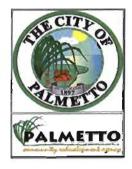
## TAB

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#### GIS PARK STUDY INFORMATION

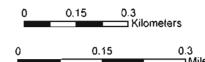
Based upon presentation by GIS Specialist, Zack Schwartz, certain areas were identified as potential new park projects. At the request of Advisory Board Members, the following documents are being provided to reflect locations of the "Park Candidates" for site visits.



### Canidate Parcels **New Park Project** Palmetto, FL

Community Redevelopment Agency
GIS Staff
GIS This map was developed by the GIS Staff at the Palmetto CRA.
a provided for general reference and it is not warranted in any way.
Is from non-coincidence of features from different sources may exist
The CRA and its employees shall be held





Area 1: North of 10th St. W., West of 2nd Ave. W., East of 8th Ave W., and South of 13th St W.

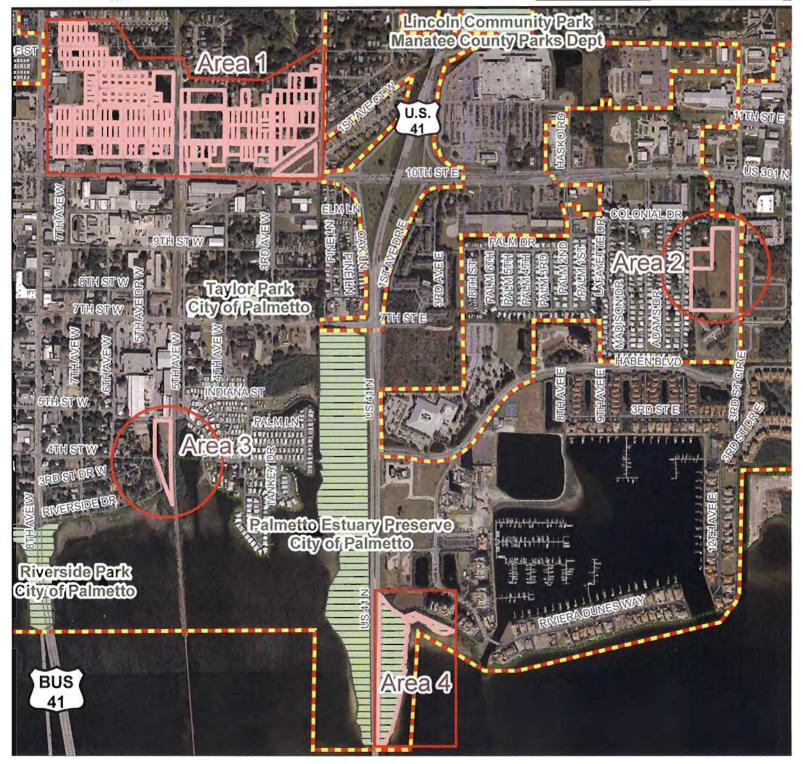
Area 2: 700-900 Block of Haben Blvd., west side

Area 3: 505 5th St W.

Area 4: US301, east side, east of **Palmetto Estuary Park** 

Potential New Park parcels Parks

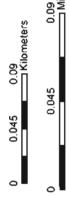
CRA boundary MPAO 2009 City of Palmetto, FL





# Canidate Parcels New Park Project **AREA 1**





East of 8th Ave W., and Area 1: North of 10th St. W., West of 2nd Ave. W., South of 13th St W. Potential New park Parcels

Parks CRA boundary MPAO 2009



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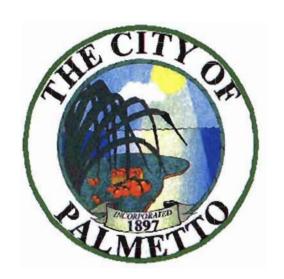
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#### CITY OF PALMETTO RIVERSIDE PARK AND DRIVE WEST PLANNING STUDY - PHASE I PRELIMINARY ENGINEERING REPORT

#### Prepared for:

#### **CITY OF PALMETTO**

Community Redevelopment Agency (CRA) 715 4<sup>th</sup> Street West Palmetto, Florida 34221



Prepared by:

#### JONES EDMUNDS & ASSOCIATES, INC.

3910 S. Washington Avenue, Suite 210 Titusville, Florida 32780

Certificate of Authorization #1841

August 2008

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#### **EXECUTIVE SUMMARY**

The City of Palmetto's Community Redevelopment Agency (CRA) plans to revitalize the downtown areas of the Waterfront District which includes Riverside Park West and Riverside Drive West. The CRA considers Riverside Park an important component of the Waterfront District Redevelopment and envisions that Riverside Park and Drive will be the eastern gateway to the District. Accordingly, the CRA authorized Jones Edmunds to evaluate projects to improve Riverside Park and provide additional amenities that will attract the public and encourage them to use the park. In the opinion of the City, Riverside Park is generally not user-friendly. Its layout does not invite the public to use the facilities. For instance, in the past efforts were made to have the bait shack serve as a concession stand, but its location in relation to parking discouraged people from using the concession facilities. As a result, the concession facilities were closed.

The City retained Jones Edmunds to investigate the use of Riverside Park and Riverside Drive West and recommend alternatives for improvements. The project scope involves a three-phase approach:

- Phase 1—Preliminary Study.
- Phase 2—System Design and Permitting.
- Phase 3—Construction-Phase Services.

The initial authorization from the City was for completion of Phase I Preliminary Study. The scope of services authorized included conducting a Project Kick-Off Planning Meeting with CRA and Public Works Staff to review the project goals, schedule, and deliverables and to establish lines of communication; coordinating with South West Florida Water Management District, Florida Department of Transportation, and Manatee County to determine if permitting will be required for the proposed improvements; reviewing data gathering and field investigations to identify possible improvements; conducting a Workshop with the public and City staff; performing a traffic study; evaluating alternatives for improvements; and preparing a Preliminary Engineering Report.

Realizing that Riverside Park and Drive are a gateway to the waterfront district from the Green Bridge, the City is interested in improving the aesthetics and functionality of both the Park and the Drive. To determine the best way to improve the aesthetics and functionality, Jones Edmunds solicited input from the CRA, City staff, the public, an internal charrette (collaborative session between engineers and architects to draft solutions) and field investigations within the park.

Based on feedback received from the public and City staff, as well as Jones Edmunds' investigation of the site and internal ideas, a prioritized list of park improvements has been developed. The proposed improvements are prioritized in order of importance and in a logical, constructible order that allows flexibility in phasing. The projects are effectively a menu of

improvements that the City can select from based on available budget and future needs and desires.

The proposed improvements have been divided into two categories, parkwide improvements and proposed specific project improvements. Parkwide improvements include an improved pedestrian walkway system, seawall renovation, site furniture upgrades, lighting improvements, landscaping, and bridge lighting. Proposed specific project improvements include constructing day-use docks, converting the pavilion to a concession stand, building picnic shelters, building an 8-foot-wide boardwalk, constructing a new pavilion and stage area, building public restrooms on the pier, improving parking, building a walkway to Riverside Park East, limiting 8<sup>th</sup> Avenue access and visibility, building an amphitheater and art display area, and refurbishing the bait shack.

The recommended improvements are intended to be constructed in a phased approach based on available funding. The list is also flexible and allows for reprioritizing based on future public input and City staff desires. It is important to note that as improvements are made, consideration should be given to proposed future improvements and how they will tie into the overall master plan.

#### 1.0 INTRODUCTION

#### 1.1 PROJECT OVERVIEW

The City of Palmetto's Community Redevelopment Agency (CRA) plans to revitalize the downtown areas of the Waterfront District, which includes Riverside Park West and Riverside Drive West. The CRA retained the services of Wallace Roberts & Todd, LLC (WRT) to create a Development Plan for the Waterfront District. The Plan includes commercial redevelopment and

enhancement of existing parks as well as formal green/civic space associated with a new City Hall. In the vicinity of Riverside Park, the development plan explains the need for a new boat ramp, a district gateway, and a bike path. However, the development plan does not describe improvements to Riverside Park.

The CRA considers Riverside Park an important component of the Waterfront District Redevelopment and envisions that Riverside Park and Drive will be the eastern gateway to the District. Accordingly, the CRA authorized Jones Edmunds to evaluate projects to improve Riverside Park and provide additional amenities that will attract the public and encourage them to use the park.



Vicinity Map

#### 1.2 EXISTING CONDITIONS

Riverside Park West is in the City of Palmetto west of 8th Avenue/Business US-41 and south of Riverside Drive on the northwest corner of the Green Bridge along the Manatee River. The park encompasses approximately 3 acres and has varied recreational amenities:

- A boat ramp owned and maintained by Manatee County.
- 12 boat/trailer parking spaces.
- 60 parking spaces including two handicap parking spaces.
- Approximately 1,100-square-foot pavilion with men's and women's restrooms.
- Walkways through the park and along the Manatee River.
- Several bench areas in small pavilions.
- A vacant bait shack/concession stand.
- A ¼-mile-long fishing pier.

An abandoned ¼-mile-long section of the former Green Bridge is used as a fishing pier and is one of the main attractions for park guests. The park was in the former right-of-way of 8th

Avenue before realignment and the new bridge. The south and western boundaries of the park along the Manatee River primarily consist of concrete seawalls. The seawalls are in fair to poor condition, with several areas of cracked and spalled concrete and exposed reinforcing steel evident. In addition, there is no handrail along the seawall for pedestrians.

Access to the park is available only from Riverside Drive at the western end of the park. This area routinely becomes congested with boat/trailer traffic, as well as passenger vehicles accessing the park. The primary recreational activities currently appear to be fishing, relaxing by the water, and using the boat-ramp. Sidewalks are available to park guests along the Manatee River and along 8th Avenue and Riverside Drive.

Vegetation within the park primarily consists of scattered palm trees. There is also a stand of mangroves at the corner of the park near the pavilion. The rest of the park consists of grassed areas, the asphalt parking lot, and brick paver sidewalks. The Manatee River adjacent to the park appears to be shallow, especially along the western seawall. The water is deeper at the boatramp on the north side of the park.

Riverside Drive West is a single two-lane road that borders the north side of the park between 9<sup>th</sup> Avenue West and 8th Avenue. An unsignalized intersection at Riverside Drive and 8th Avenue allows turning movements in all directions.

In the opinion of the City, Riverside Park is generally not user-friendly. Its layout does not invite the public to use the facilities. For instance, in the past there have been efforts to make the bait shack serve as a concession stand, but its location in relation to parking discouraged people from using the concession facilities. As a result, the concession facilities were closed.



**Existing Conditions Map** 

#### 1.3 PROJECT SCOPE

The City retained Jones Edmunds to investigate the use of Riverside Park and Riverside Drive West and recommend alternatives for improvements. The project scope involves a three-phase approach:

- Phase 1—Preliminary Study.
- Phase 2—System Design and Permitting.
- Phase 3—Construction-Phase Services.

The initial authorization from the City was for completion of Phase 1 Preliminary Study. The scope of services authorized includes the following:

- Conducting a Project Kick-Off Planning Meeting with CRA and Public Works staff to review the project goals, schedule, and deliverables and to establish lines of communication.
- Coordinating with South West Florida Water Management District (SWFWMD), Florida Department of Transportation (FDOT), and Manatee County to determine if permitting will be required for the proposed improvements.
- Performing data-gathering review and field investigations to identify possible improvements.
- Conducting a Workshop with the public and City staff.
- Performing a Traffic Study.
- Evaluating alternatives for improvements.
- Preparing a Preliminary Engineering Report.



Riverwalk and Area Map

#### 2.0 PARK ASSESSMENT

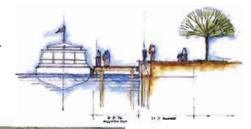
Realizing that Riverside Park and Drive are a gateway to the waterfront district from the Green Bridge, the City is interested in improving the aesthetics and functionality of both the Park and the Drive. To determine the best way to improve the aesthetics and functionality, Jones Edmunds solicited input from the CRA, City staff, the public, and by using an internal charrette and conducting field investigations within the park.

#### 2.1 CHARRETTE AND FIELD INVESTIGATIONS

#### 2.1.1 Charrette

Jones Edmunds performed an internal charrette with our engineers, architects, and planners to develop a list of conceptual improvements based on our knowledge of the park and its use, as well as the input of City staff. The intent was to determine whether any improvements could be made that would attract additional visitors to

the waterfront district. As part of our field investigation work, Jones Edmunds looked to other waterfront parks in Manatee County, throughout Florida, and elsewhere in the country. One of the main inspirations City staff referred to is the improvements that the City of



Examples of Charrette Influences

Jacksonville made to its River Walk areas. The Jacksonville River Walk is larger than the City of Palmetto's Riverside Park West, but many of the same concepts could be applied. The results of Jones Edmunds' chartette are documented in the original Concept Plan provided in June 2007.

#### 2.1.2 Field Investigations

To prepare for the charrette, Jones Edmunds' staff visited the park and observed park use and potential opportunities. It was noted that the park is very linear since it was a former FDOT right-of-way right next to 8th Avenue, a four-lane divided highway. While there is some grading relief between the park and 8<sup>th</sup> Avenue, roadway noise is obvious throughout the park. In addition, traffic congestion associated with the park is also evident. The main access to the park is off 8<sup>th</sup> Avenue. It was noted that the passenger vehicles were competing with vehicles hauling boat trailers visiting the park to use the County's boat ramp along Riverside Drive.

The north half of the park is dominated by parking lots. The south part of the park is greener and is better protected from 8th Avenue due to a change of elevation as the road rises towards the Green Bridge. The seawall, which dominates the west side of the park, has no handrails to prevent someone from accidentally falling in the water.

The restrooms are at the far north end of the park and are inconvenient for visitors using the fishing pier. Lack of public facilities at the pier appears to have resulted in sanitation problems on and around the pier and in the pavilion area. An educational kiosk is located at the northeast corner of the park, but it is not in the best location to serve the visitors to the park. The kiosk is out of the way for visitors who come to the park via car.

We noted that boat-trailers often park on the vacant lot (formerly known as Regatta Place) directly north of Riverside Drive, but we understand that a new development will be constructed there. While there may be shared parking opportunities with the marina, which is directly adjacent and west of the park, the future development will further compound the parking and traffic issues at the park. Eventually, a parking deck is planned for the northeast corner of 10<sup>th</sup> Avenue and Riverside Drive.

On the east side of 8<sup>th</sup> Avenue is a smaller park known as Riverside Park East. This park has a small number of pavilions and benches, but no other amenities. The only connection to Riverside Park East is by crossing 8th Avenue, but no pedestrian crosswalk is available.

#### 2.1.3 Tax Parcel Review

A review of available tax parcel information for Manatee County's Tax Appraiser office indicates that the park is broken into at least five parcels:



Boat ramp and trailer parking area Parcel No. 311740000 833 Riverside Drive



Existing pavilion area and north parking lot Parcel No. 311620000 – 805 Riverside Drive



Northeast corner of park
Parcel No. 311680000 – 801 Riverside Drive





72.5-ft-wide strip of land that parallels seawall in south part of park.

Parcel No. 311670000 – 101 8th Ave. W -

Note that part of the park between Parcel No. 311670000 and 8<sup>th</sup> Ave. appears be in FDOT right-of-way. Any improvements, including landscaping, will need to be coordinated with the FDOT. Also, note that the bait shack appears to be in FDOT right-of-way.

#### 2.2 CITY STAFF AND CRAINPUT

#### 2.2.1 Kickoff Meeting

At the Kick-Off Meeting (Minutes in Appendix B), Mayor Bustle described his vision for the park. He said he understands the value of the waterfront property and would like to make sure it is enjoyed and easily accessible to the public. Ultimately, he thought that the park should be linked to Estuary Park to the east and Sanctuary Cove to the west via a pedestrian corridor. He mentioned that the fishing pier is heavily used, but that the rest of the park is somewhat underused. He would like to draw attention to the park, make it easier for the public to access, and provide the public with more amenities to increase use of the park.

Also at the Kick-Off Meeting, Ms. Tanya Lukowiak, CRA Director, mentioned that boat/trailer parking is a problem. There are approximately 12 spaces available. It was also acknowledged that budgeting for the project is limited. Therefore, a phased approach to park improvements will be required. The City Staff would prefer to make improvements to Riverside Park first and prepare it for future phases. The first phase should address traffic concerns, the educational pavilion, bait shack locations, and install finger docks. An amphitheater and boardwalks would be wish-list items for later phases.

Mr. Geoff Seger, Director of Parks and Recreations, mentioned that several other studies have been performed, including a conceptual master plan called the Green Bridge Park prepared by D.F.W. Planning Group. Their plan included a pedestrian bridge over 8th Avenue.

#### 2.2.2 City Review Comments

Jones Edmunds also received written comments from Mr. Frank Woodard, Deputy Director for Public Works. His comments, dated March 4, 2008 and included in Appendix D, were based on Jones Edmunds' June 2007 draft Conceptual Improvements Plan. Mr. Woodard's comments were that shared parking would not be possible with the adjacent marina. The parking lot should remain in its current configuration and the proposed traffic circle at the boat-ramp should be relocated. He also indicated the desire for a cantilevered walkway to be built under the 8th Avenue Bridge to allow pedestrian access to Riverside Park East and Riverside Drive East, which is an important connection to the City.

#### 2.3 WORKSHOP

#### 2.3.1 Introduction

A public workshop was held on May 8th, 2007 to discuss improvements to Riverside Park West and Riverside Drive West. Attendees included members of the public, CRA staff, and Jones Edmunds employees. The purpose of the workshop was to gain feedback from the public and staff on the park's conditions and examine options for improving usability, attractiveness, and access to the park. Potential improvement ideas for the park were solicited and discussed. Jones Edmunds conducted a survey to establish a wish list of potential improvements.



Riverside Park Improvements Workshop

The survey/comment form (Appendix B) consisted of a list of items for potential park improvements separated into four categories: Facilities/Park Maintenance, Park Functionality, Park Aesthetics, and Recreation. The attendees were asked to rate the items, from 0 to 10, with 0 indicating no desire, 5 indicating a neutral position, and 10 indicating highly desirable. There was also a section on the back of the survey for additional comments.

Results of the workshop and survey/comment forms are summarized below:

#### 2.3.2 Workshop Input

Items discussed during the workshop included:

- Buffering US Business 41 (8<sup>th</sup> Avenue) from the park without compromising security.
- Relocating the bait shop is preferred. Having one is important and creates a certain positive ambiance for a waterfront community gathering spot.
- Re-opening the bait shack bathrooms or building new ones on the pier was suggested by a member of the public. It was reported that the pier often smells of urine.
- Many members of the public liked the idea of boaters having dock access to the park.
- A member of the public mentioned that an effort should be made to reduce the amount of pavement since it retains heat.
- The Mayor mentioned the idea of having valet parking for boat trailers during peak times.
- A member of the public suggested selling boat trailer passes or charging a launching fee of \$10 (similar to Pinellas County).

- It was suggested that illegal parking be monitored and enforced.
- The Mayor cited the San Antonio Riverwalk as an example of a good waterside public gathering area.
- The potential of displacing parking with a new public parking garage at the corner of 10<sup>th</sup> Avenue and Riverside was discussed.
- The idea of expanding or eliminating the Riverside Park East parking lot was discussed. It was also mentioned that the options are very limited for that area due to the size of the parcel of land.
- For special events, a member of the public suggested using a shuttle to minimize parking issues.

#### 2.3.3 Results

The results from six comment surveys were compiled and evaluated (Appendix B). All categories ranked equally with the exception of Park Functionality which had the lowest ranking. Although the categories were rated similarly, the public desired some individual items over others.

The public indicated through the comment survey that the most important park improvement items were as follows:

- Install public docks for use.
- Retrofit lights with period style-fixtures.
- Trim/clear mangroves near existing pavilion.
- Improve the seawall/install railing.
- Improve the parking situation.

City staff indicated additional/priorities which were not ranked as high by the public survey:

- Improving the northbound left turn from Riverside Park West.
- Separating business 8<sup>th</sup> Avenue from the park (i.e. calming traffic along Riverside Drive).
- Incorporating art into the park.
- Providing an amphitheatre.

#### 2.4 TRAFFIC ANALYSIS

Tindale-Oliver & Associates, Inc conducted a traffic study for the 8<sup>th</sup> Avenue and Riverside Drive intersection and provided a draft of the study dated July 23, 2007. Refer to Appendix A.

The traffic study analyzed the 8<sup>th</sup> Avenue at Riverside Drive intersection and identified potential improvements for the intersection that could be implemented concurrent with and in coordination with improvements to Riverside Park. The study areas consisted primarily of the 8<sup>th</sup> Avenue at

Riverside Drive intersection, in addition to the roadway network located west of 8<sup>th</sup> Avenue, bounded by 10<sup>th</sup> Avenue West, 5<sup>th</sup> Street West, and Riverside Drive.

Traffic volumes were determined by collecting intersection turning movement counts and segment counts in April and May 2007. The segment counts, which were performed for 7 consecutive days, were obtained to identify the periods of worst-case traffic conditions.

The analysis horizon for this study reflected existing conditions with the addition of traffic anticipated to occur from two proposed redevelopment projects on Riverside Drive - Regatta Place and a proposed mixed-use development at the northeast corner of Riverside Drive at 10<sup>th</sup> Avenue.

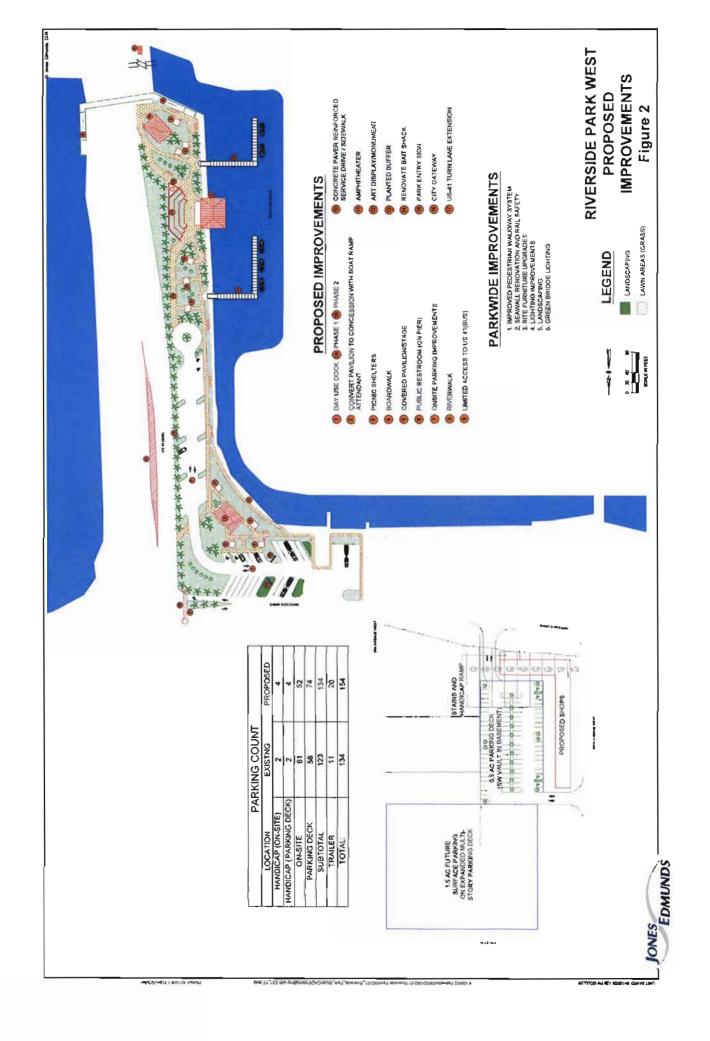
The results of the analysis indicate that the 8<sup>th</sup> Avenue at Riverside Drive intersection will experience operational difficulties under baseline conditions. Specifically, minor-street left-turn and through movements will operate over capacity and experience relatively high delays. To resolve these deficiencies, the subject intersections can be restricted to prevent minor-street left-turns and minor-street through movements, thus requiring the restricted traffic volumes to access 8<sup>th</sup> Avenue via the traffic signal located at 5<sup>th</sup> Street.

In addition, the northbound left-turn lane at the 8<sup>th</sup> Avenue/Riverside Drive intersection was identified to only be long enough to accommodate anticipated queue storage. To accommodate deceleration the lane would need to be extended by approximately 100 feet.

#### 3.0 PARK PLAN

Based on feedback received from the public and City staff, as well as Jones Edmunds' investigation of the site and internal ideas, a prioritized list of park improvements has been developed. Figure 1 addresses the majority of the public and staff's wishes. The proposed improvements are prioritized in order of importance and in a logical, constructible order that allows flexibility in phasing. The projects are effectively a menu of improvements that the City can select from based on available budget and future needs and desires.





#### 3.1 PROPOSED IMPROVEMENTS

The proposed improvements have been divided into two categories, parkwide improvements and proposed specific project improvements. Refer to Figures 1 and 2.

#### 3.1.1 Parkwide Improvements

#### 3.1.1.1 Improved Pedestrian Walkway System



**Existing Walkway** 

The park walkways consist of brick pavers and colored-stamped concrete sidewalks. Jones Edmunds understands these walkways were installed as part of a previous in-house City staff project conducted approximately 15 years ago. City staff considers the brick-pavers a safety hazard and points out that the stamped concrete sidewalks are cracked. The recommended plan is to upgrade and replace these walkways with a new paver system and bring more connectivity between the north and south ends of the park.

#### 3.1.1.2 Seawall Renovation and Rail Safety

The entire western side of the park is bordered by a concrete seawall approximately 800 feet long. The seawall appears to be original from before 8<sup>th</sup> Avenue was realigned. The deteriorations of the wall include concrete spalls, cracks, and reinforcing steel corrosion. The concrete spalls cover approximately 80% of the vertical face of the wall above and below the water level. The cracks and





**Existing Damaged Seawall** 

reinforcing steel are exposed along the upper corner of the entire wall. Corrosion penetrations are observed on the reinforcing steel bars. The seawall has no railing to prevent accidental falls.

Jones Edmunds recommends renovating the seawall and installing a safety railing that would complement the ambiance of the waterfront district. Seawall renovation could include repairing the corroded steel and spalling concrete by constructing an integral corrosion-inhibitor patch or installing a new pre-cast concrete wall with tie anchors directly in front of the existing wall and grouting the gap between the new and existing wall with solid grout. In both cases, the spalled concrete should be removed up to 1 inch behind the steel bars, the corroded steel bars should be cleaned and coated with corrosion inhibitor, and new cast-in-placed concrete caps should be installed.

The advantages of repair patching are lower cost and shorter construction. Repair patching would require maintenance and may have a service life up to 15 years. A budget cost of patch repair is approximately \$35.00 per square foot of wall area.

The advantages of installing new walls are longer service life of up to 40 years and low maintenance. The budget cost is approximately \$80.00 per square foot of wall area.

The proposed railing would be a decorative-type and could be tied into recommended decorative lighting and fencing system upgrades (see below).

#### 3.1.1.3 Site Furniture Upgrades

As part of specific project improvements, new picnic shelters and new site furniture are recommended. To maintain consistency, Jones Edmunds recommends new site furniture to upgrade and/or replace existing benches, trash cans, water fountains, picnic tables, and bike racks.



#### **Examples of Furniture Upgrades**

#### 3.1.1.4 Lighting Improvements



There are several types of lighting fixtures in the park. The north end of the park has lantern-type decorative fixtures. The pier has a cobra-head style fixture. There are pole-mounted lights along Riverside Drive. There are also cobra-head light fixtures on 8th Avenue (FDOT right of way) which would not be part of the park improvements. According to Geoff Seger it is not possible to obtain replacement parts for the existing decorative fixtures. As part of the proposed improvements, Jones Edmunds recommends upgrading site lighting throughout the park with new matching decorative fixtures.

Cobra-Head Light Fixture

#### 3.1.1.5 Landscaping

There are some landscaped beds and an irrigation system throughout the park. However, based primarily on the public's input, there is a desire for improved park landscaping. Many of the landscaping areas maintained by park staff get trampled by public use. The recommended landscaping focuses on dense areas of vegetation, possibly surrounded with decorative fences, similar to that proposed for the



Circular Park Bench

seawall railing. This would provide for ease of maintenance and prevent trampling of the landscaped areas. Circular park benches can be used to help protect new trees and landscaping. Specific improvements for landscaping are included in Section 3.1.2.

#### 3.1.1.6 Green Bridge Lighting



Example of bridge lighting in Jacksonville

The former Green Bridge now used as a fishing pier is lit by cobra-head style fixtures. Based on the input of City staff, it is recommended that the fishing pier be showcased with decorative colorful lighting, similar to what the City of Jacksonville has installed on its numerous bridges.

#### 3.1.2 Proposed Specific Improvements

#### 3.1.2.1 Day-Use Dock

To encourage the use of the park by boaters, Jones Edmunds recommends two day-use docks be installed in the south half of the park. Floating docks are suggested. The north dock, referred to

as Phase IA, would tie into an existing step-down area of the seawall but also allow an accessible ramp. The south dock would mimic the themed step-down of the seawall. We recommend that seawall improvements discussed above be completed before construction of the new docks. The docks would enhance public use of the park by allowing boats to dock at the park. Currently, space is only available for two boats at the boat ramp, primarily for trailering of boats. The day-use docks would allow boaters to access the park via water and use picnic pavilions, restroom facilities, and concession stands. These docks could attract additional visitors to the park.



Proposed Location of Dock 1A

#### 3.1.2.2 Convert Pavilion to Concession with Boat-Ramp Attendant

The location of the pavilion in the north half of the park with proximity to and visibility from 8<sup>th</sup> Avenue and Riverside Drive makes it a good candidate to be used as a concession stand. The approximately 1,100-square-foot pavilion (approximately 25 feet by 45 feet) already contains a men's and women's restroom. Utility services are available to convert a portion of the roofed area into a small concession area. This concession stand would be conveniently located between the parking lots and the entry to Riverside Park and close to the proposed day-use docks. The concession building



Riverside Park Pavilion

could also be used to house a boat-ramp attendant. One idea discussed at the workshop was to have a valet service for boat-trailers during high-use periods which would include summer weekends and holidays. The valet service would be provided by an outside vendor as-needed. Boat-trailers could be taken to a proposed future parking deck at the corner of Riverside and 10th Avenue or to existing available surface lots owned by the City of Palmetto to the north in the waterfront district. The attendant could also rent out paddle boats and kayaks.

#### 3.1.2.3 Picnic Shelters



Proposed Picnic Shelter Location

Based on site observations, covered areas are most frequently used within the park, regardless of season. Jones Edmunds recommends the City provide at least four picnic shelters adjacent to the concession stand since the existing covered shelter will be displaced when it is converted to a concession stand. We also recommend that covered picnic shelters be provided and clustered throughout the south half of the park close to the day-use docks.

#### 3.1.2.4 Boardwalk

The lack of a park connection to the natural environment was brought up at the workshop. To address this, we recommend an 8-foot-wide boardwalk to connect the boat-trailer parking area to the passenger vehicle parking area, bypassing the new concession area. The boardwalk could be constructed on the water side of the mangroves.



Location of Proposed Boardwalk



It would give visitors a new reference

point for viewing the park, standing over the water looking either inland to a dense grouping of mangroves or out to the open water. The mangroves help shelter the area from seeing and hearing 8<sup>th</sup> Avenue traffic.

Example Boardwalk

#### 3.1.2.5 Covered Pavilion/Stage

Since the pavilion would be displaced by the new concession stand, a larger pavilion area would still be necessary at the park to accommodate larger functions and parties. We recommend locating a new pavilion in the south half of the park which is a greener area than the existing pavilion area. This pavilion could be partially constructed over the water to give visitors the sense of openness. The pavilion could also be used, if elevated, as a stage



Example of Pavilion
Over Water



Orient Pavilion to Celebrate Western Sunsets

for the proposed amphitheater. The pavilion/stage would be constructed with an aluminum standing-seam metal roof and marine-grade lumber since it will be partially over the open water. We suggest that the pavilion not have sidewalls to provide an open feel. To use the pavilion as a stage the western wall of the pavilion could have a roll-up curtain to provide focus on the stage and prevent the western sunset from impeding views of performances on stage. The pavilion would be oriented to the west of the amphitheater to celebrate western sunsets.

#### 3.1.2.6 Public Restroom on the Pier

As noted earlier, there is a long distance between the ¼-mile-long pier and available public restrooms. The lack of public facilities at the pier has resulted in sanitation problems. To encourage use of public facilities, a small restroom is recommended on the pier. The restroom would be a pre-manufactured unit that could be delivered directly to the pier. Since the pier was originally designed for heavy traffic volume, the weight of the pre-manufactured structure is not expected to be an issue. The manufactured restroom could be set above the existing pier which would allow a small tank underneath to be used for waste storage and pumping. A small potable water-line could be run along the side rail of the bridge and connect to the restrooms. The restroom lift station would consist of a very small grinder pump and a small-diameter force main. The force main can be made of HDPE pipe, which is available in long rolls with few joints.



The Fishing Pier

Small-diameter HDPE pipe could also be run through another PVC conduit to prevent any accidental spillage. We recommend that this piping conduit also be strapped to the side rail of the old Green Bridge. Electrical power can be run to the restroom to provide lighting. Security is important for this facility since it will be remotely located. The roofing materials and color scheme could be coordinated with the other facility improvement projects within the park.

### 3.1.2.7 On-Site Parking Improvements

City staff requested that the existing passenger vehicle parking lot remain in its current configuration, with 60-degree parking spaces and a cul-de-sac at the south end for turning around. There are currently approximately 60 passenger vehicle spaces and 11 boat/trailer parking spaces. Tree islands are recommended to break up the hard surfaces. Any displaced parking could be constructed near the new concession



**On-Site Parking** 

stand. Additional boat/trailer parking is recommended by reconfiguring the north end of the park adjacent to Riverside Drive as shown in Figure 1. We recommend that all asphalt roads and parking areas be overlaid to provide a new uniform look. Additionally, we recommend that six tree islands be installed to break up the hardness of the parking lot. Off-set spaces can be regained by adding additional spaces at the north end of the main lot, adjacent to the new concession building.

#### 3.1.2.8 River Walk



Green Bridge

Manatee River Walk is an important recreational opportunity that connects the City of Palmetto with the City of Bradenton to the south. The City of Palmetto would like Riverside Park visitors to have the opportunity to safely cross to Riverside Park East and to other communities and areas of interest to the east, including Sanctuary Park. As previously discussed, a pedestrian bridge was proposed at one time to cross over 8<sup>th</sup> Avenue. However, due to funding limitations, that idea has not come to fruition. An

alternative to crossing 8th Avenue is to go underneath the bridges, as is done as part of Jacksonville's River Walk area and in the City of Palatka.

At the south end of the park there are actually two bridges, the old Green Bridge which is now used as a fishing pier, and the new Green Bridge which is US Business 41. The River Walk would extend underneath both bridges. The challenge is that both bridges, especially the former Green Bridge, have low clearance heights at 5 feet and 7 feet above water. Therefore, the proposed elevation of the walkway under the bridge would actually be below the Manatee River water line at some times of the year. Dredging of the river bottom would be required.



Clearance Under Bridge

To install a corridor below water level it is recommended to construct a cast-in-place reinforced concrete structure with 4- to 5-foot knee walls along the entire walk. The walking surface could be made with waterproof decking or composite decking constructed 4 to 8 inches above the corridor floor. A sump pump would be required to keep the area dry during heavy rainfalls. For

a 10-foot-wide corridor, the budget cost is approximately \$450.00 per linear foot including the decking.

Floating docks are not recommended since there is the risk of clearance problems when the water line is high.

A third alternative to crossing 8<sup>th</sup> Avenue is to cross at surface elevation at Riverside Drive. A traffic signal or signalized crosswalk could be installed. Based on the results of the traffic study a signalized intersection is not required at this location. However, a signalized crosswalk could be coordinated with FDOT and would be much less expensive than constructing a pedestrian bridge or a walkway under the two bridges.

Another consideration of a walkway under the bridges is security. Proper lighting would be required and security patrols of the walkways are desirable to help ensure the safety of visitors crossing under the bridges.



Example of Jacksonville Riverwalk under Bridge

### 3.1.2.9 Limited Access to 8th Avenue

As identified in the Traffic Study, Riverside Drive eastbound can be restricted to prevent left-turns onto 8<sup>th</sup> Avenue northbound as well as the through movement across 8<sup>th</sup> Avenue to Riverside Drive east. Additionally, the northbound left-turn lane at 8<sup>th</sup> Avenue and Riverside Drive can be lengthened by approximately 100 feet to allow for queuing and deceleration needs. These improvements will prohibit left turns on 8<sup>th</sup> Avenue, which is understood to be a congested area especially with boat-trailers and will lengthen the turn-lane to accommodate longer boat-trailers.



Riverside Drive from 8<sup>th</sup> Avenue

### 3.1.2.10 Paver-Reinforced Service Drive Sidewalk

A service drive exists between the cul-de-sac at the south end of the parking lot and the fishing pier. It is used to maintain the pier as well as allow deliveries to the bait shack. Although this operation needs to continue, the drive can be redesigned to provide a more attractive and decorative drive. The use of either concrete pavers or turf reinforced pavers would allow that access and provide a more decorative look. The recommended driveway would also be slightly realigned around the proposed amphitheater discussed next.



Example of Turf Paver

### 3.1.2.11 Amphitheater

An amphitheater is desirable for small public performances. The south end of the park is the logical place for an amphitheater due to available space. The slope of the grade in this area



Example of Amphitheater at Jacksonville Riverwalk

makes it a logical choice as 8<sup>th</sup> Avenue rises up to the Green Bridge and the grade slopes away down to Manatee River. The back of the amphitheater would consist of a concrete retaining wall which would also shelter the amphitheater visually and audibly from 8<sup>th</sup> Avenue traffic. The amphitheater would be oriented to the west of the amphitheater to celebrate western sunsets. The back wall of the amphitheater could be used for art display or a welcoming message.

### 3.1.2.12 Art Display Monument

As part of the construction of the retaining wall for the amphitheater, an art display monument could be created on the south end of the amphitheater. This area is highly visible from 8<sup>th</sup> Avenue, especially as motorists travel north from Bradenton across the Green Bridge. City staff indicates that an art display should be an important part of Riverside Park.



### 3.1.2.13 Planted Buffer

Example Art



The park is dominated by 8<sup>th</sup> Avenue, a four-lane divided highway. Several types of buffers were contemplated and the City desires a planted buffer. A buffer could contain large palm trees as well as smaller ground cover and bushes between the palms to provide a wall or fence between the road and the park.

Palmetto Tree

### 3.1.2.14 Renovated Bait Shack

The bait shack is an important element of the park. Although it is not an historical structure, it has been in the park for many years and we understand that it is important to the community. The recommended plan is to revitalize the bait shack, but only use it for bait sales. The bait shack has failed to function as a food concession stand, possibly due to the perception of mixing food and bait.



The Bait Shack

### 3.1.2.15 Sign and Access

Since the boat-ramp at the north end of the park is owned and maintained by the County, a park entry sign is recommended to designate separation between these two attractions. Park entry signage should be provided adjacent to the boat-trailer area to provide guests with the clear indication that they are entering Riverside Park and that it is a separate entity from the boat ramp.

### 3.1.2.16 Historic District Gateway



A Gateway is recommended to serve as a formal entry to the Historic District. At the workshop the possibility of using large palm trees was discussed. The gateway will provide pedestrians, as well as motorists on the Green Bridge, an inviting message that they are entering the City of Palmetto.

Palms Trees at Entrance to Fishing Pier

### 3.1.2.17 8<sup>th</sup> Avenue Turn-Lane Extension

As mentioned above, access to 8<sup>th</sup> Avenue from Riverside Drive can be limited to right-turns only to reduce congestion. A longer left turn-lane from 8<sup>th</sup> Avenue will prohibit left-turns from Riverside Drive and is recommended for deceleration and boat-trailer queuing purposes.

### 3.1.3 Summary of Improvements

The recommended improvements are intended to be constructed in a phased approach based on available funding. The list is also flexible and allows for reprioritizing based on future public input and City staff desires. It is also important to note that as improvements are made, consideration should be given to how other improvements will align with the overall master plan.

### 3.2 PERMITTING

#### 3.2.1 SWFWMD Regulations

Under Part IV of Chapter 373, Florida Statutes and Chapters 40D-4,40, and 400, Florida Administrative Code (FAC), SWFWMD is responsible for permitting construction and operation of surface water management systems within its jurisdictional boundaries. The usual procedures and information used by the SWFWMD staff in permit application review are outlined in their document Basis of Review (BOR) Environmental Resource Permit Applications with the Southwest Florida Water Management District - Management and Storage of Surface Waters, see Appendix C for SWFWMD BOR - Chapter 5.

Concerning the roadway work, Jones Edmunds will coordinate with the SWFWMD to receive an exemption based on Rule 40D-4.051(12)(b) Minor Roadway Safety Projects, which allows an exemption for "turn lanes less than 0.25 mile in length and other intersection improvements."

Additionally, Jones Edmunds attended a meeting with SWFWMD on July 1, 2008 to determine the permitting requirements for the stormwater vault project. During this meeting the improvements to Riverside Park improvements were discussed. It was determined that the

Riverside Park improvements do not qualify for compensatory stormwater treatment. SWFWMD clarified that compensatory stormwater treatment is permitted for roadway projects only.

### 3.2.2 City of Palmetto Regulations

Since the project is within the limits of the City, it is anticipated that approval by the City's Development Review Committee will be required. The Development Review Committee requires an approved SWFWMD permit before final site plan approval.

### 3.2.3 FDEP Permitting

Jones Edmunds can coordinate with FDEP's Southwest District Office an exemption from permitting for a small grinder lift station for the public restroom on the pier. According to Rule 62-604.600(2)(b), FAC, 'Construction of any single gravity or non-gravity individual service connection from a single building to a gravity collection system' does not require a collection system permit. Since the proposed public restroom on the pier is considered a non-gravity individual service connection, it therefore meets the exemption requirements of FDEP.

### 3.2.4 Florida Department of Transportation Permitting

Permitting through the FDOT is anticipated for the improvements to 8<sup>th</sup> Avenue and the Riverside Drive intersection. The permit will be required to work within FDOT's right-of-way. A Drainage Connection Permit will be required for any additional catch basins or inlets that may be required based on the scope of the improvements. An FDOT Right-of-Way Encroachment Permit may also be necessary.

### 4.0 COST ESTIMATE

Jones Edmunds developed cost opinions for the recommended improvements. Jones Edmunds' cost opinions can be found in Table 1. The total costs include estimates for permitting, design, and construction costs.

