

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150180, Location: 38.431573, -78.850668



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Westbound					Evelyn Byrd Ave Northbound					Evelyn Byrd Ave Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
2024-02-13 7:00AM	16	12	0	28	0	13	11	0	24	0	8	6	0	14	0	66
7:15AM	10	27	0	37	0	20	15	0	35	0	12	7	0	19	0	91
7:30AM	10	27	0	37	0	12	18	0	30	0	6	10	0	16	0	83
7:45AM	17	21	0	38	0	31	9	0	40	0	8	13	0	21	0	99
Hourly Total	53	87	0	140	0	76	53	0	129	0	34	36	0	70	0	339
8:00AM	12	27	0	39	0	27	14	0	41	0	14	10	0	24	0	104
8:15AM	13	31	0	44	0	24	16	0	40	0	6	22	0	28	0	112
8:30AM	12	22	0	34	0	23	21	0	44	0	16	16	0	32	0	110
8:45AM	20	18	0	38	0	22	13	0	35	0	18	14	0	32	0	105
Hourly Total	57	98	0	155	0	96	64	0	160	0	54	62	0	116	0	431
9:00AM	18	32	0	50	0	19	17	0	36	0	7	19	0	26	0	112
9:15AM	14	20	1	35	0	13	15	0	28	0	15	19	0	34	0	97
9:30AM	12	24	0	36	0	22	16	0	38	0	13	23	0	36	0	110
9:45AM	17	19	0	36	1	20	16	0	36	1	15	16	0	31	0	103
Hourly Total	61	95	1	157	1	74	64	0	138	1	50	77	0	127	0	422
10:00AM	10	20	0	30	0	19	16	0	35	0	20	23	0	43	0	108
10:15AM	14	18	0	32	0	18	22	0	40	0	12	14	0	26	0	98
10:30AM	17	23	0	40	0	34	23	0	57	0	20	14	0	34	0	131
10:45AM	23	40	0	63	0	18	28	0	46	0	20	20	0	40	0	149
Hourly Total	64	101	0	165	0	89	89	0	178	0	72	71	0	143	0	486
11:00AM	18	27	0	45	0	27	32	0	59	0	29	29	0	58	0	162
11:15AM	20	25	0	45	1	19	23	0	42	0	30	24	0	54	1	141
11:30AM	23	36	0	59	0	32	29	0	61	0	31	20	0	51	0	171
11:45AM	17	38	0	55	0	36	44	0	80	0	36	18	0	54	2	189
Hourly Total	78	126	0	204	1	114	128	0	242	0	126	91	0	217	3	663
12:00PM	18	32	0	50	0	27	39	0	66	0	32	22	0	54	0	170
12:15PM	22	45	0	67	0	33	45	0	78	0	24	32	0	56	0	201
12:30PM	25	32	0	57	0	30	31	0	61	0	40	45	0	85	0	203
12:45PM	23	39	0	62	0	39	48	0	87	0	33	45	0	78	0	227
Hourly Total	88	148	0	236	0	129	163	0	292	0	129	144	0	273	0	801
1:00PM	27	31	0	58	0	27	26	0	53	0	25	45	0	70	0	181
1:15PM	24	29	0	53	0	34	31	0	65	0	32	25	0	57	0	175
1:30PM	23	32	0	55	0	39	28	0	67	0	20	40	0	60	0	182
1:45PM	20	25	0	45	0	32	28	0	60	0	18	36	0	54	0	159
Hourly Total	94	117	0	211	0	132	113	0	245	0	95	146	0	241	0	697
2:00PM	26	40	0	66	0	36	35	0	71	0	23	47	0	70	0	207
2:15PM	25	28	0	53	0	30	24	0	54	0	32	56	0	88	0	195
2:30PM	24	32	0	56	0	33	36	0	69	0	31	32	0	63	0	188
2:45PM	23	31	0	54	0	25	29	0	54	0	28	25	0	53	0	161
Hourly Total	98	131	0	229	0	124	124	0	248	0	114	160	0	274	0	751
3:00PM	22	35	0	57	2	37	42	0	79	0	31	33	0	64	1	200
3:15PM	17	25	0	42	0	28	18	0	46	0	28	33	0	61	0	149
3:30PM	19	26	0	45	1	27	32	0	59	3	27	38	0	65	0	169
3:45PM	29	32	0	61	0	39	35	0	74	0	35	55	0	90	1	225
Hourly Total	87	118	0	205	3	131	127	0	258	3	121	159	0	280	2	743
4:00PM	31	46	0	77	0	22	37	0	59	0	41	64	0	105	0	241
4:15PM	27	41	0	68	0	53	33	0	86	0	32	64	0	96	0	250
4:30PM	31	35	0	66	0	37	43	0	80	0	21	50	0	71	0	217
4:45PM	38	32	0	70	1	40	32	0	72	0	42	46	0	88	2	230
Hourly Total	127	154	0	281	1	152	145	0	297	0	136	224	0	360	2	938
5:00PM	27	22	0	49	0	54	59	0	113	0	44	37	0	81	0	243
5:15PM	23	32	0	55	0	36	27	0	63	0	38	50	0	88	0	206
5:30PM	32	31	0	63	1	44	26	0	70	0	49	51	0	100	0	233

Leg Direction	Burgess Rd Westbound					Evelyn Byrd Ave Northbound					Evelyn Byrd Ave Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
5:45PM	22	49	0	71	0	30	45	0	75	0	36	32	0	68	0	214
Hourly Total	104	134	0	238	1	164	157	0	321	0	167	170	0	337	0	896
6:00PM	20	36	0	56	0	25	37	0	62	0	39	41	0	80	2	198
6:15PM	20	36	0	56	0	49	37	0	86	2	42	38	0	80	0	222
6:30PM	30	33	0	63	0	26	32	0	58	0	31	38	0	69	0	190
6:45PM	27	42	0	69	0	28	26	0	54	0	31	32	0	63	0	186
Hourly Total	97	147	0	244	0	128	132	0	260	2	143	149	0	292	2	796
<b>Total</b>	1008	1456	1	2465	7	1409	1359	0	2768	6	1241	1489	0	2730	9	7963
<b>% Approach</b>	40.9%	59.1%	0%	-	-	50.9%	49.1%	0%	-	-	45.5%	54.5%	0%	-	-	-
<b>% Total</b>	12.7%	18.3%	0%	<b>31.0%</b>	-	17.7%	17.1%	0%	<b>34.8%</b>	-	15.6%	18.7%	0%	<b>34.3%</b>	-	-
<b>Lights and Motorcycles</b>	993	1429	0	2422	-	1378	1348	0	2726	-	1216	1460	0	2676	-	7824
<b>% Lights and Motorcycles</b>	98.5%	98.1%	0%	<b>98.3%</b>	-	97.8%	99.2%	0%	<b>98.5%</b>	-	98.0%	98.1%	0%	<b>98.0%</b>	-	98.3%
<b>Heavy</b>	15	27	1	43	-	31	11	0	42	-	25	29	0	54	-	139
<b>% Heavy</b>	1.5%	1.9%	100%	<b>1.7%</b>	-	2.2%	0.8%	0%	<b>1.5%</b>	-	2.0%	1.9%	0%	<b>2.0%</b>	-	1.7%
Pedestrians	-	-	-	-	6	-	-	-	-	6	-	-	-	-	7	-
% Pedestrians	-	-	-	-	85.7%	-	-	-	-	100%	-	-	-	-	77.8%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	14.3%	-	-	-	-	0%	-	-	-	-	22.2%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

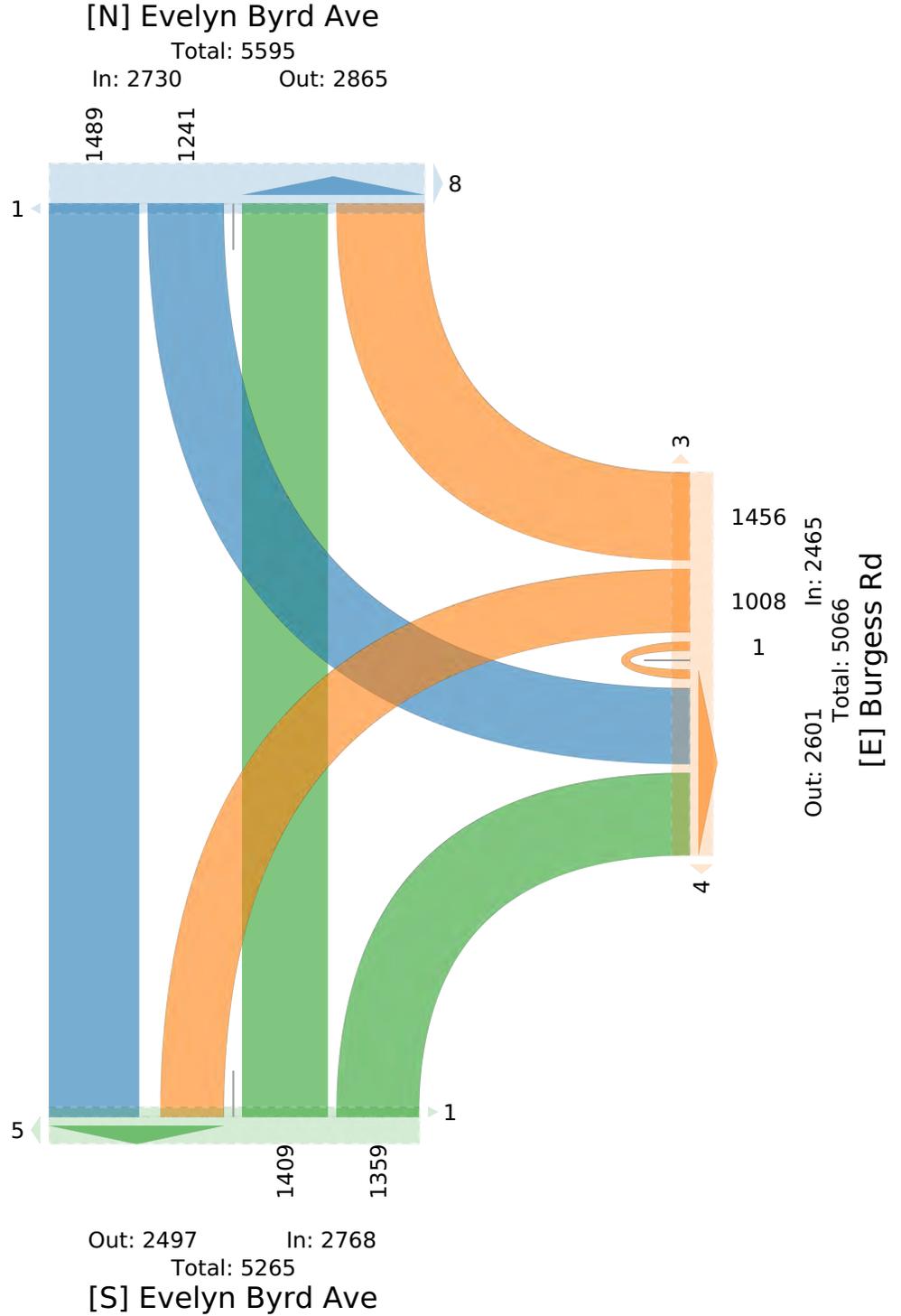
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150180, Location: 38.431573, -78.850668



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US



10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150180, Location: 38.431573, -78.850668



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Leg Direction	Burgess Rd Westbound					Evelyn Byrd Ave Northbound					Evelyn Byrd Ave Southbound					
Time	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	Int
2024-02-13 10:00AM	10	20	0	30	0	19	16	0	35	0	20	23	0	43	0	108
10:15AM	14	18	0	32	0	18	22	0	40	0	12	14	0	26	0	98
10:30AM	17	23	0	40	0	34	23	0	57	0	20	14	0	34	0	131
10:45AM	23	40	0	63	0	18	28	0	46	0	20	20	0	40	0	149
<b>Total</b>	64	101	0	165	0	89	89	0	178	0	72	71	0	143	0	486
<b>% Approach</b>	38.8%	61.2%	0%	-	-	50.0%	50.0%	0%	-	-	50.3%	49.7%	0%	-	-	-
<b>% Total</b>	13.2%	20.8%	0%	34.0%	-	18.3%	18.3%	0%	36.6%	-	14.8%	14.6%	0%	29.4%	-	-
<b>PHF</b>	0.696	0.631	-	0.655	-	0.654	0.795	-	0.781	-	0.900	0.772	-	0.831	-	0.815
<b>Lights and Motorcycles</b>	63	99	0	162	-	88	89	0	177	-	70	70	0	140	-	479
<b>% Lights and Motorcycles</b>	98.4%	98.0%	0%	98.2%	-	98.9%	100%	0%	99.4%	-	97.2%	98.6%	0%	97.9%	-	98.6%
<b>Heavy</b>	1	2	0	3	-	1	0	0	1	-	2	1	0	3	-	7
<b>% Heavy</b>	1.6%	2.0%	0%	1.8%	-	1.1%	0%	0%	0.6%	-	2.8%	1.4%	0%	2.1%	-	1.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

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[N] Evelyn Byrd Ave

Total: 333

In: 143

Out: 190

71

72



101

64

Out: 161

In: 165

Total: 326

[E] Burgess Rd

89

89

Out: 135

In: 178

Total: 313

[S] Evelyn Byrd Ave

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12:15 PM - 1:15 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150180, Location: 38.431573, -78.850668



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Leg Direction	Burgess Rd Westbound					Evelyn Byrd Ave Northbound					Evelyn Byrd Ave Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2024-02-13 12:15PM	22	45	0	67	0	33	45	0	78	0	24	32	0	56	0	201
12:30PM	25	32	0	57	0	30	31	0	61	0	40	45	0	85	0	203
12:45PM	23	39	0	62	0	39	48	0	87	0	33	45	0	78	0	227
1:00PM	27	31	0	58	0	27	26	0	53	0	25	45	0	70	0	181
<b>Total</b>	97	147	0	244	0	129	150	0	279	0	122	167	0	289	0	812
<b>% Approach</b>	39.8%	60.2%	0%	-	-	46.2%	53.8%	0%	-	-	42.2%	57.8%	0%	-	-	-
<b>% Total</b>	11.9%	18.1%	0%	30.0%	-	15.9%	18.5%	0%	34.4%	-	15.0%	20.6%	0%	35.6%	-	-
<b>PHF</b>	0.898	0.817	-	0.910	-	0.827	0.781	-	0.802	-	0.763	0.928	-	0.850	-	0.894
<b>Lights and Motorcycles</b>	94	146	0	240	-	127	150	0	277	-	121	166	0	287	-	804
<b>% Lights and Motorcycles</b>	96.9%	99.3%	0%	98.4%	-	98.4%	100%	0%	99.3%	-	99.2%	99.4%	0%	99.3%	-	99.0%
<b>Heavy</b>	3	1	0	4	-	2	0	0	2	-	1	1	0	2	-	8
<b>% Heavy</b>	3.1%	0.7%	0%	1.6%	-	1.6%	0%	0%	0.7%	-	0.8%	0.6%	0%	0.7%	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12:15 PM - 1:15 PM)

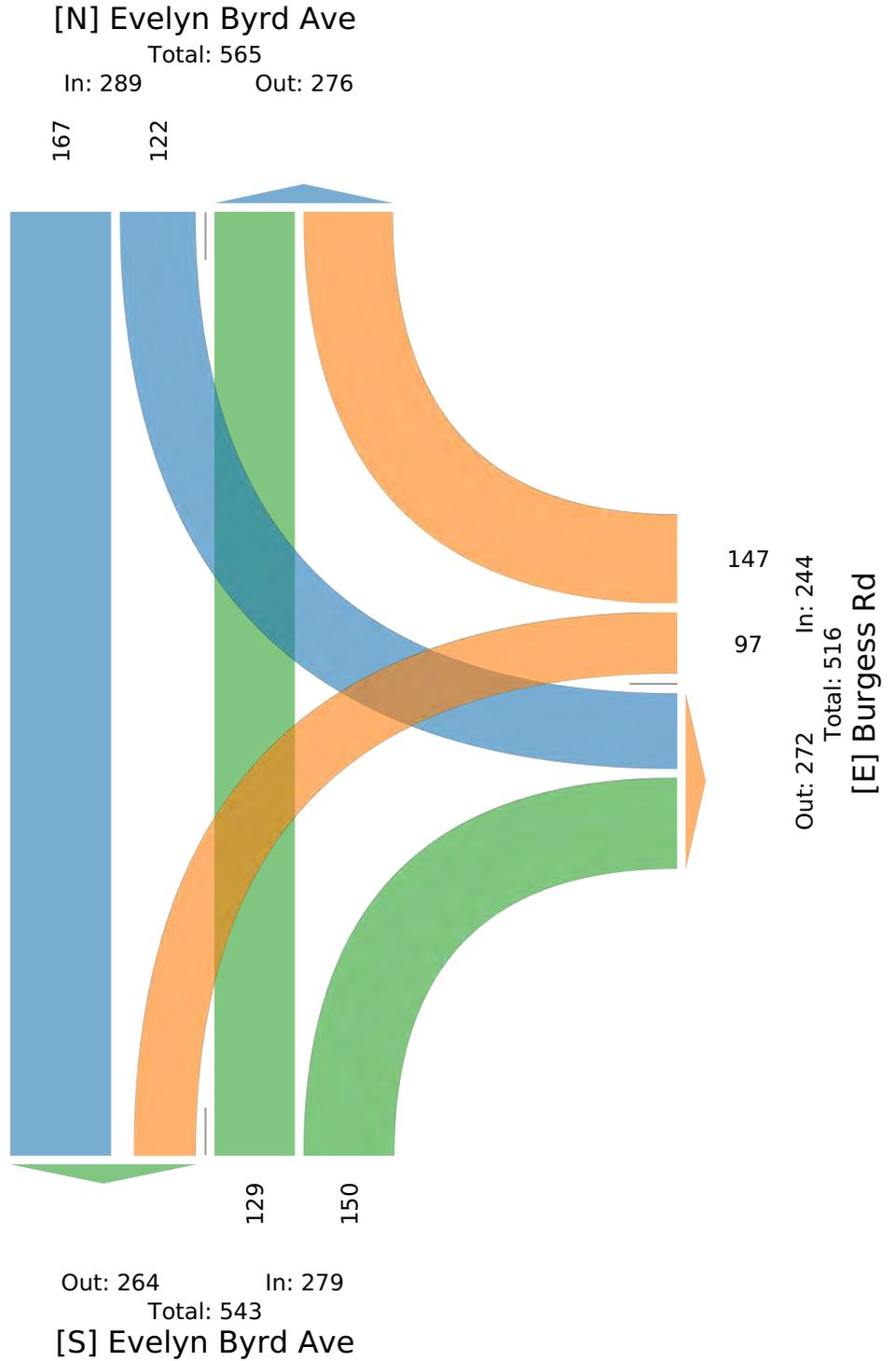
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All Movements

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10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150180, Location: 38.431573, -78.850668



