media Graphics



Workshop #1 Digital Ad Graphics

Survey Digital Ad Graphics

Workshop #1 Print Materials & Signage



Sign In Sheet

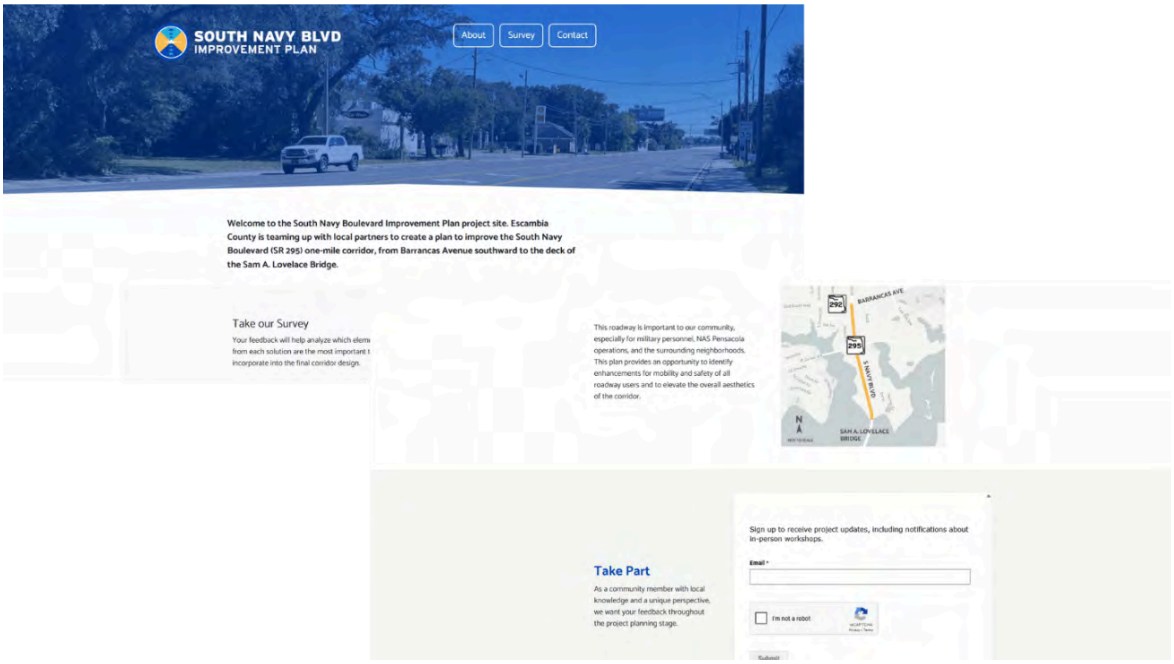
South Navy Blvd Public Workshop, May 14, 2025

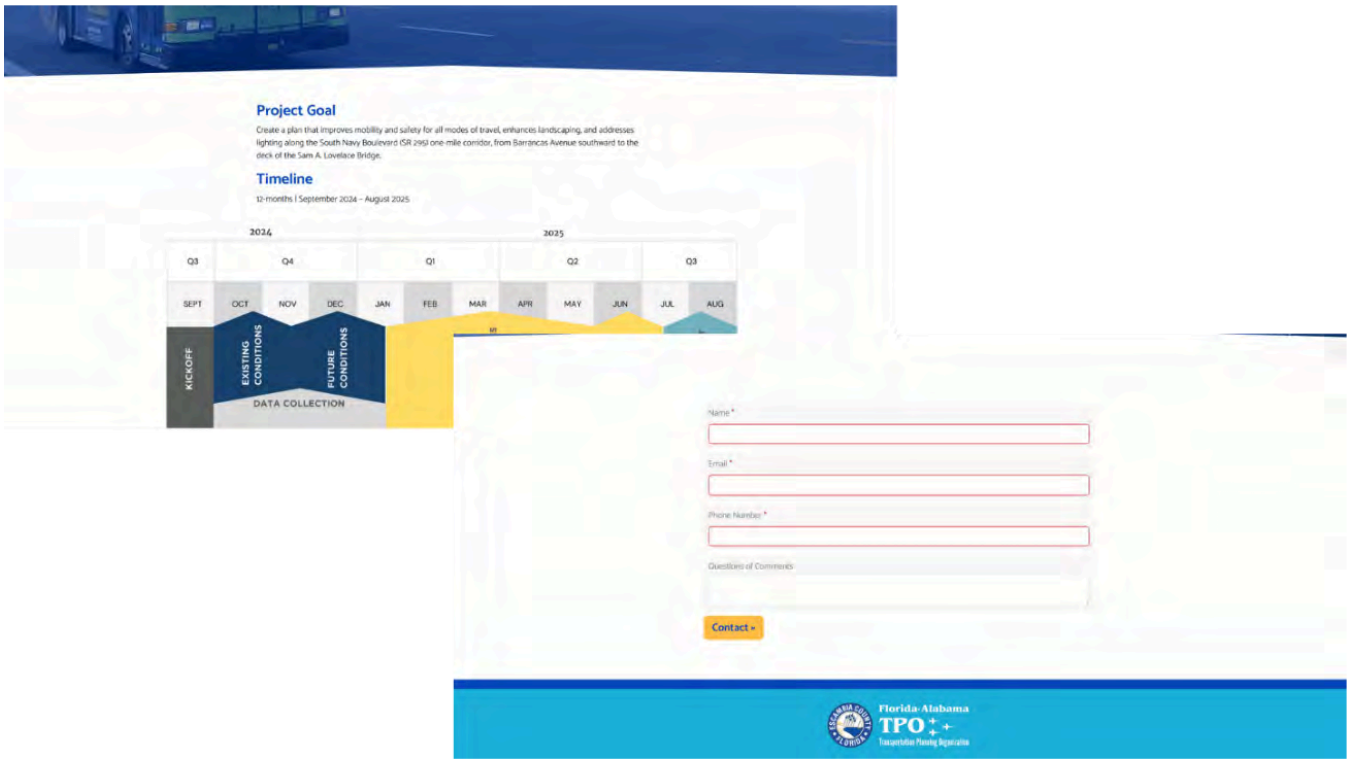
FULL NAME	EMAIL	PHONE NUMBER	ADDRESS

Web Design

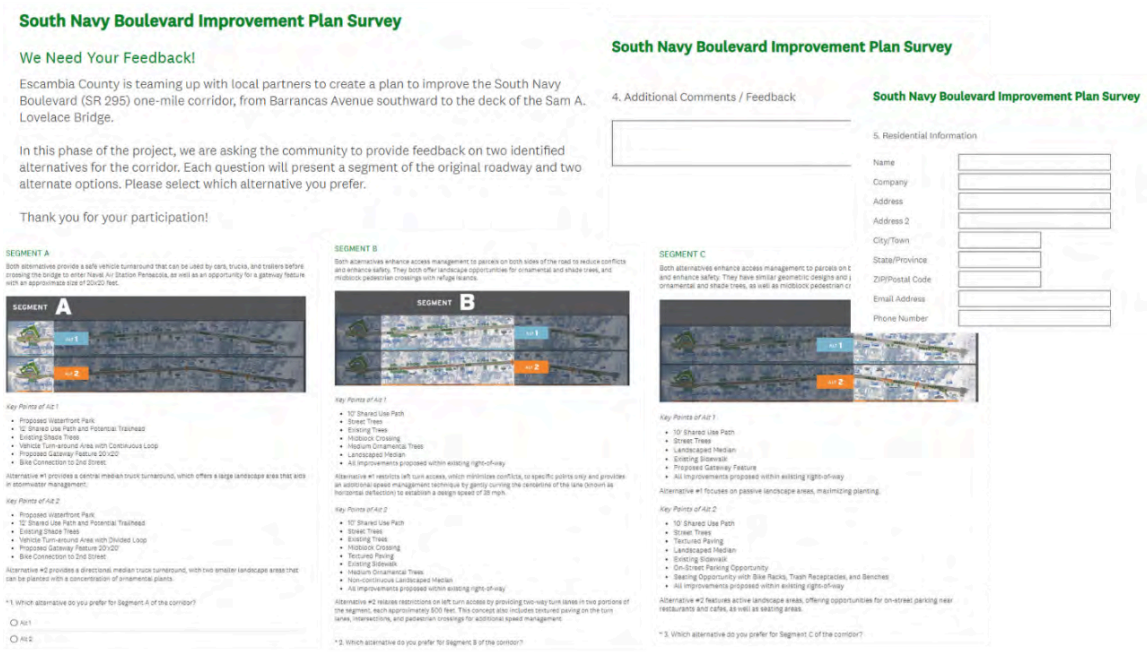
Activities Completed:

BowStern built out a web environment to host information about the project and the survey: https://southnavyblvd.com/
The team also built out the phase one survey through Survey Monkey.





SOUTH NAVY BLVD
IMPROVEMENT PLAN
About
Survey
Contact
We Want YOUR Input!
Escambia County is teaming up with local partners to create a plan to improve the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge.
We need your feedback on potential corridor solutions. Your feedback will help analyze which elements from each solution are the most important to incorporate into the final corridor design. Thank you for taking the time to share your thoughts with us.
BEFORE YOU TAKE THE SURVEY - Please study the images below to understand the portion of road that is being altered and the potential solutions. You can reference these images at any time throughout the survey.
Take the Survey
Click to zoom
ALT 1
ALT 2
Florida-Alabama
TPO
Transportation Planning Organization


South Navy Boulevard Improvement Plan Survey
We Need Your Feedback!
Escambia County is teaming up with local partners to create a plan to improve the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge.
In this phase of the project, we are asking the community to provide feedback on two identified alternatives for the corridor. Each question will present a segment of the original roadway and two alternate options. Please select which alternative you prefer.
Thank you for your participation!
SEGMENT A
Both alternatives provide a safe vehicle turnaround that can be used by cars, trucks, and trailers before crossing the bridge to enter Naval Air Station Pensacola, as well as an opportunity for a gateway feature with an approximate size of 20'x20' feet.
SEGMENT A
Alt 1
Alt 2
Key Points of Alt 1
Proposed Waterfront Park
12' Shared Use Path and Potential Trailhead
Existing Shade Trees
Vehicle Turn-around Area with Continuous Loop
Proposed Gateway Feature 20'x20'
Bike Connection to 2nd Street
Alternative #1 provides a central median truck turnaround, which offers a large landscape area that aids in stormwater management.
Key Points of Alt 2
Proposed Waterfront Park
12' Shared Use Path and Potential Trailhead
Existing Shade Trees
Vehicle Turn-around Area with Divided Loop
Proposed Gateway Feature 20'x20'
Bike Connection to 2nd Street
Alternative #2 provides a directional median truck turnaround, with two smaller landscape areas that can be planted with a concentration of ornamental plants.
* 1. Which alternative do you prefer for Segment A of the corridor?
Alt 1
Alt 2
SEGMENT B
Both alternatives enhance access management to parcels on both sides of the road to reduce conflicts and enhance safety. They both offer landscape opportunities for ornamental and shade trees, and midblock pedestrian crossings with refuge islands.
SEGMENT B
Alt 1
Alt 2
Key Points of Alt 1
10' Shared Use Path
Street Trees
Existing Trees
Midblock Crossing
Medium Ornamental Trees
Landscaped Median
All improvements proposed within existing right-of-way
Alternative #1 restricts left turn access, which minimizes conflicts, to specific points only and provides an additional speed management technique by gently curving the centerline of the lane (known as horizontal deflection) to establish a design speed of 35 mph.
Key Points of Alt 2
10' Shared Use Path
Street Trees
Existing Trees
Midblock Crossing
Textured Paving
Existing Sidewalk
Medium Ornamental Trees
Non-continuous Landscaped Median
All improvements proposed within existing right-of-way
Alternative #2 retains restrictions on left turn access by providing two-way turn lanes in two portions of the segment, each approximately 500 feet. This concept also includes textured paving on the turn lanes, intersections, and pedestrian crossings for additional speed management.
* 2. Which alternative do you prefer for Segment B of the corridor?
SEGMENT C
Both alternatives enhance access management to parcels on t
and enhance safety. They have similar geometric designs and
ornamental and shade trees, as well as midblock pedestrian cr
Alt 1
Alt 2
Key Points of Alt 1
10' Shared Use Path
Street Trees
Landscaped Median
Existing Sidewalk
Proposed Gateway Feature
All improvements proposed within existing right-of-way
Alternative #1 focuses on passive landscape areas, maximizing planting.
Key Points of Alt 2
10' Shared Use Path
Street Trees
Textured Paving
Landscaped Median
Existing Sidewalk
On-Street Parking Opportunity
Seating Opportunity with Bike Racks, Trash Receptacles, and Benches
All improvements proposed within existing right-of-way
Alternative #2 features active landscape areas, offering opportunities for on-street parking near restaurants and cafes, as well as seating areas.
* 3. Which alternative do you prefer for Segment C of the corridor?
South Navy Boulevard Improvement Plan Survey
4. Additional Comments / Feedback
South Navy Boulevard Improvement Plan Survey
5. Residential Information
Name
Company
Address
Address 2
City/Town
State/Province
ZIP/Postal Code
Email Address
Phone Number

Public Relations

Public Relations

SOUTH NAVY BLVD
IMPROVEMENT PLAN

NEWS

Media Contact:
Caroline Benson
954-681-3171

For Immediate Release
April 30, 2025

Escambia County Seeks Public Feedback on South Navy Boulevard Improvement Plans

[Pensacola, Fla.] – Escambia County is inviting the community to provide input on two proposed roadway concepts as part of the **South Navy Boulevard Improvement Plan**. This one-mile corridor, stretching from Barrancas Avenue to the Sam A. Lovelace Bridge, serves as a key gateway to NAS Pensacola and supports nearby neighborhoods and businesses.

The improvement project aims to enhance safety, mobility, and visual appeal along the corridor, including improvements in lighting, landscaping, and overall roadway design. Following a comprehensive assessment of existing conditions, the project team has developed two draft concepts and is now seeking community feedback to help guide the final direction.

Commuters and residents who live and work in this region and drive this corridor are encouraged help shape the future of South Navy Boulevard by providing feedback through one of the following opportunities:

- Attend an open house meeting with the project team and share your opinions in person at a **public workshop on Wednesday, May 14 from 5 – 7 pm** in the Lexington Terrace Community Center; 700 S Old Corry Field Rd, Pensacola, FL 32507. Please note: there will be no formal presentation at this event.
- Review roadway concepts and submit your feedback through an **online survey at** *SouthNavyBlvd.com*. The survey will be open from May 7 – June 3.

"South Navy Boulevard has been a cornerstone of our community and a vital connection to NAS Pensacola for many years," said **Commissioner Mike Kohler, Escambia County District 2**. "We've been working hard on this project and now everyone has the opportunity to directly weigh in on how we plan to make this corridor safer, more welcoming and more functional for all. Help us shape the future of South Navy Boulevard into a space that truly reflects the needs of our community."

SOUTH NAVY BLVD |
Public Workshop Alert This open house style workshop will focus on the identified enhancement options for South Navy Blvd, and we want YOUR input.
When: Wednesday, May 14
Where: Lexington Terrace Community Center, 700 S Old Corry Field Road, Pensacola, FL 32507
Time: 5 - 7 p.m.
www.SouthNavyBlvd.com

SOUTH NAVY BLVD | PUBLIC WORKSHOP ALERT
Escambia County has teamed up with local partners to improve the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge. This open-house style workshop will focus on the identified enhancement options for the corridor, and we want YOUR input.
When: Wednesday, May 14
Where: Lexington Terrace Community Center, 700 S Old Corry Field Road, Pensacola, FL 32507
Time: 5 - 7 p.m.
For more information, visit www.SouthNavyBlvd.com

Public Workshop #1 Comments

SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

paving in alt 2 or B

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

Florida-Alabama TPO
Transportation Planning Organization

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

FLORIDA STATUTES 125 & 212

E COUNTY ORDINANCE 1989-7

SELF-ADMINISTRATING COUNTY 1992-30

2003-11

TAX FUNDS COLLECTED DIRECTLY BY COUNTY

BEACH RESTORATION, CONVENTION OR TOURISM BUREAU, MAY HELP WITH FUNDING

If you would like to provide your contact information please do so here:

Name	Email	Phone
MATT FARRELL	MFARREL4@GMAIL.COM	(630) 201-4106

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?	✓	

Other feedback:

I like the textured paving in segment 2 and would like to see it in all segments. I also like the trees/vegetation in a wider median.

If you would like to provide your contact information please do so here:

Name	Email	Phone
Rhonda Landrum	helpmerhondayeah@cox.net	850-206-9617

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

Would like to see a waterfront Restaurant that would be a destination for more business & tax dollars for additional improvement

Need ~~SEWER~~ SEWER LINE for NAVY BLVD

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?		✓

Other feedback:

Would be great to have bike lane

No turn lane into shell station.
Many stop there heading south
before entering base.
Shell is also popular boat fill up

If you would like to provide your contact information please do so here:

Name: Chip Walton

Email: cw932-53@mindspring.com

Phone: 404 434-6914

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?		✓

Other feedback:

Segment a (alt 1) simpler, less confusing. Esp. for our visitors. And easier for truckers and cars to turn around. Segment b - Alt. 2 is better for traffic flow. The center is prefect in case of emergency Vehicles. Less distracting. Segment c - Alt 2. Glad to see bikers & Pedestrians are considered - (I Bike & walk) good to see parking available, too. P.S. Great you are creating a waterfront park!! Could that be done on the other side of the Street also?

If you would like to provide your contact information please do so here:

Jacqueline Jackson
Name

Email

850 449 8205
Phone

Florida-Alabama TPO
Transportation Planning Organization

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?		X

Other feedback:

Segment B in Alt 1 needs at least one more directional median between Central Ave and L Interbay Avenue so cars don't have to go all the way to the bridge to turn around (so businesses will not suffer)

If you would like to provide your contact information please do so here:

Shannon Hawthorne | shannonshawthorne@gmail.com | 404-229-4762

Name | Email | Phone

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?	✓	
Which alternative do you prefer for segment C?	✓	

Other feedback:

SEGMENT A - ADD GREEN STORMWATER INFRASTRUCTURE AT PROPOSED WATERFRONT PARK

SEGMENT B & C - I LIKE THE TREES & MORE GREEN SPACE FROM AESTHETIC PERSPECTIVE AND BIOSWALES OR OTHER GREEN SW INFRASTURE FEATURES COULD BE APPLIED

If you would like to provide your contact information please do so here:

Name	Email	Phone
Chris Curb	Cacurb@gmail.com	850-777-9115

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5/14/25

SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

on segC - misleading median not to scale.
same width for 5'5" #1 and 14' width #2B

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
☆ Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?		✓

see ☆

Other feedback:

Who will maintain median - mow, water, etc?

☆ If you realize you need to turn around south of Central you must go all the way to Intelcity - could be ≥ 30 min at some times! ~~Esp truck~~

Add another midblock crossing at Coastal Firearm

Re: C: On Street Parking op is good.

In B+C Too many trees in Center if the 5'5" Median is used. No more crepe myrtles

If you would like to provide your contact information please do so here:

Shirley Green | shirleygfl@gmail | 850 485 0427
Name | Email | Phone

Trees on east side by 10' sidewalk good!

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IMPROVEMENT PLAN

Feedback Form

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☑	☐

Other feedback: I lived on Navy Blvd starting back in the 1960's. Live on Celeste Place Now.

Make open for residence of Celeste Place to turn left onto Navy Blvd. All residence living on Navy Blvd need to be able to get in and out of their driveways "safely" (And Businesses) Lights on side walks, not in the middle of the road. No BikeRack/Benches for homeless to live and trash. Make owners of property on Navy Blvd - clean their property

If you would like to provide your contact information please do so here:

Kimberly Robbins | | (850) 777-4498

Name | Email | Phone

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

I think the waterfront park would be an awsome idea. I like the idea of the sidewalk and parking spots in the area where I live. However I would perfer RRFB's at the crosswalks.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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IMPROVEMENT PLAN

Feedback Form

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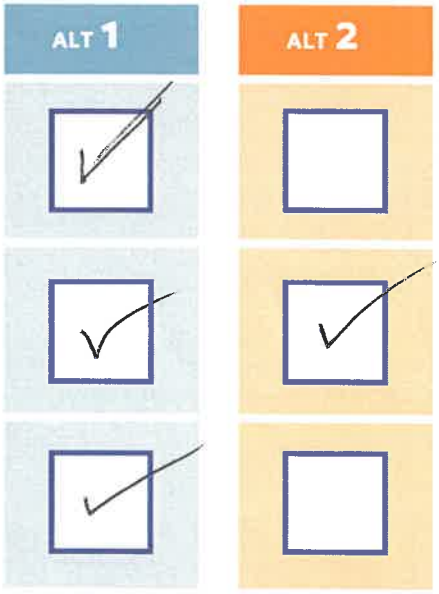

Which alternative do you prefer for segment A?

How many times do cars need to go back onto the base? Alt 2 is asking for accidents

Which alternative do you prefer for segment B?

I like the trees in the center of the median as in Alt 1. I like the turn lane availability in Alt 2. Curving Navy (Alt 1) is dangerous.

Which alternative do you prefer for segment C?

On street parking any where on Navy is asking for accidents.

Other feedback:

Keep paving all the same + require asphalt contractor to roll it HOT to make it smooth! Crisp striping + turn indicators is better than stamped asphalt. Stamped asphalt will not hold up.
PLEASE DO NOT USE DRAKE ELMS. Agressive root systems. Prolific seed droppings will take over native vegitation. They do not hold up in storms.

If you would like to provide your contact information please do so here:

Name	Email	Phone
D. Dunlap	downtowndeb850@gmail	850 232 9063

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

IS THERE UPDATED SEWER LINES TO ATTRACT NEW BUSSINESS - LOOKS GOOD - MORE BUSINESS THAT CAN BE SUCCESSFUL! GREAT TIME TO UPDATE SEPTIC SYSTEM!

If you would like to provide your contact information please do so here:

Name	Email	Phone
Don McGill	donmcgill2@yahoo.com	850-982-4856

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	X

Other feedback:

INFORM ALL LAND OWNERS ON ANY PLANS BEYOND UPGRADING S. NAVY BLVD.

If you would like to provide your contact information please do so here:

Name	Email	Phone
MARLON SHELTON	MALAKIE78@GMAIL.COM	850-516-3127

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?	X	

Other feedback:

Segment A > For larger vehicles the roundabout if larger than the one at Pedido would be more efficient

We need sewer infrastructure funding to sustain legitimate businesses in Warrington

Segment C > Do not favor on street parking.

If you would like to provide your contact information please do so here:

Michael Riesberg (Name) | michaelriespiece@msn.com (Email) | (850) 860-3371 (Phone)

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

- MEDIAN SHOULD BE PLACED WITH ABDTL. MILITARY (FLAGS OR BIRDS) ALONG STRIP.
- OR MAKING SOME KIND OF REFERENCE YOUR ENTERING / PASSING THROUGH HOME OF THE BLUE ANGELS, SUCH AS: FOUNTAIN @ CORNER OF NAVY BLVD / BEACH HWY.. EMPTY LOT ACROSS FROM DVS.
- OR PLACEMENT FLAGS / BIRDS AROUND THE ROUND ABOUT AFTER BRIDGE.

If you would like to provide your contact information please do so here:

Name	Email	Phone
JIM & CATHY HOLLEY	dcholley002@gmail.com	(321) 331-1254

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IMPROVEMENT PLAN

Feedback Form

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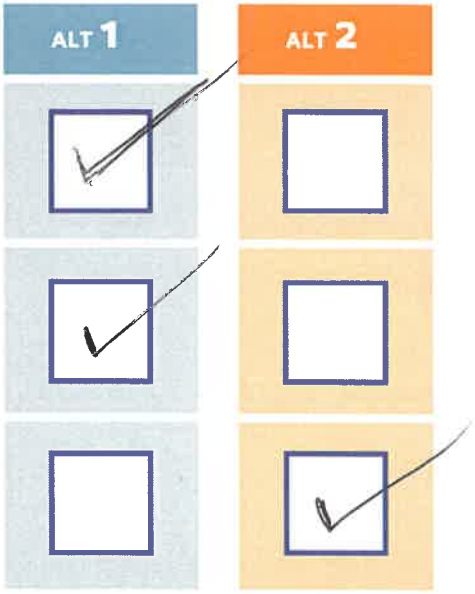

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name: Brenda Burdess

Email: brenda.g.bischoff@gmail.com

Phone: 8505013662

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

If you would like to provide your contact information please do so here:

Name: Karen Callahan Email: _____ Phone: _____

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IMPROVEMENT PLAN

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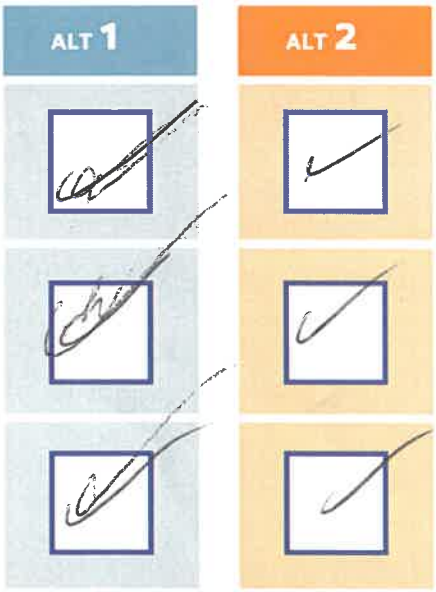

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

Yes! Let's get it done —
Sooner the Better —

If you would like to provide your contact information please do so here:

Gail Strickland Gal0715@gmail.com 754-439-0123

Name Email Phone

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

If you would like to provide your contact information please do so here:

DAVID HULBERT | DHULDC1ϕ@AOL.COM | 901 355-0287

Name | Email | Phone

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A? like roundabout	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?	X	

Other feedback:

Section B + C need speed bumps!

~~Commend that no parking in the~~

I chose ALT 1 but I like the textured paving in ALT 2s

If you would like to provide your contact information please do so here:

Name	Email	Phone
M. BAILEY	mariondbailey@aol.com	901-604-7281

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

Crepe myrtle trees hold up good during storms - also native plants
Love the turn around close to the base.
Shade areas with benches - good idea
sense of community -
wondering about drainage in this one mile stretch

If you would like to provide your contact information please do so here:

Cleva Mihalic — Name
cmihalic@gmail — Email
— Phone

great turn out of people!!!

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

Crossing for pedestrians at Bridge.

If you would like to provide your contact information please do so here:

Name	Email	Phone
William Van Horn	Wvan653@Hotmail.com	850-572-7402

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IMPROVEMENT PLAN

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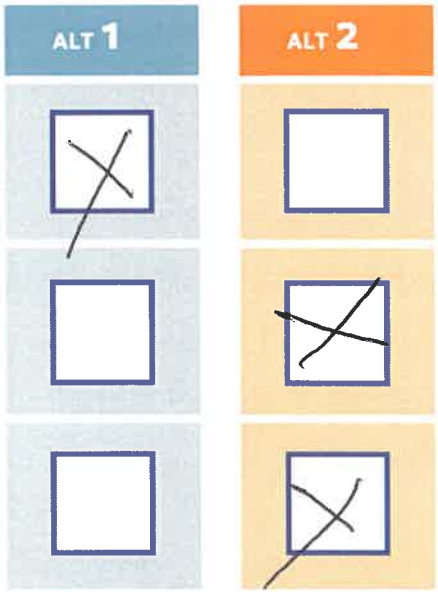

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

ZIGZAG ON SEGMENT B ALT 1 IS AWFUL
DOES NOT WORK ON CERVANTES

MIGHT WORK IN FANTASY LAND
DUMB DUMB DUMB

If you would like to provide your contact information please do so here:

Name	Email	Phone
ROBERT FABBRI	ROBFABBRI@COX.COM	8504181537

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?		✓

Other feedback:

A. Biggest concern is the park by the base
1. High probability of turning into homeless camp
2. No parking available there so who does the park serve?
3. How do you stop people from parking there? It is a popular place to view the Blues

If you would like to provide your contact information please do so here:

Cathy H (Name) | cathyhenderson11@gmail.com (Email) | (Phone)

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?	✓	
Which alternative do you prefer for segment C?		✓

Other feedback:

More trees, more turning access

If you would like to provide your contact information please do so here:

Ted Hawthorne | ted.hawthorne@gmail.com | 404 219 0886

Name | Email | Phone

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	100% ☒	☐
Which alternative do you prefer for segment B?	☐	☒ 100%
Which alternative do you prefer for segment C?	☐	☒ 100%

Other feedback:

Druid Rd is in Dire need of repair next to the elementary school. Please help. Thank you!

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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IMPROVEMENT PLAN

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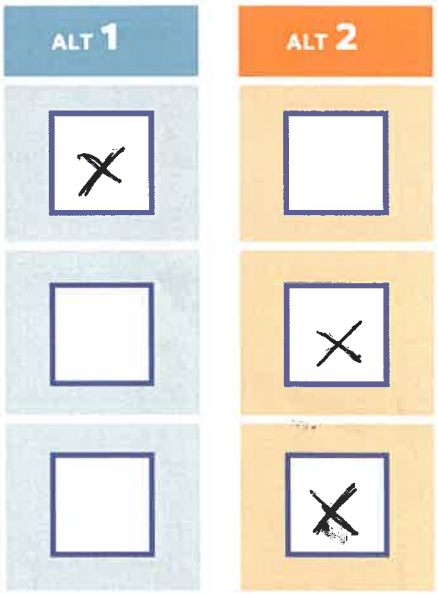

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
John L Kempf	JohnKempf.BHGRE@gmail.com	336-675-4441

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Transportation Planning Organization

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

Thank you for this project! It is much needed.
You should connect the bike paths etc. from South
Navy Blvd to Downtown Pensacola so that it is a
functional, beautiful, attractive, sconic ~~drive~~ drive + bike (bike)
ride from one location to the other. (+ clean up the litter, please)

If you would like to provide your contact information please do so here:

Name	Email	Phone
Mylene Barnes	mybarr38@aol.com	(305) 588-6726

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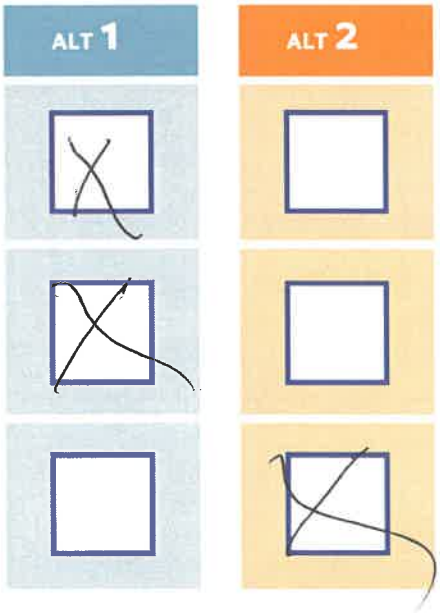
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.



Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Raven Schell — Name

kscheil@ecua.fwa.com — Email

850 475D-2898 — Phone

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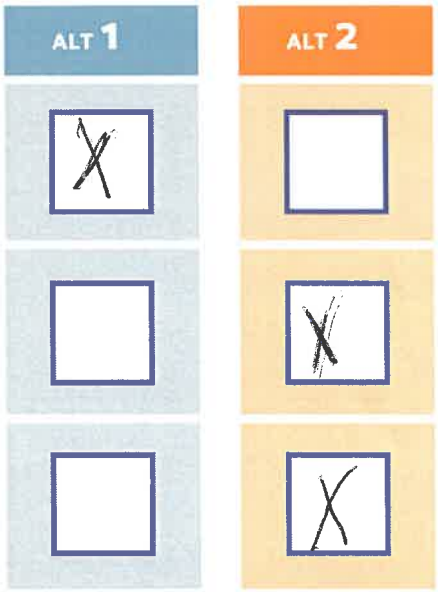

Which alternative do you prefer for segment A?

Like waterfront park + turnaround design

Which alternative do you prefer for segment B?

More access via turn lane

Which alternative do you prefer for segment C?

Amenities, textured paving

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
Joan White	jnwhite32501@yahoo.com	

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

- How will this project result in an economic impact to the CRA - rhkirby@myescambia.com
- How can we frame it for Direct Component eligibility (RESTORE)

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Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

Boardwalk
Scratch off good Money

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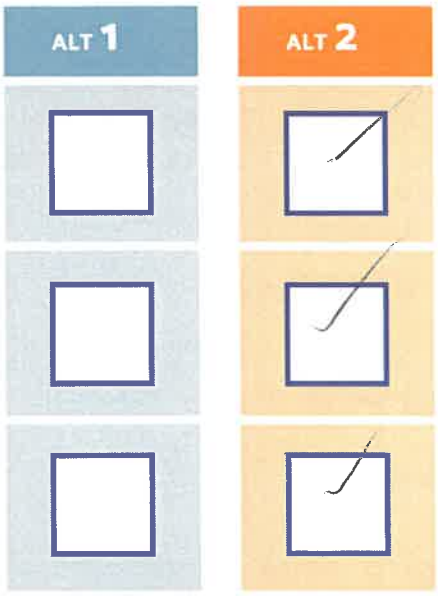

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
W NORVELL	speaker3@cox.net	850 712-4918

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
Michael Schell	MIKE98@ATT.NET	850-293-9550

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?	X	

Other feedback:

If you would like to provide your contact information please do so here:

Lynn Mott Peachrun49@aol.com

Name Email Phone

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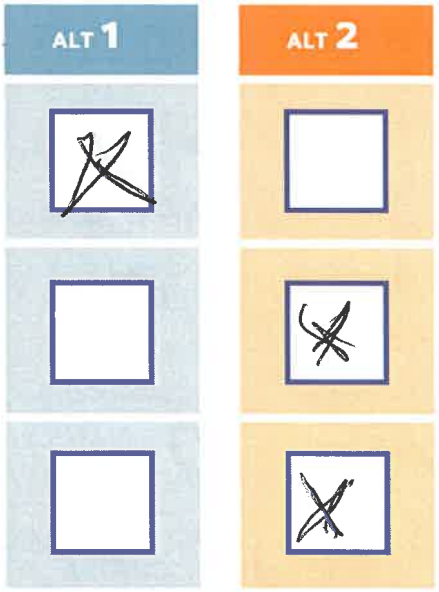

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

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Name _____ Email _____ Phone _____

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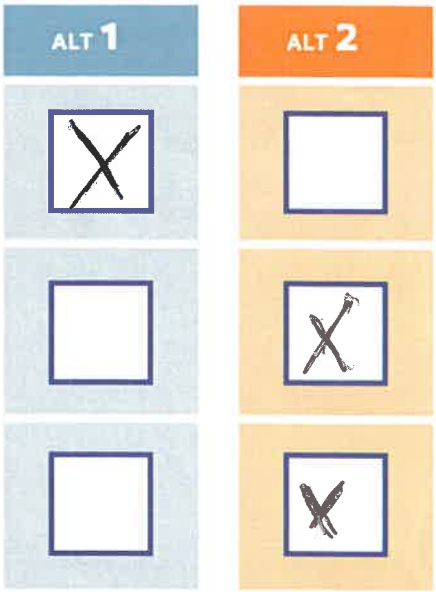

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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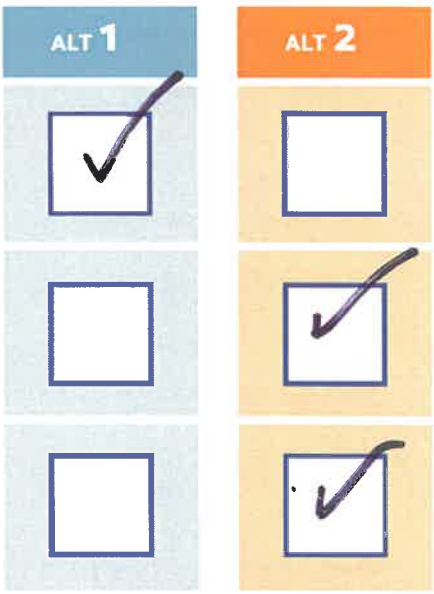

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?	X	

Other feedback:

My address is 607 S. Navy - my input would include: the park area to have a north pull in entrance and a south area exit. Maybe make it one big circular drive w/ parking along the ~~edge~~ edge of the pull in roadway. As a park it will be utilized more than it currently is with many watching

If you would like to provide your contact information please do so here:

Name	Email	Phone
Lenore Erickson	lenoreerickson@sbcglobal.net	815-955-0968

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

If you would like to provide your contact information please do so here:

Myrna Rose Martin | myrna.rose429@gmail.com | 850-516-4931

Name | Email | Phone

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

Really like the textured paving, Trees & Park
love the addition of green spaces & landscaping
CAN there be consideration for a pier at the park
Please Post renderings on S. Navy Improvement website

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?		X

Other feedback:

Consider effects on trash trucks and school buses. Speed calming should be highest priority, especially in Segment A leaving the installation.