Table 1 Opinion of Probable Cost

Table 1 Opinion of Producte Cost	<u> </u>	
Description	Option	Opinion of Probable Cost
Proposed Improvements		
Day Use Dock - 1A Phase 1	1A	\$97,000
Day Use Dock - 1B Phase 1	1B	\$97,000
Convert Pavilion to Concession With Boat Ramp Attendant	2	\$233,000
Picnic Shelters	3	\$100,000
Boardwalk (wood construction)	4	\$130,000
Covered Pavilion/Stage	5	\$424,000
Public Restroom (on pier)	6	\$123,000
Onsite Parking Improvements	7	\$92,000
Riverwalk	8	\$660,000
Limited Access to US41 (8th Avenue)	9	\$173,000
Turf Paver Reinforced Service Drive	10	\$82,000
Amphitheater	11	\$156,000
Art Display/Monument	12	\$21,000
Planted Buffer	13	\$167,000
Renovate Bait Shack	14	\$52,000
Park Entry Sign	15	\$15,000
Gateway	16	\$87,000
US-41 (8th Avenue) Turn Lane Extension	17	\$216,000
Parkwide Improvements		
Improved Pedestrian Walkway System	1	\$133,000
Seawall Renovation and Rail System	2	\$2 <u>16,000</u>
Site Furniture Upgrades	3	\$91,000
Lighting Improvements	4	\$130,000
Landscaping	5	\$89,000
Green Bridge Lighting	6	\$87,000

### APPENDIX A

8<sup>TH</sup> AVENUE AT RIVERSIDE DRIVE TRAFFIC ANALYSIS

# DRAFT

## BUSINESS US-41 at RIVERSIDE DRIVE TRAFFIC ANALYSIS

### Prepared for:

City of Palmetto
Palmetto Community Redevelopment Agency

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### Prepared by:

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Signature:
Date:

July 23, 2007 279001-00.07

### **BUSINESS US-41 at RIVERSIDE DRIVE TRAFFIC ANALYSIS**

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#### Introduction

This report documents an analysis of the Business US-41 at Riverside Drive intersection, located in the city of Palmetto, Florida; as illustrated in Figure 1. The analysis was undertaken to identify potential improvements for the subject intersection that could be implemented concurrent with improving Riverside Park.

### Study Area

The study area for this project consisted primarily of the Business US-41 at Riverside Drive intersection, in addition to the roadway network located west of Business US-41, bounded by 10<sup>th</sup> Avenue West, 5<sup>th</sup> Street West, and Riverside Drive. The study area is illustrated in Figure 1, and Figure 2 illustrates existing study area lane geometry and traffic control devices.

### **Analysis Horizon**

The analysis horizon for this study reflected existing conditions with the addition of traffic anticipated to occur from two proposed redevelopment projects located on Riverside Drive.

### **Existing Traffic Volumes**

Existing traffic volumes were identified through the collection of intersection turning movement counts and segment counts performed in April and May of 2007. The intersection turning movement counts, adjusted to reflect peak season conditions, are shown in Figure 3 and documented in Appendix A. The segment counts, which were

performed for a period of 7 consecutive days, were obtained to identify the periods of worst-case traffic conditions. Upon review of the segment counts, it was determined that typical AM and PM peak hours reflected worst-case conditions for the study intersection and the remainder of the study area. Appendix B documents the segment counts.

### **Baseline Traffic Volumes**

As discussed above, the analysis horizon for this study reflected existing conditions with the addition of traffic anticipated to occur from two proposed redevelopment projects located on Riverside Drive; Regatta Place and a proposed mixed-use development at the northeast corner of Riverside Drive at 10<sup>th</sup> Avenue. Appendix C documents the traffic volumes estimated for each of these developments. It is noted that historical traffic volumes on Business US-41 over the prior 5 years indicated negative growth; as documented in Appendix D. Therefore, no further adjustments were made to forecast the baseline traffic volumes used in this analysis; as illustrated in Figure 4.

### Baseline Analysis

Intersection capacity analyses were performed for study area intersections for AM and PM peak hour baseline conditions. The analysis of signalized intersections was undertaken using the Synchro software program using the percentile delay methodology. This methodology provides a means for effectively evaluating actuated signal parameters. The analysis of unsignalized intersections was undertaken using the Synchro software program using the methodology of the 2000 Highway Capacity

Manual. Table 1 summarizes the results of the baseline conditions analysis. Appendix E contains worksheets documenting the baseline conditions analysis.

As shown in Table 1, all study area intersections are anticipated to operate adequately under peak hour baseline conditions; except for the Business US-41 at Riverside Drive intersection and the Business US-41 at 4<sup>th</sup> Street intersection. The minor-street movements at these intersections are anticipated to experience operational difficulties under peak hour baseline conditions.

### Improvement Scenario

In consideration of the results of the baseline analysis, the following improvements were analyzed:

- Restrict the Business US-41 at Riverside Drive intersection to prevent minor-street left-turns and minor-street through movements.
- Restrict the Business US-41 at 4<sup>th</sup> Street intersection to prevent minorstreet left-turns and minor-street through movements.

Traffic volumes were reassigned in consideration of the above improvements as illustrated in Figure 5, and documented in Appendix F. The reassignment of traffic volumes assumed that the traffic associated with the restricted movements would be displaced to the signalized intersection of Business US-41 at 5<sup>th</sup> Street. Table 2

summarizes the results of the improvement scenario analysis. Appendix G contains worksheets documenting the improvement scenario analysis.

As shown in Table 2, all study area intersections are anticipated to operate adequately under peak hour conditions in the improvement scenario; including the Business US-41 at Riverside Drive intersection. It is noted that the northbound left-turn movement at the Business US-41 at Riverside Drive intersection is anticipated to operate at LOS F during AM peak hour conditions; however, this movement was identified to operate under capacity, indicating acceptable operations given the relatively low demand volumes during this period.

### **Auxiliary Lanes**

The existing northbound and southbound left-turn lanes on Business US-41 at Riverside Drive were analyzed to determine if they can adequately accommodate anticipated traffic volumes. Queue storage was estimated based on the results of the intersection analysis and deceleration distance was identified assuming a design speed of 35 mph (posted speed + 5 mph) in consideration of 2006 FDOT Design Standards, Index #301. The turn lane analysis, as documented in Appendix H, identified that the existing southbound left-turn lane at the Business US-41 at Riverside Drive intersection is of adequate length to accommodate anticipated queue storage and deceleration needs. The analysis also identified that the existing northbound left-turn lane at the Business US-41 at Riverside Drive intersection is only long enough to accommodate anticipated

queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.

### Conclusion

The results of the analysis documented herein indicate that the Business US-41 at Riverside Drive intersection is anticipated to experience operational difficulties under baseline conditions. Specifically, minor-street left-turn and through movements are anticipated to operate over capacity and experience relatively high delays. This finding is also applicable to the Business US-41 at 4<sup>th</sup> Street intersection. To resolve these deficiencies, the subject intersections can be restricted to prevent minor-street left-turns and minor-street through movements; requiring the restricted traffic volumes to access Business US-41 via the traffic signal located at 5<sup>th</sup> Street. Upon implementing these improvements, the subject intersections are anticipated to operate adequately under peak hour conditions. Additionally, the signalized intersection of Business US-41 at 5<sup>th</sup> Street is anticipated to continue to operate adequately.

In addition, the existing northbound left-turn lane at the Business US-41 at Riverside Drive intersection was identified to only be long enough to accommodate anticipated queue storage. In order to also accommodate deceleration needs, the lane would need to be extended by approximately 100 feet.

Table 1. Summary of Baseline Conditions Analysis

Internation	Time							Move	ment						Overall
Intersection	Period	Measure	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	Overall
	AM	V/C	Note 1	0.26	Note 1	Note 1	0.10	Note 1	Note 1	0.14	Note 1	Note 1	0.16	Note 1	n/a
	Peak	Delay 	Note 1	9.2	Note 1	Note 1	8.2	Note 1	Note 1	8.3	Note 1	Note 1	8.6	Note 1	8.7
10th Avenue	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Α
at 5th Street	PM	V/C	Note 1	80.0	Note 1	Note 1	0.17	Note 1	Note 1	0.34	Note 1	Note 1	0.15	Note 1	п∕а
	Peak	Delay [sec]	Note 1	8.4	Note 1	Note 1	8.8	Note 1	Note 1	9.8	Note 1	Note 1	8.5	Note 1	9.2
	Hour	LOS	Note 1	Α	Note 1	Note 1	А	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Α
	АМ	V/C	Note 1	0.27	Note 1	Note 1	0.08	Note 1	Note 1	0.13	Note 1	Note 1	0.10	Note 1	rl/ə
	Peak	Delay Isecl	Note 1	9.0	Note 1	Note 1	7.9	Note 1	Note 1	8.6	Note 1	Note 1	8.3	Note 1	8.6
10th Avenue	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	А	Note 1	Α
at 4th Street	РМ	V/C	Note 1	0.23	Note 1	Note 1	0.34	Note 1	Note 1	0.41	Note 1	Note 1	0.18	Note 1	n/a
	Peak	Delay [sec]	Note 1	10.0	Note 1	Note 1	10.8	Note 1	Note 1	11.8	Note 1	Note 1	9.6	Note 1	10.8
	Hour	LOS	Note 1	В	Note 1	Note 1	В	Note 1	Note 1	В	Note 1	Note 1	А	Note 1	8
	AM	V/C	Note 1	0.04	Note 1	Note 1	0.10	Note 1	Note 1	0.01	Note 1	Note 1	0.13	Note 1	n/a
	Peak	Delay Isect	Note 1	7.5	Note 1	Note 1	7.3	Note 1	Note 1	7.2	Note 1	Note 1	8.0	Note 1	7.8
10th Avenue	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	A	Note 1	Α
at Riverside Dr	DN4	V/C	Note 1	0.03	Note 1	Note 1	0.33	Note 1	Note 1	0.04	Note 1	Note 1	0.14	Note 1	n/a
	PM Peak	Delay	Note 1	7.7	Note 1	Note 1	8.8	Note 1	Note 1	7.8	Note 1	Note 1	8.6	Note 1	8.6
	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Α
	AM	V/C	0.28	0.54	n/a	n/a	0.79	n/a	n/a	0.65	n/a	n/a	0.97	n/a	n/a
	Peak	Delay	45.3	18.4	n/a	n/a	76.5	n/a	n/a	10.7	n/a	n/a	44.1	n/a	33.1
Bus-41	Hour	LOS	D	В	n/a	n/a	E	n/a	n/a	В	n/a	n/a	D	n/a	С
øt 5th Street	014	V/C	0.29	0.27	n/a	n/a	0.78	n/a	n/a	0.94	n/a	n/a	0.71	n/a	n/a
	PM Peak	Delay	47.4	14.8	n/a	n/a	68.7	n/a	n/a	25.0	n/a	n/a	26.4	n/a	28.1
	Hour	LOS	D	В	n/a	n/a	Ε	n/a	n/a	С	n/a	n/a	С	n/a	С
	014	V/C	Note 1	0.37	Note 1	Note 1	2.34	Note 1	0.45	Note 2	Note 2	0.00	Note 2	Note 2	n/a
	AM Peak	Delay	Note 1	15.9	Note 1	Note 1	5800	Note 1	32.9	Note 2	Note 2	0.1	Note 2	Note 2	n/a
Bus-41	Hour	Isect LOS	Note 1	С	Note 1	Note 1	F	Note 1	О	Note 2	Note 2	A	Note 2	Note 2	n/a
at 4th Street	014	V/C	Note 1	1.60	Note 1	Note 1	0.01	Note 1	0.41	Note 2	Note 2	0.01	Note 2	Note 2	n/a
	PM Peak	Delay	Note 1	434.5	Note 1	Note 1	18.3	Note 1	15.7		Note 2	0.1		Note 2	n/a
	Hour	LOS	Note 1	F	Note 1	Note 1	c	Note 1	С	Note 2	Note 2	A	STATE OF THE PARTY	Note 2	n/a
	414	V/C	Note 1	2.10	0.37	Note 1	0.18	Note 1	0.90	180090-000	Note 2	0.00	Un Edward Name	Note 2	
	AM Peak	Delay	Note 1	1067	17,8	Note 1	353.8	Note 1	120.8	-544	Note 2	10.8		Note 2	- 110M
Bus-41	Hour	LOS	Note 1	F	С	Note 1	F	Note 1	F		Note 2	В	A 100 CO	Note 2	
at Riverside Dr	D1.4	V/C	Note 1	1.39	0.33	Note 1	3.26	Note 1	0.58		Note 2	0.02		Note 2	
	PM Peak	Delay	Note 1	500	14.6	Note 1	Επ	Note 1	23.5		Note 2	19.0		Note 2	
	Hour	LOS	Note 1	F	В	Note 1	F	Note 1	C		Note 2	-		Note 2	

Note 1: Movement occurs from a shared lane

Note 2: Unopposed movement

Table 2. Summary of Improvement Scenario Analysis

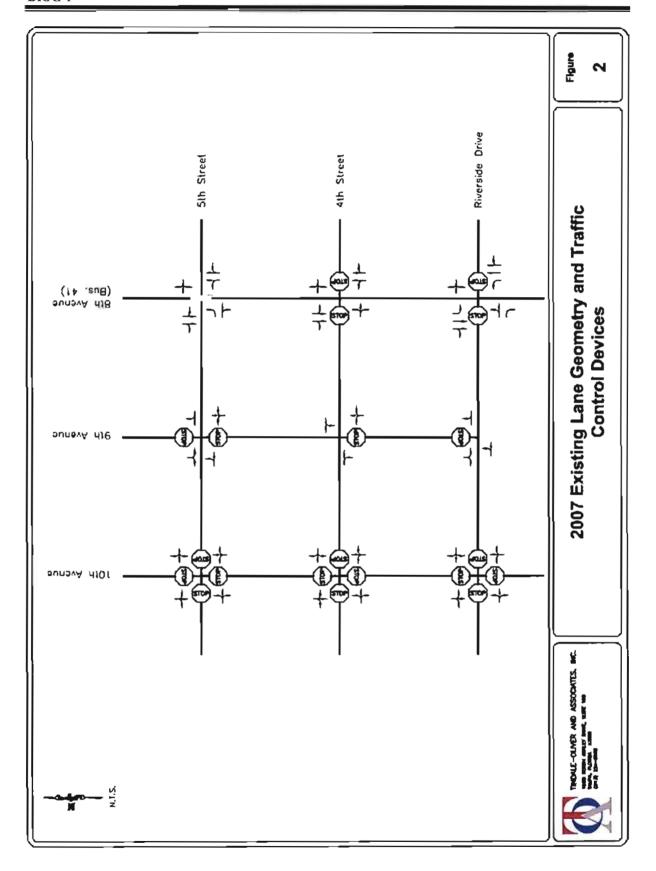
Internation	Time	Measure					70	Move	ement						Overall
Intersection	Period		EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
	AM	V/C	Note 1	0.26	Note 1	Note 1	0.11	Note 1	Note 1	0.17	Note 1	Note 1	0.17	Note 1	n/a
	Peak	Delay Isec)	Note 1	9.3	Note 1	Note 1	8.3	Note 1	Note 1	8.4	Note 1	Note 1	8.7	Note 1	8.8
10th Avenue	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Α
al 5ih Sireet	PM	V/C	Note 1	0.08	Note 1	Note 1	0.17	Note 1	Note 1	0.40	Note 1	Note 1	0.15	Note 1	n/a
	Peak	Delay (secl	Note 1	8.6	Note 1	Note 1	9.0	Note 1	Note 1	10.3	Note 1	Note 1	8.6	Note 1	9.5
	Hour	LOS	Note 1	А	Note 1	Note 1	Α	Note 1	Note 1	В	Note 1	Note 1	A	Note 1	Α
	AM	V/C	Note 1	0.28	Note 1	Note 1	0.08	Note 1	Note 1	0.17	Note 1	Note 1	0.11	Note 1	n/a
	Peak	Delay (sec)	Note 1	9.1	Note 1	Note 1	8.0	Note 1	Note 1	8.8	Note 1	Note 1	8.4	Note 1	8.8
10th Avenue	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	А	Note 1	Note 1	Α	Note 1	Α
at 4th Street	PM	V/C	Note 1	0.24	Note 1	Note 1	0.35	Note 1	Note 1	0.48	Note 1	Note 1	0.19	Note 1	n/ə
	Peak	Delay Isec1	Note 1	10.3	Note 1	Note 1	11 1	Note 1	Note 1	13.1	Note 1	Note 1	9.8	Note 1	11.5
	Hour	LOS	Note 1	В	Note 1	Note 1	В	Note 1	Note 1	В	Note 1	Note 1	Α	Note 1	8
	AM	V/C	Note 1	0.04	Note 1	Note 1	0.12	Note 1	Note 1	0.01	Note 1	Note 1	0.13	Note 1	n/a
	Peak	Delay Isec)	Note 1	7.5	Note 1	Note 1	7.3	Note 1	Note 1	7.2	Note 1	Note 1	8.1	Note 1	7.7
10th Avenue	Hour	LOS	Note 1	А	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	Α	Note 1	Α
at Riverside Dr	РМ	V/C	Note 1	0.03	Note 1	Note 1	0.34	Note 1	Note 1	0.04	Note 1	Note 1	0.14	Note 1	n/a
	Peak	Delay (sec)	Note 1	7.8	Note 1	Note 1	8.9	Note 1	Note 1	7.8	Note 1	Note 1	8.6	Note 1	8.7
	Hour	LOS	Note 1	Α	Note 1	Note 1	Α	Note 1	Note 1	A	Note 1	Note 1	Α	Note 1	Α
	AM	V/C	0.40	0.54	n/a	n/a	0.79	n/a	n/a	0.64	n/a	n/a	0.97	n/a	n/a
	Peak	Defay Isect	48.3	18.2	n/a	n/a	76.3	n/a	n/a	10.7	n/a	n/a	43.9	n/a	33.4
Bus-41	Hour	LOS	D	В	n/a	n/a	Ε	n/a	n/a	В	n/a	n/a	۵	n/a	¢
at 5th Street	РМ	V/C	0.51	0.27	n/a	n/a	0.78	n/a	n/a	0.92	n/a	n/a	0.71	n/a	n/a
	Peak	Delay (sec)	55.7	15.2	n/a	n/a	68.6	n/a	n/a	22.8	n/a	n/a	26.4	n/a	27.5
	Hour	LOS	٤	В	n/a	n/a	É	n/a	n/a	С	n/a	n/a	С	n/a	С
	AM	V/C	n/a	n/a	0.37	n/a	n/a	0.00	0.45	Note 2	Note 2	0.00	Note 2	Note 2	n/a
	Peak	Delay (sec)	n/a	n/a	16.2	n/a	n/a	12.4	32.8	Note 2	Note 2	0.1	Note 2	Note 2	n/a
Bus-41	Hour	LOS	n/a	n/a	С	n/a	n/a	В	D	Note 2	Note 2	Α	Note 2	Note 2	r/a
at 4th Street	РМ	V/C	n/a	n/a	0.17	n/a	n/a	0.01	0.41	Note 2	Note 2	0.01	Note 2	Note 2	rva
	Peak	Delay Isec)	n/a	n/a	12.1	n/a	n/a	17.9	15.4	Note 2	Note 2	0.2	Note 2	Note 2	n/a
	Hour	LOS	n/a	n/a	В	n/a	n/a	С	С	Note 2	Note 2	Α	Note 2	Note 2	n/a
	AM	V/C	n/a	n/a	0.38	n/a	n/a	0.18	0.90	Note 2	Note 2	0.00	Note 2	Note 2	n/a
	Peak	Delay [sec]	n/a	n/a	18.1	n/a	n/a	0.0	120.5	Note 2	Note 2	10.8	Note 2	Note 2	n/a
Bus-41	Hour	LOS	n/a	n/a	С	n/a	n/a	А	F	Note 2	Note 2	В	Note 2	Note 2	n/a
at Riverside Dr	DAA	V/C	n/a	n/a	0.33	rva	n/a	0 00	0.58	Note 2	Note 2	0.02	Note 2	Note 2	n/a
	PM Peak	Delay	n/a	n/a	14.6	n/a	n/a	21.1	23.5	Note 2	Nate 2	19.0	Note 2	Note 2	n/a
	Hour	LOS	n/a	n/a	В	n/a	n/a	С	С	Note 2	Note 2	С	Note 2	Note 2	n/a

Note 1: Movement occurs from a shared lane

Note 2: Unopposed movement

Figure 1. Study Location





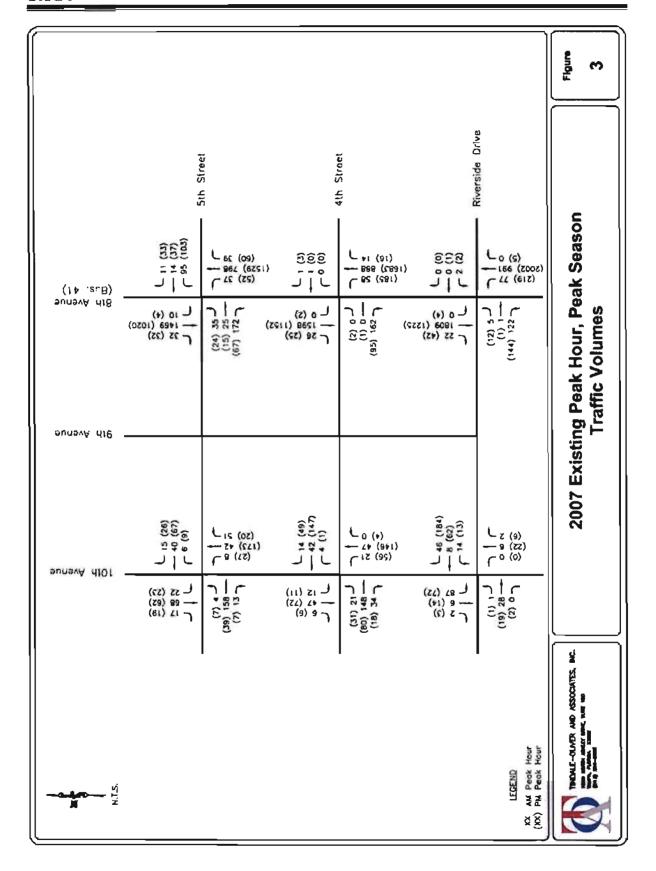
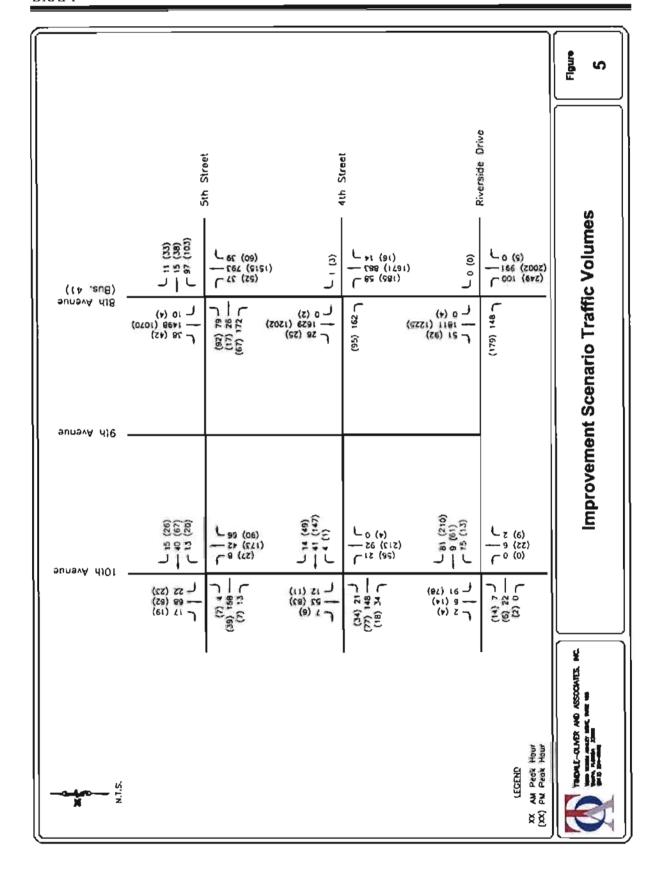


							Figure 4
	,		i	and the state of t	9		
SunsvA f/18 (f.k., gus)	C 11 (33) - 14 (37) - 95 (103)	C ((S2) — 818 (3221) — 82 (09)	•	- 82 (481) - 800 (0171) - 1 (81)	'	- 166 (2002) - 166 (2002)	ımes
,	(54) 84 (1070)	L 25 (15) 25 (21) 55 (21) (5)	C 1 (52)	(2) (2) (1) (2) (25) (25)	(1825) — (1825) — (4)	75 (85) - 1 (1) - 1 (861)	Baseline Traffic Volumes
aunovA fife							Baseline
aunovA diOi	L 15 (26) 	C 8 (12)  - 24 (27)  - 10 (74)	L 14 (49) — 42 (147) f 4 (1)	- 12 (95) 29 (521) (95)	L 65 (197) - 9 (62) F 15 (13)	C 0 (0)	
2.55.77 4101	L 22 (23) — 68 (62) — 12 (18)	(7) 821 (8E) 821 (7)	L 6 (6)	L 12 (12) 891 (08) FW (91)	C 2 (1) - 6 (14) - 7 (76)	ل، (۱) - 82 (81) - 62 (81)	<u> </u>
N S. F.						LEGEND XX Ax Pyok Hour (XX) Plu Peak Hour	TROUL-CURR AND ASSOCIATES, INC.



# Appendix A

**Intersection Counts** 

Intersection: 10th Avenue at 5th Street (Total)

Date: May 3, 2007

	3	Northboun	d		Southboun	ď		Easlbound	<u> </u>		Weslboun	<b>d</b>	RAW
	LT	τ	RT	LT	Т	RT	LT	T	ŔŦ	LT	Т	RT	TOTAL
7:00 - 7:15	1	6	0	3	10	2	1	20	1	2	5	1	52
7:15 - 7:30	3	4	2	5	15	6	1	36	5	2	5	1	85
7:30 - 7:45	1	10	5	10	20	4	1	48	5	0	8	4	116
7:45 - 8:00	3	13	6	3	14	4	2	36	2	1	11	5	100
8:00 - 8:15	1	13	7	3	16	2	0	30	0	3	14	4	93
8:15 - 8:30	0	13	5	6	13	4	6	18	1	4	10	4	84
8:30 - 8:45	3	15	1	7	10	5	2	20	2	2	9	0	76
8:45 - 9:00	0	5	5	1	15	2	2	13	3	4	12	3	65
AM PEAK HOUR 7:15 - 8:15	8	40	20	21	65	16	4	150	12	6	38	14	394
PEAK HOUR FACTOR	-	-	-	-	-		-	-	-	_		-	0.85
Peak Season Adjus	tment Fa	ctor: 1.05	5										
AM PEAK HOUR PEAK SEASON	8	42	21	22	68	17	4	158	13	6	40	15	414
	1	Northbound	đ		Southbound	d		Eastbound	i	,	Westbound	<u> </u>	RAW
	LT	T	RT	LT	ī	RT	LT	т	RT	LΤ	т	RT	TOTAL
4:00 - 4:15	2	29	5	8	15	3	1	10	0	1	19	6	99
4:15 - 4:30	4	22	1	5	16	4	2	10	2	4	14	6	90
4:30 - 4 45	5	37	6	5	12	5	1	11	2	3	17	5	109
4:45 - 5:00	3	31	4	5	13	4	2	12	2	4	20	5	105
5:00 - 5:15	13	45	3	6	18	3	1	8	3	2	13	13	128
5:15 - 5:30	5	52	6	5	16	6	3	6	0	٥	14	2	116
5:30 - 5:45	6	42	3	2	10	0	2	6	2	1	8	4	86
5:45 - 6:00	1	14	7	4	14	0	2	6	2	1	15	4	70
PM PEAK HOUR 4:30 - 5:30	26	165	19	22	59	18	7	37	7	9	64	25	458
PEAK HOUR FACTOR		-	-1	-	-	-	-	-	-	-	-	-	0.89
Peak Season Adjus	tment Fa	ctor: 1.05	5										
PM PEAK HOUR	27	173	20	23	62	19	7		7	9	67	26	479

Intersection: 10th Avenue at 5th Street (Cars)

Date: May 3, 2007

	,	Northboun	ರ		nuodrbuoZ	d		Eastbound			Westbound			
	LΥ	Υ	RT	LΥ	Т	RT	LŤ	T	RT	LT	Т	RT	TOTAL	
7:00 - 7:15	1	6	0	3	10	2	1	19	1	2	5	1	51	
7:15 - 7:30	3	4	2	5	15	6	1	36	5	2	5	1	85	
7:30 - 7:45	1	10	4	10	20	4	1	48	5	٥	8	4	115	
7:45 - 8:00	3	13	6	3	14	4	2	36	2	1	11	5	100	
8:00 - 8:15	1	13	7	3	15	2	0	29	0	3	14	4	91	
8:15 - 8:30	0	13	5	6	13	4	6	18	1	4	10	4	84	
8:30 - 8:45	3	15	1	7	10	4	2	20	2	2	9	0	75	
8:45 - 9:00	0	5	5	1	15	2	1	13	3	4	12	3	64	
AM PEAK HOUR 7:15 - 8:15	8	40	19	21	64	16	4	149	12	6	38	14	391	

		Northboun	d	5	Southboun	d		Eastbound	j		Westbound	1	RAW
	LT	T	RT	LΥ	Т	RT	LΥ	Ť	RT	LT	Т	RT	TÓTAL
4:00 - 4:15	2	27	5	8	14	3	1	10	0	1	19	6	96
4:15 - 4:30	4	22	1	5	16	4	2	10	2	4	14	5	89
4:30 - 4:45	5	37	6	5	12	5	1	11	2	3	17	5	109
4:45 - 5:00	3	31	4	5	13	4	2	12	2	4	20	5	105
5:00 - 5:15	13	45	3	6	18	3	1	8	3	2	13	13	128
5:15 - 5:30	5	52	6	6	16	6	3	6	0	0	14	2	116
5:30 - 5:45	6	42	3	2	10	0	2	6	2	1	8	4	86
5:45 - 6:00	1	14	7	4	14	0	2	6	2	1	15	4	70
PM PEAK HOUR 4:30 - 5:30	26	165	19	22	59	18	7	37	7	9	64	25	458

Intersection: 10th Avenue at 5th Street (Trucks)

Date: May 3, 2007

_		Northboun	đ	:	Sauthbour	d		Eastbound	1		Westboun	đ	RAW
	LT	T	ŔŦ	LT	T	กา	LΥ	Ť	RT	LT	T	RT	TOTAL
7:00 - 7:15	٥	0	0	0	0	0	0	1	٥	0	0	٥	1
7:15 - 7:30	٥	0	0	0	٥	0	0	0	0	0	0	٥	0
7:30 - 7:45	0	٥	1	0	٥	٥	0	0	0	0	0	0	1
7:45 - 8:00	0	٥	0	٥	0	٥	٥	0	0	0	0	0	0
8:00 - 8:15	0	٥	0	0	1	0	٥	1	0	0	٥	0	2
8:15 - 8:30	0	0	0	0	0	0	0	0	٥	0	0	0	0
8:30 - 8:45	0	0	0	0	0	1	0	0	0	٥	0	0	1
8:45 - 9:00	0	0	0	0	0	0	1	0	0	٥	0	0	1
AM PEAK HOUR 7:15 - 8:15	٥	0	1	0	1	0	0	1	0	0	0	0	3

		Northboun	d		Southboun	d		Eastbound	1		Weslboun	ರ	RAW
	LT	Т	Rĭ	LT	Т	RT	LT	Т	RT	LT	T	RT	TOTAL
4:00 - 4:15	0	2	٥	0	1.	0	0	٥	0	0	٥	0	3
4:15 - 4:30	0	0	0	0	0	0	0	0	٥	0	0	1	1
4:30 - 4:45	0	0	0	0	0	0	0	0	٥	0	0	٥	0
4:45 - 5:00	0	0	0	0	0	0	0	0	٥	٥	0	٥	0
5:00 - 5:15	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 - 5:30	0	0	0	0	0	0	0	0	0	٥	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	٥	0	0	0
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:30 - 5:30	0	0	0	0	٥	0	0	0	0	0	0	0	0

Intersection: 10th Avenue at 4th Street (Total)

Date: May 9, 2007

	1	Northbound	1		Southboun	d		Eastbound	1		Wesibound	ś	RAW
	LT	т	RT	LT	٢	RT	LĬ	ĭ	RT	LT	T	RT	TOTAL
7:00 - 7:15	2	7	1	1	15	2	1	27	7	0	4	1	68
7:15 - 7:30	1	5	2	1	14	0	3	37	6	0	2	4	75
7:30 - 7:45	2	7	0	в	14	3	3	41	13	٥	11	2	102
7:45 - 8:00	3	13	0	3	9	1	5	38	11	٥	10	4	97
8:00 - 8:15	8	13	0	1	12	2	8	27	2	3	11	4	91
8:15 - 8:30	7	11	0	1	9	0	4	32	6	1	7	3	81
8:30 - 8:45	0	17	1	3	5	1	5	23	5	2	4	6	72
8:45 - 9:00	5	12	1	2	10	3	3	20	5	0	5	4	70
AM PEAK HOUR 7:30 - 8:30	20	44	0	11	44	в	20	138	32	4	39	13	371
PEAK HOUR FACTOR	-	-	_	-	-	_		-	-		-	-	0.91
Peak Season Adjus	tment Fa	 ctor: 1.0	7										
AM PEAK HOUR PEAK SEASON	21	47	0	12	47	6	21	148	34	4	42	14	396
		Northboun	d	I	Southboun	d		Eastbound	t		Westboun	d	RAW
	LT	ĭ	RT	LT	Т	RT	LT	т	RT	LT	Т	RT	TOTAL
4:00 - 4:15	9	27	0	3	16	2	10	10	7	1	16	17	118
4:15 - 4:30	6	26	0	2	9	4	2	14	2	0	16	8	89
4:30 - 4:45	8	34	0	4	6	1	7	11	4	1	25	12	113
4:45 - 5:00	13	24	2	2	16	0	9	24	5	0	30	8	130
5:00 - 5:15	11	50	1	2	14	4	8	22	5	1	43	14	175
5:15 - 5:30	17	40	1	5	18	2	5	12	5	0	33	13	151
5:30 - 5:45	11	22	0	1	19	٥	7	17	5	٥	31	11	124
5:45 - 6:00	5	32	0	2	15	5	0	14	7	2	14	11	107
PM PEAK HOUR 4:45 - 5:45	52	136	4	10	67	6	29	75	17	1	137	46	580
PEAK HOUR FACTOR	-	_		-	-	_	_	L-	-	-	-	-	0.83
Peak Season Adjus	tment Fa	ctor: 1.0	7										
PM PEAK HOUR	56	146	4	11	72	6	31				147	49	621

Intersection: 10th Avenue at 4th Street (Cars)

Date: May 9, 2007

		Northboun	d		Southboun	d		Eastbound	1		Westboun	d	RAW
	LT	Т	RT	LT	τ	RT	ĹΪ	T	Rĩ	LT	т	RT	TOTAL
7:00 - 7:15	2	6	1	1	13	2	1	26	6	0	4	1	63
7:15 - 7:30	1	5	1	1	12	٥	3	37	6	0	2	3	71
7:30 - 7:45	2	6	0	6	13	3	3	41	13	0	11	2	100
7:45 - 8:00	2	13	٥	3	8	1	5	38	10	0	10	4	94
8:00 - 8:15	8	12	0	1	12	1	7	27	2	3	10	4	87
8:15 - 8:30	7	9	٥	1	9	0	4	31	6	1	7	3	78
8:30 - 8:45	٥	17	1	3	5	1	5	23	5	2	4	6	72
8:45 - 9:00	5	11	1	2	10	3	3	20	5	0	5	4	69
AM PEAK HOUR 7:30 - 8:30	19	40	0	11	42	5	19	137	31	4	38	13	359

		Northboun	ď	:	Southboun	d		Eastbound	1		Wesiboun	d	RAW
	LT	Ţ	RT	LT	Ŧ	RT	LŤ	Т	RT	LT	Т	RT	TOTAL
4:00 - 4:15	9	27	0	3	15	2	9	9	7	1	16	17	115
415 - 4:30	6	26	0	2	9	4	2	13	2	0	16	8	88
4:30 - 4:45	7	34	0	4	6	1	7	11	4	1	25	10	110
4:45 - 5:00	13	24	2	2	16	0	9	24	2	٥	30	8	130
5:00 - 5:15	11	49	1	2	14	4	8	22	5	1	43	14	174
5:15 - 5:30	17	40	0	5	17	2	5	12	5	0	33	13	149
5:30 - 5·45	11	21	٥	1	19	٥	7	17	5	0	31	11	123
5:45 - 6:00	5	32	0	2	15	5	0	14	7	2	14	11	107
PM PEAK HOUR 4:45 - 5.45	52	134	3	10	66	6	29	75	17	1	137	46	576

Intersection: 10th Avenue at 4th Street (Trucks)

Date: May 9, 2007

		Northboun	ರ		Southboun	ď		Eastbound	j		Westbound	d	RAW
	LT	Т	RT	LT	T	Rī	LΥ	т	Ŗῖ	LT	Т	RT	TOTAL
7:00 - 7:15	0	1	0	٥	2	0	0	1	1	0	0	0	5
7:15 - 7:30	0	0	1	٥	2	0	0	0	0	0	0	1	4
7:30 - 7:45	0	1	0	٥	1	0	0	0	0	0	0	0	2
7:45 - 8:00	1	0	0	٥	1	0	0	0	1	0	0	0	3
8:00 - 8:15	0	1	0	0	0	1	1	0	0	0	1	0	4
8:15 - 8:30	0	2	0	0	٥	0	0	1	0	0	0	0	3
8:30 - 8:45	٥	0	0	0	0	0	0	0	0	٥	0	0	0
8:45 - 9:00	٥	1	0	0	0	0	0	0	0	0	0	0	1
AM PEAK HOUR 7:30 - 8:30	1	4	0	0	2	1	1	1	1	٥	1	0	12

	1	Northboun	d		Southboun	d		Eastbound	i		Weslboun	d	RAW
	Ŀĭ	Ť	RT	LŤ	Т	RT	LĨ	ĩ	RT	LΤ	Ī	RT	TOTAL
4:00 - 4:15	٥	0	0	0	1	0	1	1	0	0	0	0	3
4:15 - 4:30	0	0	0	0	0	٥	0	1	0	٥	٥	0	1
4:30 - 4:45	1	0	0	0	0	٥	0	0	0	0	٥	2	3
4:45 - 5:00	0	0	0	0	0	٥	0	0	0	0	٥	٥	0
5:00 - 5:15	0	1	0	0	0	٥	0	0	0	0	٥	٥	1
5:15 - 5:30	0	0	1	0	1	0	0	0	0	0	٥	0	2
5:30 - 5:45	0	1	0	0	0	0	0	0	0	0	٥	٥	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	0	0	0	0
PM PEAK HOUR 4:45 - 5:45	0	2	1	0	1	0	0	0	o	0	0	0	4

Intersection: 10th Avenue at Riverside Drive (Total)

Date: May 10, 2007

	,	Northboun	đ	:	Southboun	đ		Eastbound	<b>d</b>		Westboun	d	RAW
	LT	Т	RT	LT	T	RT	LT	т	RT	ĻТ	Т	RT	TOTAL
7:00 - 7:15	0	1	4	11	1	Û	1	3	0	3	4	9	37
7:15 - 7:30	0	1	2	26	2	0	0	3	٥	2	1	6	43
7:30 - 7:45	0	0	1	25	2	1	0	5	٥	6	0	12	52
7:45 - 8:00	0	1	٥	25	3	0	0	9	٥	3	2	9	52
8:00 - 8:15	٥	1	1	14	1	0	1	8	0	4	1	13	44
8:15 - 8:30	٥	4	٥	17	0	1	0	4	0	1	5	12	44
8:30 - 8:45	٥	0	2	23	1	0	1	4	0	1	3	16	51
8:45 - 9:00	٥	2	٥	14	1	٥	1	5	0	5	4	10	42
AM PEAK HOUR 7:30 - 8:30	0	6	2	81	6	2	1	26	0	14	8	46	192
PEAK HOUR FACTOR	-		-	-	1	-	-	-		1		-	0.92
Peak Season Adjus	tment Fa	ctor: 1.07	7										
AM PEAK HOUR PEAK SEASON	0	6	2	87	6	2	1	28	٥	15	9	49	205
	<del></del>	l a dh h a			S a 11-1a a a			Caalbarra			l A d a va b la va va va		
		Northbound			Southboun T		10.022	Easlbound			Westbount		RAW TOTAL
4:00 4:45	LT	Ŧ	RT	LĨ	4	RT	LT	ī	RT	LΤ	т 6	RT	
4:00 - 4:15	0	4	3	19	4	1	1	2	٥	3	1 6		
4:15 - 4:30 4:30 - 4:45		ا ۱	I ,	10					_	-		21	64
4.30 - 4.43	$\vdash$	2	0	10	1	0	1	4	٥	5	13	33	69
	0	4	2	10	3	1	1	2	0	4	13 20	33 26	69 73
4:45 - 5:00	0	4 8	2	10	3	1	1	2	0	4 5	13 20 17	33 26 39	69 73 92
4:45 - 5:00 5:00 - 5:15	0 0	4 8 6	2 2	10 17 23	3 2 1	1 0 1	1 0	2 2 6	0 0	4 5 2	13 20 17 14	33 26 39 47	69 73 92 104
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30	0 0 0	4 8 6 3	2 2 2 2	10 17 23 19	3 2 1 8	1 0 1	1 0 1 0	2 2 6	0 0 1	4 5 2 4	13 20 17 14 15	33 26 39 47 46	69 73 92 104 98
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30 5:30 - 5:45	0 0 0 0	4 8 6 3 4	2 2 2 2	10 17 23 19 8	3 2 1 6 4	1 0 1 1	1 0 1 0	2 2 6 1 9	0 0 1 1 0	4 5 2 4	13 20 17 14 15	33 26 39 47 46 40	69 73 92 104 98 81
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30 5:30 - 5:45 5:45 - 6:00	0 0 0	4 8 6 3	2 2 2 2	10 17 23 19	3 2 1 8	1 0 1	1 0 1 0	2 2 6	0 0 1	4 5 2 4	13 20 17 14 15	33 26 39 47 46	69 73 92 104 98
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30 5:30 - 5:45	0 0 0 0	4 8 6 3 4	2 2 2 2	10 17 23 19 8	3 2 1 6 4	1 0 1 1	1 0 1 0	2 2 6 1 9	0 0 1 1 0	4 5 2 4	13 20 17 14 15	33 26 39 47 46 40	69 73 92 104 98 81
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30 5:30 - 5:45 5:45 - 6:00 PM PEAK HOUR	0 0 0 0 0 0	4 8 6 3 4 2	2 2 2 2 2	10 17 23 19 8 12	3 2 1 6 4 3	1 0 1 1 0	1 0 1 0 0	2 2 6 1 9 4	0 0 1 1 0 0	4 5 2 4 1	13 20 17 14 15 12	33 26 39 47 46 40 37	69 73 92 104 98 81 77
4:45 - 5:00 5:00 - 5:15 5:15 - 5:30 5:30 - 5:45 5:45 - 6:00 PM PEAK HOUR 4:45 - 5:45 PEAK HOUR	0 0 0 0 0	4 8 6 3 4 2 21	2 2 2 2 8	10 17 23 19 8 12 67	3 2 1 8 4 3	1 0 1 1 1 0 3	1 0 1 0 0 0 1	2 2 6 1 9 4	0 0 1 1 0 0 0	4 5 2 4 1 3	13 20 17 14 15 12 14	33 26 39 47 46 40 37	69 73 92 104 98 81 77