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14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Westbound					Evelyn Byrd Ave Northbound					Evelyn Byrd Ave Southbound					Int
	L	R	U	App	Ped*	T	R	U	App	Ped*	L	T	U	App	Ped*	
Time																
2024-02-13 4:15PM	27	41	0	<b>68</b>	0	53	33	0	<b>86</b>	0	32	64	0	<b>96</b>	0	<b>250</b>
4:30PM	31	35	0	<b>66</b>	0	37	43	0	<b>80</b>	0	21	50	0	<b>71</b>	0	<b>217</b>
4:45PM	38	32	0	<b>70</b>	1	40	32	0	<b>72</b>	0	42	46	0	<b>88</b>	2	<b>230</b>
5:00PM	27	22	0	<b>49</b>	0	54	59	0	<b>113</b>	0	44	37	0	<b>81</b>	0	<b>243</b>
<b>Total</b>	123	130	0	<b>253</b>	1	184	167	0	<b>351</b>	0	139	197	0	<b>336</b>	2	<b>940</b>
<b>% Approach</b>	48.6%	51.4%	0%	-	-	52.4%	47.6%	0%	-	-	41.4%	58.6%	0%	-	-	-
<b>% Total</b>	13.1%	13.8%	0%	<b>26.9%</b>	-	19.6%	17.8%	0%	<b>37.3%</b>	-	14.8%	21.0%	0%	<b>35.7%</b>	-	-
<b>PHF</b>	0.809	0.793	-	<b>0.904</b>	-	0.852	0.708	-	<b>0.777</b>	-	0.790	0.770	-	<b>0.875</b>	-	0.940
<b>Lights and Motorcycles</b>	122	128	0	<b>250</b>	-	181	166	0	<b>347</b>	-	138	195	0	<b>333</b>	-	930
<b>% Lights and Motorcycles</b>	99.2%	98.5%	0%	<b>98.8%</b>	-	98.4%	99.4%	0%	<b>98.9%</b>	-	99.3%	99.0%	0%	<b>99.1%</b>	-	98.9%
<b>Heavy</b>	1	2	0	<b>3</b>	-	3	1	0	<b>4</b>	-	1	2	0	<b>3</b>	-	10
<b>% Heavy</b>	0.8%	1.5%	0%	<b>1.2%</b>	-	1.6%	0.6%	0%	<b>1.1%</b>	-	0.7%	1.0%	0%	<b>0.9%</b>	-	1.1%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

10-Burgess Rd & Evelyn Byrd Ave (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:15 PM - 5:15 PM) - Overall Peak Hour

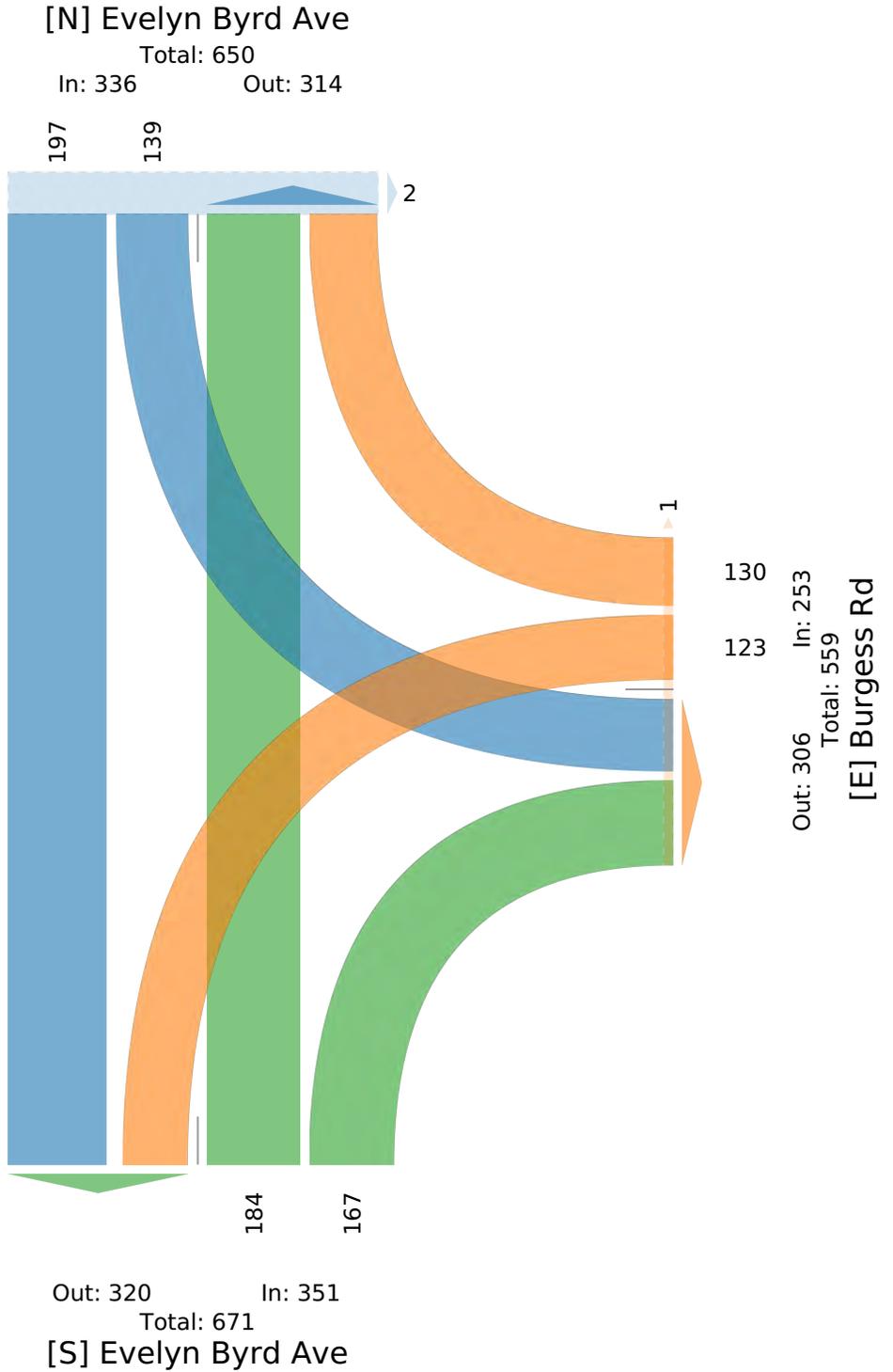
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

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Jacksonville Beach, FL, 32250, US



11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Harrison Crossing Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	2	17	0	0	19	0	0	27	25	0	52	0	0	0	0	0	0	0	17	0	3	0	20	0	91
7:15AM	1	28	0	0	29	0	0	35	25	0	60	0	0	0	0	0	0	0	15	0	1	0	16	0	105
7:30AM	1	25	0	0	26	0	0	37	18	0	55	0	0	0	0	0	0	1	15	1	1	0	17	0	98
7:45AM	0	20	0	0	20	0	0	38	31	0	69	0	0	0	0	0	0	0	16	0	2	0	18	0	107
Hourly Total	4	90	0	0	94	0	0	137	99	0	236	0	0	0	0	0	1	63	1	7	0	71	0	401	
8:00AM	2	25	0	0	27	0	0	34	38	0	72	0	0	0	0	0	0	0	13	0	4	0	17	0	116
8:15AM	4	19	0	0	23	0	0	39	35	0	74	0	0	0	0	0	0	0	13	0	4	0	17	0	114
8:30AM	5	31	1	0	37	1	0	35	39	0	74	0	0	0	0	0	0	0	19	0	2	0	21	0	132
8:45AM	6	25	0	0	31	0	1	35	36	0	72	0	0	0	1	0	1	0	29	0	3	0	32	0	136
Hourly Total	17	100	1	0	118	1	1	143	148	0	292	0	0	0	1	0	1	0	74	0	13	0	87	0	498
9:00AM	7	18	0	0	25	0	0	44	44	0	88	0	0	0	0	0	0	0	26	0	7	0	33	0	146
9:15AM	8	23	1	0	32	0	1	28	49	0	78	1	0	0	0	0	0	0	30	0	7	0	37	0	147
9:30AM	7	21	1	0	29	0	3	30	45	0	78	0	0	0	0	0	0	0	29	0	6	0	35	0	142
9:45AM	4	23	2	0	29	1	2	24	61	0	87	0	1	0	1	0	2	0	38	1	7	0	46	0	164
Hourly Total	26	85	4	0	115	1	6	126	199	0	331	1	1	0	1	0	2	0	123	1	27	0	151	0	599
10:00AM	9	22	1	0	32	0	1	29	74	0	104	0	0	0	2	0	2	0	47	0	5	0	52	0	190
10:15AM	10	31	1	0	42	1	2	23	77	0	102	0	0	1	1	0	2	1	47	1	6	0	54	0	200
10:30AM	11	30	2	0	43	0	3	39	62	0	104	2	2	2	2	0	6	1	61	2	3	0	66	0	219
10:45AM	14	29	4	0	47	0	2	48	69	0	119	1	0	0	3	0	3	0	59	0	15	0	74	0	243
Hourly Total	44	112	8	0	164	1	8	139	282	0	429	3	2	3	8	0	13	2	214	3	29	0	246	0	852
11:00AM	22	38	1	0	61	0	0	38	74	0	112	0	0	2	1	0	3	0	64	1	6	0	71	0	247
11:15AM	14	40	0	0	54	2	2	38	86	0	126	0	0	0	5	0	5	0	59	1	8	0	68	0	253
11:30AM	16	41	5	0	62	0	4	44	81	0	129	0	1	0	3	0	4	1	90	1	17	0	108	0	303
11:45AM	25	60	1	0	86	2	3	44	63	0	110	2	1	1	3	0	5	0	63	2	11	0	76	0	277
Hourly Total	77	179	7	0	263	4	9	164	304	0	477	2	2	3	12	0	17	1	276	5	42	0	323	0	1080
12:00PM	15	57	2	0	74	0	3	40	103	0	146	1	0	1	1	0	2	0	96	0	11	0	107	0	329
12:15PM	21	46	1	0	68	0	2	53	80	0	135	4	0	4	1	0	5	0	82	0	19	0	101	0	309
12:30PM	17	60	2	0	79	0	2	47	88	0	137	2	1	1	3	0	5	0	73	0	14	0	87	0	308
12:45PM	25	61	1	0	87	0	2	40	92	0	134	1	0	1	3	0	4	0	97	0	23	0	120	0	345
Hourly Total	78	224	6	0	308	0	9	180	363	0	552	8	1	7	8	0	16	0	348	0	67	0	415	0	1291
1:00PM	20	31	1	0	52	0	2	44	74	0	120	0	1	1	5	0	7	0	89	0	10	0	99	0	278
1:15PM	22	44	1	0	67	0	2	38	85	0	125	4	1	0	2	0	3	0	89	0	14	0	103	0	298
1:30PM	14	32	1	0	47	1	2	41	100	0	143	1	0	2	4	0	6	0	84	0	16	0	100	0	296
1:45PM	23	26	1	0	50	1	2	35	108	0	145	2	1	0	1	0	2	0	88	0	13	0	101	0	298
Hourly Total	79	133	4	0	216	2	8	158	367	0	533	7	3	3	12	0	18	0	350	0	53	0	403	0	1170
2:00PM	19	25	1	0	45	0	1	48	81	0	130	3	0	0	1	0	1	0	100	0	21	0	121	0	297
2:15PM	14	54	0	0	68	0	4	40	91	0	135	0	1	0	2	0	3	0	95	2	11	0	108	0	314
2:30PM	21	42	3	0	66	2	2	49	103	0	154	2	0	0	6	0	6	1	84	0	12	0	96	0	322
2:45PM	15	43	2	0	60	0	3	42	91	0	136	0	1	0	3	0	4	0	128	1	14	0	143	0	343
Hourly Total	69	164	6	0	239	2	10	179	366	0	555	5	2	0	12	0	14	1	407	3	58	0	468	0	1276
3:00PM	23	41	0	0	64	0	1	52	88	0	141	1	1	0	4	0	5	0	99	0	10	0	109	0	319
3:15PM	13	37	1	0	51	0	1	37	93	0	131	0	0	0	3	0	3	1	112	0	8	0	120	0	305
3:30PM	12	51	1	0	64	0	2	39	81	0	122	0	0	0	4	0	4	0	91	0	11	0	102	0	292
3:45PM	16	54	1	0	71	0	2	53	92	0	147	0	0	1	4	0	5	0	98	0	16	0	114	0	337
Hourly Total	64	183	3	0	250	0	6	181	354	0	541	1	1	1	15	0	17	1	400	0	45	0	445	0	1253
4:00PM	22	53	3	0	78	0	3	57	103	0	163	0	0	0	3	0	3	0	106	0	20	0	126	0	370
4:15PM	13	47	0	0	60	0	3	45	95	0	143	0	2	1	3	0	6	0	99	1	25	0	125	0	334
4:30PM	17	52	1	0	70	0	4	50	98	0	152	0	0	0	5	0	5	0	98	0	21	0	119	0	346
4:45PM	15	57	6	0	78	0	5	54	102	1	162	0	2	2	3	0	7	0	96	1	14	0	111	0	358
Hourly Total	67	209	10	0	286	0	15	206	398	1	620	0	4	3	14	0	21	0	399	2	80	0	481	0	1408
5:00PM	18	79	1	0	98	0	3	40	103	0	146	0	1	0	4	0	5	0	96	1	14	0	111	0	360
5:15PM	22	51	0	0	73	0	4	51	99	0	154	3	2	1	6	0	9	0	93	0	13	0	106	0	342
5:30PM	17	59	3	0	79	1	5	46	110	1	162	1	0	0	3	0	3	1	107	0	31	0	138	0	382
5:45PM	19	51	3	0	73	0	7	59	115	0	181	0	1	1	6	0	8	0	105	1	18	0	124	0	386
Hourly Total	76	240	7	0	323	1	19	196	427	1	643	4	4	2	19	0	25	1	401	2	76	0	479	0	1470
6:00PM	21	65	2	0	88	1	3	45	87	0	135	0	3	0	7	0	10	0	101	1	12	0	114	0	347
6:15PM	18	62	1	0	81	0	5	61	100	0	166	2	2	0	5	0	7	0	113	0	9	0	122	0	376
6:30PM	18	48	1	0	67	0	3	51	88	0	142	0	2	0	7	0	9	0	94	1	15	0	110	0	328
6:45PM	16	50	1	0	67	1	3	40	101	0	144	0	3	0	3	0	6	1	95	0	21	0	116	0	333
Hourly Total	73	225	5	0	303	2	14	197	376	0	587	2	10	0	22	0	32	1	403	2	57	0	462	0	1384

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Harrison Crossing Ent Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
<b>Total</b>	674	1944	61	0	<b>2679</b>	14	105	2006	3683	2	<b>5796</b>	33	30	22	124	0	<b>176</b>	8	3458	19	554	0	<b>4031</b>	0	<b>12682</b>
<b>% Approach</b>	25.2%	72.6%	2.3%	0%	-	-	1.8%	34.6%	63.5%	0%	-	-	17.0%	12.5%	70.5%	0%	-	-	85.8%	0.5%	13.7%	0%	-	-	-
<b>% Total</b>	5.3%	15.3%	0.5%	0%	<b>21.1%</b>	-	0.8%	15.8%	29.0%	0%	<b>45.7%</b>	-	0.2%	0.2%	1.0%	0%	<b>1.4%</b>	-	27.3%	0.1%	4.4%	0%	<b>31.8%</b>	-	-
<b>Lights and Motorcycles</b>	673	1911	59	0	<b>2643</b>	-	104	1970	3636	1	<b>5711</b>	-	30	22	120	0	<b>172</b>	-	3414	18	548	0	<b>3980</b>	-	12506
<b>% Lights and Motorcycles</b>	99.9%	98.3%	96.7%	0%	<b>98.7%</b>	-	99.0%	98.2%	98.7%	50.0%	<b>98.5%</b>	-	100%	100%	96.8%	0%	<b>97.7%</b>	-	98.7%	94.7%	98.9%	0%	<b>98.7%</b>	-	98.6%
<b>Heavy</b>	1	33	2	0	<b>36</b>	-	1	36	47	1	<b>85</b>	-	0	0	4	0	<b>4</b>	-	44	1	6	0	<b>51</b>	-	176
<b>% Heavy</b>	0.1%	1.7%	3.3%	0%	<b>1.3%</b>	-	1.0%	1.8%	1.3%	50.0%	<b>1.5%</b>	-	0%	0%	3.2%	0%	<b>2.3%</b>	-	1.3%	5.3%	1.1%	0%	<b>1.3%</b>	-	1.4%
Pedestrians	-	-	-	-	-	13	-	-	-	-	-	33	-	-	-	-	-	7	-	-	-	-	-	0	
% Pedestrians	-	-	-	-	-	-92.9%	-	-	-	-	-	-100%	-	-	-	-	-	-87.5%	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	7.1%	-	-	-	-	-	0%	-	-	-	-	-	12.5%	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn



11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Harrison Crossing Ent Southbound						Int
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 10:00AM	9	22	1	0	32	0	1	29	74	0	104	0	0	0	2	0	2	0	47	0	5	0	52	0	190
10:15AM	10	31	1	0	42	1	2	23	77	0	102	0	0	1	1	0	2	1	47	1	6	0	54	0	200
10:30AM	11	30	2	0	43	0	3	39	62	0	104	2	2	2	2	0	6	1	61	2	3	0	66	0	219
10:45AM	14	29	4	0	47	0	2	48	69	0	119	1	0	0	3	0	3	0	59	0	15	0	74	0	243
<b>Total</b>	44	112	8	0	164	1	8	139	282	0	429	3	2	3	8	0	13	2	214	3	29	0	246	0	852
<b>% Approach</b>	26.8%	68.3%	4.9%	0%	-	-	1.9%	32.4%	65.7%	0%	-	-	15.4%	23.1%	61.5%	0%	-	-	87.0%	1.2%	11.8%	0%	-	-	-
<b>% Total</b>	5.2%	13.1%	0.9%	0%	19.2%	-	0.9%	16.3%	33.1%	0%	50.4%	-	0.2%	0.4%	0.9%	0%	1.5%	-	25.1%	0.4%	3.4%	0%	28.9%	-	-
<b>PHF</b>	0.786	0.903	0.500	-	0.872	-	0.667	0.724	0.916	-	0.901	-	0.250	0.375	0.667	-	0.542	-	0.877	0.375	0.483	-	0.831	-	0.877
<b>Lights and Motorcycles</b>	44	111	7	0	162	-	8	138	276	0	422	-	2	3	7	0	12	-	212	3	27	0	242	-	838
<b>% Lights and Motorcycles</b>	100%	99.1%	87.5%	0%	98.8%	-	100%	99.3%	97.9%	0%	98.4%	-	100%	100%	87.5%	0%	92.3%	-	99.1%	100%	93.1%	0%	98.4%	-	98.4%
<b>Heavy</b>	0	1	1	0	2	-	0	1	6	0	7	-	0	0	1	0	1	-	2	0	2	0	4	-	14
<b>% Heavy</b>	0%	0.9%	12.5%	0%	1.2%	-	0%	0.7%	2.1%	0%	1.6%	-	0%	0%	12.5%	0%	7.7%	-	0.9%	0%	6.9%	0%	1.6%	-	1.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	2	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC)