If you would like to provide your contact information please do so here:

Jerry Feagles
Name

gerard.v.feagles.civ@us.navy.mil
Email

850 452-3119
Phone

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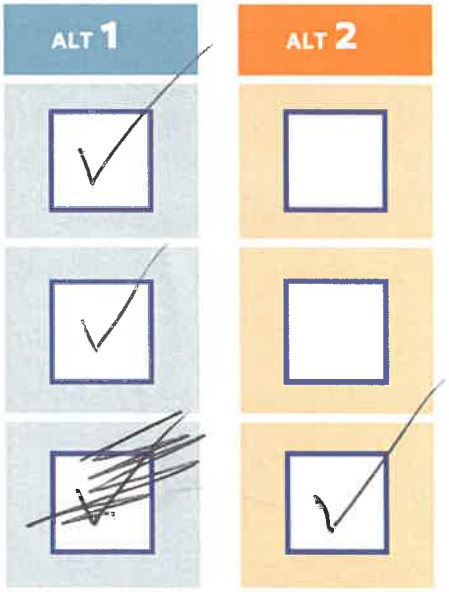

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Dixon YEATES — Name / Email

850 516-5803 — Phone

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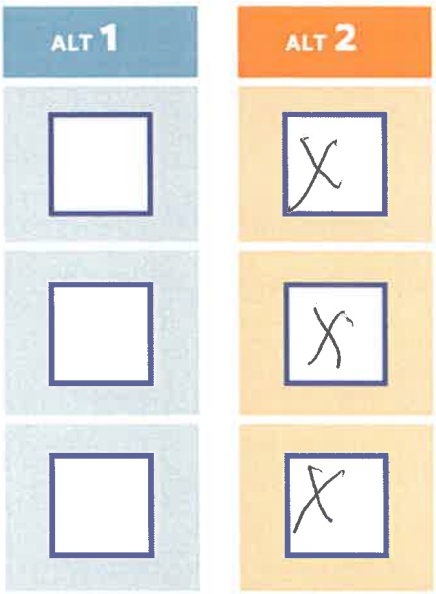

Which alternative do you prefer for segment A?

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Which alternative do you prefer for segment C?

Other feedback:

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Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☒	☐
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

Include financing to maintain trees, grass, sidewalks, reg clean up

Require face clean up of properties facing road

Keep park clear of homeless - security on site or reg checkpoint

manage speeding through area

If you would like to provide your contact information please do so here:

Name	Email	Phone
Tracy Kuehne	wahine.surfer50@gmail.com	

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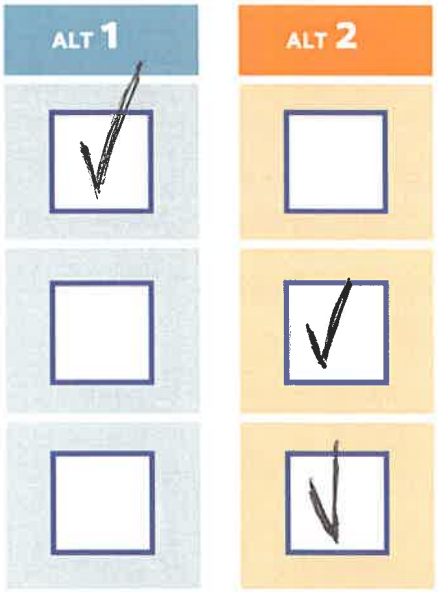

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

Public parking should remain free, Everything looks very nice

If you would like to provide your contact information please do so here:

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☒	☐
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

alt #2 turn area @ NP bridge best

If you would like to provide your contact information please do so here:

Name: [illegible] Email: 954hhs@gmail.com Phone:

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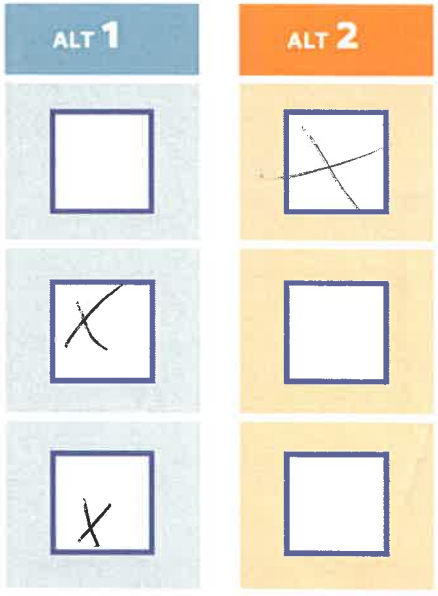

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

MORE USER FRIENDLY

MORE TRAFFIC CONTROL

BETTER OPPORTUNITY FOR MERCHANTS, PEDISTRIANS

AESTICALLY PLEASING

If you would like to provide your contact information please do so here:

Name	Email	Phone
SARALYN EMBERT	SARALYN000@AOL.COM	850 380-8701

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

If you would like to provide your contact information please do so here:

Name: Mike Selby

Email:

Phone: 850-723-9289

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?	✓	
Which alternative do you prefer for segment C?	✓*	

Need Turn Lanes into Palmetto Plaza that already has turn Lanes

Other feedback:

Need South bound Left Turn lane into 314. S Navy Blvd Palmetto Plaza.

* Use Concept of turn lane from Segment B Between Sunset Ave and Palmetto Ave

If you would like to provide your contact information please do so here:

Name	Email	Phone
Joe Carco	Midnightjoe@gmail.com	850-292-5330

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?	X	

Other feedback:

Segment A - I like roundabouts

Segment B - Center Turn Lane.

Segment C - No on street Parking

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Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

Definitely not a fan of Alt 2's segment C on street parking.

If you would like to provide your contact information please do so here:

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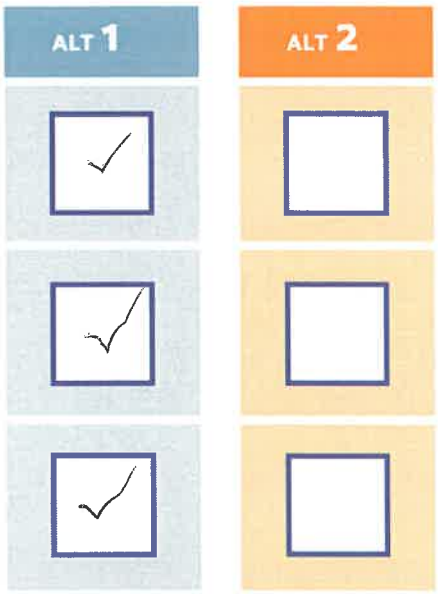

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

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Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

Parking nearby for the park. Also, traffic from base when you leave park. Seating area w/bike rack + benches may attract homeless since it is near an intersection. Maybe move it farther up the street.

If you would like to provide your contact information please do so here:

Name	Email	Phone
Annamarie Carlson	a.carlson@cox.net	850-450-5578

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Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

Proposed Water Park = Dog Park, Markets, Foodtrucks
disk golf, Playground, , Special Events Nature Trail
how to deter homeless

If you would like to provide your contact information please do so here:

Name	Email	Phone
Wanda Nerder	wonderwomanfan72@gmail	850-433-2455 Work Cell 850-449-7272

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Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

THANK You

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?		Y

Other feedback:

Park area, food trucks in green space on water area.
If a park, need parking lot.

If you would like to provide your contact information please do so here:

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Which alternative do you prefer for segment A?	☐	☒ If
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☒	☐

Mid block crossing must have assist in crossing to safety with beacons
Also adding curb path way to slow traffic too!

Question - would there be a benefit to another mid block crossing w/ beacon?

Other feedback:

- Needs enough space to turn before and after the turn OFF
- Need to see what signage will be and take into acct that people need sufficient space to merge appropriately
- Like the 10ft multi use path - be sure all areas meet ADA
- Needs adequate (much more needed) for lighting

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

* Show bus access + mid block crossings here where those are

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Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

Will there be provisions to maintain new landscape? Who will be responsible for policing park like areas? Will parks have "closed after sunset" types of signage.

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	ALT 1	ALT 2
	☐	☐
	☐	☐
	☐	☐

Which alternative do you prefer for segment A?

None must retain 2 lanes in, Turn Lane & 3 lanes out

Which alternative do you prefer for segment B?

None must retain 2 lanes in, turn Lane & 3 lanes out.

Which alternative do you prefer for segment C?

None must retain 2 lanes in turn Lane & 3 lanes out

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
Joe Vanderdiff	Pensacola_joe@yahoo.com	8507237225

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

Alt 1 - trees in middle / Proposed waterfront PARK

Alt 2: mid-block crossings w/ refuge isles, lights " "

Better turnaround before bridge

Seating -

If you would like to provide your contact information please do so here:

Name	Email	Phone
Renee Piper	tootsnme@yahoo.com	850/777-4046

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
JON OLIVER	3XJAKES@GMAIL.COM	850-470-5455

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?	X	

Other feedback:

Concerns about greenery being maitained.

If you would like to provide your contact information please do so here:

Debbie Pruzinski — Name
dpruzinski@gmail.com — Email
850 292 2620 — Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

Do not care for Trees To much upkeep
No need for off side parking

If you would like to provide your contact information please do so here:

Robert Pomeranz RPRVC@cox.net

Name Email Phone

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IMPROVEMENT PLAN

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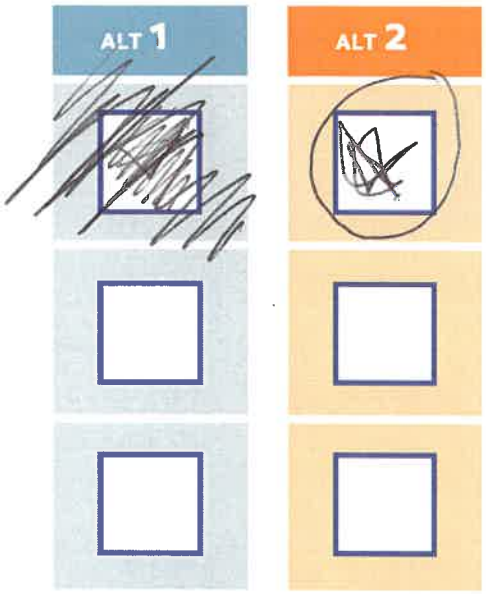

Which alternative do you prefer for segment A?

Definatly ALT 2"

Which alternative do you prefer for segment B?

No PREF

Which alternative do you prefer for segment C?

No PREF

Other feedback:

"Shared use path"? Potential Trailhead to what? Parking For "Trail head" is this a sidewalk TO 'NO WHERE'?

(Trees LEAVE THEM) Water more ACCESS

NEEDS To HAVE Parking at the "Park"

If you would like to provide your contact information please do so here:

Name	Email	Phone
Kevin Wade	Kevinwade@gmail.com	(448) 448 6109

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

Please maximum trees @ turnaround + provide for maintenance of all green spaces

If you would like to provide your contact information please do so here:

Name	Email	Phone
Keith Wilkins	Kathleytwilkins@gmail.com	850-554-3065

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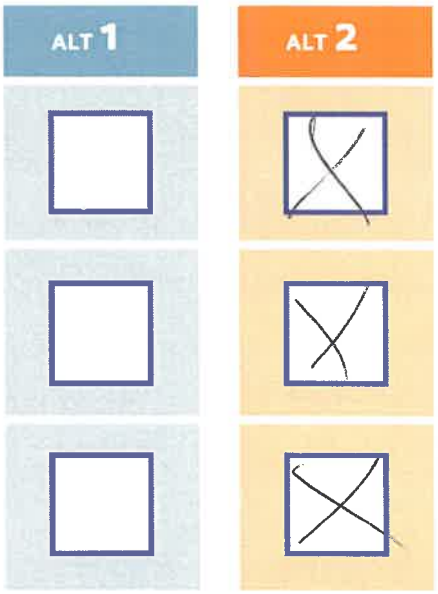

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
Joel Irby	Joel.Irby@gmail.com	850 485 8861

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☒
Which alternative do you prefer for segment C?	☐	☒

Other feedback:

less Maintance Items
more flexibility
Alt 2 appears mor practical

If you would like to provide your contact information please do so here:

text ok

Keith Rowe — Name

Bayeadroit@gmail.com — Email

850 293-3874 — Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

If you would like to provide your contact information please do so here:

Brandon Adams — Name

badams@adamsla.com — Email

251 648-8022 — Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?	X	

Other feedback:

Any chance of raising the NAS bridge for Sailboats to pass under, boats Anchor north of the bridge often. Chico bayou is the only bayou where boats can pratice safe anchoring. bayou grande would be a good anchorage The park is a neat idea - great for recreation / photographer practace. I Do not think street parking would be safe, Defintly got to be careful of traffic.

If you would like to provide your contact information please do so here:

Name	Email	Phone
Tina Tillery	tinatillery3@gmail.com	903-905-0109

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1. Remove no Trees.
2. Pollute no water
3. No toxic road material.
4. Thank you! :)

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?	✓	
Which alternative do you prefer for segment C?	✓	

Other feedback:

Alt 2 for segment A looks like a really bad, traffic nightmare & accident causer. Roundabout turnaround better as long as none of the large trees end up getting "bumped" by accident to make more space. Turning radius should not require tree removal :)

If you would like to provide your contact information please do so here:

Name	Email	Phone
Melissa Pino	melissawpino@gmail.com	

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

Since I live on the lot next to the vacant lot (proposed park), am not keen on having park next to my property. Also, traffic is an issue - especially in getting out onto S. Navy Blvd. So neither ALT A or B works.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☒	☐
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

If you would like to provide your contact information please do so here:

Name	Email	Phone
Neiy olson	olson_ew@hotmail.com	

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IMPROVEMENT PLAN

Truck

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

DARK AMENITIES NEED TO DISCOURAGE, AS OPPOSED TO INVITE, LOITERING, CAMPING, LITTERING, DRUG USE, ETC.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	1	1
Which alternative do you prefer for segment B?	1	1
Which alternative do you prefer for segment C?	1	1

Other feedback:

If you would like to provide your contact information please do so here:

Annie Marie Pickett _____ 850-454-0356

Name Email Phone

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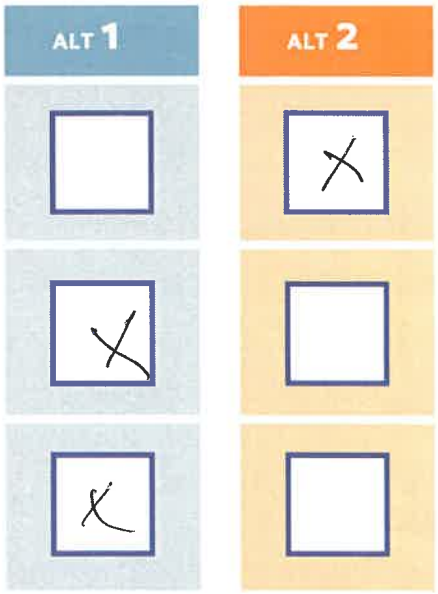
Feedback Form

Please complete this form to provide your input on the proposed improvements.



Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?	X	

Other feedback:

Adding Flexible Plastic barriers between all of shared walking path and road ~~[illegible]~~ to provide more of a buffer would ~~[illegible]~~ encourage Pedestrians and cyclists

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?	X	
Which alternative do you prefer for segment C?		X

Other feedback:

I HOPE THE LOW LYING AREAS IN SG A + SG B WILL BE ADDRESSED (STORM RUN OFF) IVAN WHACKED THOSE SPOTS HARD

If you would like to provide your contact information please do so here:

Name	Email	Phone
Tod Shals	tod.shals@gmail.com	850 292 4291

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

If you would like to provide your contact information please do so here:

Cheri Cavanaugh — Name
cheribcav@gmail.com — Email
850-293-6982 — Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	X	
Which alternative do you prefer for segment B?		X
Which alternative do you prefer for segment C?		X

Other feedback:

1. Provide pedestrian access to bridge
2. No "on-street" parking - unneeded (parking for what)
3. Need to incorporate sewer (ECUA) on the west side of Navy Blvd. Now is the most efficient time during the roadway construction
4. Do not need vehicle parking at the ~~bay~~ bridge end - keep property available for future Navy use - visitor stop

If you would like to provide your contact information please do so here:

Name	Email	Phone
Glenn Conrad	conrad.glenn@gmail.com	850 786 7566

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

I AM SO HAPPY/THANKFUL SOMETHING NEW, NICE, AND MODERN IS BEING DONE TO S. NAVY BLVD. — IF THE INTENT of THE NEW MEDIAN W/ TREES IS to SLOW TRAFFIC, I BELIVE A PERMANENT POLICE PRESENSE WOULD WORK AS WELL. STILL, GOOD IDEAS. HATE THAT ONE of the 5 LANES IS GOING AWAY.

If you would like to provide your contact information please do so here:

ORVEL STERNBERG ORVELIT@GMAIL.COM.

Name Email Phone

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☒	☐
Which alternative do you prefer for segment C?	☒	☐

Other feedback:

- For Segment A, I like the Alt 2 truck turnaround design a lot more. I think visitors (and locals for a time) would mistake Alt 1 as a round-about and have issues with proper yielding
- For Segment B, I like the pedestrian safety of Alt 1's longer median.
- For Segment C, I don't think the on-street parking in Alt 2 is practical. Imagine some one ~~did~~ parallel parking into a space and backing up traffic.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

However, I do like the textured paving and amenities of Alt 2.

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☑	☐
Which alternative do you prefer for segment C?	☑	☐

Other feedback:

ALT 2 (Segment A) offers a less congestive turn-around. Prefer textured pavement and seating on Segment C (ALT 2), but prefer the greenery and design of ALT 1.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☒	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

If you would like to provide your contact information please do so here:

R h BURDESS | | 850-525-0663

Name | Email | Phone

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	X
Which alternative do you prefer for segment B?	☐	X
Which alternative do you prefer for segment C?	☐	X

Other feedback:

like the Pavers

Alt. 1 limits turns off navy

If you would like to provide your contact information please do so here:

Name	Email	Phone
Brian WATERS	captain brian 2000@yahoo.com	850 450 1338

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July

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☑
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☐

Allows for more left turns

yes Pavers yes more left turns heading south to encourage more commercial development

? on street parking?

Other feedback:

Like bike lanes/walking paths

All appear to limit access to GATHER when driving north

Who will be responsible for trash removal in Alt2 seg C? Bike/seating area

If you would like to provide your contact information please do so here:

Lynn Waters
Name

lynnwaters2000@yahoo.com
Email

850-712-4039
Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☑	☐
Which alternative do you prefer for segment B?	☐	☑
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

TAKING AWAY 3 NORTH BOUND LANES IS NOT A GOOD IDEA ESPECIALLY AROUND 3:30-4:00 PM WHEN THE PEOPLE WORKING ON THE BASE GET OF WORK. MAY ADD PARKING FOR THE PARK. CREATING A BOTTLENECK AT THE TRIANGLE (BY CHECKERS) NEEDS TO BE ADDRESSED

If you would like to provide your contact information please do so here:

KEVIN HERRING
Name

HERRING KEVIN 150 GMAIL
Email

850-287-6321
Phone

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Feedback Form

Please complete this form to provide your input on the proposed improvements.

		ALT 1	ALT 2
Which alternative do you prefer for segment A?		✓	
Which alternative do you prefer for segment B?	Prefer Existing	NO	
Which alternative do you prefer for segment C?	Prefer Existing	NO	

Other feedback:

- need better U turn capability for Alt 1 or Alt 2
- Don't restrict U turns @ any location

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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IMPROVEMENT PLAN

Feedback Form

Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

200 S. Navy would like a wider entrance.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☐
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☑

Other feedback:

200 S. Navy would like a wider entrance.

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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Please complete this form to provide your input on the proposed improvements.

	ALT 1	ALT 2
Which alternative do you prefer for segment A?	✓	
Which alternative do you prefer for segment B?		✓
Which alternative do you prefer for segment C?	✓	

Other feedback:

Segment B - I am concerned about getting out of my driveway in the mornings when traffic is backed up for the gate. Alt 1 would require me to sit in the backed up traffic to get down to a u-turn segment.
Alt 2 would allow me out of driveway easier.

If you would like to provide your contact information please do so here:

Name	Email	Phone
Jennifer Rimmer	jenkohlenberger@cox.net	850-449-1637

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Feedback Form

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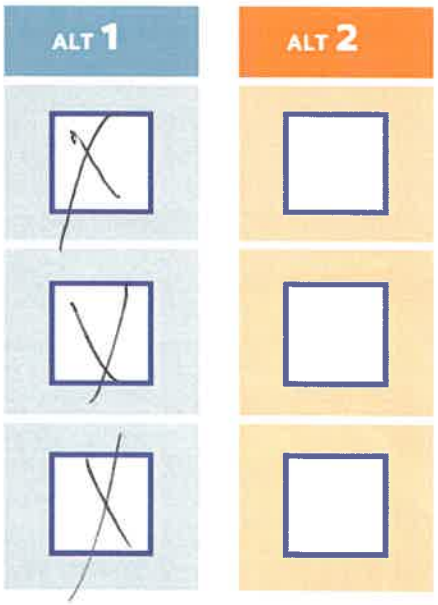

Which alternative do you prefer for segment A?

Which alternative do you prefer for segment B?

Which alternative do you prefer for segment C?

Other feedback:

Don't want cut thru neighborhood. Design with good access from side streets.

If you would like to provide your contact information please do so here:

Name: Canevari.

Email: canevai.*cox.net

Phone: 850/501-3428

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Feedback Form

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	ALT 1	ALT 2
Which alternative do you prefer for segment A?	☐	☒
Which alternative do you prefer for segment B?	☐	☐
Which alternative do you prefer for segment C?	☐	☐

Other feedback:

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____

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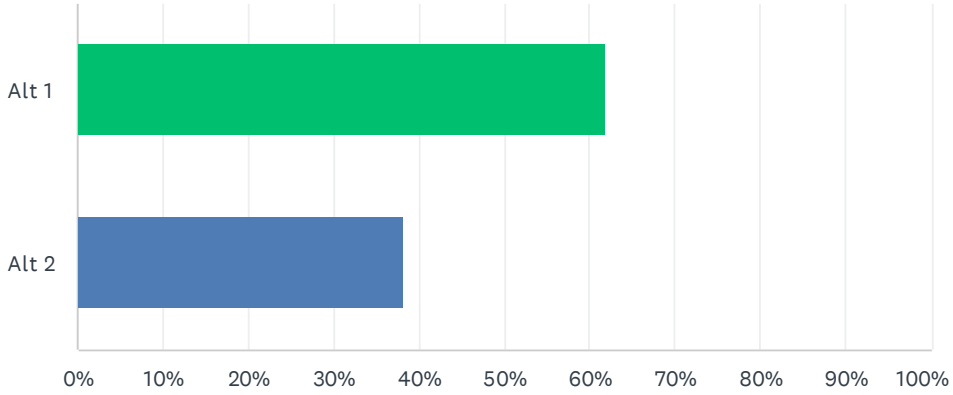
Online Survey #1 Comments

Q1 Which alternative do you prefer for Segment A of the corridor?

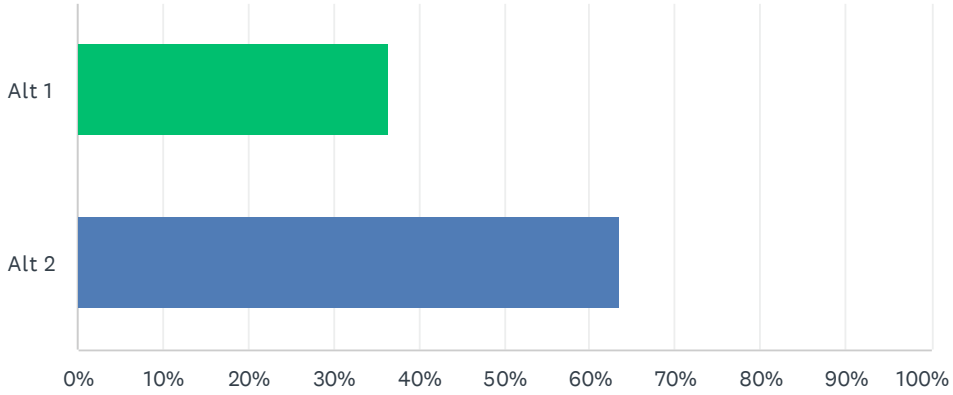
Answered: 345 Skipped: 0



ANSWER CHOICES	RESPONSES	
Alt 1	61.74%	213
Alt 2	38.26%	132
TOTAL		345

Q2 Which alternative do you prefer for Segment B of the corridor?

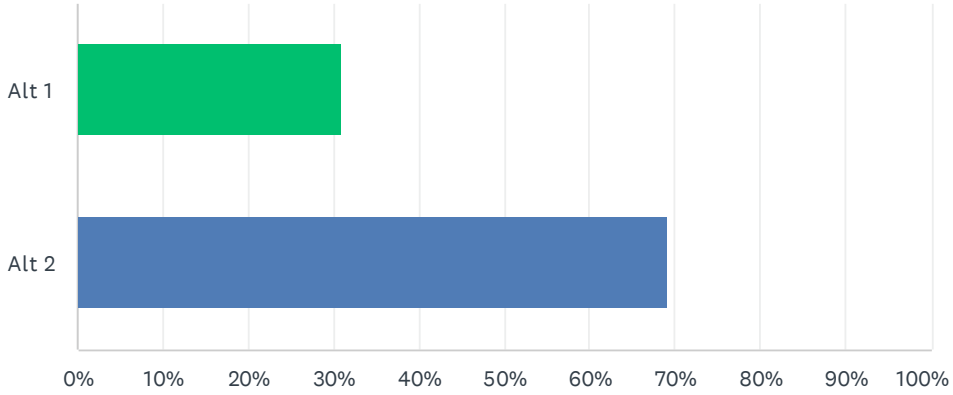
Answered: 321 Skipped: 24



ANSWER CHOICES	RESPONSES	
Alt 1	36.45%	117
Alt 2	63.55%	204
TOTAL		321

Q3 Which alternative do you prefer for Segment C of the corridor?

Answered: 310 Skipped: 35



ANSWER CHOICES	RESPONSES	
Alt 1	30.97%	96
Alt 2	69.03%	214
TOTAL		310

Q4 Additional Comments / Feedback

Answered: 134 Skipped: 211

#	RESPONSES	DATE
1	I live nearby. Hurricanes and summer drought are the reasons there are few shade trees in this area. I don't believe planting more is cost effective.	5/22/2025 11:03 AM
2	The southwest corner of GBH and Navy has a resident panhandler who leaves his trashed piled up near the corner in the shrubbery on GBH, If he can't be relocated at lease the sheriff could site him for littering every day. The corner looks like a rat's nest.	5/22/2025 8:19 AM
3	Do not cater to the United States Navy they have cost Escambia county enough! Need I show you Mr. kohler	5/22/2025 8:18 AM
4	Derelic or abandoned buildings that are a huge eyesore and totally detract from the entrance route to the base need to be removed.	5/21/2025 11:50 PM
5	Thanks for planning something positive for the westside.	5/21/2025 11:44 PM
6	I like parts of both plans. Maybe a third choice?	5/21/2025 10:49 PM
7	Please don't make this in any way like the disastrous changes to Cervantes or any other ridiculous street changes in the downtown area recently. What incentives are in place for property owners along here to be improved?	5/21/2025 9:19 PM
8	Please make the gateway to NAS Pensacola reflect our pride in the Navy and Blue Angels.	5/21/2025 7:04 PM
9	Having plants down the median and sides will add a sense of welcome versus nothing but concrete (basically as it is now). Sprucing up the buildings along the way and maybe getting some national chain restaurants (subway/wendys/etc) would add more options for those on the base.	5/21/2025 6:48 PM
10	Great overall plan to enhance the approach to NAS Pensacola.	5/21/2025 5:06 PM
11	As a long time resident of Warrington I appreciate anything you can do to improve our neighborhood. Drawing in new businesses through tax cuts?	5/21/2025 4:16 PM
12	Clean up the crime and homelessness	5/21/2025 2:50 PM
13	Remove the old, abandoned Checker's restaurant and use that space for NAS Pensacola information.	5/21/2025 1:49 PM
14	None	5/21/2025 12:22 PM
15	Anything to slow down the traffic, now it's like a race track.	5/21/2025 11:18 AM
16	The roundabout and waterfront park of alt 1 is desirable. I like the present median with just pavement. When crossing navy east west i need the long merging opprtunity because I dont like waiting for the long lights. I prefer to take a right turn and use the divider to merge and take a left turn. Parking on navy is ridiculous. The traffic goes to fast and there rally is no reason to slow ingress or egress to the base. Any trees should be oaks for shade. I dont want it to be like cervantes! Business should be financialy encouraged to add the greening and pedestrian friendly spots. I use this corrider all the time. For walking it is not shaded enough. Get the property owners permission to remove some asphalt and plant oak trees along the sidewalks. Leave the asphalt median for cars.	5/21/2025 8:38 AM
17	When my husband received orders for NAS Pensacola and we arrived in the area I was literally crying. The area looked so trashy and never brought up to date. Very thrilled to see renovations are going to take place.	5/20/2025 9:44 PM
18	Lived on Bryant Rd for 6 years	5/20/2025 9:11 PM
19	Can we work on improving Barrancus and Old Corry. The old abandoned hotel and the old church's chicken on the corner are just huge eye sores for the surrounding neighborhoods.	5/20/2025 6:31 PM

20	The turn around should be on navy base due to civilians crossing over bridge and realizing it once they've crossed over the bridge. This will alleviate stress from the guards at the gate.	5/20/2025 5:19 PM
21	So looking forward to these improvements!!	5/20/2025 1:45 PM
22	Anytime renovations are done to an existing or new road there needs to be an inclusion of bike lanes on both sides and sidewalks on both sides. In the long term this will make Pensacola safer and more attractive especially since Pensacola has a reputation of a high rate of hit and runs for bicyclists or pedestrians. Many are afraid to bicycle on the road and bicycle on the sidewalk which presents a hazard to those running which is why bike lanes are important as well as sidewalks and crosswalks which will stop traffic when crosswalk button is pushed.	5/20/2025 10:13 AM
23	Auto circles have replaced with jug handles all over NJ, why would you want this issue ? Not sure it will help.	5/20/2025 10:06 AM
24	It's really a shame that the city/county has allowed that portion of Navy Blvd to deteriorate as much as it has. The Navy base draws so many people to this area- military personnel, students, civilian employees, and especially visitors. What a missed opportunity for restaurants, coffee shops, hotels, local shops, water activities, etc. These improvements are a good first step towards making that area more appealing and more functional.	5/20/2025 9:36 AM
25	The idea of a round about I believe would provide the best traFic flow for vehicles that need to reverse direction on travel. Having a yield situation for merging into traffic is less stressful for the vehicle operator rather than a full stop and looking for an opening to merge into traffic from the full stop.	5/20/2025 7:19 AM
26	Please no middle turn lane. The circle of option 2 is better, but the textured payment is also a keeper.	5/20/2025 2:22 AM
27	There needs to be well lit sidewalks!	5/20/2025 1:18 AM
28	Live on this stretch right by bridge. Please make sure we can cross from gas station to our street by gateway.	5/19/2025 11:35 PM
29	I take it that the waterfront park will have picnic tables & a playground for children. I hope that the playground has some sort of shade provided and playground equipment like swings for all ages & possibly a few see saws in different sizes for kids & adults. Try and be creative & not copy the park on Old Corry Field Road. That park is not user friendly as there is no shade. Please no basket ball courts. We have plenty in the area.	5/19/2025 9:19 PM
30	The trees in the medians will block sight lines for making left turns onto Navy Blvd. I anticipate many accidents due to this in the morning and evening during base traffic. Also, a full traffic circle will cause a traffic snarl during base traffic of epic proportions.	5/19/2025 8:02 PM
31	Lane identification for NAS entry indicating open lanes as vehicle crosses bridge.	5/19/2025 7:54 PM
32	Thank you for providing this forum!	5/19/2025 7:52 PM
33	Just make the west gate open 24/7 for Active Duty. It's silly that a base this big isn't fully staffed for two gates. Smaller bases have better staffing and don't rely on civilian police as much. You'd think with the attraction to the base and how busy flight side is that we don't have the west gate isn't open. Trees and parks don't fix real issues the base has.	5/19/2025 7:21 PM
34	Thanks for asking for community input!	5/19/2025 4:51 PM
35	Storms have really hurt the greenery around here. It would be nice to see some mature trees and or flowering trees. It's looking like a concrete jungle right now. More north than south Navy. But, gotta start somewhere.	5/19/2025 4:15 PM
36	I own 3 commercially zoned parcels in the project area and I would like to speak with someone about the project. Brent Grizzle (760) 685-0660 Thank you!	5/19/2025 4:05 PM
37	After you install it maintain it. Which is usually not the case.	5/19/2025 2:31 PM
38	Please proceed with this project. It is greatly needed. Thank you Mike Stephens	5/19/2025 2:10 PM
39	Do NOT provide seating areas. Seating areas will be overrun with vagrants and panhandlers.	5/19/2025 1:09 PM
40	Businesses need to clean up their areas first as do homeowners before anything can truly be beautiful along that road to base.	5/19/2025 12:37 PM