Intersection: 10th Avenue at Riverside Drive (Cars)

Date: May 10, 2007

	1	Northboun	d		Southboun	d		Easibound	3	,	Westboun	j	RAW
	LΥ	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
7:00 - 7:15	0	0	4	11	1	0	1	3	0	3	4	9	36
7:15 - 7:30	0	1	2	25	2	0	0	3	0	2	1	ß	42
7:30 - 7:45	0	0	1	25	2	1	0	5	0	5	0	12	51
7:45 - 8:00	0	1	٥	24	3	0	0	9	0	3	2	9	51
8:00 - 8:15	0	1	1	14	1	0	1	8	٥	4	1	12	43
8:15 - 8:30	٥	4	0	17	0	.1	0	4	0	1	5	12	44
8:30 - 8:45	٥	0	2	23	1	0	1	4	0	1	3	15	50
8:45 - 9:00	0	1	0	14	0	٥	1	5	0	5	4	10	40
AM PEAK HOUR 7:30 ~ 8:30	0	6	2	80	6	2	1	26	٥	13	8	45	189

	]	Northboun	d	(	Southboun	d		Eastbound	1		Westboun	ರ	RAW
	LT	Ţ	RT	LΫ́	T	ŔŦ	LŤ	Υ	RT	LŤ	τ	RT	TOTAL
4:00 - 4:15	0	4	3	19	4	1	1	2	0	3	6	21	64
4:15 - 4:30	0	2	0	9	1	0	1	4	0	5	13	32	67
4:30 - 4:45	0	4	2	9	3	1	1	2	٥	4	20	26	72
4:45 - 5:00	0	8	2	17	2	0	0	2	0	5	17	39	92
5:00 - 5:15	0	6	2	23	í	1	1	6	1	2	14	47	104
5:15 - 5:30	0	3	2	19	6	1	٥	1	1	4	15	46	98
5:30 - 5:45	٥	4	2	8	4	1	٥	9	٥	1	11	40	80
5:45 - 6:00	0	2	2	12	3	0	0	4	0	3	14	37	77
PM PEAK HOUR 4:45 - 5:45	0	21	8	67	13	3	1	18	2	12	57	172	374

Intersection: 10th Avenue at Riverside Drive (Trucks)

Date: May 10, 2007

	1	Northboun	d		Southboun	d		Eastbound	1		Westbound	đ	RAW
	LT	Т	RT	LT	T	RT	LT	T	RT	LŤ	т	RT	TOTAL
7:00 - 7:15	0	1	0	0	0	0	0	0	0	٥	0	0	1
7:15 - 7:30	Ó	٥	0	1	٥	0	0	0	0	0	0	٥	1
7:30 - 7:45	٥	0	0	0	0	0	0	0	0	1	0	٥	1
7:45 - 8:00	0	0	0	1	0	0	0	0	0	٥	0	٥	7
8:00 - 8:15	0	0	0	0	0	0	0	0	0	0	0	1	7
8:15 - 8:30	0	0	0	0	0	0	0	0	0	0	0	٥	0
8:30 - 8:45	0	0	0	0	0	0	0	٥	٥	0	0	1	1
8:45 - 9:00	0	1	٥	0	1	0	0	٥	0	0	0	0	2
AM PEAK HOUR 7:30 - 8:30	0	0	0	í	0	٥	٥	٥	0	1	٥	1	3

	Northbound			Southbound			Eastbound			Westbound			RAW
	LT	T	RT	LT	T	RT	LT	Т	RT	LŤ	ĭ	RT	TOTAL
4:00 - 4:15	0	0	0	0	0	0	0	0	0	٥	0	0	0
4:15 - 4:30	0	0	0	1	0	0	0	0	٥	0	0	1	2
4:30 - 4:45	0	0	0	1	0	0	0	0	0	0	0	0	1
4:45 - 5:00	٥	٥	0	0	0	0	٥	0	0	0	0	0	0
5:00 - 5:15	٥	0	0	0	0	0	٥	0	0	0	٥	0	0
5:15 - 5:30	0	0	0	0	٥	0	0	0	0	0	0	0	0
5:30 - 5:45	0	0	0	0	0	0	0	0	0	0	1	0	1
5:45 - 6:00	0	0	0	0	0	0	0	0	0	٥	0	0	0
PM PEAK HOUR 4:45 ~ 5.45	0	٥	0	٥	0	0	0	٥	0	0	1	٥	1

Intersection: Business US-41 at 5th Street (Total)

Date: May 15, 2007

Source: Tindale-Oliver and Associates, Inc. (BR & JE)

	,	Northbound	i		Southbound	ರ		Eastbound	i .		Westbound	í	RAW
	LT	Т	RT	LŤ	T	RT	LT	T	RT	LT	Т	RT	TOTAL
7:00 - 7:15	10	152	6	1	241	2	2	3	27	17	1	2	464
7:15 - 7:30	ĝ	160	8	3	375	5	11	2	35	14	2	2	627
7:30 - 7:45	8	184	7	0	407	6	9	6	58	29	3	3	720
7:45 - 8:00	8	199	14	4	312	14	7	9	40	24	3	1	635
8:00 - 8:15	9	196	6	2	266	5	5	6	26	21	5	4	551
8:15 - 8:30	3	190	6	4	269	9	9	7	17	19	5	2	540
8:30 - 8:45	3	178	7	1	294	14	11	7	14	16	3	2	550
8:45 - 9:00	4	170	5	2	246	11	6	5	14	17	2	1	483
AM PEAK HOUR 7:15 - 8:15	34	739	36	9	1360	30	32	23	159	88	13	10	2533
PEAK HOUR FACTOR	-21		34	25	-	-	-	-	-	-	-	-	0.88
Peak Season Adjus	tment Fa	ctor: 1.08	3										
AM PEAK HOUR PEAK SEASON	37	798	39	10	1469	32	35	25	172	95	14	11	2737
		Northboun	d		Southboun	d		Eastbound	<del></del> _	,	Westboun	d	RAW
	LT	Т	RT	LT	Т	RT	LT	T	RT	ኒፕ	т	RT	TOTAL
4:00 - 4:15	11	312	9	1	251	5	8	7	7	21	14	7	653
4:15 - 4:30	11	290	7	1	201	8	7	6	10	17	8	5	571
4:30 - 4:45	3	304	15	1	248	4	3	2	8	17	4	3	612
4:45 - 5:00	12	350	10	3	244	9	5	4	10	17	6	13	683
5:00 - 5:15	10	380	15	1	226	7	8	7	27	41	10	5	737
5:15 - 5:30	15	345	19	0	234	10	5	1	9	20	8	8	674
5:30 - 5:45	11	341	12	٥	240	4	4	2	16	17	10	5	662
5:45 - 6:00	12	309	8	1	191	5	2	6	9	7	2	5	557
PM PEAK HOUR 4:45 - 5:45	48	1416	56	4	944	30	22	14	62	95	34	31	2756
PEAK HOUR	-	-	-	-	-	-	-	-		-		-	0.93
FACTOR		<u></u>											
Peak Season Adjus	tment Fa	ctor. 1.0	8										

Intersection: Business US-41 at 5th Street (Cars)

Date: May 15, 2007

Source: Tindale-Oliver and Associates, Inc. (BR & JE)

		Northboun	d	:	Southboun	d		Eastbound	t		Westboun	ರ	RAW
	LT	T	RT	LT	т	ŔT	LT	T	RT	LT	Ť	RT	TOTAL
7:00 - 7:15	10	146	6	1	236	2	2	3	26	17	1	2	452
7:15 - 7:30	9	154	9	3	372	5	11	2	35	14	2	2	618
7:30 - 7:45	8	180	7	0	402	6	8	6	58	28	3	3	709
7:45 - 8:00	8	191	14	4	308	14	7	9	40	24	2	1	622
8:00 - 8:15	8	187	6	2	260	4	5	6	26	20	5	4	533
8:15 - 8:30	3	185	6	4	257	9	9	7	17	19	5	2	523
8:30 - 8:45	3	178	6	1	284	14	11	7	14	16	3	2	539
8:45 - 9:00	4	166	5	2	242	11	6	5	14	15	2	1	473
AM PEAK HOUR 7:15 - 8:15	33	712	36	9	1342	29	31	23	159	86	12	10	2482

		Northboun	ď	!	So <b>ulhbo</b> un	ರ		Eastbound	3		Westboun	វ	RAW
	LT	ĭ	RT	LT	T	RT	LT	τ	RT	LT	T	RT	TOTAL
4:00 - 4,15	11	303	9	1	246	5	8	7	7	21	14	7	639
4:15 - 4:30	11	284	7	1	198	8	7	6	9	17	7	5	560
4:30 - 4:45	3	296	15	1	246	4	3	2	8	17	4	3	602
4:45 - 5:00	12	340	10	3	241	9	5	4	10	17	6	12	669
5:00 - 5:15	9	374	15	1	222	7	8	7	27	41	10	5	726
5:15 - 5:30	15	338	19	٥	231	10	5	1	9	20	8	8	664
5:30 - 5:45	11	336	12	0	238	4	4	2	16	17	10	5	655
5:45 ~ 6:00	11	306	8	1	190	5	2	6	9	7	2	5	552
PM PEAK HOUR 4:45 - 5:45	47	1388	56	4	932	30	22	14	62	95	34	30	2714

Intersection: Business US-41 at 5th Street (Trucks)

Date: May 15, 2007

Source: Tindale-Oliver and Associates, Inc. (BR & JE)

	1	Northboun	d	,	Southboun	d		Eastbound	1		Westbound	d	RAW
	LŤ	Т	RT	LT	Т	RT	LT	T	RT	LT	ĭ	RT	TOTAL
7:00 - 7:15	0	8	٥	0	5	0	٥	٥	1	0	0	0	12
7:15 - 7:30	0	6	0	٥	3	0	0	٥	0	0	0	0	9
7:30 - 7:45	٥	4	0	0	5	٥	1	0	0	1	٥	0	11
7:45 - 8:00	0	8	٥	0	4	٥	0	0	0	0	1	٥	13
8:00 - 8:15	1	9	٥	0	6	1	٥	0	٥	_1_	0	0	18
8:15 - 8:30	٥	5	0	٥	12	0	0	0	0	0	0	0	17
8:30 - 8:45	٥	0	1	0	10	0	0	0	0	0	0	0	11
8:45 - 9:00	0	4	0	0	4	0	0	0	0	2	0	0	10
AM PEAK HOUR 7:15 - 8:15	1	27	0	o	18	1	1	٥	0	2	1	0	51

	1	Northboun	d	-	Southboun	q		Eastbound	1	,	Westbound	i .	RAW
	LT	Т	RT	LT	Ť	RT	LT	ĭ	RT	LT	ĩ	Rĩ	TOTAL
4:00 - 4:15	0	9	0	٥	5	0	0	٥	٥	0	0	0	14
4:15 - 4:30	٥	6	0	0	3	٥	0	0	1	٥	1	0	11
4:30 - 4:45	0	8	۵	0	2	٥	0	0	0	0	0	٥	10
4:45 - 5:00	0	10	0	0	3	٥	٥	0	0	0	0	1	14
5:00 - 5:15	1	6	0	٥	4	0	0	0	0	٥	0	0	11
5:15 - 5:30	0	7	0	0	3	0	0	0	0	0	٥	0	10
5:30 - 5:45	0	5	٥	0	2	٥	0	0	0	0	0	٥	7
5:45 - 6:00	1	3	0	0	1	0	0	0	٥	0	0	0	5
PM PEAK HOUR 4:45 - 5:45	1	28	0	0	12	0	0	0	0	0	0	1	42

Intersection: Business US-41 at 4th Street (Total)

Date: May 9, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & JE)

	1	Northbound	d	:	Southboun	d		Eastbound	i		Westboun	1	RAW
	LT	т	RT	LT	T	RT	LT	Т	RT	LΤ	т	RT	TOTAL
7:00 - 7:15	6	163	1	0	329	٥	1	0	26	0	0	1	527
7:15 - 7:30	4	186	4	0	418	4	0	0	37	٥	1	1	655
7:30 - 7:45	16	222	0	0	480	3	0	0	47	0	0	0	768
7:45 - 8:00	16	206	4	0	307	8	0	0	39	٥	٥	٥	580
8:00 - 8:15	18	216	5	0	288	9	0	٥	28	0	0	0	564
8:15 - 8:30	10	235	2	ō	312	3	1	0	34	0	0	1	598
8:30 - 8:45	9	180	3	0	292	5	1	0	24	0	0	0	514
8:45 - 9:00	6	152	1	1	266	1	0	0	20	0	0	1	448
AM PEAK HOUR	54	830	13	0	1493	24	0	0	151	0	1.	1	2567
7:15 - 8:15												_	
PEAK HOUR FACTOR	-	1	-	1	1	1	~	_	-	-	-		0.84
Peak Season Adjus	tmant Fa	ctor: 1 07	7										
AM PEAK HOUR	58	888	14	0	1598	26	0	0	162	0	1	1	2748
PEAK SEASON	30	000	14	U	1350	20	Ů		102		'	'	2740
		Northboun	d		Southboun	d	Ι -	Eastbound	j	Ι ,	Westbound	1	RAW
	LT	Т	RT	LT	т	RT	ĻŢ	Т	RT	LT	Т	RT	TOTAL
4:00 - 4:15	26	369	4	0	258	7	0	٥	16	0	٥	0	680
4:15 - 4:30	20	298	4	2	222	4	1	0	11	0	0	0	562
4:30 - 4:45	33	382	2	Ō	270	6	0	0	16	0	0	0	709
4.45 - 5:00	32	365	3	1	265	9	1	1	27	0	0	2	706
5:00 - 5:15	60	398	5	0	286	7	0	0	27	0	0	0	783
5:15 - 5:30	40	414	5	1	266	4	1	0	16	0	0	1	748
5:30 - 5 <sup>-</sup> 45	41	396	2	0	260	3	0	0	19	0	0	0	721
5:45 - 6:00	_				225	10	3	0	17	0	0	0	589
3,43 - 0.00	21	301	2	٥	235	10						_	
PM PEAK HOUR	1.5		1				_	1	89	0			
	173	1573	15	2	1077	23	2	1	89	0	0	3	2958
PM PEAK HOUR	1.5		1				_	1	89	0			
PM PEAK HOUR 4:45 - 5:45 PEAK HOUR	173	1573	15	2	1077	23	2				0	3	2958

Intersection: Business US-41 at 4th Street (Cars)

Date: May 9, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & JE)

		Northboun	d		Southboun	d		Eastbound	t		Westboun	d	RAW
	LT	Ť	RT	LT	Ţ	RT	LT	T	Rĩ	LT	т	RT	TOTAL
7:00 - 7:15	5	154	0	0	325	0	1	٥	25	0	0	1	511
7:15 - 7:30	3	181	4	٥	418	4	٥	٥	36	0	1	1	648
7:30 - 7:45	16	218	0	٥	478	3	٥	٥	47	0	0	0	762
7:45 - 8:00	16	200	4	٥	305	8	٥	٥	39	0	0	0	572
8:00 - 8:15	17	211	5	٥	280	9	٥	٥	28	0	0	0	550
8:15 - 8:30	10	227	2	٥	303	3	1	٥	34	0	0	1	581
8:30 - 8:45	9	170	3	0	287	5	1	٥	24	0	0	0	495
8:45 - 9:00	5	150	1	1	253	1	٥	0	20	0	0	1	432
AM PEAK HOUR 7:15 - 8:15	52	810	13	٥	1481	24	0	0	150	٥	1	1	2532

		Northbound	d .		Southboun	d		Eastbound	3	Ι,	Westbound	d	RAW
	LT	Т	RT	LT	ĩ	RT	LT	Т	RT	LŤ	٢	RT	TOTAL
4:00 - 4:15	26	360	4	0	254	7	0	0	16	0	0	0	667
4:15 - 4:30	19	292	4	2	218	4	1	0	11	0	0	0	551
4:30 - 4:45	32	377	2	٥	265	6	0	0	16	0	0	0	698
4:45 - 5:00	32	363	3	1	261	9	1	1	27	0	0	2	700
5:00 - 5:15	60	392	5	0	284	7	0	0	27	0	0	0	775
5:15 - 5:30	40	405	5	1	262	4	1	0	15	0	0	1	734
5:30 - 5:45	41	393	2	0	258	3	0	0	19	0	0	0	716
5:45 - 6:00	21	297	2	0	234	10	3	0	17	0	0	0	584
PM PEAK HOUR 4:45 - 5:45	173	1553	15	2	1065	23	2	1	88	0	0	3	2925

Intersection: Business US-41 at 4th Street (Trucks)

Date: May 9, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & JE)

	'	Northboun	d		Southboun	rd		Eastbound	d		Westboun	d	RAW
	LT	ĩ	RT	LT	٢	RT	LŤ	T	RT	LT	Т	RT	TOTAL
7:00 - 7:15	1	9	1	0	4	0	0	0	1	0	0	0	16
7:15 ~ 7:30	1	5	0	0	0	0	0	0	1	0	0	٥	7
7:30 - 7:45	0	4	0	0	2	0	٥	0	0	0	0	0	6
7:45 - 8:00	0	6	0	0	2	0	0	0	0	0	٥	٥	8
8:00 - 8:15	1	5	0	0	8	0	0	0	0	٥	0	0	14
8:15 - 8:30	٥	8	0	0	9	0	0	0	0	0	0	0	17
8:30 - 8:45	0	10	0	0	5	0	٥	0	0	0	0	0	15
8:45 - 9:00	1	2	٥	٥	13	٥	0	٥	٥	0	٥	0	16
AM PEAK HOUR 7:15 - 8:15	2	20	0	0	12	0	0	0	1	٥	0	٥	35

		Northboun	d	;	Southbour	d		Eastbound	d	,	Westbound	ರ	RAW
	LT	۲	RT	LT	τ	RT	LT	Т	RT	LT	T	ЯT	TOTAL
4:00 - 4:15	0	9	0	0	4	0	ō	0	0	0	0	٥	13
4:15 - 4:30	1	6	0	0	4	0	0	0	0	0	0	0	11
4:30 - 4:45	1	5	0	0	5	0	0	0	0	0	0	0	11
4:45 - 5:00	٥	2	0	0	4	٥	٥	0	0	0	0	0	6
5:00 - 5:15	0	6	٥	٥	2	٥	0	0	0	0	0	٥	8
5:15 - 5:30	0	9	0	0	4	0	0	0	1	٥	0	٥	14
5:30 - 5:45	0	3	0	0	2	0	0	0	0	0	0	0	5
5:45 - 6:00	0	4	0	0	1	0	0	0	0	0	0	0	5
PM PEAK HOUR 4:45 - 5:45	0	20	0	0	12	0	0	٥	1	0	0	0	33

Intersection: Business US-41 at Riverside Drive (Total)

Date: May 10, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & DD)

7:00 - 7:15 7:15 - 7:30 7:30 - 7:45 7:45 - 8:00 8:00 - 8:15 8:15 - 8:30	LT 11 18 22 15	T 153 226	RT 1	LT	Т	Rĩ	LΤ	~					RAW TOTAL
7:15 - 7:30 7:30 - 7:45 7:45 - 8:00 8:00 - 8:15 8:15 - 8:30	18 22		1	Г.			LI	T	RT	LT	T	RT	
7:30 - 7:45 7:45 - 8:00 8:00 - 8:15 8:15 - 8:30	22	226		1	318	8	1	0	18	0	٥	0	511
7:45 - 8:00 8:00 - 8:15 8:15 - 8:30			0	٥	459	7	2	1	31	0	0	0	742
8:00 - 8:15 8:15 - 8:30	15	248	0	0	495	6	0	0	29	0	0	0	800
8:15 - 8:30		241	0	0	399	2	1	0	34	D	0	٥	692
	19	211	0	٥	338	6	2	٥	20	2	0	0	598
	20	227	2	0	334	13	5	0	17	0	0	2	620
8:30 - 8:45	14	196	1	1	306	10	1	0	26	0	٥	٥	555
8:45 - 9:00	23	173	1	٥	320	7	3	0	22	1	0	0	550
AM PEAK HOUR 7:15 - 8:15	72	926	0	0	1691	21	5	1	114	2	0	o	2832
PEAK HOUR FACTOR	-	-	-	-	_	-	-	-	-	-		-	0.89
Peak Season Adjust	ment Fa	ctor: 1.07	,										
AM PEAK HOUR PEAK SEASON	<b>7</b> 7	991	0	0	1809	22	5	1	122	2	0	0	3029
		Northbound	<u> </u>	] :	Southboun	d		Eastbound	<u> </u>		Westbound	ಕ	RAW
	LT	Ť	RT	LΤ	T	ŔŦ	LT	Т	RT	LT	Т	RT	TOTAL
4:00 - 4:15	34	351	1	3	278	7	1	0	31	1	0	0	707
4:15 - 4:30	67	390	3	1	257	9	5	0	19	1	0	2	754
4:30 - 4:45	33	450	1	1	289	8	3	0	22	0	0	0	807
4:45 - 5:00	54	461	2	0	278	5	3	0	34	0	٥	0	837
5:00 - 5:15	53	472	1	1	296	13	1	0	51	0	í	0	891
5:15 - 5:30	65	488	1	2	280	13	4	1	28	0	0	0	882
5:30 - 5:45	37	413	1	3	296	9	4	0	25	0	٥	٥	788
5:45 - 6:00	39	424	0	1	245	9	2	0	26	0	0	0	746
PM PEAK HOUR 4:30 - 5:30	205	1871	5	4	1145	39	11	1	135	0	1	0	3417
PEAK HOUR FACTOR	-	_		-	-	_	-	-	-	-	-	_	0.96
Peak Season Adjust	ment Fa	2002	5	4	1225	42	12	1	144	0	1	0	3655

Intersection: Business US-41 at Riverside Drive (Cars)

Date: May 10, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & DD)

		Northboun	ď	;	Southboun	d		Eastbound	1		Westbound	ತ	RAW
	LT	Ŧ	RT	LT	т	RT	LΤ	Т	RT	LT	Т	RT	TOTAL
7:00 - 7:15	11	151	1	1	307	7	1	0	16	0	0	0	495
7:15 - 7:30	16	220	٥	٥	446	7	2	1	29	٥	0	0	721
7:30 - 7:45	22	242	٥	٥	488	6	0	0	29	0	0	0	787
7:45 - 8:00	14	236	٥	0	388	2	1	0	33	0	0	0	674
8:00 - 8:15	19	203	٥	0	320	6	2	0	20	2	0	0	572
8:15 - 8:30	20	219	2	0	329	13	5	0	17	0	0	2	607
8:30 - 8:45	14	193	1	1	296	9	1	0	26	0	ō	0	541
8:45 - 9:00	22	165	1	0	307	7	3	0	22	1	0	0	528
AM PEAK HOUR 7:15 - 8:15	71	901	0	0	1642	21	5	1	111	2	0	0	2754

		Northbound	d d		Southboun	d		Eastbound	i		Westboun	d	RAW
	LT	T	RT	LT	T	RT	LT	T	Rĩ	LT	Т	RT	TOTAL
4:00 - 4:15	34	343	1	3	272	в	1	0	31	1	0	0	692
4:15 - 4:30	64	383	3	1	251	9	4	0	18	1	٥	2	736
4:30 - 4:45	33	441	1	1	286	8	3	0	21	0	0	0	794
4:45 - 5:00	54	453	2	0	274	5	3	0	34	0	0	0	825
5:00 - 5:15	53	469	1	1	291	13	1	0	51	0	1	0	881
5:15 - 5:30	64	483	1	2	274	13	4	1	28	0	0	0	870
5:30 - 5:45	37	409	1	3	295	9	4	٥	25	٥	0	0	783
5:45 - 6:00	39	421	0	1	243	9	2	0	26	0	0	0	741
PM PEAK HOUR 4:30 - 5:30	204	1848	5	4	1125	39	11	í	134	0	1	0	3370

Intersection: Business US-41 at Riverside Drive (Trucks)

Date: May 10, 2007

Source: Tindale-Oliver and Associates, Inc. (TM & DD)

	1	Northboun	d	5	Southboun	d		Eastbound	វ	,	Westbound	ť	RAW
	L۲	Т	RT	LT	Т	RT	LT	Т	RT	LT	T	RT	TOTAL
7:00 - 7:15	0	2	0	0	11	1	0	0	2	0	0	0	16
7:15 - 7:30	0	6	0	0	13	٥	0	0	2	0	0	0	21
7:30 - 7:45	0	6	0	0	7	٥	0	0	0	0	0	0	13
7:45 - 8:00	1	5	0	0	11	٥	0	0	1	0	0	0	18
8:00 - 8:15	0	8	0	0	18	٥	0	0	0	0	0	0	26
8:15 - 8:30	٥	8	0	0	5	٥	0	0	0	0	0	0	13
8:30 - 8:45	٥	3	0	0	10	1	0	0	0	0	0	0	14
8:45 - 9:00	1	8	0	0	13	0	0	0	0	0	0	0	22
AM PEAK HOUR 7:15 - 8:15	1	25	0	0	49	0	0	0	3	0	0	٥	78

_	1	Vorthboun	d		Southboun	d		Eastbound	,	,	Westbound	d	RAW
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	τ	RT	TOTAL
4:00 - 4:15	0	8	0	0	6	1	0	0	0	0	0	0	15
4:15 - 4:30	3	7	0	0	6	0	1	0	1	0	0	0	18
4:30 - 4:45	0	9	0	0	3	0	0	0	1	0	0	0	13
4:45 - 5:00	0	8	0	0	4	0	0	0	0	0	0	0	12
5:00 - 5:15	0	3	0	0	7	0	0	0	0	0	0	0	10
5:00 - 5:15         0         3         0         0         7         0 <th< td=""><td>0</td><td>12</td></th<>	0	12											
5:15 - 5:30     1     5     0     0     6     0     0     0     0     0     0       5:30 - 5:45     0     4     0     0     1     0     0     0     0     0     0     0	0	5											
5:30 - 5:45 0 4 0 0 1 0 0 0 0 0	0	5											
PM PEAK HOUR 4:30 - 5:30	1	25	٥	0	20	٥	0	0	1	0	0	0	47

# Appendix B

**Segment Counts** 

Riverside - 7 Day Count

Location: 4th Street east of 9th Street Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

Tuesday	WB	9	7	4	2	^	4	=	18	89	48	51	\$	8	8	88	112	121	179	83	98	47	46	15	7	1251
1	83	2	2	-	-	9	11	49	168	132	88	73	3	8	72	77	67	69	88	8:9	3	8	58	5	6	1242
Мопдау	WB	7	2	2	1	3	2	12	22	89	55	99	19	69	80	81	\$	129	591	89	69	44	36	77	11	1230
Mor	EB	1	1	2	1	3	14	95	164	127	74	7.7	58	60	86	65	98	73	78	22	45	35	15	13	3	2611
tay (	WB	8	9	9	2	0	2	0	13	73	23	7.1	40	51	76	49	46	45	51	45	54	32	24	19	10	785
Sunday	EB	9	-	3	2	9	2	8	18	41	55	7.1	9 9	103	69	62	73	19	52	49	32	28	52	15	3	850
dey	WB (	6	7	12	2	9	4	4	13	19	59	49	36	62	69	85	43	78	58	69	20	58	36	26	19	840
Salurday	EB	\$	2	2	2	4	1	12	42	59	63	22	58	99	73	63	52	72	99	28	55	900	32	83	21	951
ay	we	4	4	4	,	1	9	13	61	74	68	70	62	100	88	108	112	145	157	105	61	63	90	28	18	1404
Friday	83	2	2	1	1	+	7	48	149	130	84	78	76	68	98	79	74	79	86	70	69	47	47	38	13	1336
day		2	3	9	2	2	4	8	65	80	6.5	59	65	93	79	7.3	82	111	196	98	7.3	81	35	21	13	1286
Trursd	EB	1	1	,	0	2	12	40	161	121	90	78	75	57	81	44	85	69	109	72	26	44	43	12	13	1302
sday	WB	3	5	3	3	3	ų	6	92	1.1	48	25	0	0	82	7.5	92	137	176	127	7.1	90	38	23	9	1123
Wednesday	E8	1	-	2	-	0	4	31	156	120	22	45	0	0	69	69	67	B4	ห	જ	68	55	35	21	6	1055
	Hour Ending	0100	0200	0300	0400	0090	0090	0000	0080	0060	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals:

Day 1: Wednesday, April 11, 2007 (1:00 PM to Midnight); Wednesday, April 18, 2007 (Midnight to 10:45 AM) .. Caunts provided are raw data and have not been adjusted seasonally or by axle factor...

Day 2: Thursday April 12, 2007
Day 3: Frday April 13, 2007
Day 4: Saturday April 15, 2007
Day 5: Sunday April 15, 2007
Day 6: Monday April 15, 2007
Day 7: Tuesday April 17, 2007

20:00 00:91 00:ZI 00:8 00.4 00:0 20:00 00:91 12:00 00:8 00:P 00:0 20:00 00:91 15:00 4th Street east of 9th Street Traffic Volumes 00:b 00:0 Eastbound — Westbound 00:02 Hour Ending (7 Day Counts) 15:00 6:00 00 y 00:0 20:00 ∞:91 15:00 CO:8 00:1 00:0 50:00 16:00 12:00 00:8 00:Þ 00:00 00:07 00:91 12:00 00:8 00:p 00:0 250 200 150 100 8 volumes

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Location: 4th Straet west of 9th Avenue Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associales, Inc.

	Wedn	Wednesday	Thu	Thursday	Frk	Friday	Saturday	гбау	Sur	Sunday	Monday	ıday	Tuesday	day
Hour Ending	EB	wB	68	WB	EB	WB	83	WB	EB	WB	83	WB	68	WB
0100	_	2	  -	2	2	4	9	10	5	9	0	9	2	9
0500	-	5	-	2	2	4		7	1	٩	1	2	2	7
0300	2	2	-	~	-	3	2	10	3	7	1	1	2	3
0400	٥	3	0	2	_	_	2	7	2	2	2	1	-	2
0200	٣	2	2	2	4	,	4	4	4	0	2	3	3	1
0090	ā	4	12	۵	7	5	1	4	3	3	14	7	11	3
0200	41	Ð	41	A	23	03	13	4	8	0	3	9	48	ę
0800	161	43	169	46	251	39	42	20	17	12	173	03	172	20
0060	126	62	135	56	140	85	58	17	42	73	132	999	134	59
1000	8	45	93	23	83	65	Z	51	53	69	08	23	06	51
1100	37	18	ž	¥	88	6.1	11	46	68	75	90	8	74	46
1200	0	o	11	85	33	33	61	43	67	88	95	35	89	51
1300	0	٥	76	67	99	79	72	55	16	45	99	09	99	74
1400	52	ន	æ	76	61	6/	99	99	57	99	63	19	68	55
1500	7.4	7,	98	8	6/	103	99	\$5	85	90	99	02	7.7	70
1600	19	68	28	91	8/	001	51	40	73	42	68	82	02	101
1700	82	123	73	106	83	138	0/	75	60	43	28	130	89	120
1800	75	081	103	190	83	152	67	23	42	43	7.3	167	26	175
1900	88	121	7.2	66	72	102	ಚ	51	50	42	55	82	88	87
2000	51	٤	69	72	8	73	25	49	62	51	40	52	46	65
2100	53	Z	42	88	38	55	£.	35	27	33	32	42	30	47
2200	27	98	43	35	40	46	31	37	77	25	14	36	25	43
2300	21	21	10	8	36	56	22	25	13	19	11	18	12	14
2400	œ	v	10	13	10	18	20	18	2	6	3	6	8	9
Totals:	1043	1015	1356	1212	1354	1269	842	962	805	743	1208	0011	1242	1142
					3									

\*\* Counts provided are raw date and have not boen adjusted seasonally or by axie fector; \*\*

Day 1\* Wednesday, April 11, 2007 (1-16 PM to Midnight); Wodnesday, April 18, 2007 (Midnight to 10:30 AM))

Day 2\* Thursday April 12, 2007

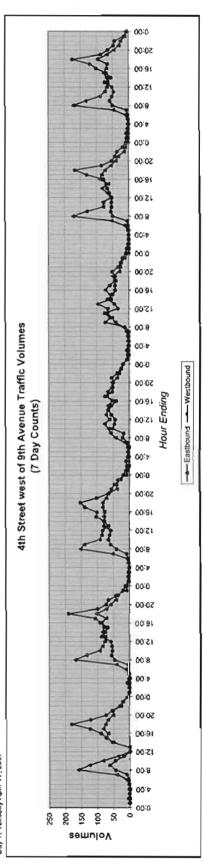
Day 3\* Safurday April 15, 2007

Day 5\* Sunday April 15, 2007

Day 5\* Sunday April 15, 2007

Day 6\* Monday April 16, 2007

Day 7\* Tuesday April 17, 2007



Riverside - 7 Day Count

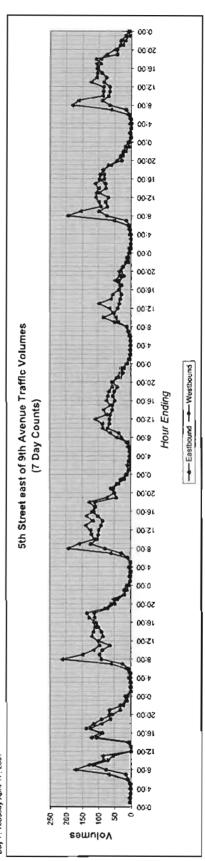
Location: 5th Street east of 9th Avenue Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates. Inc.

2         3         7         5         6         1         6         1         6         1         6         1         7         6         1         6         1         6         1         7         7         6         1         7         7         6         1         7	Wednesday		Thursday	P.P.	Friday	Saturday	ırday	Sur	Sunday	Monday	day	Tuesday	day
5         3         10         1         3         2         1         4           2         4         6         2         3         1         0         1           6         4         4         2         2         2         4         1           1         3         4         2         2         6         7         6           29         10         2         6         1         2         6         1           29         10         14         10         8         53         15         63         12           29         10         14         13         196         74         182         12         63         12           104         86         71         40         49         195         73         63         184         182			T	2 .	2	g e	\$\frac{1}{2}	9 5	9	g -	200	2 -	WB
2         4         6         2         3         1         0         1           6         4         4         2         2         2         4         1           1         3         4         2         2         2         4         1           2         1         3         4         2         2         2         4         1           29         10         2         2         2         2         4         1           29         10         10         2         2         2         4         1           104         80         14         10         8         53         15         6         12           104         80         14         10         8         53         150         73         89           104         86         71         47         85         95         73         89           107         87         40         100         36         100         70         87           87         87         85         52         100         70         70         70           111         65		2		2	\$	3	10	-	3	2	-	4	2
6         4         4         2         2         6         4         1           1         1         3         4         2         2         6         1	2 1 2	2		0	2	4	9	2	3	٦	0	-	_
1         3         4         2         6         2         6         7         5         5           3         10         2         6         1         12         6         12         5         12         7           29         10         14         10         13         19         74         82         74         82         74         82         74         82         74         82         157         82         72         82         72         82         82         184	3 4 6	9	П	4	8	4	4	2	2	2	4	_	Q
9         10         2         6         1         12         6         12         6         12         6         12         6         12         6         12         6         12         12         6         12         12         6         12         12         6         12         6         12         12         6         12         6         12         12         6         12         6         12         12         6         12         6         12         6         12         6         12         6         12         12         6         12	0 8 0	0	П	2	•	3	77	2	2	9	2	5	0
29         10         14         10         8         53         15         63           80         44         29         14         13         196         74         182           125         66         29         14         13         196         74         182           104         86         71         47         85         95         73         89           104         86         71         47         85         95         73         89           104         86         67         55         52         100         79         87           87         63         65         65         55         33         101         70         87           87         63         63         67         40         110         76         87         87           105         63         63         63         64         10         76         87         87           107         63         63         63         34         35         34         105         108           111         72         83         34         35         25         85 <t< td=""><td>9 15 8</td><td>8</td><td>П</td><td>12</td><td>8</td><td>10</td><td>2</td><td>9</td><td>,</td><td>12</td><td>8</td><td>12</td><td>7</td></t<>	9 15 8	8	П	12	8	10	2	9	,	12	8	12	7
80         44         29         14         13         196         74         182           1125         865         37         40         49         157         99         184           104         88         77         40         49         157         99         184           101         88         66         55         52         100         70         87           89         1/1         66         67         40         100         70         87         87           87         62         55         57         62         33         101         70         87         87           102         70         62         33         101         76         87         125         87         108 <t< td=""><td>16 61 26</td><td>56</td><td></td><td>છ</td><td>29</td><td>10</td><td>14</td><td>10</td><td>8</td><td>53</td><td>15</td><td>63</td><td>18</td></t<>	16 61 26	56		છ	29	10	14	10	8	53	15	63	18
152         86         37         40         49         157         99         164           104         86         71         47         85         95         73         89         164           101         89         71         47         85         95         73         89         187           99         111         66         67         40         110         70         87         87           87         62         63         67         67         36         101         70         87         87           102         67         63         67         62         33         101         76         87         108	213 90	06		195	80	44	62	14	13	198	74	182	99
104         86         71         47         85         95         73         89           101         89         66         55         52         100         76         87           99         111         68         67         67         36         100         70         87           87         76         63         100         36         101         78         105           102         87         62         33         101         78         105           110         63         57         62         33         101         78         108           110         72         63         57         57         29         112         79         106           111         72         55         31         32         65         96         105         108           111         64         35         37         85         95         108         108           44         58         41         35         22         63         70         77           50         53         34         10         14         45         29         51	117 152 96	96		162	125	86	37	40	49	157	8	22	68
101         89         66         55         52         100         79         87           99         1/11         66         67         40         110         70         87           82         78         63         67         36         109         76         87           87         83         57         62         33         101         78         108           102         63         57         62         33         112         78         108           110         72         63         37         65         96         105         106           111         69         41         38         37         65         96         108         108           111         69         41         35         22         63         95         108         108           44         50         55         37         86         85         95         108           50         55         57         37         22         63         70         77           44         38         26         25         28         32         28         21	71 116 88	88		113	104	88	71	47	85	98	73	88	70
99         111         66         67         40         110         70         87           102         78         63         100         36         108         99         125           102         63         57         62         33         101         76         108           102         63         57         62         33         101         76         108           110         72         63         57         62         33         101         76         108           111         72         55         31         32         65         96         106         105           44         56         44         36         37         65         96         106         77           44         56         44         35         22         63         70         77           44         50         55         37         36         25         51         77           44         50         55         37         36         25         25         25         25           44         35         26         25         25         23         25	ਨੁੱ 86 95	Ş		123	101	88	99	55	52	100	79	87	28
82         76         63         100         36         108         99         125           87         86         57         62         33         101         76         108           102         63         57         62         33         101         76         108           110         72         45         36         36         112         73         106           111         72         55         31         32         65         96         105           44         56         41         35         22         63         70         77           44         56         41         35         22         63         70         77           44         56         41         35         25         53         51         70           44         56         37         26         25         53         51         77           44         56         33         26         25         28         33         28           44         36         34         10         16         18         8         8           50         23         24<	0 102 100	100		126	88	111	99	67	40	110	70	48	98
87         65         57         62         33         101         76         108           102         63         57         57         29         112         79         106           110         72         55         31         32         65         96         106           111         72         55         31         32         65         96         106           44         58         41         49         37         86         85         95           50         55         51         49         37         44         86         85         95           61         44         58         41         35         22         63         70         77           61         42         37         31         45         29         51         77           61         42         33         26         25         28         33         28           70         23         24         10         14         18         8         8         8           8         16         15         11         8         6         8         10         8	0 122 86	98	_	141	26	78	63	100	36	108	66	125	48
102         63         57         57         29         112         79         106           1120         76         49         38         37         65         96         105           111         72         55         31         32         65         96         108           44         58         41         35         22         63         70         77           50         55         37         37         31         45         51         77           61         42         37         37         26         23         51         77           42         33         26         25         28         33         28         21           42         31         42         10         14         45         25         51           20         23         26         25         28         33         28           42         31         46         16         13         4         16         8           16         15         11         8         6         8         10         8           149         149         148         148	117 91	91		118	87	85	25	82	æ	101	78	108	77
120         76         48         38         37         65         96         105           111         72         55         31         32         85         96         108           111         69         51         49         37         86         95         108           44         56         41         35         22         63         70         77           61         42         37         37         31         45         29         51           61         42         33         26         25         28         33         28           74         31         24         10         16         19         25         21           8         15         11         8         6         8         10         8           16         15         11         8         6         8         10         8           1419         1419         1486         1149         1536	100 111 101	101		137	102	63	25	25	29	112	62	106	91
111         72         55         31         32         85         95         108           111         69         51         49         37         86         65         95         108           44         58         41         35         22         63         70         77         77           61         42         33         26         25         28         33         28         77           42         31         24         10         16         18         18         28         21           20         23         28         10         13         9         18         8         8           42         31         24         10         13         9         18         8         8           46         15         11         8         8         8         10         8         8           419         1099         642         712         581         1486         1149         1536	87 115 108	108		116	120	92	49	3.8	37	65	98	105	106
111         69         51         49         37         86         85         95           44         56         41         35         22         63         70         77           50         55         57         37         26         25         63         70         77           42         42         33         26         25         28         28         51           20         23         24         10         16         19         25         21           20         23         28         10         13         9         18         8           16         15         11         8         8         8         10         8           1419         149         42         1149         1509         140         1508         1508	137 112 128	128		110	111	72	55	31	32	85	98	108	r
44         56         41         35         22         63         70         77           50         55         57         37         31         45         29         51           61         42         33         26         25         28         33         28           42         31         24         10         16         19         25         21           20         23         28         10         13         9         18         8           16         15         11         8         6         8         10         8           1419         1099         642         712         581         1486         1489         1536	115 113 136	136		130	111	69	51	49	37	98	88	98	109
50         55         57         37         31         45         29         51           61         42         33         26         25         26         25         28         33         28           42         31         24         10         16         19         15         21         28           20         23         24         10         13         9         16         8	91 73 80	80	_	75	77	58	41	35	22	ಜ	70	11	43
61         42         33         26         25         26         33         28           42         31         24         10         16         19         25         21           20         23         26         10         13         9         16         8           16         15         11         8         6         8         10         8           1419         1690         642         712         581         1486         1149         1536	09 09 89	09	_	25	S	55	25	37	31	45	62	51	2
42         31         24         10         16         19         25         21           20         23         28         10         13         9         16         8           16         15         11         8         8         10         8           1419         1099         642         712         581         1448         1149         1536	33 54 41	41		55	61	42	ಜ	36	25	28	33	28	Ŋ
20         23         28         10         13         9         16         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         10         8         8         8         8         8         8         8         8         8         9         9         8         8         8         8         8         8         8         8         9         8	33 23 20	20		39	42	31	24	10	16	19	25	21	æ
16         15         11         8         6         8         10         8           1419         1099         642         712         581         1486         1149         1536	16 14 21	21	_	32	50	23	28	10	13	6	18	æ	18
1419 1099 842 712 581 1486 1148 1536	13	13	_	13	16	15	11	8	8	æ	10	88	6
	1053 1679 1368	1368		1823	1419	1099	842	712	581	1486	1148	1536	1133

"Counts provided are raw data and have not been adjusted seasonally or by axie factor."