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Harrison Crossing Ent

Total: 575

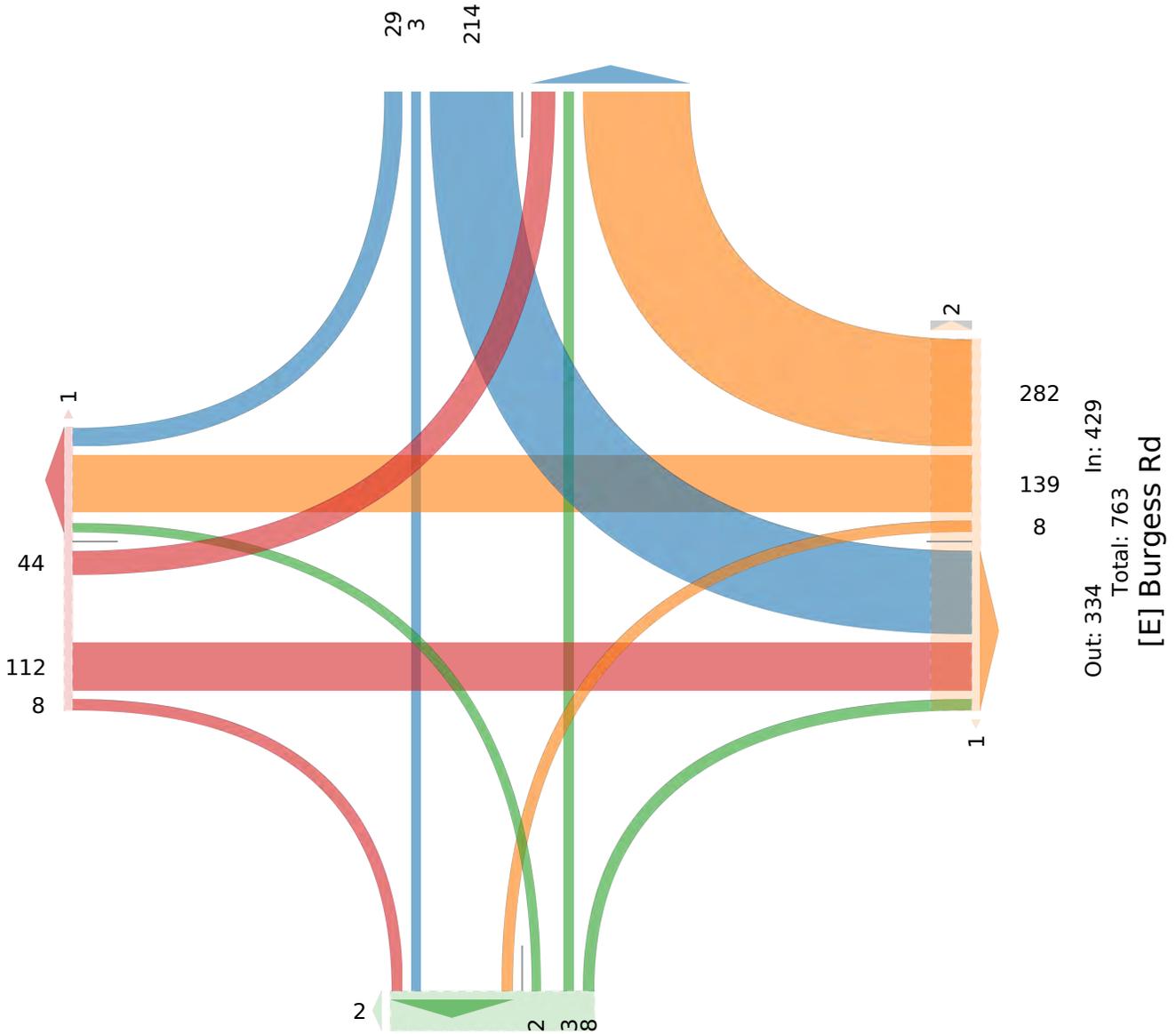
In: 246

Out: 329

[W] Burgess Rd

Total: 334

In: 164 Out: 170



Out: 19 In: 13

Total: 32

[S] Business Driveway

11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Harrison Crossing Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	15	57	2	0	74	0	3	40	103	0	146	1	0	1	1	0	2	0	96	0	11	0	107	0	329
12:15PM	21	46	1	0	68	0	2	53	80	0	135	4	0	4	1	0	5	0	82	0	19	0	101	0	309
12:30PM	17	60	2	0	79	0	2	47	88	0	137	2	1	1	3	0	5	0	73	0	14	0	87	0	308
12:45PM	25	61	1	0	87	0	2	40	92	0	134	1	0	1	3	0	4	0	97	0	23	0	120	0	345
<b>Total</b>	78	224	6	0	308	0	9	180	363	0	552	8	1	7	8	0	16	0	348	0	67	0	415	0	1291
<b>% Approach</b>	25.3%	72.7%	1.9%	0%	-	-	1.6%	32.6%	65.8%	0%	-	-	6.3%	43.8%	50.0%	0%	-	-	83.9%	0%	16.1%	0%	-	-	-
<b>% Total</b>	6.0%	17.4%	0.5%	0%	23.9%	-	0.7%	13.9%	28.1%	0%	42.8%	-	0.1%	0.5%	0.6%	0%	1.2%	-	27.0%	0%	5.2%	0%	32.1%	-	-
<b>PHF</b>	0.780	0.918	0.750	-	0.885	-	0.750	0.849	0.881	-	0.945	-	0.250	0.438	0.667	-	0.800	-	0.897	-	0.728	-	0.865	-	0.936
<b>Lights and Motorcycles</b>	78	222	6	0	306	-	9	176	360	0	545	-	1	7	8	0	16	-	340	0	66	0	406	-	1273
<b>% Lights and Motorcycles</b>	100%	99.1%	100%	0%	99.4%	-	100%	97.8%	99.2%	0%	98.7%	-	100%	100%	100%	0%	100%	-	97.7%	0%	98.5%	0%	97.8%	-	98.6%
<b>Heavy</b>	0	2	0	0	2	-	0	4	3	0	7	-	0	0	0	0	0	-	8	0	1	0	9	-	18
<b>% Heavy</b>	0%	0.9%	0%	0%	0.6%	-	0%	2.2%	0.8%	0%	1.3%	-	0%	0%	0%	0%	0%	-	2.3%	0%	1.5%	0%	2.2%	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	8	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC)

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Harrison Crossing Ent

Total: 863

In: 415

Out: 448

67

348

4

363

In: 552

Total: 1132

[E] Burgess Rd

Out: 580

180

9

4

Out: 15

In: 16

Total: 31

[S] Business Driveway

[W] Burgess Rd  
Total: 556  
In: 308  
Out: 248

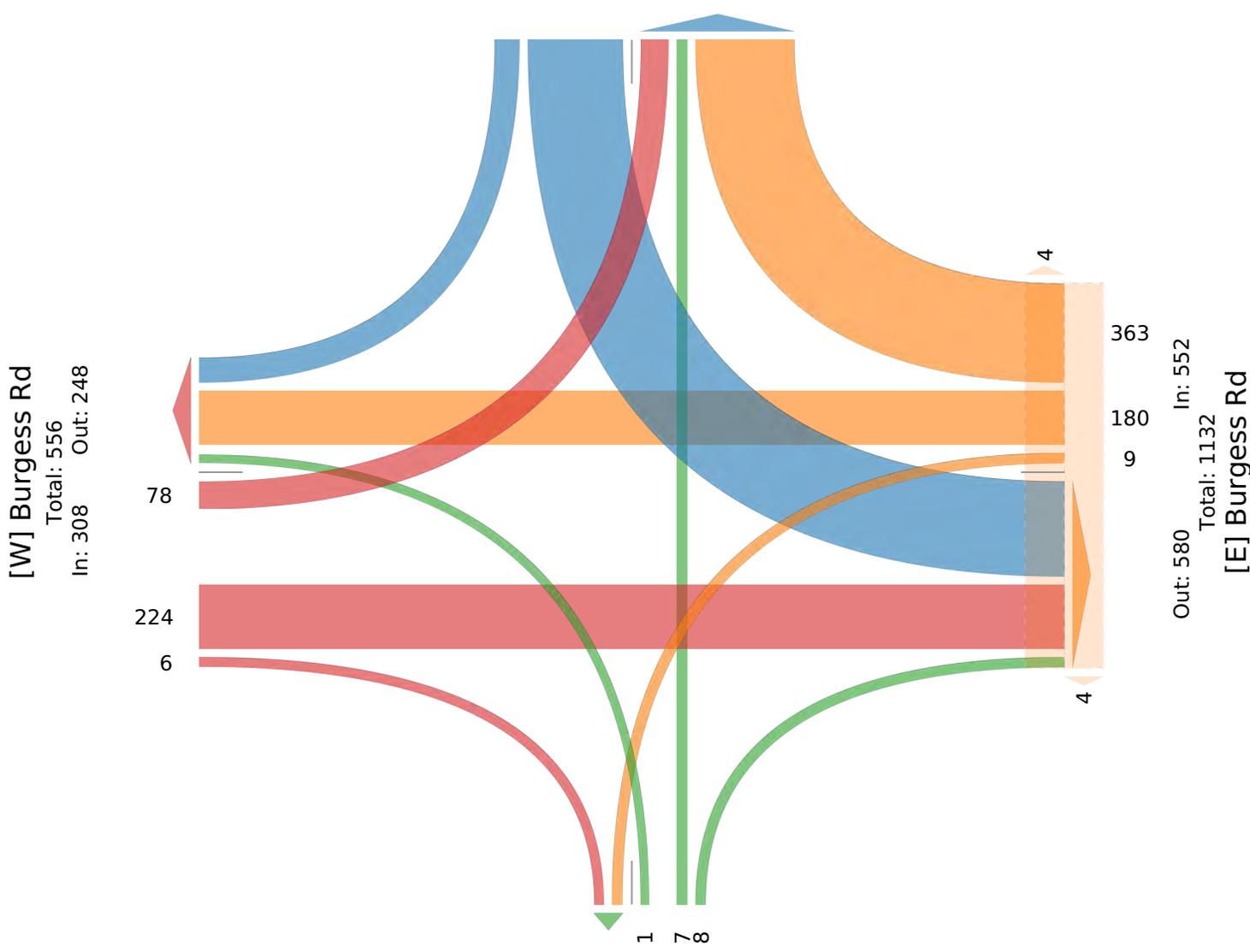
78

224

6

1

7 8



11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC

Tue Feb 13, 2024

PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Harrison Crossing Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 5:30PM	17	59	3	0	79	1	5	46	110	1	162	1	0	0	3	0	3	1	107	0	31	0	138	0	382
5:45PM	19	51	3	0	73	0	7	59	115	0	181	0	1	1	6	0	8	0	105	1	18	0	124	0	386
6:00PM	21	65	2	0	88	1	3	45	87	0	135	0	3	0	7	0	10	0	101	1	12	0	114	0	347
6:15PM	18	62	1	0	81	0	5	61	100	0	166	2	2	0	5	0	7	0	113	0	9	0	122	0	376
<b>Total</b>	75	237	9	0	321	2	20	211	412	1	644	3	6	1	21	0	28	1	426	2	70	0	498	0	1491
<b>% Approach</b>	23.4%	73.8%	2.8%	0%	-	-	3.1%	32.8%	64.0%	0.2%	-	-	21.4%	3.6%	75.0%	0%	-	-	85.5%	0.4%	14.1%	0%	-	-	-
<b>% Total</b>	5.0%	15.9%	0.6%	0%	21.5%	-	1.3%	14.2%	27.6%	0.1%	43.2%	-	0.4%	0.1%	1.4%	0%	1.9%	-	28.6%	0.1%	4.7%	0%	33.4%	-	-
<b>PHF</b>	0.893	0.912	0.750	-	0.912	-	0.714	0.865	0.896	0.250	0.890	-	0.500	0.250	0.750	-	0.700	-	0.942	0.500	0.565	-	0.902	-	0.966
<b>Lights and Motorcycles</b>	75	235	9	0	319	-	20	208	411	0	639	-	6	1	21	0	28	-	424	2	70	0	496	-	1482
<b>% Lights and Motorcycles</b>	100%	99.2%	100%	0%	99.4%	-	100%	98.6%	99.8%	0%	99.2%	-	100%	100%	100%	0%	100%	-	99.5%	100%	100%	0%	99.6%	-	99.4%
<b>Heavy</b>	0	2	0	0	2	-	0	3	1	1	5	-	0	0	0	0	0	-	2	0	0	0	2	-	9
<b>% Heavy</b>	0%	0.8%	0%	0%	0.6%	-	0%	1.4%	0.2%	100%	0.8%	-	0%	0%	0%	0%	0%	-	0.5%	0%	0%	0%	0.4%	-	0.6%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	0
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

11-Burgess Rd & Harrison Crossing Ent (VA24-... - TMC)

Tue Feb 13, 2024

PM Peak (5:30 PM - 6:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150181, Location: 38.433624, -78.849176