41	Have been needing this whichever plan goes through. As a Dexter Avenue resident, this area can be so much more with improvements.	5/19/2025 12:26 PM
42	Round abouts replacing traffic lights would help even more controlling speed and giving access to the opposite sides of the road with the turn- about.	5/19/2025 11:10 AM
43	Textured pavement should also be added to Alt 1 and RED LIGHT CAMERAS!! There are accidents almost every week at the cross section of Sunset and Navy blvd (Navy Grocery) - People speed and run the red on Navy Blvd all the time. Totalled my new car!! And lied about running the red. No cameras to show the incident.	5/19/2025 10:53 AM
44	The entire plan and design is terrible. It is not solving any problems. This plan is only creating problems. We do not want or need medians on Navy Blvd. Crosswalks and street lights are what residents need. Sewer is what businesses need. Adding unnecessary medians is a waste of money and will only make it more difficult for people to get out of our driveways. This plan is all fashion and no function.	5/19/2025 10:13 AM
45	I'm afraid if there is seating areas then it will be filled with homeless people	5/19/2025 7:49 AM
46	The focus should not be on Navy Blvd but on Gulf Beach/Blue Angel where traffic is atrocious. Don't spend our tax money on this.	5/19/2025 7:15 AM
47	Stop wasting money, neither alternative alters the traffic pattern flow improving state side flow… the feds should pay as it will reduce traffic flow into the base!	5/19/2025 7:12 AM
48	I picked A on all 3 because it is the smallest impact. On street parking is important, enough parking but no big roundabouts or excess concrete juts or excess medians. Keep it very small because that's a very small area. Disrupt the least amount you can of the land. It will still be very fruitful just go small. Born and raised in Beach Haven. 6th generation Panzacola. If you know what that means. You should. Please keep the development small. I'm also affiliated with NAS and I have friends that live right there. I drive Gulf Beach every day, can y'all do something about that!? There are literally 100 cars in a line at several different times a day. It's a nightmare. Please follow South Baldwin County's newly adopted limit on growth due to lack of infrastructure. Thanks. Please.	5/19/2025 12:02 AM
49	I believe that option two is the best all around design. It looks very appealing and really gives Pensacola a beautiful look entering our NAS base. Our base deserves a proper entry as option 2 gives. Thank you	5/18/2025 11:44 PM
50	The entrance to whichever choice is made…is still a years-empty, dilapidated south-west empty lot, across from another, vacated, dilapidated prior Checker's restaurant…something needs to be done to set the tone for the drive in.	5/18/2025 9:56 PM
51	Not mention of street lighting in any plans	5/18/2025 9:47 PM
52	No one needs a bunch of trees in the median. It needs to function. The park area is nice. Don't restricts any turn areas by more medians.	5/18/2025 9:46 PM
53	It would be great to remove the dilapidated and trashy vacant buildings and all the junk cars and trucks parked in front of some of these vacant buildings.	5/18/2025 9:23 PM
54	County needs to get local businesses on board to make this area successful and vibrant. Must also address homelessness in the area.	5/18/2025 9:10 PM
55	None	5/18/2025 8:44 PM
56	It would be super helpful if you could stop all the cars drag racing from Barrancas to the bridge that we have to hear every night 7 days a week. You would think, that with the substation being so close, they could stop at that from happening it has been going on for a long time and I am sure is scammy a county deputies are aware of it so my next question is if you put a turn around down there by the bridge it seems to me that that will just make it easier for them to keep doing what they're doing. With all the improvements, are the cops going to do anything to stop the drag race and down that stretch of road especially after 11:00 p.m. until early in the morning	5/18/2025 8:23 PM
57	I would actually prefer a lot less money spent on landscaping and paths and more money spent on getting businesses to invest in Warrington	5/18/2025 8:11 PM
58	This is great but the biggest need is to four lane Sorrento Road!	5/18/2025 7:42 PM

59	Cant wait to see how this all turns out- exciting!	5/18/2025 7:20 PM
60	I live behind the shell station on Palomar Dr. This is so needed because it has became a race track to & from the base.	5/18/2025 6:11 PM
61	Whomever is doing the funding needs to make sure that there are bids and the lowest is chosen. The amount of money that was said for this "project" is ridiculously high. The trees must be native to the area for 2 reasons, 1 being cost, and 2 for the best weather prone plants for minimal upkeep. Those that are doing this need to remember our area is not Miami and the costs shouldn't be like theirs.	5/18/2025 5:17 PM
62	The improvements look great. However, I honestly don't think it will be utilized enough to warrant the amount of money it will cost for construction and upkeep. Besides the water, there is no attraction in this area that will entice anyone to visit. This community already has Civitan Park. The on-street parking by Barrancas will likely be a waste of money and space. I've lived in this area for over 20 years. Except for special events, only local folks use this travel corridor mostly for work. I agree that the loops at the base of the bridge are needed and the park would be lovely, but the rest of it is fluff I don't really want to pay for or subsidize.	5/18/2025 4:41 PM
63	Please be aware of the overflow traffic to NAS Pensacola. As someone that works on base, the traffic going to base during certain hours can extend for over a mile.	5/18/2025 4:32 PM
64	No median!	5/18/2025 4:30 PM
65	WE need more people riding bicycles in this area and Park benches.. it's about people not cars	5/18/2025 12:41 PM
66	Keep cost to the taxpayer to a minimum. This area probably doesn't garner much tax revenue to warrant major improvements. The majority of traffic is transitory to and from NAS. There is not enough of the Pensacola population that would actually patronize businesses in this portion of Navy Blvd. Not enough use to warrant these changes.	5/18/2025 12:07 PM
67	I believe Navy Boulevard should be improved all the way to New Warrington! Navy BLVd should be a highlight. Its the entrance to the cradle of Naval aviation.. Largest employer NAS… the pride of Pensacola. At present it’s an embarrassment. Deserves major renovation.. and ongoing development.. should be a center piece of our city..	5/18/2025 9:47 AM
68	The plan looks great.	5/18/2025 4:49 AM
69	Need to limit speeding	5/18/2025 3:01 AM
70	Plant native trees and plants. No Crape myrtles please.	5/17/2025 8:28 PM
71	No matter which design is picked or a combination of both, they need todo something with traffic coming off base regarding to speeding.	5/17/2025 7:30 PM
72	I am for any design that reduces speed. Anywhere in this county that has a posted speed limit is ignored. Any design that by its very nature reduces speed is needed	5/17/2025 7:16 PM
73	At the proposed park: please consider installing a kayak launch area somewhere along the beach. Thank you.	5/17/2025 5:19 PM
74	thank you	5/17/2025 5:04 PM
75	What about the townhomes or apartments that were supposed to go in over by Winthrop and Navy? I think if that's still going on, that should be shown in the plans, also, because that will introduce a ton more cars and having the medians in the street with the trees doesn't seem like a viable option when you're going to have all these extra cars. The sketches need to include this key element to the area.	5/17/2025 4:17 PM
76	Please don’t turn Navy Boulevard into Cervantes. That street is a joke	5/17/2025 2:34 PM
77	Thank you for asking our opinions!	5/17/2025 2:22 PM
78	Clean up the abandoned properties and make the area more conducive to bringing in more restaurants and cafes.	5/17/2025 1:56 PM
79	It's a bit disconcerting to see that you paid this firm plenty of good money for these plans, yet they labeled Gulf Beach Hwy. as Barrancas. Doesn't inspire confidence. I do like the park at the end of the road. As for the median strips, I wish there were an alternative without either the landscaping or the alternate road surface. We can't guarantee that the landscaped median areas will be properly maintained. If they could be relied upon to be maintained they would be a	5/17/2025 1:23 PM

	nice feature, but we've all seen the median strips on Barrancas devolve into unsightly patches of overgrown weeds. I think it's highly likely the same thing would happen here. I hink there's a good chance the alternative road surface could become damaged and turn into an uneven, less-than-attractive surface that doesn't get repaired with the same materials as were used in its installation. Why not leave the existing surface? Thank you for working on this project. The area needs something done, so I'm glad it was approved. I just hope whatever work is approved will be properly maintained. I'm not a fan of on-street parking spaces, but I don't know enough about what data prompted you to include that option. FYI, my household is a retired Navy family who live within a few miles of the project area. NASP is literally my birthplace, and we have multiple family members and many friends burried at the Barrancas veterans Cemetery. We access the front gate on a fairly regular basis. I am not a veteran, but my mom is a surviving spouse and I am her caregiver. We both have DOD-issued IDs that give us access to use the front gate. We occasionally use businesses near the front gate or attend events at St. Johns Catholic Church. My mom's church is on Live Oak, plus we often cut through Navy Point, so we often use the intersections at Sunset and at Winthrop. Most of all we use the intersection of Navy/Gulf Beach Hwy/Barrancas multiple times a day.	
80	This is a waste of $$. Until section 8 housing is relocated Warrington is lost. It has ruined the schools and created crime.	5/17/2025 12:12 PM
81	Aggressive pressure for property owners to maintain landscape and paint on real estate along the corridor.	5/17/2025 11:18 AM
82	Don't plant street trees. Keep all existing lanes open. Have sheriff department start enforcing speed limits. I'll be going 40 and being passed by most cars. Cars coming off bridge faster than speed limit and in morning hours cars going to base speeding. Checkers is an eyesore. White building across the street is also. Vacant lots west of Checkers, useless, needs development of something that there.	5/17/2025 11:08 AM
83	Remove the checker fast food and turn it into green space	5/17/2025 10:27 AM
84	Thank you so much for asking the community. Please tell the playground and park planners to do the same!	5/17/2025 9:02 AM
85	I like the Alt 1 in the midway section as it looks to have better access for the left turn onto Central Ave if you have multiple cars that are turning at the same time. I also like that it has curvature to help maintain the 35 mph speed since this strip of road is a drag strip for the military coming off the base.	5/17/2025 8:32 AM
86	I travel this route daily. Reducing the number of lanes and introducing a roundabout will slow the already bad traffic. Both of these plans are bad. Please invest in the property around the road. Not the traffic flow.	5/17/2025 8:20 AM
87	Having vacant lots on both sides of Navy at Barrancas makes it look like crap. But you already know that	5/17/2025 7:54 AM
88	Remove the eyesore that is the abandoned Checkers and put in a pedestrian area with plenty of shade.	5/17/2025 7:37 AM
89	Keep the homeless population from soliciting at the intersection. It's not welcoming for visitors to the base. Also, the brown wall at sunset and navy needs to be removed. There have been too many accidents at that intersection because people run the red light and those turning on to navy can't see the car running the light because of that wall.	5/17/2025 7:03 AM
90	The traffic exiting the base needs to be slowed way down. Ive seen it hit 60 mph before the Sunset light. They also cut through 2nd St as a shortcut. Especially after base events.	5/17/2025 6:54 AM
91	Improvements along this route also need to include revitalizing businesses and restaurants along this area. Additionally, the improved appearance and walkways will only make it easier for vagrants to travel right now. The neighborhoods north of Star lake on the east are in terrible conditions. There is nothing about this area currently that would make me feel safe to walk or ride my bike. This would only improve the appearance while driving in. There are 100s of millions of dollars of prime real estate, on the west side near Navy point, that could be improved upon. This extends down Gulf Beach hwy. There are million dollar homes sitting on waterfront lots next to dilapidated trailers. There needs to be new zoning and improvement for all of the 32507 zip code	5/17/2025 6:47 AM
92	Please considered what is best long term as this area continues to get more populated. If one	5/17/2025 6:13 AM

	allows traffic to flow more efficiently than the other, it should be a key deciding factor.	
93	Thank you	5/17/2025 5:31 AM
94	I feel traffic & pedestrians are much safer when there is a straight, clear line of sight, without curves that distract and conceal hazards.	5/17/2025 5:25 AM
95	Sutton, the slow, the cars down from drag racing, and the light at Sunset and Windrop To change more so traffic doesn't get backed up in the mornings	5/17/2025 1:12 AM
96	There is constant speeding down this main road, at all hours of the night racing and have even seen cars run red lights you constantly hear loud engines we need something to slow them down I've only ever seen one car get pulled over and that was two days previously by a state trooper and not sure exactly the reason but I assumed speeding	5/17/2025 12:31 AM
97	Do it NOW!!	5/17/2025 12:22 AM
98	The textured pavement is a nice enhancement and if it assists in sores reduction it is an attractive way to do so	5/16/2025 11:43 PM
99	Can we wait until the other (feels like) 12 roadway projects in the County are done first? My commute is already crap and it would be nice to not battle a million more rejuvenation or improvement projects. Thanks!	5/16/2025 10:31 PM
100	(1) I'm all for greenery, but please be mindful that you're not blocking visibility - for drivers and pedestrians. It's frustrating to need to make a turn and not be able to see what traffic is coming. (2) Please no roundabout! (3) Are you going to resurface the road? It needs it!	5/16/2025 10:19 PM
101	Derelect buildings and defunct businesses should be cleared as well. As people travel to the base, it's an eyesore.	5/16/2025 9:49 PM
102	Thank you for the opportunity to weigh in on this important vitality project. As a lifelong resident of Navy Point, I have gathered with neighbors along this corridor to welcome several Presidents. The current state of this corridor does not reflect our community pride and reverence for NAS Pensacola. I eagerly anticipate and welcome every worthy improvement! Having frequently witnessed groups of sailors walking to and from the base, it would be convenient to offer scooter rentals in this area. I thoughtfully reviewed the plans and was torn between choosing the dream, or the reality. The reality being that many of our neighborhood businesses are vape shops, tattoo studios, massage parlors, and questionable motels, all in close proximity to schools and churches. I selected my dream options for sections 1 and 2, but the reality led me to choose differently for section 3. Although I did prefer Option 2 for Section 3, I ultimately chose Option 1 due to concerns with ongoing homeless issues, vagrant crime, and the late night element certain businesses attract in this vicinity. Additionally, I think on street parking here would cause traffic and safety issues given that would be the only on street parking along the entirety of Navy Boulevard. I very much so look forward to gathering with friends and neighbors along the improved corridor to welcome future Presidential Motorcades with a heart full of pure Pensacola pride . . . while waving our flag high!	5/16/2025 9:41 PM
103	In addition to the planned improvements, the city/county should work with the owners of the two abandoned corners at Barrancas and Navy to get them cleaned up. Vacant structures and signage demolished, lots cleared and turned into parks until redeveloped.	5/16/2025 9:24 PM
104	This is long overdue and would give a better presentation to thw whole area.	5/16/2025 9:16 PM
105	The area looks tired. Has room for redevelopment of historic properties for re-investment and revision with loosing the abandoned modern property, closed fast food. Neglected residential.	5/16/2025 8:16 PM
106	We prefer option 2 and do not feel that a roundabout is a good choice for this stretch of road.	5/16/2025 8:13 PM
107	The concept of the park will be an issue with access to NAS main gate and parking. Traffic will be heavy with the two lane access to the bridge. The park has potential for homeless site, garbage and fishing from area. The proposed trees are added cost as well as hurricane issues with debris. Drop the heavy landscape along the new access plan. All the closed buildings add unsightly areas contrary to the improvement plan. The old buildings need to go, especially the Suburban Long Stay. Demo the Crystal site, this has limited access and problem entry for any business. Don't think the medians in the road add value. It seems the landscape plan covers up the real issues to clear the buildings that are closed or vacant. Tearing down the closed Italian restaurant at the bridge is a start, there are other sites to go. What is with the closed garage site and 2nd Street, that area was discussed a few years ago for apartment/housing?	5/16/2025 7:58 PM

	The landscape designs will require extra work and costs to keep up. The road designs needs more evaluations. This project is a start. Don't agree with the project park etc on the right side before NAS bridge entry.	
108	THANK YOU FOR DOING THIS. LONG OVERDUE	5/16/2025 6:16 PM
109	N/A	5/16/2025 6:08 PM
110	They need to let the civilians enter through the front gate for the businesses. Its why it looks the way it does. Nobody is going to take a chance if there is no traffic.	5/16/2025 5:58 PM
111	That SW corner of the intersection of S Navy Blvd and Gulf Beach Hwy is a concrete mess, an eyesore. It will detract from the modifications and improvements to S Navy Blvd.	5/16/2025 5:28 PM
112	This month I have lived in Navy Point 1 years. I love it and appreciate any improvement plans for Warrington area, I believe in it! Thank you and please keep going!	5/16/2025 5:26 PM
113	Just be sure you can turn left from Navy Blvd. to Interbay Ave and turn right from Interbay Ave. onto Navy Blvd.	5/16/2025 5:09 PM
114	Resurface all of Navy Blvd. Install right turn lane onto Gulf Beach Hwy when going south on Navy Blvd	5/16/2025 4:37 PM
115	Anything that will keep the military boys from passing me in the turn lane (middle lane) as I am about to get in to make a left hand turn.	5/16/2025 4:23 PM
116	The city should offer some encouragement for property owners to clean up their properties as well. I owned 209/211 S Navy for years and the surrounding neighbors have a TON of trash in their backyards...	5/16/2025 4:20 PM
117	The more tree’s(live oaks), greenery, grass and less concrete is better. Bruce Beach area is a nice example.	5/16/2025 4:15 PM
118	If you’re going to do a round about it needs to be 2 lanes or don’t do it. Do not put benches, we already have a significant problem with homeless all over Navy Point and the county can’t keep them out of the common areas already. Do NOT give more work when the county can’t properly maintain what they have from vagrants. Really just need to return to bulk pick up every week in this area to beautify it. The county may not need weekly bulk pickup everywhere, but we NEED it in Warrington. Give blight enforcement some “teeth” and let’s get this area cleaned up.	5/16/2025 4:03 PM
119	ANY way to SLOW down the Racetrack between Sunset Avenue and the front gate bridge	5/16/2025 3:22 PM
120	Please enforce speed limit or lower it.The vehicles going to and from base speed 15 or more of the speed limit and there is a school close by.	5/16/2025 3:05 PM
121	Anything that brings more trees and shade. Not a fan of the curving centerline like on Cervantes because people like to cut those and drift over line but if it makes more planting area for trees than worth it.	5/16/2025 3:04 PM
122	Low maintenance and open divider lane to allow access to make left hand turn and to cross traffic using a center lane to merge.	5/16/2025 3:00 PM
123	A golf cart width path, separate from sidewalk, starting at Sunset to waterside park would be appreciated. Will keep pedestrians safe and keep slower moving vehicles off of main roadway.	5/16/2025 2:30 PM
124	Waterfront park is nice but needs parking access nearby. Kayak launch would be nice. Add electronic signage before the gateway turnaround with base lane access marked so drivers can change lanes before mid bridge or turn around. Speed control is important. Most drivers come off base well above posted limit. Traffic calming devices may be required.	5/16/2025 2:11 PM
125	I’m thrilled that Warrington is getting real improvements. I’ve lived in Lakewood my whole life (72 years) and have been saddened to watch its decline over the last 20 years.	5/16/2025 2:03 PM
126	Thank you for improving it! It could be such a great corridor but filled with closed bldgs/offices, no landscaping (debris everywhere), and not walkable	5/16/2025 12:45 PM
127	This project is long overdue and exciting. I hope it can be completed soon.	5/16/2025 12:43 PM
128	Would be incredible if properties along the road could be purchased - so the road could be widened and more green space added.	5/16/2025 12:39 PM

129	Are there bike lanes? If you look at a Strava heat map it shows it has people riding on that street quite often.	5/15/2025 10:27 PM
130	I love the idea of the shoreline park on the west side. We have historically dealt with homeless encampments on the proposed site. Security would need to be in place in order for residents to feel safe and the area to be inviting.	5/15/2025 8:54 PM
131	It was really hard to complete this survey because I could barely see the renderings— even on a large format device. Perspective drawings would've been very helpful.	5/15/2025 5:38 PM
132	Thank you for improving our city!	5/15/2025 2:04 PM
133	Need roadway lights desperately	5/15/2025 1:48 PM
134	test	5/15/2025 8:55 AM

Project Advisory Team Meeting #1

S. NAVY BLVD IMPROVEMENT PLAN KICKOFF MEETING RECAP

Prepared: 10.9.2024

OVERVIEW

To kick off the S. Navy Blvd Improvement Plan, a virtual meeting was held on Thursday, October 3, 2024 from 1 – 2 pm central. The following chart details a list of invited stakeholders / participants. The following participants of the Project Advisory Team were in attendance.

Agency	Name	ATTENDED
District Commissioner	Mike Kohler, District 2	Y
Escambia County CRA	Max Rogers, AICP	Y
Escambia County Planning Staff	Horace Jones, Development Services Department Director	N
Escambia County Traffic & Transportation	Chris Phillips, PE, CPM	Y
	Don Christian III, Traffic Program Manager	Y
FDOT District 3 Staff	Bryant Paulk, D3 Urban Planning Manager	Y
Pensacola NAS Staff	Stephen J (Steve) Opalenik, Community Planning and Liaison Officer	Y
ECRC	Jill Nobles	Y
	Eric Christianson	N

Consultant Team in Attendance:

HDR: Alexia Glasgow, Mary Morgan, Cory Wilkinson
BowStern: Kelly Robertson, Marisa, Smith, Olivia Partridge

MEETING RECAP

The kickoff meeting for the S. Navy Blvd Improvement Plan was held to outline the project's scope, goals, and next steps, with a focus on enhancing mobility, safety, and beautification along a one-mile stretch from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge. Project stakeholders emphasized the need for aesthetic improvements to beautify the corridor and spur revitalization and economic development. The corridor is critical for military personnel and NAS Pensacola operations. There are many opportunities for improvements such as lane repurposing, multimodal options, landscaping, and lighting.

Improved signage, such as a variable message sign, is needed to communicate NAS Pensacola's restricted access at the Main Gate and changing traffic patterns due to base operations. The 12-month project timeline includes data collection, alternative development, public workshops, and a final presentation to key committees. Action items were assigned to team members for further collaboration and information sharing.

KEY TAKEAWAYS

The following pages document specific items of note / importance from the kickoff meeting discussion.

🚗 Project Introduction and Scope

- Project aims to improve mobility, safety, and beautification.
- Scope includes lane geometry improvements, landscaping, lighting, and multimodal transportation.
- Study area extends from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge (approx. 1 mile).

🏗️ Project Goals and Concerns

- Commissioner Kohler: Emphasized importance of beautification for military personnel and veterans, and area's economic vitality. In addition to NAS personnel, the gate serves 5-7 funeral processions a day at Barrancas National Cemetery.
- Chris Phillips: Suggested examining lane repurposing, access management, operational and safety issues, multimodal needs, signalized intersections, truck turnaround area, VMS, and median landscaping.
- Max Rogers: Highlighted long-standing community involvement and previous Navy Boulevard Corridor Vision Plan.

🚦 NAS Pensacola Considerations

- Steve Opalenik:
  - Discussed changes in base population and traffic patterns.
  - Mentioned unacceptable cut through traffic on neighborhood streets to skip queues at the gate.
  - There is a high volume of unauthorized vehicles turned around at the main gate which causes significant delays. Highlighted need for improved signage and turnaround options for unauthorized vehicles.
  - Referenced a gate study that was completed.
  - Addressed issues with GPS routing and efforts to fix mapping problems.

KEY TAKEAWAYS (cont.)

- NAS is interested in seeing revitalization along the corridor.
- Typical peak travel times for NAS is before 8am and then between 2:30-4pm.
- Services such as transit and uber can use main gate.

📊 Project Planning and Funding

- Bryant Paulk (FDOT): Expressed openness to lane repurposing and complete streets program.
- Jill Nobles (ECRC): Offered assistance with TPO process for funding.
- Discussed potential for scalable project implementation.
- Max Rogers: Mentioned CRA funds available for project implementation and maintenance.

📅 Project Timeline and Next Steps

- 12-month project schedule outlined.
- Data collection and analysis of existing conditions planned.
- Development of alternatives and public workshops scheduled.
- Final presentation to Florida Alabama TPO, TCC, CAC, and TPO.

Action items

- Project team | Share a copy of the kickoff presentation and contact information with the group.
- Max Rogers | Provide digital or hard copy of Navy Boulevard Corridor Vision Plan and design guidelines manual.
- Steve Opalenik | Share gate plan for NAS Pensacola.

S. NAVY BLVD IMPROVEMENT PLAN
PROJECT KICKOFF MEETING
October 3, 2024

1

S. NAVY BLVD IMPROVEMENT PLAN
AGENDA
- Introductions
- Project Purpose
- Scope
- Discussion
- Project Schedule
- Next Steps

2

S. NAVY BLVD IMPROVEMENT PLAN

PROJECT ADVISORY TEAM

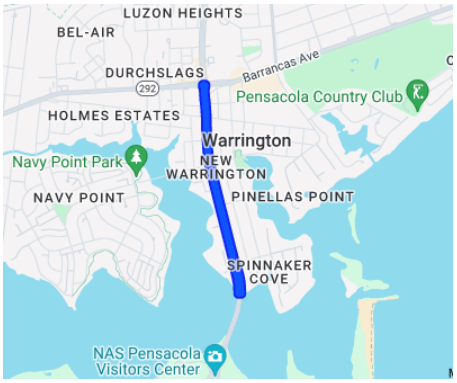
- District 2 Commissioner
- Escambia County Traffic & Transportation
- Escambia County CRA
- Escambia County Planning
- Pensacola NAS
- FDOT District 3
- ECRC

3

S. NAVY BLVD IMPROVEMENT PLAN

PROJECT PURPOSE

Create a plan that improves mobility and safety for all modes, landscaping, and lighting along the 1-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge



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S. NAVY BLVD IMPROVEMENT PLAN

SCOPE

Task 1: Data Collection

Task 2: Existing Conditions Analysis

Task 3: Future Conditions Analysis

Task 4: Alternatives Analysis

Task 5: Public Involvement

5

S. NAVY BLVD IMPROVEMENT PLAN

DISCUSSION

- District 2 Commissioner
- Escambia County Traffic & Transportation
- Escambia County CRA
- Escambia County Planning
- Pensacola NAS
- FDOT District 3
- ECRC

Share any relevant notes on project history.

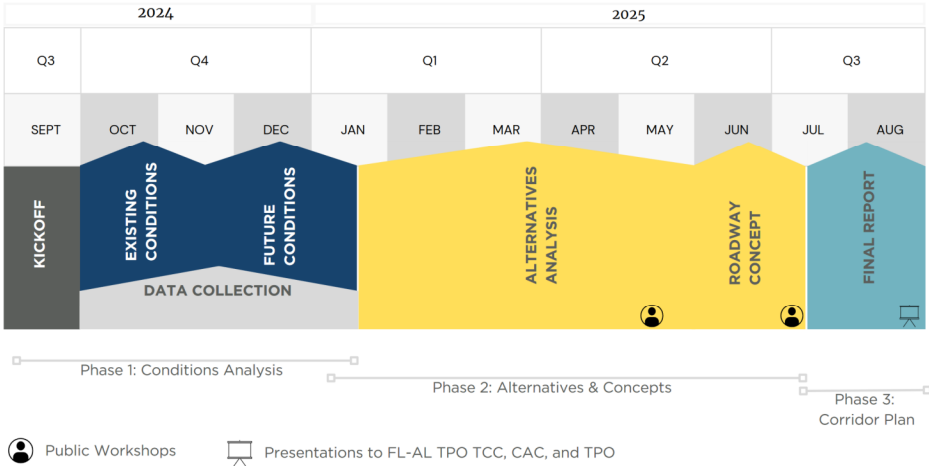
What are your goals for the project?

Do you have any areas of concern?

6

S. NAVY BLVD IMPROVEMENT PLAN

PROJECT SCHEDULE | 12 Months



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S. NAVY BLVD IMPROVEMENT PLAN

NEXT STEPS | Project Advisory Team

Oct 2024	Kickoff Meeting
April 2025	Alternatives Presentation
July 2025	Roadway Concept Presentation
August 2025	Review Report

8

S. NAVY BLVD IMPROVEMENT PLAN

QUESTIONS?

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Deputy Director of Engineering - Transportation Engineer
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Mary Morgan, PE
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Project Advisory Team Meeting #2

Meeting Notes

Project:	S. Navy Blvd Improvement Plan
Subject:	Project Advisory Team Meeting #2 – Alternatives Review
Date:	Thursday, April 10, 2025
Location:	Escambia County 4th Floor Training Room (221 S. Palafox), and MS Teams

Attendees:

Commissioner Michael Kohler
Dorothy Berry, Asst. to Commissioner
Wesley Moreno, County Administrator
Debbie Bowers, Asst. County Administrator
Joy D. Blackmon, Escambia County
Don Christian, Escambia County
Max Rogers, Escambia County
Stephen Opalenik, NAS Pensacola
Jill Nobles, ECRC
Bryant Paulk, FDOT
Magued Hanna, HDR
Mary Morgan, HDR
Cory Wilkinson, HDR
Marisa Smith, BowStern
Olivia Partridge, BowStern

Project Update:

- HDR provided an overview of the project development process and previewed the materials to be presented at the first public meeting.
- Public meeting 1 is scheduled for Wednesday, May 14 from 5:00 – 7:00 p.m. at the Lexington Terrace Community Center.
- Presentation materials from today's meeting are attached.

Discussion Points:

- Commissioner Kohler asked about stakeholder involvement of Navy Point and Warrington Revitalization Committee. He will send notices to them directly to encourage involvement. Escambia County advised him to wait until public notice is finalized. The draft presentation can be posted to the project website after the public meeting.

- Commissioner Kohler asked about the control of the electronic message boards. NAS and Escambia County would coordinate on this operation with the TMC. There was discussion about the location of the signs as presented on the concepts. The concept locations were accepted. NAS Pensacola reported that turnarounds are very frequent with 490 reported in one day on April 9, 2025. NAS Pensacola has corrected Google Maps for navigation to West Gate. Apple Maps navigation may need to be corrected as well.

- Commissioner Kohler asked about truck turning movements at the turn-around location. HDR confirmed that concepts do accommodate the FDOT design vehicle (Florida Interstate Semitrailer WB-62FL) as verified through Autoturn.

- Commissioner Kohler asked if flag mounts can be part of the light standards.

- There was discussion about the view zones for the outdoor advertising signs (billboards). The current concepts show the default view zones, however these zones should be coordinated with the permittee during final design, as future land use may change based on pending development plans along the corridor, potentially eliminating some of the existing billboard locations.

- Commissioner Kohler asked about the tree types under consideration. Oaks are considered for shade areas, palms in the median areas, and ornamentals interspersed. The County had questions about maintenance agreements. It is believed that the County CRA could be responsible for post-construction maintenance.

- Commissioner Kohler indicated a preference for lighting in the median.

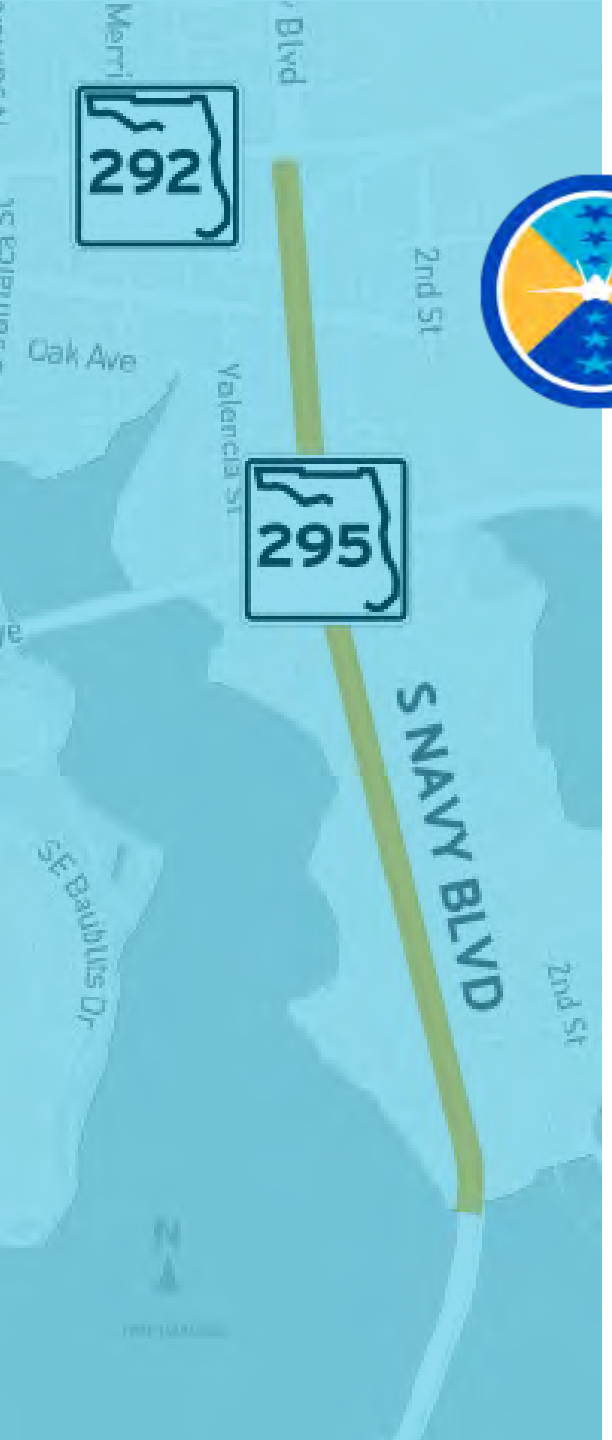
- There was discussion about the turn-around area and how it could function as a small passive park. Commissioner Kohler would like to see an option for limited parking and water access (such as for kayak launch points). Escambia County and NAS both noted potential issues with limited parking vs. potentially high demand, and ability for exiting vehicles to travel north. Commissioner Kohler prefers the Alternative 1 option for the turn-around area, as does NAS Pensacola. Commissioner Kohler prefers Alternative 2 for the segment between Interbay Avenue and Sunset Avenue.

- Commissioner Kohler will contact Florida Power and Light to see about possibilities for undergrounding the overhead electrical utilities.

- NAS Pensacola sees this project as an opportunity for future Defense Infrastructure Grant (DIG) grant funding for construction.

- Regarding the public meeting, Commissioner Kohler would like to see a presentation first, followed by an open house.

- Commissioner Kohler requested a copy of the slides and roll plot (sent by e-mail after the meeting).