Day 1: Woodnesday, April 11, 2007 (1:45 PM to Midnight); Wednesday, April 18, 2007 (Midnight to 11:00 AW)
Day 2: Thursday April 13, 2007
Day 3: Friday April 13, 2007
Day 4: Saturday April 15, 2007
Day 5: Sunday April 15, 2007
Day 5: Sunday April 16, 2007

Day 7; Tuesday April 17, 2007



# Riverside - 7 Day Count

Location: 5th Street west of 9th Avenue Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

Web         EB         T         1		Wedn	Wednesday	Thursday	sday	Friday	tay ,	Kepinjes	ırday	Sur	Sunday	Monday	ıday		Tresday
000         3         2         0         1         1         2         2         5         5         7         1         5         4	Ending	EB	wB	E8	WB	EB	WB	EB	WB	83	WB	83	WB	EB	WB
000         1         4         4         9         2         4         3         9         1         3         2         1         3         9           000         2         1         2         4         3         4         3         4         9         1         9         1         9         1         1         9         1         2         4         4         4         1 <td>0010</td> <td>8</td> <td>2</td> <td>0</td> <td>-</td> <td></td> <td>2</td> <td>2</td> <td>2</td> <td>5</td> <td>2</td> <td>1</td> <td>2</td> <td>- 1</td> <td>2</td>	0010	8	2	0	-		2	2	2	5	2	1	2	- 1	2
100         1         2         1         2         1         2         0         1         3         4         2         3         1         0         1         2         4	200	4	4	0	2	2	4	3	6	_	3	2	1	ε	8
000         2         1         2         3         4         3         3         1         7         2         3         1         1         5         3         1         1         6         1         1         5         3         1         1         1         5         3         1         1         1         4         1         5         3         1         1         5         3         1         1         4         1         5         3         1         1         4         5         3         1         5         1         1         4         5         5         7         1         5         4         5         5         6         7         1         5         6         7         7         7         7         7         7         7         7         8         6         6         7         7         7         7         8         6         6         7         8         7         7         8         7         8         9         9         9         9         9         9         9         9         9         9         9         9         9         9	300	-	2	-	2	٥	1	3	4	2	3	1	۵	1	
50         60         4         0         2         1         2         4         4         1         5         2         5         7           000         72         10         7         10         2         6         1         1         12         5         13           000         72         10         10         57         14         62         6         6         6         6         6         13         13         14         12         17         13         6         13         14         14         12         6         13         14         17	1400	2	2	-	~	3	4	3	3		1	2	3	-	c
000         12         9         16         12         9         10         2         6         11         12         5         13         13         14         15         15	200	2	٥	4	0	2	-	2	4	4	1	5	2	5	٥
000         72         10         57         14         52         16         8         4         6         6         6         50         8         61         13         61         61         9         61         9         61         71         4         11         11         11         4         11         11         4         4         11         11         4         4         11         11         4         4         11         11         11         4         4         11         11         4         4         11         11         4         4         11         11         6         6         11         11         6         6         11         6         6         11         11         6         6         11         6         6         11         11         6         6         7         7         6         7         7         7         6         7         7         6         7         7         6         7         7         6         7         7         6         7         7         6         7         7         6         7         7         7         6         7 <td>1600</td> <td>12</td> <td>6</td> <td>15</td> <td>9</td> <td>12</td> <td>ō</td> <td>Ot.</td> <td>2</td> <td>9</td> <td>1</td> <td>12</td> <td>2</td> <td>13</td> <td>7</td>	1600	12	6	15	9	12	ō	Ot.	2	9	1	12	2	13	7
000         161         56         182         52         163         45         55         183         45         45         55         13         113         13         46         45         55         13         133         65         153         65         143         65         147         65         175         175         183         55         46         175         183         67         48         67         67         67         67         67         67         67         67         77         78         52         48         67	200	72	٥	57	14	ន	16	80	4	B	9	80	8	61	8
000         108         106         108         124         131         95         57         31         34         44         147         65         152         153         95         153         95         153         95         153         95         154         95         154         95         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         154         65         66         154         65         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         66         154         67         67         67         67         67         67         67         67         67         <	900	161	999	182	25	163	46	43	25	13	11	174	44	173	15
000         75         65         86         65         65         65         86         65         67         66         77         78         65         40         60         66         65         77         78         77         66         75         67         67         77         64         77         66         77         78         77         67         67         77         67         78         67         77         67         67         77         67         78         67         77         67         67         67         67         77         68         67         78         67         67         77         68         67         77         68         77         68         77         78         68         79         77         78	0060	108	106	124	7.1	133	95	57	31	34	44	147	85	253	R
000         74         55         67         51         90         77         78         62         48         52         67         65         64         89           000         10         63         80         103         83         102         62         69         34         77         66         59           000         10         63         80         103         61         62         69         34         77         66         59         79         89         79         89         73         61         89         73         61         89         73         61         89         73         61         89         73         61         89         73         61         89         73         61         89         79         73         89         73         61         89         73         89         73         89         73         89         73         89         73         89         73         89         73         89         73         89         89         89         89         89         89         89         89         89         89         89         89         89 <td< td=""><td>000</td><td>75</td><td>59</td><td>88</td><td>ន</td><td>88</td><td>82</td><td>8</td><td>95</td><td>40</td><td>80</td><td>88</td><td>666</td><td>72</td><td>61</td></td<>	000	75	59	88	ន	88	82	8	95	40	80	88	666	72	61
000         0         0         63         80         102         62         62         60         34         77         66         59           000         0         6         74         6         6         6         6         6         6         6         6         9         7         6         6         9         7         6         6         6         7         6         6         7         6         6         7         6         6         7         7         6         6         7         7         6         7         96         7         9         7         7         6         7         7         6         7         7         6         7         9         7         7         7         7         7         8         7         7         7         7         8         7         7         7         8         8         7         9         7         8         7         7         8         8         9         9         7         9         8         7         9         7         8         8         7         9         8         9         9         9	100	74	55	67	15	90	11	78	2.0	48	52	29	95	159	ទេ
000         0	200	0	٥	63	08	103	83	102	62	8	z	$\mu$	99	65	79
100         286         87         67         73         54         51         24         81         68         79         79           300         88         71         76         99         73         61         50         46         29         73         61         50         46         29         73         89         73         61         50         46         29         73         89         78         89         78         89         78         89         78         89         78         89         78         89         78         89         78         89         78         78         89         78         89         78         40         30         22         20         72         89         78         89         78         40         30         22         89         78         41         41         55         30         22         53         53         42         41         41         55         30         22         24         24         42         42         30         22         24         31         42         42         42         42         42         42         42         4	300	0	٥	98	74	97	80	65	62	68	×	88	46	86	22
500         68         71         76         99         73         61         50         46         29         76         68         76         86         76         86         76         86         76         86         76         86         76         86         76         86         76         86         86         86         86         86         86         86         87         80	400	92	88	93	8	87	67	73	33	51	24	81	68	£	ន
000         89         69         91         105         68         40         30         35         68         95         81         8	200	96	848	71	76	66	73	61	જ	46	28	26	7.6	98	<b>8</b> 2
000         50         112         89         126         80         109         65         55         27         29         73         106         79         79           000         65         110         74         127         96         109         65         43         33         33         60         80         89         79         79           000         43         96         109         65         45         45         45         40         30         22         53         60         84         75         81           00         53         56         40         36         37         41         41         55         30         22         24         25         30         44         75         81         75         81         75         81         75         81         75         75         81         75	600	89	23	06	16	91	105	69	40	30	35	88	96	18	<b>9</b> 6
000         65         110         74         127         98         108         63         43         38         33         60         80         84           000         49         96         56         45         45         45         40         30         22         53         75         61         80 <td< td=""><td>200</td><td>90</td><td>112</td><td>68</td><td>125</td><td>80</td><td>109</td><td>65</td><td>ss</td><td>27</td><td>28</td><td>73</td><td>106</td><td>64</td><td>18</td></td<>	200	90	112	68	125	80	109	65	ss	27	28	73	106	64	18
000         49         90         56         69         56         45         45         40         30         22         53         75         81         81           000         52         56         40         50         41         41         55         30         23         23         23         75         81         74         81         74         81         74         75	800	65	110	7.4	127	86	108	53	43	38	33	90	80	64	114
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00         63         22         45         36         36         36         36         36         36         36         36         36         36         36         36         37         37         23         37         23         37         23         37         37         23         37         37         37         37         37         37         37         37         37         37         37         37         47         49         49         48         14         6         17           00         11         12         3         17         10         10         3         10         3         8         10         3         8           1050         368         1276         117         1409         176         953         752         603         577         1218         1047         1249	000	23	8	40	8	45	41	41	82	30	28	22	30	77	20
0.00         2.0         34         18         19         37         37         23         23         17         17           0.0         11         12         9         16         19         19         19         9         9         14         6           0.0         8         12         3         9         9         17         10         7         1         3         6         10         3           1050         958         12         10         55         603         527         1219         1047         1249	100	83	Ø	45	37	36	55	36	35	22	24	24	31	56	37
100         11         12         9         16         19         19         19         9         9         8         14         6           100         8         12         3         9         9         17         10         7         1         3         6         10         3         8         10	200	20	Ŗ	18	18	37	37	ಜ	23	8	15	15	23	21	29
100         8         12         3         6         9         17         10         7         1         3         6         10         3         8         10         3         8         10         3         8         10         3         10         3         10         3         10         3         10         3         10         10         3         10	300	11	12	ð	16	28	19	19	21	6	6	8	14	9	14
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		1050	896	1276	1117	1409	1178	953	752	603	225	1219	1047	1249	1021

\*\* Counts provided are raw data and have not been adjusted seasonally or by axid factor.\*\*

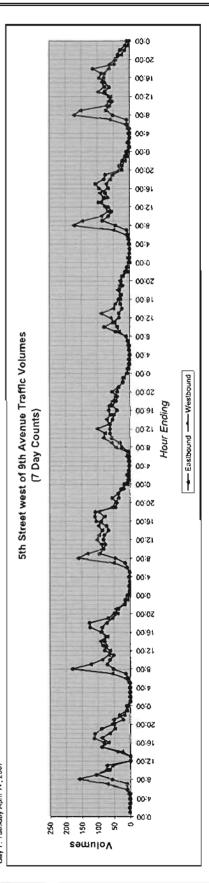
Day 1: Wednesday, April 11, 2007 (1:30 PM to Midnight); Wednesday, April 18, 2007 (Midnight to 11:00 AM)

Day 2: Thursday April 12, 2007

Day 3: Finday April 13, 2007

Day 4- Saturday April 15, 2007

Oay 5; Sunday April 15, 2007 Oay 6; Monday April 16, 2007 Oay 7; Tuesday April 17, 2007



Riverside - 7 Day Count

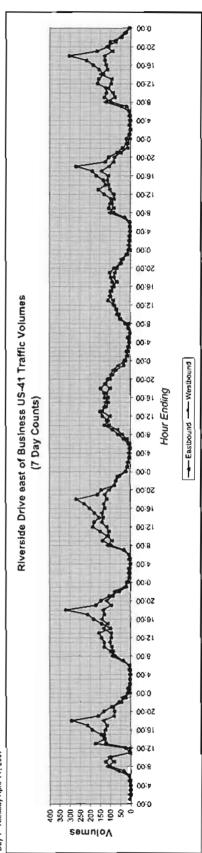
Location: Riverside Drive east of Business US-41 Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

	Wedn	Wednesday	Thur	Thursday	Friday	day	Saturdey	rdey	Sur	Sunday	Monday	day	Tuesday	day
Hour Ending	EB	WB	EB	8M	EB	wB	EB	WB	EB	WB	E8	WB	EB	WB
0100	7	9	ఖ	14	9	7	15	21	15	-21	10	. 5	7	7
0200	-	5	3	4	4	8	15	11	13	61	3	9	1	2
0300	-	₹	- 5	4	4	8	4	_ 7	6	11	3	5	5	9
0400	2	6	2	2	0	-	8	¥	9	5	3	1	3	3
0200	9	7	4	9	2	9	2	4		14	3	3	4	9
0090	11	8	7	5	8	9	4	6	3	-	7	3	8	89
0040	63	35	42	35	38	31	18	34	6	10	38	28	48	19
00800	116	102	91	75	113	- 56	75	09	12	25	103	80	125	96
0900	83	124	88	88	16	137	64	28	51	20	83	106	79	130
1000	107	100	86	130	112	113	101	128	85	99	93	001	88	119
1100	8	4	103	130	901	148	120	109	69	89	82	\$6	112	121
1200	8	25	96	144	811	186	102	861	84	78	25	130	- 67	164
1300	125	175	26	156	143	179	141	051	88	110	103	159	86	158
1400	130	130	134	86	137	156	129	119	103	46	108	123	148	72
1500	133	146	114	142	142	177	122	108	76	56	116	133	116	155
1600	127	181	144	183	128	201	112	127	06	80	111	169	123	185
1700	117	214	131	213	133	229	119	128	67	89	145	190	129	219
1800	135	292	137	320	(11)	692	100	201	SM .	96	107	69Z	131	303
1800	33	191	96	172	128	163	126	123	77	102	85	125	90	187
2000	80	133	119	146	901	141	101	112	67	80	80	108	119	110
2100	87	93	88	105	18	- 22	26	98	49	50	80	99	76	101
2200	49	25	7.9	95	Þ.L	70	84	69	44	37	17	39	52	45
2300	41	23	30	82	3	82	85	32	11	20	16	20	32	24
2400	7	15	14	19	22	22	12	30	3	10	9	21	8	8
Totals:	1519	2052	1726	1122	1882	2488	8121	1839	1116	1234	1455	1984	1695	2290

". Counts provided are raw data and have not been adjusted soasonalty or by axle factor."

Day 1: Wednesday, April 11, 2007 (11:45 AM to Midnight): Wednesday, April 18, 2007 (Midnight to 10:15 AM)

Day 2: Thursday April 12: 2007
Day 3: Friday April 13: 2007
Day 4: Salurday April 15: 2007
Day 5: Sunday April 15: 2007
Day 6: Monday April 16: 2007
Day 7: Tucsday April 17: 2007



# Riverside - 7 Day Count

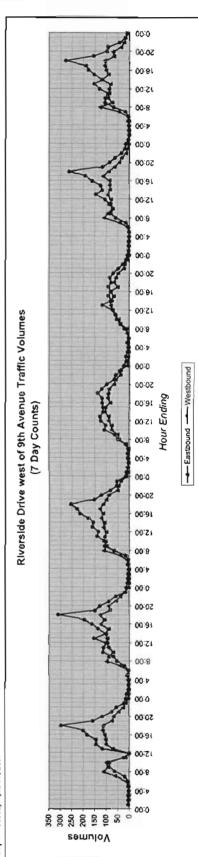
Location: Riverside Drive west of 9th Avenue Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

Tuesday	WB EB WB			H		0 60	2 6 2	2 6 2 4	3 3 7 7 7 7 48	1 1 1 2 2 2 7 7 7 7 127	1 1 2 2 2 7 7 7 127 75	1 1 2 2 2 2 4 8 4 8 4 8 7 5 7 5 9 4 4 9 9 4	1 1 1 2 2 2 2 4 8 4 4 8 6 8 8 8 8 8	1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 1 2 2 2 7 7 7 75 89 89 89	1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 2 2 2 2 4 6 4 6 4 6 4 6 4 6 4 6 4 6 4 6	1 1 1 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2 2	1 1 1 2 2 2 2 2 4 46 46 46 46 46 46 46 46 46 46 46 46 4	1 1 2 2 2 2 2 4 46 46 46 46 46 46 46 46 46 46 46 46 4	1 1 2 2 2 2 2 4 6 4 6 4 6 4 6 4 6 4 6 4 6 4	1 1 2 2 2 2 2 2 4 6 4 6 4 6 4 6 4 6 4 6 4 6	1 1 1 2 2 2 2 2 2 4 8 8 8 8 8 8 8 8 8 8 8 8 8	1 1 2 2 2 2 4 4 6 4 6 4 6 4 6 4 6 4 6 4 6 4	1 1 2 2 2 2 4 46 127 75 75 75 94 88 89 89 102 102 102 108 108 108 108 108 108 108 108 108 108	1 1 1 2 2 2 2 2 4 8 8 8 8 8 8 8 8 8 8 8 8 8 8
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			2	2 4		2 2	+	+	-																	<del></del>
13 WB	13	14		,	•	2	2 0,	2 ay (5)	3 6 8	3 21 21	3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3 3	9 3 5 5 5 5 3 3 3 3 5 5 5 5 5 5 5 5 5 5	2 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	21 2 2 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	3 21 21 21 38 55 55 56 70 70	9 3 3 21 21 21 21 21 21 25 55 55 57 70 70 71 75 75 75 75 75 77 77 77 77 77 77 77 77	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	9 9 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	9 9 3 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	9 9 3 3 5 5 5 5 5 5 5 5 5 5 5 5 5 6 6 6 6 6	5 5 5 5 5 5 5 5 5 5 5 5 70 70 70 70 70 80 80 80 80 80 80 80 80 80 80 80 80 80	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5 5 5 5 6 5 6 6 6 6 6 6 6	5 5 5 5 5 5 5 5 5 6 6 6 6 6 6 6 6 6 6 6	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5	5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 5 7 7 7 7
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WB 12	33	3	٠	4	9		•	4	15	15	4 4 49 63	15 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4 4	4 15 49 63 108	4 15 49 63 108 102	49 63 63 108 102 127	49 63 63 108 102 123 127	4 49 63 63 102 102 123 127 114	15 49 63 108 102 123 127 114 114	15 16 63 63 108 108 107 127 114 114 118	15 16 108 108 102 127 127 114 114 118 118	15 16 49 63 63 102 122 127 114 114 118 118	15 49 63 108 102 127 127 114 114 118 118 119 118	15 49 63 108 102 123 127 114 114 118 118 118 118 137 168	15 49 63 108 108 102 127 114 118 119 119 119 58	15 49 63 63 108 108 102 127 127 114 118 118 119 119 119 58 58 58	15 49 63 63 108 102 127 127 114 114 118 118 119 88 66 66 58
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Hour Ending	9000	0.00	0200	0300	0400	0000	0090	0200	20.0	0800	0080	0000	0800 0900 1000 1000	0800 0800 1000 1100 1200	0800 0800 1000 1100 1300	100 100 100 100 120 130 1400	0800 0800 0800 1100 1300 1400 1500	0000 0000 0000 1000 1100 1200 1300 1400 1500	0000 0000 0000 1000 1200 1300 1400 1500 1600	0800 0800 0800 1000 1200 1300 1400 1500 1600 1700 1700	0800 0800 0800 1000 1200 1300 1400 1500 1600 1800 1800	0800 0800 0800 1000 1200 1300 1400 1500 1500 1600 1600 1600 1600 1600 16	0800 0800 0800 1000 11200 1300 1400 1500 1600 1700 1800 2000 2100	0800 0900 0900 1000 1100 1300 1400 1500 1600 1600 1700 1900 2000 2200	0800 0900 0900 1100 1200 1300 1400 1400 1400 1500 1600 1800 1900 2000 2200 2300	0800 0900 0900 1100 1200 1300 1400 1500 1500 1600 1600 2200 2200 2300 2400

\*\* Counts provided are raw data and have not been adjusted seasonally or by axle factor.\*\*

Day 1' Wednesday, April 11, 2007 (12:15 PM to Midnight): Wednesday, April 18, 2007 (Midnight to 10:15 AM)

Day 2: Thursday April 12, 2007
Day 3: Firday April 13, 2007
Day 4: Saturday April 15, 2007
Day 5: Sunday April 15, 2007
Day 6: Shonday April 16, 2007
Day 7: Tuesday April 17, 2007



Riverside - 7 Day Count

Location: 10th Avenue south of 5th Street Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

	Wedn	Wednesday	Thur	Thursday	FHQay	lay	Saturday	nday	Sur	Sunday	Monday	day	Tuesday	day
Hour Ending	N8	SB	NB	SB	NB.	SB	NB	SB	NB	SB	NB	SB	BN	58
0100	2	ş	7	0	4	5	6	9	3	4	4	3	2	3
0200	2	ε	O	2	2	0	0	5	3	2	0	2	0	٥
0300	3	0	-	2	2	,	9	0	7	2	- 1	-	-	2
0400	3	2	0	2	3	1	9	3	9	3	2	2	3	2
0200	4	3	7	5	1	3	3	2	7	3	3	2	8	2
0600	9	10	8	8	9	10	9	4	2	c	1	9	9	12
0020	23	42	13	32	50	37	8	10	5	11	18	36	21	37
0800	62	98	63	81	25	80	37	39	14	15	91	73	22	2
0000	88	91	82	100	108	66	51	65	36	44	9.6	87	82	79
1000	06	102	114	107	101	107	106	96	88	102	61	68	85	101
1100	83	84	112	66	134	108	3	183	16	83	78	79	83	92
1200	10	12	66	107	147	142	118	110	85	93	96	74	85	88
1300	0	0	127	139	144	111	98	103	129	26	126	948	143	111
1400	0	0	134	108	140	93	115	112	81	70	119	86	103	100
1500	70	50	115	2	144	93	25	74	7.5	59	110	82	126	98
1600	160	115	129	95	162	104	80	57	87	29	124	98	147	68
1700	190	93	193	114	189	104	88	29	7.1	48	164	76	158	93
1800	227	96	157	98	213	100	73	7.1	57	54	203	76	536	203
1900	105	69	108	67	108	76	88	29	36	98	100	Z	121	06
2000	98	63	85	91	92	74	939	52	49	37	95	R	æ	69
2100	59	36	63	47	53	49	58	48	39	18	46	28	43	36
2200	45	52	53	23	42	42	44	20	17	17	23	18	82	14
2300	23	14	6	12	35	31	16	27	ιŋ	4	15	9	1.1	4
2400	6	4	8	4	12	15	12	8	Q	4	4	4	7	9
Totals:	1358	1005	1787	1429	1933	1481	1181	1216	971	882	1503	1107	1650	1302

". Counts provided are few data and have not been adjusted spaconally or by ade factor."

Day 1: Wednesday, April 11, 2007 (2:30 PM to Midnight); Wednesday, April 18, 2007 (Midnight to 11;15 AM)

Day 2: Thursday April 12, 2007

Day 3: Friday April 13, 2007

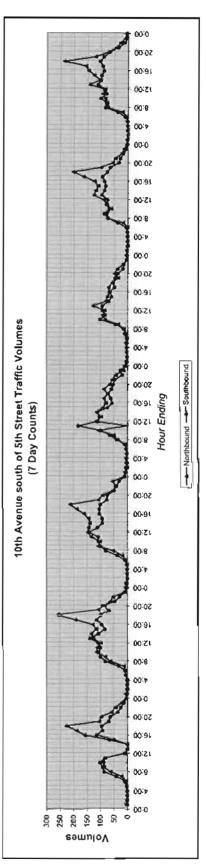
Day 4: Saturday April 15, 2007

Day 5: Sunday April 15, 2007

Day 5: Sunday April 16, 2007

Day 7: Tuesday April 17, 2007





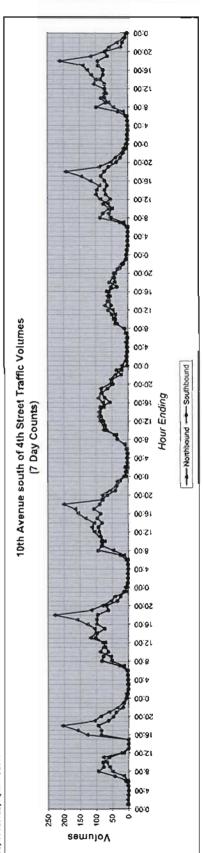
Riverside - 7 Day Count

Location: 10th Avenue south of 4th Street Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates. Inc.

П																										
Tuesday	SB	3	3	-	1	^	9	30	86	69	ಚಿ	99	1.2	72	86	11	11	85	93	Æ	71	22	11	6		1115
Tue	NB	1	2	ø		3	4	16	45	60	73	7.3	73	106	66	114	126	140	213	116	72	59	34	13	7	1450
Monday	SB	Þ	2	2	1	1	3	32	98	11	65	9/	33	69	7.2	99	72	84	73	09	9€	23	16	5	3	896
Mor	NB	3	1	2	2	1	1	14	¥	60	49	62	98	100	16	68	116	14.5	194	06	15	39	20	14	7	1300
Sunday	SB	Þ	3	3000	4	2	3	7	10	39	73	05	61	<b>Z</b> 9	B	55	99	<b>9</b> 6	98	97	43	25	14	9	5	969
Sun	NB	8	9	9	7	7	2	5	14	35	14	40	48	72	09	8	09	Ŋ	42	43	40	33	21	7	9	717
rday	88	4	6	1	4	3	5	6	33	42	19	71	11	25	88	87	56	72	83	8	47	90	21	38	3	1016
Saturday	NB	6	2	3	4	2	٩	10	35	38	77	9/	88	16	16	9/	62	93	83	85	55	54	40	21	19	1135
lay	SB	-	-	1	0	,	9	24	93	83	83	85	96	93	81	96	85	106	88	18	25	39	35	25	13	1274
Friday	NB	3	2	3	2	2	2	13	47	82	74	06	106	114	106	133	35	165	201	80	8	55	38	8	8	1596
Thursday	SB	1	1	2	2	8	4	12	82	7.8	29	1,7	£	201	26	ಬ	86	88	96	82	88	×	24	14	2	1179
Thur	en en	7	-	-	2	9	3	15	53	25	98	и	73	119	101	105	128	159	230	118	81	¥	42	\$	10	1529
Wednesday	SB	3	-	0	0	0	80	42	93	11	79	09	SS.	0	٥	٥	æ	88	¥	62	47	38	17	14	5	828
Wedn	8N	-	8	2		г	2	18	49	\$\$	89	79	16	0	٥	0	128	159	206	106	87	09	ጸ	16	8	104
	Hour Ending	0100	0500	0300	0400	0050	0090	0700	0800	0060	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Toleis:

\*\* Counts provided are raw data and have not been adjusted soasonally or by axlo lactor, \*\*

Dey 1: Wednesday, April 11, 2007 (3:15 PM to Midnight), Wednesday, April 18, 2007 (Midnight to 11:15 AM)
Day 2: Thursday April 12, 2007
Day 3: Friday April 13, 2007
Day 4: Seturday April 15, 2007
Day 5: Sunday April 15, 2007
Day 5: Sunday April 15, 2007
Day 7: Tuesday April 17, 2007



Riverside - 7 Day Count

Location: 9th Avenue south of 4th Street Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

SB         NB         SB         NB         SB         NB         SB         NB         SB         NB         NB<		Wedr	Wednesday		Thursday	Friday	Ш	Saltu	Saturday	ı	Sunday	Monday		Tue	Tuesday
000         0	Hour Ending	NB NB	SB	NB	SB	NB	SB	en Bu	88	8N	SB	NB	88	NBI	SB
990         0         0         1         0         0         1         0         0         1         0         0         1         0	0100	0	0	0	0	1	0	O	0	-	0	0	0	0	0
000         0         0         1         0         2         0	0200	0	0	0	-	Q	0	-	0	0	0	1	0	1	٥
00         0	0300	0	0	0	0	1	0	2	0	0	0	0	1	0	0
COD         O	0400	0	0	0	0	0	0	0	0	0	0	0	0	٥	0
KGO         O         O         I         O	0200	0	0	0	0	0	0	0	0	2	0	0	0	٥	0
000         5         3         9         1         9         2         0	090	0	٥	0	0	0		Û	0	0	0	0	0	٥	1
14         6         13         6         12         5         3         0         1         0         14         14           000         20         5         24         6         7         2         1         0         14         0         14         0         14         1         0         14         1         0         14         1         0         14         1         1         1         15         1         1         15         1	0700	S	3	6	+	6	2	0	0	0	0	9	,	7	٥
20         5         15         5         2a         6         7         2         1         0         16           00         6         4         7         5         9         10         2         4         3         0         13           00         6         4         7         8         10         10         2         4         3         0         13           00         0         14         15         4         31         4         5         5         5         0         11           00         15         14         15         4         31         4         5         5         5         0         15           00         15         9         1         15         7         11         0         6         2         15         15           00         13         6         13         7         14         0         1         7         1         15         1           00         11         8         14         1         7         3         1         1         1         1           00         14         1	0000	14	9	13	9	12	5	3	0	-	0	14	5	15	9
60         4         7         5         9         10         2         4         3         0         13           00         9         7         9         14         22         28         7         2         5         0         11         15           00         6         14         15         2         2         5         0         15         15         15         16         15         16         15         17         15         17         15         17         15         17         15         17         15         17         15         17         15         17         16         16         17         16         16         17         17         16         16         17 <td>0060</td> <td>30</td> <td>2</td> <td>15</td> <td>2</td> <td>54</td> <td>ę</td> <td>7</td> <td>2</td> <td>1</td> <td>0</td> <td>16</td> <td>9</td> <td>52</td> <td>9</td>	0060	30	2	15	2	54	ę	7	2	1	0	16	9	52	9
000         9         7         9         6         22         28         7         2         5         0         11           000         6         14         9         14         30         14         1         3         1         15           000         15         9         15         4         31         4         5         5         5         0         15         15           00         15         9         1         15         14         15         6         0         6         12         15         15           00         13         1         15         1         1         9         13         7         9         2         6         0         8         15         1         1         1         1         8         14         7         9         2         6         0         9         1	1000	9	4	2	9	6	10	2	4	3	0	13	6	12	•
000         0         14         9         14         30         14         1         3         14         15         15         15         15         15         15         15         15         15         15         15         15         15         15         15         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         16         17 <td>1100</td> <td>6</td> <td>,</td> <td>6</td> <td>9</td> <td>22</td> <td>92</td> <td>7</td> <td>2</td> <td>5</td> <td>0</td> <td>11</td> <td>9</td> <td>13</td> <td>2</td>	1100	6	,	6	9	22	92	7	2	5	0	11	9	13	2
000         6         14         15         4         31         4         5         2         5         6         6         16         16           000         15         9         1         15         15         7         11         0         6         2         12         12           000         13         1         15         1         1         1         1         0         6         0         0         0         1	1200	0	٥	14	6	14	30	14	•	3		15	2	13	9
000         15         9         1         15         15         17         11         0         6         2         12         12           000         10         7         14         9         13         7         9         2         6         0         8         18           000         11         8         14         7         0         7         0         9         7         1         11         11         11         11         7         0         7         1         11         11         11         1         7         0         7         1         11         11         11         7         0         7         1         1         1         1         7         0         7         1         1         1         1         7         0         7         1 <td< td=""><td>1300</td><td>g</td><td>14</td><td>15</td><td>٥</td><td>31</td><td>4</td><td>5</td><td>2</td><td>5</td><td>٥</td><td>16</td><td>11</td><td>8</td><td>و</td></td<>	1300	g	14	15	٥	31	4	5	2	5	٥	16	11	8	و
500         10         7         14         9         13         7         9         2         6         0         8           500         13         6         11         3         16         8         9         2         6         0         8           600         11         8         14         6         14         7         3         7         1         1           600         14         16         6         17         7         3         1         11         11           100         14         15         6         17         6         17         7         3         1         11         11           100         14         15         15         2         17         7         3         1         12         12         12 <t< td=""><td>1400</td><td>15</td><td>6</td><td>6</td><td>1</td><td>15</td><td>7</td><td>11</td><td>0</td><td>9</td><td>2</td><td>12</td><td>3</td><td>21</td><td>Ś</td></t<>	1400	15	6	6	1	15	7	11	0	9	2	12	3	21	Ś
0.00         13         6         11         3         16         8         6         5         3         0         9           0.00         11         8         14         16         8         14         7         0         7         3         7         1         7         1         11 <t< td=""><td>1500</td><td>10</td><td>7</td><td>14</td><td>6</td><td>13</td><td>7</td><td>6</td><td>2</td><td>9</td><td>0</td><td>8</td><td>,</td><td>11</td><td>4</td></t<>	1500	10	7	14	6	13	7	6	2	9	0	8	,	11	4
000         11         8         14         7         0         7         3         7           000         12         12         18         14         16         8         10         0         7         3         7           000         18         5         4         3         4         3         11         7         3         11         11           000         14         15         6         17         7         3         1         1         1         11           500         7         1         7         2         12         2         3         1         2         0         1         1           500         3         1         5         0         2         0         7         1         0         1           600         4         1         1         3         5         0         2         0         0         1         0           100         3         1         2         0         0         1         0         1         0           100         3         1         3         2         0         1	1600	13	9	11	3	16	83	8	5	3	0	6	10	9	5
000         12         12         19         14         16         8         10         0         7         1         11         11           000         14         3         4         3         11         7         3         1         11         11         11         11         11         11         1	1700	=	83	11	11	80	14	1	0		3	7	3	6	01
800         8         5         6         3         4         3         11         7         3         1         11         11         11         11         11         11         11         11         11         11         11         11         12         2         3         11         2         7         2         7         11         11         11         11         11         11         11         12         <	1800	12	12	18	14	16	83	10	0	7	-	11	12	17	12
000         14         3         7         1         6         1         7         0         7         2         7         2         7         2         7         2         7         2         7         2         7         2         7         2         7	1900	8	\$	8	3	۴	3	11	7	3	-	11	2	7	2
000         7         1         7         2         12         2         3         1         2         0         1           000         3         1         2         0         2         0         0         1         0           100         4         1         1         2         0         0         2         0         1         0           100         4         1         3         1         3         0         0         0         1         0         0           101         15         2         12         12         12         12         159         1	2000	14	3	1	, ,	9	1	7	0	7	2	7	-	æ	2
000         3         5         0         2         0         0         1         0           000         4         1         1         2         0         0         3         2         0         1         0           100         0         0         0         3         1         3         0         0         1         2         0         1         0           157         92         171         69         221         136         112         29         64         12         159	2100	۷	-	2	7	12	2	3	1	2	0	1	1	8	0
100         4         1         6         0         0         3         2         0         1         0           100         0         3         1         3         0         0         1         2         0         1           157         92         171         69         221         136         112         29         64         12         159	2200	6	-	-	3	5	0	2	Ó	٥	1	0	0	٥	٠
100	2300	4	-	•	2	0	0	3	2	O	-	0	0	٥	0
	2400	0	0	3	1	з	0	0	1	2	0	1	0	0	0
	otals:	151	26	173	68	122	136	112	53	æ	12	159	76	191	72

"Counts provided are raw data and have not been adjusted screenally or by axie factor."

Day 1' Wednesday, April 11, 2007 (12.45 PM to Midnight), Wednesday. April 18, 2007 (Midnight to 10:30 AM)

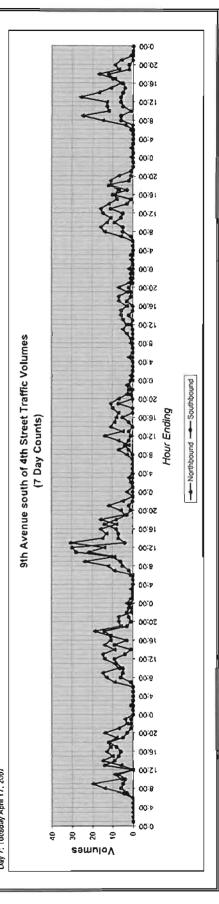
Day 2' Thursday April 12, 2007

Day 3: Friday April 13, 2007

Day 4: Serurday April 15, 2007

Day 5: Sonday April 15, 2007

Day 6: Monday April 16, 2007 Day 7: Tucsday April 17, 2007



# Riverside - 7 DaySunt

Location: Business US-41 north of 5th Street SumBegin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_	_
day	SB	71	2	28	35	62	189	663	1372	1097	950	879	915	726	976	949	931	1001	1051	798	593	471	449	243	143	14863
Tuesday	NB NB	47	37	37	31	ೱ	165	433	720	753	730	824	982	949	689	1046	1186	1328	1392	998	732	999	458	282	167	14775
аў	SB	74	39	38	40	39	150	950	1419	1135	927	890	891	953	925	928	696	986	5776	802	565	439	301	289	142	14598
Monday	NB	77	38	41	39	62	144	428	692	952	753	799	606	946.	928	1052	1209	1355	1406	888	703	559	374	209	136	14502
ay	88	174	114	138	51	80	જ	160	278	451	547	858	650	778	838	713	689	121	67.0	199	575	446	321	211	117	9974
Sunday	NB NB	187	122	86	49	48	84	86	237	369	462	823	662	803	796	765	782	717	672	639	531	481	338	193	119	9765
day	SB	173	88	78	81	61	93	324	528	671	890	968	1209	1300	1282	1039	879	870	880	872	689	634	615	443	255	14930
Saturday	NB BN	181	110	92	25	29	121	724	384	538	728	836	308	686	696	1048	716	1030	676	874	774	689	۲۵	458	297	13860
33,	SB	3	58	19	æ	74	191	648	1319	1151	1066	1032	985	1041	1002	965	1006	1087	1125	975	808	713	559	434	254	16642
Friday	NB NB	8	88	ន	4	25	156	447	069	787	807	888	362	1069	1074	1131	1302	1363	1400	1074	833	715	624	449	286	16338
dey	SB	81	19	39	38	S	192	640	1367	6803	983	914	968	980	256	951	959	1062	1029	788	889	888	426	192	163	15174
Thursday		73	48	49	44	41	2	424	736	749	757	846	1887	942	1000	1055	1253	1328	1363	996	749	671	475	267	170	15049
esday	as	18	33	24	31	es es	184	679	1416	1143	420	30	903	942	988	806	168	972	1075	880	286	123	360	27.1	145	13580
Wednesday	19V	38	41	8	82	84	152	445	730	758	140	591	899	921	956	1064	1221	1378	1423	952	735	631	476	253	181	14126
	Hour Ending	0100	0200	0300	00%	0050	0000	0700	0000	0060	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	2400	Totals:

.. Counts provided are raw data and have not been adjusted seasonally or by axie factor...

Day 1: Wednesday, April 11, 2007 (10.45 AM to Midnight), Wednesday, April 18, 2007 (Midnight to B-15 AM)

Day 2: Thursday April 12, 2007

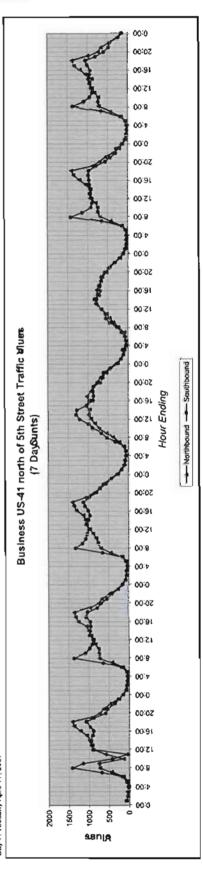
Day 3: Enday April 13, 2007

Day 5: Suturday April 15, 2007

Day 5: Sunday April 15, 2007

Day 5: Wonday April 16, 2007

Day 7: Tuesday April 17, 2007



# Riverside - 7 Day Count

Location: Business US-41 south of Riverside Drive Summary Begin Date: April 11, 2007 Source: Tindale Oliver & Associates, Inc.

- Bul	SB 90 90 34 25 75 75	62 62 63 50 50	SB	NB	SB	eN.	SB	NB	88	88	SB	NB	88
	90 34 25 26 75 75	62 81 50	88				2						
	34 25 34 34 75 75	62 50 50		95	35	215	198	209	200	88	85	61	90
	255 75	28 23	65	72	57	128	99	137	120	45	43	51	43
	34 75 202	\$ 6	48	99	61	119	90	117	148	41	40	45	31
	202	23	43	05	37	88	73	58	62	46	4	34	40
	202	3	67	62	77	78	64	52	SS	7.3	48	88	19
	610	159	122	173	179	135	116	96	78	142	170	185	217
0000	812	487	797	489	} 96∠	262	339	112	883	487	790	463	804
	1824	944	1843	882	1737	485	620	271	310	802	1857	952	1852
	1417	926	1395	1030	1434	641	664	459	512	1001	1441	978	1360
	1010	986	1187	984	1247	923	1065	899	219	804	1105	943	1164
	0	1005	1147	1101	1240	1000	1168	919	897	898	1085	938	1075
1200 684	909	1090	1084	1231	1125	1145	1368	273	798	1142	1108	1091	1074
	1126	1178	1173	1308	1200	1250	1479	948	975	1171	1149	1180	1148
L	1178	1194	1228	1356	1200	1214	1455	924	986	1100	1099	1054	1217
1500 1302	1103	1290	1153	1407	1178	1248	1241	613	1961	1281	1207	1340	1190
1600 1575	1120	1604	1240	1758	1207	1137	1014	216	868	1574	1243	1564	1143
_	1203	1755	1243	1895	1324	1246	1038	847	872	1834	1311	1751	1195
1800 2062	1316	5029	1290	2083	1334	1116	1010	814	849	2118	1282	2057	1317
1900 1254	1084	1251	1033	1347	1175	1039	1019	765	759	1160	1002	1288	1004
2000 943	292	953	888	1070	1011	953	649	640	647	839	668	904	782
2100 742	989	802	687	960	875	822	782	547	521	699	519	780	287
2205 550	466	531	552	737	710	630	728	387	357	450	368	54.9	523
	348	310	336	667	559	514	563	234	250	250	327	308	284
2400 199	178	199	188	333	319	353	315	147	129	172	163	181	180
Totals: ( 17315	16699	18999	18993	20858	20175	18721	17510	11531	11993	18428	18155	18745	18347

Counts provided are raw date and have not been adjusted snasonally or by aute factor...