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Harrison Crossing Ent

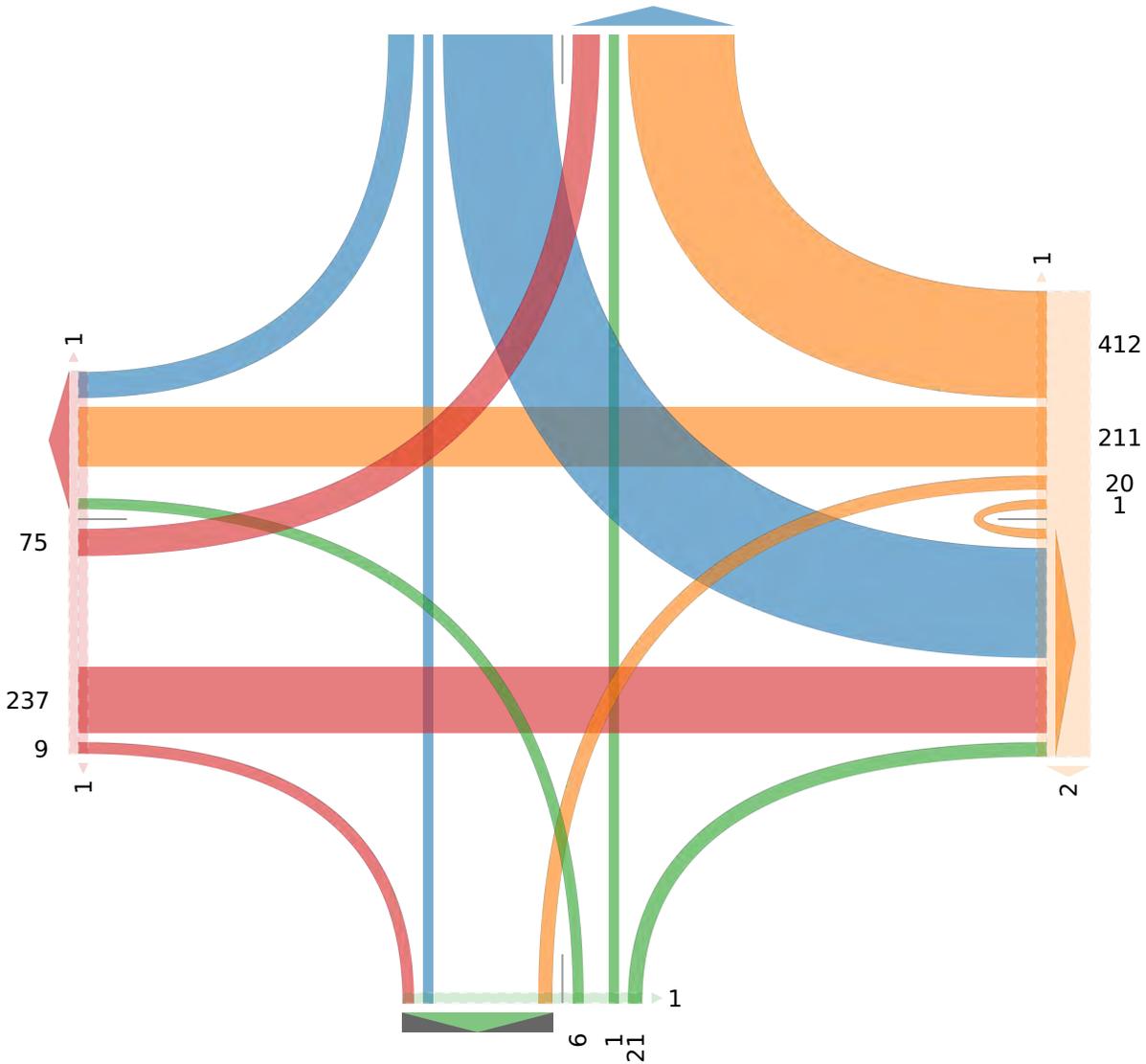
Total: 986

In: 498

Out: 488

70  
2  
426

[W] Burgess Rd  
Total: 608  
In: 321 Out: 287



[E] Burgess Rd  
Total: 1329  
In: 644  
Out: 685

[S] Business Driveway  
Total: 59  
In: 28  
Out: 31

12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Clover Leaf Plaza Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	0	35	0	0	35	0	0	45	0	0	45	0	0	0	0	0	0	0	4	0	1	0	5	0	85
7:15AM	1	43	0	0	44	0	0	63	1	0	64	0	0	0	0	0	0	0	0	0	1	0	1	0	109
7:30AM	0	41	0	0	41	0	0	56	0	0	56	0	0	0	0	0	0	1	2	0	0	0	2	0	99
7:45AM	0	34	0	0	34	0	0	69	0	0	69	0	0	0	0	0	0	0	2	0	0	0	2	0	105
Hourly Total	1	153	0	0	154	0	0	233	1	0	234	0	0	0	0	0	1	1	8	0	2	0	10	0	398
8:00AM	0	38	0	0	38	0	0	72	0	0	72	0	0	0	1	0	1	0	3	0	0	0	3	0	114
8:15AM	3	29	0	0	32	0	0	75	0	0	75	0	0	0	0	0	0	0	3	0	0	0	3	0	110
8:30AM	3	46	0	0	49	0	0	64	0	0	64	1	0	0	0	0	0	1	6	0	3	0	9	0	122
8:45AM	1	55	0	0	56	0	0	77	0	0	77	0	0	0	0	0	0	0	1	0	1	0	2	0	135
Hourly Total	7	168	0	0	175	0	0	288	0	0	288	1	0	0	1	0	1	1	13	0	4	0	17	0	481
9:00AM	0	41	0	0	41	0	0	87	2	0	89	0	0	0	0	0	0	0	2	0	0	0	2	0	132
9:15AM	3	51	0	0	54	0	0	82	1	0	83	1	0	0	0	0	0	1	3	0	1	0	4	1	141
9:30AM	0	51	0	0	51	0	0	73	0	0	73	0	0	0	0	0	0	0	6	0	2	0	8	0	132
9:45AM	1	60	0	0	61	1	1	86	0	0	87	0	0	0	0	0	0	3	3	0	2	0	5	0	153
Hourly Total	4	203	0	0	207	1	1	328	3	0	332	1	0	0	0	0	0	4	14	0	5	0	19	1	558
10:00AM	4	66	0	0	70	0	0	100	2	0	102	0	1	0	0	0	1	0	7	0	3	0	10	0	183
10:15AM	2	76	1	0	79	0	0	97	2	0	99	2	0	0	1	0	1	0	2	0	7	0	9	0	188
10:30AM	5	87	0	0	92	0	0	102	1	0	103	1	0	0	0	0	0	3	2	0	3	0	5	1	200
10:45AM	5	86	0	0	91	0	1	108	2	0	111	1	0	0	0	0	0	1	8	0	4	0	12	1	214
Hourly Total	16	315	1	0	332	0	1	407	7	0	415	4	1	0	1	0	2	4	19	0	17	0	36	2	785
11:00AM	5	97	0	0	102	0	0	118	0	0	118	0	1	0	0	0	1	0	3	0	3	0	6	0	227
11:15AM	3	95	0	0	98	0	1	113	1	0	115	0	0	0	0	0	0	2	8	0	5	0	13	0	226
11:30AM	7	127	0	0	134	0	0	124	2	0	126	0	0	0	0	0	0	1	5	0	4	0	9	0	269
11:45AM	9	114	0	0	123	0	0	108	2	0	110	1	0	0	1	0	1	5	11	0	5	0	16	1	250
Hourly Total	24	433	0	0	457	0	1	463	5	0	469	1	1	0	1	0	2	8	27	0	17	0	44	1	972
12:00PM	3	143	4	0	150	0	1	141	3	0	145	3	2	0	0	0	2	1	13	0	1	0	14	0	311
12:15PM	7	121	1	0	129	1	0	139	4	0	143	1	1	0	0	0	1	6	9	0	2	0	11	1	284
12:30PM	7	131	0	0	138	0	0	122	3	0	125	1	0	0	0	0	0	1	15	0	10	0	25	1	288
12:45PM	7	146	1	0	154	0	0	131	5	0	136	1	0	0	0	0	0	3	12	0	8	0	20	0	310
Hourly Total	24	541	6	0	571	1	1	533	15	0	549	6	3	0	0	0	3	11	49	0	21	0	70	2	1193
1:00PM	6	117	2	0	125	1	0	106	2	0	108	0	0	0	0	0	0	0	11	0	9	0	20	0	253
1:15PM	8	128	1	0	137	0	0	124	0	0	124	0	0	0	0	0	0	4	20	0	6	0	26	1	287
1:30PM	5	115	1	0	121	0	3	140	2	0	145	1	0	0	1	0	1	1	13	0	6	0	19	1	286
1:45PM	3	103	3	0	109	0	0	142	7	0	149	1	0	0	0	0	0	3	15	0	7	0	22	0	280
Hourly Total	22	463	7	0	492	1	3	512	11	0	526	2	0	0	1	0	1	8	59	0	28	0	87	2	1106
2:00PM	6	121	2	0	129	0	0	110	4	0	114	0	0	0	0	0	0	3	8	0	9	0	17	0	260
2:15PM	3	141	0	0	144	0	0	135	4	0	139	0	0	0	0	0	0	0	7	0	7	0	14	1	297
2:30PM	4	125	1	0	130	0	0	139	2	0	141	1	0	0	0	0	0	4	15	0	7	0	22	0	293
2:45PM	10	165	0	0	175	0	0	141	2	0	143	0	0	0	0	0	0	0	8	0	7	0	15	0	333
Hourly Total	23	552	3	0	578	0	0	525	12	0	537	1	0	0	0	0	0	7	38	0	30	0	68	1	1183
3:00PM	5	139	0	0	144	0	0	122	2	0	124	3	0	0	0	0	0	1	11	0	9	0	20	0	288
3:15PM	8	148	0	0	156	0	0	134	3	0	137	0	0	0	0	0	0	2	9	0	1	0	10	0	303
3:30PM	4	138	1	0	143	0	0	112	0	0	112	0	0	0	1	0	1	2	14	0	6	0	20	0	276
3:45PM	10	146	0	0	156	0	0	152	5	0	157	0	0	0	0	0	0	1	11	0	5	0	16	0	329
Hourly Total	27	571	1	0	599	0	0	520	10	0	530	3	0	0	1	0	1	6	45	0	21	0	66	0	1196
4:00PM	10	155	0	0	165	0	0	150	0	0	150	0	0	0	0	0	0	2	13	0	5	0	18	0	333
4:15PM	5	152	1	0	158	0	0	143	3	0	146	2	0	0	0	0	0	0	16	0	10	0	26	1	330
4:30PM	10	141	0	0	151	0	0	132	3	0	135	0	0	0	0	0	0	1	8	0	10	0	18	0	304
4:45PM	14	137	0	0	151	0	1	141	4	0	146	0	0	0	0	0	0	1	13	0	16	0	29	0	326
Hourly Total	39	585	1	0	625	0	1	566	10	0	577	2	0	0	0	0	0	4	50	0	41	0	91	1	1293
5:00PM	11	166	0	0	177	0	0	154	2	0	156	1	0	0	0	0	0	1	16	0	8	0	24	1	357
5:15PM	11	138	0	0	149	0	0	144	11	0	155	2	0	0	0	0	0	3	20	0	11	0	31	0	335
5:30PM	5	165	0	0	170	0	1	151	7	0	159	0	1	0	0	0	1	2	21	0	14	0	35	0	365
5:45PM	13	146	0	0	159	0	2	155	2	0	159	0	0	0	0	0	0	0	12	0	10	0	22	0	340
Hourly Total	40	615	0	0	655	0	3	604	22	0	629	3	1	0	0	0	1	6	69	0	43	0	112	1	1397
6:00PM	15	152	0	0	167	0	0	123	1	0	124	0	0	0	0	0	0	1	13	0	11	0	24	0	315

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Clover Leaf Plaza Ent Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
6:15PM	6	167	0	0	173	0	0	156	3	0	159	0	0	0	0	0	0	0	16	0	12	0	28	0	360
6:30PM	7	139	0	0	146	0	0	128	5	0	133	0	0	0	0	0	0	0	26	0	7	0	33	0	312
6:45PM	11	129	0	0	140	0	0	138	4	0	142	0	0	0	0	0	0	3	17	0	14	0	31	1	313
Hourly Total	39	587	0	0	626	0	0	545	13	0	558	0	0	0	0	0	0	4	72	0	44	0	116	1	1300
<b>Total</b>	266	5186	19	0	5471	3	11	5524	109	0	5644	24	6	0	5	0	11	64	463	0	273	0	736	12	11862
<b>% Approach</b>	4.9%	94.8%	0.3%	0%	-	-	0.2%	97.9%	1.9%	0%	-	-	54.5%	0%	45.5%	0%	-	-	62.9%	0%	37.1%	0%	-	-	-
<b>% Total</b>	2.2%	43.7%	0.2%	0%	46.1%	-	0.1%	46.6%	0.9%	0%	47.6%	-	0.1%	0%	0%	0%	0.1%	-	3.9%	0%	2.3%	0%	6.2%	-	-
<b>Lights and Motorcycles</b>	263	5116	19	0	5398	-	8	5442	106	0	5556	-	4	0	3	0	7	-	457	0	268	0	725	-	11686
<b>% Lights and Motorcycles</b>	98.9%	98.7%	100%	0%	98.7%	-	72.7%	98.5%	97.2%	0%	98.4%	-	66.7%	0%	60.0%	0%	63.6%	-	98.7%	0%	98.2%	0%	98.5%	-	98.5%
<b>Heavy</b>	3	70	0	0	73	-	3	82	3	0	88	-	2	0	2	0	4	-	6	0	5	0	11	-	176
<b>% Heavy</b>	1.1%	1.3%	0%	0%	1.3%	-	27.3%	1.5%	2.8%	0%	1.6%	-	33.3%	0%	40.0%	0%	36.4%	-	1.3%	0%	1.8%	0%	1.5%	-	1.5%
Pedestrians	-	-	-	-	-	3	-	-	-	-	-	23	-	-	-	-	-	60	-	-	-	-	-	9	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	95.8%	-	-	-	-	-	93.8%	-	-	-	-	-	75.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	4	-	-	-	-	-	3	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	4.2%	-	-	-	-	-	6.3%	-	-	-	-	-	25.0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756

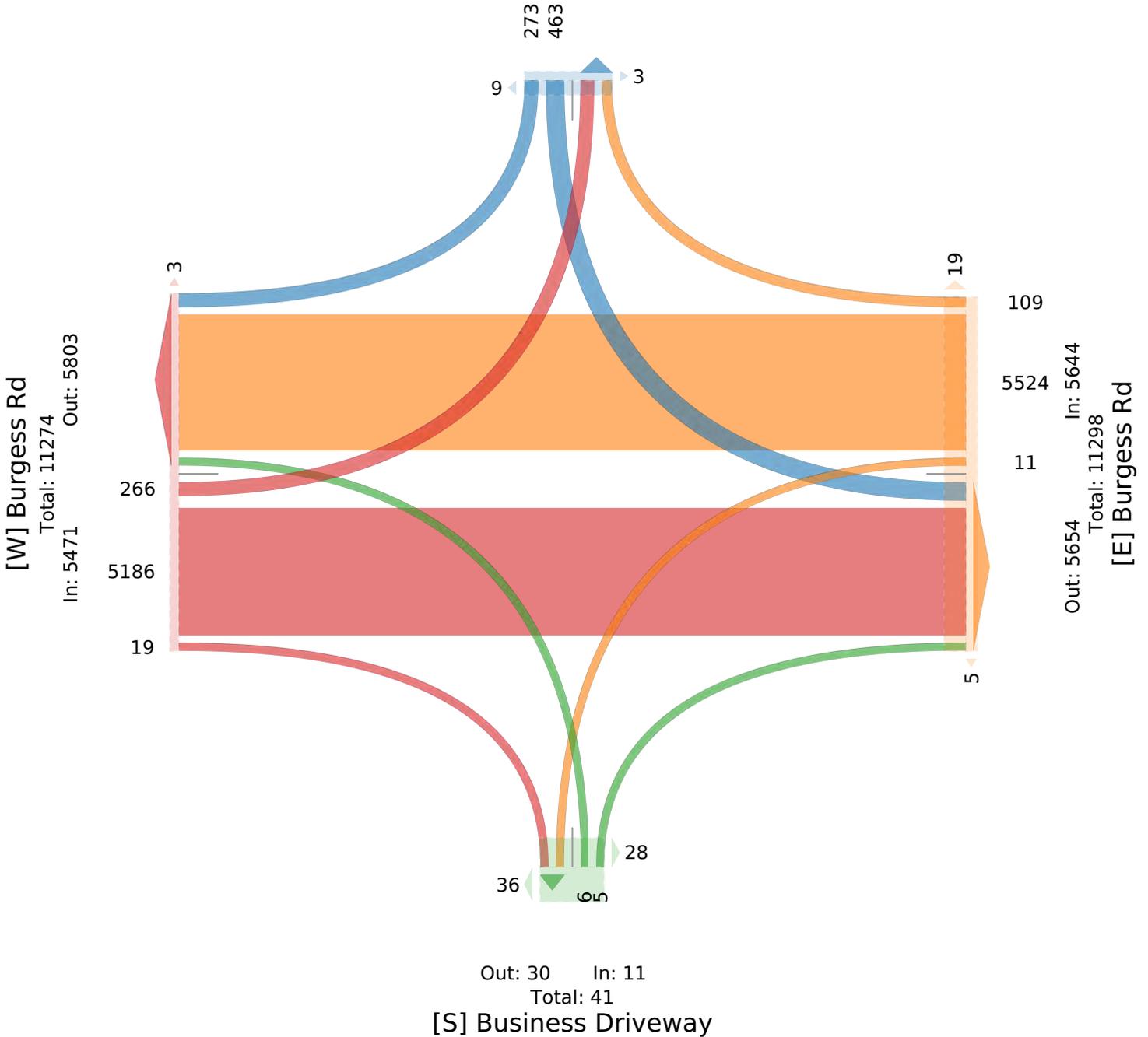


Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Clover Leaf Plaza Ent

Total: 1111

In: 736 Out: 375



12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Clover Leaf Plaza Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 10:00AM	4	66	0	0	70	0	0	100	2	0	102	0	1	0	0	0	1	0	7	0	3	0	10	0	183
10:15AM	2	76	1	0	79	0	0	97	2	0	99	2	0	0	1	0	1	0	2	0	7	0	9	0	188
10:30AM	5	87	0	0	92	0	0	102	1	0	103	1	0	0	0	0	0	3	2	0	3	0	5	1	200
10:45AM	5	86	0	0	91	0	1	108	2	0	111	1	0	0	0	0	0	1	8	0	4	0	12	1	214
<b>Total</b>	16	315	1	0	332	0	1	407	7	0	415	4	1	0	1	0	2	4	19	0	17	0	36	2	785
<b>% Approach</b>	4.8%	94.9%	0.3%	0%	-	-	0.2%	98.1%	1.7%	0%	-	-	50.0%	0%	50.0%	0%	-	-	52.8%	0%	47.2%	0%	-	-	-
<b>% Total</b>	2.0%	40.1%	0.1%	0%	42.3%	-	0.1%	51.8%	0.9%	0%	52.9%	-	0.1%	0%	0.1%	0%	0.3%	-	2.4%	0%	2.2%	0%	4.6%	-	-
<b>PHF</b>	0.800	0.905	0.250	-	0.902	-	0.250	0.942	0.875	-	0.935	-	0.250	-	0.250	-	0.500	-	0.594	-	0.607	-	0.750	-	0.917
<b>Lights and Motorcycles</b>	16	310	1	0	327	-	1	400	7	0	408	-	0	0	0	0	0	-	19	0	16	0	35	-	770
<b>% Lights and Motorcycles</b>	100%	98.4%	100%	0%	98.5%	-	100%	98.3%	100%	0%	98.3%	-	0%	0%	0%	0%	0%	-	100%	0%	94.1%	0%	97.2%	-	98.1%
<b>Heavy</b>	0	5	0	0	5	-	0	7	0	0	7	-	1	0	1	0	2	-	0	0	1	0	1	-	15
<b>% Heavy</b>	0%	1.6%	0%	0%	1.5%	-	0%	1.7%	0%	0%	1.7%	-	100%	0%	100%	0%	100%	-	0%	0%	5.9%	0%	2.8%	-	1.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	2	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-	-	-	-	-	-100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC)

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756

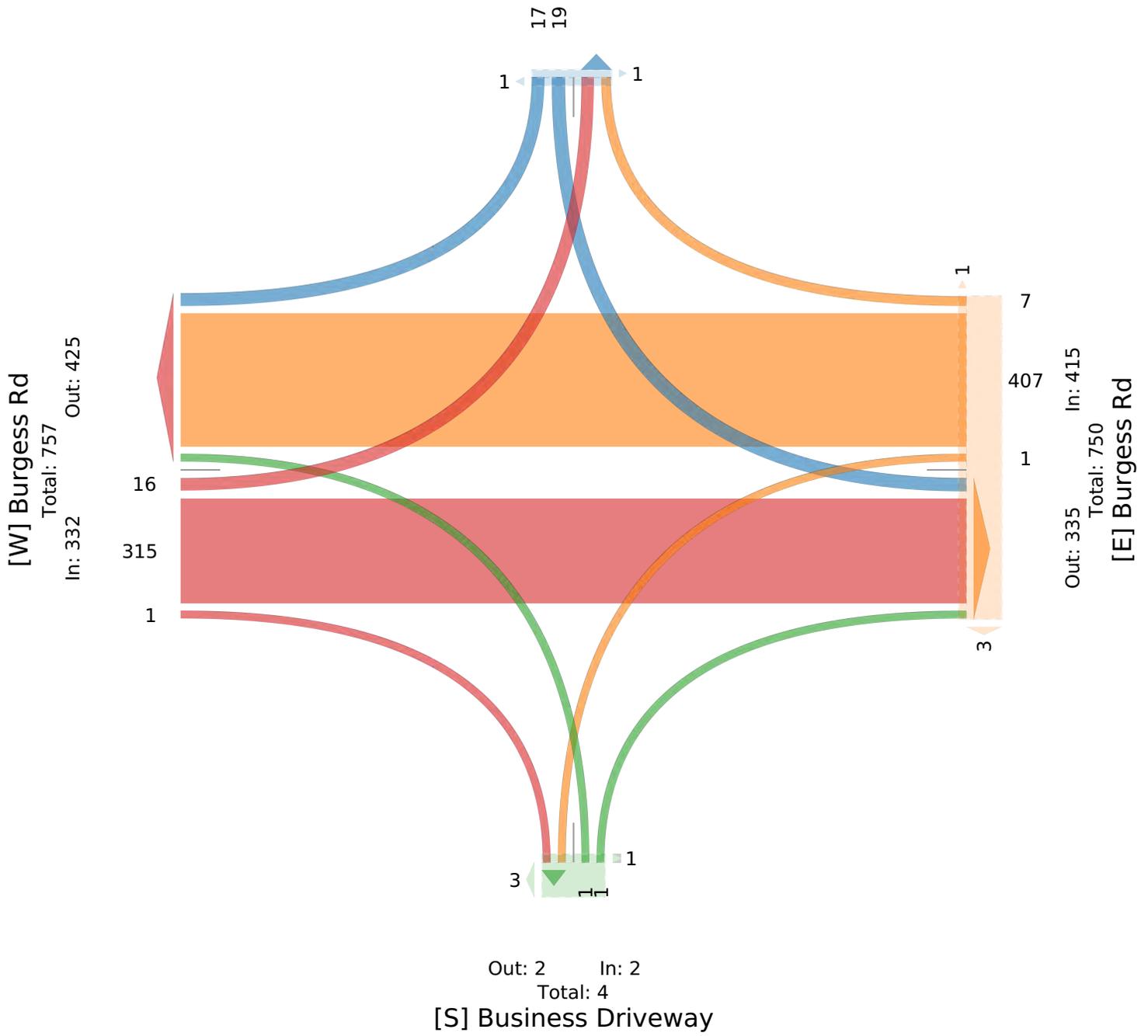


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Clover Leaf Plaza Ent

Total: 59

In: 36 Out: 23



12-Burgess Rd & Clover Leaf Plaza Ent (VA24... - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Clover Leaf Plaza Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	3	143	4	0	150	0	1	141	3	0	145	3	2	0	0	0	2	1	13	0	1	0	14	0	311
12:15PM	7	121	1	0	129	1	0	139	4	0	143	1	1	0	0	0	1	6	9	0	2	0	11	1	284
12:30PM	7	131	0	0	138	0	0	122	3	0	125	1	0	0	0	0	0	1	15	0	10	0	25	1	288
12:45PM	7	146	1	0	154	0	0	131	5	0	136	1	0	0	0	0	0	3	12	0	8	0	20	0	310
<b>Total</b>	24	541	6	0	571	1	1	533	15	0	549	6	3	0	0	0	3	11	49	0	21	0	70	2	1193
<b>% Approach</b>	4.2%	94.7%	1.1%	0%	-	-	0.2%	97.1%	2.7%	0%	-	-	100%	0%	0%	0%	-	-	70.0%	0%	30.0%	0%	-	-	-
<b>% Total</b>	2.0%	45.3%	0.5%	0%	47.9%	-	0.1%	44.7%	1.3%	0%	46.0%	-	0.3%	0%	0%	0%	0.3%	-	4.1%	0%	1.8%	0%	5.9%	-	-
<b>PHF</b>	0.857	0.926	0.375	-	0.927	-	0.250	0.945	0.750	-	0.947	-	0.375	-	-	-	0.375	-	0.817	-	0.525	-	0.700	-	0.959
<b>Lights and Motorcycles</b>	24	533	6	0	563	-	1	522	15	0	538	-	2	0	0	0	2	-	47	0	21	0	68	-	1171
<b>% Lights and Motorcycles</b>	100%	98.5%	100%	0%	98.6%	-	100%	97.9%	100%	0%	98.0%	-	66.7%	0%	0%	0%	66.7%	-	95.9%	0%	100%	0%	97.1%	-	98.2%
<b>Heavy</b>	0	8	0	0	8	-	0	11	0	0	11	-	1	0	0	0	1	-	2	0	0	0	2	-	22
<b>% Heavy</b>	0%	1.5%	0%	0%	1.4%	-	0%	2.1%	0%	0%	2.0%	-	33.3%	0%	0%	0%	33.3%	-	4.1%	0%	0%	0%	2.9%	-	1.8%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	11	-	-	-	-	-	2	
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC)