SOUTH NAVY BLVD IMPROVEMENT PLAN

Project Advisory Meeting Alternatives Development

Concept Alternatives

4/10/2025

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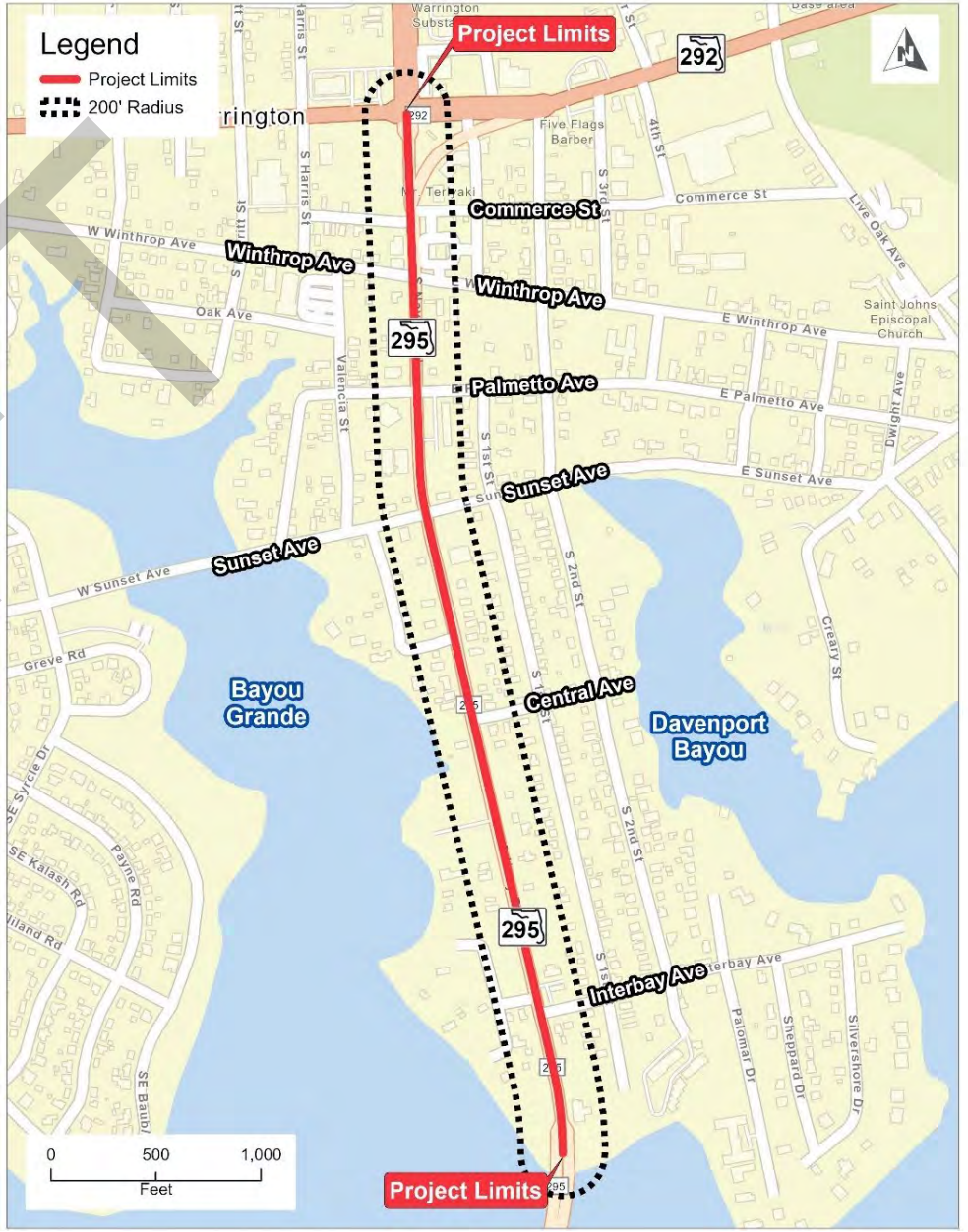
Florida-Alabama TPO
Transportation Planning Organization

Agenda

- Background
  - Study Goals
  - Regional Context
  - Corridor Vision Plan
- Potential Corridor Improvements
  - Access Management
  - Traffic Calming
  - VMS/Wayfinding Signage
  - Gateway and Landscaping Opportunities
  - Truck Turnaround
  - Typical Sections
  - Lighting
- Preliminary Layouts
- Discussion



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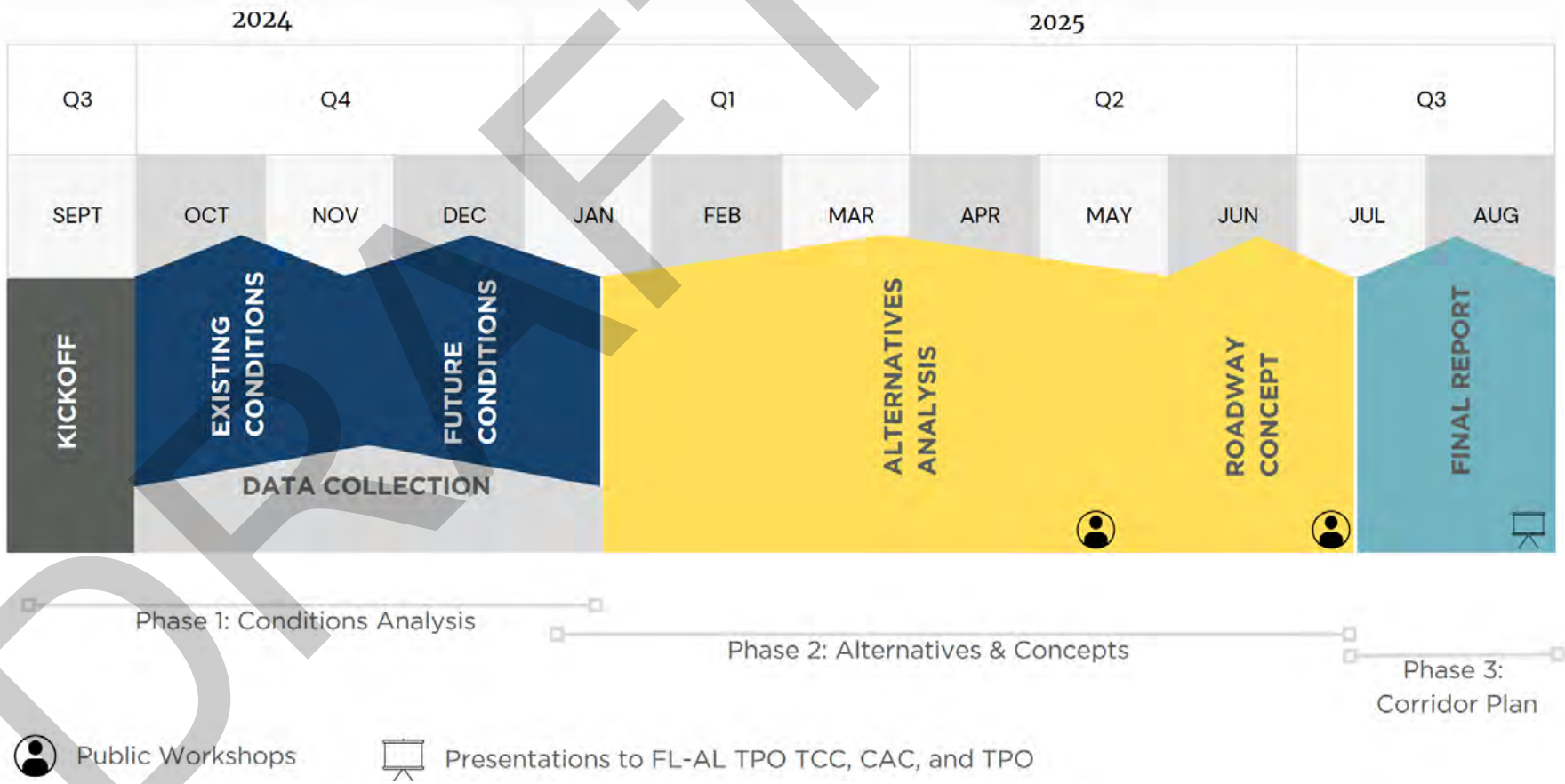
Next Steps

- Alternatives Analysis
- Public Workshop 1 May 14
- Select Preferred Alternative
- Roadway Concept
- Present to Project Advisory Team (July)
- Public Workshop 2 (July)



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Background

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Study Goals

- Traffic operations
- Access management
- Safety of all modes
- Landscaping
- Lighting
- VMS and/or other wayfinding signage
- Truck turnaround area
- Roadway geometric improvements
- Gateway feature
- Public outreach

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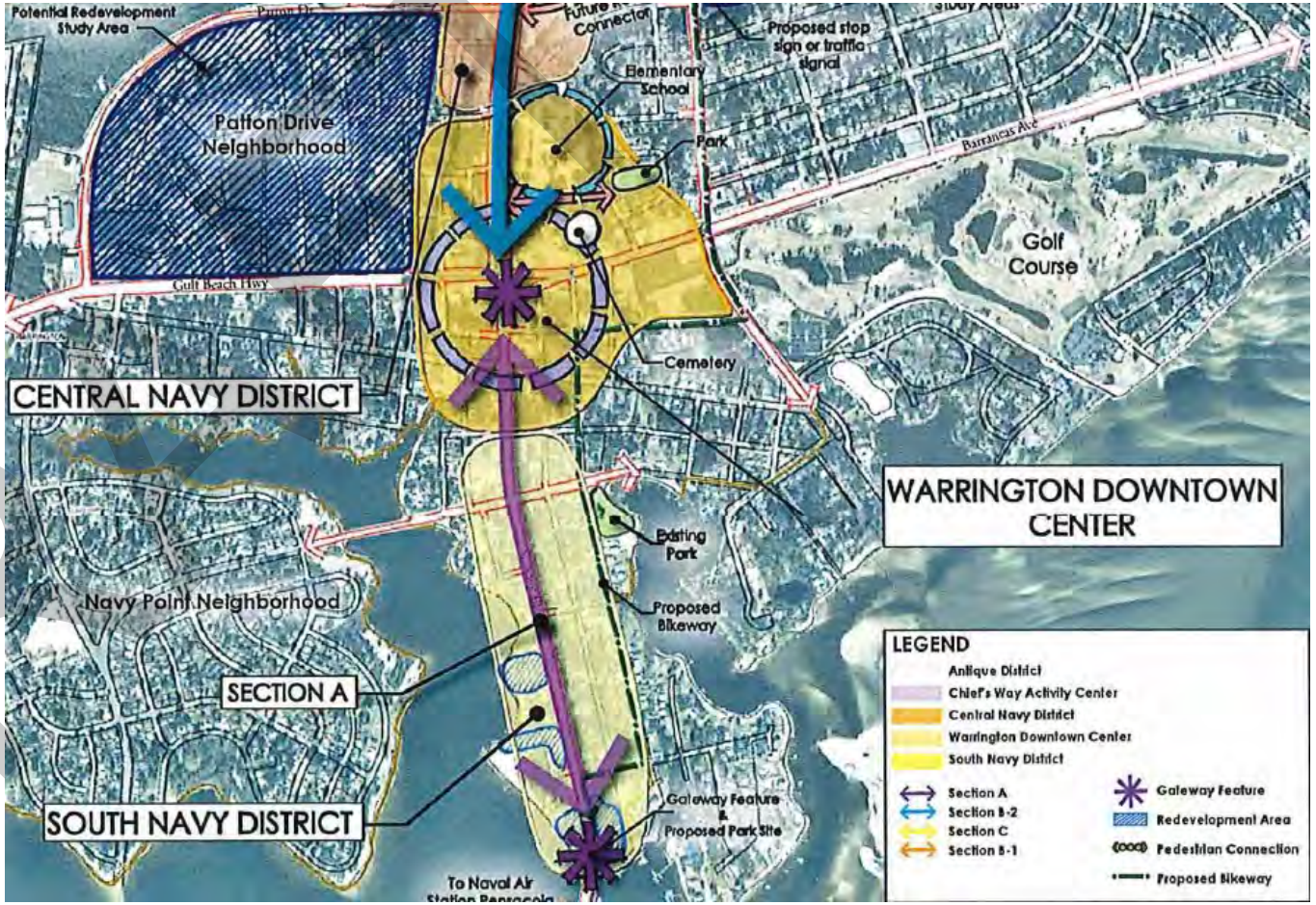
Navy Blvd Corridor Vision Plan and Design Guidelines Manual

South Navy District

- This District should emphasize protection of existing residential use, with commercial uses secondary.
- Buildings should typically be one to two stories in height.
- Buildings should reflect architectural styles associated with historical and traditional residential design.
- Redevelop existing commercial uses at neighborhood serving intersections to discourage a continuous commercial strip along S. Navy Boulevard.
- Create a Gateway feature and waterfront park at the base of the Bayou Grande Bridge to foster a strong sense of arrival and transition to S. Navy Boulevard from the Naval Air Station.
- Direct bicycles to use 2nd Street as an alternative parallel route to S. Navy Boulevard (due to safety and right-of-way constraints).
- Provide greater safety and comfort for pedestrians through landscape and sidewalk improvements between street and sidewalks



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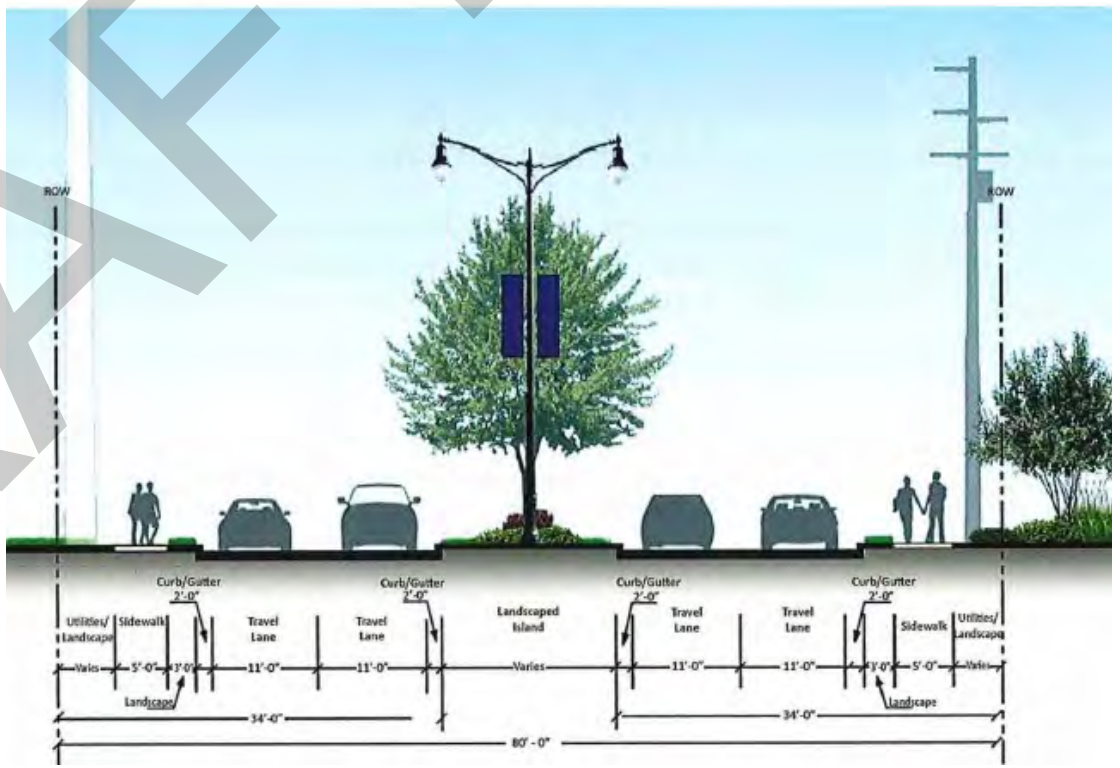
Navy Blvd Corridor Vision Plan and Design Guidelines Manual

Figure 1.3.A: Pedestrian Refuge Area (Section A)



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Regional Context

SUNTrail Network

Existing Ped/Bike Facilities

- Escambia County SW Greenway
  - Existing segment
  - Planned segment

- Bike Facility on southern end of Project Corridor

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Potential Corridor Improvements

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Potential Corridor Improvements

- **Access Management**
- Traffic Calming
- VMS/Wayfinding Signage
- Gateway and Landscaping Opportunities
- Truck Turnaround
- Typical Sections
- Lighting

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Proposed Access Management

Access Management Standards for Controlled Access Facilities.						
Access Class	Median	Median Opening Spacing Standard (feet)		Signal Spacing Standard (feet)	Connection Spacing Standard (feet)	
		Full	Directional		Posted Speed Greater than 45 MPH	Posted Speed of 45 MPH or less
2	Restrictive	2,640	1,320	2,640	1,320	660
3	Restrictive	2,640	1,320	2,640	660	440
4	Non-Restrictive			2,640	660	440
5	Restrictive	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	660	2,640 Posted Speed Greater than 45 MPH 1,320 Posted Speed of 45 MPH or less	440	245
6	Non-Restrictive			1,320	440	245
7	Both Median Types	660	330	1,320	125	125

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Potential Corridor Improvements

- Access Management
- **Traffic Calming**
- VMS/Wayfinding Signage
- Gateway and Landscaping Opportunities
- Truck Turnaround
- Typical Sections
- Lighting

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Calm Traffic with Proven Strategies

FDOT Design Manual (FDM)

- Posted/target speed = 35 MPH
- Observed speed = 48 MPH
- Create **enclosure**, **engagement**, and **deflection**
- Potential strategies for speed management based on Context Classifications and Speed

Table 202.3.1 Strategies to Achieve Desired Operating Speed

Context Classification	Existing Speed Category (mph)	Minimum Design Speed (mph)	Target Speed (mph)	Strategies																	
				Roundabouts	On-Street Parking	Chicanes	Lane Narrowing	Horizontal Deflection	Street Trees	Short Blocks	Speed Tables	Raised Intersections	Raised Crosswalks (Type I Or Type II)	Speed Feedback Signs	Pedestrian Refuge Islands	Bulb-Outs	RRFBs	PHBs	Terminated Vistas	Islands in Curved Sections	Speed Pavement Markings
C2T	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C3R, C3C	Low	40	40. 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	35	35	X	X	X	X	X	X	X	X			X	X	X	X	X	X		X
C4	Low	40	40, 45	X			X	X	X	X				X	X	X		X	X		X
	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C5	Very Low	25	35	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X
C6	Very Low	25	30	X	X	X	X	X	X	X	X		II	X	X	X	X	X	X	X	X
			25	X	X	X	X	X	X	X	X	X	I	X	X	X	X	X	X	X	X

Notes:

1. Process the necessary Design Variations or Design Exceptions if initial speed category and Design Speed are outside of the Context Classification allowable ranges.
2. For C3R and C3C (50-55 mph): Project-specific; see ***FDM 202.1.2***
3. For greater reductions in Design Speed, a reconstruction or lane repurposing will be needed.

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Calm Traffic with Proven Strategies

Street Trees

- Provides aesthetic improvements
- Provides shade in walking / biking environment

Bulb outs

- Provide visual buffer opportunity
- Maintain existing drainage pattern

Raised Medians

- Provide refuge islands at crossings
- Enhance access management

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Calm Traffic with Proven Strategies

Midblock Crossings

RRFBs

Rectangular Rapid Flashing Beacons

PHB

(Pedestrian Hybrid Beacon)

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Calm Traffic with Proven Strategies

Horizontal Deflection

- Reduces vehicle speeds
- Provides beautification opportunity

Turnarounds

- Enhance access management
- Reduce conflicts

Terminated Vista

- Improve the overall aesthetic
- Provide placemaking opportunity

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Calm Traffic with Proven Strategies

Textured Pavement

Raised Intersections

Treatment subject to variation request

Raised Crossings

Treatment subject to variation request

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Example for Synergized Traffic Calming Strategies

SR A1A at Daytona Beach (Posted Speed 35 mph)

- *Raised Intersections*
- *Raised Crossings*
- *Raised Medians*
- *MidBlock Crossings*
- *Street Trees / Median Trees*
- *Shared-Use Path*
- *Bollards*
- *Horizontal Deflection*
- *Smart Delivery zones*

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Potential Corridor Improvements

- Access Management
- Traffic Calming
- **VMS/Wayfinding Signage**
- Gateway and Landscaping Opportunities
- Truck Turnaround
- Typical Sections
- Lighting

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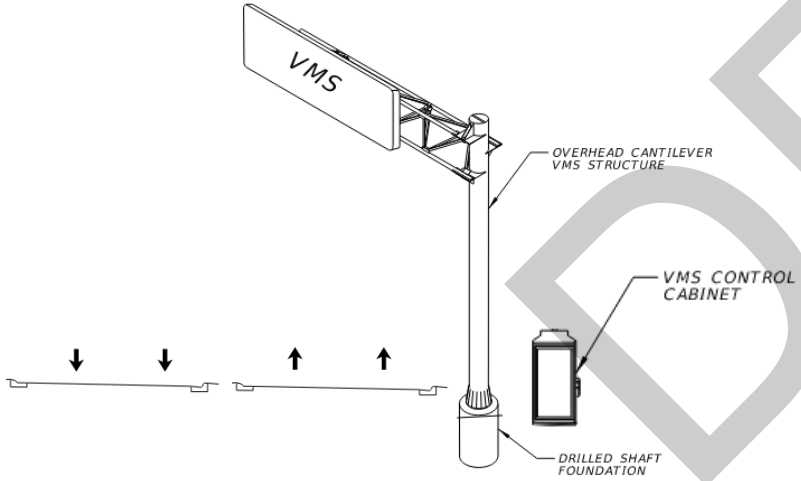
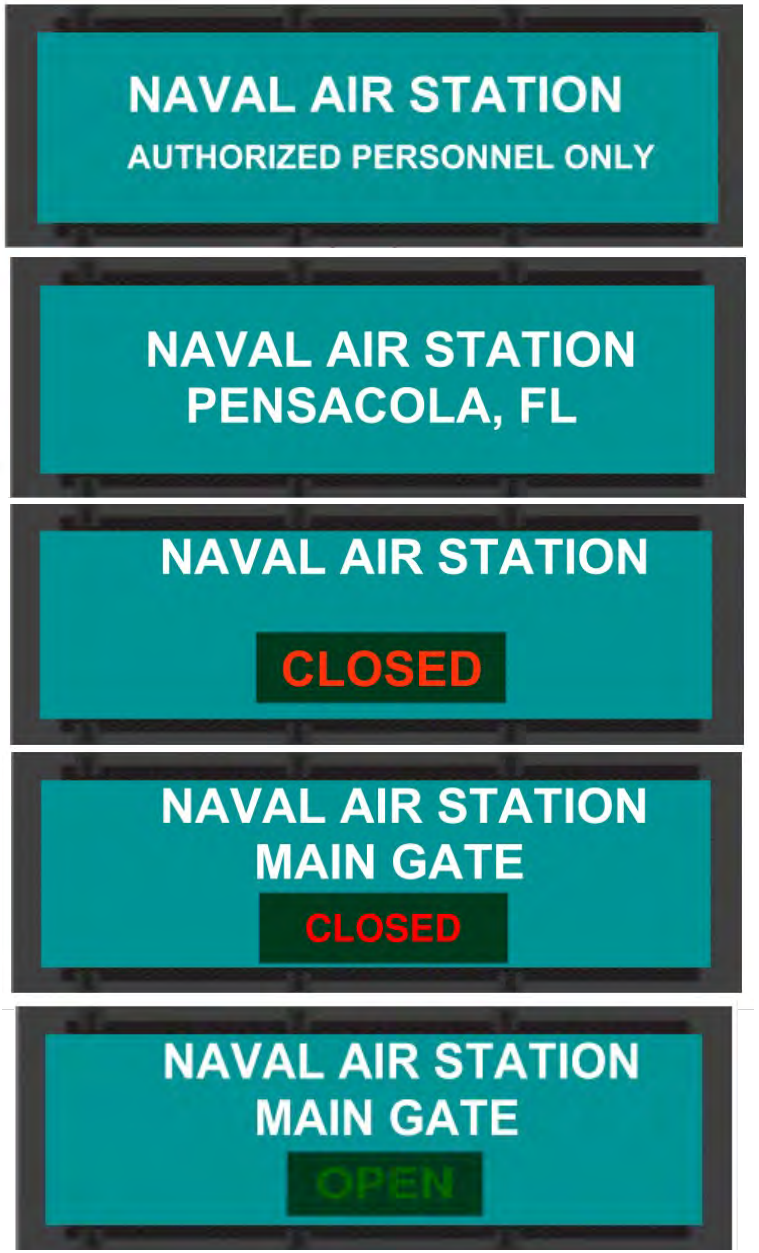
VMS Signs

- The VMS/DMS signs are effective to function as Active Traffic Management providing a library of useful information to motorists
- They are connected to the TMC via Optical Fiber and Routers for management and operation with close coordination with DOD



VMS ON BUTTERFLY STRUCTURE



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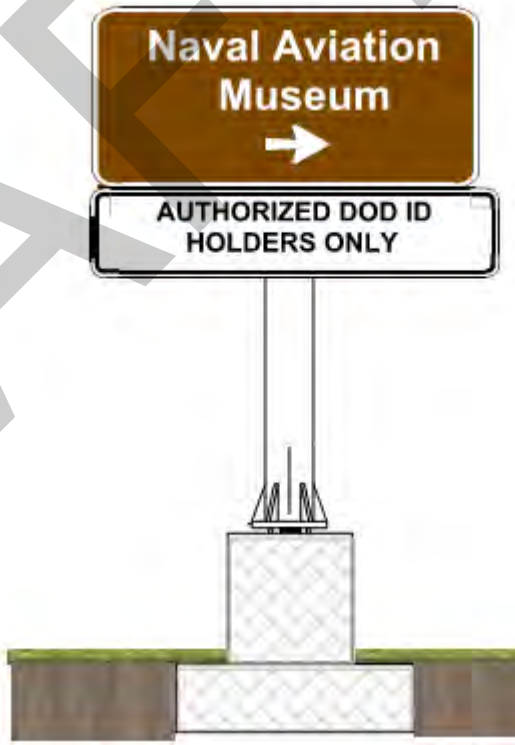
Trailblazing Signs (Dynamic and Static)

- TBS can be effective to direct traffic to the West Gate
- Prevents Unauthorized Traffic at the Main Gate
- TBS will be on Various Routes Leading to the West Gate

ACTIVE TRAFFIC MANAGEMENT (Dynamic)



USED AT INTERSECTIONS

USED ON PRIMARY ROUTES

SHALLOW DEPTH SPREAD FOOTING

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VMS Signs

- New sign at West Gate

Potential Corridor Improvements

- Access Management
- Traffic Calming
- VMS/Wayfinding Signage
- **Gateway and Landscaping Opportunities**
- **Truck Turnaround**
- Typical Sections
- Lighting

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Turnaround Examples

Dublin, NH: Google Maps

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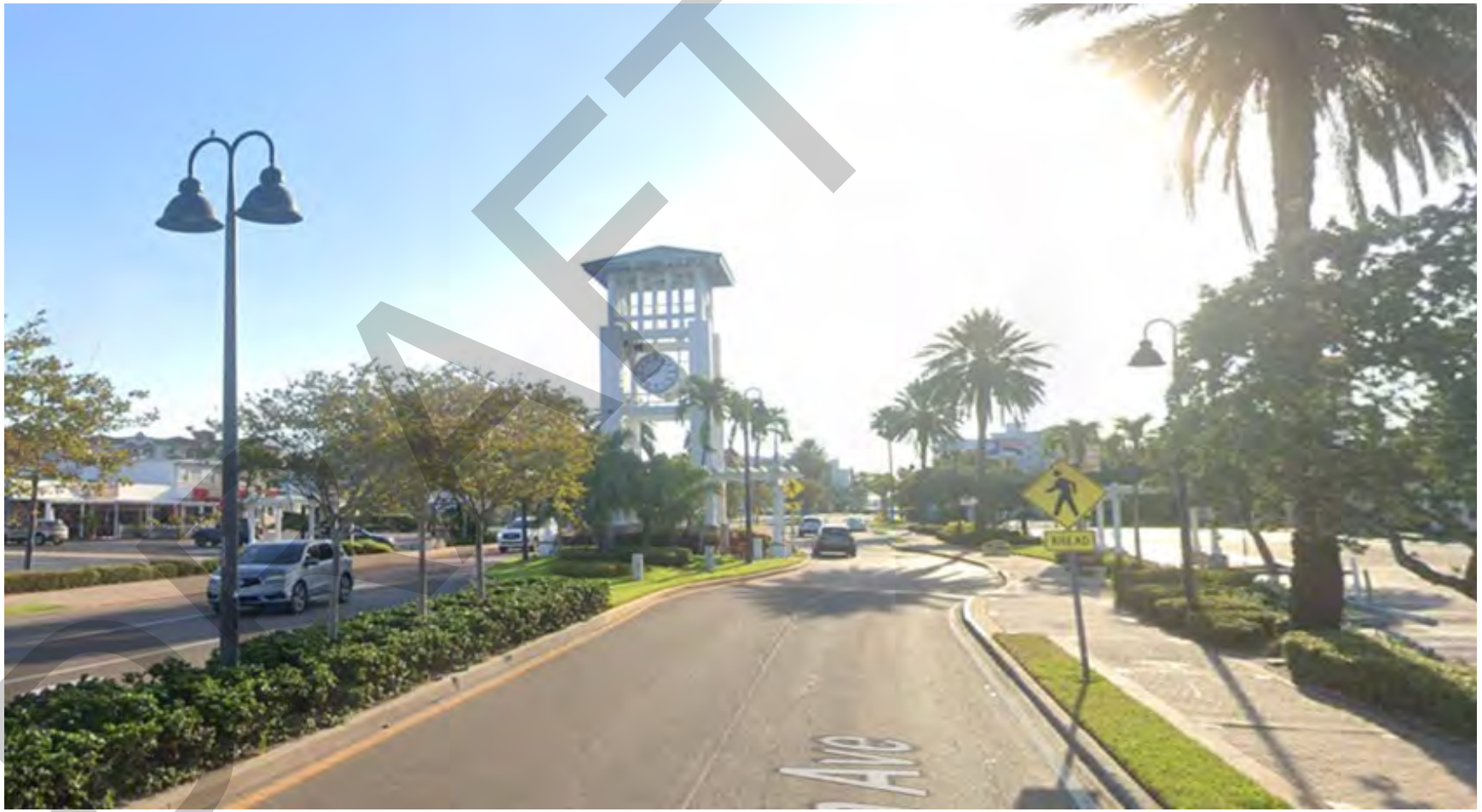
Turnaround Examples



Treasure Island, FL: 157 107th Ave - Google Maps

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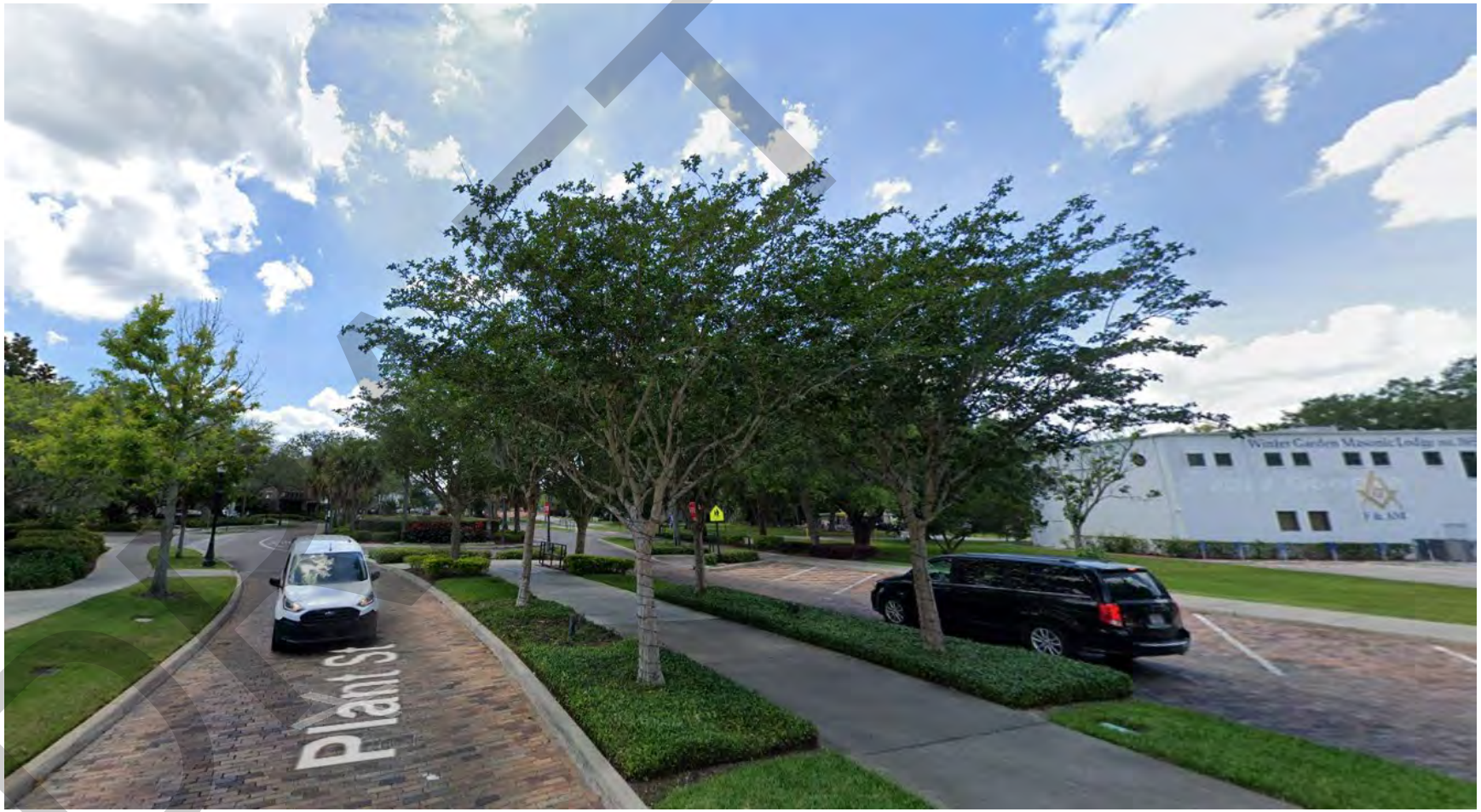
Turnaround Examples



Winter Garden, FL: Google Maps

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Potential Corridor Improvements

- Access Management
- Traffic Calming
- VMS/Wayfinding Signage
- Gateway and Landscaping Opportunities
- Truck Turnaround
- **Typical Sections**
- Lighting

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Existing Conditions

- 6-lanes (3 NB, 2 SB, 1 TWLTL)
- Curb and gutter
- Sidewalks
- Approx. 60’ pavement
- 80’ ROW
- Overheard power lines on west side
- Evacuation route
- PLTS = 3
- BLTS = 4

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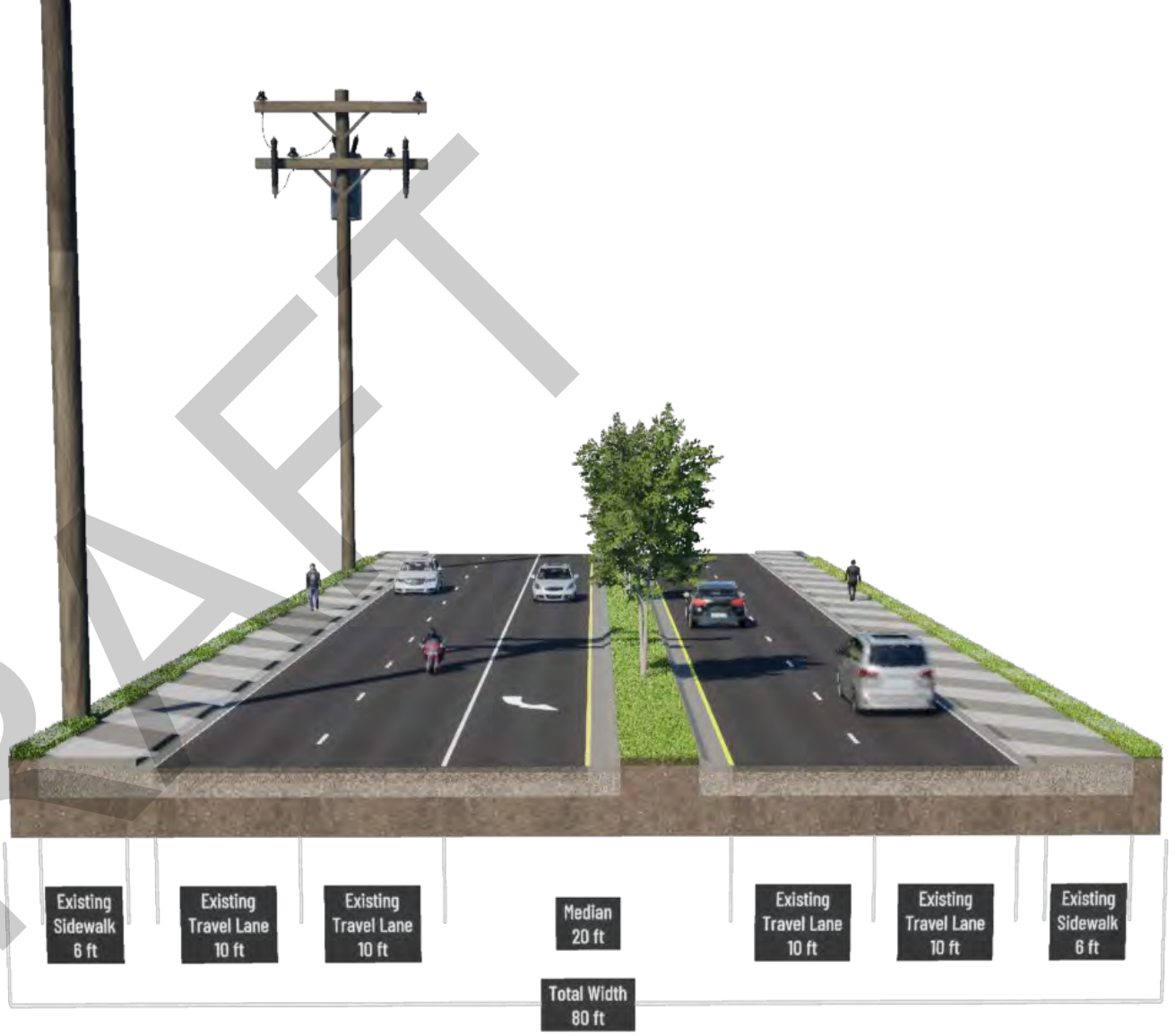
Option 1:
Median with Access Management

- Maintain 2 lanes in each direction
- Modify median with access management
- Maintain existing curb and gutter
- Maintain existing sidewalks
- PLTS = 3
- BLTS = 4