Cay 1: Wednesday, April 11, 2007 (11-15 AM to Midnight); Wednesday, April 18, 2007 (Midnight to 10:00 AM)

Day 3: Finday April 12, 2007

Day 3: Finday April 13, 2007

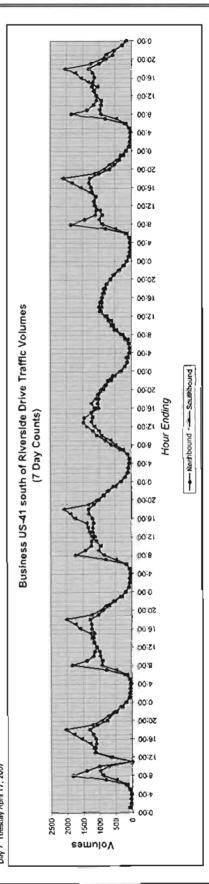
Day 4: Salurday April 15, 2007

Day 5: Sunday April 15, 2007

Day 5: Sunday April 15, 2007

Day 6: Wonday April 16, 2007

Day 7: Tuesday April 17, 2007



# Appendix C

**Development Volumes** 

Regatta Place

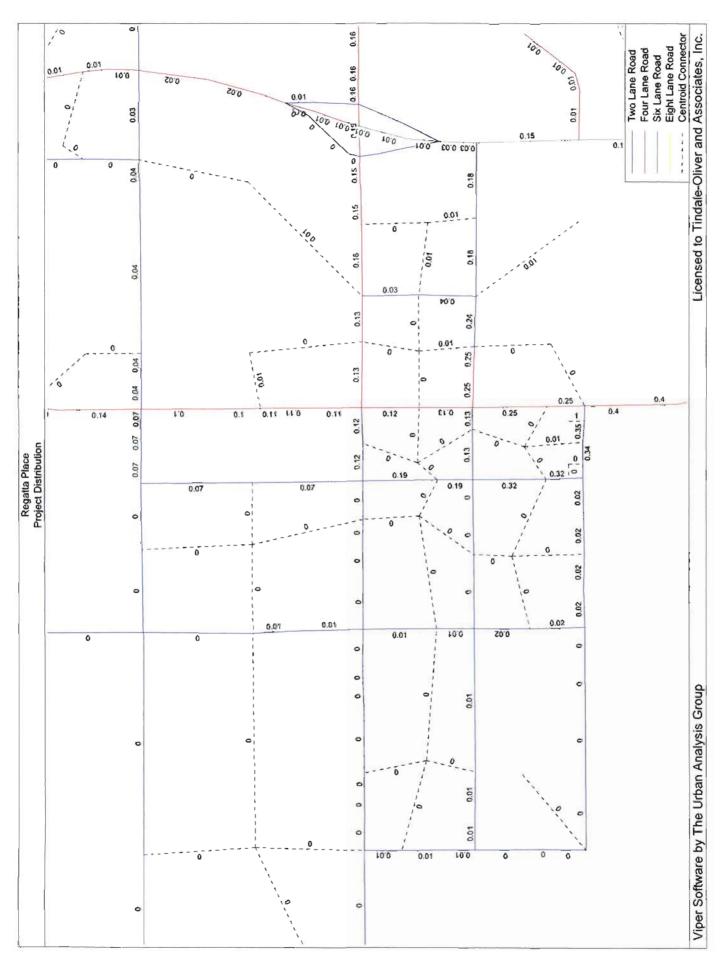
			AM	AM Peak Hour	'n	PM	PM Peak Hour	<b>-</b>
ITE Land Use, Code, and Size			드	Out	Total	드	Out	Total
Residential Condominium/Townhouse	230	119 du	10	49	59	46	23	69
Speciality Retail	814	6,691 sf	0	0	0	80	10	18
Office	710	10,964 sf	28	4	32	3	13	16
		Total Gross Trips	38	53	91	57	46	103
Internal Capture			0	0	0	-5	7	4
	Total	Total New External Trips	38	53	91	22	4	66

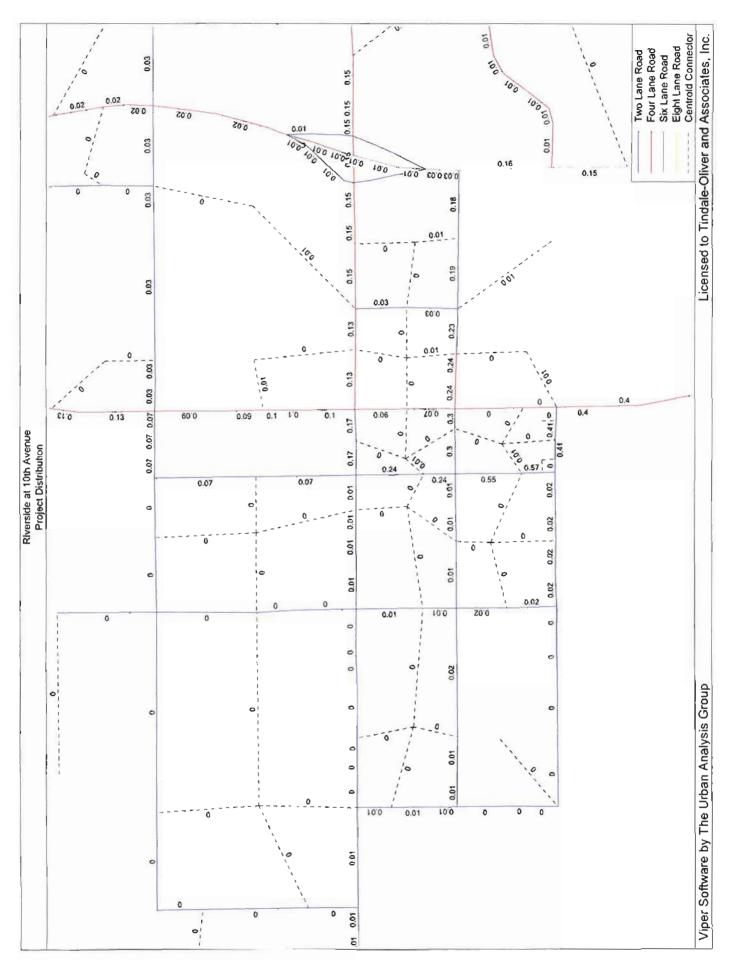
Note: Fitted curve was used when applicable, otherwise average rate was used.

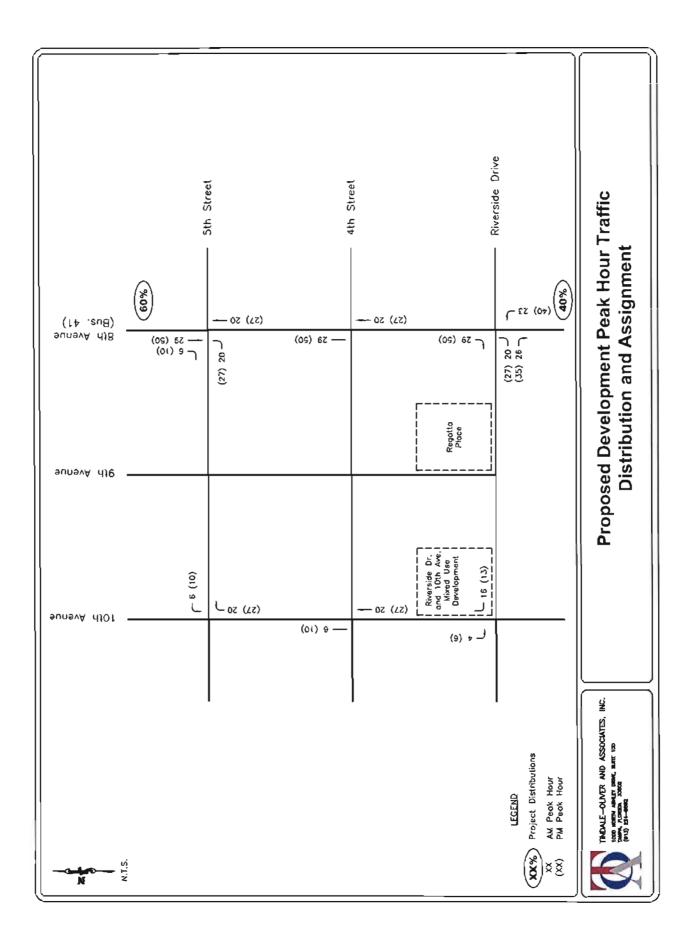
10th Avenue Mixed Use Development

			AM	AM Peak Hour	1	PM	PM Peak Hour	Ē
ITE Land Use, Code, and Size			ľn	Out	Total	ln	Out	Total
Hotel	310	80 rooms	19	12	31	25	22	47
Speciality Retail	814	20,000 sf	0	0	0	24	30	32
		Total Gross Trips	19	12	31	49	52	101
Internal Capture			0	0	0	φ	9	-12
	Total N	Total New External Trlps	19	12	31	43	46	89

Note: Fitted curve was used when applicable, otherwise average rate was used.







Location: 10th Avenue west at 5th Street west

# 2007 AM Peak Hour - Peak Season

	Νοπηρουη	đ		Southbound	j		Eastbound			Westbound	i	TOTAL
LT	Т	RT	LT	T	RT	LT	T	RT	LT	ĭ	RT	TOTAL
8	42	21	22	68	17	4	158	13	6	40	15	414

# Baseline AM Peak Hour - Peak Season

# Background Traffic

Annual

_	Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
Γ		_	Northbound	1	*	Southbound	d		Easlbound			Westbound	t	TOTAL
L		LT	Τ	RT	L٢	T	RT	LT	T	RT	LT	Т	RT	IOIAL
I		8	42	21	22	68	17	4	158	13	6	40	15	414

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

	ì	Vorthbourn	đ		oulhboun	d		Eastbound	1	,	Westbound	3	TOTAL
	LŤ	T	RT	LT	Т	RT	LT	T	RT	LT	Т	RT	IOIAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
Regatta Place	0	0	0	0	0	0	0	0	٥	4	0	0	4
10th Avenue	0	0	0	٥	0	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	0	0	0	0	6	0	0	8

# Outbound

	7	<b>ЧонНропи</b>	3	5	รอบให้ออบท	d		Easlbound	l	1	Westbound	1	TOTAL
	LT	ĭ	RT	LŤ	T	RT	LT	T	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	٥	16	0	0	0	0	0	0	0	0	0	16
10th Avenue	0	0	4	0	0	0	0	0	0	٥	٥	0	4
Total	0	0	20	0	0	0	0	0	0	0	0	0	20

	ı	Vorthbound	d	-	Southboun	d		Eastbound	1	,	Westbound	ť	TOTAL
	LT	Т	R7	LT	Т	RT	LT	ĭ	RT	LT	Т	RT	IOIAL
Total	0	0	20	0	0	0	0	0	0	δ	0	0	26

I		Northbound	d	5	Southbound	ı		Eastbound		\	Westbound		TOTAL
l	LT	٢	RT	LT	Т	RT	LT	Т	RT	LT	T	RT	TOTAL
ĺ	8	42	41	22	68	17	4	158	13	12	40	15	440

Location: 10th Avenue west at 4th Street west

# 2007 AM Peak Hour - Peak Season

ľ	1	Northbound	1	5	Southbound	ರ		Eastbound			Westbound	j	TOTAL
ı	LT	T	RT	LT	T	ŔT	ĹŤ	Т	RT	LT	T	RT	LIOIAL
ı	21	47	٥	12	47	6	21	148	34	4	42	14	396

# Baseline AM Peak Hour - Peak Season

# Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_ 0.0%	0.0%	0.0%	0.0%	
	1	Northbound	t	S	Southboun	Q.		Eastbound			Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	ĻT	Т	RT	LΤ	Т	RT	IOIAL
	21	47	0	12	47	6	21	148	34	4	42	14	396

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

		Vorthbound	1	Ş	Southboun	đ		Eastbound	}	1	Westbound	1	TOTAL
	LT	T	RT	LΤ	Т	ŔT	LT	Т	RT	LT	Т	RT _	TOTAL
Regatta Place	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
Regatta Place	0	0	٥	0	4	0	0	٥	٥	0	0	0	4
10th Avenue	0	0	0	0	2	0	0	0	0	0	0	0	2
Total	0	0	٥	0	6	0	0	0	0	0	0	0	6

# Outbound

	1	Northbound	3	5	Southboun	d		Eastbound	i	1	Vestbound	}	TOTAL
	ĻΤ	Ť	RT	LT	T	RT	LT	T	RT	LT	Т	RT	TOTAL
Regalia Place	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	16	٥	0	0	0	0	0	0	0	0	0	16
10th Avenue	0	4	0	0	٥	0	0	0	0	0	0	0	4
Total	0	20	0	0	0	0	0	0	0	0	0	0	20

	1	Northbound	3		Southbound	វ		Easlbound	J	'	Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	TOTAL
Total	0	20	0	0	6	0	0	0	0	٥	0	0	26

1	1	Northbound	3	5	Southbound	3		Eastbound		,	Weslbound		TOTAL
	LT	Т	ŔŦ	LŤ	T	RT	LΥ	Ť	RT	LT	T	RT	TOTAL
	21	67	0	12	53	6	21	148	34	4	42	14	422

# Location: 10th Avenue west at Riverside Drive

2007 AM Peak Hour - Peak Season

ı	1	Northbound	d		onuodalno			Eastbound		· ·	Westbound	1	TOTAL
	LT	τ	RT	LΥ	Т	RT	LT	Т	RT	LΥ	T	RT	TOTAL
l	0	6	2	87	6	2	1	28	0	15	9	49	205

# Baseline AM Peak Hour - Peak Season

# Background Traffic

Annual

Growth	Rate:	0.0%	0.0%	0.0%	0.0%	0.0%_	0.0%_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			Northboun	ರ	· ·	Southbound	d		Eastbound			Westbound	3	TOTAL
		LT	Ť	RT	LT	T	RT	LT	T	RT	LT	T	RT	IOIAL
		0	6	2	87	6	2	1	28	0	15	9	49	205

# Approved Projects Traffic

# Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

	- 1	Northbound	i	5	Soulhboun	d		Eastbound		١	Westbound	1	TOTAL
	LT	T	RT	LT	T	RT	LŤ	Ť	RT	LT	T	RT	TOTAL
Regalla Place	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	4	0	Ö	0	0	0	٥	0	0	4
10th Avenue	0	0	0	0	0	٥	0	0	0	0	0	0	0
Total	0	0	0	4	0	0	0	٥	0	0	0	0	4

# Outbound

	1	Northbound	1	2	Southboun	d		Eastbound	!		Westbound	3	TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	30%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	٥	0	0	0	0	0	0	0	0	16	16
10th Avenue	0	0	٥	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	16	16

	1	Northbound	ď		Southboun	d		Eastbound	1		Westbound	3	TOTAL
	LT	Т	RT	LŤ	Τ	RT	LΥ	Т	RT	LΥ	T	RT	TOTAL
Total	0	٥	0	4	0	0	0	0	0	0	0	16	20

ſ	١	Northbound	3		Southbound	d		Eastbound			Westbound	5	TOTAL
L	LT	T	RT	LT	T	RT	LT	T	RT	LT	Т	RT	TOTAL.
Ĺ	0	6	2	91	6	2	1	28	0	15	9	65	225

# Location: Business US-41 at 5th Street west

# 2007 AM Peak Hour - Peak Season

I	7	Northbound	3	5	Southbound	3		Eastbound			Westbound	1	TOTAL
١	 LT	T	RT	LT	Τ	RT	LT	T	RT	LT	T	RT	IOIAL
	37	798	39	10	1,469	32	35	25	172	95	14	11	2,737

# Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	_
		loghbound	d _		Southbound	4		Eastbound			Westbound	<u> </u>	TOTAL
	LŤ	T	RT	LT	T	RT	LT	Т	RT	LT	T	RT	IOIAL
	37	798	39	10	1,469	32	35	25	172	95	14	11	2,737

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

	1	Northbound	t t	5	Southboun	d		Easlbound			Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	LT	Ť	RT	LT	T	RT	TOTAL
Regatta Place	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
Regatta Place	0	٥	0	0	19	4	0	0	0	0	0	0	23
10th Avenue	0	0	Ö	٥	10	2	0	0	0	0	٥	0	12
Tolal	0	0	0	0	29	6	0	0	0	0	0	0	35

# Outbound

	7	Northbound	3	5	Southbound	3		Easlbound			Vestbound		TOTAL
	LT	T	RΥ	LT	T	RT	LT	Т	RT	LT	Т	RT	IOIAL
Regatta Place	0%	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	60%
Regatta Place	0	16	0	0	0	0	16	0	0	0	٥	0	32
10th Avenue	0	4	0	٥	0	٥	4	0	0	0	0	0	8
Total	0	20	0	0	0	0	20	٥	0	0	0	0	40

	1	lonhbound	3	5	Southbound	d ,		Eastbound			Westbound	3	TOTAL
	LT		RT _	LT	Т	RT	LT	Т	R۲	LT	T	RT	LOTAL
Total	0	20	0	0	29	6	20	0	0	٥	0	0	75

	1	Northbound	j		Southbound	3		Eastbound			Westbound	j	TOTAL
	LT	Ť	RT	LT	T	RT	LT	T	RT	LT	T	RT	LUIAL
	37	818	39	10	1,498	38	55	25	172	95	14	11	2,812

# Location: Business US-41 at 4th Street west

# 2007 AM Peak Hour - Peak Season

Γ	1	Northbourk	đ	)	กนอศักมอร์	đ		Easlbound	1		Westbound	t	TOTAL
L	LT	T	RT	LT	Т	RT	۱T	T	ŔŢ	LT	T	RT	TOTAL
	58	888	14	0	1.598	26	0	0	162	0	1	1	2,748

# Baseline AM Peak Hour - Peak Season

# Background Traffic

Annual Growth Rate:

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0 <u>%</u>	0.0%	0.0%	0.0%	0.0%	
		Νοπηροπικ	1	0)	Southbound	j		Eastbound	11		Westbound	i	TOTAL
	LT	Т	RT	LT	T	RT	LŤ	Т	RT	LT	Т	RT	TOTAL
	58	888	14	D	1,598	26	0	0	162	0	1	1	2,748

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

	ī	Northbound	<del></del>	5	Southboun	d		Easlbound		1	Westbound	j	TOTAL
	Lĭ	T	RT	LT	Т	ŔŢ	LT	Т	RT	LT	T	RT	
Regatta Place	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
10th Avenue	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
Regatta Place	0	0	0	٥	19	0	0	0	٥	0	0	0	19
10th Avenue	0	0	0	0	10	0	0	0	0	0	0	0	10
Total	0	٥	٥	0	29	0	0	0	0	0	0	0	29

### Outbound

Operone		_											
	ı	Vorthbound	<b>d</b>		Southboun	d		Eastbound	1	1	Westbound	d	TOTAL
	LT	Т	RT	LT	ĭ	RT	LT	T	RT	LT	Т	ŔŢ	IOIAL
Regatta Place	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	16	٥	0	0	0	0	0	٥	0	0	0	16
10th Avenue	0	4	0	0	0	0	0	0	0	0	0	0	4
Total	0	20	0	0	0	0	0	0	0	0	0	0	20

	,	Nodhbourk	đ		Southbound	d		Easibound			Westbound	1	TOTAL
	LT	Т	RT	LŤ	Т	RT	ĽΤ	Т	RT	LT	Т	RT	IOIAL
Total	0	20	٥	0	29	0	0	0	0	0	0	0	49

Г	1	ounoquno	3	S	Southboun	d		Eastbound		1	Westbound	j	TOTAL
L	LT	Т	RT	LT	٣	RT	LT	T	RT	LT	T	RT	TOTAL
Γ	58	908	14	0	1,627	26	0	0	162	0	1	1	2,797

# Location: Business US-41 at Riverside Drive

# 2007 AM Peak Hour - Peak Season

	Northboun	d	8	Southbound	d		Easibound			Weslbound	<u> </u>	TOTAL
LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
77	991	0	0	1,809	22	5	1	122	2	0	0	3,029

# Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	d	8	Sauthboun	d		Eastbound	3	•	Westbound	3_	TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	٢	RT	IOIAL
	77	991	0	0	1,809	22	5	1	122	2	0	0	3,029

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

### Inbound

												_	
	1	Northbound	1	5	Southboun	t		Eastbound	1	1	Westbound	1	TOTAL
	LT	Т	RT	LT	Τ	RT	LT	T	RT	LT	Τ	RT	101AL
Regatta Place	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
10th Avenue	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
Regatta Place	15	0	٥	٥	0	19	0	0	0	0	0	٥	34
10th Avenue	8	0	0	0	0	10	0	0	0	0	٥	0	18
Total	23	0	0	٥	0	29	0	0	0	0	0	0	52

# Outbound

_	1	Varthbound	<u> </u>		Southboun	d		Eastbound	1		Westbound	3	TOTAL
	LT	T	RT	LT	Т	RT	LT	T	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	30%	0%	40%	0%	0%	0%	70%
10th Avenue	0%	0%	0%	0%	0%	0%	30%	0%	40%	0%	0%	0%	70%
Regatta Place	0	0	0	0	0	0	16	٥	21	0	0	0	37
10th Avenue	0	0	0	٥	0	0	4	٥	5	0	0	Ö	9
Total	0	0	0	0	0	0	20	٥	26	0	0	0	46

	ì	Northboun	d		Southbound	d		Eastbound	l	,	Westbound	1	TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
Total	23	0	0	0	0	29	20	0	26	0	0	0	98

Total Traffic (E	Jackgrou	110 . Vb	1104601	Olecta II	алісу						_		
		Моциропи	d	ľ	Southbound	4		Easlbound	l		Westbound	1	TOTAL
	LT	T	RT	ŁT	Т	RT	LT	T	RT	LT	Т	RT	IOIAL
	100	991	0	0	1,809	51	25	1	148	2	0	0	3,127

Location: 10th Avenue west at 5th Street west

# 2007 PM Peak Hour - Peak Season

1	Northbound	<b>d</b>	5	Soulhboun	ರ		Eastbound		1	Westbound	1	TOTAL
LT	T	RT	LT	Ť	RT	LT	Ť	RT	LT	Т	RT	TOTAL
27	173	20	23	62	19	7	39	7	9	67	26	479

# Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	1	5	Southbound	j		Eastbound			Westbound	d	TOTAL
	LΥ	T	RT	LT	T	RT	ŁΤ	T	RT	LT	Т	RT	JOIAL
	27	173	20	23	62	19	7	39	7	9	67	26	479

# Approved Projects Traffic

Inbound Outbound

Regatte Place: 55 43 10th Avenue: 44 46

Inbound

mbobilo													
		Northbound	1		Southboun	d		Easibound		,	Wesibound	1	TOTAL
	LT	T	RT	LT	Т	RT	LT	T	RT	LT	T	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
Regatta Place	0	0	0	0	0	0	0	0	0	6	0	0	6
10th Avenue	0	0	0	0	0	0	0	0	0	4	0	0	4
Total	0	0	٥	0	0	0	0	٥	0	10	0	0	10

# Outbound

001000110	_	_				_							
	۱ ۱	Northbound	3	5	Southbound	d		Eastbound	5		Wesibound	1	TOTAL
	LΥ	Т	RT	LT	Т	RT	ŁT	Ť	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	0	13	0	0	0	٥	0	0	0	0	0	13
10th Avenue	0	0	14	0	0	0	0	0	0	0	0	0	14
Total	0	0	27	٥	0	0	0	٥	0	0	0	0	27

	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	Ť	RT	LT	т	RT	LT	Т	RT	LT	Ť	RT	1012
Total	0	0	27	0	0	0	0	0	0	10	0	0	37

TOTAL TRAINIC (L	Jackgrou	110 . Vh	NO APR L	O COLO II	anii 0 /								
	Northbound			Southbound			Eastbound			Westbound			TOTAL
	LT	т	RT	LT	Т	RT	LT	τ	RT	LT	Т	RT	IOIAL
	27	173	47	23	62	19	7	39	7	19	67	26	516

# Location: 10th Avenue west at 4th Street west

# 2007 PM Peak Hour - Peak Season

	Northbound	5	5	Southbound	3		Eastbound		· ·	Westbound	1	TOTAL
LT	Т	RT	LT	Υ	RT	LΤ	Т	RT	LT	т _	RT	IOIAL
56	146	4	11	72	6	31	80	18	1	147	49	621

# Baseline PM Peak Hour - Peak Season

# Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Vorthbound	1	45	Southboun	d		Eastbound			Westbound	1	TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	7	RT	IOIAL
	56	146	4	11	72	6	31	80	18	1	147	49	621

# Approved Projects Traffic

Inbound Outbound

Regalta Place: 55 43 10th Avenue: 44 46

#### Inbound

	1	Northbound	1	5	Southboun	d		Eastbound		,	Westbound	i	TOTAL
	LT	T	RT	LT	T	RT	LΤ	Т	RT	LT	Т	RT	IOIAL
Regatta Place	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
Regatta Place	0	0	0	0	6	٥	0	0	0	0	0	0	6
10th Avenue	0	0	0	0	4	0	0	0	0	0	0	0	4
Total	0	0	0	0	10	0	٥	0	0	0	0	0	10

#### Outbound

	1	Vorthbound	3	5	Southbound	d		Eastbound		,	Weslbound	j	TOTAL
	LT	Т	RT	LT	Т	RT	LT	T	RT	LT	T	RT	IOIAL
Regatta Place	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	13	0	٥	0	0	0	0	0	0	0	٥	13
10th Avenue	0	14	0	0	0	0	0	0	0	٥	0	0	14
Total	0	27	0	0	0	0	0	0	0	0	٥	٥	27

	١	Vorthbound	l	5	Southbound	1		Eastbound	3		Westbound	d	TOTAL
	LT	Т	RT	LT	T	สา	LT	Υ	RT	LŤ	Т	RT	1 1012
Total	0	27	0	0	10	٥	0	0	0	0	٥	0	37

ı	 ٨	lorthbound			Southbound	3		Easibound			Westbound	3	TOTAL
	Ł٢	Т	RT	LT	Т	RT	LT	Т	RT	LT	Ϋ́	RT	TOTAL
	56	173	4	11	82	6	31	80	18	1	147	49	658

# Location: 10th Avenue west at Riverside Drive

2007 PM Peak Hour - Peak Season

ſ	-	Northbound	j	9	მისბისიმ	j		Easibound		,	Westbound	1	TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LΤ	T	RT	TOTAL
[	0	22	9	72	14	3	1	19	2	13	62	184	401

# Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	1	Northboun	d	9)	აისების ი	ರ		Eastbound		,	Westbound	j	TOTAL
	LT	Т	RT	LT	Т	ŔŢ	LT	T	RT	LT	T	RT	IOTAL
	0	22	9	72	14	3	1	19	2	13	62	184	401

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 55 43 10th Avenue: 44 48

#### Inbound

.,													
		Vorthbound	j		Southboun	<b>ರ</b>		Easlbound	1	1	<b>Nestbound</b>	1	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Т	RT	Lĩ	Ť	RT	TOTAL
Regatta Place	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	6	0	0	0	0	0	0	0	0	6
10th Avenue	0	0	0	0	0	0	٥	0	0	0	0	0	0
Total	0	0	0	6	0	٥	0	0	0	0	0	0	6

# Outbound

	1	Northbound	1		Southboun	d		Easlbound		'	Wesibound	j	TOTAL
	LĨ	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	IOIAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%	30%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	0	0	0	0	0	0	0	0	13	13
10th Avenue	0	0	0	0	0	0	٥	0	0	0	0	0	0
Total	0	0	0	٥	0	0	0	0	٥	0	٥	13	13

	1	Northbound	j .	S	oulhbourd	1		Eastbound	1		Westbound	d d	TOTAL
	LT	T	RT	LT	Т	RT	LT	T	RT	LT	Т	RT	TOTAL
Total	0	0	0	6	0	O	0	0	0	0	0	13	19

Γ	ı	Northbound	1		Southbound			Eastbound	l	'	Westbound	j	TOTAL
L	LT	Ť	RT	LT	Т	ŔŤ	LT	T	RT	LT	T	RT	TOTAL
F	0	22	9	78	14	3	1	19	2	13	62	197	420

Location: Business US-41 at 5th Street west

# 2007 PM Peak Hour - Peak Season

1	Vorthbound	j	5	Southbound	1		Eastbound		,	Westbound	j	TOTAL
LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Υ	RT	IOIAL
52	1,529	60	4	1,020	32	24	15	67	103	37	33	2,976

# Baseline PM Peak Hour - Peak Season

# **Background Traffic**

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	j	•	Southbound	1		Eastbound			Westbound	j	TOTAL
	LT	Υ	RT	LT	Т	RT	LT	T	RT	LT	Υ	RT	IOIAL
	52	1,529	60	4	1,020	32	24	15	67	103	37	33	2,976

# Approved Projects Traffic

Inbound Outbound

Regatta Place. 55 43 10th Avenue: 44 46

#### Inbound

	1	Northbound	j	8	Southbour	đ		Eastbound	1	1	Westbound	}	TOTAL
	LT	T	ЯT	LT	T	RT	LT	T	RT	LT	T	₽T	IOTAL
Regatta Place	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
Regatta Place	0	0	0	0	28	6	0	0	0	0	0	0	34
10th Avenue	0	0	0	٥	22	4	0	0	٥	0	0	0	26
Total	0	0	0	0	50	10	0	0	0	0	0	0	60

#### Outbound

	1	Northbound	1	S	Southboure	1		Eastbound		١	Westbound	3	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	IOIAL
Regatta Place	0%	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	30%	0%	0%	0%	0%	30%	0%	0%	0%	0%	0%	60%
Regatta Place	0	13	0	0	0	0	13	0	٥	0	٥	0	26
10th Avenue	0	14	0	O	0	٥	14	0	0	0	0	0	28
Total	0	27	0	0	0	0	27	0	0	0	٥	0	54

	1	Northbound	ţ	\$	Soulhbound	j		Eastbound	j	,	Westbound	3	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	Rĩ	IOIAL
Total	0	27	0	0	50	10	27	0	0	0	0	0	114

	١	Νοπηρουπο	3	,	Southbound	3		Eastbound	1	'	Nestbound	1	TOTAL
	LŤ	Ť	RT	LT	Ţ	RT	LT	Ť	RT	LT	Т	ŔŤ	IOIAL
	52	1,556	60	4	1,070	42	51	15	67	103	37	33	3,090

# Location: Business US-41 at 4th Street west

2007 PM Peak Hour - Peak Season

ĺ		Northbound	3	5	Southbound	1		Eastbound	S		Westbound	1	TÖTAL
l	LŤ	T	RT	LŤ	T	RT	LŤ	T	RT	LT	T	RT	المالك
ľ	185	1,683	16	2	1,152	25	2	1	95	٥	0	3	3,164

# Baseline PM Peak Hour - Peak Season

Background Traffic Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%_	0.0%	0.0%	0.0%	0.0%	
	١	Northbound	3		Southboun	d		Eastbound	I	,	Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LT	T	RT	IOIAL
	185	1,683	16	2	1,152	25	2	1	95	0	0	3	3,164

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 55 43 44 46 10th Avenue:

Inbound

												_	
		Northbound	Ī		Southbours	d		Eastbound		1	Westbound		TOTAL
	LŤ	T	RT	LT	T	RT	LT	Τ	RT	L٣	T	RT	TOTAL
Regatta Place	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
10th Avenue	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
Regatia Place	0	٥	0	0	28	٥	0	0	0	٥	0	0	28
10th Avenue	٥	٥	0	0	22	0	٥	0	0	0	0	0	22
Total	0	0	0	0	50	٥	0	٥	0	٥	0	٥	50

# Outhound

Cowound									_				
		Northbound	d		Southboun	d		Eastbound		'	Westbound	3	TOTAL
	LT	Τ	RT	LΤ	T	RT	LT	Т	RT	LT	T	RT	TOTAL
Regatta Place	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
10th Avenue	0%	30%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	30%
Regatta Place	0	13	٥	0	٥	0	0	٥	٥	0	0	٥	13
10th Avenue	0	14	٥	٥	0	0	0	0	0	0	0	0	14
Total	0	27	0	0	0	0	0	0	0	0	0	0	27

	1	Northboun	d	5	Southbourn	t		Eastbound	)	,	Westbound	j	TOTAL
	LT	Т	RT	LT	T	RT	LT	T	RT	LT	Ť	RT	TOTAL
Total	0	27	0	0	50	0	0	0	0	0	0	0	77

ı	1	Northbound	1		Southbound	3		Eastbound	i		Westbound	d	TOTAL
ı	LT	T	RT	LΥ	T	RT	LT	T	RT	LT	Т	RT	1012
ı	185	1,710	16	2	1,202	25	2	1	95	0	0	3	3,241

# Location: Business US-41 at Riverside Drive

# 2007 PM Peak Hour - Peak Season

Northbound		\$	Southbound	j		Eastbound	3	Westbound			TOTAL	
LT	Т	RT	LT	T	RT T	LT	Т	RT	LT	Т	RT	IOIAL
209	2,002	5	4	1,225	42		1	144	0	1	0	3,645

# Baseline PM Peak Hour - Peak Season

Background Traffic

Annual Growth Rate

Grow	vtn Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		1	Northbound	ರ		Southboun	<b>ರ</b>		Easlbound			Westbound	1	TOTAL
		LT	T	RT	LT	T	ŔT	LΥ	Т	ŔŦ	LT	Т	RT	TOTAL
		209	2,002	5	4	1,225	42	12	1	144	0	1	0	3,645

# Approved Projects Traffic

Inbound Outbound

Regalla Place: 55 43 10th Avenue: 44 46

#### Inbound

	Northbound			5	Southboun	d		Eastbound		Weslbound			TOTAL
	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	R⊺	TOTAL
Regatta Place	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
10th Avenue	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
Regatta Place	22	0	0	0	0	28	0	0	0	0	0	0	50
10th Avenue	18	0	0	٥	0	22	0	0	0	0	0	0	40
Total	40	0	0	0	0	50	0	0	0	0	0	0	90

# Outbound

	1	Northbound			Southbound			Eastbound		Westbound			TÖTAL
	LT	T	RT	L.T	T	RT	LT	Т	ŔŤ	LT	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	30%	0%	40%	0%	0%	0%	70%
10th Avenue	0%	0%	0%	0%	0%	0%	30%	0%	40%	0%	0%	0%	70%
Regatta Place	0	0	٥	0	0	0	13	0	17	0	0	0	30
10th Avenue	0	0	0	0	0	0	14	0	18	0	0	0	32
Total	0	0	0	0	0	0	27	0	35	0	0	0	62

	Northbound			\$	oulhbound	d	Eastbound			Westbound			TOTAL
	LT	T	RT	LT	Т	RT	LŤ	Т	RT	LT	T	RT	TOTAL
Total	40	0	0	0	0	50	27	0	35	0	0	0	152

	Northbound			Southbound			Easlbound			Westbound			TOTAL
	LT	Т	RT	LT	Τ	RT	Ł٢	Т	RT	LT	T	RT	IOIAL
	249	2,002	5	4	1,225	92	39	1	179	0	1	0	3,797

# Appendix D

Business US-41
Traffic Volume Trend

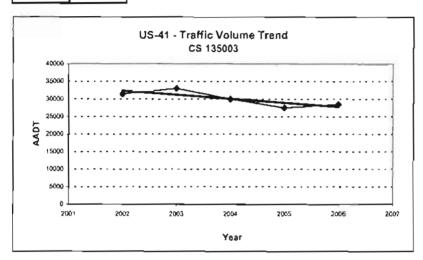
# **US-41 Traffic Volume Trend**

CS:

135003

Location: Business US-41 - south of 10th Street west

Year	AADT
2002	31500
2003	33000
2004	30000
2005	27500
2006	28500

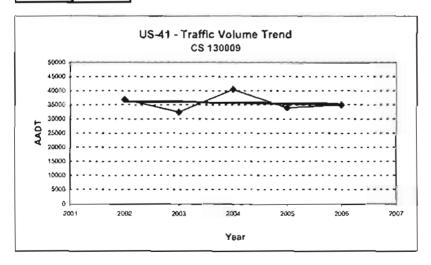


CS:

130009

Location: Business US-41 - south of Riverside Dr

Year	AADT
2002	37000
2003	32500
2004	40500
2005	34000
2006	35000



# Appendix E

**Baseline Conditions Analysis Worksheets** 

	۶	-	•	<b>1</b>	+	•	•	1	~	-	<b>↓</b>	<b>√</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	15	ĵ»			4			414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.869			0.988		-	0.994			0.996	100
FIt Protected	0.950				0.962			0.998				
Satd. Flow (prot)	1752	1619	0	0	1758	0	0	3448	0	0	3524	0
FIt Permitted	0.692				0.533			0.593			0.946	
Satd. Flow (perm)	1277	1619	0	0	974	0	0	2049	0	0	3334	0
Right Turn on Red			Yes			Yes	- 0		Yes			Yes
Satd. Flow (RTOR)		159			4			7			3	100
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30		3 15	30			30			30	100
Link Distance (ft)		860			284			450			302	
Travel Time (s)	- 10	19.5			6.5			10.2			6.9	
Volume (vph)	55	25	172	95	14	11	37	818	39	10	1498	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	2%	2%	8%	2%	3%	4%	2%	2%	2%	3%
Adj. Flow (vph)	62	28	195	108	16	12	42	930	44	11	1702	43
Lane Group Flow (vph)		223	0	0	136	0	0	1016	0	0	1756	0
Turn Type	Perm	220	_	Perm	100	- 45	custom	1010		Perm	1100	
Protected Phases		4		1 01111	8			12			2	
Permitted Phases	4			8			1			2		
Detector Phases	4	4		8	8		1	12		2	2	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0			27.0	27.0	200
Minimum Split (s)	14.5	14.5		14.5	14.5		11.5			31.5	31.5	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	14.5	82.0	0.0	67.5	67.5	0.0
Total Split (%)		34.4%		34.4%			11.6%			54.0%		0.0%
Maximum Green (s)	38.5	38.5	0.070	38.5	38.5	0.070	10.0	00.070	0.070	63.0	63.0	0.070
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	-
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0			1.0	1.0	
Lead/Lag	1.0	1.0		1.0	1.0		Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None	1 1 10 10	Min	I Supplied			C-Min	
Act Effct Green (s)	21.7	21.7		TAONE	21.7		IVIIII	95.3		O WIIII	67.8	
Actuated g/C Ratio	0.17	0.17	= ====		0.17			0.76			0.54	-
v/c Ratio	0.17	0.54			0.79			0.65			0.97	
Control Delay	45.3	18.4			76.5			10.7			44.1	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
	45.3	18.4			76.5			10.7			44.1	
Total Delay LOS	43.3 D	10.4 B			70.5 E			В			D	20
Approach Delay	U	24.3			76.5			10.7			44.1	100000
Approach LOS		24.3 C			70.5 E			В			D	
	24 5			31.5	31.5		17.0	В		63.0	63.0	
90th %ile Green (s)	31.5	31.5					Max				Coord	
90th %ile Term Code	Hold	Hold		Gap	Gap		Wax			Coord	Coold	

Tindale-Oliver & Associates, Inc.