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756

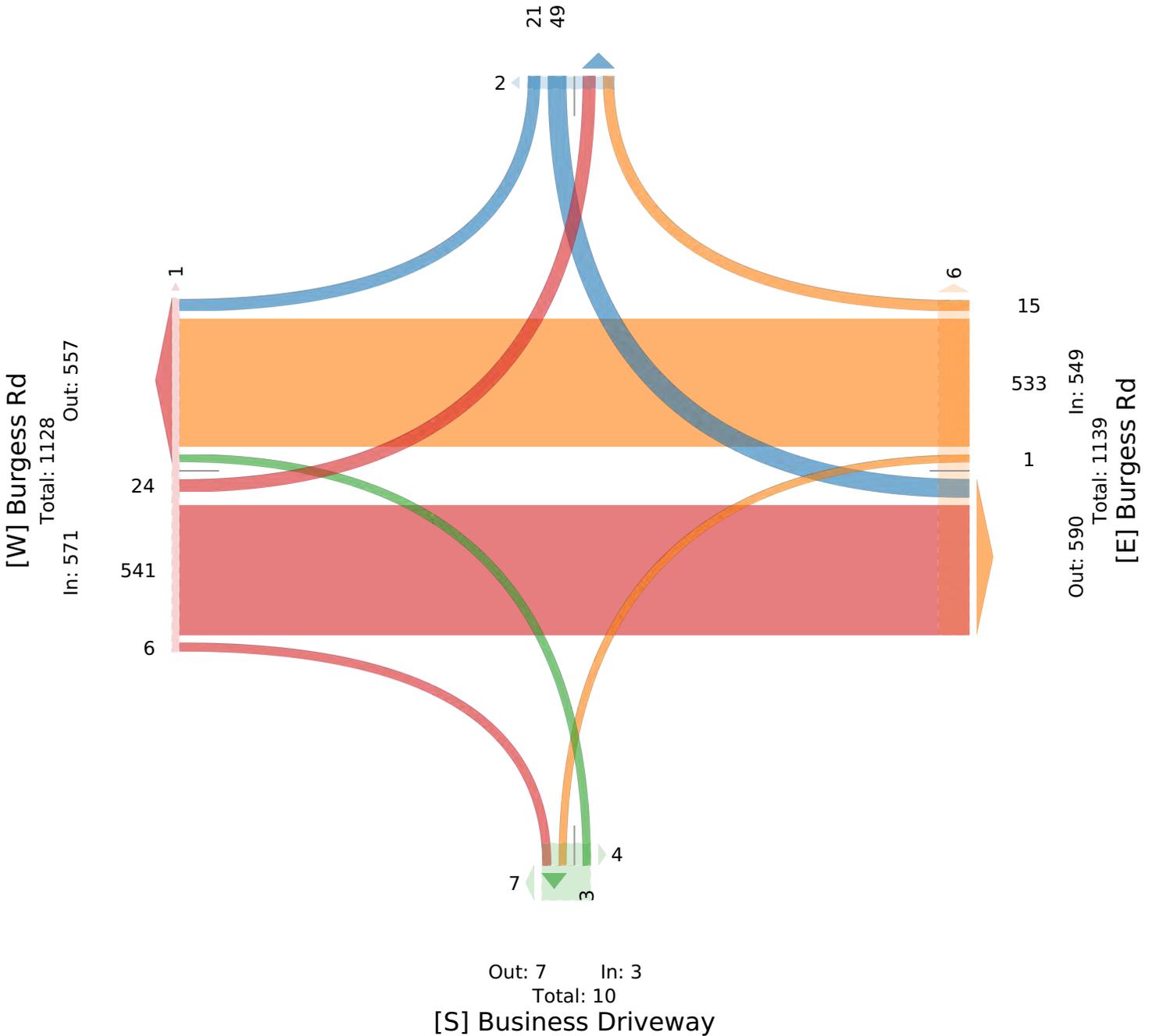


Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Clover Leaf Plaza Ent

Total: 109

In: 70 Out: 39



12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Burgess Rd Eastbound						Burgess Rd Westbound						Business Driveway Northbound						Clover Leaf Plaza Ent Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 5:00PM	11	166	0	0	177	0	0	154	2	0	156	1	0	0	0	0	0	1	16	0	8	0	24	1	357
5:15PM	11	138	0	0	149	0	0	144	11	0	155	2	0	0	0	0	0	3	20	0	11	0	31	0	335
5:30PM	5	165	0	0	170	0	1	151	7	0	159	0	1	0	0	0	1	2	21	0	14	0	35	0	365
5:45PM	13	146	0	0	159	0	2	155	2	0	159	0	0	0	0	0	0	0	12	0	10	0	22	0	340
<b>Total</b>	40	615	0	0	655	0	3	604	22	0	629	3	1	0	0	0	1	6	69	0	43	0	112	1	1397
<b>% Approach</b>	6.1%	93.9%	0%	0%	-	-	0.5%	96.0%	3.5%	0%	-	-	100%	0%	0%	0%	-	-	61.6%	0%	38.4%	0%	-	-	-
<b>% Total</b>	2.9%	44.0%	0%	0%	46.9%	-	0.2%	43.2%	1.6%	0%	45.0%	-	0.1%	0%	0%	0%	0.1%	-	4.9%	0%	3.1%	0%	8.0%	-	-
<b>PHF</b>	0.769	0.926	-	-	0.925	-	0.375	0.974	0.500	-	0.989	-	0.250	-	-	-	0.250	-	0.821	-	0.768	-	0.800	-	0.957
<b>Lights and Motorcycles</b>	40	611	0	0	651	-	2	599	21	0	622	-	1	0	0	0	1	-	69	0	43	0	112	-	1386
<b>% Lights and Motorcycles</b>	100%	99.3%	0%	0%	99.4%	-	66.7%	99.2%	95.5%	0%	98.9%	-	100%	0%	0%	0%	100%	-	100%	0%	100%	0%	100%	-	99.2%
<b>Heavy</b>	0	4	0	0	4	-	1	5	1	0	7	-	0	0	0	0	0	-	0	0	0	0	0	-	11
<b>% Heavy</b>	0%	0.7%	0%	0%	0.6%	-	33.3%	0.8%	4.5%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.8%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	83.3%	-	-	-	-	-	0%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	16.7%	-	-	-	-	-	100%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

12-Burgess Rd & Clover Leaf Plaza Ent (VA24-... - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150182, Location: 38.43401, -78.848756



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Clover Leaf Plaza Ent

Total: 174

In: 112 Out: 62

43 69

1

3

22

604

3

Out: 684 In: 629

Total: 1313

[E] Burgess Rd

[W] Burgess Rd

Total: 1303

In: 655 Out: 648

40 615

2

1

4

Out: 3 In: 1  
Total: 4

[S] Business Driveway

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Carrier Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 7:00AM	15	21	0	36	1	14	0	0	14	0	5	6	0	11	0	61
7:15AM	31	18	0	49	0	36	12	0	48	0	2	13	0	15	0	112
7:30AM	55	30	0	85	0	74	24	0	98	1	4	13	0	17	0	200
7:45AM	39	34	0	73	1	35	11	0	46	0	5	12	0	17	0	136
Hourly Total	140	103	0	243	2	159	47	0	206	1	16	44	0	60	0	509
8:00AM	23	42	0	65	1	30	3	0	33	0	5	13	0	18	0	116
8:15AM	24	24	0	48	1	27	6	0	33	0	4	14	0	18	1	99
8:30AM	29	36	0	65	0	37	4	0	41	0	3	16	0	19	0	125
8:45AM	45	61	0	106	1	42	4	0	46	0	6	12	0	18	0	170
Hourly Total	121	163	0	284	3	136	17	0	153	0	18	55	0	73	1	510
9:00AM	38	70	0	108	3	77	8	0	85	0	9	26	0	35	0	228
9:15AM	31	57	0	88	4	74	9	0	83	0	15	31	0	46	0	217
9:30AM	14	29	0	43	1	33	1	0	34	0	7	15	0	22	1	99
9:45AM	18	61	0	79	0	38	5	0	43	0	7	12	0	19	0	141
Hourly Total	101	217	0	318	8	222	23	0	245	0	38	84	0	122	1	685
10:00AM	18	50	0	68	0	44	4	0	48	0	3	8	0	11	0	127
10:15AM	13	47	0	60	0	54	2	0	56	0	4	10	0	14	0	130
10:30AM	22	56	0	78	1	81	5	0	86	1	7	17	0	24	0	188
10:45AM	29	62	0	91	0	84	8	0	92	0	3	17	0	20	0	203
Hourly Total	82	215	0	297	1	263	19	0	282	1	17	52	0	69	0	648
11:00AM	27	88	0	115	2	70	7	0	77	0	15	17	0	32	0	224
11:15AM	10	55	0	65	3	49	3	0	52	0	7	15	0	22	0	139
11:30AM	14	46	0	60	0	68	5	0	73	0	7	17	0	24	0	157
11:45AM	17	55	0	72	4	59	3	0	62	0	5	12	0	17	0	151
Hourly Total	68	244	0	312	9	246	18	0	264	0	34	61	0	95	0	671
12:00PM	20	61	0	81	0	73	6	0	79	0	11	21	0	32	2	192
12:15PM	19	70	0	89	3	71	8	0	79	0	10	17	0	27	0	195
12:30PM	32	72	0	104	3	80	12	0	92	0	29	25	0	54	0	250
12:45PM	17	76	0	93	4	80	4	0	84	0	10	15	0	25	1	202
Hourly Total	88	279	0	367	10	304	30	0	334	0	60	78	0	138	3	839
1:00PM	12	65	0	77	0	57	3	0	60	0	8	14	0	22	0	159
1:15PM	15	73	0	88	8	51	13	0	64	0	7	12	0	19	1	171
1:30PM	25	55	0	80	3	65	9	0	74	0	10	18	0	28	0	182
1:45PM	35	68	0	103	2	65	6	0	71	0	10	16	0	26	0	200
Hourly Total	87	261	0	348	13	238	31	0	269	0	35	60	0	95	1	712
2:00PM	29	72	0	101	1	107	7	0	114	0	26	41	0	67	0	282
2:15PM	24	96	0	120	4	87	6	0	93	0	32	19	0	51	1	264
2:30PM	17	75	0	92	8	79	12	0	91	0	12	23	0	35	0	218
2:45PM	16	49	0	65	0	76	2	0	78	0	6	8	0	14	1	157
Hourly Total	86	292	0	378	13	349	27	0	376	0	76	91	0	167	2	921
3:00PM	13	58	0	71	4	81	5	0	86	0	12	21	0	33	0	190
3:15PM	22	72	0	94	8	68	7	0	75	0	13	18	0	31	0	200
3:30PM	35	75	1	111	0	82	11	0	93	0	21	30	0	51	1	255
3:45PM	27	102	0	129	3	84	10	0	94	0	40	37	0	77	0	300
Hourly Total	97	307	1	405	15	315	33	0	348	0	86	106	0	192	1	945
4:00PM	18	64	0	82	1	76	1	0	77	1	18	33	0	51	0	210
4:15PM	22	62	0	84	0	90	1	0	91	0	16	26	0	42	0	217
4:30PM	15	64	0	79	2	89	7	0	96	0	16	19	0	35	0	210
4:45PM	30	82	0	112	3	93	2	0	95	0	22	24	0	46	0	253
Hourly Total	85	272	0	357	6	348	11	0	359	1	72	102	0	174	0	890
5:00PM	25	65	0	90	1	96	3	0	99	0	27	33	0	60	0	249
5:15PM	26	97	0	123	8	92	15	0	107	0	60	42	0	102	0	332
5:30PM	34	80	0	114	2	86	10	0	96	0	26	35	0	61	1	271

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Carrier Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
5:45PM	29	67	0	96	1	93	15	0	108	0	11	27	0	38	0	242
Hourly Total	114	309	0	423	12	367	43	0	410	0	124	137	0	261	1	1094
6:00PM	22	82	0	104	2	77	5	0	82	0	16	30	0	46	0	232
6:15PM	27	74	0	101	1	75	5	0	80	0	19	24	0	43	0	224
6:30PM	34	73	0	107	2	88	14	0	102	0	26	23	0	49	0	258
6:45PM	44	66	0	110	0	101	11	0	112	0	29	31	0	60	0	282
Hourly Total	127	295	0	422	5	341	35	0	376	0	90	108	0	198	0	996
<b>Total</b>	1196	2957	1	4154	97	3288	334	0	3622	3	666	978	0	1644	10	9420
<b>% Approach</b>	28.8%	71.2%	0%	-	-	90.8%	9.2%	0%	-	-	40.5%	59.5%	0%	-	-	-
<b>% Total</b>	12.7%	31.4%	0%	44.1%	-	34.9%	3.5%	0%	38.5%	-	7.1%	10.4%	0%	17.5%	-	-
<b>Lights and Motorcycles</b>	989	2931	1	3921	-	3263	317	0	3580	-	611	783	0	1394	-	8895
<b>% Lights and Motorcycles</b>	82.7%	99.1%	100%	94.4%	-	99.2%	94.9%	0%	98.8%	-	91.7%	80.1%	0%	84.8%	-	94.4%
<b>Heavy</b>	207	26	0	233	-	25	17	0	42	-	55	195	0	250	-	525
<b>% Heavy</b>	17.3%	0.9%	0%	5.6%	-	0.8%	5.1%	0%	1.2%	-	8.3%	19.9%	0%	15.2%	-	5.6%
Pedestrians	-	-	-	-	97	-	-	-	-	3	-	-	-	-	10	-
% Pedestrians	-	-	-	-	100%	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	0%	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816

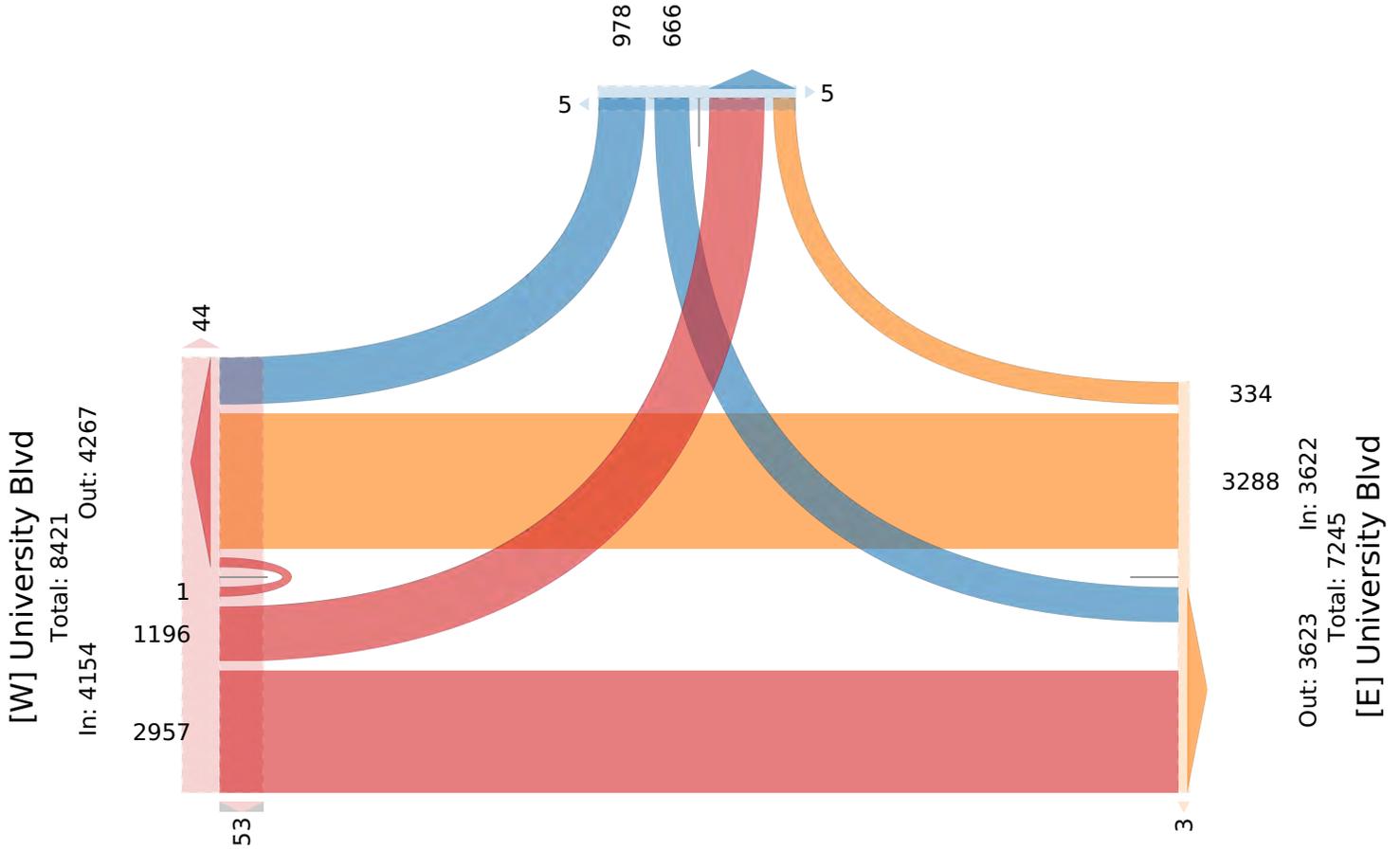


Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Carrier Dr

Total: 3174

In: 1644 Out: 1530



6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Carrier Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 8:30AM	29	36	0	65	0	37	4	0	41	0	3	16	0	19	0	125
8:45AM	45	61	0	106	1	42	4	0	46	0	6	12	0	18	0	170
9:00AM	38	70	0	108	3	77	8	0	85	0	9	26	0	35	0	228
9:15AM	31	57	0	88	4	74	9	0	83	0	15	31	0	46	0	217
<b>Total</b>	143	224	0	367	8	230	25	0	255	0	33	85	0	118	0	740
<b>% Approach</b>	39.0%	61.0%	0%	-	-	90.2%	9.8%	0%	-	-	28.0%	72.0%	0%	-	-	-
<b>% Total</b>	19.3%	30.3%	0%	49.6%	-	31.1%	3.4%	0%	34.5%	-	4.5%	11.5%	0%	15.9%	-	-
<b>PHF</b>	0.794	0.800	-	0.850	-	0.747	0.694	-	0.750	-	0.550	0.685	-	0.641	-	0.811
<b>Lights and Motorcycles</b>	125	222	0	347	-	226	23	0	249	-	30	64	0	94	-	690
<b>% Lights and Motorcycles</b>	87.4%	99.1%	0%	94.6%	-	98.3%	92.0%	0%	97.6%	-	90.9%	75.3%	0%	79.7%	-	93.2%
<b>Heavy</b>	18	2	0	20	-	4	2	0	6	-	3	21	0	24	-	50
<b>% Heavy</b>	12.6%	0.9%	0%	5.4%	-	1.7%	8.0%	0%	2.4%	-	9.1%	24.7%	0%	20.3%	-	6.8%
Pedestrians	-	-	-	-	8	-	-	-	-	0	-	-	-	-	0	
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