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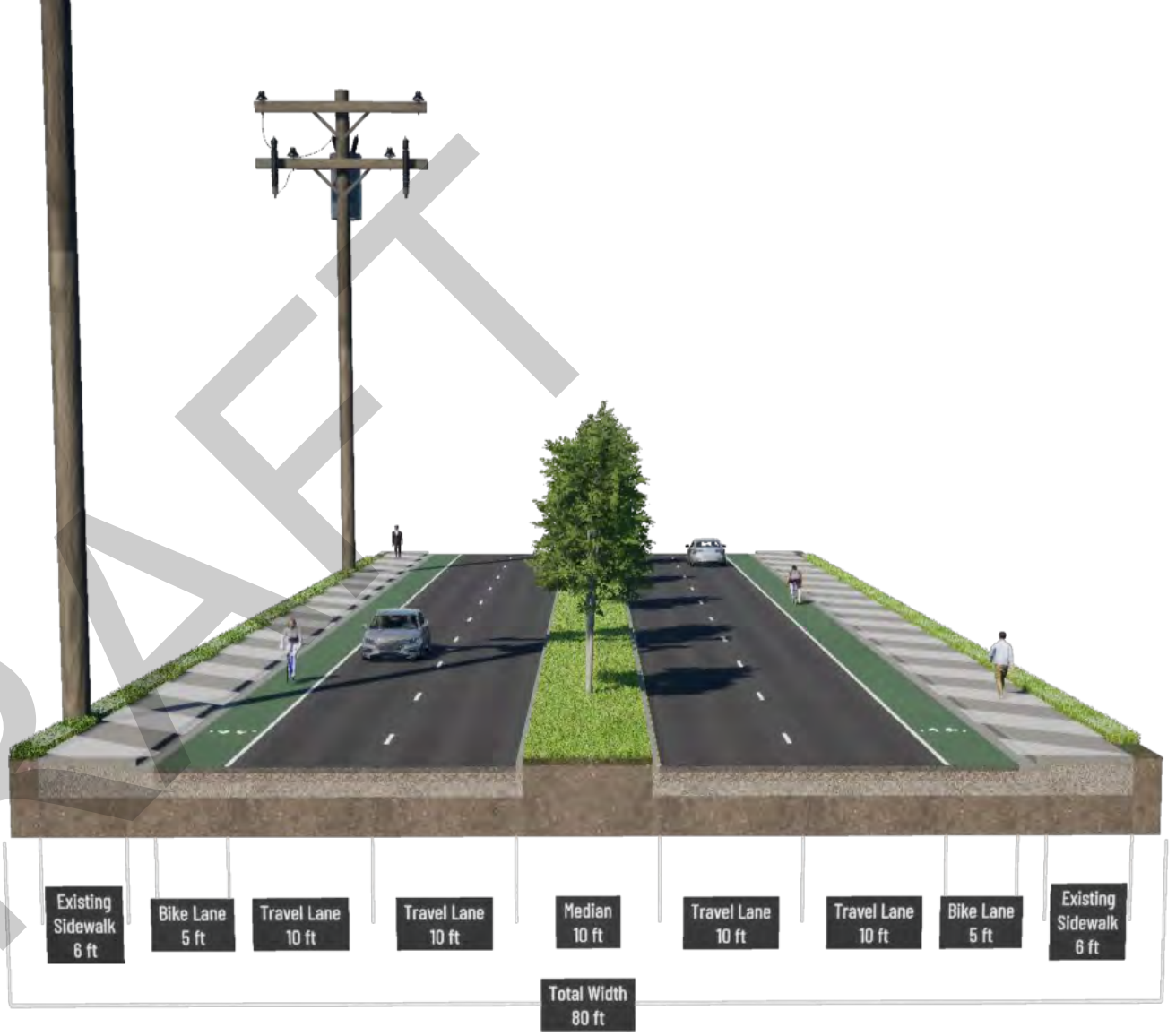
Option 2:
Bike Lanes

- Maintain 2 lanes in each direction
- Modify median with access management
- Maintain existing curb and gutter
- Maintain existing sidewalks
- Add turn on-street unbuffered bike lanes
- PLTS = 2
- BLTS = 3



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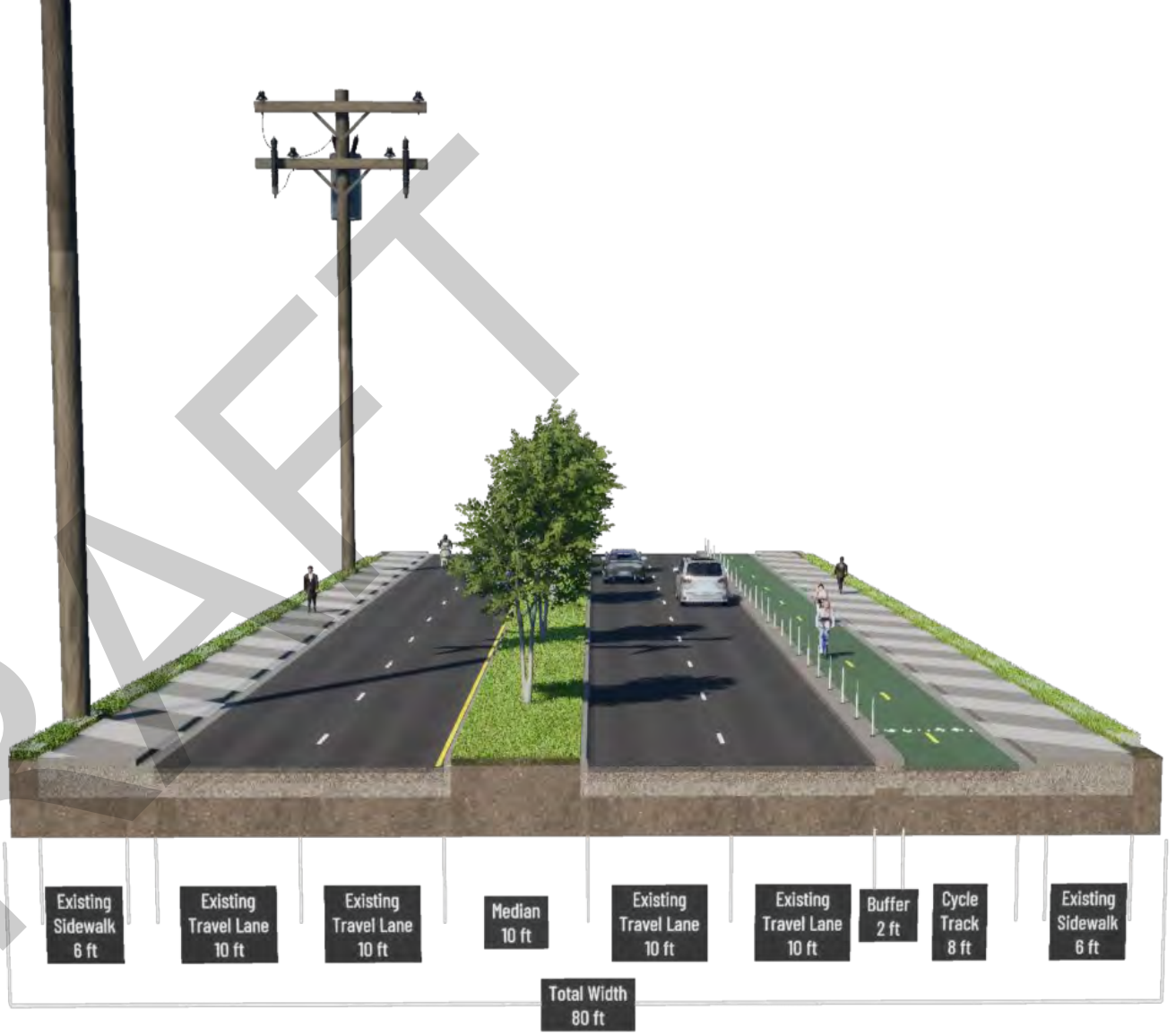
Option 3:
Cycle Track

- Maintain 2 lanes in each direction
- Modify median with access management
- Maintain existing curb and gutter
- Maintain existing sidewalks
- Add turn on-street two-way cycle track with raised buffer
- PLTS = 3
- BLTS = 1



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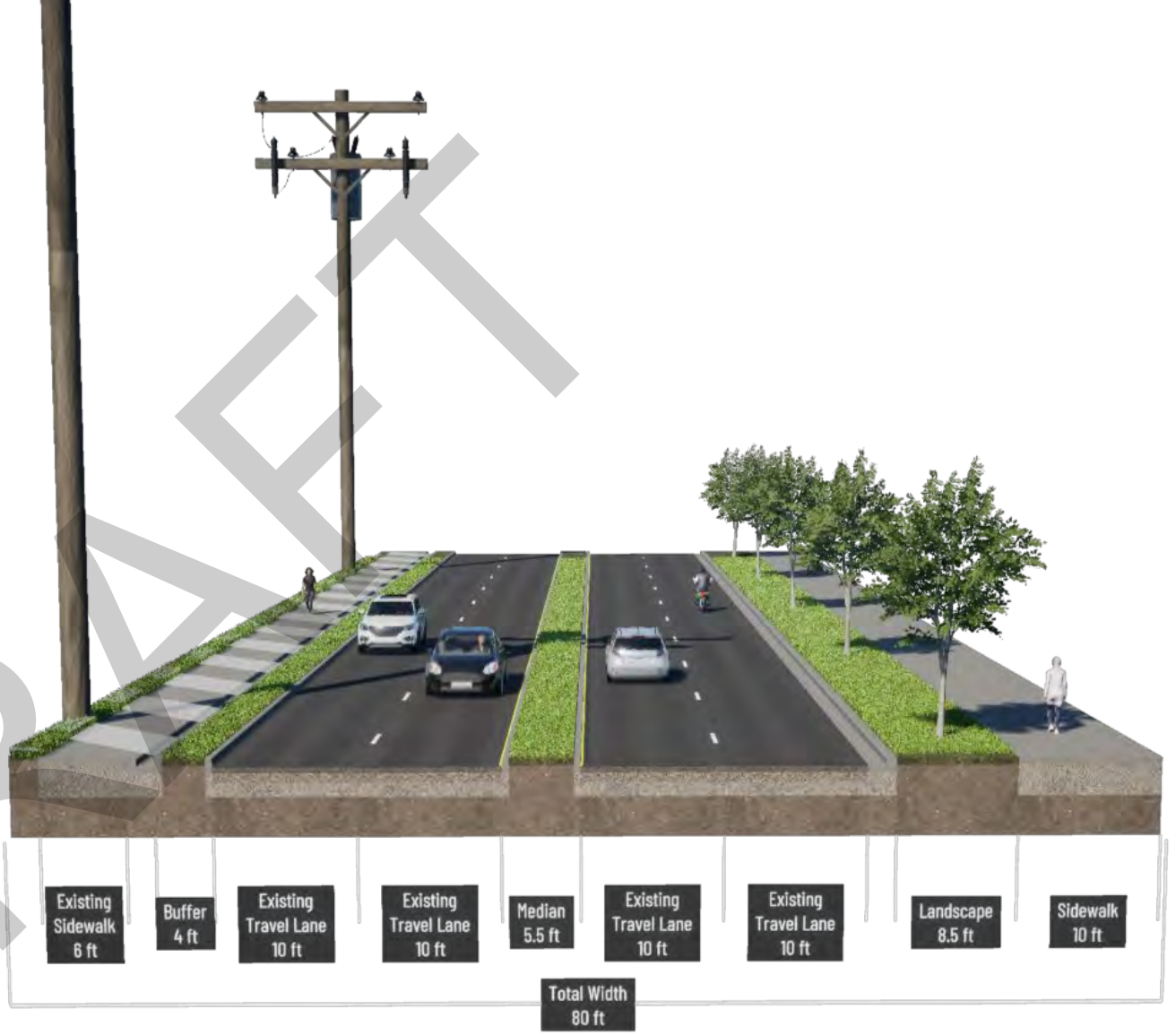
Option 4:
Shared Use Path

- Maintain 2 lanes in each direction
- Modify median with access management / possible horizontal deflection
- Maintain existing curb and gutter and sidewalk on west side
- Reconstruct curb and gutter on east side
- Construct shared use path on east side
- Add shade trees on east side
- Add small plants on west side
- PLTS = 2
- BLTS = 1



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Potential Corridor Improvements

- Access Management
- Traffic Calming
- VMS/Wayfinding Signage
- Gateway and Landscaping Opportunities
- Truck Turnaround
- Typical Sections
- **Lighting**

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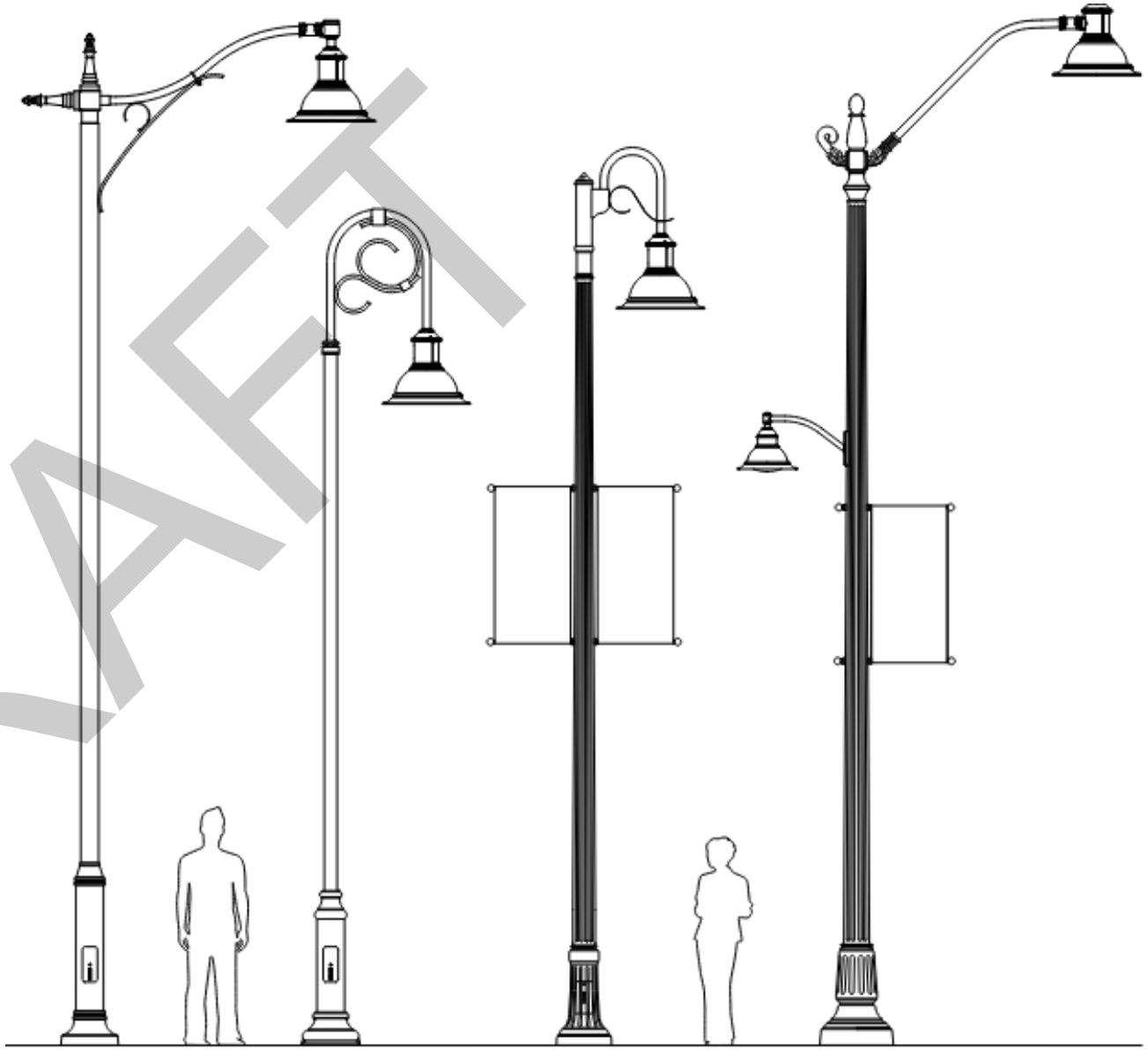
Lighting

- Various Mounting Options
- Low Profile Mounting Heights 25’ (avoiding OHE conflicts)
- Standard FDOT Pole with Fluted Bases
- Illumination Levels (Uniform for Roadway and SUP)
- Signalized Intersections (both horizontal & vertical Illumination)



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Banner Program

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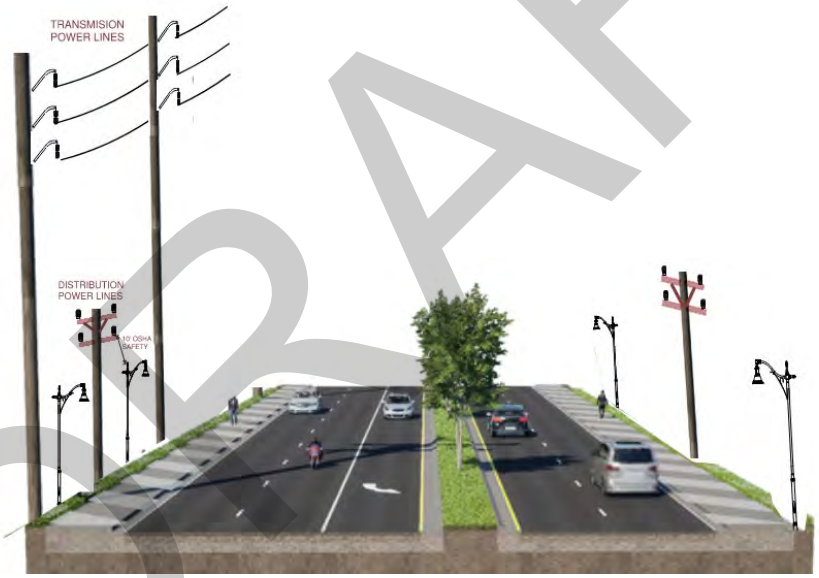
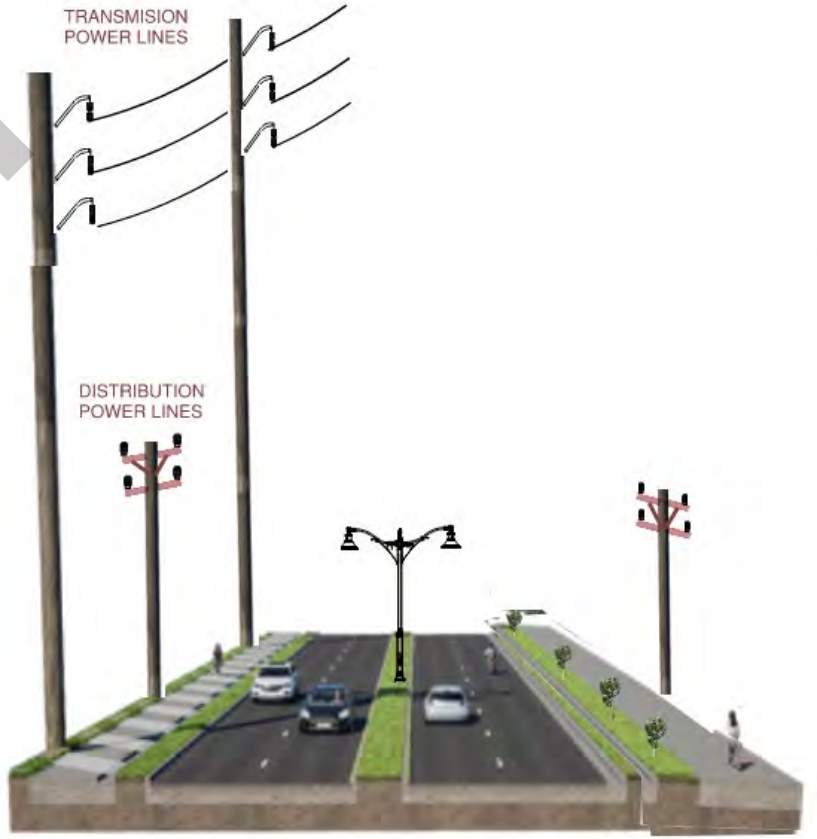
Lighting

ONE SIDE LOW PROFILE LANDSCAPING



MEDIAN LANDSCAPING



MEDIAN LIGHTING

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Preliminary Layouts

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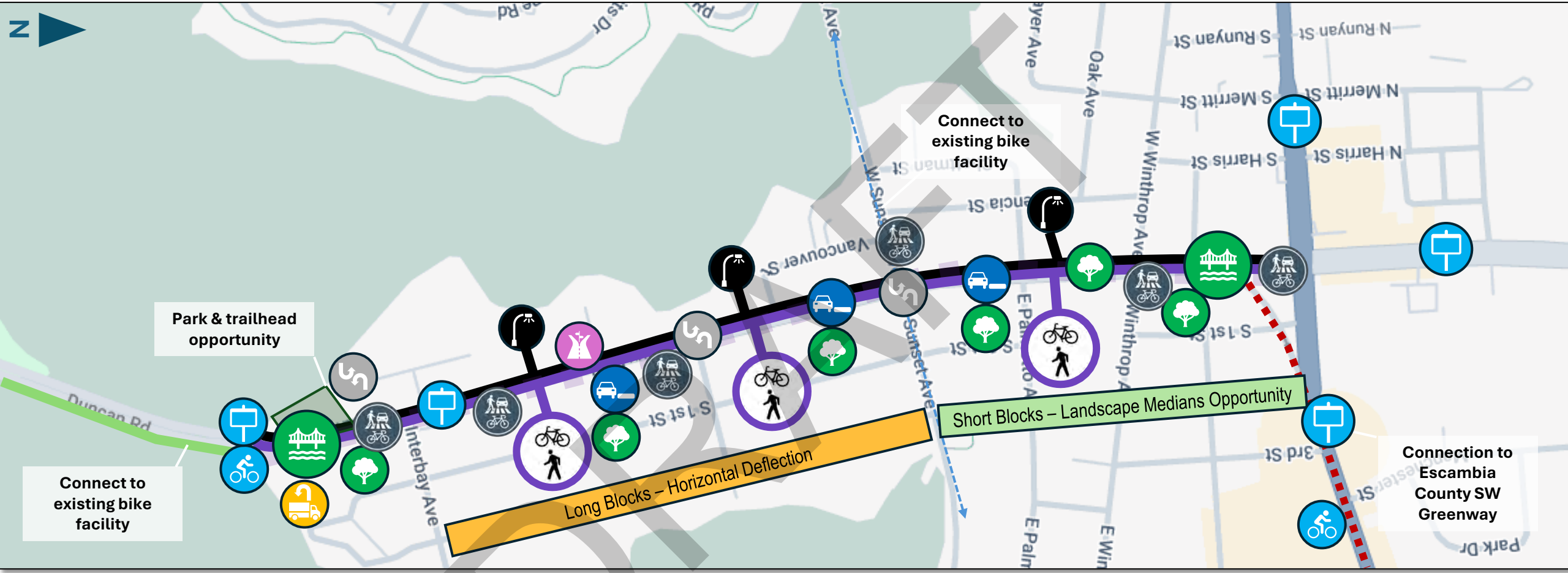
Potential Corridor Improvements Icon Map



Horizontal Deflections

Raised Median/ Access Management

Ped/Bike Facilities

Ped/Bike Crossings

Gateway Feature

Truck Turnaround

Turnaround Opportunity

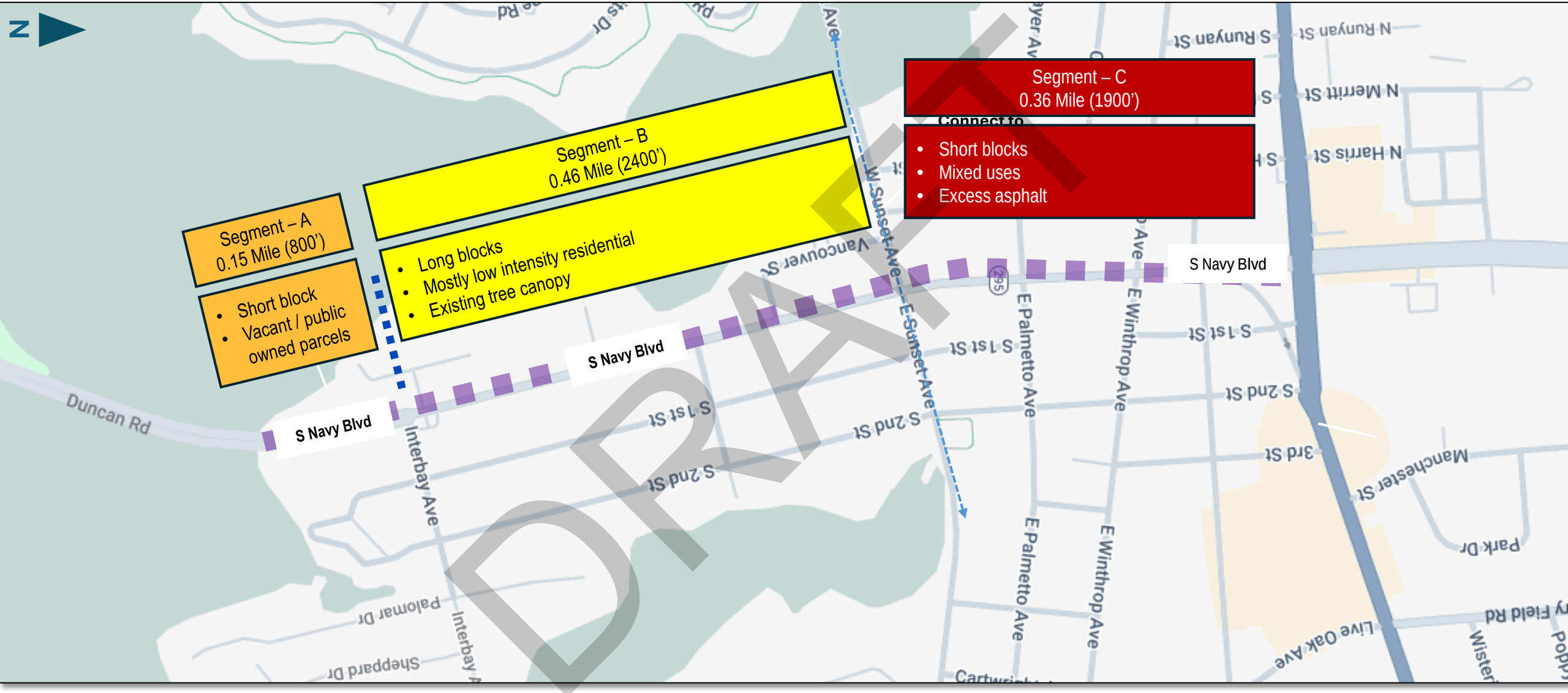
Improved Bike Connections

Street Trees / Median Trees

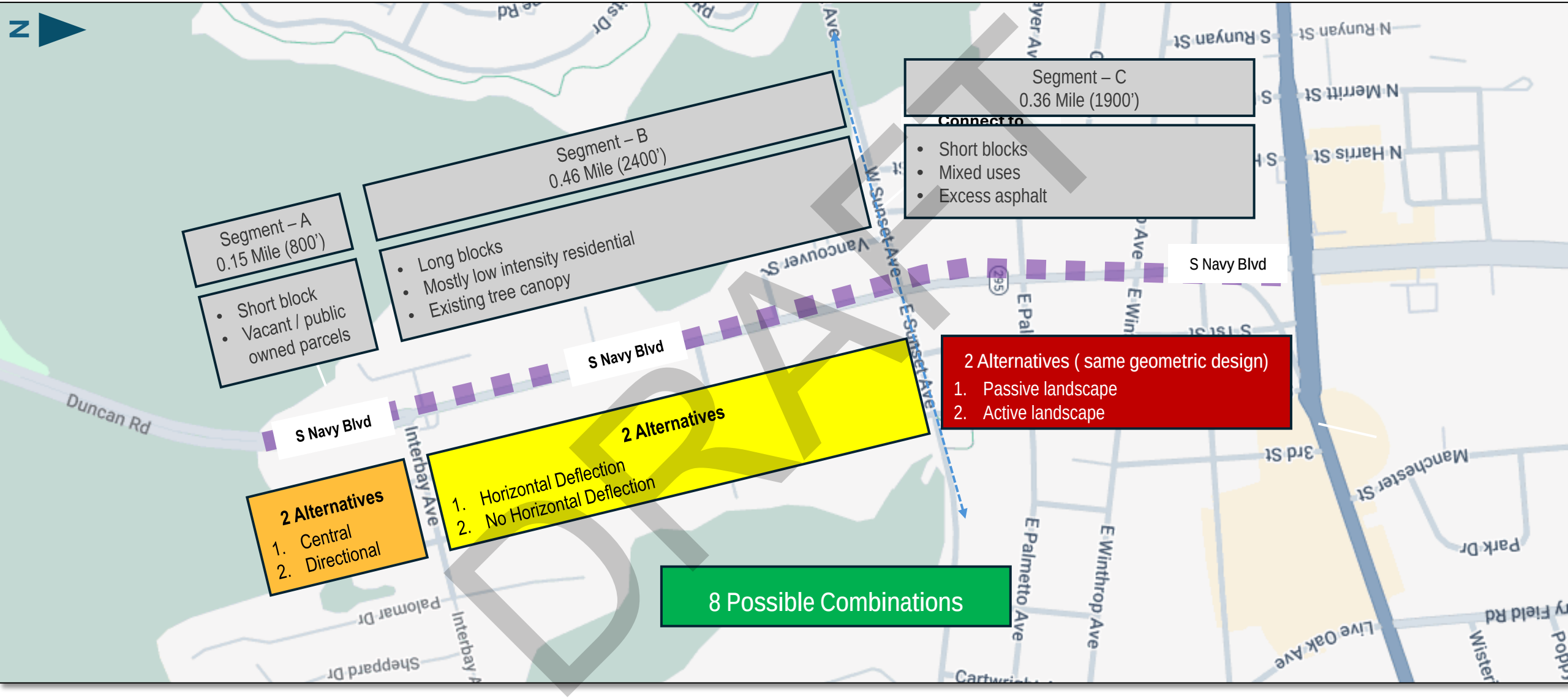
Lighting

Signage

Project Segmentation



Concept Alternatives Matrix

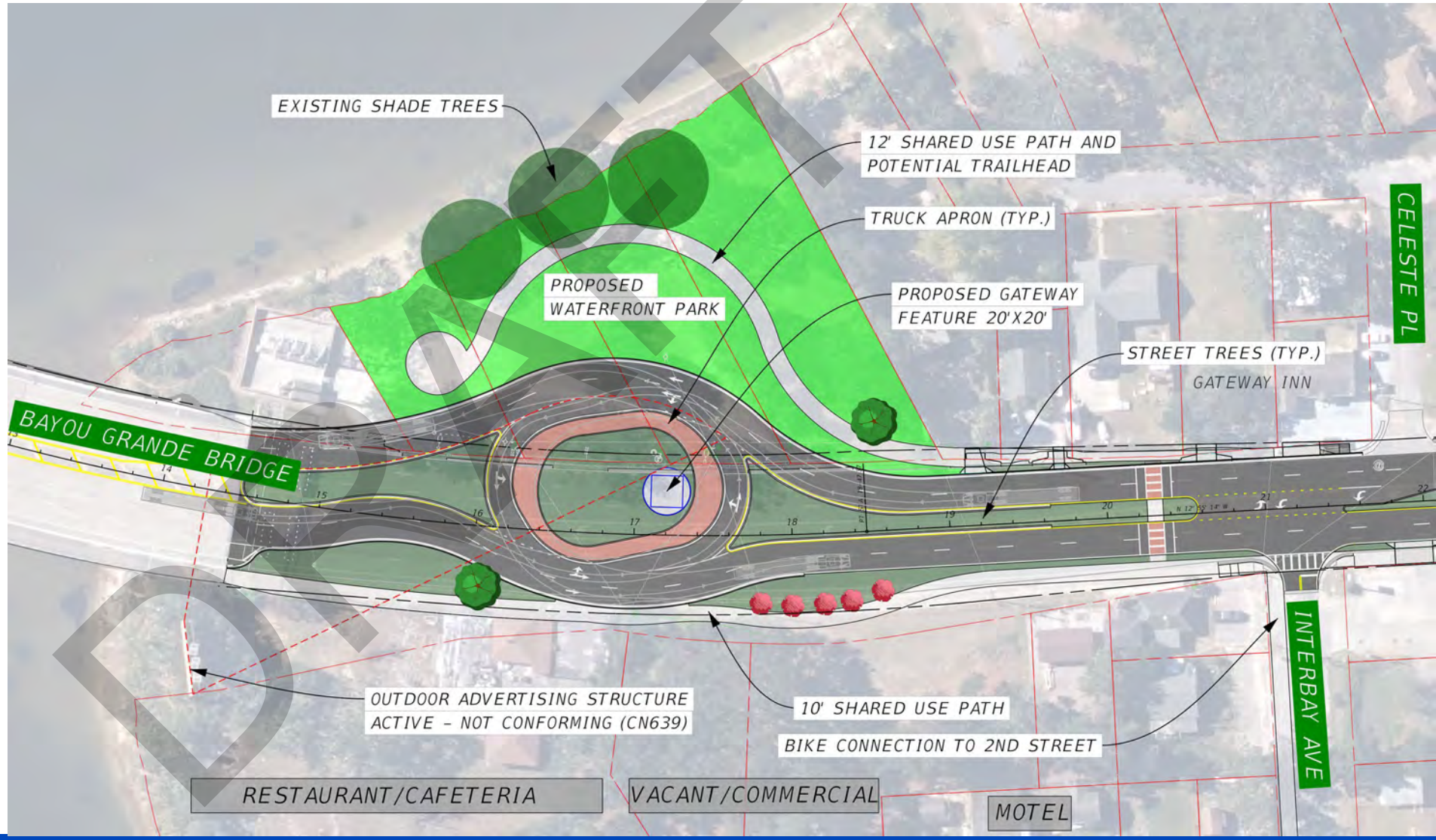


Segment A: Truck Turnaround

Alternative 1

(4-Lane with Horizontal Deflections Shown)

- Accommodate turning movements – test locations with Autoturn
- No need for additional ROW for turnarounds