	۶	<b>→</b>	•	•	<b>←</b>	•	1	†	<b>/</b>	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	25.2	25.2	- 150	25.2	25.2		23.3			63.0	63.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
50th %ile Green (s)	21.0	21.0		21.0	21.0		27.5			63.0	63.0	
50th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
30th %ile Green (s)	16.9	16.9		16.9	16.9		28.2			66.4	66.4	
30th %ile Term Code	Hold	Hold		Gap	Gap		Gap			Coord	Coord	
10th %ile Green (s)	11.3	11.3		11.3	11.3		18.9			81.3	81.3	
10th %ile Term Code	Hold	Hold		Gap	Gap		Gap			Coord	Coord	
Queue Length 50th (ft)	44	45			104			171			~804	
Queue Length 95th (ft)	77	106			159			318			#907	
Internal Link Dist (ft)		780			204			370			222	
Turn Bay Length (ft)												
Base Capacity (vph)	398	615			307			1564			1811	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.16	0.36	P WIE	S. Bu	0.44			0.65		W-10	0.97	
Intersection Summary		Smo S	The State of	Y BEN'						Samuel S		
Area Type: C	ther	20 1 3			2 TAW							
Cycle Length: 125												
Actuated Cycle Length:	125											
Offset: 40 (32%), Refere	enced to	phase	2:NBSI	B and 6	:, Start	of Green						
Natural Cycle: 90												
Control Type: Actuated-	Coordin	nated										
Maximum v/c Ratio: 0.97	7	Self les	Service .									
Intersection Signal Dela	y: 33.1				ntersec	tion LOS	: C					
Intersection Capacity Ut	ilization	79.8%		1	CU Lev	el of Ser	vice D					
	_											

Analysis Period (min) 15

Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: 5th Street W & Bus US-41



	ᄼ	<b>→</b>	•	1	+	4	4	†	~	-	<b></b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop	- W		Stop		200	Stop			Stop	
Volume (vph)	4	158	13	12	40	15	8	42	41	22	68	17
Peak Hour Factor	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
Hourly flow rate (vph)	5	186	15	14	47	18	9	49	48	26	80	20
Direction, Lane #	EB 1	WB1	NB 1	SB 1					45.3	100		7
Volume Total (vph)	206	79	107	126								
Volume Left (vph)	5	14	9	26		200						
Volume Right (vph)	15	18	48	20								
Hadj (s)	-0.01	-0.06	-0.20	-0.02		-						100
Departure Headway (s)	4.6	4.6	4.5	4.7								
Degree Utilization, x	0.26	0.10	0.14	0.16								- 3
Capacity (veh/h)	745	718	736	713								
Control Delay (s)	9.2	8.2	8.3	8.6								
Approach Delay (s)	9.2	8.2	8.3	8.6								
Approach LOS	A	A	A	A								
Intersection Summary	I BIE					THE	120		3 11		1/2	
Delay			8.7									
HCM Level of Service			Α									
Intersection Capacity Uti	ilization	6	27.1%	10	CU Leve	el of Ser	vice		A			134
Analysis Period (min)			15									
8 D 5 D 1 D 1												-8

	•	<b>→</b>	•	1	<b>←</b>	*	4	<b>†</b>	~	-	$\downarrow$	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	21	148	34	4	42	14	21	67	0	12	53	6
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	23	163	37	4	46	15	23	74	0	13	58	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	Real H			1	1-3 73		WITE !	
Volume Total (vph)	223	66	97	78								
Volume Left (vph)	23	4	23	13								
Volume Right (vph)	37	15	0	7								
Hadj (s)	-0.04	-0.08	0.18	0.08								
Departure Headway (s)	4.4	4.5	4.9	4.8								
Degree Utilization, x	0.27	0.08	0.13	0.10								
Capacity (veh/h)	791	747	694	699								
Control Delay (s)	9.0	7.9	8.6	8.3								
Approach Delay (s)	9.0	7.9	8.6	8.3								
Approach LOS	Α	A	Α	Α		N. HOLL	1000					
Intersection Summary	W. Tale				7		0		Big L			12.30
Delay	Telegraphy		8.6	200								
HCM Level of Service			Α									
Intersection Capacity Ut	ilization		30.1%	10	CU Leve	el of Ser	vice		A			
Analysis Period (min)			15									

	<b>&gt;</b>	<b>→</b>	•	1	<b>—</b>	•	4	1	-	<b>&gt;</b>	ļ	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	·	4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	1	28	0	15	9	65	0	6	2	91	6	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	30	0	16	10	71	0	7	2	99	7	2
Direction, Lane#	EB 1	WB 1	NB 1	SB 1			BE S	THE A	10.00			
Volume Total (vph)	32	97	9	108								
Volume Left (vph)	1	16	0	99								
Volume Right (vph)	0	71	2	2								
Hadj (s)	0.04	-0.36	-0.12	0.21								
Departure Headway (s)	4.3	3.8	4.2	4.4								
Degree Utilization, x	0.04	0.10	0.01	0.13								
Capacity (veh/h)	806	906	822	797								
Control Delay (s)	7.5	7.3	7.2	8.0								
Approach Delay (s)	7.5	7.3	7.2	8.0								
Approach LOS	A	A	Α	A								
Intersection Summary					No.		X IIIII					
Delay			7.6									1
HCM Level of Service			Α									
Intersection Capacity Uti	lization		30.8%	10	CU Leve	el of Ser	vice		Α			
Analysis Period (min)			15									

	۶	-	•	1	<b>←</b>	•	1	<b>†</b>	-	-	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations		4			4			414			414	
Sign Control	200	Stop	-	-	Stop	- 1	3	Free	See 5		Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	162	0	1	1	58	908	14	1	1627	2
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	0.8
Hourly flow rate (vph)	0	0	193	0	1	1	69	1081	17	1	1937	3
Pedestrians			7 400									73.00
Lane Width (ft)			100	1	35			Programme and the		AVIIN SIII	, Jan Oil	
Walking Speed (ft/s)												
Percent Blockage		The same							1			
Right turn flare (veh)												
Median type		None			None			A. H.			-	
Median storage veh)												
Upstream signal (ft)	Thurs.	200-	-	-	SHELL			Relia			450	Bullio
pX, platoon unblocked	0.52	0.52	0.52	0.52	0.52		0.52					
vC, conflicting volume	2635	3190	984	2391	3198	549	1968	1111111	THE REAL PROPERTY.	1098	1 25-19	127
vC1, stage 1 conf vol	No. of Concession, Name of Street, or other Publisher, Name of Street, Name of		7/10/10									
vC2, stage 2 conf vol	-		1811		THE REAL PROPERTY.					The Park	War Sta	
vCu, unblocked vol	3214	4276	57	2748	4290	549	1939			1098		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2	01.5		4.1	No. of Concession, Name of Street, or other Persons, Name of Street, or ot	
tC, 2 stage (s)	A SET	3,077			7010					-		
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	B-7-71	-	2.2	ALTO MATE	217
p0 queue free %	0	100	63	100	0	100	55			100	**	
cM capacity (veh/h)	0	1	521	2	1	480	152		1000	632	William !	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2					<b>F</b> 5	E 63
Volume Total	193	2	610	557	970	999		T Date			-	
Volume Left	0	ō	69	0	1	0						
Volume Right	193	1	0	17	0	31	T. SIE	S. Company			To the state of	
cSH	521	1	152	1700	632	1700	1-14-16-1					
Volume to Capacity	0.37	2.34	0.45	0.33	0.00	0.59	100	-				
Queue Length 95th (ft)	42	26	52	0.00	0.00	0.00	100					/
Control Delay (s)		5799.9	32.9	0.0	0.1	0.0			THE REST	-		
Lane LOS	C	F	D	0.0	A	0.0		-				
Approach Delay (s)		5799.9	17.2		0.0		THE REAL PROPERTY.					EM.
Approach LOS	C	F	11.5		0.0							
Intersection Summary		all sale	100 pp		F" 8 2		ELIS				Way Th	ê Win
Average Delay			11.1									
Intersection Capacity U	tilization	5	85.9%	1	CU Lev	el of Sei	rvice		E			
Analysis Period (min)	Contract Contract		15									

	1	<b>→</b>	•	•	<b>←</b>	4	4	<b>†</b>	<i>&gt;</i>	<b>&gt;</b>	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		4		7	<b>1</b>		7	<b>1</b>	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	25	1	148	2	0	0	100	991	0	1	1809	51
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	28	1	166	2	0	0	112	1113	0	1	2033	57
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												1
Right turn flare (veh)												
Median type	F	Raised		-	Raised							
Median storage veh)		1			1							
Upstream signal (ft)		- REEL									1050	
pX, platoon unblocked	0.52	0.52	0.52	0.52	0.52		0.52					
vC, conflicting volume	2845	3402	1045	2524	3430	557	2090			1113		100
vC1, stage 1 conf vol	2063	2063		1338	1338							
vC2, stage 2 conf vol	781	1338		1185	2092						2112	ATMILE
vCu, unblocked vol	3631	4706	156	3011	4762	557	2174			1113		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		Time!
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		17.3
p0 queue free %	0	92	63	82	100	100	10			100		
cM capacity (veh/h)	14	13	445	12	0	474	125			623		
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			
Volume Total	29	166	2	112	742	371	1	1355	735			
Volume Left	28	0	2	112	0	0	1	0	0			
Volume Right	0	166	0	0	0	0	0	0	57			
cSH	14	445	12	125	1700	1700	623	1700	1700			
Volume to Capacity	2.10	0.37	0.18	0.90	0.44	0.22	0.00	0.80	0.43			
Queue Length 95th (ft)	110	43	12	143	0	0	0	0	0			
Control Delay (s)	1066.8	17.8	353.8	120.8	0.0	0.0	10.8	0.0	0.0			
Lane LOS	F	C	F	F			В					
Approach Delay (s)	174.6		353.8	11.1			0.0					E E
Approach LOS	F		F									
Intersection Summary					THE SEC			55134	2.3	5700		610
Average Delay			13.8									
Intersection Capacity L	Itilization		74.1%	P	CU Leve	el of Ser	rvice		D			
Analysis Period (min)			15									

	۶	<b>→</b>	•	•	<b>←</b>	4	4	†	~	<b>/</b>	<b></b>	<b>✓</b>
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	ሻ	4			4			414			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50	12/15	50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15	V-123	9	15	-	9
Lane Util. Factor	1.00	1,00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt	ROLL	0.877			0.975			0.995			0.994	-
Flt Protected	0.950				0.971			0.998				
Satd. Flow (prot)	1770	1634	0	0	1760	0	0	3514	0	0	3518	0
Flt Permitted	0.631				0.773			0.699	- 113		0.948	
Satd. Flow (perm)	1175	1634	0	0	1401	0	0		0	0	3335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72	To like	2 200	10	17		6		100	4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)		30			30	DE L	1-1-15	30			30	-0.16
Link Distance (ft)		860			284			450			302	
Travel Time (s)		19.5		-	6.5	PETER S		10.2	1000		6.9	- 6
Volume (vph)	51	15	67	103	37	33	52	1556	60	4	1070	42
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	55	16	72	111	40	35	56	1673	65	4	1151	45
Lane Group Flow (vph)		88	0	0	186	0	0	1794	0	0	1200	0
Turn Type	Perm		45.00	Perm	1	(	custom			Perm		
Protected Phases	1 12 11 11 11 11	4			8			12		7,000	2	
Permitted Phases	4			8		-	1			2	1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1 1	7-3-31
Detector Phases	4	4		8	8		1	12		2	2	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	THE OWNER OF THE OWNER OWNER OF THE OWNER OW	100	20.0	20.0	SHAME
Minimum Split (s)	14.5	14.5		14.5	14.5		11.5			24.5	24.5	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	14.5	82.0	0.0	67.5	67.5	0.0
Total Split (%)		34.4%	0.0%	34.4%			11.6%			54.0%		0.0%
Maximum Green (s)	38.5	38.5		38.5	38.5		10.0	Charles .	- 7.00	63.0	63.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0	- ST	1.0			1.0	1.0	
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?				Section 1	- 5/5/10	THE ST	Yes			Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None	0 11 0	Min				C-Min	
Act Effct Green (s)	20.4	20.4			20.4			96.6			63.5	
Actuated g/C Ratio	0.16	0.16		3	0.16			0.77		Total Control	0.51	-
v/c Ratio	0.29	0.27			0.78			0.94			0.71	
Control Delay	47.4	14.8			68.7			25.0			26.4	1
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	47.4	14.8			68.7			25.0			26.4	
LOS	D	В			E			C			C	
Approach Delay	-	27.3	200		68.7	0 8 2		25.0			26.4	
Approach LOS		C			E			C			C	
90th %ile Green (s)	28.3	28.3		28.3	28.3		20.2		No. To	63.0	63.0	1600
90th %ile Term Code	Hold	Hold		Gap	Gap		Max			The second second	Coord	(SC 1) (1)
	0.0				Jup		HIGH			-00010	300ru	

Tindale-Oliver & Associates, Inc.

	•	<b>→</b>	•	•	<b>←</b>	•	•	<b>†</b>	~	-	<b>↓</b>	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	23.2	23.2		23.2	23.2		25.3		Contra	63.0	63.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
50th %ile Green (s)	19.8	19.8		19.8	19.8		28.7			63.0	63.0	
50th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
30th %ile Green (s)	16.5	16.5		16.5	16.5		32.0			63.0	63.0	
30th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
10th %ile Green (s)	11.9	11.9		11.9	11.9		36.6			63.0	63.0	
10th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
Queue Length 50th (ft)	40	11			139			537			378	
Queue Length 95th (ft)	75	54			206			#959			461	
Internal Link Dist (ft)		780			204			370			222	23.4
Turn Bay Length (ft)												
Base Capacity (vph)	367	559			444			1903			1696	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.15	0.16			0.42			0.94			0.71	
Intersection Summary						5 JUNE 12	II TO SERVICE STATE OF THE PARTY OF THE PART	The same	35%			150
Area Type: O	ther	T SHE	THE									
Cycle Length: 125												
Actuated Cycle Length:	125					Govern "						
Offset: 40 (32%), Refere	nced to	phase	2:NBSE	3 and 6:	, Start o	f Green						
Natural Cycle: 55												The same
Control Type: Actuated-0	Coordin	ated										
Maximum v/c Ratio: 0.94												
Intersection Signal Delay	r: 28.1			lr	ntersect	ion LOS	: C					
Intersection Capacity Uti	lization	103.8%		10	CU Leve	el of Sen	vice G					
Analysis Period (min) 15												

Splits and Phases: 6: 5th Street W & Bus US-41

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.



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EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	4			4			4			4	
	Stop			Stop			Stop			Stop	101
7	39	7	19	67	26	27	173	47	23	62	19
0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
8	44	8	21	75	29	30	194	53	26	70	21
EB 1	WB 1	NB 1	SB 1	EST-01	May Ave		THE PARTY NAMED IN		ar Thur	E	
60	126	278	117								
8	21	30	26		100						The same
8	29	53	21								
-0.02	-0.07	-0.06	-0.03								1
5.0	4.8	4.5	4.7								
0.08	0.17	0.34	0.15								
652	683	775	723								
8.4	8.8	9.8	8.5								
8.4	8.8	9.8	8.5								
A	A	A	A	BL 3							
databa,	857	A 500		-	3 10 10		NI (82.25				
No. of Lots		9.2								- 4	LINE
		Α									
lization	kar hadi	30.9%	10	CU Leve	el of Ser	vice		A			
		15									
	7 0.89 8 EB 1 60 8 8 -0.02 5.0 0.08 652 8.4 8.4 A	EBL EBT  Stop 7 39 0.89 0.89 8 44  EB 1 WB 1 60 126 8 21 8 29 -0.02 -0.07 5.0 4.8 0.08 0.17 652 683 8.4 8.8 8.4 8.8 A A	EBL EBT EBR  Stop 7 39 7 0.89 0.89 0.89 8 44 8  EB 1 WB 1 NB 1 60 126 278 8 21 30 8 29 53 -0.02 -0.07 -0.06 5.0 4.8 4.5 0.08 0.17 0.34 652 683 775 8.4 8.8 9.8 8.4 8.8 9.8 A A A  Silization 30.9%	Stop 7 39 7 19 0.89 0.89 0.89 0.89 8 44 8 21  EB 1 WB 1 NB 1 SB 1 60 126 278 117 8 21 30 26 8 29 53 21 -0.02 -0.07 -0.06 -0.03 5.0 4.8 4.5 4.7 0.08 0.17 0.34 0.15 652 683 775 723 8.4 8.8 9.8 8.5 8.4 8.8 9.8 8.5 A A A A  9.2 A  lization 30.9%	## Stop Stop  7 39 7 19 67  0.89 0.89 0.89 0.89 0.89  8 44 8 21 75  ## EB1 WB1 NB1 SB1  60 126 278 117  8 21 30 26  8 29 53 21  -0.02 -0.07 -0.06 -0.03  5.0 4.8 4.5 4.7  0.08 0.17 0.34 0.15  652 683 775 723  8.4 8.8 9.8 8.5  8.4 8.8 9.8 8.5  A A A A   9.2  A  ## Icu Level  ## Icu	EBL EBT EBR WBL WBT WBR  Stop Stop  7 39 7 19 67 26  0.89 0.89 0.89 0.89 0.89 0.89  8 44 8 21 75 29  EB 1 WB 1 NB 1 SB 1  60 126 278 117  8 21 30 26  8 29 53 21  -0.02 -0.07 -0.06 -0.03  5.0 4.8 4.5 4.7  0.08 0.17 0.34 0.15  652 683 775 723  8.4 8.8 9.8 8.5  8.4 8.8 9.8 8.5  A A A A A   9.2  A  lization 30.9% ICU Level of Ser	EBL         EBT         EBR         WBL         WBT         WBR         NBL           Stop         Stop         Stop         7         19         67         26         27           0.89         0.89         0.89         0.89         0.89         0.89         0.89         0.89           8         44         8         21         75         29         30           EB 1         WB 1         NB 1         SB 1         SB 1         SB 1         SB 29         30         SB 29         53         21         -0.02         -0.07         -0.06         -0.03         SB 28         8.5         8.5         8.4         8.8         9.8         8.5         8.5         8.4         8.8         9.8         8.5         8.5         8.4         8.8         9.8         8.5         8.5	EBL EBT EBR WBL WBT WBR NBL NBT  Stop Stop Stop  7 39 7 19 67 26 27 173  0.89 0.89 0.89 0.89 0.89 0.89 0.89  8 44 8 21 75 29 30 194  EB 1 WB 1 NB 1 SB 1  60 126 278 117  8 21 30 26  8 29 53 21  -0.02 -0.07 -0.06 -0.03  5.0 4.8 4.5 4.7  0.08 0.17 0.34 0.15  652 683 775 723  8.4 8.8 9.8 8.5  8.4 8.8 9.8 8.5  A A A A A   Bization 30.9% ICU Level of Service	EBL EBT EBR WBL WBT WBR NBL NBT NBR  Stop Stop Stop Stop  7 39 7 19 67 26 27 173 47  0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL  Stop Stop Stop  7 39 7 19 67 26 27 173 47 23  0.89 0.89 0.89 0.89 0.89 0.89 0.89 0.89	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL         SBT           Stop         Stop         Stop         Stop         Stop           7         39         7         19         67         26         27         173         47         23         62           0.89         <

	۶	<b>→</b>	>	1	<b>←</b>	•	•	<u>†</u>	<b>/</b>	<b>&gt;</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			44			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	31	80	19	1	147	49	56	173	4	11	82	6
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
Hourly flow rate (vph)	37	96	23	1	177	59	67	208	5	13	99	7
Direction, Lane #	EB 1	WB 1	NB 1	SB 1		1 m	5 (3)	THE R				3.0
Volume Total (vph)	157	237	281	119								
Volume Left (vph)	37	1	67	13			100	W. O.				-
Volume Right (vph)	23	59	5	7								
Hadj (s)	-0.01	-0.11	0.08	0.02								
Departure Headway (s)	5.4	5.1	5.2	5.4								
Degree Utilization, x	0.23	0.34	0.41	0.18								1
Capacity (veh/h)	609	648	638	596								
Control Delay (s)	10.0	10.8	11.8	9.6								TIME
Approach Delay (s)	10.0	10.8	11.8	9.6								
Approach LOS	В	В	В	A								11 11
Intersection Summary	and the last	MEGN		13 W. W	1		13			grill to		W == 1
Delay		The last	10.8							Wines		
HCM Level of Service			8									
Intersection Capacity Uti	lization		47.0%	10	CU Leve	el of Sen	vice		A			357
Analysis Period (min)			15									
Control of the last of the las												

	•	<b>→</b>	>	1	<b>←</b>	4	•	<b>†</b>	-	<b>\</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop		THE REAL PROPERTY.	Stop			Stop			Stop	
Volume (vph)	1	19	2	13	62	197	0	22	9	78	14	3
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	1	21	2	14	69	219	0	24	10	87	16	3
Direction, Lane #	EB 1	WB 1	NB 1	SB 1	2 - 1					E & B	B.F.	
Volume Total (vph)	24	302	34	106		5-57						
Volume Left (vph)	1	14	0	87	-	N 11 20						1000
Volume Right (vph)	2	219	10	3								
Hadj (s)	-0.01	-0.39	-0.14	0.18								a David
Departure Headway (s)	4.5	3.9	4.6	4.8								
Degree Utilization, x	0.03	0.33	0.04	0.14								200
Capacity (veh/h)	752	890	723	696								
Control Delay (s)	7.7	8.8	7.8	8.6								
Approach Delay (s)	7.7	8.8	7.8	8.6								
Approach LOS	A	A	A	A	P MI			1				TE AN
Intersection Summary		7		De la			L. Then					1431
Delay		- De Tari	8.6		The same	200 - 50		1				-36
HCM Level of Service			Α									
Intersection Capacity Ut	ilization	1	39.0%	10	CU Leve	el of Ser	vice	100	A	BESS	E Burn	
Analysis Period (min)			15									
	1	W-1-2						Mary 1811	- T. W.		2 301	

	•	<b>→</b>	•	1	<b>←</b>	4	4	<b>†</b>	<b>/</b>	-	1	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			414			47>	
Sign Control		Stop			Stop			Free			Free	den
Grade		0%			0%			0%			0%	
Volume (veh/h)	2	1	95	0	0	3	185	1710	16	2	1202	25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	2	1	101	0	0	3	197	1819	17	2	1279	27
Pedestrians												
Lane Width (ft)			1								IS WAY	Sell V
Walking Speed (ft/s)												
Percent Blockage		Aurini	W. III									
Right turn flare (veh)												
Median type		None	1 2 1 2	View III	None							
Median storage veh)		The second second										-
Upstream signal (ft)		S. Line									450	
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	2603	3526	653	2966	3531	918	1305			1836		
vC1, stage 1 conf vol				AND THE COLUMN		21115	1000					
vC2, stage 2 conf vol			ii ca da								SIM BIIII	T LANGE
vCu, unblocked vol	2808	4047	193	3296	4053	918	1068			1836		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		100
tC, 2 stage (s)			Table 1	Diff.			- 1357					
tF(s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	Versi e. II	100
p0 queue free %	49	8	83	100	100	99	59			99		
cM capacity (veh/h)	4	1	608	0	1	274	483			328		100
	ED 1		NB 1	NB 2	SB 1	SB 2	Carl Control		TAXABLE IN		47.11	- 1
Direction, Lane # Volume Total	EB 1	WB 1	1106	927	641	666		III) Ite	2016.27		200	
Volume Left	2	0	197	0	2	000					10000	
ALTERNATION TO TAKE AN	101	3	0	17	0	27						
Volume Right cSH		1000	483	1700	328	1700	-	-111-7				
	65	274	24170170	-	an office observations							
Volume to Capacity	1.60	0.01	0.41	0.55	0.01	0.39						
Queue Length 95th (ft)	229	100	49	0	0	0						
Control Delay (s)	434.5	18.3	15.7	0.0	0.2	0.0	-5-5-6					
Lane LOS	F	C	C		A							-
Approach Delay (s)	434.5	18.3	8.5		0.1	STATE OF						
Approach LOS	F	С										
Intersection Summary			de la			1						
Average Delay	Delay bearing		18.2		ACCUSED 1							
Intersection Capacity Ut	tilization	1	05.0%	I	CU Leve	el of Ser	vice		G			Marie 1
Analysis Period (min)			15									
												-34

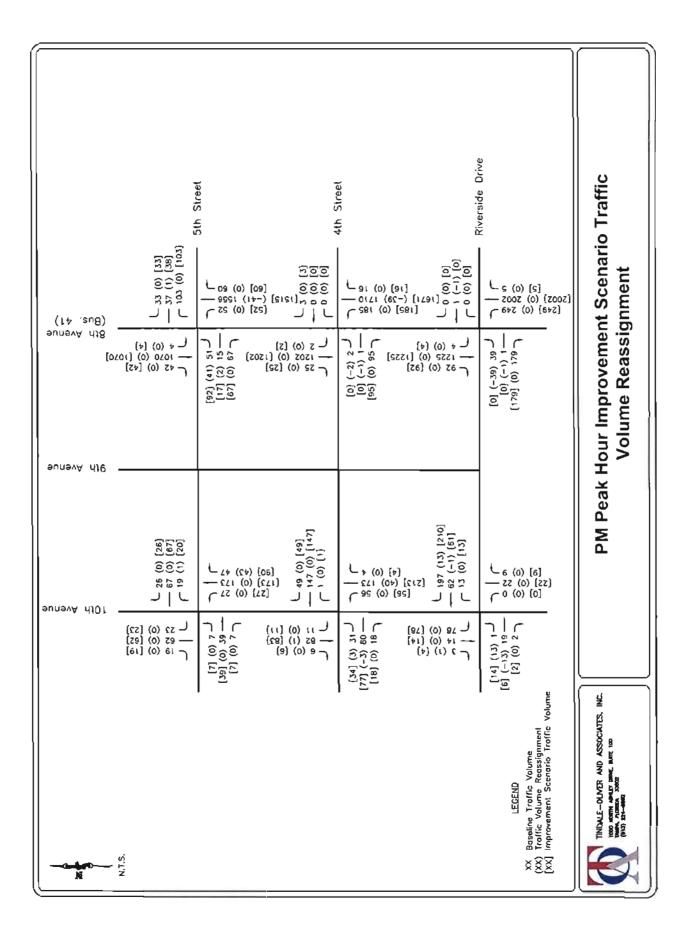
Tindale-Oliver & Associates, Inc.

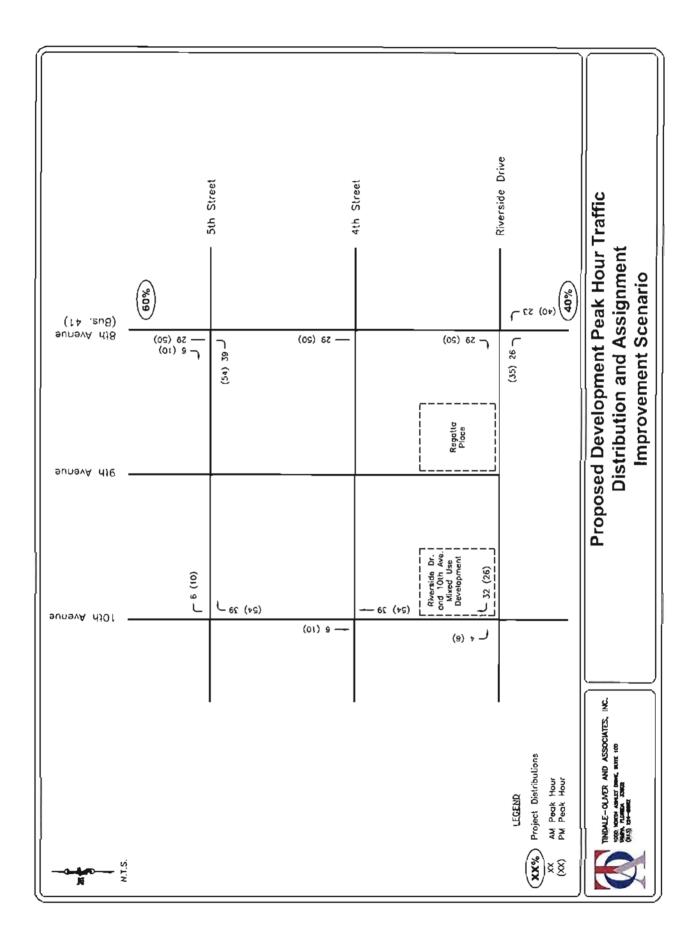
	۶	<b>→</b>	•	1	<b>←</b>	•	•	<b>†</b>	<b>/</b>	<b>\</b>	<b>↓</b>	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	7		4		7	44		14	<b>1</b>	
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	39	1	179	0	1	0	249	2002	5	4	1225	92
Peak Hour 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
Hourly flow rate (vph)	41	1	186	0	1	0	259	2085	5	4	1276	96
Pedestrians												
Lane Width (ft)				7 1	w where to					7	100	
Walking Speed (ft/s)												
Percent Blockage	Hilliam					CIRC			200	7.00	7 - 15	170
Right turn flare (veh)												
Median type	F	Raised			Raised					Tan	1 31	Toronto.
Median storage veh)		1			1							
Upstream signal (ft)	59334	No.	100		7 7	100				4000	1050	
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75	-	0.75					William Co.
vC, conflicting volume	2894	3942	686	3440	3987	1045	1372		III I See	2091	100	The same
vC1, stage 1 conf vol	1332	1332	141.00	2607	2607							
vC2, stage 2 conf vol	1562	2609	Service Name	833	1380		1000	-	- A 18	ALTO CO	-	WILL A
vCu, unblocked vol	3187	4577	256	3912	4637	1045	1166			2091		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1		100	4.1		-
tC, 2 stage (s)	6.5	5.5		6.5	5.5							
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2	-	B/ 41	2.2		
p0 queue free %	0	93	67	100	0	100	42			98		
cM capacity (veh/h)	31	14	560	6	0	225	448	700		261	11	LYS II
Direction, Lane #	EB 1	EB 2	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	7-3	100	
Volume Total	42	186	1	259	1390	700	4	851	521	-		The w
Volume Left	41	0	0	259	0	0	4	0	0			
Volume Right	0	186	0	0	0	5	0	0	96			150
cSH	30	560	0	448	1700	1700	261	1700	1700			
Volume to Capacity	1.39	0.33	3.26	0.58	0.82	0.41	0.02	0.50	0.31	-		23.8
Queue Length 95th (ft)	119	36	Err	90	0	0	1	0	0			
Control Delay (s)	499.7	14.6	Err	23.5	0.0	0.0	19.0	0.0	0.0			-
Lane LOS	F	В	F	С			С					
Approach Delay (s)	103.2		Err	2.6	MP V		0.1	1000	SINGIL			
Approach LOS	F		F									
Intersection Summary			100	April 1	Town V		10.0	1387111			385	
Average Delay			10.1	04								
Intersection Capacity U	tilization	8	77.7%		CU Lev	el of Sei	rvice		D		S. C.	- W 2
Analysis Period (min)			15									
	18					WOLFE !			800	88 1	III B	

# Appendix F

Improvement Scenario
Traffic Volume Reassignment

				4in Street		Riverside Drive	rio Traffic
8] 8{h Avenue (8us. 41)	(a) (b) (c) (c) (c) (d) (d) (d) (d) (d) (d) (d) (d) (d) (d	(79) (24) 55 (26) (1) 25 (1) 25 (272) (0) 172 (272) (0) 37 (273) (0) 37 (273) (0) 39 (273) (0) 39 (0)	(2) (3) (6) (6) (7) (7) (8) (9) (9) (9) (9) (9) (9) (9) (9) (9) (9	[0] (0) [0] [0] (0) (0) [0] \$5.00	(51) (6) (7) (80) (80) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	[0] (-25) 25 [148] (0) 148] (0) [148] (0) [00] (0) (0) (0) (0) (0) (0) (0) (0) (0) (0)	AM Peak Hour Improvement Scenario Traffic Volume Reassignment
sunavA dj01	(3) (6) (6) (6) (6) (6) (7) (7) (7) (7) (7) (7) (7) (7) (7) (7	(13) (0) 158 (13) (0) 158 (13) (0) 158 (14) (0) 42 (15) (15) (15) (15) (15) (15) (15) (15)	(7) (9) (14) (9) (14) (9) (14) (14) (14) (14) (14) (14) (14) (14	[24] (0) 21	(2) (3) (1) (1) (1) (1) (1) (1) (1) (1) (1) (1	[7] (6) [7] [22] (-6) 28 [0] (0) 00 SER	AM Peak H
JE JE	N.T.S.	)  951)  13		[841] [841]		(22)  XX Baseline Traffic Volume (XX) Traffic Volume Reassignment [XX] Impravement Scenario Traffic Volume	THUME-OLVER AND ASSOCIATES, INC. TO THE STATE OF THE TOP THE T





Location: 10th Avenue west at 5th Street west

#### 2007 AM Peak Hour - Peak Season

	1	Northbound	t		Southbound			Eastbound			Westbound	i	TOTAL
1	LT	Ť	RT	LΥ				τ	RT	LT	Т	RT	المامر
	8	42	21	22	68	17	4	158	13	6	40	15	414

#### Baseline AM Peak Hour - Peak Season

#### Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%_	0.0%	0.0%	0.0%	
		Northbound	3	•	Southbound	đ		Eastbound			Westbound	3	TOTAL
	LT	T	RT	LT	Т	RT	LT	T	RT	LT	T	RT	101,74
	8	42	21	22	68	17	4	158	13	6	40	15	414

Re-assigned Background Traffic

	7	Northbound	i	5	Southbound	j		Eastbound	j		Westbound	3	TOTAL
LT		Т	RT	LT	Υ	RT	LT	Т	RT	LT	Т	RT	TOTAL
	0	0	6	0	0	0	0	0	0	1	0	0	7

Total Background Traffic

	ı	Northbound	3		Southbound	d		Eastbound			Westbound	3	TOTAL
	LT T RT		LΤ	Т	ŔŤ	LT	T	RT	LT	T	RT	IOIAL	
	8	42	27	22	68	17	4	158	13	7	40	15	421

#### Approved Projects Traffic

Inbound Outbound

Regalla Place: 38 53 10th Avenue: 19 12

#### Inbound

	1	Northbound	i		Southboun	d		Eastbound	1	,	Westbound		TOTAL
	LT	Т	RT	LT	T	RT	LT	Т	RT	LT	T	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
Regatta Place	0	0	0	٥	0	0	0	0	0	4	٥	٥	4
10th Avenue	0	0	0	0	٥	0	0	0	0	2	0	0	2
Total	0	0	0	0	0	٥	0	0	0	6	0	0	6

#### Outbound

	ı	Northbound	j	8	Southbound	d		Eastbound		١	Westbound	j	TOTAL
	LT	Ť	RT	LT	T	RT	LT	Ť	RT	LT	Т	RT	IOIAL
Regalla Place	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
Regatta Place	0	0	32	٥	0	0	0	0	0	0	٥	0	32
10th Avenue	0	٥	7	0	٥	٥	0	0	0	0	0	٥	7
Total	0	0	39	0	0	٥	0	0	٥	0	0	0	39

	₹	Northbound	3	5	Southbound	j		Eastbound		1	Westbound	d	TOTAL
	LŤ	Т	RT	LT	Т	RT	LŤ	Т	RT	LT	T	RT	IOIAL
Total	0	0	39	0	٥	0	0	0	0	6	0	0	45

	1	Northbound	t	\$	Southbound	d		Eastbound		١	Westbound	3	TOTAL
 LT T RT LT			Т	RT	LT	Т	RT	LT	Т	RT	IOIAL		
	8	42	66	22	68	17	4	158	13	13	40	15	466

Location: 10<sup>th</sup> Avenue west at 4<sup>th</sup> Street west

2007 AM Peak Hour - Peak Season

ı	,	Northbound	d	S	Southbound	j		Eastbound		,	Westbound	<b>.</b>	TOTAL
ı	Lĩ	T	ЯT	LT	7	RT	LT	T	RT	LT	T	RT	IOIAL
I	21	47	0	12	47	6	21	148	34	4	42	14	396

# Baseline AM Peak Hour - Peak Season

**Background Traffic** 

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northboun	d	;	Southboun	q		Eastbound			Westbound	3	TOTAL
	ŁT	τ	RT	LT	Т	RT	LT	T	RT	LT	T	RT	١٥١٨٤
	21	47	0	12	47	6	21	148	34	4	42	14	396

Re-assigned Background Traffic

ı	ī	Vorthboun	d	5	Southbound	d		Eastbound			Westbound	1	TOTAL
ı	LT	T	RT	LT	T	RT	LT	Ť	RT	LT	τ	RT	IOIAL
1	٥	6	٥	0	0	1	٥	0	0	0	-1	0	6

Total Background Traffic

	4	Northboun.	<b>ರ</b>	5	Soulhbound	}		Easibound		,	WesIbound		TOTAL
	LT	Т	RT	LT	LT T RT			T	RT	LT	T	Rĩ	IOIAL
	21	53	0	12	47	7	21	148	34	4	41	14	402

#### Approved Projects Traffic

Inbound Outbound

Regalta Place: 38 53 10th Avenue: 19 12

Inbound

	l	Northbound	3		Southboun	d		Easlbound	3	١	Weslbound	i	TOTAL
	LT	T	RT	LT	Ť	RT	LΤ	T	RT	LΤ	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	٥%	10%
Regatta Place	0	0	0	0	4	0	0	0	0	0	0	0	4
10th Avenue	0	0	0	0	2	0	0	0	0	٥	0	٥	2
Total	0	0	0	0	6	0	0	0	0	٥	0	0	6

Outbound

	1	лодиропи Ромиров	j		Southboun	d		Eastbound		,	Westbound	1	TOTAL
	LT	Т	RT	LT	T	RT	LT	T	RT	LΤ	Т	RT	IOIAL
Regatta Place	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	60%	0%	0%	0%	0%	0%	0%	٥%	0%	0%	0%	60%
Regatta Place	0	32	0	0	0	0	0	0	٥	0	0	٥	32
10th Avenue	0	7	0	0	0	0	0	0	0	0	0	0	7
Total	0	39	٥	0	0	0	0	0	0	0	0	0	39

		Northbound	3		Southbound	t l		Easibound	1		Westbound	3	TOTAL
	LΤ	Ť	RT	LT	Т	RĨ	LT	Ĩ	RT	LΤ	T	RT	101~
Total	0	39	0	٥	6	0	0	0	0	0	0	0	45

Total (70		Northbound	đ	r (	Southboun	d		Eastbound	1	,	Westbound	3	TOTAL
	LT	٢	RT	LT	T	ŔŤ	LT	T	RT	LT	T	RT	TOTAL
	21	92	0	12	53	7	21	148	34	4	41	14	447

Location: 10<sup>th</sup> Avenue west at Riverside Drive

# 2007 AM Peak Hour - Peak Season

ľ		Vorthbound	i	•	Southbound	}		Eastbound		١	Vestbound	1	TOTAL
ı	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Ť	RT	IOIAL
	0	6	2	87	6	2	1	28	0	15	9	49	205

# Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northboun	d	,	Southboun	ರ		Eastbound	l	'	Westbound	ď	TOTAL
	LT	Т	RT	IOIAL									
	0	6	2	87	6	2	1	28	0	15	9	49	205

Re-assigned Background Traffic

(	<b>Northboun</b>	1	5	Southbound	j		Eastbound	1	1	Westbound	3	TOTAL
LT	Т	RT	LT	Т	RT	LT	T	RT	LT	т	RT	IOIAL
0	0	0	0	0	0	в	-B	0	0	0	٥	0

Total Background Traffic

í	Northbound	3		Southbound	j		Eastbound	1		Westbound	;	TOTAL
LT	Т	RT	LT	Т	RT	ĽΤ	Т	ŔŤ	LT	Т	RT	IOIAL
0	6	2	87	6	2	7	22	0	15	9	49	205

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

	١	Northbound	1	(	Southboun	d		Eastbound	3	,	Westbound	j	TOTAL
	LT	T	RT	LT	T	RT	LT	Т	RT	LT	Т	RT	TOTAL
Regatia Place	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	4	٥	0	0	0	0	0	0	0	4
10th Avenue	O	0	0	0	0	٥	0	0	0	0	0	0	0
Total	0	0	0	4	0	٥	٥	0	0	٥	0	0	4

# Outbound

	_	Northbound	j	5	Southboun	d		Eastbound		,	Westbound	j	TOTAL
	ŁТ	Т	RT	LT	Т	RT	LT	Τ	ŔT	LT	T	RT	IOIAL
Regatta Piace	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	60%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	٥	٥	0	0	0	0	0	0	0	0	32	32
10th Avenue	٥	0	0	0	0	٥	0	0	0	٥	٥	0	0
Total	٥	0	0	0	0	0	0	0	٥	٥	0	32	32

	ì	Northbound	d	;	Southbound	d .		Eastbound	1	,	Weslboung	3	TOTAL
	LT	П	RT	LT	Т	RT	ŁT	T	RT	LT	T	RT	IOIAL
Total	0	0	0	4	0	0	0	0	0	0	0	32	36

	l	Northbound	ರ	· ·	Southbound	j		Eastbound	l		Westbound	<u> </u>	TOTAL
	LT	Т	RT	LŤ	Ť	RT	LT	Т	RΥ	LT	Т	RT	TOTAL
	٥	6	2	91	6	2	7	22	0	15	9	81	241

# Location: Business US-41 at 5th Street west

# 2007 AM Peak Hour - Peak Season

ſ	٨	lanhbaund	1	5	Southbound	1		Eastbound		,	Westbound	j	TOTAL
l	LT	T	RT	LŤ	T	RT	LT	Т	RT	LŤ	Υ	RT	TOTAL
	37	798	39	10	1,469	32	35	25	172	95	14	11	2,737

# Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	r L	*	Southboun	Q.		Eastbound		•	Westbound	<b>3</b>	TOTAL
	LT	T	RT	LT	Т	RT	Lĩ	Т	RT	LT	Т	RT	1012
	37	798	39	10	1,469	32	35	25	172	95	14	11	2,737

Re-assigned Background Traffic

1	Northbound	d d	S	Southbound	4		Easlbound	1	'	Westbound	t	TOTAL
LT	ĩ	RT	LT	Т	RT	LT	Т	RT	LŤ	Т	RT	TOTAL
0	-5	0	0	0	0	5	1	0	2	1	0	4

Total Background Traffic

1	1	Vorthbound	1		Southbound			Eastbound		1	<b>Vesibound</b>	i	TOTAL
ı	LT	T	Rĩ	LT	Т	RT	LT	Ť	RT	LT	Т	ŔŢ	IOIAL
	37	793	39	10	1.469	32	40	26	172	97	15	11	2,741

# Approved Projects Traffic

Inbound Outbound

Regatia Place: 38 53 10th Avenue: 19 12

# Inbound

	í	Vorthbound	1	5	Soulhboun	d		Eastbound	I	1	Westbound	3	TOTAL
	LT	Т	RT	LT	Τ	RT	LT	Т	คั	LT	Т	RT	IOIAL
Regatta Place	0%	0%	0%	0%	50%	10%	0%	0%	٥%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
Regatta Place	0	0	0	0	19	4	0	0	0	٥	0	0	23
10th Avenue	0	0	0	٥	10	2	٥	٥	0	٥	0	0	12
Total	0	0	0	0	29	6	٥	0	0	0	0	0	35

# Outbound

	ı	Northbound	<u> </u>		Southboun	ď		Easibound	1	,	Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	LT	ĩ	RT	LT	T	RT	المامد
Regatta Place	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	60%
Regatta Place	0	0	0	0	0	0	32	0	0	0	0	0	32
10th Avenue	0	0	0	0	0	0	7	0	0	0	٥	0	7
Total	0	0	0	0	0	0	39	0	0	0	0	٥	39

	ı	Northboun	<b>ರ</b>		Southbound	4		Eastbound	1	,	Westbound	đ	TOTAL
	LT	Т	RT	LT	Т	RT	LT	T	RT	LT	Т	RT	IOIAL
Total	0	0	0	0	29	6	39	0	0	0	0	0	74

	Northbound	3		Southbaund	1		Eastbound	I		Westbound	1	TOTAL
LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	T	RT	1012
37	793	39	10	1,498	38	79	26	172	97	15	11	2,815

# Location: Business US-41 at 4th Street west

# 2007 AM Peak Hour - Peak Season

ı	Ī	Northbound	t		Southbound	3		Eastbound		•	Westbound	\$	TOTAL
ı	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	1012
ı	58	888	14	٥	1,598	26	0	0	162	0	1	1	2,748

# Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	٥.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	d	•	Southbound	п		Eastbound			Westbound	3	TOTAL
	LT	Τ	RT	LŤ	Т	RT	LT	T	RT	LT	T	RT	
	58	888	14	0	1,598	26	0	0	162	0	1	1	2,748

Re-assigned Background Traffic

	Vorthbound	Ļ		Southbound	3		Eastbound			Westbound	7	TOTAL
LT	LT T RT			Т	RT	LT	T	RT	LT	Т	RT	IOIAL
0	-5	0	0	2	٥	0	0	0	0	-1	٥	4

Total Background Traffic

	Vorthbound	d	Ş	Southbound	<b>ರ</b>		Easibound		١	Westbound	d	TOTAL
LT	Т	RT	LT	Ť	RT	LT	Т	RT	LT	T	RT	IOIAL
58	883	14	0	1,600	26	0	0	162	0	0	1	2,744

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

Inbound

	ı	Northbound	, t		Southboun	ď		Eastbound	I		Weslbound	<del>)</del>	TOTAL
	LT	Т	RT	٤T	Т	ŔŢ	LT	T	RT	LT	T	RT	IOIAL
Regatte Place	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
10th Avenue	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
Regatta Place	0	٥	٥	0	19	0	0	0	0	٥	٥	0	19
10th Avenue	0	٥	٥	٥	10	0	٥	٥	0	0	٥	٥	10
Total	0	0	٥	٥	29	0	٥	0	0	0	٥	٥	29

#### Outbound

CURDONIO		_											
	Ì	Northbound	j	8	Southboun	d		Eastbound	1		Westbound	3	TOTAL
	LT	Т	RT	LT	T	RT	LT	Т	RT	LT	T	RT	IOIAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	٥	0	٥	0	0	٥	٥	0	0	٥	0	0
10th Avenue	0	٥	0	0	0	0	0	0	0	0	٥	0	0
Total	0	٥	0	٥	0	0	0	٥	0	0	0	0	0

	1	Northbound	t		Southbound	Ļ		Eastbound	I		Weslbound	ł	TOTAL
	LT	1	RT	LT	T	RT	LT	Т	RT	LT	7	RT	IOIAL
Total	0	٥	0	٥	29	0	0	0	0	0	0	0	29

١	Northbound	d		Southbound	j		Eastbound		1	Westbound	l	TOTAL
LT	Т	RT	LT	Т	RŢ	LT	T	RT	LT	Т	RT	IOIAL
58	883	14	0	1,629	26	0	0	162	٥	0	1	2,773

# Location: Business US-41 at Riverside Drive

# 2007 AM Peak Hour - Peak Season

ı	l	Northbound	d		Southbound	d		Easlbound	l	,	Westbound	3	TOTAL
ı	LT	LT T RT			T	RT	LT	Т	RT	LT	T	RT	المنحد
ı	77	991	٥	0	1,809	22	5	1	122	2	0	0	3,029

#### Baseline AM Peak Hour - Peak Season

Background Traffic

Annual

Gr	owth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
			Nonhboun	q	,	nuodiliuo8	q		Eastbound	\$	-	Westbound	t l	TOTAL
		LT	Т	RT	LT	T	RT	LΫ́	Т	RT	LT	Т	RT	TOTAL
		77	991	٥	0	1,809	22	5	1	122	2	0	0	3,029

Re-assigned Background Traffic

	1	Northbound	ರ		Southbound	ರ		Easibound	}	'	<b>Nestbound</b>	3	TOTAL
	LT	LT T RY			Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
	0	ő	0	0	2	0	-5	-1	0	-2	0	0	-6