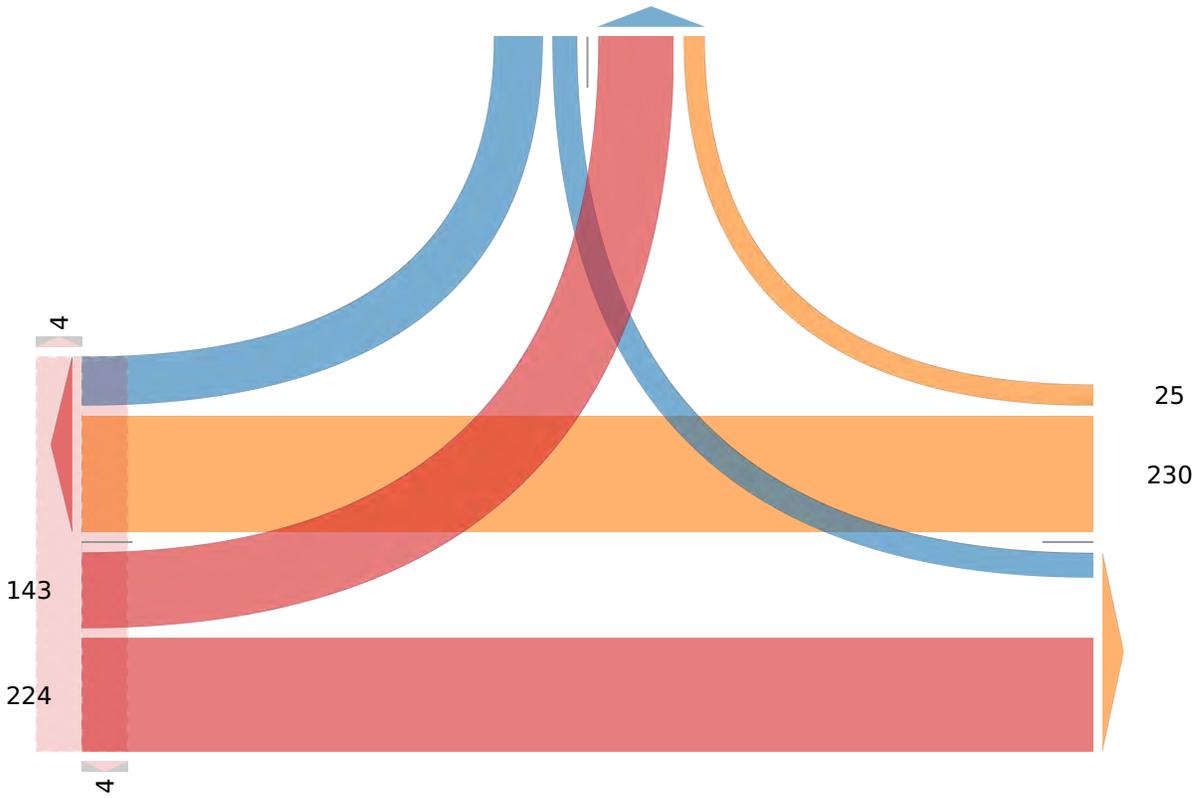
[N] Carrier Dr

Total: 286

In: 118 Out: 168

85 33

[W] University Blvd  
 Total: 682  
 In: 367 Out: 315



[E] University Blvd  
 Out: 257 In: 255  
 Total: 512

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Carrier Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 12:00PM	20	61	0	81	0	73	6	0	79	0	11	21	0	32	2	192
12:15PM	19	70	0	89	3	71	8	0	79	0	10	17	0	27	0	195
12:30PM	32	72	0	104	3	80	12	0	92	0	29	25	0	54	0	250
12:45PM	17	76	0	93	4	80	4	0	84	0	10	15	0	25	1	202
<b>Total</b>	88	279	0	367	10	304	30	0	334	0	60	78	0	138	3	839
<b>% Approach</b>	24.0%	76.0%	0%	-	-	91.0%	9.0%	0%	-	-	43.5%	56.5%	0%	-	-	-
<b>% Total</b>	10.5%	33.3%	0%	43.7%	-	36.2%	3.6%	0%	39.8%	-	7.2%	9.3%	0%	16.4%	-	-
<b>PHF</b>	0.688	0.918	-	0.882	-	0.950	0.625	-	0.908	-	0.517	0.780	-	0.639	-	0.839
<b>Lights and Motorcycles</b>	73	276	0	349	-	300	26	0	326	-	56	62	0	118	-	793
<b>% Lights and Motorcycles</b>	83.0%	98.9%	0%	95.1%	-	98.7%	86.7%	0%	97.6%	-	93.3%	79.5%	0%	85.5%	-	94.5%
<b>Heavy</b>	15	3	0	18	-	4	4	0	8	-	4	16	0	20	-	46
<b>% Heavy</b>	17.0%	1.1%	0%	4.9%	-	1.3%	13.3%	0%	2.4%	-	6.7%	20.5%	0%	14.5%	-	5.5%
Pedestrians	-	-	-	-	10	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Carrier Dr

Total: 256

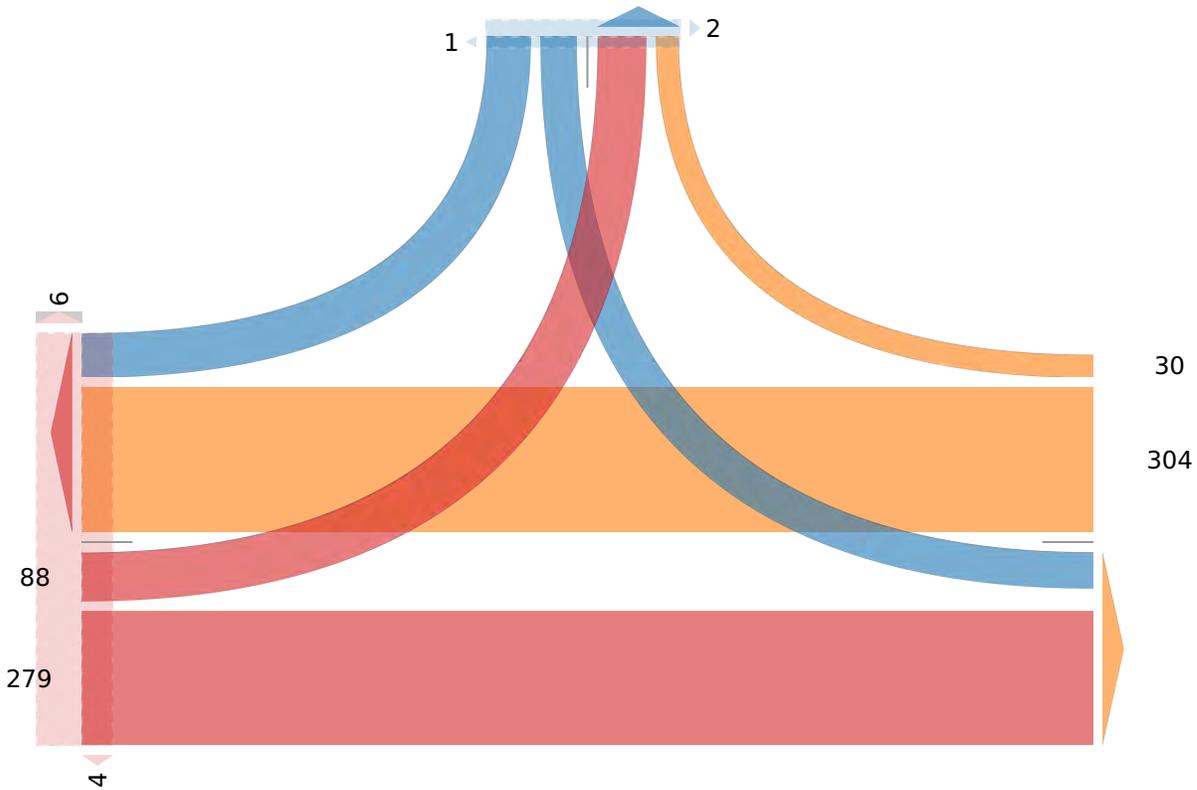
In: 138 Out: 118

78 60

1 2

[W] University Blvd

Total: 749  
 In: 367 Out: 382



6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Carrier Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 4:45PM	30	82	0	112	3	93	2	0	95	0	22	24	0	46	0	253
5:00PM	25	65	0	90	1	96	3	0	99	0	27	33	0	60	0	249
5:15PM	26	97	0	123	8	92	15	0	107	0	60	42	0	102	0	332
5:30PM	34	80	0	114	2	86	10	0	96	0	26	35	0	61	1	271
<b>Total</b>	115	324	0	439	14	367	30	0	397	0	135	134	0	269	1	1105
<b>% Approach</b>	26.2%	73.8%	0%	-	-	92.4%	7.6%	0%	-	-	50.2%	49.8%	0%	-	-	-
<b>% Total</b>	10.4%	29.3%	0%	39.7%	-	33.2%	2.7%	0%	35.9%	-	12.2%	12.1%	0%	24.3%	-	-
<b>PHF</b>	0.846	0.835	-	0.892	-	0.956	0.500	-	0.928	-	0.563	0.798	-	0.659	-	0.832
<b>Lights and Motorcycles</b>	100	322	0	422	-	367	29	0	396	-	129	121	0	250	-	1068
<b>% Lights and Motorcycles</b>	87.0%	99.4%	0%	96.1%	-	100%	96.7%	0%	99.7%	-	95.6%	90.3%	0%	92.9%	-	96.7%
<b>Heavy</b>	15	2	0	17	-	0	1	0	1	-	6	13	0	19	-	37
<b>% Heavy</b>	13.0%	0.6%	0%	3.9%	-	0%	3.3%	0%	0.3%	-	4.4%	9.7%	0%	7.1%	-	3.3%
Pedestrians	-	-	-	-	14	-	-	-	-	0	-	-	-	-	-	1
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

6-University Blvd & Carrier Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

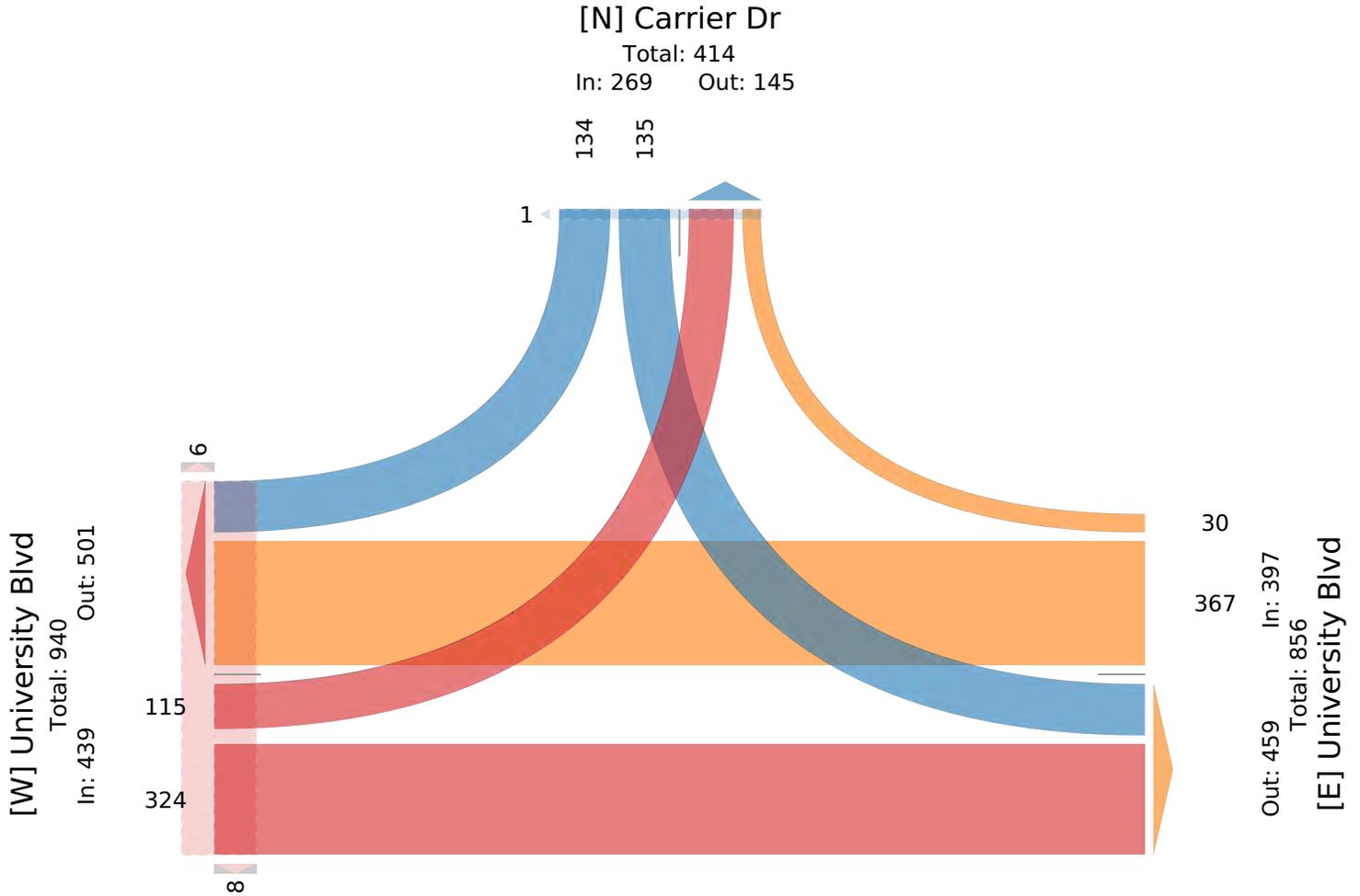
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150176, Location: 38.430278, -78.860816