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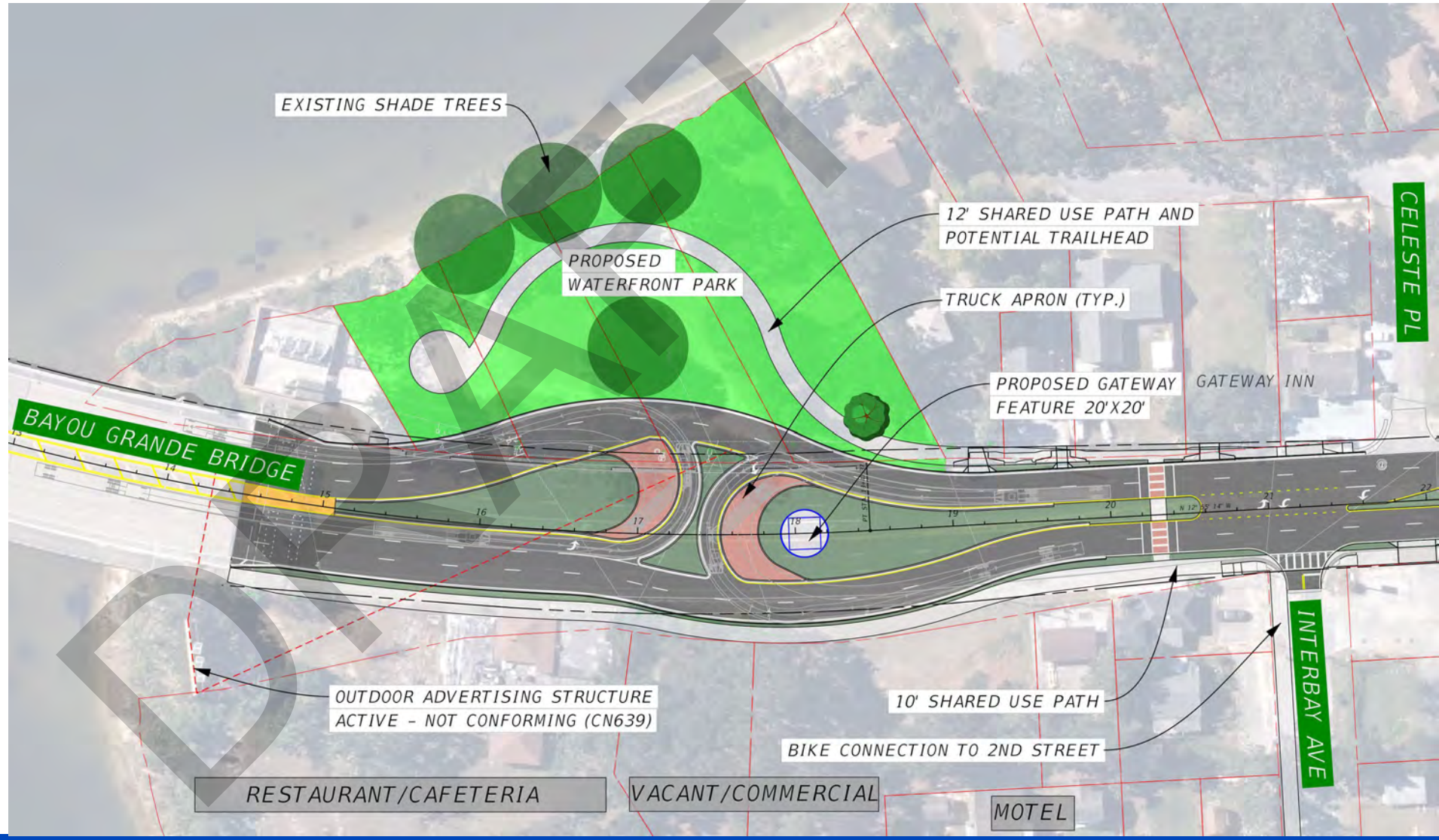
Segment A: Truck Turnaround

Alternative 2

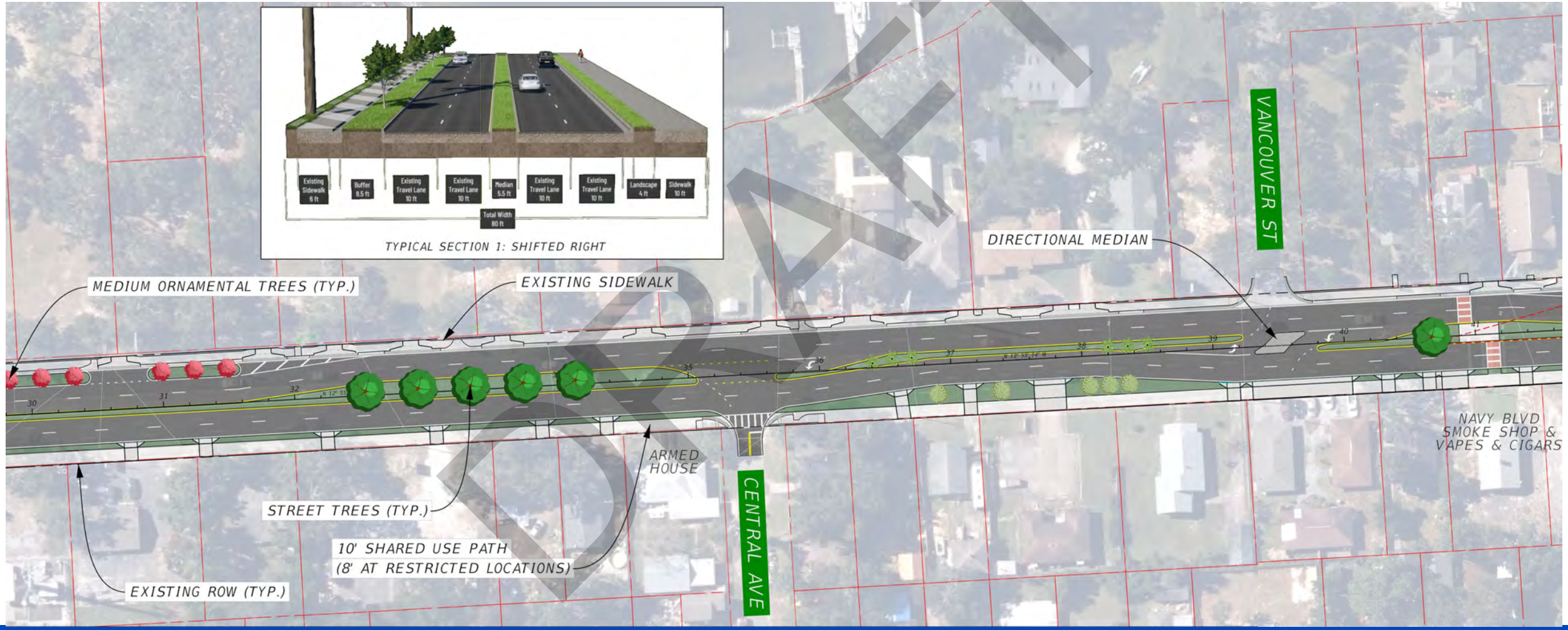
(4-Lane with Horizontal Deflections Shown)

- Accommodate turning movements – test locations with Autoturn
- No need for additional ROW for turnarounds



Segment B: Alternative 1 *(4-Lane with Horizontal Deflections)*

- No need for additional ROW for turnarounds



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Segment B: Alternative 2 *(4-Lane with Median and Median Openings)*

- No need for additional ROW for turnarounds

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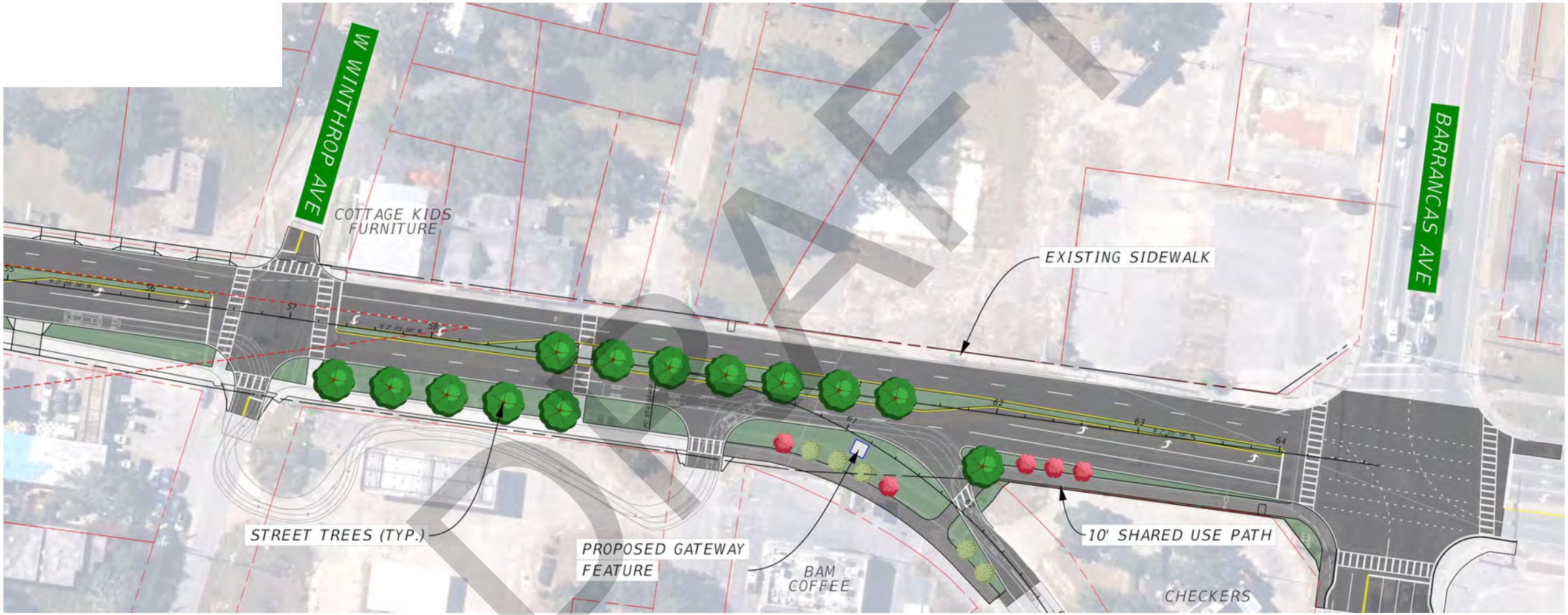
Segment C: Alternative 1 *(Passive Landscape)*

- No need for additional ROW for turnarounds



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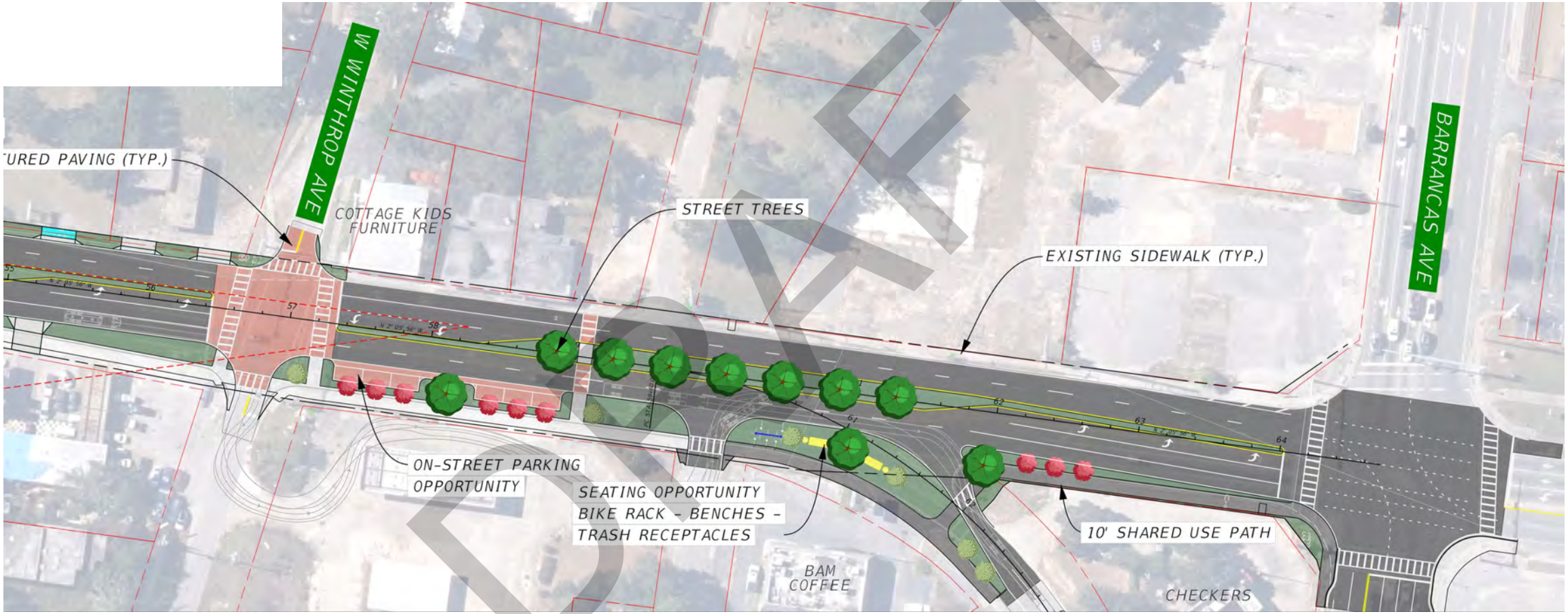
Segment C: Alternative 2 *(Active Landscape)*

- No need for additional ROW for turnarounds



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Discussion

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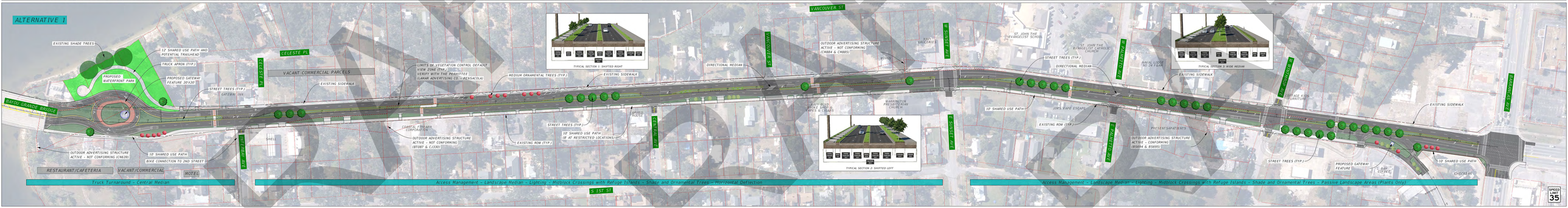
SOUTH NAVY BOULEVARD IMPROVEMENT PLAN – CONCEPT ALTERNATIVES

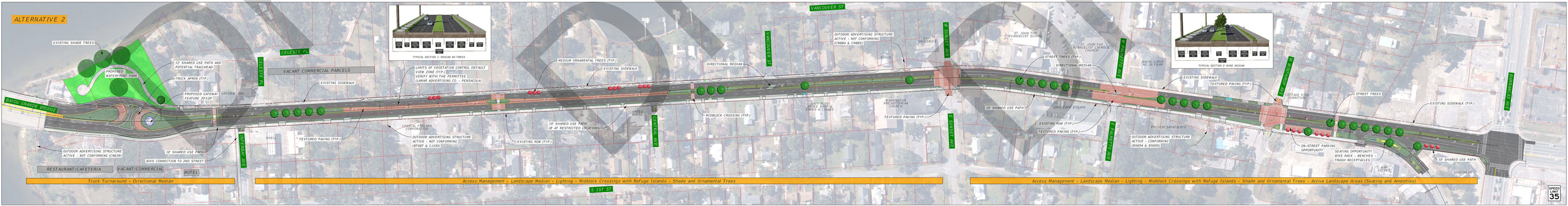
1" = 60'

EXISTING CONDITIONS

ALTERNATIVE 1



ALTERNATIVE 2



Project Advisory Team Meeting #3

Meeting Notes

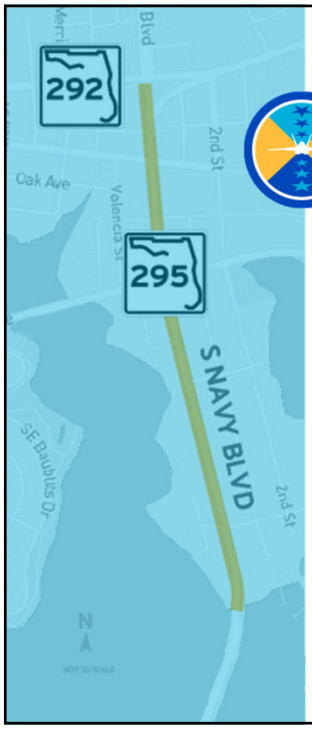
Project:	S. Navy Blvd Improvement Plan
Subject:	Project Advisory Team Meeting #3 – Preferred Alternative
Date:	Tuesday, July 29, 2025
Location:	MS Teams
Attendees:	Commissioner Michael Kohler Don Christian, Escambia County Clara Long, Escambia County Max Rogers, Escambia County Stephen Opalenik, NAS Pensacola Jill Nobles, ECRC Magued Hanna, HDR Mary Morgan, HDR

Project Update:

- HDR provided an overview of the results of the Public Workshop #1 and the Preferred Alternative including typical sections, inspiration boards, and conceptual design.
- Presentation materials from today's meeting are attached.

Discussion Points:

- This project will be required to go through FDOT's Lane Repurposing application process. FDOT will provide more input on the project during that process.
- Steve indicated that the proposed additional directional signage is beneficial to NAS Pensacola.
- Gateway feature designs will be determined during design. Possible ideas include a display similar to the one used at the West Gate, and/or flags.
- Lighting is proposed with a mix of being located on both sides of the roadway and in the center median. About 40 lights are anticipated with a spacing of 75 feet.
- Lighting can include posts for banners – which is preferred.
- The textured pavement can be stamped asphalt, stamped concrete, or pavers. There are pros and cons with each – while pavers can have maintenance issues, they are more pervious and provide better ecological benefits. Details such as the textured pavement can be determined during design.
- It is important to stress ecological benefits of this project to qualify for RESTORE funds. The project must have measurable impacts, which will be determined during design. Current conceptual design and boards emphasize ecological benefits adequately.
- Include an opportunity for pavers at the intersection with Barrancas Ave.
- Revise landscape board to include plants with ecological benefits. Use live oak instead of laurel oak, use American fringe tree.
- It is anticipated that CRA funds will be used to maintain the landscaping.
- Stormwater will be addressed during design.



SOUTH NAVY BLVD IMPROVEMENT PLAN

Project Advisory Team Meeting

Preferred Alternative

7/29/2025

Florida-Alabama TPO Transportation Planning Organization

1

1

Project Advisory Team

- District 2 Commissioner
- Escambia County CRA
- Escambia County Traffic & Transportation
- Escambia County Planning
- NAS Pensacola
- FDOT District 3
- ECRC

2

Agenda

- Background
- Public Workshop #1
- Typical Sections
- Inspiration Boards
- Preferred Alternative
- Next Steps

3

Background

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Project Purpose

Create a plan that improves mobility and safety for all modes, landscaping, and lighting along the 1-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace Bridge

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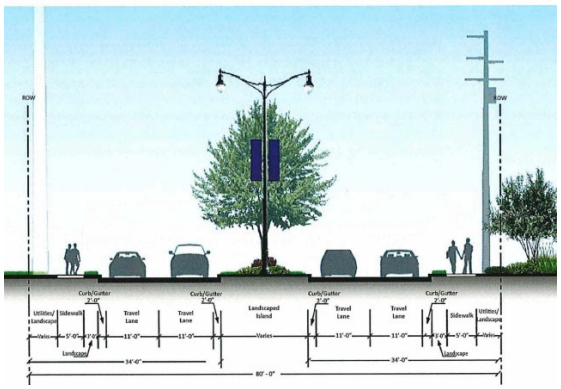
Navy Blvd Corridor Vision Plan and Design Guidelines Manual

Figure 1.3.A: Pedestrian Refuge Area (Section A)



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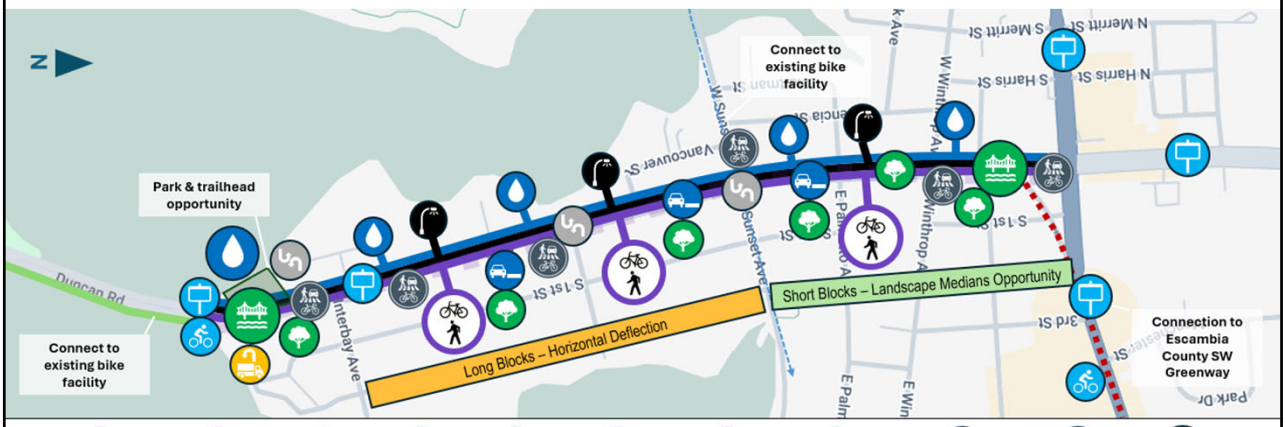
Corridor Improvement Icon Map



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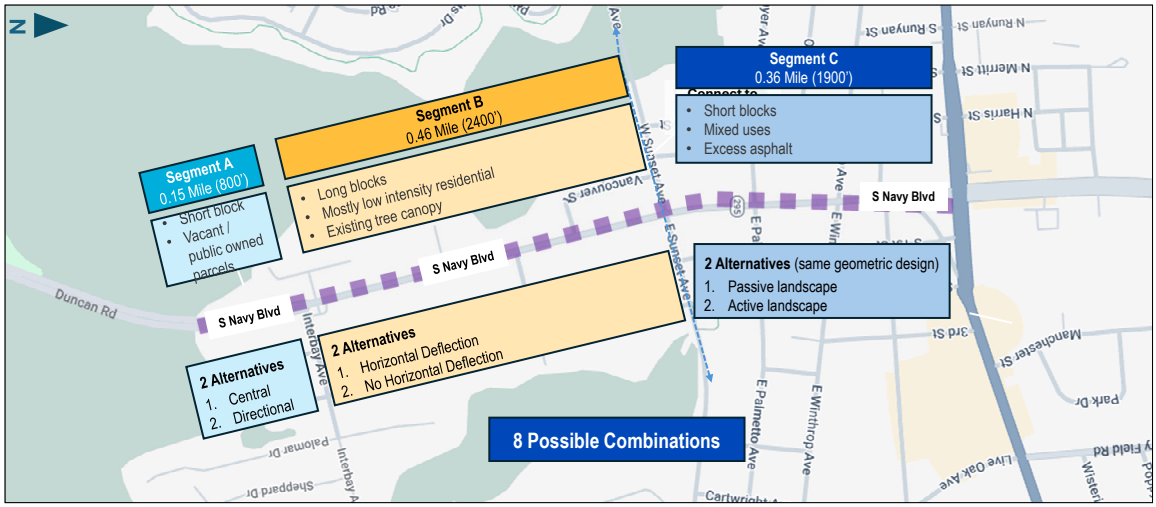
Project Segmentation



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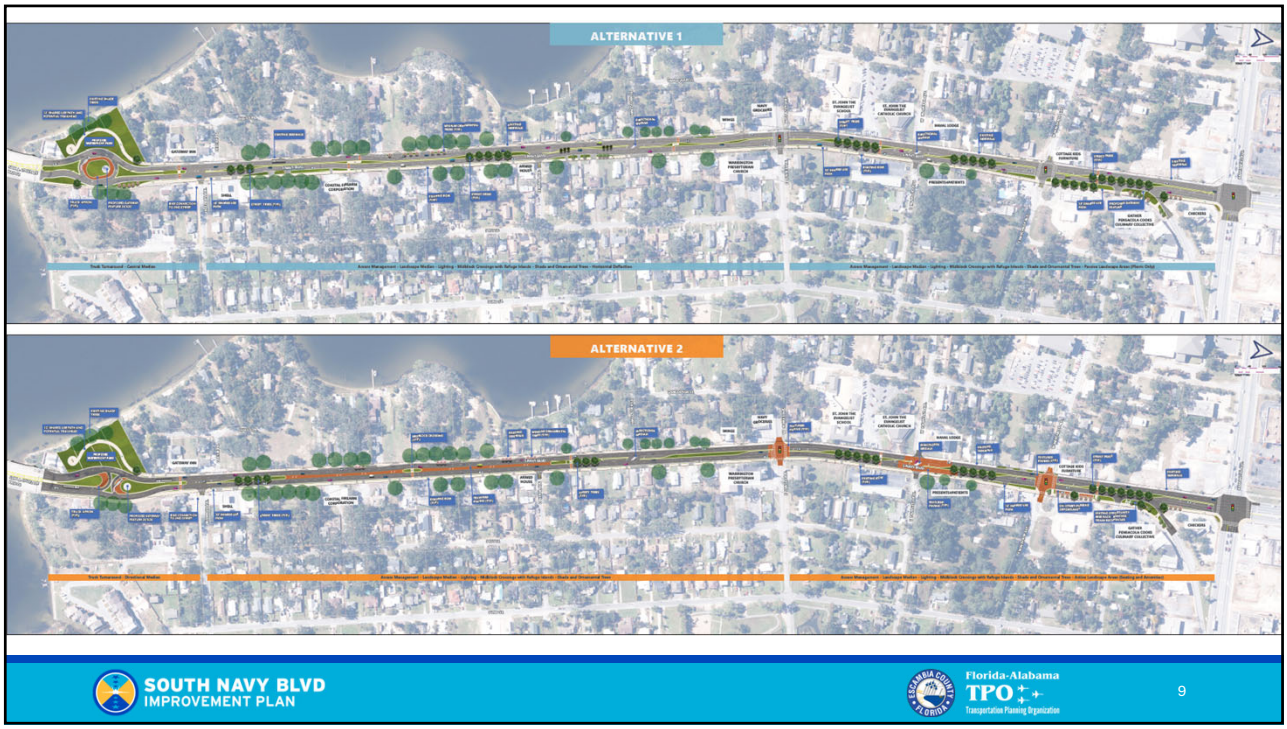

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Public Workshop #1

SOUTH NAVY BLVD
IMPROVEMENT PLAN
Florida-Alabama
TPO
Transportation Planning Organization
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Public Workshop #1

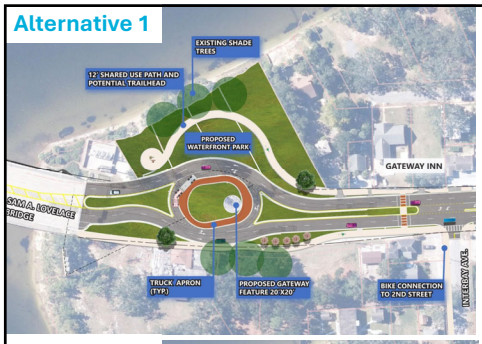
- **118** attended Public Workshop
  - Held 5/14/2025
- **657** responded to online survey
  - Ran 5/15/2025-6/1/2025

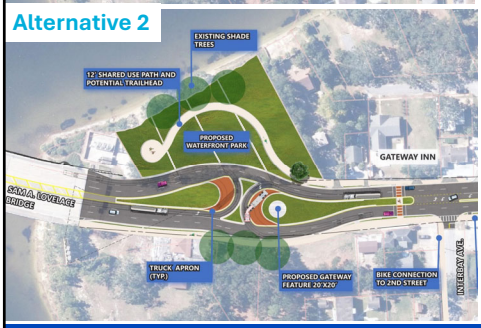
Take our Survey

Your feedback will help analyze which elements from each solution are the most important to incorporate into the final corridor design.

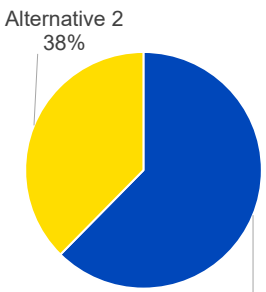
Take the Survey

11

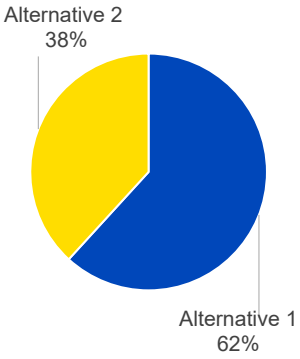




Segment A



Workshop Results



Online Survey Results

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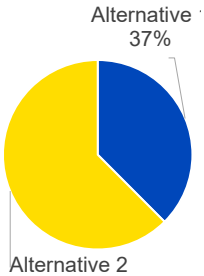
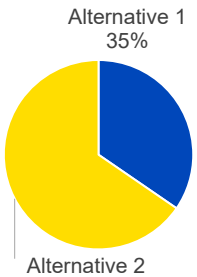
Alternative 1

Alternative 2

Segment B



Workshop Results



Online Survey Results

SOUTH NAVY BLVD IMPROVEMENT PLAN

Florida-Alabama TPO Transportation Planning Organization

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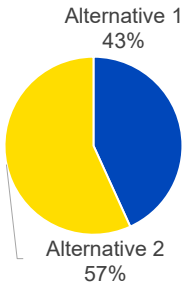
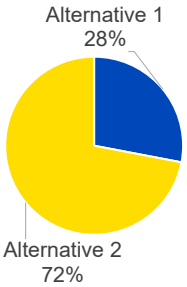
Alternative 1

Alternative 2

Segment C



Workshop Results



Online Survey Results

SOUTH NAVY BLVD IMPROVEMENT PLAN

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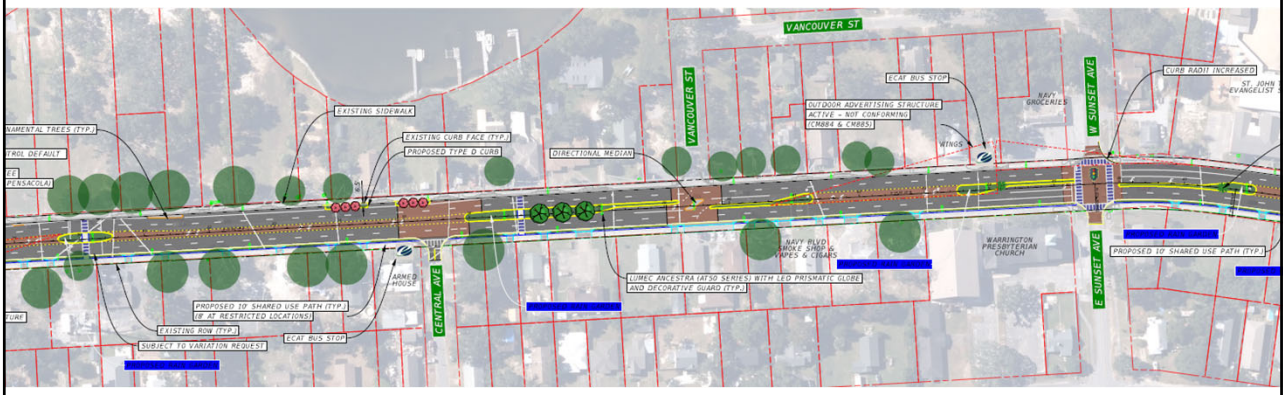
Preferred Alternative



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Typical Sections

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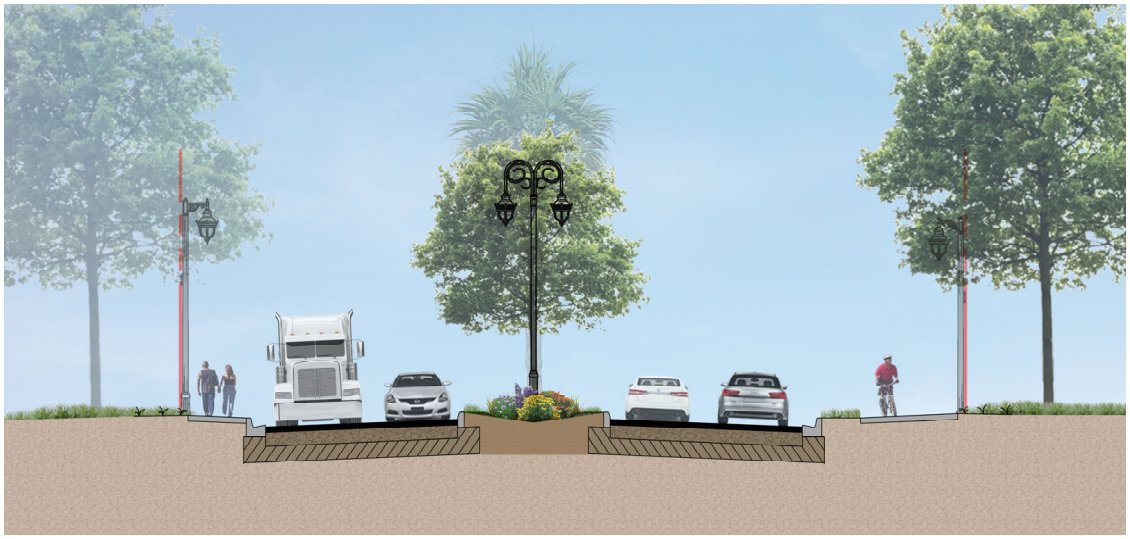

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IMPROVEMENT PLAN

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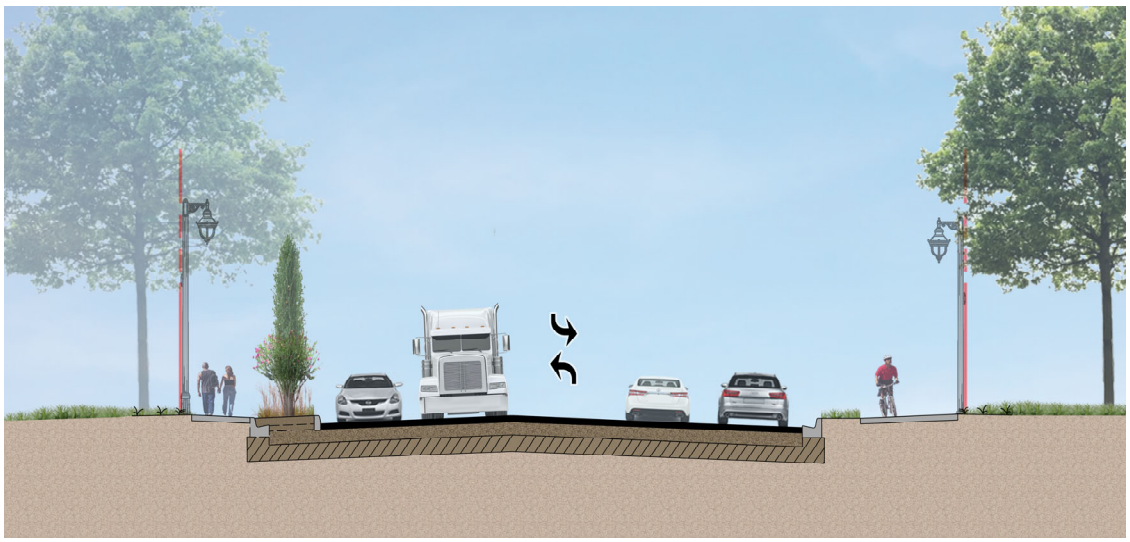

SOUTH NAVY BLVD
IMPROVEMENT PLAN

Florida-Alabama TPO
Transportation Planning Organization

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Inspiration Boards

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Additional Benefits and Synergies – Water Quality Improvements

Waterfront Stormwater Park

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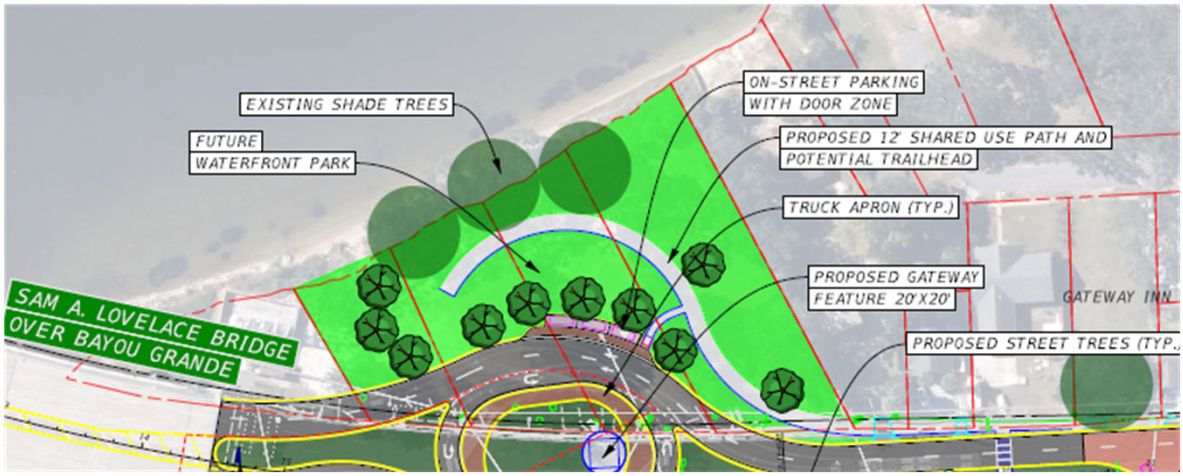
Additional Benefits and Synergies – Water Quality Improvements

Waterfront Stormwater Park



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Additional Benefits and Synergies – Water Quality Improvements

Waterfront Stormwater Park

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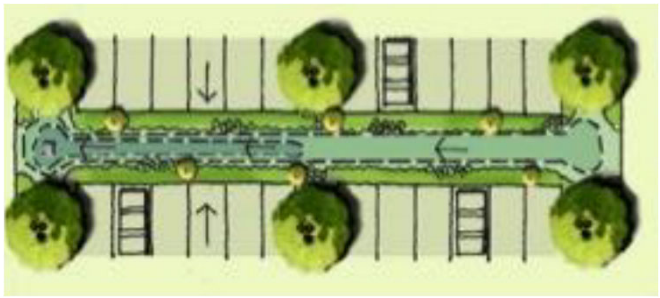
Additional Benefits and Synergies – Water Quality Improvements

Potential Rain Gardens

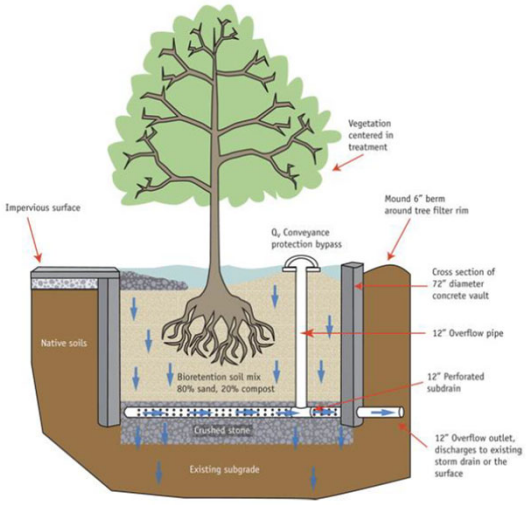
- 6” to 1ft. Deep
- Collects runoff from paved and other hardscape surfaces and direct it into the garden.
- Uses Native plants to minimize the use of fertilizers



Additional Benefits and Synergies – Water Quality Improvements

Stormwater Infiltration Planter Box Biofiltration System

- Collects runoff from paved and other hardscape surfaces and direct it into the planter box.