Total Background Traffic

ſ	4	Northbound	3	Ş	Souithbound	ರ		Eastbound			Westbound	i	TOTAL
l	LT				Т	RT	LT	Т	RT	LT	Т	RT	IOIAL
ľ	77	991	0	0	1,811	22	٥	0	122	٥	0	0	3,023

# Approved Projects Traffic

Inbound Outbound

Regatta Place: 38 53 10th Avenue: 19 12

# Inbound

11,000,10										_			
		Northbound	i L		Southboun	đ		Eastbound	l	,	Wesibound	1	TOTAL
	LT	Т	RT	LT	T	RT	LT	Т	RT	LΤ	Т	RT	المامد
Regetta Place	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
10th Avenue	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
Regatta Place	15	0	0	0	٥	19	0	0	0	0	0	0	34
10th Avenue	8	٥	0	0	0	10	0	0	٥	0	9	٥	18
Tota!	23	0	٥	٥	0	29	0	0	0	0	0	٥	52

#### Outbound

Comoana	<u> </u>												
	1	Vorthbound	t		Southbound			Easibound			Westbound		
	LT	٢	RT	LT	Т	RT	LT	٢	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	40%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	40%	٥%	0%	0%	40%
Regatta Place	٥	0	0	0	0	O	0	0	21	0	0	0	21
10th Avenue	٥	0	0	0	0	0	0	0	5	0	0	0	5
Total	٥	0	0	0	0	0	0	0	26	٥	0	0	26

	1	Northbound			Southbound			Eastbound			Westbound		
	LŤ	Τ	RT	LT	Т	RT	LT	Т	RT	LT	T	RT	TOTAL
Total	23	0	0	0	0	29	٥	٥	26	0	0	0	78

	Northbound			Ş	Southbound Eastbound					,	Westbound	TOTAL	
	LT	T	RT	LT	Т	RT	LT	T	RT	LT	Т	RT	١٥١٨
	100	991	0	٥	1,811	51	0	٥	148	0	٥	0	3,101

#### Location: 10th Avenue west at 5th Street west

2007 PM Peak Hour - Peak Season

1	<b>Northbound</b>	1		Southbaund	+		Eastbound		١	Vastbound	,	TOTAL
LT	T	ЯT	LT	Т	RT	LT	T	RT	LT	T	RT	TOTAL
27	173	20	23	62	19	7	39	7	9	67	26	479

#### Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	٥.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Narthbound	1	•	Southboun	d d		Eastbound		'	Westbound	I	TOTAL
	LT	7	ЯT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
	27	173	20	23	62	19	7	39	7	9	67	26	479

Re-assigned Background Traffic

ric assigned E	acag.ou	<u></u>											
	1	Northbound	d	8	Southbound	ф		Eastbound	j		Westbound	3	TOTAL
	LT	T	RT	LT	T	RT	LT	τ	RT	LT T RT		IOIAL	
	0	٥	16	0	0	0	0	0	0	1	0	0	17

Total Background Traffic

١	Northbound	3	5	Southbound	ď		Eastbound		١	Westbound	j	TOTAL
LT	T	RT	LT	τ	RT	LT	Т	RT	LT	Т	RT	IOIAL
27	173	36	23	62	19	7	39	7	10	67	26	496

#### **Approved Projects Traffic**

Inbound Outbound

 Regatta Place:
 55
 43

 10th Avenue:
 44
 46

Inbound

	ı	Northbound	3		Soulhboun	d		Eastbound		'	Westbound	3	TOTAL
	LT	Т	RT	LΤ	T	RT	LT	Т	RT	LT	Т	RT	IOIAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	10%	0%	0%	10%
10th Avenue	0%	0%	0%	٥%	0%	0%	0%	0%	0%	10%	0%	0%	10%
Regatta Place	0	0	0	0	0	0	0	0	0	6	0	0	6
10th Avenue	0	0	0	0	0	٥	0	0	0	4	0	0	4
Total	٥	0	0	0	0	0	٥	0	0	10	0	0	10

Outbound

	ı	Vorthbound	j	8	Southbound	đ		Eastbound		١	Westbound	}	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	KL.	TOTAL
Regatte Place	0%	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	60%	0%	0%	0%	0%	0%	0%	٥%	0%	٥%	60%
Regatta Place	٥	0	26	٥	٥	٥	٥	0	0	0	0	0	26
10th Avenue	0	0	28	0	0	0	0	0	٥	٥	0	٥	28
Total	0	0	54	0	0	0	0	٥	٥	0	0	٥	54

	١	Northbound	đ		Southbound	d		Easibound	j	1	Wesibound	3	TOTAL
	LT	T	RT	LΤ	Т	RT	LΥ	Т	RT	LT	Т	ŔŢ	TOTAL
Total	0	0	54	0	٥	0	0	0	0	10	0	0	64

1	Northbound	d	•	Southbound	d		Eastbound		,	Westbound	3	TOTAL
LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	IOIAL
27	173	90	23	62	19	7	39	7	20	67	26	560

Location: 10<sup>th</sup> Avenue west at 4<sup>th</sup> Street west

#### 2007 PM Peak Hour - Peak Season

1	Northbound	j	•	Southbound	d		Eastbound			Westbound	j	TOTAL
٤T	T	RT	ĹŢ	Т	RT	LT	Т	RT	LΤ	Т	RT	IOIAL
56	146	4	11	72	6	31	80	18	1	147	49	621

#### Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	(	Northbound	1		Southbound	ď		Eastbound		,	Weslbound	I	TOTAL
	LŤ	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
	56	146	4	11	72	6	31	80	18	1	147	49	621

Re-assigned Background Traffic

	Northbound	1	5	Southboun	d		Eastbound	l	,	Westbound	j	TOTAL
LT	Ţ	RT	LT	Т	ŔŢ	LT	T	RT	LT	Т	RT	IOIAL
0	13	0	0	1	0	3	-3	0	0	0	0	14

Total Background Traffic

١	1	Northbound	i	4	Southbound	ť		Eastbound	l	,	Westbound	1	TOTAL
١	LT	T	RT	LΤ	Т	RT	LT	Т	RT	LT	Т	RT	IOIAL
ı	56	159	4	11	73	6	34	77	18	1	147	49	635

#### Approved Projects Traffic

Inbound Outbound

 Regatta Place:
 55
 43

 10th Avenue:
 44
 46

#### Inbound

	1	Northbound	1	5	Southboun	d		Easibound	ı	,	Weslbound	j	TOTAL
	LT	Ť	ŔT	Lĭ	Т	RT	LT	Т	RT	LΤ	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	۵%	10%
Regatta Place	٥	0	٥	0	6	0	0	0	0	0	0	0	6
10th Avenue	0	٥	0	٥	4	0	0	0	0	0	0	٥	4
Total	0	٥	٥	٥	10	0	0	0	0	0	0	٥	10

#### Outbound

	١	Vorthbound	1		Southboun	d		Eastbound	I	'	Westbound	\$	TOTAL
	LT	Т	RT	LT	Ť	RT	LT	Т	₽T	LT	Т	RT	IOIAL
Regatta Place	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	60%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%
Regatta Place	0	26	٥	٥	0	0	0	0	0	0	0	0	26
10th Avenue	0	28	0	0	٥	0	0	٥	٥	0	0	0	28
Total	0	54	0	0	0	0	0	٥	٥	٥	Ô	0	54

	ſ	Northbound	j		Southbound	ļ		Eastbound	j	1	Westbound	3	TOTAL
	LT	Т	RT	LT	Τ	ŔŢ	£ፐ	Т	RT	٤T	Т	RT	IOIAL
Total	٥	54	0	0	10	0	0	0	0	٥	0	0	64

TORRI TIRRITO (E	, a o . (g , o a	ua . Mpb		0,000	oo,								
	ı	Northbound	i	· ·	Southbound	đ		Eastbound	1		Weslbound	i	TOTAL
	LT	T	R⊺	LT	Т	RT	LT	Т	RT	٤T	Т	RT	1012
	56	213	4	11	83	6	34	77	18	1	147	49	699

Location: 10<sup>th</sup> Avenue west at Riverside Drive

#### 2007 PM Peak Hour - Peak Season

	Northbound	d		Southbound	j		Eastbound			Westbound	3	TOTAL
LŤ	T	RT	LŤ	T	RT	LT	Т	RT	LT	Т	RT	IOIAL
0	22	9	72	14	3	1	19	2	13	62	184	401

#### Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound			Southboun			Eastbound			Westbound	i	TOTAL
	LT	Т	RT	LT	T	RT	LT	Т	RT	LT	T	RT	IOIAL
	0	22	9	72	14	3	í	19	2	13	82	184	401

Re-assigned Background Traffic

nte decigned b	es. g. ce												
		Northbound	d		Southbound	d		Eastbound	3	1	Weslbound	i	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	1012
	0	٥	0	0	0	1	13	-13	0	0	-1	0	0

**Total Background Traffic** 

	}	Vorthbound	9	5	Southbound	đ		Eastbound		'	Westbound	3	TOTAL
	LT	Т	RT	LΫ́	T	RT	LT	Т	RT	ĹŤ	T	RT	TOTAL
ı	0	22	9	72	14	4	14	6	2	13	61	184	401

#### Approved Projects Traffic

Inbound Outbound

Regatta Place: 55 43 10th Avenue: 44 46

#### Inbound

	1	Northbound	i		Southboun	d		Eastbound		1	Westbound	ı	TOTAL
	LT	T	RT	LT	T	RT	LT	Т	RT	LT	Т	RT	JOIAL
Regatta Place	0%	0%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	10%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	6	0	0	0	0	0	0	٥	Ŏ	6
10th Avenue	0	0	٥	٥	0	0	0	0	0	0	0	0	0
Total	0	٥	0	δ	0	0	0	0	0	0	0	0	6

#### Outbound

	,	Northbound	ı		Southbound	d		Easlbound		'	Wastbound	1	TOTAL
	LT	Т	ЯT	LT	Т	RT	LT	Т	RT	LT	Ť	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	60%	60%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	0	0	0	0	0	0	0	0	0	26	26
10th Avenue	0	٥	0	٥	0	0	0	0	0	0	0	0	٥
Total	0	٥	0	0	٥	٥	0	0	0	0	0	26	26

	,	<b>Northbound</b>	d		Southbound	d		Eastbound	i	'	Westbound	j	TOTAL
	LT	Т	RT	LT	Т	RT	ŁТ	T	R٢	LT	Т	RT	TOTAL
Total	0	0	0	6	0	0	0	0	0	0	0	26	32

	ı	Northbound	đ	,	Southbound	d		Easibound	ì	_ '	Westbound	j	TOTAL
	LT	Т	RT	LT	T	RT	LT	Т	RT	LT	Т	RT	IOIAL
	٥	22	9	78	14	4	14	6	2	13	61	210	433

#### Location: Business US-41 at 5th Street west

2007 PM Peak Hour - Peak Season

ſ	1	vorthponuc	1	,	Southbound	d		Easibound		1	Westbound	i	TOTAL
ı	LT	T	RT	LT	Т	RT	LT	Т	RT	LT	Т	RT	TOTAL
Ī	52	1,529	60	4	1,020	32	24	15	67	103	37	33	2,976

#### Baseline PM Peak Hour - Peak Season

Background Traffic

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	d d		Southboun	1		Eastbound		,	Westbound	1	TOTAL
	LT	Т	RT	LT	T	RT	LT	T	RT	LT	T	RT	IOIAL
	52	1,529	60	4	1,020	32	24	15	67	103	37	33	2,976

Re-assigned Background Traffic

	Northbound	d		Southbound	3		Easibound		,	Westbound	3	TOTAL
LT	T	RΤ	LT	Т	RT	LT	T	RT	LT	٢	RT	١٥١٨
0	-14	0	0	0	0	14	2	0	0	1	0	3

Total Background Traffic

I	1	on poddypov	1	5	Southbound	d		Eastbound		·	Westbound	í	TOTAL
ı	LT	Τ	ŔŤ	LT	T	RT	LT	Т	RT	LT	Т	RT	IOIAL
ı	52	1.515	60	4	1,020	32	38	17	67	103	38	33	2,979

#### Approved Projects Traffic

Inbound Outbound

Regalta Place: 55 43 10th Avenue: 44 46

Inbound

	}	Northbound	d .		Southbound	d ,		Eastbound	ı	,	Wesibound	j	TOTAL
	LT	Τ	RT	LT	T	ŔŦ	LT	T	RT	LT	T	RT	IOIAL
Regatta Place	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	60%
Regatia Place	0	0	0	0	28	6	0	0	0	0	0	0	34
10th Avenue	٥	0	0	0	22	4	0	٥	0	٥	0	0	26
Total	0	0	0	0	50	10	0	٥	٥	٥	0	0	60

Outbound

	1	Vorthbound	i		Southboun	d		Eastbound		,	Westbound	i	TOTAL
	LT	T	RT	LT	T	RT	LT	T	RT	LŤ	Т	RT	TOTAL
Regalta Place	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	60%
10th Avenue	0%	0%	0%	0%	0%	0%	60%	0%	0%	0%	0%	0%	60%
Regatta Place	0	0	0	0	0	٥	26	0	0	0	0	0	26
10th Avenue	0	0	0	0	٥	0	28	0	0	0	0	0	28
Total	0	٥	0	0	0	0	54	0	0	Ô	0	0	54

		Northbound	1	\$	Southbound	7		Eastbour	d	,	Westbound	3	TOTAL
	LT	T	RT	LT	Т	RT	ĽŤ	Т	RT	LT	Т_	RT	TOTAL
Total	0	0	0	0	50	10	54	4	J a	0	0	0	114

total trame (E	ackg, ca	na · App	,0,04	0,0000 11	u								
	1	<b>Horthbound</b>	t		Southbound	3		Eastbound		١	Weslbound	3	TOTAL
	L۲	Т	RT	LT	Ť	Rĩ	LΤ	Т	RT	LT	Т	RT	IOIAL
	52	1,515	60	4	1,070	42	92	17	67	103	38	33	3,093

#### Location: Business US-41 at 4th Street west

2007 PM Peak Hour - Peak Season

	Northbound	i	5	Southbound	j		Eastbound	1	,	Westbound	ľ	TOTAL
LΤ	Т	RT	ĻŢ	T	RT	LT	Υ	RT	ĹŤ	Т	RT	TOTAL
185	1,683	16	2	1,152	25	2	1	95	0	٥	3	3,164

#### Baseline PM Peak Hour - Peak Season

Background Traffic Annual

Growth Rate:	0.0%	0.0%_	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
	)	Northbound	1		Southboun	d		Eastbound	,		Westbound	3	TOTAL
	LT	Т	RT	LT	Т	RT	LT	Ť	RT	LT	Т	RT	וטואנ
	185	1,683	16	2	1,152	25	2	1	95	0	0	3	3,164

Re-assigned Background Traffic

I		Northbound LT T RT			Southbound	d		Eastbound	l		Westbound	j	TOTAL
ı	ĻT	Ť	RT	LT	T	RT	LΤ	Т	RT	LΤ	Т	RT	IOIAL
1	0	-12	0	0	٥	0	-2	-1	0	0	0	0	-15

Total Background Traffic

1	Northbound	<del>,                                    </del>	S	Southbound	1		Eastbound		,	Westbound	3	TOTAL
LT	Т	ŔŢ	LT	Ť	RT	ĻΤ	T	RT	LT	Т	RT	TOTAL
185	1,671	16	2	1,152	25	0	0	95	0	0	3	3,149

#### Approved Projects Traffic

Inbound Outbound

Regatta Place: 55 43 10th Avenue: 44 46

Inbound

		Vorthbound	j	5	ดนอดิสร์นอริ	d		Eastbound		'	Vestbound	j	TOTAL
	LT	Т	RT	LT	T	RT	LT	T	RT	LT	T	RT	IOIAL
Regatta Place	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
10th Avenue	0%	0%	٥%	0%	50%	0%	0%	0%	0%	0%	0%	0%	50%
Regatta Place	0	0	0	0	28	0	0	0	0	0	0	0	28
10th Avenue	0	0	0	0	22	0	0	0	0	0	0	0	22
Total	٥	0	0	0	50	0	0	0	0	0	0	0	50

Outbound

Carboand													
	1	Northbound	1	·	Southbound	d		Eastbound		•	Weslbound	_	TOTAL
	LT	Т	RT	LT	Т	ŔT	LT	Т	RT	LT	Т	RT	TOTAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Regatta Place	0	0	Û	0	0	0	٥	٥	0	0	٥	٥	٥
10th Avenue	0	0	0	٥	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0

	- 1	Northbound LT T RT			Southbound	ಕ		Eastbound			Westbound	1	TOTAL
	LT	Т		LT	т	RT	LT	Т	ЯT	LT	Т	RT	TOTAL
Total	0	0	0	0	50	0	0	0	0	0	0	0	50

	1	Northbound	d l		Southbound	t		Eastbound		,	Westbound	1	TOTAL
	LT T RT		LT	T	RT	LT	Т	RT	LT	T	RT	IOIAL	
	185	1,671	16	2	1,202	25	0	0	95	0	0	3	3,199

#### Location: Business US-41 at Riverside Drive

#### 2007 PM Peak Hour - Peak Season

1	√orthbound	ı	S	Southbound	I		Easibound	l	1	Vestbound	1	TOTAL
LT				۲ _	RT	LT	T	RT	LT	T	RT	١٥١٨٤
209	2,002	5	4	1,225	42	12	1	144	0	1	0	3,645

#### Baseline PM Peak Hour - Peak Season

**Background Traffic** 

Annual

Growth Rate:	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%	
		Northbound	d	,	Southboun	d		Eastbound	ì		Westbound	<b>d</b>	TOTAL
	LT	Υ	RT	LT	Т	RT	LT	Т	RT	LT	Ť	RT	المنما
	209	2,002	5	4	1,225	42	12	1	144	0	1	0	3,645

Re-assigned Background Traffic

no assigned E	Jackgroo		<u> </u>										
	1	Northbound	d		Southboun	Q		Easibound	}		Westbound	3	TOTAL
	LT	Т	RT	LΤ	Т	RT	LT	Т	RT	LT	Τ	RT	1017
	Λ	٥	٥	٥	٥	0	-12	-1	٥	0	-1	0	-14

Total Background Traffic

ı	1	Northbound LT T RT			Southbound	j		Eastbound	3	1	Westbound	3	TOTAL
ı	LT	Ť		LT	Т	RT	LT	Т	RT	LT	Т	RT	١٥٠٨٤
ı	209	2,002	5	4	1,225	42	0	0	144	0	٥	0	3,631

#### Approved Projects Traffic

Inbound Outbound

Regatta Place: 55 43 10th Avenue: 44 48

#### Inbound

moound													
1	[ }	Northbound	d	8	Southboun	d		Eastbound	í	'	Westbound	j	TOTAL
	LT	Τ	RT	LT	Т	RT	LT	Т	RT	LT	T	Rĭ	TOTAL
Regatta Place	40%	0%	0%	0%	٥%	50%	0%	0%	0%	0%	0%	0%	90%
10th Avenue	40%	0%	0%	0%	0%	50%	0%	0%	0%	0%	0%	0%	90%
Regalla Place	22	0	0	0	0	28	٥	0	0	0	0	0	50
10th Avenue	18	0	٥	0	0	22	٥	0	0	٥	0	0	40
Total	40	0	0	0	0	50	٥	0	0	٥	0	٥	90

#### Outbound

000001110													
		Northbound	3		Southbound	a		Easibound		1	<b>Nestbound</b>	1	TOTAL
	LT	Τ	RΤ	LT	Т	RT	LT	Т	RT	٤T	T	RT	IOIAL
Regatta Place	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	40%
10th Avenue	0%	0%	0%	0%	0%	0%	0%	0%	40%	0%	0%	0%	40%
Regatta Place	0	٥	0	0	٥	0	0	0	17	0	٥	0	17
10th Avenue	0	٥	0	0	0	0	0	0	18	0	٥	0	18
Total	0	0	0	0	0	0	0	0	35	0	٥	0	35

		Vorthbound	ž.		Southbound	ı		Eastbound	I	•	Westbound	j	TOTAL
	LT	Т	ŔŦ	LT	T	RT	LT	Т	Rτ	LT	Т	RT	10174
Total	40	0	0	0	0	50	0	٥	35	0	0	0	125

		Vorthbound	t	,	Southbourid	3		Eastbound	l	•	Westbound		TOTAL
	LT	T	ŔŤ	LT	т	RT	LT	т	RT	LT	T	RT	1012
	249	2,002	5	4	1,225	92	0	0	179	0	0	0	3,756

### Appendix G

Improvement Scenario
Analysis Worksheets

	٠	<b>→</b>	•	<b>1</b>	+	•	4	1	~	<b>&gt;</b>	<b>↓</b>	- ✓
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	7	1			4			414			र्क	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50		50	50		50	50		50	50	-
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15	AND DE ST	9	15		9
Lane Util, Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.870			0.988			0.993			0.996	
FIt Protected	0.950				0.962			0.998				
Satd. Flow (prot)	1752	1621	0	0	1758	0	0	3444	0	0	3524	0
Flt Permitted	0.691				0.527			0.593			0.946	
Satd. Flow (perm)	1275	1621	0	0	963	0	0	2047	0	0	3334	0
Right Turn on Red			Yes			Yes			Yes		0001	Yes
Satd. Flow (RTOR)		159			4			7			3	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Link Speed (mph)	1.00	30	1.00	1.00	30	1.00	1,00	30	1.00	1.00	30	1100
Link Distance (ft)		860			284			450			302	
Travel Time (s)		19.5			6.5			10.2			6.9	400
Volume (vph)	79	26	172	97	15	11	37	793	39	10	1498	38
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Heavy Vehicles (%)	3%	2%	2%	2%	8%	2%	3%	4%	2%	2%	2%	3%
Adj. Flow (vph)	90	30	195	110	17	12	42	901	44	11	1702	43
Lane Group Flow (vph)		225	0	0	139	0	0	987	0	0	1756	0
Turn Type	Perm	225		Perm	100		custom			Perm	1700	
Protected Phases	1 Oilli	4		- Cilli	8		DOBLOTTI	12		1 01111	2	
Permitted Phases	4			8			1			2		
Detector Phases	4	4		8	8		1	12		2	2	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0	THE PARTY OF		27.0	27.0	E
Minimum Split (s)	14.5	14.5		14.5	14.5		11.5			31.5	31.5	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	14.5	82.0	0.0	67.5	67.5	0.0
Total Split (%)	34.4%										54.0%	0.0%
Maximum Green (s)	38.5	38.5	0.070	38.5	38.5	0.070	10.0	00.070	0.070	63.0	63.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0			1.0	1.0	-CAMPI
Lead/Lag	1.0	1.0		1.0	1.0		Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	- 17.0
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		Min			C-Min		
Act Effct Green (s)	22.3	22.3		HONE	22.3		IVILIT	94.7		Own	67.9	Annual Confession
Actuated g/C Ratio	0.18	0.18			0.18			0.76			0.54	-
v/c Ratio	0.40	0.54			0.79			0.64			0.97	
Control Delay	48.3	18.2			76.3			10.7			43.9	100
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	48.3	18.2			76.3			10.7			43.9	
LOS	40.3 D	В			70.5 E			В			D	
Approach Delay	U	26.8			76.3			10.7			43.9	
		20.0 C			70.5 E			B			D	
Approach LOS	22.4	32.4		32.4	32.4		16.1	В		63.0	63.0	45,74
90th %ile Green (s) 90th %ile Term Code	32.4 Hold	Hold		Gap	Gap		Max				Coord	
3001 Wile Lettin Code	Hold	i ioid		Сар	Gap		iviax			Coold	Joona	

Tindale-Oliver & Associates, Inc.

	•	<b>→</b>	*	1	+	4	4	†	~	<b>\</b>	ļ	1
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	25.9	25.9	The state of	25.9	25.9		22.6			63.0	63.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
50th %ile Green (s)	21.6	21.6		21.6	21.6		26.9			63.0	63.0	
50th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
30th %ile Green (s)	17.4	17.4		17.4	17.4		27.5			66.6	66.6	
30th %ile Term Code	Hold	Hold		Gap	Gap		Gap			Coord	Coord	
10th %ile Green (s)	11.6	11.6		11.6	11.6		18.5			81.4	81.4	
10th %ile Term Code	Hold	Hold		Gap	Gap		Gap			Coord	Coord	
Queue Length 50th (ft)	65	46			106			166			~804	
Queue Length 95th (ft)	104	107			161			308			#907	
Internal Link Dist (ft)		780			204			370			222	
Turn Bay Length (ft)												
Base Capacity (vph)	398	615			303			1553			1812	
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.23	0.37			0.46			0.64	Of the last	N-106	0.97	2 44
Intersection Summary	(Links	1	HIRE A		The same				S. Carlo	āvi.		Time S
Area Type: O	ther											
Cycle Length: 125												
Actuated Cycle Length: '		A CONTRACT	Pro-	- 300		100	-11					
Offset: 40 (32%), Refere	nced to	phase	2:NBSE	3 and 6:	, Start	of Green	1					
Natural Cyclo: 00												

Natural Cycle: 90

Control Type: Actuated-Coordinated Maximum v/c Ratio: 0.97

Intersection Signal Delay: 33.4
Intersection Capacity Utilization 79.4%

Intersection LOS: C
ICU Level of Service D

Analysis Period (min) 15

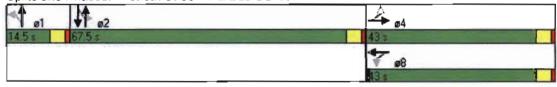
Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: 5th Street W & Bus US-41



۶	<b>→</b>	•	1	<b>←</b>	•	•	<b>†</b>	~	-	<b>↓</b>	1
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	4			4			4			4	
	Stop			Stop							
4	158	13	13	40	15	8	42	66	22	68	17
0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85	0.85
5	186	15	15	47	18	9	49	78	26	80	20
EB 1	WB1	NB 1	SB 1	247	3-50	-			100	is same	200
206	80	136	126								
5	15	9	26								
15	18	78	20								
-0.01	-0.06	-0.26	-0.02								
4.6	4.7	4.5	4.7								
0.26	0.11	0.17	0.17								
731	702	747	704			-					
9.3	8.3	8.4	8.7			WE W					
9.3	8.3	8.4	8.7								
Α	A	Α	A								
			1				-	JEST		14 15	700
		8.8							II TOTAL	-	
		Α									
lization		28.8%	10	CU Leve	el of Ser	vice		Α	-1 64		
		15									
	4 0.85 5 EB 1 206 5 15 -0.01 4.6 0.26 731 9.3 9.3 A	Stop 4 158 0.85 0.85 5 186  EB 1 WB 1 206 80 5 15 15 18 -0.01 -0.06 4.6 4.7 0.26 0.11 731 702 9.3 8.3 9.3 8.3 A A	Stop  4 158 13  0.85 0.85 0.85  5 186 15  EB 1 WB 1 NB 1  206 80 136  5 15 9  15 18 78  -0.01 -0.06 -0.26  4.6 4.7 4.5  0.26 0.11 0.17  731 702 747  9.3 8.3 8.4  9.3 8.3 8.4  A A A  A   Stop  Island S	Stop  4 158 13 13 0.85 0.85 0.85 0.85 5 186 15 15  EB 1 WB 1 NB 1 SB 1  206 80 136 126 5 15 9 26 15 18 78 20 -0.01 -0.06 -0.26 -0.02 4.6 4.7 4.5 4.7 0.26 0.11 0.17 0.17 731 702 747 704 9.3 8.3 8.4 8.7 9.3 8.3 8.4 8.7 A A A A   8.8  A  lization 28.8%	Stop Stop  4 158 13 13 40  0.85 0.85 0.85 0.85 0.85  5 186 15 15 47  EB 1 WB 1 NB 1 SB 1  206 80 136 126  5 15 9 26  15 18 78 20  -0.01 -0.06 -0.26 -0.02  4.6 4.7 4.5 4.7  0.26 0.11 0.17 0.17  731 702 747 704  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  8.8  A  Iization 28.8% ICU Level	Stop Stop  4 158 13 13 40 15  0.85 0.85 0.85 0.85 0.85  5 186 15 15 47 18  EB 1 WB 1 NB 1 SB 1  206 80 136 126  5 15 9 26  15 18 78 20  -0.01 -0.06 -0.26 -0.02  4.6 4.7 4.5 4.7  0.26 0.11 0.17 0.17  731 702 747 704  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  A A A A  A     Stop   Stop	Stop Stop  4 158 13 13 40 15 8 0.85 0.85 0.85 0.85 0.85 0.85 5 186 15 15 47 18 9  EB 1 WB 1 NB 1 SB 1  206 80 136 126 5 15 9 26 15 18 78 20 -0.01 -0.06 -0.26 -0.02 4.6 4.7 4.5 4.7 0.26 0.11 0.17 0.17 731 702 747 704 9.3 8.3 8.4 8.7 9.3 8.3 8.4 8.7 9.3 8.3 8.4 8.7 A A A A    Stop   Stop	Stop Stop Stop Stop  4 158 13 13 40 15 8 42  0.85 0.85 0.85 0.85 0.85 0.85 0.85  5 186 15 15 47 18 9 49  EB 1 WB 1 NB 1 SB 1  206 80 136 126  5 15 9 26  15 18 78 20  -0.01 -0.06 -0.26 -0.02  4.6 4.7 4.5 4.7  0.26 0.11 0.17 0.17  731 702 747 704  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  A A A A A  A  Ilization 28.8% ICU Level of Service	Stop Stop Stop Stop  4 158 13 13 40 15 8 42 66  0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85  5 186 15 15 47 18 9 49 78  EB 1 WB 1 NB 1 SB 1  206 80 136 126  5 15 9 26  15 18 78 20  -0.01 -0.06 -0.26 -0.02  4.6 4.7 4.5 4.7  0.26 0.11 0.17 0.17  731 702 747 704  9.3 8.3 8.4 8.7  9.3 8.3 8.4 8.7  A A A A A  A  Ilization 28.8% ICU Level of Service A	Stop Stop Stop Stop  4 158 13 13 40 15 8 42 66 22  0.85 0.85 0.85 0.85 0.85 0.85 0.85 0.85	Stop Stop Stop Stop Stop Stop  4

♪	<b>→</b>	*	1	<b>←</b>	•		<b>†</b>	~	-	<b>↓</b>	4
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
	4			4			4			4	
	Stop			Stop			Stop			Stop	
21	148	34	4	41	14	21	92	0	12	53	7
0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
23	163	37	4	45	15	23	101	0	13	58	8
EB 1	WB 1	NB 1	SB 1			or FAI	nex :	DAMMY			
223	65	124	79								
23	4	23	13								
37	15	0	8								
-0.04	-0.08	0.18	0.07								
4.5	4.6	4.9	4.8								
0.28	0.08	0.17	0.11								
765	729	696	692								
9.1	8.0	8.8	8.4								
9.1	8.0	8.8	8.4								
Α	A	A	A		172	Mary.		- 100			
				of Modern		The state of				1.050	e it d
		8.8									
		Α									
ilization		31.2%	1	CU Lev	el of Ser	vice		A			
		15									
	21 0.91 23 EB 1 223 37 -0.04 4.5 0.28 765 9.1 9.1 A	EBL EBT Stop 21 148 0.91 0.91 23 163 EB 1 WB 1 223 65 23 4 37 15 -0.04 -0.08 4.5 4.6 0.28 0.08 765 729 9.1 8.0 9.1 8.0	EBL EBT EBR  Stop  21 148 34 0.91 0.91 0.91 23 163 37  EB 1 WB 1 NB 1  223 65 124 23 4 23 37 15 0 -0.04 -0.08 0.18 4.5 4.6 4.9 0.28 0.08 0.17 765 729 696 9.1 8.0 8.8 9.1 8.0 8.8 9.1 8.0 8.8 A A A  A  ilization 31.2%	EBL EBT EBR WBL  Stop  21 148 34 4 0.91 0.91 0.91 0.91 23 163 37 4  EB1 WB1 NB1 SB1  223 65 124 79 23 4 23 13 37 15 0 8 -0.04 -0.08 0.18 0.07 4.5 4.6 4.9 4.8 0.28 0.08 0.17 0.11 765 729 696 692 9.1 8.0 8.8 8.4 9.1 8.0 8.8 8.4 A A A A   8.8  A  ilization 31.2%	Stop Stop 21 148 34 4 41 0.91 0.91 0.91 0.91 0.91 23 163 37 4 45  EB 1 WB 1 NB 1 SB 1  223 65 124 79 23 4 23 13 37 15 0 8 -0.04 -0.08 0.18 0.07 4.5 4.6 4.9 4.8 0.28 0.08 0.17 0.11 765 729 696 692 9.1 8.0 8.8 8.4 9.1 8.0 8.8 8.4 9.1 8.0 8.8 8.4 A A A A A  B.8  8.8  A  ICU Level  III Company Com	Stop Stop 21 148 34 4 41 14 0.91 0.91 0.91 0.91 0.91 0.91 23 163 37 4 45 15  EB 1 WB 1 NB 1 SB 1  223 65 124 79 23 4 23 13 37 15 0 8 -0.04 -0.08 0.18 0.07 4.5 4.6 4.9 4.8 0.28 0.08 0.17 0.11 765 729 696 692 9.1 8.0 8.8 8.4 9.1 8.0 8.8 8.4 A A A A A  8.8  A  ilization 31.2% ICU Level of Ser	EBL         EBT         EBR         WBL         WBT         WBR         NBL           Stop         Stop <td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT           Stop         Stop         Stop         Stop           21         148         34         4         41         14         21         92           0.91         0.91         0.91         0.91         0.91         0.91         0.91         0.91           23         163         37         4         45         15         23         101           EB 1         WB 1         NB 1         SB 1         SB 1         SB 1         SB 1         SB 1         SB 2         SB 2<td>## Company Com</td><td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           Stop         Stop         Stop         Stop         21         148         34         4         41         14         21         92         0         12         0.91</td><td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT  Stop Stop Stop Stop Stop  21 148 34 4 41 14 21 92 0 12 53 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91</td></td>	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT           Stop         Stop         Stop         Stop           21         148         34         4         41         14         21         92           0.91         0.91         0.91         0.91         0.91         0.91         0.91         0.91           23         163         37         4         45         15         23         101           EB 1         WB 1         NB 1         SB 1         SB 1         SB 1         SB 1         SB 1         SB 2         SB 2 <td>## Company Com</td> <td>EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           Stop         Stop         Stop         Stop         21         148         34         4         41         14         21         92         0         12         0.91</td> <td>EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT  Stop Stop Stop Stop Stop  21 148 34 4 41 14 21 92 0 12 53 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91</td>	## Company Com	EBL         EBT         EBR         WBL         WBT         WBR         NBL         NBT         NBR         SBL           Stop         Stop         Stop         Stop         21         148         34         4         41         14         21         92         0         12         0.91	EBL EBT EBR WBL WBT WBR NBL NBT NBR SBL SBT  Stop Stop Stop Stop Stop  21 148 34 4 41 14 21 92 0 12 53 0.91 0.91 0.91 0.91 0.91 0.91 0.91 0.91

	<b>→</b>		*	•	<b>←</b>	•	•	1	~	<b>/</b>	$\downarrow$	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	7	22	0	15	9	81	0	6	2	91	6	2
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	24	0	16	10	88	0	7	2	99	7	2
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			17.7		100	N. TV	18 33 W	
Volume Total (vph)	32	114	9	108								
Volume Left (vph)	8	16	0	99								
Volume Right (vph)	0	88	2	2								
Hadj (s)	0.08	-0.39	-0.12	0.21								
Departure Headway (s)	4.4	3.8	4.2	4,4								
Degree Utilization, x	0.04	0.12	0.01	0.13								10-8
Capacity (veh/h)	794	913	812	788								
Control Delay (s)	7.5	7.3	7.2	8.1								
Approach Delay (s)	7.5	7.3	7.2	8.1								
Approach LOS	A	A	Α	Α								
Intersection Summary	TO DES			7 July 14		STEEL STEEL		The same	RE TW		1	
Delay		Name of	7.7									
HCM Level of Service			Α									
Intersection Capacity Uti	lization		26.2%	10	CU Leve	el of Ser	vice		A			17.18
Analysis Period (min)			15									
	Marine In											1

	ᄼ	<b>→</b>	•	1	←	•	4	<b>†</b>	<b>/</b>	-	$\downarrow$	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
ane Configurations			7			7		413			414	
Sign Control	A AIR	Stop	5 30	1 3 4	Stop		-	Free	100	-170	Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	162	0	0	1	58	883	14	1	1629	2
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	0.8
Hourly flow rate (vph)	0	0	193	0	0	1	69	1051	17	1	1939	3
Pedestrians											4000	
Lane Width (ft)	3 3	1 3						Real Property			10	
Walking Speed (ft/s)												
Percent Blockage	1				1	OF ALL	TO SER	7			N	-
Right turn flare (veh)												
Median type	4000	None	100		None				NO.		200	
Median storage veh)												
Upstream signal (ft)	No.	EUR SE	-	GILT.		8				The same	450	
pX, platoon unblocked	0.52	0.52	0.52	0.52	0.52		0.52					
C, conflicting volume	2622	3163	985	2362	3170	534	1970	7.50		1068	J. 101	
vC1, stage 1 conf vol					7,000							
vC2, stage 2 conf vol		-	33	and the	1 3 1	Sept. Com		200	1000			
vCu, unblocked vol	3188	4221	62	2692	4234	534	1943			1068		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.2	T 10 15 3		4.1		
tC, 2 stage (s)	- 100000											
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2		100	2.2	2	100
p0 queue free %	100	100	63	100	100	100	55			100		
cM capacity (veh/h)	1	1	518	2	1	491	152			648		
			196,461	NB 2	SB 1	SB 2						
Direction, Lane #	EB 1	WB 1	NB 1					N= 1				
Volume Total	193	1	595	542	971	1001						
Volume Left	0	0	69	0	1	0			-			
Volume Right	193	1	0	17	0	31		100				
cSH	518	491	152	1700	648	1700			7	-		
Volume to Capacity	0.37	0.00	0.45	0.32	0.00	0.59			9-1-			
Queue Length 95th (ft)	43	0	52	0	0	0						
Control Delay (s)	16.0	12.4	32.8	0.0	0.1	0.0	1000					
Lane LOS	C	В	D		A							
Approach Delay (s)	16.0	12.4	17.2		0.0							
Approach LOS	С	В										
Intersection Summary		1800			-	حلوا					100	
Average Delay			6.9									
Intersection Capacity U	tilization	1	71.9%		CU Lev	el of Sei	rvice	4.1	C			
Analysis Period (min)			15									

	•	-	•	1	4-	•	•	<b>†</b>	~	-	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations			71			7	7	1		7	44	
Sign Control		Stop		11 -12	Stop			Free		A 548	Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	148	0	0	0	100	991	0	1	1811	51
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	0	166	0	0	0	112	1113	0	1	2035	57
Pedestrians												
Lane Width (ft)					Fig. 1							
Walking Speed (ft/s)												
Percent Blockage								200				
Right turn flare (veh)												
Median type		None			None	3 8						
Median storage veh)												
Upstream signal (ft)			35,7	1500	5 65			TOTAL PROPERTY.			1050	
pX, platoon unblocked	0.52	0.52	0.52	0.52	0.52		0.52					
vC, conflicting volume	2847	3404	1046	2524	3433	557	2092			1113		
vC1, stage 1 conf vol		and the same										
vC2, stage 2 conf vol												
vCu, unblocked vol	3629	4699	166	3008	4754	557	2177			1113		
tC, single (s)	7.5	6.5	7.0	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)		-										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2	THE STATE OF THE S	- 9
p0 queue free %	100	100	62	100	100	100	10			100		
cM capacity (veh/h)	0	0	440	0	0	474	125		-cyles	623		
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3			Design	
Volume Total	166	0	112	742	371	1	1357	736	0.00			
Volume Left	0	0	112	0	0	1	0	0				
Volume Right	166	0	0	0	0	0	0	57		1 7 11 10	ALC: N	
cSH	440	1700	125	1700	1700	623	1700	1700				
Volume to Capacity	0.38	0.18	0.90	0.44	0.22	0.00	0.80	0.43				
Queue Length 95th (ft)	43	0.10	143	0.44	0.22	0.00	0.00	0.43				
Control Delay (s)	18.1	0.0	120.5	0.0	0.0	10.8	0.0	0.0				
Lane LOS	C	Α.	120.5 F	0.0	0.0	В	0.0	0.0				-
Approach Delay (s)	18.1	0.0	11.0			0.0						
Approach LOS			11.0			0.0						
• •	С	Α										
Intersection Summary				17.6				and the			William II	4
Average Delay			4.8									
Intersection Capacity Ut	ilization		67.5%	- 10	CU Leve	el of Ser	vice		C			
Analysis Period (min)			15									

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	1	<b>→</b>	•	1	<b>←</b>	•	4	†	~	-	ļ	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	*	P			4			474			414	
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost Time (s)	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Leading Detector (ft)	50	50	100	50	50	1 32 1	50	50		50	50	
Trailing Detector (ft)	0	0		0	0		0	0		0	0	
Turning Speed (mph)	15		9	15		9	15		9	15		9
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	0.95	0.95	0.95
Frt		0.880		IIIc in S	0.975			0.994			0.994	
Fit Protected	0.950				0.971			0.998				
Satd. Flow (prot)	1770	1639	0	0	1760	0	0	3511	0	0	3518	0
FIt Permitted	0.630				0.773			0.697			0.948	
Satd. Flow (perm)	1174	1639	0	0	1401	0	0	2452	0	0	3335	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		72			10			6			4	
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1,00	1.00	1.00
Link Speed (mph)		30			30			30			30	
Link Distance (ft)		860			284			450			302	
Travel Time (s)		19.5			6.5			10.2			6.9	1000
Volume (vph)	92	17	67	103	38	33	52	1515	60	4	1070	42
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
Heavy Vehicles (%)	2%	2%	2%	2%	2%	3%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	99	18	72	111	41	35	56	1629	65	4	1151	45
Lane Group Flow (vph)	99	90	0	0	187	0	0	1750	0	0	1200	0
Turn Type	Perm			Perm		- (	custom			Perm		
Protected Phases		4			8			12			2	
Permitted Phases	4			8			1			2		1 94
Detector Phases	4	4		8	8		1	1 2		2	2	
Minimum Initial (s)	7.0	7.0		7.0	7.0		7.0			20.0	20.0	1121
Minimum Split (s)	14.5	14.5		14.5	14.5		11.5			24.5	24.5	
Total Split (s)	43.0	43.0	0.0	43.0	43.0	0.0	14.5	82.0	0.0	67.5	67.5	0.0
Total Split (%)	34.4%	34.4%	0.0%	34.4%	34.4%	0.0%	11.6%	65.6%	0.0%	54.0%	54.0%	0.0%
Maximum Green (s)	38.5	38.5		38.5	38.5		10.0			63.0	63.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5			3.5	3.5	
All-Red Time (s)	1.0	1.0		1.0	1.0		1.0			1.0	1.0	The last
Lead/Lag							Lead			Lag	Lag	
Lead-Lag Optimize?							Yes			Yes	Yes	12.00
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0			3.0	3.0	
Recall Mode	None	None		None	None		Min			C-Min	C-Min	
Act Effct Green (s)	20.5	20.5			20.5			96.5			63.5	
Actuated g/C Ratio	0.16	0.16			0.16			0.77			0.51	
v/c Ratio	0.51	0.27			0.78			0.92			0.71	
Control Delay	55.7	15.2			68.6			22.8			26.4	
Queue Delay	0.0	0.0			0.0			0.0			0.0	
Total Delay	55.7	15.2			68.6			22.8			26.4	1000
LOS	E	В			E			C			C	
Approach Delay		36.4		1000	68.6			22.8			26.4	- 34
Approach LOS		D			E			С			С	
90th %ile Green (s)	28.4	28.4		28.4	28.4		20.1			63.0	63.0	
90th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	