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Business Driveway Northbound						E Campus Dr Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	0	23	1	0	24	0	3	16	4	0	23	0	0	0	1	0	1	0	0	0	0	0	0	0	48
7:15AM	2	10	3	0	15	0	2	51	14	0	67	1	2	2	2	0	6	0	0	0	0	0	0	0	88
7:30AM	7	23	3	0	33	0	3	91	23	0	117	2	4	11	5	0	20	0	2	1	0	0	3	5	173
7:45AM	5	26	4	0	35	0	3	52	17	0	72	1	2	3	1	0	6	0	0	0	0	0	0	2	113
Hourly Total	14	82	11	0	107	0	11	210	58	0	279	4	8	16	9	0	33	0	2	1	0	0	3	7	422
8:00AM	9	34	2	0	45	0	2	45	14	0	61	0	2	4	2	0	8	0	0	0	1	0	1	0	115
8:15AM	6	20	3	0	29	0	4	37	18	0	59	0	0	1	6	0	7	0	0	0	2	0	2	1	97
8:30AM	7	32	0	0	39	0	5	43	26	0	74	0	0	0	10	0	10	0	3	0	2	0	5	0	128
8:45AM	13	54	5	0	72	0	8	53	32	0	93	1	2	8	6	0	16	0	0	0	0	0	0	2	181
Hourly Total	35	140	10	0	185	0	19	178	90	0	287	1	4	13	24	0	41	0	3	0	5	0	8	3	521
9:00AM	28	48	3	0	79	0	6	87	69	0	162	3	8	11	12	0	31	0	4	1	1	1	7	2	279
9:15AM	27	41	9	0	77	0	10	73	60	0	143	2	7	19	12	0	38	1	7	2	2	0	11	2	269
9:30AM	4	32	4	0	40	0	11	38	11	0	60	2	3	4	18	0	25	0	4	0	0	0	4	1	129
9:45AM	4	47	13	0	64	0	18	46	16	0	80	0	3	1	14	0	18	0	3	1	1	0	5	1	167
Hourly Total	63	168	29	0	260	0	45	244	156	0	445	7	21	35	56	0	112	1	18	4	4	1	27	6	844
10:00AM	4	37	14	0	55	0	29	41	8	0	78	0	9	0	16	0	25	0	6	0	2	0	8	0	166
10:15AM	10	29	12	0	51	0	33	43	16	0	92	0	15	2	39	0	56	0	6	2	2	0	10	0	209
10:30AM	8	48	16	0	72	0	24	71	37	1	133	3	10	5	41	0	56	0	4	0	5	0	9	1	270
10:45AM	18	38	15	0	71	0	19	71	71	0	161	1	10	12	41	0	63	0	16	1	11	0	28	1	323
Hourly Total	40	152	57	0	249	0	105	226	132	1	464	4	44	19	137	0	200	0	32	3	20	0	55	2	968
11:00AM	16	81	12	0	109	0	30	52	24	0	106	3	13	8	41	0	62	0	29	5	8	0	42	3	319
11:15AM	5	43	13	0	61	0	18	36	10	0	64	0	11	2	45	0	58	0	13	5	6	0	24	0	207
11:30AM	7	31	16	0	54	0	28	48	12	0	88	0	16	4	54	0	74	1	9	2	7	0	18	0	234
11:45AM	3	55	15	0	73	0	31	61	21	0	113	1	13	2	43	0	58	0	9	2	3	0	14	1	258
Hourly Total	31	210	56	0	297	0	107	197	67	0	371	4	53	16	183	0	252	1	60	14	24	0	98	4	1018
12:00PM	9	53	14	0	76	0	30	55	23	0	108	3	9	2	63	0	74	0	12	3	8	0	23	2	281
12:15PM	15	49	17	0	81	0	31	60	34	0	125	2	14	7	54	0	75	0	27	1	10	0	38	3	319
12:30PM	5	75	19	0	99	0	40	63	29	0	132	6	14	5	60	0	79	0	39	5	12	0	56	5	366
12:45PM	2	78	12	0	92	0	28	55	9	0	92	1	19	4	57	0	80	0	22	3	10	0	35	1	299
Hourly Total	31	255	62	0	348	0	129	233	95	0	457	12	56	18	234	0	308	0	100	12	40	0	152	11	1265
1:00PM	3	63	13	0	79	0	26	42	7	0	75	1	17	5	51	0	73	0	21	4	2	0	27	3	254
1:15PM	7	54	17	0	78	0	22	51	9	0	82	0	12	2	44	0	58	2	8	3	6	0	17	1	235
1:30PM	4	59	11	0	74	0	32	58	8	0	98	3	15	2	47	0	64	0	19	2	6	0	27	2	263
1:45PM	5	66	12	0	83	0	26	59	34	0	119	1	10	8	47	0	65	0	15	2	4	0	21	2	288
Hourly Total	19	242	53	0	314	0	106	210	58	0	374	5	54	17	189	0	260	2	63	11	18	0	92	8	1040
2:00PM	4	75	18	0	97	0	21	69	20	0	110	2	16	5	43	0	64	0	64	5	26	0	95	1	366
2:15PM	5	101	21	0	127	0	36	63	9	0	108	0	14	3	58	0	75	1	71	10	20	0	101	1	411
2:30PM	3	69	23	0	95	0	31	59	4	0	94	4	20	1	55	0	76	0	26	5	10	0	41	4	306
2:45PM	0	48	10	0	58	0	26	60	8	1	95	0	19	3	56	0	78	0	16	2	6	0	24	3	255
Hourly Total	12	293	72	0	377	0	114	251	41	1	407	6	69	12	212	0	293	1	177	22	62	0	261	9	1338
3:00PM	2	64	14	0	80	0	27	70	8	0	105	4	10	2	52	0	64	0	16	5	6	0	27	2	276
3:15PM	3	78	15	0	96	0	29	56	16	0	101	2	11	4	52	0	67	0	22	1	6	0	29	1	293
3:30PM	2	74	14	0	90	0	32	71	17	0	120	1	11	3	55	0	69	0	47	7	18	0	72	2	351
3:45PM	3	126	22	0	151	0	31	55	10	0	96	4	12	1	49	0	62	0	62	7	22	0	91	3	400
Hourly Total	10	342	65	0	417	0	119	252	51	0	422	11	44	10	208	0	262	0	147	20	52	0	219	8	1320
4:00PM	4	78	10	0	92	0	31	63	10	0	104	1	12	1	50	0	63	1	24	9	14	0	47	0	306
4:15PM	2	71	16	0	89	0	32	64	3	0	99	1	19	3	36	0	58	0	22	8	9	0	39	0	285
4:30PM	2	75	12	0	89	0	25	82	6	0	113	2	14	2	60	0	76	1	25	5	10	0	40	4	318
4:45PM	1	88	13	0	102	0	30	81	11	0	122	3	14	2	62	0	78	0	30	2	11	0	43	3	345
Hourly Total	9	312	51	0	372	0	118	290	30	0	438	7	59	8	208	0	275	2	101	24	44	0	169	7	1254
5:00PM	2	93	17	0	112	0	34	74	20	0	128	0	14	2	63	0	79	0	35	2	8	0	45	0	364
5:15PM	4	137	18	0	159	0	29	67	12	0	108	2	16	2	59	0	77	0	56	11	16	0	83	2	427
5:30PM	5	86	18	0	109	0	35	81	13	0	129	1	10	2	41	0	53	0	34	4	9	0	47	2	338
5:45PM	0	63	21	0	84	0	30	81	9	0	120	5	16	7	60	0	83	1	24	3	10	0	37	1	324
Hourly Total	11	379	74	0	464	0	128	303	54	0	485	8	56	13	223	0	292	1	149	20	43	0	212	5	1453
6:00PM	5	81	20	0	106	0	19	67	7	0	93	1	9	6	52	0	67	0	21	4	5	0	30	1	296
6:15PM	4	75	18	0	97	0	14	59	11	0	84	0	10	1	41	0	52	0	22	5	11	0	38	0	271
6:30PM	3	94	6	0	103	0	9	84	20	0	113	0	17	4	20	0	41	0	23	5	14	0	42	0	299
6:45PM	11	72	19	0	102	0	16	84	16	0	116	2	18	1	33	0	52	1	17	4	6	0	27	1	297
Hourly Total	23	322	63	0	408	0	58	294	54	0	406	3	54	12	146	0	212	1	83	18	36	0	137	2	1163
<b>Total</b>	<b>298</b>	<b>2897</b>	<b>603</b>	<b>0</b>	<b>3798</b>	<b>0</b>	<b>1059</b>	<b>2888</b>	<b>886</b>	<b>2</b>	<b>4835</b>	<b>72</b>	<b>522</b>	<b>189</b>	<b>1829</b>	<b>0</b>	<b>2540</b>	<b>9</b>	<b>935</b>	<b>149</b>	<b>348</b>	<b>1</b>	<b>1433</b>	<b>72</b>	<b>12606</b>

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Business Driveway Northbound						E Campus Dr Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
<b>% Approach</b>	7.8%	76.3%	15.9%	0%	-	-	21.9%	59.7%	18.3%	0%	-	-	20.6%	7.4%	72.0%	0%	-	-	65.2%	10.4%	24.3%	0.1%	-	-	-
<b>% Total</b>	2.4%	23.0%	4.8%	0%	<b>30.1%</b>	-	8.4%	22.9%	7.0%	0%	<b>38.4%</b>	-	4.1%	1.5%	14.5%	0%	<b>20.1%</b>	-	7.4%	1.2%	2.8%	0%	<b>11.4%</b>	-	-
<b>Lights and Motorcycles</b>	298	2826	595	0	<b>3719</b>	-	1044	2842	886	2	<b>4774</b>	-	519	188	1812	0	<b>2519</b>	-	935	149	348	1	<b>1433</b>	-	12445
<b>% Lights and Motorcycles</b>	100%	97.5%	98.7%	0%	<b>97.9%</b>	-	98.6%	98.4%	100%	100%	<b>98.7%</b>	-	99.4%	99.5%	99.1%	0%	<b>99.2%</b>	-	100%	100%	100%	100%	<b>100%</b>	-	98.7%
<b>Heavy</b>	0	71	8	0	<b>79</b>	-	15	46	0	0	<b>61</b>	-	3	1	17	0	<b>21</b>	-	0	0	0	0	<b>0</b>	-	161
<b>% Heavy</b>	0%	2.5%	1.3%	0%	<b>2.1%</b>	-	1.4%	1.6%	0%	0%	<b>1.3%</b>	-	0.6%	0.5%	0.9%	0%	<b>0.8%</b>	-	0%	0%	0%	0%	<b>0%</b>	-	1.3%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	69	-	-	-	-	-	9	-	-	-	-	-	67	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-95.8%	-	-	-	-	-	-100%	-	-	-	-	-	-93.1%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	5	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	4.2%	-	-	-	-	-	0%	-	-	-	-	-	6.9%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

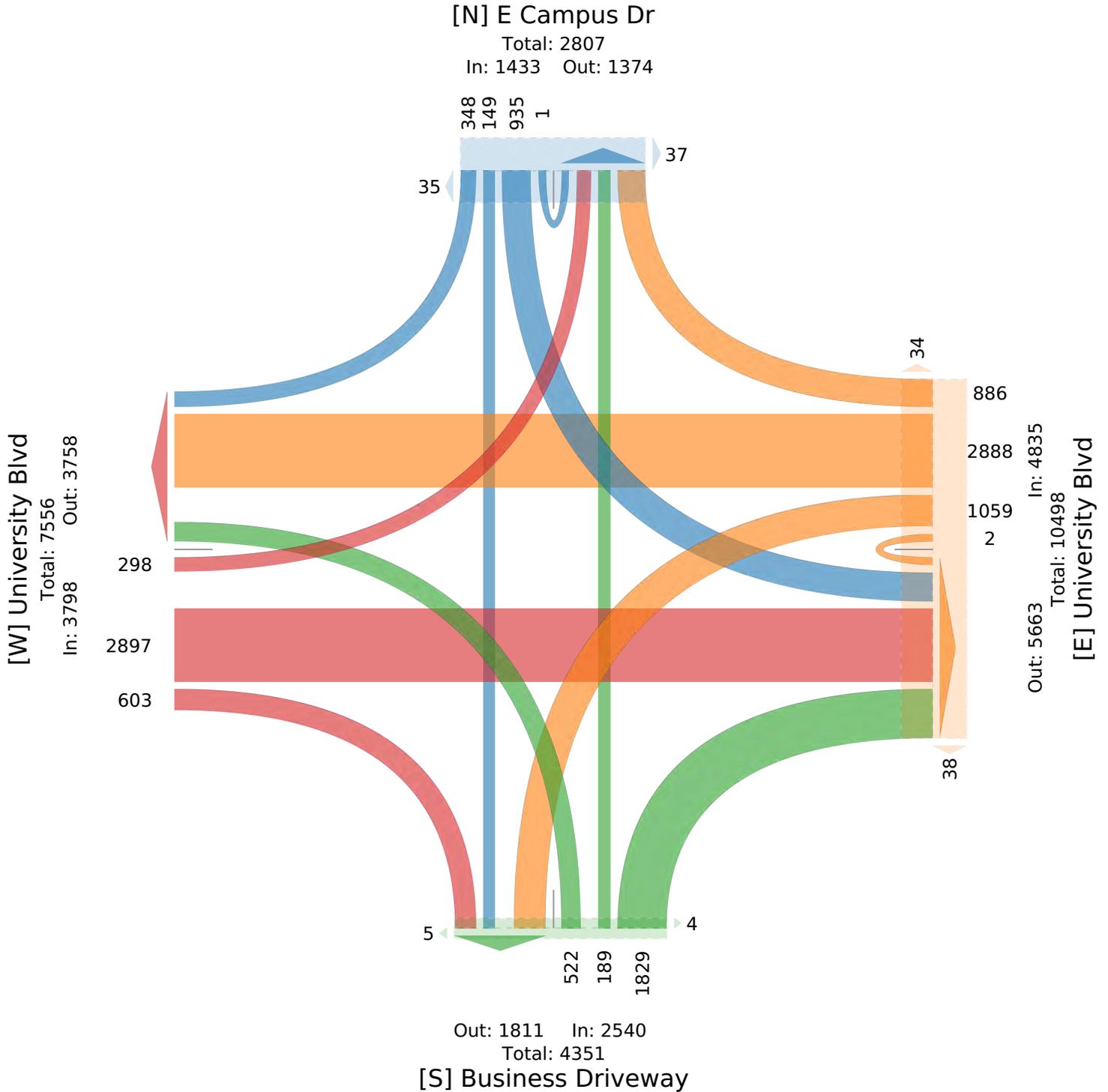
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Business Driveway Northbound						E Campus Dr Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 10:00AM	4	37	14	0	55	0	29	41	8	0	78	0	9	0	16	0	25	0	6	0	2	0	8	0	166
10:15AM	10	29	12	0	51	0	33	43	16	0	92	0	15	2	39	0	56	0	6	2	2	0	10	0	209
10:30AM	8	48	16	0	72	0	24	71	37	1	133	3	10	5	41	0	56	0	4	0	5	0	9	1	270
10:45AM	18	38	15	0	71	0	19	71	71	0	161	1	10	12	41	0	63	0	16	1	11	0	28	1	323
<b>Total</b>	40	152	57	0	249	0	105	226	132	1	464	4	44	19	137	0	200	0	32	3	20	0	55	2	968
<b>% Approach</b>	16.1%	61.0%	22.9%	0%	-	-	22.6%	48.7%	28.4%	0.2%	-	-	22.0%	9.5%	68.5%	0%	-	-	58.2%	5.5%	36.4%	0%	-	-	-
<b>% Total</b>	4.1%	15.7%	5.9%	0%	25.7%	-	10.8%	23.3%	13.6%	0.1%	47.9%	-	4.5%	2.0%	14.2%	0%	20.7%	-	3.3%	0.3%	2.1%	0%	5.7%	-	-
<b>PHF</b>	0.556	0.792	0.891	-	0.865	-	0.795	0.796	0.465	0.250	0.720	-	0.733	0.396	0.835	-	0.794	-	0.500	0.375	0.455	-	0.491	-	0.749
<b>Lights and Motorcycles</b>	40	147	57	0	244	-	104	224	132	1	461	-	42	19	137	0	198	-	32	3	20	0	55	-	958
<b>% Lights and Motorcycles</b>	100%	96.7%	100%	0%	98.0%	-	99.0%	99.1%	100%	100%	99.4%	-	95.5%	100%	100%	0%	99.0%	-	100%	100%	100%	0%	100%	-	99.0%
<b>Heavy</b>	0	5	0	0	5	-	1	2	0	0	3	-	2	0	0	0	2	-	0	0	0	0	0	-	10
<b>% Heavy</b>	0%	3.3%	0%	0%	2.0%	-	1.0%	0.9%	0%	0%	0.6%	-	4.5%	0%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	1.0%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

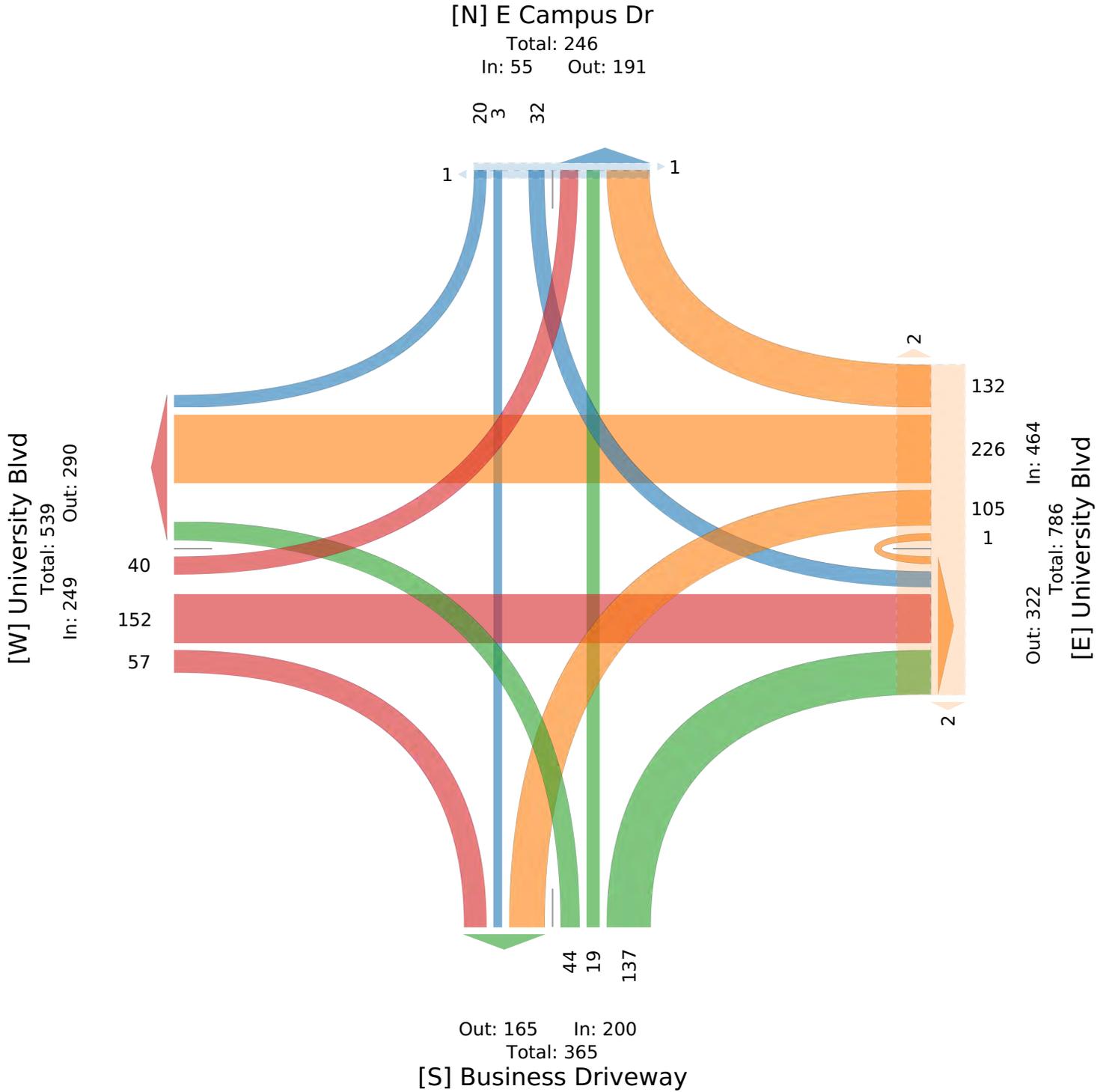
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Business Driveway Northbound						E Campus Dr Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	9	53	14	0	76	0	30	55	23	0	108	3	9	2	63	0	74	0	12	3	8	0	23	2	281
12:15PM	15	49	17	0	81	0	31	60	34	0	125	2	14	7	54	0	75	0	27	1	10	0	38	3	319
12:30PM	5	75	19	0	99	0	40	63	29	0	132	6	14	5	60	0	79	0	39	5	12	0	56	5	366
12:45PM	2	78	12	0	92	0	28	55	9	0	92	1	19	4	57	0	80	0	22	3	10	0	35	1	299
<b>Total</b>	31	255	62	0	348	0	129	233	95	0	457	12	56	18	234	0	308	0	100	12	40	0	152	11	1265
<b>% Approach</b>	8.9%	73.3%	17.8%	0%	-	-	28.2%	51.0%	20.8%	0%	-	-	18.2%	5.8%	76.0%	0%	-	-	65.8%	7.9%	26.3%	0%	-	-	-
<b>% Total</b>	2.5%	20.2%	4.9%	0%	27.5%	-	10.2%	18.4%	7.5%	0%	36.1%	-	4.4%	1.4%	18.5%	0%	24.3%	-	7.9%	0.9%	3.2%	0%	12.0%	-	-
<b>PHF</b>	0.517	0.817	0.816	-	0.879	-	0.806	0.925	0.699	-	0.866	-	0.737	0.643	0.929	-	0.963	-	0.641	0.600	0.833	-	0.679	-	0.864
<b>Lights and Motorcycles</b>	31	249	61	0	341	-	128	228	95	0	451	-	55	18	233	0	306	-	100	12	40	0	152	-	1250
<b>% Lights and Motorcycles</b>	100%	97.6%	98.4%	0%	98.0%	-	99.2%	97.9%	100%	0%	98.7%	-	98.2%	100%	99.6%	0%	99.4%	-	100%	100%	100%	0%	100%	-	98.8%
<b>Heavy</b>	0	6	1	0	7	-	1	5	0	0	6	-	1	0	1	0	2	-	0	0	0	0	0	-	15
<b>% Heavy</b>	0%	2.4%	1.6%	0%	2.0%	-	0.8%	2.1%	0%	0%	1.3%	-	1.8%	0%	0.4%	0%	0.6%	-	0%	0%	0%	0%	0%	-	1.2%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	12	-	-	-	-	-	0	-	-	-	-	-	11	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