Additional Benefits and Synergies – Water Quality Improvements

Tree Box Filter Systems

- Bioretention with the aesthetics and space-saving design of street trees.
- Concrete box, filled with engineered soil and mulch, and planted with trees or shrubs.
- Stormwater runoff filters through the media, and either taken up by the tree, infiltrates into the ground, or is discharged through an underdrain.

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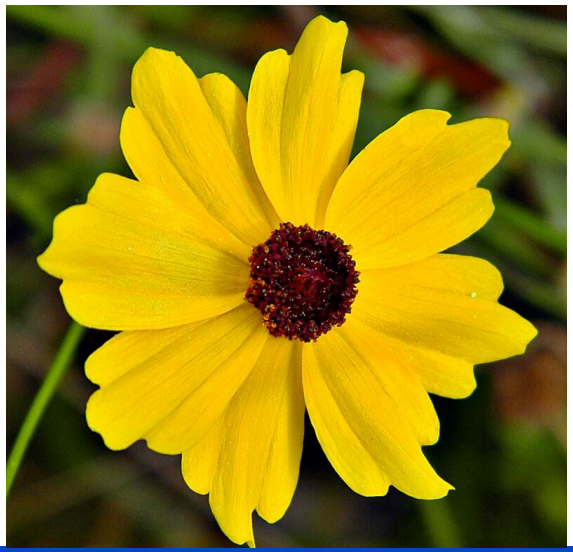
Additional Benefits and Synergies – Water Quality Improvements

Landscape Species Selection

Planting native species along the corridor and in the park will improve Florida species habitat and contribute to the aesthetics and livability of the corridor



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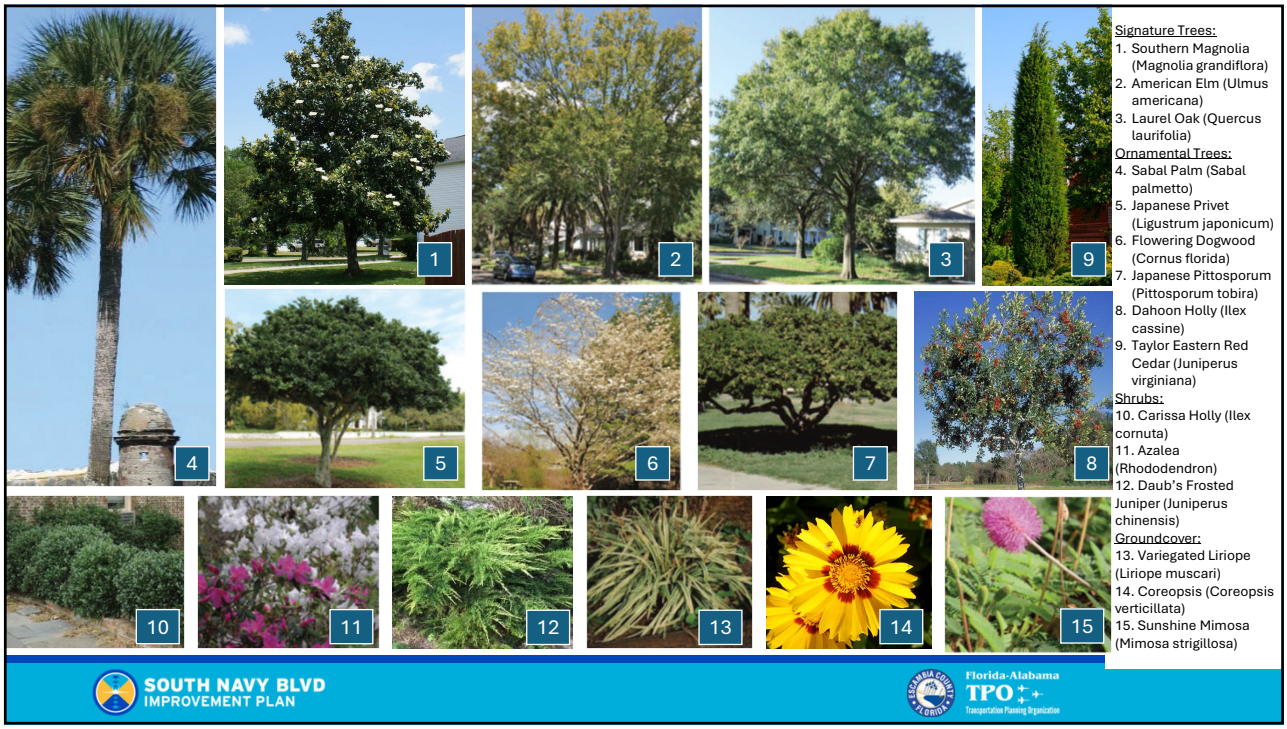
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Signature Trees:
1. Southern Magnolia (Magnolia grandiflora)
2. American Elm (Ulmus americana)
3. Laurel Oak (Quercus laurifolia)
Ornamental Trees:
4. Sabal Palm (Sabal palmetto)
5. Japanese Privet (Ligustrum japonicum)
6. Flowering Dogwood (Cornus florida)
7. Japanese Pittosporum (Pittosporum tobira)
8. Dahoon Holly (Ilex cassine)
9. Taylor Eastern Red Cedar (Juniperus virginiana)
Shrubs:
10. Carissa Holly (Ilex cornuta)
11. Azalea (Rhododendron)
12. Daub's Frosted Juniper (Juniperus chinensis)
Groundcover:
13. Variegated Liriope (Liriope muscari)
14. Coreopsis (Coreopsis verticillata)
15. Sunshine Mimosa (Mimosa strigillosa)
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Colors
Stucco
Brick
Concrete
Stone
Sod
Conventional
Stamped Asphalt
Stamped Concrete
Brick Paver
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Transportation Planning Organization

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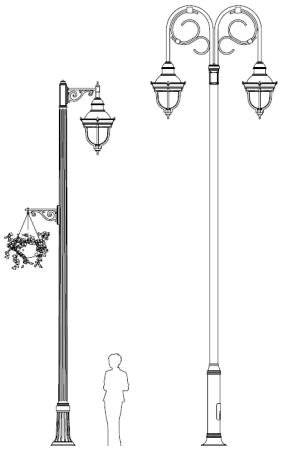

Urban

Ancestra

AT50 Pendant

Lighting

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Preferred Alternative

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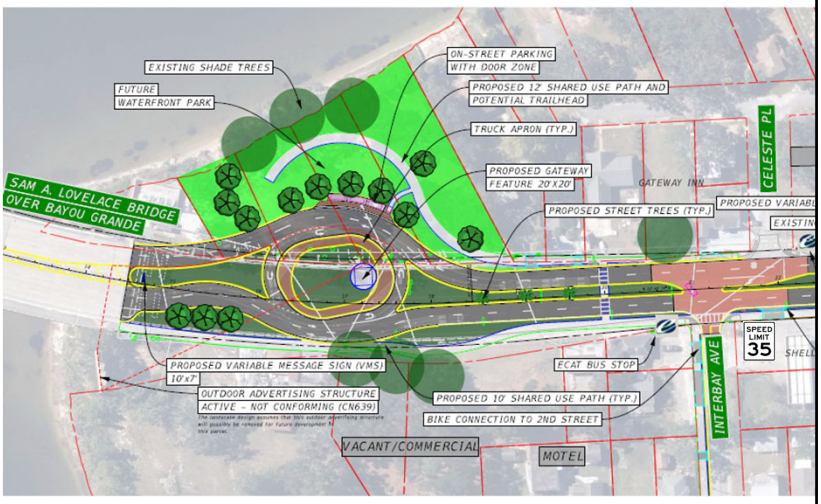
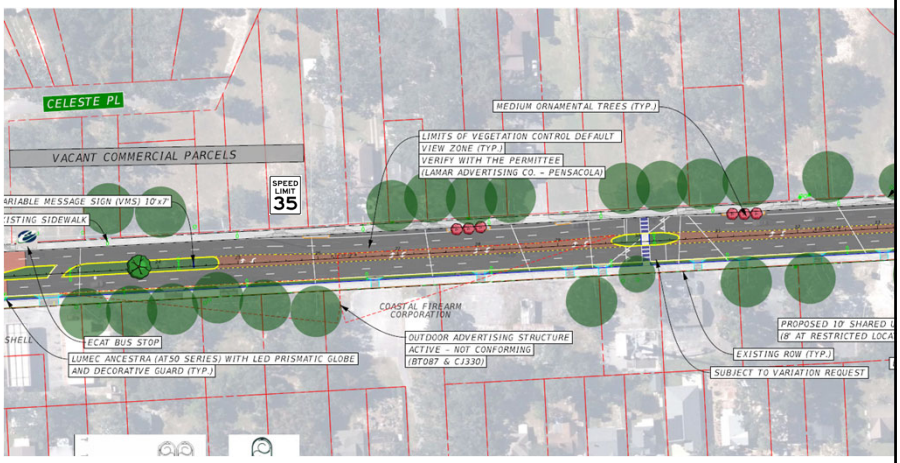
Preferred Alternative

- Central median vehicle turnaround
- Gateway feature opportunity
- VMS signs
- A waterfront park on the west side
- Limited on-street parking
- Four-lane section with 10-ft travel lanes
- Mid-block crossings
- 10-foot shared use path



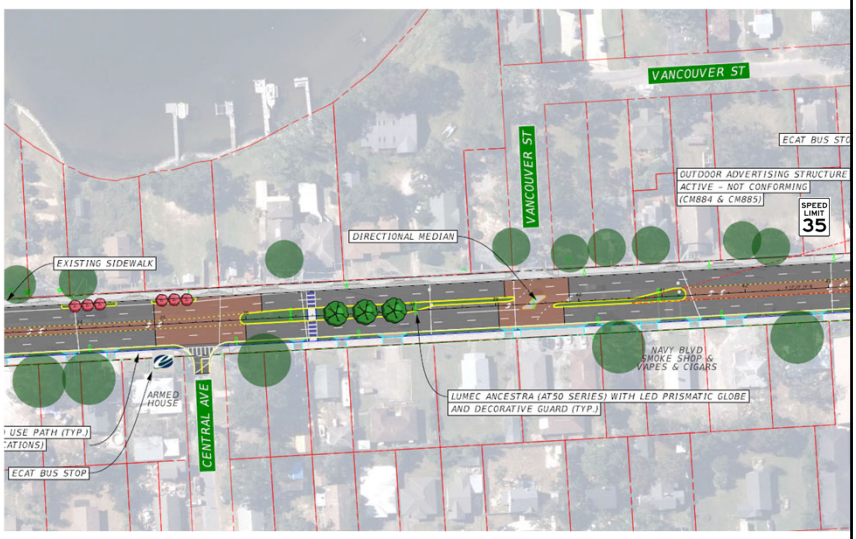
Preferred Alternative

- Landscape opportunities
- VMS sign
- Relaxed access management via two-way left-turn lane with textured pavement
- Mid-block crossings
- Four-lane section with 10-ft travel lanes
- 10-ft shared-use path



Preferred Alternative

- Landscape opportunities
- Textured pavement
- Relaxed access management via two-way left-turn lane with textured pavement
- Four-lane section with 10-ft travel lanes
- 10-ft shared-use path



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Preferred Alternative

- Landscaped median
- Textured pavement
- Mid-block crossings
- Four-lane section with 10-ft travel lanes
- 10-ft shared-use path

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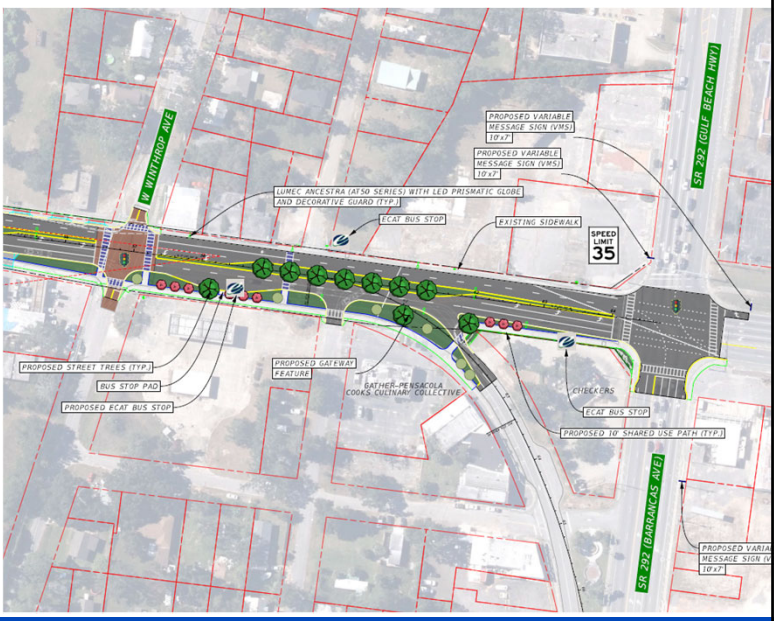
Preferred Alternative

- Landscaped median
- Gateway feature opportunity
- VMS signs
- Textured pavement
- Mid-block crossings
- Four-lane section with 10-ft travel lanes
- 10-ft shared-use path



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Next Steps

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Next Steps

✓	Public Workshop #2 – August 28
✓	Corridor Management Plan Report - Project Advisory Team will have an opportunity to review
✓	Escambia County BOCC to adopt the Preferred Alternative and Corridor Management Plan Report
✓	FDOT Lane Repurposing Application Process
✓	FL-AL TPO to incorporate project in annual Priority Ranking process and advance Design Phase to LRTP Cost-Feasible Plan
✓	Escambia County to explore funding options for future phases

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Thank you

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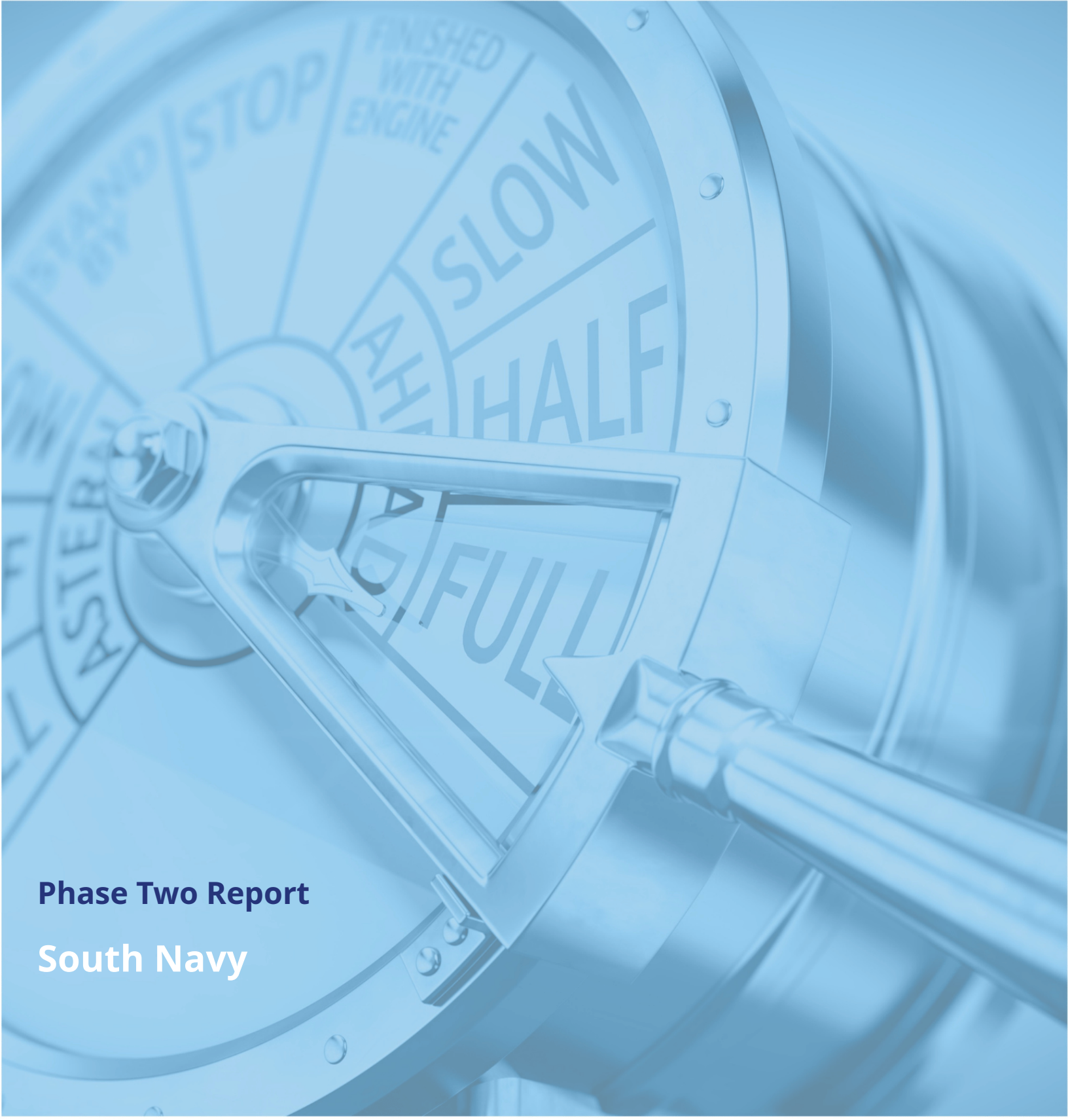
Phase 2 Report



Phase Two Report

South Navy

BowStern
MARKETING COMMUNICATIONS

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Meta Ads 5

Web Analytics GA4 6

Graphic Design 8

Web Design 12

Public Relations 14

Glossary of Terms

Ad Set: an aggregate of digital advertisements with the same graphic

Awareness: emphasis on getting the campaign recognized by the public

Bounce Rate: the percentage of visitors who enter the site and then leave ("bounce") rather than continuing to view other pages within the same site.

Circulation: the number of copies which is distributed of a particular print medium like a newspaper, magazine, periodicals, etc.

Click-Through-Rate (CTR): the percentage of people visiting a web page who access the designated link to a specific advertisement

Conversion: the phrase used to often describe the act of converting a user who sees an advertisement to a survey taker or a video viewer

Cost-Per-Conversion: shows how much it actually costs to obtain a user who will make a successful conversion

Direct Web Traffic: visits with no referring website, the number of people who type your URL into the address bar

Engagement: The total number of reactions, clicks, comments, video views, and shares

Impressions: when an advertisement or any other form of digital media renders on a user's screen, also applies to traditional marketing to measure the number of potential views an advertisement captures

Display Advertising: also known as a banner ad, is a form of on line paid advertising that is a designed image or a photo and copy on Google

Keyword: word or phrase describing your product or service that you choose to help determine when and where your ad can appear

Pageviews: an instance of an Internet user visiting a particular page on a website

Paid Search Advertising: a form of digital marketing where Google allows advertisers to show ads on their search engine results pages (SERPs), works on a pay-per-click model, meaning until someone clicks on your ad, you don't pay

Reach: the total number of different people or households exposed, at least once, to a medium during a given period

Reaction: when Facebook users interact with a status update, article, or photo using one of six emotional reactions: Like, Love, Haha, Wow, Sad, and Angry

Referral Web Traffic: when someone clicks on a hyperlink on another website to go to your website, the traffic is classified as "referral"

Remarketing: the tactic of serving targeted ads to people who have already visited but not yet taken action on your website

Total Clicks: number of times recipients clicked on your email campaign

Traffic: the aggregate of visitors to your website

Unique Clicks: number of recipients who clicked the links in your email campaign

Visibility: the number of projected impressions of a billboard

Web Visit/Session: an occasion in which a single user visits your website, can occur more than once if a user visits your website on more than one occasion during the period of measure

Project Engagement Goals

Project Engagement - Phase Two

Project results following the completion of Phase 2 are as follows:

- 143 surveys completed
- 2,124 sessions to project website
- 69,242 advertising impressions
- 3,636 advertising clicks
- 711,000 earned media impressions
- 59 attendees at second workshop
- 40 handouts completed at second workshop

Meta Ads

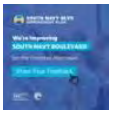
Facebook Ads

Amount Spent	Cost Per Click	CTR
$998.75	$0.47	5.25%

Impressions	Ad Clicks	Post Engagement
69,242	3,636	16,179

Campaign Performance

Top Performing Ads (by clicks)

CAMPAIGN	AD	AD SET	CLICKS	IMPRESSIONS	CTR	AVERAGE CPC
August & September 2025 - Web Conversions (Survey)	 Take Survey	Escambia County Residents_Leads	2,835	57,964	4.89%	$0.28
August 2025 - Web Conversions (Workshop Event)	County Residents	Escambia County Residents	801	11,278	7.10%	$0.25

Web Analytics GA4

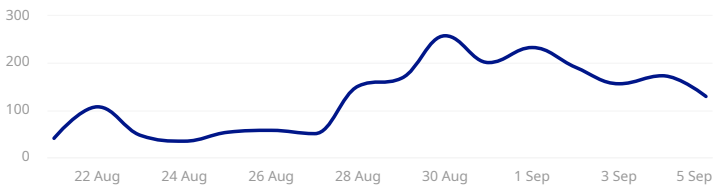
Web Analytics

Views

3,033

Total Users

1,900



Top Pages

/survey/	**1,960**
/events/	**429**
/about/	**318**
/	**211**

Sessions

Paid Other	**1,464** (69%)
Paid Social	**262** (12.35%)
Direct	**249** (11.74%)
Organic Search	**76** (3.59%)
Organic Social	**38** (1.8%)
Referral	**32** (1.51%)
Unassigned	**1** (0.05%)

Traffic Source

CHANNEL	NEW USERS	VIEWS	ENGAGED SESSIONS	ENGAGEMENT RATE	AVERAGE ENGAGEMEN...	EVENT COUNT
Paid Other	1,303	1,888	875	59.77%	00:00:12	6,605
Direct	200	467	167	67.07%	00:00:37	1,496
Paid Social	231	391	149	56.87%	00:00:16	1,302
Organic Search	47	164	56	73.68%	00:01:02	529
Referral	26	71	30	93.75%	00:00:31	248
Organic Social	37	50	28	73.68%	00:00:11	177
Unassigned	0	2	0	0.00%	00:00:15	5

Total Users

1,900

New Users

1,844

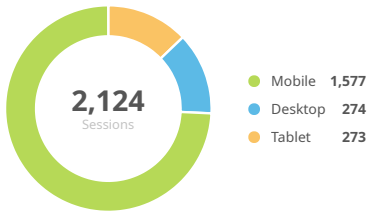
Engagement Rate

61.44%

Engaged Sessions

1,305

GA4 Sessions



Top Pages

Showing 8 of 8 Rows

PAGE	VIEWS	SESSIONS	TOTAL USERS	NEW USERS	EVENT COUNT	AVERAGE SESSION D...
/survey/	1,960	1,613	1,495	1,353	6,948	00:01:47
/events/	429	348	317	226	1,321	00:00:41
/about/	318	260	233	81	920	00:01:31
/	211	186	171	153	782	00:01:46
/events/thank-you/	61	52	49	22	246	00:00:41
/contact/	44	35	35	5	117	00:00:32
/events/index.php	7	6	5	4	20	00:00:09
/contact/thank-you/	3	3	3	0	8	00:00:06

Graphic Design

Activities Completed

For phase two of the South Navy Blvd Improvement Plan, BowStern completed the following graphic design efforts:

- Eblast Header Graphic
- Workshop #2 Direct Mailer
- Facebook Event Header Graphic
- Social Media Graphics
- Workshop #2 Digital Ad Graphics
- Survey #2 Digital Ad Graphics
- Workshop #2 Print Materials & Signage

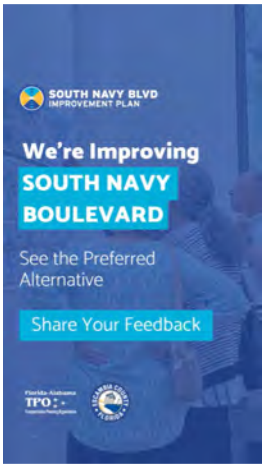
Direct Mailers

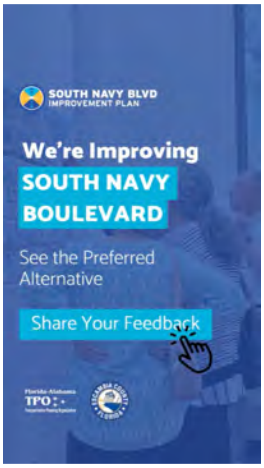
Facebook Event Graphic

Eblast Header Graphic

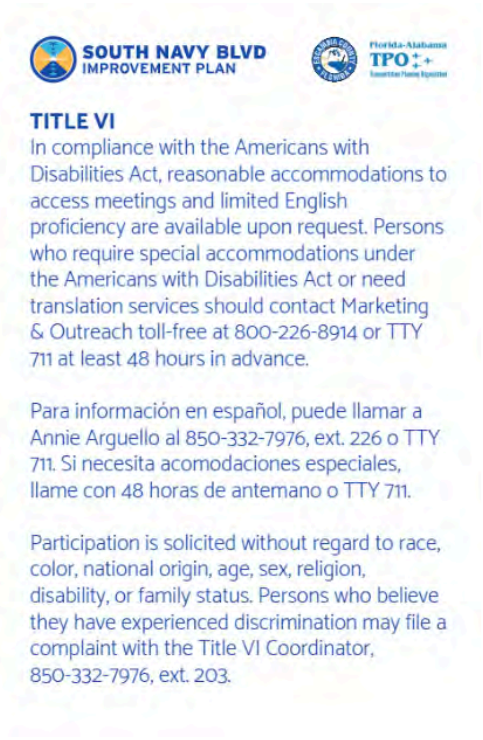
Workshop #2 Digital Ad Graphics

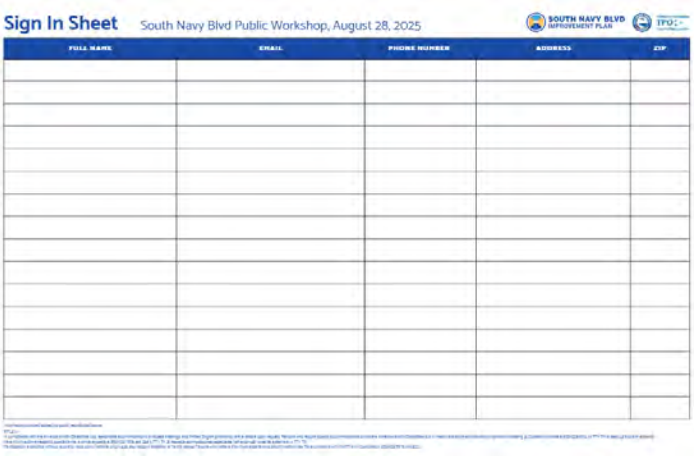
Survey #2 Digital Ad Graphics





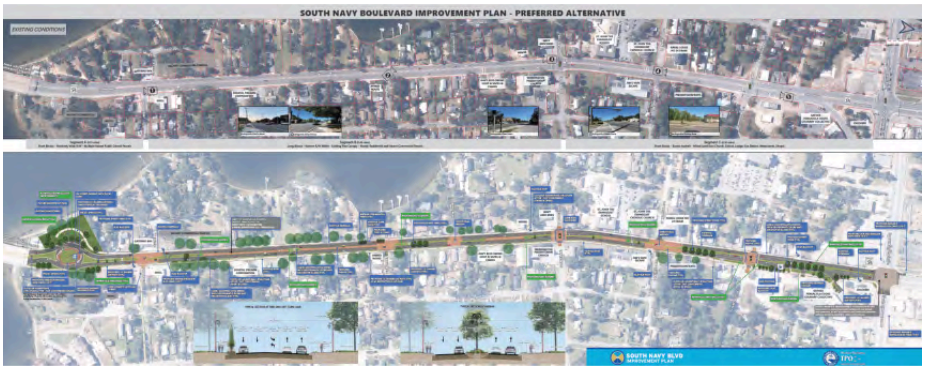
Workshop #2 Print Materials & Signage

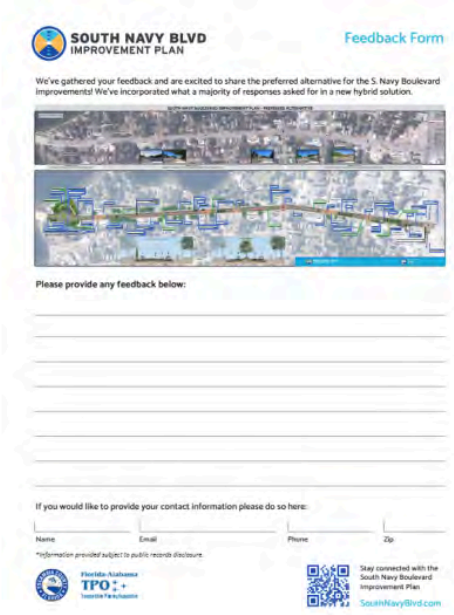




Sign In Sheet South Navy Blvd Public Workshop, August 28, 2025

FULL NAME	EMAIL	PHONE NUMBER	ADDRESS	ZIP





SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard Improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

If you would like to provide your contact information please do so here:

Name Email Phone Zip

*Information provided subject to public records disclosure.

Florida-Alabama TPO

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Web Design

Activities Completed:

BowStern updated the web environment to host information about the project and the survey: https://southnavyblvd.com/
The team also built out the phase two survey through Survey Monkey.

SOUTH NAVY BLVD
IMPROVEMENT PLAN

South Navy Boulevard Improvement Plan Survey #2

View the Preferred Alternative and Provide Your Feedback

After gathering and reviewing community feedback, a preferred alternative has been identified for improvements to the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue
take our short, one-que
design.

Thank you for your part

South Navy Boulevard Improvement Plan Survey #2

PREFERRED ALTERNATIVE

Landscaping and hardscaping will be finalized in the design phase of the project.

1. Comments / Feedback

South Navy Boulevard Improvement Plan Survey #2

2. Residential Information

Name

Done

Public Relations

Public Relations

SOUTH NAVY BLVD
IMPROVEMENT PLAN

For Immediate Release
August 25, 2025

Public Invited to Final South Navy Boulevard Improvement Plan Workshop on August 28

[Pensacola, Fla.] – Escambia County invites community members to attend a public workshop for the South Navy Boulevard Improvement Plan, scheduled for Thursday, August 28. South Navy Boulevard is a one-mile corridor, stretching from Barrancas Avenue to the Sam A. Lovelace Bridge, and serves as a vital gateway to NAS Pensacola and nearby neighborhoods and businesses.

Following months of public input and technical analysis, the project team has developed a preferred alternative aimed at enhancing safety, mobility, and visual appeal along the corridor. The preferred alternative includes updated lighting, landscaping, and overall roadway design enhancements to better serve residents, commuters, and visitors.

The public workshop will be held on Thursday, August 28 from 5-7 p.m. at the Lexington Terrace Community Center, located at 700 S. Old Corry Field Road. At this event, attendees will have the opportunity to view the recommended plan, speak with the project team, and provide additional feedback. Community input can also be shared through a brief online survey that will be released after the meeting, offering another opportunity to weigh in.

"The community has played a central role in shaping this plan," **said Escambia County District 2 Commissioner and Chairman Mike Kohler.** "We've gathered your feedback and are excited to share the preferred alternative for the South Navy Boulevard Improvements. This hybrid solution reflects what a majority of participants asked for, and we look forward to continuing these conversations as we all work towards a more connected and welcoming South Navy Boulevard."

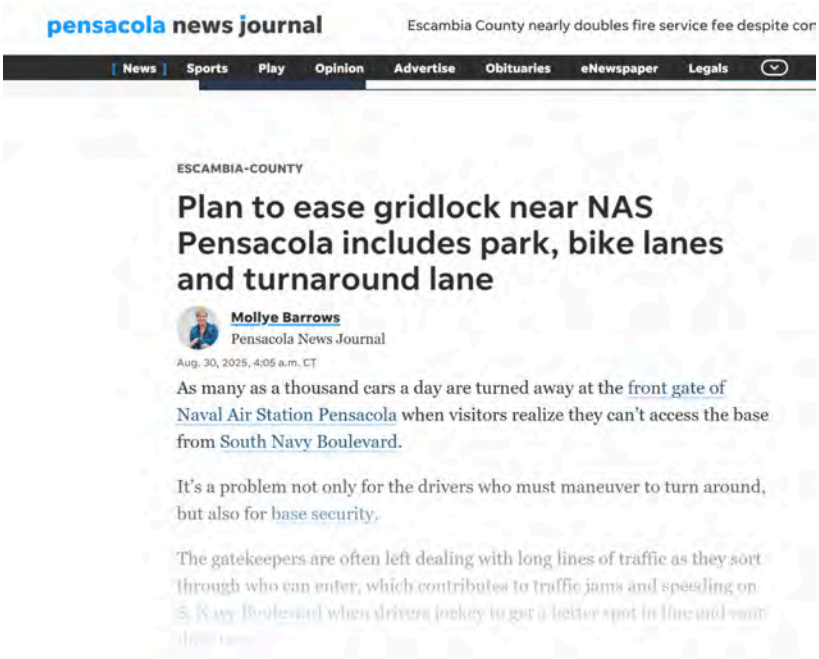
For more details on the South Navy Boulevard Improvement Plan project, please visit southnavyblvd.com.