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	۶	<b>→</b>	>	•	<b>←</b>	•	•	<b>†</b>	_	<b>&gt;</b>	1	4
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
70th %ile Green (s)	23.4	23.4		23.4	23.4		25.1			63.0	63.0	
70th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
50th %ile Green (s)	19.9	19.9		19.9	19.9		28.6			63.0	63.0	1-1-1
50th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
30th %ile Green (s)	16.5	16.5		16.5	16.5		32.0			63.0	63.0	100
30th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
10th %ile Green (s)	12.0	12.0		12.0	12.0		36.5			63.0	63.0	
10th %ile Term Code	Hold	Hold		Gap	Gap		Max			Coord	Coord	
Queue Length 50th (ft)	74	12			139			499			378	
Queue Length 95th (ft)	123	56			208			#923			461	
Internal Link Dist (ft)		780			204			370			222	
Turn Bay Length (ft)												
Base Capacity (vph)	366	561			444			1894			1696	THE .
Starvation Cap Reductn	0	0			0			0			0	
Spillback Cap Reductn	0	0			0			0			0	125
Storage Cap Reductn	0	0			0			0			0	
Reduced v/c Ratio	0.27	0.16			0.42		- H	0.92			0.71	
Intersection Summary										.573		
Area Type: O	ther											
Cycle Length: 125												

Actuated Cycle Length: 125

Offset: 40 (32%), Referenced to phase 2:NBSB and 6:, Start of Green

Natural Cycle: 80

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.92

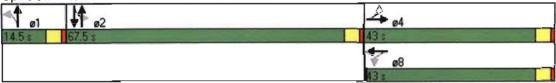
Intersection Signal Delay: 27.5 Intersection LOS: C
Intersection Capacity Utilization 102.7% ICU Level of Service G

Analysis Period (min) 15

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 6: 5th Street W & Bus US-41



	•	<b>→</b>	*	1	<b>←</b>	•	4	<b>†</b>	~	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control	W ART	Stop	A RES		Stop			Stop			Stop	
Volume (vph)	7	39	7	20	67	26	27	173	90	23	62	19
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	8	44	8	22	75	29	30	194	101	26	70	21
Direction, Lane #	EB 1	WB 1	NB 1	SB 1			190		gilling i	Jun 3 5		553
Volume Total (vph)	60	127	326	117								
Volume Left (vph)	8	22	30	26								
Volume Right (vph)	8	29	101	21								
Hadj (s)	-0.02	-0.07	-0.13	-0.03								
Departure Headway (s)	5.1	4.9	4.4	4.7								
Degree Utilization, x	0.08	0.17	0.40	0.15								
Capacity (veh/h)	632	662	788	712								
Control Delay (s)	8.6	9.0	10.3	8.6								
Approach Delay (s)	8.6	9.0	10.3	8.6								
Approach LOS	A	Α	В	A			5.03	Dec S	BI DA			
Intersection Summary	ST LAND	ZON.	107									T.
Delay			9.5									
HCM Level of Service			A									
Intersection Capacity Ut	ilization	ha -	33.8%	10	CU Lev	el of Ser	vice		A			
Analysis Period (mln)	ALC:		15	No of the	WINDS AND				-			

	۶	<b>→</b>	•	<b>1</b>	<b>←</b>	4	1	†	~	<b>&gt;</b>	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	1
Volume (vph)	34	77	18	1	147	49	56	213	4	11	83	6
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
Hourly flow rate (vph)	41	93	22	1	177	59	67	257	5	13	100	7
Direction, Lane#	EB 1	WB 1	NB 1	SB 1				800	513	_ETTE		
Volume Total (vph)	155	237	329	120								
Volume Left (vph)	41	1	67	13							S. and	
Volume Right (vph)	22	59	5	7								
Hadj (s)	0.00	-0.11	0.07	0.02								30 m
Departure Headway (s)	5.5	5.3	5.3	5.6								
Degree Utilization, x	0.24	0.35	0.48	0.19								-
Capacity (veh/h)	586	626	640	580								
Control Delay (s)	10.3	11.1	13.1	9.8								
Approach Delay (s)	10.3	11.1	13.1	9.8								
Approach LOS	В	В	В	A								
Intersection Summary	J. Car	12-67		1832			STATE		Day In	Shall the	Salvi S	
Delay			11.5									
HCM Level of Service			В									
Intersection Capacity Uti	lization		49.0%	10	CU Leve	el of Ser	vice		A			- 100
Analysis Period (min)	HI 1.17		15							and the same		

	۶	<b>→</b>	•	<b>*</b>	<b>←</b>	•	•	<b>†</b>	<b>/</b>	-	<b>↓</b>	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		4			4			4			4	
Sign Control		Stop			Stop			Stop			Stop	
Volume (vph)	14	6	2	13	61	210	0	22	9	78	14	4
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Hourly flow rate (vph)	16	7	2	14	68	233	0	24	10	87	16	4
Direction, Lane #	EB 1	WB 1	NB 1	SB 1				276.3		EV B	15.33	(FB 70
Volume Total (vph)	24	316	34	107								
Volume Left (vph)	16	14	0	87								
Volume Right (vph)	2	233	10	4								
Hadj (s)	0.11	-0.40	-0.14	0.17								
Departure Headway (s)	4.7	3.9	4.6	4.8								
Degree Utilization, x	0.03	0.34	0.04	0.14								
Capacity (veh/h)	730	900	717	692								
Control Delay (s)	7.8	8.9	7.8	8.6								
Approach Delay (s)	7.8	8.9	7.8	8.6								
Approach LOS	A	A	A	A	1000	170						
Intersection Summary		82.70	THE STATE OF				T. Asia					Tell
Delay			8.7	The same	Lally A	No.				1		list .
HCM Level of Service			A									
Intersection Capacity Ut	ilization		35.3%	10	CU Lev	el of Ser	vice		A			
Analysis Period (min)			15									

	<b>▶</b>	-	•	1	4	•	4	<b>†</b>	~	-	$\downarrow$	4
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
Lane Configurations			7			7		414			414	
Sign Control		Stop	NED.		Stop			Free			Free	
Grade		0%			0%			0%			0%	
Volume (veh/h)	0	0	95	0	0	3	185	1671	16	2	1202	25
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Hourly flow rate (vph)	0	0	101	0	0	3	197	1778	17	2	1279	27
Pedestrians											140000000000000000000000000000000000000	
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage							-					
Right turn flare (veh)												
Median type		None			None							
Median storage veh)												
Upstream signal (ft)							14 1 - ST	ALL STREET			450	
pX, platoon unblocked	0.75	0.75	0.75	0.75	0.75		0.75					
vC, conflicting volume	2582	3485	653	2924	3489	897	1305			1795		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	2780	3991	193	3240	3997	897	1068			1795		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)	000,70	1 222										
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	100	83	100	100	99	59			99		
cM capacity (veh/h)	4	1	608	2	1	283	483			340	100	
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1	SB 2	1 - 3				250	DE IV
Volume Total	101	3	1086	906	641	666			100	- W S 7	S WITH	
Volume Left	0	0	197	0	2	0						
Volume Right	101	3	0	17	0	27						
cSH	608	283	483	1700	340	1700						
Volume to Capacity	0.17	0.01	0.41	0.53	0.01	0.39						
Queue Length 95th (ft)	15	1	49	0.00	0.01	0.00						
Control Delay (s)	12.1	17.9	15.4	0.0	0.2	0.0						
Lane LOS	В	C	C	0.0	A	0.0						
Approach Delay (s)	12.1	17.9	8.4		0.1							
Approach LOS	В	C	0.4		0.1							
Intersection Summary					No.				-17.8		1000	-17-36-5
Average Delay			5.3		10.0					1,5-470	-	
Intersection Capacity Ut	ilization		92.8%		CLLLAVA	el of Ser	vice		F			
Analysis Period (min)	in Zauoi		15		CO LEV	0, 0, 00	1100					
Analysis i ellou (illill)					100000							

•	$\rightarrow$	•	1	<b>←</b>	•	4	<b>↑</b>		-	<b>↓</b>	4
EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBF
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100	Stop	-	9	Stop	State of the		Free	9 10 10	AL PERSON NAMED IN	Free	
	0%			0%			0%			0%	
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0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.9
0	0	186	0	0	1	259	2085	5	4	1276	9
The same			OTHER DESIGNATION OF THE PERSON OF THE PERSO								
			423								
-	Raised	And the		Raised							
	1			1							
				No. of Lot		-			190	1050	
0.75	0.75	0.75	0.75	0.75		0.75					
2895	3942	686	3440	3987	1045	1372			2091		
1332	1332		2607	2607							
	2609	-	833	1380	Sees of the	100		1		M. 74 3	
3188	4577	256	3911	4637	1045	1166			2091		
7.5	6.5	6.9	7.5	6.5	6.9	4.1	The state of		4.1		
6.5	5.5		6.5	5.5							
3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
100	100	67	100	100	100	42			98		
33	14	560	6	0	225	448		nevel the	261	Sec.	din .
EB 1	WB 1	NB 1	NB 2	NB 3	SB 1	SB 2	SB 3	77.5	C. Mary		THE P
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0	0	259	0	0	4	0	0				
186	1	0	0	5	0	0	96				
560	225	448	1700	1700	261	1700	1700				
0.33	0.00	0.58	0.82	0.41	0.02	0.50	0.31				
36	0	90	0	0	1	0	0				
14.6	21.1	23.5	0.0	0.0	19.0	0.0	0.0				
В	С	C			C						
14.6	21.1	2.6			0.1						
В	С										
	2000-00	Today.			Sec.						
		2.3									
ilization	1	65.5%	1	CU Lev	el of Sei	vice		C			
14		15									
	0.75 2895 1332 1562 3188 7.5 6.5 3.5 100 33 EB 1 186 560 0.33 36 14.6 B	Raised  0.75 0.75 2895 3942 1332 1332 1562 2609 3188 4577 7.5 6.5 6.5 5.5 3.5 4.0 100 100 33 14 EB 1 WB 1 186 1 0 0 186 1 560 225 0.33 0.00 36 0 14.6 21.1 B C 14.6 21.1	Stop 0% 0 0 179 0.96 0.96 0.96 0 0 186  Raised 1  0.75 0.75 0.75 2895 3942 686 1332 1332 1562 2609 3188 4577 256 7.5 6.5 6.9 6.5 5.5 3.5 4.0 3.3 100 100 67 33 14 560  EB 1 WB 1 NB 1 186 1 259 0 0 259 186 1 0 560 225 448 0.33 0.00 0.58 36 0 90 14.6 21.1 23.5 B C C 14.6 21.1 2.6 B C	Stop 0% 0 0 179 0 0.96 0.96 0.96 0.96 0 0 186 0 0 0 0 186 0 0 0 0 186 0 0 0 0 186 0	Stop	Stop	Stop	Stop	Stop	Raised   Raised   1	Stop

### Appendix H

Auxiliary Turn Lane Analysis

US-41 at Riverside Drive Turn Lane Length Calculations

Movement	Existing Length [feet]	Queue Length [feet]	Adjusted Queue Length [feet]	Posted Speed [mph]	Design Speed [mph]	Decel/Taper per FDOT Index 301 [feet]	Total Required Distance [feet]
NBL	200	143	150	30	35	145	295
SBL	175	1	25	30	35	145	170

# APPENDIX B KICK-OFF MEETING MINUTES DATED APRIL 3, 2007

#### **MEMORANDUM**



**TO:** Tanya Lukowiak, Executive Director

City of Palmetto - Community Redevelopment Agency (CRA)

FROM: Steve Szabo, Jones Edmunds

**DATE:** June 13, 2007

XC: Chris Lukowiak, City of Palmetto

Jim McLellan, Jones Edmunds

**RE**: Riverside Park West and Riverside Drive West Improvements Study

Workshop Findings

#### Introduction:

A public workshop was held on May 8th, 2007 to discuss improvements to Riverside Park West and Riverside Drive West, located in the City of Palmetto. Attendees included the public, City and Community Redevelopment Agency (CRA) staff, and Jones Edmunds. The general purpose for this workshop was to gain feedback from the general public and staff on the park's existing conditions and examine options for improving usability, attractiveness, and access to the park. Potential improvement ideas for the park were solicited and discussed. A survey was also conducted based upon a wish list of potential improvements.

The survey/comment form (attached) consisted of a list of items concerning the potential park improvements, separated into four categories: Facilities/Park Maintenance, Park Functionality, Park Aesthetics, and Recreation. The attendees were asked to rate the items, from 0 to 10, with 0 indicating no desire, 5 indicating a neutral position, and 10 indicating highly desired. There was also a section on the back of the survey for any additional comments.

Results of the workshop and survey/comment forms are summarized below:

#### Workshop:

Items discussed included:

- Buffering US Bus 41 from the park without compromising security.
- Relocating the bait shop is preferred. Having one is important and creates a certain positive ambiance for a waterfront community gathering spot.
- Re-opening the bait shack bathrooms or building new ones on the pier was suggested by a member of the public. It was reported that the pier often smells of urine.
- Many members of the public liked the idea of boaters having dock access to the park.



- A member of the public mentioned that an effort should be made to reduce the amount of pavement since it retains heat.
- The Mayor mentioned the idea of having valet parking for boat trailers during peak times.
- A member of the public suggested selling boat trailer passes or charging a launching fee of \$10 (similar to Pinellas County).
- It was suggested that illegal parking be monitored and enforced.
- The Mayor cited the San Antonio Riverwalk as an example of a good waterside public gathering area.
- The potential of displacing parking with a new public parking garage at the corner of 10<sup>th</sup> and Riverside was discussed.
- The idea of expanding or eliminating the Riverside Park East parking lot was discussed.
   It was also mentioned that the options are very limited for that area due to the size of the parcel of land.
- For special events, a member of the public suggested using a shuttle to minimize parking issues.

#### Results:

The results from six comment surveys were compiled and evaluated (see attached list). All categories ranked equally with the exception of Park Functionality, ranking with the lowest average. Although the categories ranked out evenly, the public desired some individual items over others.

The public indicated through the comment survey that the most important park improvement items were as follows:

- Install public docks for use
- Retrofit lights with period style-fixtures
- Trim/clear mangroves near existing pavilion
- Improve the seawall/install railing
- Improve the parking situation

City staff indicated additional/priorities which were not ranked as high on the community survey. These improvements included:

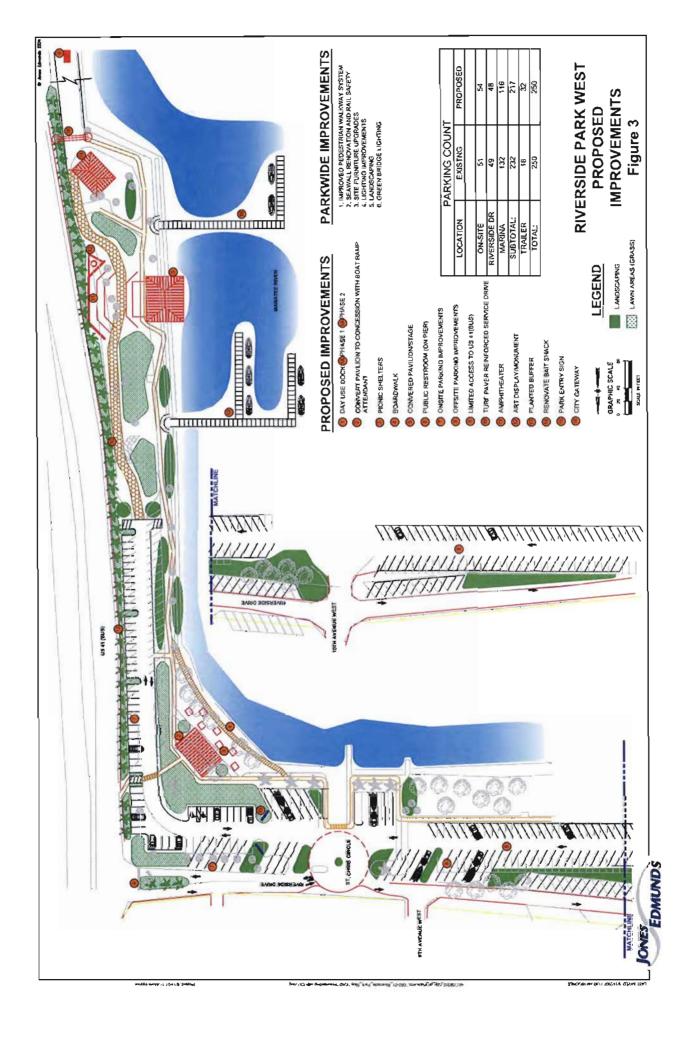
- Improving the northbound left turn from Riverside Park West
- Separating business US 41 from the park (i.e. calming traffic along Riverside Drive)
- Incorporating art into the park
- Providing an amphitheatre

Based on the public's and staff's feedback, Jones Edmunds has prepared a prioritized list of park improvements. The attached draft conceptual sketch addresses the majority of public's and



staff's wishes. The proposed improvements are prioritized in order of importance and in a chronologic order that allows flexibility in phasing. The one item that has not been addressed is a pedestrian crossing of US Bus 41.

At this time, Jones Edmunds is still evaluating height requirements and permitting feasibility of the possibility of a route under the Green Bridge. Also, the traffic study is still in progress which may effect the Riverside Drive Improvements.



## Riverside Park West Improvements Study City of Palmetto, Fforida Public Workshop May 8, 2007 Prioritized Comment Sheet Summary

	_	Prioritized						
Date (Val Bartalana)			individu <u>bi</u>	Citizen Re	spondance I	) 		
Potential Park Improvement Item	1	2	3	4	5	6	Average	Comments
Install public docks for day use	8	9	10	10	8	10	9.2	#5- floating docks
Retrofit site lights with period- style lixtures	6	10	10	10	8	10	9.0	
Trlm/Clear mangroves near existing pavilion	7	7	10	10	10	10	9.0	#5- Increases visibility fo beachfront
Improve parking/Address illegal boat trailer parking	8	10	8	10	8	10	9.0	_
Repair seawall/install railing	5	10	8	10	10	10	8.8	
Relocate existing power lines to underground on Riverside Drive	7	9	10	5	10	10	8.5	
Improve landscaping	7	6	10	10	8	10	8.5	
Re-establish/relocate bait shop	7	8	8	10	8	10	8.5	
Install boardwalk along existing seawall	6	8	10	5	10	10	8.2	#5- Dog walk- fountain/litter refuse container, Human Water fountain
Retrofit existing pavilion for "Old Florida" look	5	10	10	10	8	5	8.0	
Install gateway to the fishing pier	5	4	10	10	8	10	7.8	
Improve northbound left turn	8	8	8	5	5	10	7.3	#5- Bike/Trike
Install attractions for children	8	10	10	5	0	10	7.2	
Separate Business US 41 from park (plantings, railing or wall)	7	8	10	5	8	5	7.2	#5- Raise fines, confiscate illegally parked vehicles
Incorporate art into the park	3	5	10	5	8	10	6.8	
Establish city gateway (landmark)	8	5	8	0	10	10	6.8	
Provide an amphitheater	7	5	8	5	8	5	6.3	#E incresses litter
Provide a concession facility  Provide pedestrian walkway	6	10	5 8	10	8	10	6.0	#5- increase litter
Provide additional covered sealing	5	10	8	0	5	5	5.5	

## Riverside Park West Improvements Study City of Palmetto, Florida Public Workshop May 8, 2007 Categorized Comment Sheet Summary

		on ago neo		Citizen Re		:		
Potential Park Improvement			[		]			
hem	1	2	3	4	5	6	Average	Comments
Facilities/Park Maintenance								
Provide a concession facility	6	10	5	10	0	5	6.0	#5- increase litter
Re-establish/relocate bait shop	7	8	8	10	8	10	8.5	
Provide an amphitheater	7	5	8	5	8	5	6.3	
Retrofit existing pavilion for "Old Florida" look	5	10	10	10	8	5	8.0	
Install restrooms near lishing pier	8	10	5	10	8	10	8.5	
Repair seawall/install railing	5	10	8	10	10	10	8.8	
Subtotal:							7.7	
Park Functionality								
Improve parking/Address illegal		(0		10	8	10	0.0	7
boat trailer parking	8	10	8				9.0	
Improve northbound left turn	8	8	88	5	5	10	7.3	#5- Bike/Trike
Provide additional covered				l .		_	1	
seating	5	10	8	0	5	5	5.5	
Provide pedestrian walkway	0	10	8	0	8	10	6.0	HE Daise Know
O								#5- Raise lines,
Separate Business US 41 from	7	1	4.6	ء ا			7.0	confiscate illegally
park (plantings, railing or wall)	<del>-                                    </del>	8	10	5	8	5	7.2	parked vehicles
Subtotal:							7.0	
Park Aesthetics								
Incorporate art into the park	3	5	10	5	8	10	6.8	
Establish city gateway		_ ا						
(landmark)	8	5	8	0	10	10	6.8	
Improve landscaping	7	6	10	10	8	10	8.5	WE language visibility (a)
Trim/Clear mangroves near	7	7	1.0	1 ,,	10	10	0.0	#5- Increases visibility for beachfront
existing pavilion Retrofit site lights with period-	'	/	10	10	10	10	9.0	beachiron
style fixtures	6	10	10	10	8	10	9.0	
Provide thematic lighting for	<del>-                                    </del>	10	10	<del>  '0</del>	<u> </u>	10	3.0	
fishing pier	6	10	10	10	5	10	8.5	
Install gateway to the fishing								
pie <i>r</i>	5	4	10	10	8	10	7.8	
0.)								
Relocate existing power lines to	,		۱ ,,	_	١,,	10	0.5	
underground on Riverside Drive	7	9	10	5	10	10	8.5	
Subtotal:							8.1	
Recreation								
Install attractions for children	8	10	10	5	0	10	7.2	
Install public docks for day use	8	9	10	10	8	10	9.2	#5- floating docks
Install boardwalk along existing seawall	6	8	10	5	10	10	8.2	#5- Dog walk- fountain/ litter refuse container, Human water fountain
Subtotal:							8.2	

#### **Comment Sheet**

#### Riverside Park West Improvements Study City of Palmetto, Florida

#### Public Workshop May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

0 = Not Desired 5 = Neutral 10 = Highly Desired

Rating	Potential Park Improvement Item
8 8 8 10	Facilities / Park Maintenance Provide a concession/refreshment facility near park entrance Re-establish or relocate the bait shop Provide an amphitheater Retrofit existing pavilion for an "Old Florida" look (i.e. metal roof) Install restrooms near the fishing pier (Old Green Bridge) Repair seawall / install railing
8 -5 -8 -3 -70 -8 	Park Functionality Improve parking situation / Address illegal boat trailer parking; Improve northbound left turn from Riverside Drive to Business US 41, to reduce traffic backups Provide additional covered seating Provide pedestrian walkway either under or over Business US 41 Separate Business US 41 from park (plantings, railing, or wall)  Self packing (passed Park Aesthetics Incorporate art into the park Establish of a city gateway (landmark) Improve landscaping (Florida native canopy and ground plantings) Trim/clear mangroves near existing pavilion to increase visibility / safety  Retrofit site lights with period-style fixtures Provide thematic lighting for the fishing pier (Old Green Bridge) Install gateway to the fishing pier (Old Green Bridge) Relocate existing power lines to underground on Riverside Drive
<u>8</u> /0	Recreation Install attractions for children (playground or interactive water play fountain) Install public docks for day use - Flonting Docks Install boardwalk along existing seawall  Dog WALK - FOUNTAIN / Little refuse continued  HUMAN WATER FOUNTAIN

# Riverside Park West Improvements Study City of Palmetto, Florida

## Public Workshop May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

Rating	Potential Park Improvement Item
10 5 10 10 10	Facilities / Park Maintenance Provide a concession/refreshment facility near park entrance Re-establish or relocate the bait shop Provide an amphitheater Retrofit existing pavillon for an "Old Florida" look (i.e. metal roof) Install restrooms near the fishing pier (Old Green Bridge) Repair seawall / install railing
	Park Functionality Improve parking situation / Address illegal boat trailer parking Improve northbound left turn from Riverside Drive to Business US 41, to reduce traffic backups Provide additional covered seating Provide pedestrian walkway either under or over Business US 41 Separate Business US 41 from park (plantings, railing, or wall)
	Park Aesthetics Incorporate art into the park Establish of a city gateway (landmark) Improve landscaping (Florida native canopy and ground plantings) Trim/clear mangroves near existing pavilion to increase visibility / safety Retrofit site lights with period-style fixtures Provide thematic lighting for the fishing pier (Old Green Bridge) Install gateway to the fishing pier (Old Green Bridge) Relocate existing power lines to underground on Riverside Drive
5	Recreation Install attractions for children (playground or interactive water play fountain) Install public docks for day use Install boardwalk along existing seawall

# Riverside Park West Improvements Study City of Palmetto, Florida

# Public Workshop May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

Rating	Potential Park Improvement Item
5 8 70) 8	Facilities / Park Maintenance Provide a concession/refreshment facility near park entrance Re-establish or relocate the balt shop Provide an amphitheater Retrofit existing pavilion for an "Old Florida" look (i.e. metal roof) Install restrooms near the fishing pier (Old Green Bridge) Repair seawall / install railing
8/9 8 8 (10)	Park Functionality Improve parking situation / Address Illegal boat trailer parking Improve northbound left turn from Riverside Drive to Business US 41, to reduce traffic backups Provide additional covered seating Provide pedestrian walkway either under or over Business US 41 Separate Business US 41 from park (plantings, railing, or wall)
(b) 8 (0)	Park Aesthetics Incorporate art into the park Establish of a city gateway (landmark) Improve landscaping (Florida native canopy and ground plantings) Trim/clear mangroves near existing pavillon to increase visibility / safety
(b) (c) (b)	Retrofit site lights with period-style fixtures Provide thematic lighting for the fishing pier (Old Green Bridge) Install gateway to the fishing pier (Old Green Bridge) Relocate existing power lines to underground on Riverside Drive
(10)	Recreation Install attractions for children (playground or interactive water play fountain) Install public docks for day use Install boardwalk along existing seawall

# Riverside Park West Improvements Study City of Palmetto, Florida

# Public Workshop May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

Rating	Potential Park Improvement Item
	Facilities / Park Maintenance
10	Provide a concession/refreshment facility near park entrance
4	Re-establish or relocate the bait shop
5	Provide an amphitheater
10	Retrofit existing pavilion for an "Old Florida" look (i.e. metal roof)
10	Install restrooms near the fishing pier (Old Green Bridge)
10	Repair seawall / install railing
223	Park Functionality
JD	Improve parking situation / Address illegal boat trailer parking
1	Improve northbound left turn from Riverside Drive to Business US 41,
8	to reduce traffic backups
10	Provide additional covered seating
	Provide pedestrian walkway either under or over Business US 41
4	Separate Business US 41 from park (plantings, railing, or wall)
	Park Aesthetics
5	Incorporate art into the park
5	Establish of a city gateway (landmark)
6	Improve landscaping (Florida native canopy and ground plantings)
7	Trim/clear mangroves near existing pavilion to increase visibility / safety
11)	Retrofit site lights with period-style fixtures
1D	Provide thematic lighting for the fishing pier (Old Green Bridge)
14	Install gateway to the fishing pier (Old Green Bridge)
9	Relocate existing power lines to underground on Riverside Drive
	Recreation
10	Install attractions for children (playground or interactive water play fountain)
91	Install public docks for day use
d	Install boardwalk along existing seawall

# Riverside Park West Improvements Study City of Palmetto, Florida

# Public Workshop May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

Rating	Potential Park Improvement Item
5 8 5	Facilities / Park Maintenance Provide a concession/refreshment facility near park entrance Re-establish or relocate the bait shop Provide an amphitheater Retrofit existing pavilion for an "Old Florida" look (i.e. metal roof) Install restrooms near the fishing pier (Old Green Bridge) Repair seawall / install railing
	Park Functionality Improve parking situation / Address Illegal boat trailer parking Improve northbound left turn from Riverside Drive to Business US 41,
7	to reduce traffic backups Provide additional covered seating Provide pedestrian walkway either under or over Business US 41 Separate Business US 41 from park (plantings, railing, or wall)
- 3 - 5 - 7	Park Aesthetics Incorporate art into the park Establish of a city gateway (landmark) Improve landscaping (Florida native canopy and ground plantings) Trim/clear mangroves near existing pavilion to increase visibility /
6, 5	safety Retrofit site lights with period-style fixtures Provide thematic lighting for the fishing pier (Old Green Bridge) Install gateway to the fishing pier (Old Green Bridge) Relocate existing power lines to underground on Riverside Drive
	Recreation Install attractions for children (playground or interactive water play fountain) Install public docks for day use Install boardwalk along existing seawall

# Riverside Park West Improvements Study City of Palmetto, Florida

## **Public Workshop** May 8, 2007

Rate the following items from 0 to 10. If you desire, you may also enter additional comments and suggestions on back side of this sheet.

Rating	Potential Park Improvement Item
50	Facilities / Park Maintenance Provide a concession/refreshment facility near park entrance Re-establish or relocate the balt shop Provide an amphitheater Provide an amphitheater Provide an amphitheater Provide an amphitheater Provide I look (i.e. metal roof) Install restrooms near the fishing pier (Old Green Bridge) Repair seawall / install railing
10	Park Functionality Improve parking situation / Address illegal boat trailer parking Improve northbound left turn from Riverside Drive to Business US 41, to reduce traffic backups Provide additional covered seating Provide pedestrian walkway either under or over Business US 41 Separate Business US 41 from park (plantings, railing, or wall)
16 16 16 10 10 10 10	Park Aesthetics Incorporate art into the park Establish of a city gateway (landmark) Improve landscaping (Florida native canopy and ground plantings) Trim/clear mangroves near existing pavilion to increase visibility / safety Retrofit site lights with period-style fixtures Provide thematic lighting for the fishing pier (Old Green Bridge) Install gateway to the fishing pier (Old Green Bridge) Relocate existing power lines to underground on Riverside Drive
10 10 10	Recreation Install attractions for children (playground or Interactive water play fountain) Install public docks for day use Install boardwalk along existing seawall

# APPENDIX C WORKSHOP MEMO DATED MAY 8, 2007

1100 Cesery Blvd. Jacksonville, FL 32211 904.744.5401 904.744.6267 (fax)



#### MEETING MINUTES

Date:

April 3, 2007

Jones Edmunds Project Number: 09502-082-01

Time:

10:00 AM

Location: Palmetto CRA Office

Reported By: Steve Szabo

Purpose:

Riverside Park West and Riverside Drive West Improvements Study

**Kickoff Meeting** 

Attendees:

Tanya Lukowiak, City of Palmetto - Community Redevelopment Agency (CRA)

Larry Bustle, Mayor, City of Palmetto

Geoff Seger, City of Palmetto Community - Parks & Recreations & Public Buildings

Jim McLellan, Jones Edmunds Steve Szabo, Jones Edmunds

Mike Raysor, Tindale-Oliver & Associates

Distribution: Attendees

Chris Lukowiak, City of Palmetto Steve Starr, Jones Edmunds

Agenda:

Discuss the project scope, schedule, and ideas for improvements to Riverside Park West

and Riverside Drive West.

#### Discussion:

<u>Item</u>	Action	Description
1	Info	The meeting began with introductions followed by a discussion of the project goals. It was discussed that Jones Edmunds is under contract for Phase I, the planning phase. Jones Edmunds' scope was distributed to all attendees.
2	Info	Mrs. Lukowiak suggested that the study report be written so that it can be easily understood by the public and less like an engineering report.
3	Info	Mayor Bustle described his vision for the park improvements. He said that he understands the value of the waterfront property and would like to make sure it is enjoyed and easily accessible to the public. Ultimately, the park should be linked to Estuary Park to the East and Sanctuary Cove to the west via a pedestrian corridor. He mentioned that the fishing pier is heavily used, but that the rest of the park is somewhat under-utilized. He would like to draw attention to the park, make it easier for the public to access the park, and provide the public with opportunities which keep them in the park.
4	Info	Mrs. Lukowiak mentioned that boat trailer parking is a problem. The boat ramp is owned by the County. There are not enough spaces (+/- 19) for the amount of usage. The City recently converted some spaces at the public surface lot at Riverside and 10 <sup>th</sup> to accommodate boat trailers. Currently, trailers are parked across the street at the empty lot (aka - the Blue House / Regatta Point



		development). The City would prefer that a new ramp be opened somewhere else to help alleviate the parking concern.
5	Info	Mrs. Lukowiak said that there is a possibility for a riverboat to be purchased by a private entity and brought to the Riverside Park / Regatta Point Marina area. The boat may house a restaurant and / or theater. Since the idea is very conceptual in nature, it will not be incorporated into the improvement plan.
6	Tindale- Oliver	The traffic study will include a week long data collection period that will occur in mid-April followed by manual turning counts. Although some traffic is expected to drop off after the Easter holiday, it still should be representative. Mr. Raysor mentioned that additional traffic counts will be obtained from FDOT for BUS US 41.
7	CRA	Mrs. Lukowiak will provide additional information (other than the WRT report) that may help Mr. Raysor estimate future development sizes and uses for the traffic study. Mrs. Lukowiak will also provide the City's Impact Fee Schedule.
8	Tindale- Oliver / Jones Edmunds	Per Mrs. Lukowiak, coordinating with Manatee County as part of the planning phase is not required. Tindale-Oliver will be coordinating with FDOT concerning traffic counts on BUS US 41. After the proposed projects are determined, Jones Edmunds will coordinate with SFWMD / FDEP regarding permitting if necessary.
9	Info	A traffic study has not yet been performed for the condo / hotel mixed use development planned for the empty lot north of the park Mrs. Lukowiak did provide some conceptual renderings and plans for the development.
10	Info	A City parking garage is being contemplated for the northeast corner of Riverside and 10 <sup>th</sup> (site of existing public parking and old hotel).
11	CRA / PR	CRA and Jones Edmunds agreed to host a public workshop on May 8, 2007 at 6:30 PM. The workshop will take place at the park. Mrs. Lukowiak will advertise the meeting and Mr. Segar will provide tents, chairs, tables, and bottled water. The purpose of the workshop will to solicit input from the public, City staff, and commissions concerning possible park improvements. The workshop will be informal in nature, but will give the community the chance to share their ideas and concerns.
12	Info	\$150k in TRIP funds is available for Riverside / BUS US 41 intersection improvements. The program requires a 50% City match (total budget of \$300k).
13	Info	Construction budget expectations were discussed. In addition to the \$300k, other funding may be available for intersection/road improvements through the use of re-development impact fees. For the park, \$400k is being budgeted (\$200k FERD app, \$200k City match). The proposed projects will be planned in phases for budgetary purposes.
14	Info	Concerning phasing, the City would prefer to "fix" the site first and prepare it for future phases. The first phase should address traffic concerns, switching the pavilion and "bait shack" locations, and installing finger docks. An amphitheater and boardwalks would be wish list items for later phases.
15	Info	Ideas discussed included:
		Improving the parking situation.
		Building a traffic circle to discourage illegal boat ramp trailer parking and limit ingress / egress to BUS US 41. The Regatta Point property is owned



	by the City and the existing parking lot could be re-configured if necessary.
•	Improving northbound left turn from Riverside to BUS US 41 since traffic backs up due to short queue length.
•	Having a revitalized / relocated "bait shack" accessible to pedestians, boaters, fisherman, and vehicles.
•	Incorporating art into the park. Identified as an early priority for Riverside Park East.
•	Installing public finger docks for day use.
•	Clearing existing mangroves near the existing pavilion. The City can mitigate for the impacts at Estuary Park.
•	Siting an amphitheater north of the existing "bait shack."
•	Incorporating the Riverwalk marking system in the park. The City has an etching machine and stencil for marking of the logo.
	Retrofitting the site lights with "period style" fixtures.
•	Greening of the old Green Bridge through the use of lights.
•	Retaining the existing City sign at Riverside Park East.
•	Planning for a City gateway.
•	Connecting Riverside Park East and West via an underpass boardwalk or other means (later priority).
•	Incorporating the Regatta Place development into the plan. The proposed mixed-use development includes 251 parking spaces, 81 of which are to be designated for public use.
•	Relocating existing power lines underground.
•	Landscaping with FL natives canopy and understory.
•	Using alternatives to brick pavers due to the City's maintenance problems with them.
•	Relocating the Veterans Monument currently at Riverside Park East.

#### Schedule:

The public workshop will be held May 8, 2007.

Submittal of a draft report of findings is tentatively scheduled for July 18, 2007.

Please report any additions or corrections in writing within 10 calendar days to the undersigned at Jones, Edmunds & Associates.

Steve Szabo, P.E. Project Manager

# APPENDIX D REVIEW COMMENTS

#### Steve Szabo

From: Frank Woodard [fwoodard@palmettofl.org]

Sent: Monday, April 14, 2008 4:32 PM

To: Steve Szabo; Chris Lukowiak; Tanya Lukowiak

Cc: Geoff Seger; Steve Starr; Jim McIellan; BRIAN HEPBURN

Subject: RE: Review Comments- Riverside Park

#### Steve:

Please note the following clarifications:

1. Yes, the City would like to keep the exiting cul-de-sac.

- 2. The City would like keep the existing parking along Bus. 41 as-is.
- 3. Agree
- 4. Agree
- 5. Agree
- 6. Please provide alternatives to the cantilever under the bridge, due to the safety concerns.

Give me a call if there are any other questions or concerns...

Thanks.

Frank Woodard II, Deputy Director

Public Works- Engineering & Project Mgmt.

From: Steve Szabo [mailto:SSzabo@jonesedmunds.com]

**Sent:** Wednesday, April 09, 2008 1:57 PM

To: Frank Woodard; Chris Lukowiak; Tanya Lukowiak

Cc: Geoff Seger; Steve Starr; Steve Szabo; Jim Mclellan; BRIAN HEPBURN

Subject: RE: Review Comments- Riverside Park

#### Frank:

We are currently in the process of preparing the preliminary engineering report for the Riverside Park improvements project. We would like to request some clarification based on the comments/suggestions we received from you last month:

- 1. The south end of the parking lot will need a turn around for emergency vehicles. Jones Edmunds: We are currently showing a "no parking area" at the south end of the parking lot. The area consists of a "hammerhead", t-shaped turn around. Since the proposed parking is 90 degree, a cul-de-sac should not be required unless required/preferred by the City. Per the City Workshop, the intent was to minimize the amount of pavement in the park. Please advise if the City would like to keep the existing cul-de-sac.
- 2. All parking spaces should be slanted to allow for better visibility. Jones Edmunds: The intent of the 90 degree parking was to provide more "linear green space" along the park. If 60 degree parking is preferred, we suggest keeping the parking on both sides of the drive aisle and keeping the cul-de-sac. Essentially, keep the parking lot along Bus US 41 as-is. Please advice if the City would like to keep the existing parking along Bus US 41 as-is.

- Shorten day docks to avoid conflicts with boat traffic using the ramp. Jones Edmunds: Comment accepted.
- 4. Move "St. Chris' Circle" to 10<sup>th</sup> Avenue West to avoid conflicts with parking lot traffic and boat ramp. Jones Edmunds: Comment accepted based on comment #5 below. Please note that the boat ramp requires a large paved area for maneuvering trailers.
- Riverside Dr. should remain a two street to avoid moving traffic thru a parking lot. Jones Edmunds: Comment accepted.
- 6. Need to include a cantilever under 8<sup>th</sup> Ave. bridge for access Riverside Dr. east. Jones Edmunds: Comment accepted and will be incorporated. It should be noted that there is minimal vertical clearance (+/- 8'-10') between the bridge beams and the water surface under the 8<sup>th</sup> Ave. bridge. Also, we have some safety concerns siting a walkway under the bridge. Jones Edmunds suggests consulting with Palmetto PD on CEPTD requirements. We understand that a pedestrian bridge or signalized crosswalks were previously considered at Riverside Drive.

We look forward to your clarifications on these issues. In the meantime, we are currently costing the improvements, preparing the PER, updating the master plan, and attempting to schedule a meeting with FDOT. Please feel free to call me with any questions or concerns. We hope to deliver a draft PER in mid-May.

Thanks, Steve

Stephen M. Szabo, P.E.

Jones Edmunds & Associates, Inc. Phone 321-269-2950 Fax 321-269-2951 Mobile 321-961-0868 sszabo@jonesedmunds.com www.jonesedmunds.com

**From:** Frank Woodard [mailto:fwoodard@palmettofl.org]

Sent: Tuesday, March 04, 2008 10:09 AM

To: Jim Mclellan; Chris Łukowiak; Tanya Lukowiak

Cc: Steve Szabo; Geoff Seger

Subject: Review Comments- Riverside Park

Jim:

DPW staff has reviewed the plans for the above note project and offer the following comments/ suggestions:

- 7. The south end of the parking lot will need a turn around for emergency vehicles.
- 8. All parking spaces should be slanted to allow for better visibility.
- 9. Shorten day docks to avoid conflicts with boat traffic using the ramp.
- Move "St. Chris' Circle" to 10<sup>th</sup> Avenue West to avoid conflicts with parking lot traffic and boat ramp.
- 11. Riverside Dr. should remain a two street to avoid moving traffic thru a parking lot.
- 12. Need to include a cantilever under 8th Ave. bridge for access Riverside Dr. east.

If there are any questions or concerns, please feel free to give me a call to discuss.

Thanks, Frank Woodard II, Deputy Director Public Works- Engineering & Project Mgmt.

From: Jim Mclellan (mailto:)McLellan@jonesedmunds.com)

Sent: Friday, February 22, 2008 9:12 AM

To: Frank Woodard Cc: Steve Szabo Subject: Riverside Park

Frank,

As you requested, attached please find a PDF copy of the Proposed Improvements plan for Riverside Park.

Let me know if you also need a copy of the Draft traffic study we submitted for comments too. I can forward that as well (didn't include here due to file size).

Thanks and have a great weekend.

Jim McLellan, PE

VP, Manager Jacksonville Office Jones Edmunds & Associates, Inc 1100 Cesery Blvd, 2nd Floor Jacksonville, FL 32211 (904) 744-5401, Ext. 1285 FAX 904-744-6267 Mobile 904-294-0371 www.jonesedmands.com



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