###

South Navy Boulevard | Public Workshop Alert This open-house style public workshop will discuss the preferred alternative for South Navy Boulevard.
When: Thursday, Aug. 28
Where: Lexington Terrace Community Center
700 S. Old Corry Field Road, Pensacola, FL 32507
Time: 5 - 7 p.m.
www.SouthNavyBlvd.com

SOUTH NAVY BOULEVARD | PUBLIC WORKSHOP ALERT
Escambia County has teamed up with local partners to improve the South Navy Boulevard (SR 295) one-mile corridor, from Barrancas Avenue southward to the deck of the Sam A. Lovelace bridge. This open-house style public workshop will highlight the preferred alternative for South Navy Boulevard.
When: Thursday, Aug. 28
Where: Lexington Terrace Community Center
700 S. Old Corry Field Road, Pensacola, FL 32507
Time: 5 - 7 p.m.
www.SouthNavyBlvd.com

Media Coverage



pensacola news journal

Escambia County nearly doubles fire service fee despite cor

[News] Sports Play Opinion Advertise Obituaries eNewspaper Legals

ESCAMBIA-COUNTY

Plan to ease gridlock near NAS Pensacola includes park, bike lanes and turnaround lane

Mollye Barrows
Pensacola News Journal

Aug. 30, 2025, 4:05 a.m. CT

As many as a thousand cars a day are turned away at the front gate of Naval Air Station Pensacola when visitors realize they can't access the base from South Navy Boulevard.

It's a problem not only for the drivers who must maneuver to turn around, but also for base security.

The gatekeepers are often left dealing with long lines of traffic as they sort through who can enter, which contributes to traffic jams and speeding on S. Navy Boulevard when drivers jockey to get a better spot in line and turn

Public Workshop #2 Comments

SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

- PUT SENSORS ON LIGHT
- WOULD SPEED BUMPS HELP TO SLOW TRAFFIC?
- RECONSIDER USING MAGNOLIA TREES, PRETTY BUT MESSY!
- I HOPE THEY CAN MAINTAIN THE MEDIUM AREAS BETTER THAN THEY DO ON N. NAVY BLVD.
- NOT IN FAVOR OF TRAFFIC CAMERAS UNLESS ABSOLUTELY NEEDED

* OVERALL — GREAT JOB! THANK YOU

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

**Information provided subject to public records disclosure.*

Florida-Alabama TPO Transportation Planning Organization

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

GET IT DONE!

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
D. YEATES	20 N. HARRIS 32507	850 516-5903	

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Can't wait for work to get started. Hoping that this improvement will attract new businesses

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____ Zip _____

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Beautiful and inviting for neighbors and tourists. Walkways and park invite people to outdoors and attract new business. Great way to invite and keep Navy influence and build the Westside!

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Sheila Feltner	sjfellijay@yahoo.com	706-847-5300	32507

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

I think trees in the median will become a problem for large contractor trucks going to and from NAS

I think the water front park should have a fishing dock with boat access

The median "islands" look good as is. They are not blocking any driveways and that is good.

If you would like to provide your contact information please do so here:

Name | Email | Phone | Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

- The left turn Lane at Barrancas heading North is not long enough for afternoon traffice although I turn right it will add about 5-10 minutes of my return home
- How do the crosswalk fit into FDOT's new policy?

If you would like to provide your contact information please do so here:

Name | Email | Phone | Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Hopefully this is just the beginning of MAJOR improvements. I hope you will be able to address the blight beyond the beautification. Abandoned buildings, homeowners need to clean up properties. Grants for that?
Any plans for attracting businesses other than vape shops, cannabis dispensaries and dollar stores?

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Liza Rugsdale	liza.j62@gmail.com	8504261553	32506

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Florida-Alabama TPO
Transportation Planning Organization

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

I'm pleased with the Final Decision - Go/ planning

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Keith Moore	on File		32507

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Transportation Planning Organization

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

I live on Celeste Place and my entire neighborhood is STill on Septic systems not even on City sewerage yet! I would think that with all this construction + money (Taxes) being spent on beautification maybe we could afford city sewerage... It is 2025!

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
KEVIN DELTZ	KEVIN.BELTZ68@gmail.com	(504)416-5317	32507

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Florida-Alabama TPO
Transportation Planning Organization

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

What about removing any more buildings along Navy??

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____ Zip _____

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Traffic Flow — Since I was a young child Traffic exiting N.A.S. Pensacola between 3PM(1500hrs) and 5 P.M (1700hrs) has been heavy. Taking out the 3rd (Third) Lane is a terrible Mistake. Safety, Safety, Safety! You show person with a baby Stroller. But never show Pictures of Northbound Traffic at 4 P.M. (1600hrs) DO NOT REMOVE The 3rd LANE

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Kevin Hearing	Hearingkevin15@Gmail.com	850-287-6321	32507

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Concerned about landscaping maintenance of medians. Currently, the maintenance of medians of the "new" Cervantes Street is non-existent and presents an unfavorable appearance. If there is not long-term maintenance of medians landscaping — scratch the medians on Navy Blvd.

I like the south end waterfront park and roundabout. These add to the professionalism to the entranceway to the Naval Air Station.

VMS signs are a nice addition.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Bruce Herman	bherm6390@att.net		32563

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Transportation Planning Organization

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SOUTH NAVY BLVD IMPROVEMENT PLAN

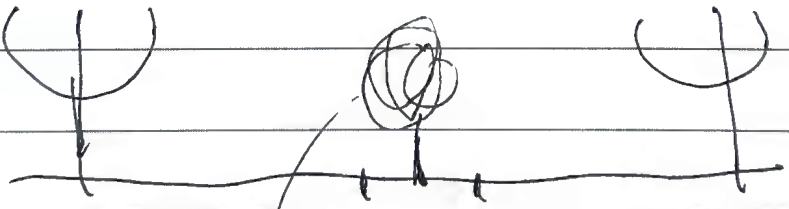
Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

- Overlook at south park, not just a path that ends.
- Brick pavers @ intersection (permeable)

Consider Ornamental grass for rain garden Muhly Grass, etc.



Allee Elm

Fridge Tree for Ornamental

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Brandon Adams	badams@adamsla.com	251 648-8022	32507

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Bike lanes on Navy on the Perdido side
Bike Lanes
Slow it, reduce to 1 lane with bicycle lanes
Accidents, Right turns, Left turns, Less no left turn
Deflection causes accidents over slow speed
Median at Landings has been a failure on other Navy Blvd sections
Turtle Pitting through bicycle use

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

The roundabout coming off the bridge should help to slow down the vehicles leaving the base. It may need to have a higher curb to prevent cars from going into the "impervious area reduction" because they are traveling too fast exiting the bridge.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Patrick Weston	patrickweston10@att.net	615-440-8671	32507

President Bayou Davenport Neighborhood Watch.

**Information provided subject to public records disclosure.*

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Transportation Planning Organization

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

(1) DON'T CARE FOR BULB-OUT OPTION; SOMEONE WILL EVENTUALLY RUN INTO IT (DISTRACTED DRIVERS, NOT PAYING ATTENTION), OR THEY "SEE IT AT THE LAST MINUTE," LIKE LANE MERGE SIGNS -- AND JAM THEIR VEHICLE INTO TRAFFIC LINE AS THEY TRY TO GET AHEAD OF OTHER DRIVERS.

(2) WHATEVER LANDSCAPING, LIGHTING & SIGNAGE DECIDED ON SHOULD BE THE MOST COST EFFECTIVE, PERIOD. THE OTHER CONSIDERATION SHOULD BE LONGEVITY (WEATHER-WARE, DURABILITY, CONTINUED USE).

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
REBECCA DOBAR	rebeccadobar@gmail.com		32506

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Florida-Alabama TPO
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Stay connected with the South Navy Boulevard Improvement Plan

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Great Presentation

If you would like to provide your contact information please do so here:

Drew Mason	dmage2189@yahoo.com	615-569-5862	32507
Name	Email	Phone	Zip

**Information provided subject to public records disclosure.*

Florida-Alabama TPO Transportation Planning Organization

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SouthNavyBlvd.com

SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

ALTERNATIVE 1 FIRST VIEW SEEMS BEST
WHAT I SAW IS VERY PLEASING AND CERTAINLY
IMPROVES ALL THINGS WE THAT LIVE ON THE
WEST SIDE WANT ESPECIALLY SAFETY AN TRAFFIC
FLOW. I JUST HOPE THIS ACTUALLY COMES
ABOUT BEFORE I AM TO OLD TO ENJOY.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
RONALD L. PARKS	SKRAPPRCM@YAHOO.COM	850-525-8881	32507

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Thanks for making right-hand turn lane from Navy Blvd onto Gulf Bch. Hwy. a dedicated right hand turn lane only.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Bobby Wise	whyzez@aol.com	(850) 292-4924	32507

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Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Looks like an improvement —

If you would like to provide your contact information please do so here:

Name _____ Email _____ Phone _____ Zip _____

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

3-6 months of traffic right more for little return
A complete waste of money for exc wash dedicated right turn onto Gulf Beach only thru right

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
BJ Cook	bjc@bjcook.com		32507

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Wonderful plan - what about maintenance?

Can we clean up Edgewater streets with debris left from people that evacuate the neighborhood and leave household goods?

If you would like to provide your contact information please do so here:

Karen Summerville _____ 850 377-7429 32507

Name Email Phone Zip

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Very happy there is no median in front of 529 S. Navy Blvd! Thank you!

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Jennifer Rimmer	jenkohlenberger@cox.net	850-449-1637	32507

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Looks Great

If you would like to provide your contact information please do so here:

Chip & Susan Walton

Name | Email | Phone | Zip

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IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

We are very concerned about the access management issues for our business, GATHER, A Culinary Collective part of our Pensacola Cooks business. We noticed driveways being removed to the building, along with our sign. Additionally, the trees (depending on what is chosen) will further alienate us from the public line of sight. We are definitely willing to talk talk with someone further about this process.

Overall, the improvements further South on Navy Blvd are very focused on transportation safety.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Mike Selby* Jacki Selby	Mselby@pensacolacooks.com	850-723-9289	32507

*Information provided subject to public records disclosure.

*Owner

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Escambia County Florida

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Thanks for all you are doing to engage the public!

SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

#1 NO Magnolia TREES, Roots bust sidewalks

Pavers ✓

Lots of Lights in Center Trees (Holiday Xmas)

♡ PlanTREE

Let's GO!

If you would like to provide your contact information please do so here:

Wanda Mercer	WonderWomanFan72@gmail	850-449-7272	32506
Name	Email	Phone	Zip

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Looks wonderful!

If you would like to provide your contact information please do so here:

Annamarie Carlson a.carlson@cox.net 850-450-5518 32526

Name Email Phone Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

- Signage lower to monitor speeds @ Catholic Church. Current Yellow flashing light too high.
- Everything else fine.
- Camera's @ Sunset East/Navy Blvd. - Send ticket.!

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
JC Holley	Jcholo0007@gmail.com	321-331-1254	32507

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Textured Paving does not hold up as well as pavers! Can we afford real pavers?
Magnolia Trees are messy & the cones are dangerous to bicycles & pedestrians
Rain Gardens great idea.

This design is lovely! Brave

Use Pavers not Stamped concrete
Anchor the ~~bikes~~ so they do not 'shift'. Full Size Pavers
Smooth

If you would like to provide your contact information please do so here:

Deborah Dunn | downtownclub850@gmail | | 32
Name | Email | Phone | Zip
850 232 9063

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

We ~~have~~ share property at 501 S. Blvd. There is grass between our property line (fence) and sidewalk. We hope something is done with the grassy area between property line and sidewalk. We like the plans that have been submitted.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Clarence & Lesa Morgan	Lesa_morgan@bellsouth.net	850-380-2726	32507

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

I do not see any improvements that would reduce speed. I think speeding will continue
I assume the churches on the map I have concerns as to how large number of cars could exit the churches. It appears as if the cars would turn right then have to turn left at the next access point.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

- PERPETUAL MAINTENANCE PLAN ?
- NO TRAFFIC CIRCLES. NOT SAFE, DANGEROUS WITH HEAVY TRAFFIC
- ARE OLD STRUCTURES ON NAVY BEING REMOVED OR IMPROVED ?

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
BERNIE JACOBS	BERNIEJ104@BELLSOUTH.NET	8504503506	32507

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IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

PLEASE USE BRICK PAVERS & SABAL PALMS

THANKS

If you would like to provide your contact information please do so here:

Name | Email | 8502061865 | 32507
Phone | Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Cameras on traffic lights. Too many speeders going to & from the base.
Light sensors ~~during~~ for after school and church traffic.
Everything else looks beautiful!!
Thank you.

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Cathy Henderson	cathyhenderson11@gmail.com		

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IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Re Proposed Type D curb: Recently AT&T moved a ~2"x4" Gabel box right there across from central. It was in the ROW of 501 S. Navy Blvds driveway until about 2 weeks ago - on Aug 20, 25. In front of 4395. Navy.

I like the rain garden/stormwater plan. I hope it works. Raw stormwater has been flowing into Bayou Chanoe for so long

If you would like to provide your contact information please do so here:

Shirley Green | Shirleygfl@gmail | 850 455 0427 | 0/ | on Bayou Grande

Name | Email | Phone | Zip

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I have a picture if you want

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IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Trees. - yes 4, 3 add - Crepe Myrtle
No magnolia

If you would like to provide your contact information please do so here:

Name | Email | Phone | Zip

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SOUTH NAVY BLVD IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

include knock down derelict buildings

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

(1) The signs to manage traffic into NAS main gate may not help w/ Back up. The West Gate Corridor Mgmt Plan - How can it prevent Gulf Beach Hwy Back ups on GBH and Navy Blvd, that blocks roadways

(2) The waterfront park will be a hangout for various homeless

(3) The New gas station will be an issue for traffic flow GBH.

(4) Overkill for $$, no Beautification for nothing, on S. Barrancas

(5) Too many trees + maintainence $$

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Does American Elm even grow here?
Flowering Dogwoods have a disease and die here.
Why Japanese Pittosporum? Find more appropriate native species.
How long will this take?

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip

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SOUTH NAVY BLVD
IMPROVEMENT PLAN

Feedback Form

We've gathered your feedback and are excited to share the preferred alternative for the S. Navy Boulevard improvements! We've incorporated what a majority of responses asked for in a new hybrid solution.

Please provide any feedback below:

Why only concentrate on the section that benefits the commissioner who lives there? The rest of Navy Blvd is an eyesore & embarrassment for all tourists who visit the Naval Museum And residents who live around it. Also entrance to Corry Station is in terrible condition

If you would like to provide your contact information please do so here:

Name	Email	Phone	Zip
Susan Foreman	susan.rms@gmail.com		32506

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Online Survey #2 Comments

Q1 Comments / Feedback

Answered: 125 Skipped: 18

#	RESPONSES	DATE
1	The circle will back traffic up even more. I am against that idea. To ease the back up, more security aisles need to be open during high flow areas. The actual area leading up to the base need major visual improvement. It would be nice to have dedicated bike/running trial.	9/5/2025 8:56 PM
2	Ok	9/5/2025 3:55 PM
3	It appears funding already appropriated for this. I don't see any real benefit here for anyone but NAS and those who travel to/from the base. How much is the Navy/DoD contributing? I believe we wouldn't have to look hard to find a better use for the money. Maybe a mile or so in the other direction.	9/5/2025 2:05 PM
4	Can't see the plan clearly on my ipad	9/5/2025 1:07 PM
5	For the landscaping plants / trees, please make sure you guys are choosing things that will thrive in scorching heat / droughts and also can tolerate short freezes down to the teens in the winter. When the Perdido key roundabout was done all the plants died the first season and it's such a pathetic entry for visitors to our beautiful key. The moment you drive over the state line on the key everything is so gorgeous and well implemented. The west side of Pensacola is so tacky but could be so gorgeous. Invest a little more into longevity/sustainability and beauty.	9/5/2025 10:49 AM
6	Clean improvement that allows pedestrians and motorists to navigate. I like it.	9/5/2025 10:39 AM
7	I love this plan! I hope it comes to fruition and is kept nice! Civitan park is kept minimally and is overgrown. Something I hope doesn't happen to this new project	9/5/2025 10:36 AM
8	I like it!	9/5/2025 10:00 AM
9	This is a ridiculous expense that only improves a very small corridor. Navy Blvd extends far beyond where the commissioner lives.	9/5/2025 8:48 AM
10	Clean up the ugly buildings	9/5/2025 8:30 AM
11	I like the stamped asphalt. And palm tress with shrubs and flowers.	9/4/2025 11:56 PM
12	There is NO NEED FOR A ROUNDABOUT AT THE FOOT OF THE BRIDGE!	9/4/2025 11:14 PM
13	Looks good. Will be nice to revitalize that area. Show the military we appreciate them.	9/4/2025 10:25 PM
14	This is all a lie. Just like the county wasbgoing to 4 lane gulf beach highway 10 years ago. Don't believe the county they lie and steal from theirbtax payers Oh by the way they are getting fined forbl the painting on A street. Guess who pays that fine we do.	9/4/2025 9:59 PM
15	Get people to obey speed limits	9/4/2025 7:42 PM
16	The second picture with trees on both sides and down the middle. BUT, PLEASE do something with that corner where a defunct Checkers sits, the empty lot across the street that attracts homeless, and the corner across. If nothing else, than remove the concrete and place sod down to bring more green to the area. Also, improve the Veteran memorial behind the Checkers to bring it together with these new improvements.	9/4/2025 2:40 PM
17	This makes sense. However median plantings are a long term maintenance initiative in order to keep this improvement in place.	9/4/2025 1:52 PM
18	The biggest problem to me are the empty buildings and the glut of tattoo,, vape and just rundown buildings. Medians and landscaping are like putting lipstick on a hog.	9/4/2025 12:03 PM
19	Having Turn lanes into existing businesses is very important, thank you for making that update	9/4/2025 11:18 AM
20	I really like the roundabout prior to the bridge. It will offer a way to turn around for people who accidentally use this gate for the museum. Improving the sidewalk on this corridor is also	9/4/2025 9:48 AM

	great. Many young marines and sailors walk this path, ride bikes/skateboards as they are fresh out of training and don't own a car. Having ridden my bike on the path, I can say it's very narrow and doesn't offer a lot of shade. It can be brutal in summer. Overall I think it is a huge improvement.	
21	I like it	9/4/2025 9:30 AM
22	I love it but fix the uneven lump/hole in the road where barrancas splits itself apart at the spur.	9/4/2025 5:59 AM
23	I like it	9/3/2025 10:24 PM
24	Get rid of the eye swores and clean up the area.	9/3/2025 6:26 PM
25	Any plan for improvement will be beneficial!	9/3/2025 4:53 PM
26	Waste of money. What needs to be done is four lane the entire road from Navy Blvd to the Alabama state line.	9/3/2025 12:38 PM
27	Keep up the good work	9/3/2025 11:38 AM
28	FDOT did a terrible job with the I-10/Scenic Highway project as far as plans for landscaping. 300 heritage oaks were removed without the knowledge of the city or county. The outcome of this debacle was that a landscaping plan would be enmeshed into early stages of all road projects throughout the state; it seems they are going back on their word and can no longer be trusted to do the right thing. I know the military and residents of this area do not want to see any more heritage trees destroyed because of the short-sightedness of FDOT and the county just "going along." We HAVE to see the landscaping plan NOW—simpler them pull the wool over your eyes again!!!	9/3/2025 11:22 AM
29	Plants in the center of the road is unnecessary and an extra expense on the city to maintain them. If the purpose is for beautification and safety, you can do it without trees and maximize the space available to drivers with other alternatives. It seems like those who agree have put majority of the likes in the Facebook post comment mentioning something similar. The options originally given were not enough to present what is best for the area to include safety.	9/3/2025 10:32 AM
30	adds vegetation but can it accommodate traffic	9/3/2025 8:36 AM
31	1) Very concerned about light pollution, especially on to the bayou. The FPL substation at the base of the bridge already floods the bayou to the west. 2) The overhead power lines and large poles are the most unsightly part of this drive. They establish a feel of industrial scale rather than residential or human scale. 3) Maintenance of the existing area is a large detractor, but the last thing I want to see is chemicals used in the area that have even a remote possibility of running off into the bayou. 4) Thank you	9/3/2025 8:09 AM
32	Needs places to eat	9/3/2025 1:30 AM
33	The rain garden near/at Central St is going to cause issues for the vehicles traveling south on Navy that turn left onto Central. This would be better if moved down closer to Vancouver or put south of Central. There is less traffic that turns left onto Vancouver coming from the base than there is driving south turning left on Central.	9/2/2025 10:46 PM
34	Way too many bus stops (Seriously) traffic problems, otherwise looks great!	9/2/2025 9:33 PM
35	Like the roundabout and the landscaping in the center of the roadway	9/2/2025 9:21 PM
36	Looks like good improvements will be implemented.	9/2/2025 7:04 PM
37	And improved lighting.	9/2/2025 6:40 PM
38	I like it	9/2/2025 3:08 PM
39	Looks great!	9/2/2025 1:48 PM
40	Unnecessary expense and added costs for maintaining vegetation.	9/2/2025 12:32 PM
41	Please do not add landscaping if it's not going to be maintained. Do not use centipede grass!	9/2/2025 10:55 AM
42	Front gate traffic is already a huge inconvenience to everyone that lives in that area and who works on base. Add in Blue Angels chaos and this is a recipe for disaster.	9/2/2025 10:20 AM
43	Don't take away traffic lanes	9/2/2025 9:46 AM

44	Will it make it easier to access NAS main gate during the day. Signage about authorized personnel and guests before the turnaround?	9/2/2025 8:38 AM
45	The updated route with greenery looks better	9/2/2025 7:13 AM
46	Looks good	9/1/2025 11:24 PM
47	Even on the new rendering it is listed that “Checkers” is still occupying the area between the Y, what are the plans for that area; it can certainly be transformed into a beautiful water feature surrounded by a shady park	9/1/2025 9:55 PM
48	Decorative street lamps	9/1/2025 9:26 PM
49	It looks very nice	9/1/2025 9:05 PM
50	good idea	9/1/2025 8:25 PM
51	The decisions are of course political but…that area is one of significant trash, local historical and architectural treasures and temporarily vacant properties. We've seen the community's governmental fathers relay critical infrastructure decisions making future projects less and less affordably practical... I'd est…extending I-110 north to 9 Mile Rd, further to an intersection with US Hwy 29 , and even further toward I-65. All that said and speaking as an octogenarian veteran who daily drove route and was married in the Warrington Presbyterian Church. Recognizing the rights of current property ownership I favor the improvement plan and future enhancements as additional properties can be acquired.	9/1/2025 7:42 PM
52	Traffic coming out on Palmetto needs to be able to turn north. If not it will create traffic problems for arrivals and dismissal traffic at St John School	9/1/2025 6:23 PM
53	It's been a long time coming. Needs improvement for the community.	9/1/2025 6:11 PM
54	Needs updated lighting, turning lanes left and right, visible signage. Shade for pedestrians with benches. Well maybe not, homeless people will sleep on them. Needs places for our sailors to go to enjoy right off base. Like a game room, bar, eateries with food (not fast food) Heck the whole west side needs this. Who wants to pay for a cab to go across town all of the time? Demolish the old run down buildings and build something new and better for West Side people and our Navy Friends!	9/1/2025 6:03 PM
55	Just the beginning, hopefully. Otherwise, just lipstick on a pig	9/1/2025 5:04 PM
56	reducing the outbound lanes from NAS from 3 to 2 and adding a slow down, roundabout will not improve traffic flow. Better off to put some curbs and sidewalks on the adjacent streets.	9/1/2025 5:00 PM
57	Yes - we need this - we need to beautify the entrance to our base - it’s horrible currently.	9/1/2025 2:30 PM
58	The preferred alternative is a good start. This needs to be extended down Navy Blvd to Chiefs Way. Connect both NAS’ and Cory Station. This will hope fully create pedestrian safety and bicyclist friendly routing along the roadway and improve the infrastructure tremendously, not too mention hopefully bring in better and more development to the area.	9/1/2025 11:43 AM
59	Why are you removing lanes going to the main gate of the NAS? Rather than making traffic worse here, why not spend the money to widen Blue Angel from 98 to the back gate to allow more traffic that way first!	9/1/2025 11:18 AM
60	Yeah, we all know how the "improvements" to Cervantes worked out! I'm having flashbacks of complaining about that before it was finalized.	9/1/2025 10:45 AM
61	1. Choking traffic by removing a north bound lane is a bad idea. Cars leaving the base who will transition to eastbound Barrancas should not he forced in to lanes with northbound Navy BlVd. 2. Landscaping in the median will be maintenance disaster- just like it is along Pensacola Bay. Find low growth shrubs that grow vertically and grow very slowly. 3. Want to a roundabout and observation point correctly? Raise the main toad above it and put the roundabout below it. Similar to the 3 mile bridge transition on the Pensacola side and Gulf Breeze side. Tryi g to lut a bridge and roundabout on the same layer is a horrible idea. 4. Better yet, scrap the road improvements and put the money in to the vacant lots at Navy/Barrancas and Gulf Beach Hwy.	9/1/2025 10:12 AM
62	Bike paths to and from base main entrance. Covered Bus stops both sides. Crosswalk at school. Street lighting improved from Navy/Barrancas to base main entrance, both sides. No need for all the landscaping. Lamar signs should conform to new digital standards.Code	9/1/2025 10:02 AM

	enforcement on vacant lots, commercial lots standing structures are an eye sore, painting should be required.	
63	Please, add sustainable beautiful landscaping to the plans for improving the traffic management part.	9/1/2025 9:55 AM
64	More businesses for entertainment as well. All we get over here is new dollar generals, gas stations and fast food. Help west Pensacola!	9/1/2025 8:57 AM
65	I think it great as long as it is kept up. I have lived in Navy point for 57 years. And honestly, it has become a dump. The single vagrant that lives on the corner of gulf Beach Hwy and Navy Blvd. Has to go! The garbage he produces is unreal. The corner where he peddles use to be a KFC. Let’s bring in a Crispy Crème. I love the new Circle K it’s much needed. CVS looks horrible. We need to hold them accountable. Little things can go a long way. If you are going to plant trees, shrubbery make sure there is money in the kitty to keep it up. Seems To be a huge problem around here. Other than that I love it !	9/1/2025 7:46 AM
66	Looks nice. Hope it is maintained	9/1/2025 7:41 AM
67	Yes I love it that area definitely needs improvement	9/1/2025 7:19 AM
68	I believe that will be a good additive to the road. Along with cameras. I live and have lived in navy pointe a while. Lots of stealing going on around here	9/1/2025 6:00 AM
69	Be wise when selecting landscaping - overgrowth, easy to maintain.	9/1/2025 4:23 AM
70	1) please, no bright lights. We already have too much light pollution from the electrical substation at the base of the bridge.	8/31/2025 11:24 PM
71	Please make usable bike paths!	8/31/2025 10:45 PM
72	Your wasting money	8/31/2025 10:07 PM
73	This will be good for Pensacola. Make it happen	8/31/2025 10:07 PM
74	Please make sure the landscaping and hardscaping do not impede drivers' view of traffic.	8/31/2025 8:31 PM
75	I love the concept and beautification, however, there will need to be clear direction as to how to drive through them.	8/31/2025 7:54 PM
76	It will be all for naught if the businesses dont start cleaning up and looking better. Good overall design tho. Be sure the ecat bus stops are OFF the main drive! Also, the trail head needs plenty of parking. Not many will walk to that location.	8/31/2025 3:07 PM
77	Love it! great plan.. much needed.	8/31/2025 9:54 AM
78	To encourage military cyclists who want to ride to work on NASP, please ensure that there is a safe way for them to show ID getting on base, and have a safe way to leave the base. Current situation dumps them out onto the roadway.	8/31/2025 8:36 AM
79	More restaurants would be nice on this end	8/31/2025 8:30 AM
80	It seems that this particular part of Barrancas gets"good enough" improvements, then nothing. No irrigation, no maintenance, irregular mowing at best.	8/30/2025 10:45 PM
81	Why isn't city of pensacola paying for this. Use the money in the county instead	8/30/2025 7:48 PM
82	Has the lack of sewerage in the area been addressed?	8/30/2025 4:07 PM
83	Ok nice	8/30/2025 2:00 PM
84	A kayak launch would be a nice addition to the park area. The current layout is nice	8/30/2025 1:01 PM
85	The design looks very good. The only caveat is the dreaded heavy traffic days. I work on-base 5-days a week and as such I can speak from recent experience. The most significant problem with the design is that traffic does backup over the bridge and will completely grid-lock the round-about. On at least half of the Blue Angel practice or demo days the traffic backs up behind the bridge and sometimes all the way to the Barrancas Ave intersection. Thus, the round-about will get COMPLETELY filled up with cars on those days until the NAS Pensacola front-gate staff increases manning to handle the traffic (which they can do and usually do when warranted). Another oversight with the current design is the blocking off of a current shortcut. I would recommend either doing away with median and the proposed street trees (typ) that block	8/30/2025 12:48 PM

	Commerce Street from merging into South Navy Blvd. This is a popular street to turn out-of and turn into. Thus, the current design is blocking a critical turn for many travelers. The food businesses on that corner will suffer with the current redesign. South 1st Street => Commerce Street => South Navy Blvd Also, signage for 18-wheelers is useful in this area. Which lanes should the 18-wheelers be using? Is it not possible to get one pedestrian bridge in this roadway instead of the pedestrian crossing? During heavy traffic the pedestrian crossing will become problematic. The bus-stops should have off-road pull-off lanes instead of the in-traffic stop lane. Is this not possible? Please consider signage options for visitors to NAS Pensacola base instructing them which lanes to use (usually the far-left lane) to allow the traffic to flow quickly through this roadway on the busy days. Please keep up the good work!	
86	Good, West side needs some attention too	8/30/2025 10:54 AM
87	Yes, please	8/30/2025 10:35 AM
88	It looks absolutely wonderful. I like the added trees in select areas of the roadway and vegetation. It is such an improvement and proper gateway to the Navy Base. I didn't see bike lanes. Please make sure bike lanes are present and integrated with the rest of community.	8/30/2025 10:31 AM
89	Better	8/30/2025 9:57 AM
90	Total waste of time and money. The road and sidewalks are fine as is. The problem is eyesore properties along side of navy Blvd. Do something about that first. The roundabout is a stupid idea that will create more traffic problems on navy Blvd. Spend the money on 4 landing gulf beach hwy.	8/30/2025 9:40 AM
91	Much need!! It looks great, I love the idea of a water front park.	8/30/2025 8:59 AM
92	A lot of money for what? Eliminate flooding/pooling water with proper drainage and repave it where needed. All the extra is just money thrown to the wind. A decent walk/bike safe path for the few who travel without automobile would be nice for value but not needed.	8/30/2025 8:18 AM
93	Landscaped features should include irrigation as well as the run-off water collection areas and boxes. The shifting of bicycle traffic to 2nd Street appears to limit access to portions of alternative plan properties. The use of textured highway surfaces is a better choice to 'speed bumps' in slowing traffic.	8/30/2025 3:47 AM
94	Looks nice	8/30/2025 1:39 AM
95	Will not matter if esco doesnt remove the bums on every corner	8/30/2025 1:13 AM
96	Who is going to maintain it? How do the cars going south pull a u turn into business accounting just north of central? You shrink the lanes, give them no turn lane, and expect a u turn in two lanes? Explain. What is a rain garden. This plan was started when I was wrc president back in 2007! We were promised it would be done in three years. Here we are 20 years later.	8/30/2025 1:00 AM
97	Second one	8/30/2025 12:24 AM
98	I get that the idea is to beautify the region from the bridge to hwy 98. However the real eyesore is from 98 up to Chief's Way. Its a good start, but you're only fixing about 1/4 of the problem	8/29/2025 11:58 PM
99	Make sure street trees don't create blind spots for drivers	8/29/2025 8:49 PM
100	Install curbs, sidewalks and drainage on the side streets before spending more money on this wasteful, egotistical boondoggle	8/29/2025 8:26 PM
101	Waste of money. Upkeep will never be consistent. This end of Navy blvd has mostly base traffic.	8/29/2025 8:23 PM
102	Need more info on reason garden. If the example is Cervantes St Brownsville(unmaintainable)	8/29/2025 8:17 PM
103	I love it! I agree with the preferred alternatives that the majority already selected. I hope this project gets funded. It's long overdue. Thank you!	8/29/2025 7:41 PM
104	How will this design affect the heavy traffic going into the base.. particularly on Blue Angel days?	8/29/2025 7:20 PM
105	Stop the damn speeding cars off the Navy Base.	8/29/2025 7:04 PM
106	This area is in such great need for improvement , such as this and sending the blight of long shuttered businesses . Looks good	8/29/2025 5:46 PM

107	I think that is a waste of money. Military needs to get on/off base quickly.	8/29/2025 1:57 PM
108	That is a waste of money for green space and create more traffic for base employees. Totally not needed.	8/29/2025 10:58 AM
109	Removing the third lane, putting in a round about is for any person who has never had to access or exit the base during peak traffic hours. As it is we are backed up to sunset. Stupid	8/29/2025 8:42 AM
110	Great job everyone! Thanks for all your hard work!	8/29/2025 7:24 AM
111	Not the right area of South Navy…was a bit misleading in delivery…	8/29/2025 5:32 AM
112	It needs places to eat	8/29/2025 4:27 AM
113	Please use native trees and plants! More green space is a great idea!	8/28/2025 11:44 PM
114	So very happy this is going to happen...improvement is LONG overdue. Two concerns: (1) don't add the bump-out curbs, people will do the same unsafe things as when they see a "merge" sign...they will act like they didn't see it, wait till the last second, and jam their car in ahead of those who do the right thing (2) use whichever paletts/lights/material that will take the heat, relentless rain and high traffic = cost effective over 'looks'.	8/28/2025 9:45 PM
115	This survey doesn't show what exactly is going to be done. If you want feedback then give specifics on the plan and show them	8/28/2025 9:08 PM
116	If you want a traffic circle put one at Sunset & Navy.	8/28/2025 9:07 PM
117	Don't like ether one concern it will interfere with my property at 620 south navy.	8/28/2025 8:59 PM
118	Overall really great! I do not like the intentional street width reduction in some areas.	8/28/2025 8:51 PM
119	wasted money on eyewash. Put in regular street lights (lighting needed) not more expensive architectural lights that do not cast as many lumens. Rotary too small for a long nose twin with a 53' trailer to use. Spend th emoney on fixing potholes and timing lights instead of this feel good no major plus to traffic with a project that will slow traffic on and off the base for months (3 months to complete is a pipe dream) Dedicated right turn onto Gulf Beach from Navy the only thing you got right on this	8/28/2025 8:28 PM
120	The turn-around/roundabout prior to the bridge is genius and a much-needed safety mechanism for those who do not wish to access NAS Mainside inadvertently. Well done!	8/28/2025 7:54 PM
121	I'm all for making it beautiful. I am NOT for talking the third lane out. I think that is a mistake.	8/28/2025 7:42 PM
122	Needs more tress	8/28/2025 7:21 PM
123	Use the money to fix the dilapidated building and bring business to the area.	8/28/2025 7:15 PM
124	Thanks for your work on the this and involving the community!	8/28/2025 7:04 PM
125	Looks great	8/28/2025 7:00 PM