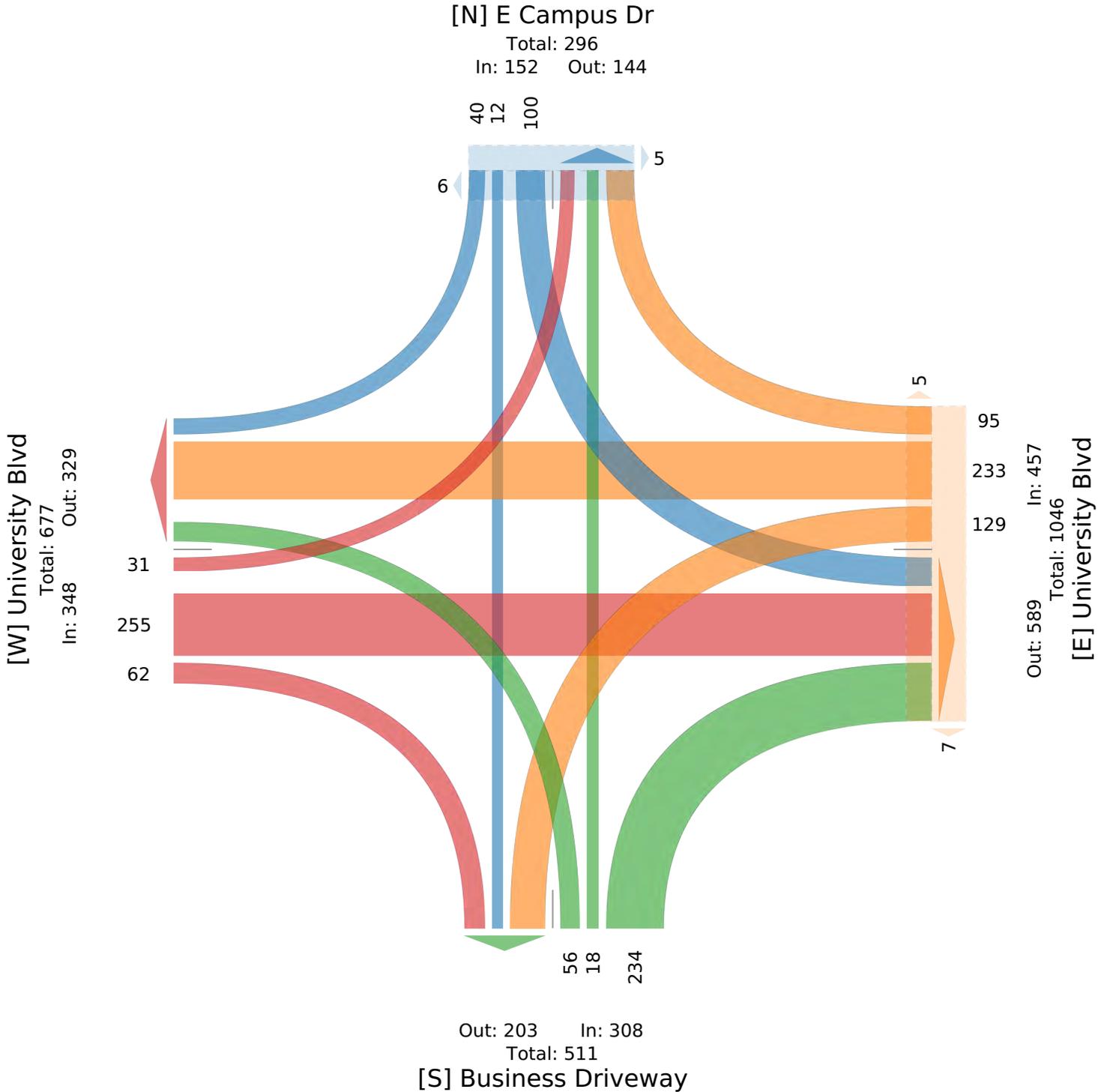
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345,

Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Business Driveway Northbound						E Campus Dr Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 4:45PM	1	88	13	0	102	0	30	81	11	0	122	3	14	2	62	0	78	0	30	2	11	0	43	3	345
5:00PM	2	93	17	0	112	0	34	74	20	0	128	0	14	2	63	0	79	0	35	2	8	0	45	0	364
5:15PM	4	137	18	0	159	0	29	67	12	0	108	2	16	2	59	0	77	0	56	11	16	0	83	2	427
5:30PM	5	86	18	0	109	0	35	81	13	0	129	1	10	2	41	0	53	0	34	4	9	0	47	2	338
<b>Total</b>	12	404	66	0	482	0	128	303	56	0	487	6	54	8	225	0	287	0	155	19	44	0	218	7	1474
<b>% Approach</b>	2.5%	83.8%	13.7%	0%	-	-	26.3%	62.2%	11.5%	0%	-	-	18.8%	2.8%	78.4%	0%	-	-	71.1%	8.7%	20.2%	0%	-	-	-
<b>% Total</b>	0.8%	27.4%	4.5%	0%	32.7%	-	8.7%	20.6%	3.8%	0%	33.0%	-	3.7%	0.5%	15.3%	0%	19.5%	-	10.5%	1.3%	3.0%	0%	14.8%	-	-
<b>PHF</b>	0.600	0.737	0.917	-	0.758	-	0.914	0.935	0.700	-	0.944	-	0.844	1.000	0.893	-	0.908	-	0.692	0.432	0.688	-	0.657	-	0.863
<b>Lights and Motorcycles</b>	12	397	66	0	475	-	127	301	56	0	484	-	54	8	225	0	287	-	155	19	44	0	218	-	1464
<b>% Lights and Motorcycles</b>	100%	98.3%	100%	0%	98.5%	-	99.2%	99.3%	100%	0%	99.4%	-	100%	100%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.3%
<b>Heavy</b>	0	7	0	0	7	-	1	2	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	10
<b>% Heavy</b>	0%	1.7%	0%	0%	1.5%	-	0.8%	0.7%	0%	0%	0.6%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	6	-	-	-	-	-	0	-	-	-	-	-	7	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

7-University Blvd & E Campus Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

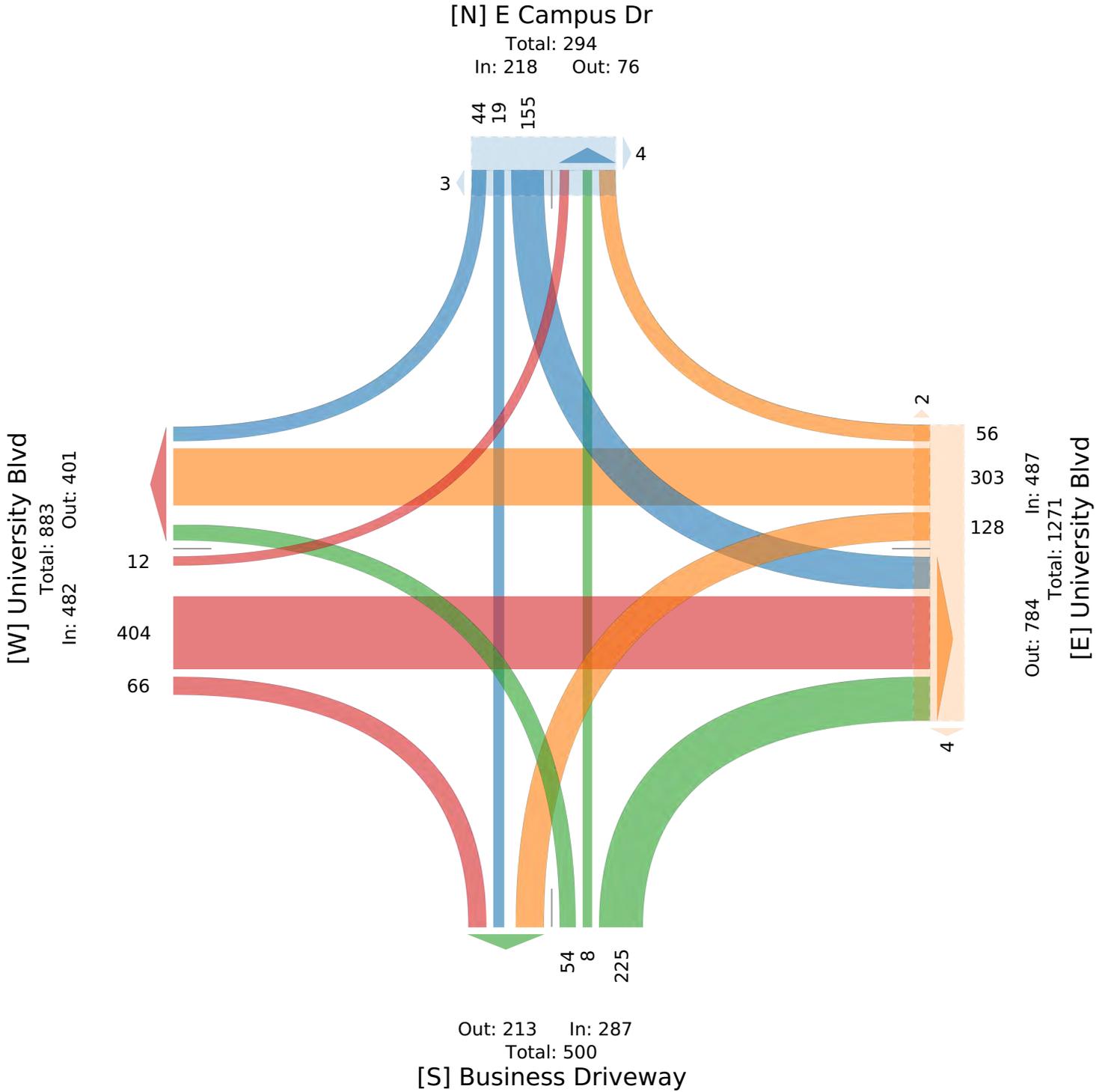
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150177, Location: 38.428903, -78.857751



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



**8-University Blvd & Reservoir St (VA24-024) - TMC**

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	5	7	16	0	28	1	6	6	16	0	28	0	19	88	8	0	115	0	8	28	3	0	39	0	210
7:15AM	3	4	7	0	14	0	10	6	11	0	27	0	55	185	16	0	256	0	5	36	6	0	47	0	344
7:30AM	7	7	17	0	31	2	12	11	17	0	40	0	97	316	15	0	428	0	10	56	8	0	74	0	573
7:45AM	3	10	15	0	28	0	13	18	12	0	43	0	55	195	18	0	268	0	20	61	8	0	89	0	428
Hourly Total	18	28	55	0	101	3	41	41	56	0	138	0	226	784	57	0	1067	0	43	181	25	0	249	0	1555
8:00AM	10	12	17	0	39	0	11	18	15	0	44	0	34	133	15	0	182	0	17	55	12	0	84	1	349
8:15AM	9	12	11	0	32	0	12	12	21	0	45	0	45	152	19	1	217	0	18	58	5	0	81	0	375
8:30AM	9	15	22	0	46	1	12	14	12	0	38	0	50	200	18	0	268	0	25	71	10	0	106	0	458
8:45AM	19	14	31	0	64	0	11	13	22	0	46	1	78	284	19	0	381	0	21	78	10	0	109	0	600
Hourly Total	47	53	81	0	181	1	46	57	70	0	173	1	207	769	71	1	1048	0	81	262	37	0	380	1	1782
9:00AM	22	19	24	0	65	0	10	27	22	0	59	0	121	301	14	0	436	0	15	76	18	0	109	0	669
9:15AM	14	18	35	0	67	1	14	32	13	0	59	0	105	222	15	0	342	0	19	109	14	0	142	0	610
9:30AM	15	22	24	0	61	0	17	12	14	0	43	1	34	117	17	0	168	0	19	90	16	0	125	0	397
9:45AM	15	24	22	0	61	1	14	30	24	0	68	0	40	110	20	0	170	1	21	101	15	0	137	0	436
Hourly Total	66	83	105	0	254	2	55	101	73	0	229	1	300	750	66	0	1116	1	74	376	63	0	513	0	2112
10:00AM	14	28	20	0	62	0	19	21	15	0	55	0	34	129	32	0	195	0	20	91	25	0	136	0	448
10:15AM	27	29	23	0	79	0	22	33	19	0	74	0	37	142	29	0	208	0	18	85	23	0	126	0	487
10:30AM	34	34	30	0	98	0	14	29	13	0	56	1	93	210	16	0	319	0	22	112	21	0	155	1	628
10:45AM	27	36	36	0	99	0	23	39	30	0	92	0	103	255	21	0	379	0	32	112	33	0	177	0	747
Hourly Total	102	127	109	0	338	0	78	122	77	0	277	1	267	736	98	0	1101	0	92	400	102	0	594	1	2310
11:00AM	43	40	71	0	154	1	34	29	25	0	88	1	50	152	35	0	237	0	37	204	32	0	273	1	752
11:15AM	44	41	28	0	113	1	27	20	25	0	72	0	35	146	26	0	207	0	27	146	19	0	192	0	584
11:30AM	31	40	31	0	102	0	27	29	36	0	92	0	43	161	35	0	239	0	28	119	28	0	175	0	608
11:45AM	46	41	34	0	121	1	30	38	41	0	109	3	49	158	42	0	249	0	22	130	25	0	177	0	656
Hourly Total	164	162	164	0	490	3	118	116	127	0	361	4	177	617	138	0	932	0	114	599	104	0	817	1	2600
12:00PM	48	42	52	0	142	2	35	46	21	0	102	0	57	189	25	0	271	2	26	150	23	0	199	0	714
12:15PM	47	52	53	0	152	0	27	35	16	0	78	0	74	212	30	0	316	1	25	172	26	0	223	0	769
12:30PM	47	54	78	0	179	1	28	49	32	0	109	0	65	164	26	0	255	0	32	205	29	0	266	1	809
12:45PM	61	47	65	0	173	1	41	35	19	0	95	0	26	136	32	0	194	0	34	211	31	0	276	0	738
Hourly Total	203	195	248	0	646	4	131	165	88	0	384	0	222	701	113	0	1036	3	117	738	109	0	964	1	3030
1:00PM	42	49	50	0	141	2	39	39	31	0	109	0	32	123	24	0	179	3	31	154	16	0	201	0	630
1:15PM	40	40	50	0	130	1	37	38	25	0	100	1	32	131	30	0	193	0	24	137	30	0	191	0	614
1:30PM	49	45	56	0	150	0	40	39	23	0	102	2	37	132	33	0	202	0	29	163	28	0	220	0	674
1:45PM	32	51	50	0	133	1	40	30	27	0	97	0	67	190	33	0	290	0	26	165	30	0	221	0	741
Hourly Total	163	185	206	0	554	4	156	146	106	0	408	3	168	576	120	0	864	3	110	619	104	0	833	0	2659
2:00PM	43	44	97	0	184	0	35	36	31	0	102	1	46	197	28	0	271	0	29	201	34	0	264	1	821
2:15PM	60	59	122	0	241	0	37	36	27	0	100	0	37	132	25	0	194	1	27	213	39	0	279	0	814
2:30PM	46	52	66	0	164	0	41	32	39	0	112	0	31	117	32	0	180	0	21	185	36	0	242	2	698
2:45PM	47	31	64	0	142	0	40	26	18	0	84	1	40	147	23	0	210	0	32	168	36	0	236	1	672
Hourly Total	196	186	349	0	731	0	153	130	115	0	398	2	154	593	108	0	855	1	109	767	145	0	1021	4	3005
3:00PM	35	49	54	0	138	1	37	34	31	0	102	0	43	175	26	0	244	0	27	181	35	0	243	2	727
3:15PM	55	44	52	0	151	0	30	33	24	0	87	0	50	184	25	0	259	0	33	189	28	0	250	0	747
3:30PM	37	52	77	0	166	0	37	32	31	0	100	0	53	265	29	0	347	0	22	196	42	0	260	0	873
3:45PM	58	81	135	0	274	1	30	31	28	0	89	1	55	171	32	0	258	0	19	191	28	0	238	0	859
Hourly Total	185	226	318	0	729	2	134	130	114	0	378	1	201	795	112	0	1108	0	101	757	133	0	991	2	3206
4:00PM	53	46	70	0	169	0	36	30	28	0	94	0	37	134	36	0	207	0	30	252	40	0	322	1	792
4:15PM	49	48	63	0	160	0	47	26	31	0	104	0	36	162	31	0	229	0	28	229	35	0	292	0	785
4:30PM	46	63	57	0	166	1	36	48	28	0	112	2	37	148	36	0	221	0	39	214	44	0	297	0	796
4:45PM	53	67	68	0	188	0	41	38	26	0	105	0	54	186	52	0	292	0	30	201	33	0	264	0	849
Hourly Total	201	224	258	0	683	1	160	142	113	0	415	2	164	630	155	0	949	0	127	896	152	0	1175	1	3222
5:00PM	53	62	83	0	198	0	37	48	40	0	125	0	49	200	30	0	279	0	25	226	40	0	291	0	893
5:15PM	58	63	115	0	236	2	39	36	33	0	108	1	43	188	24	0	255	0	33	231	41	0	305	3	904
5:30PM	54	59	80	0	193	0	37	45	29	0	111	0	46	181	24	0	251	0	30	211	36	0	277	0	832
5:45PM	52	44	50	0	146	0	36	47	31	0	114	0	50	183	40	0	273	0	27	199	35	0	261	2	794
Hourly Total	217	228	328	0	773	2	149	176	133	0	458	1	188	752	118	0	1058	0	115	867	152	0	1134	5	3423
6:00PM	42	55	68	0	165	0	46	27	25	0	98	1	34	164	30	0	228	1	17	156	37	0	210	7	701
6:15PM	44	43	73	0	160	0	45	22	22	0	89	0	42	156	29	0	227	0	12	198	33	0	243	0	719
6:30PM	44	32	71	0	147	0	37	29	30	0	96	0	64	181	33	0	278	0	20	190	34	0	244	2	765
6:45PM	45	33	63	0	141	0	39	27	16	0	82	1	54	170	23	0	247	1	20	167	41	0	228	2	698
Hourly Total	175	163	275</																						

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Reservoir St Northbound						Reservoir St Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
<b>Total</b>	1737	1860	2496	0	<b>6093</b>	22	1388	1431	1165	0	<b>3984</b>	18	2468	8374	1271	1	<b>12114</b>	10	1152	7173	1271	0	<b>9596</b>	27	<b>31787</b>
<b>% Approach</b>	28.5%	30.5%	41.0%	0%	-	-	34.8%	35.9%	29.2%	0%	-	-	20.4%	69.1%	10.5%	0%	-	-	12.0%	74.7%	13.2%	0%	-	-	-
<b>% Total</b>	5.5%	5.9%	7.9%	0%	<b>19.2%</b>	-	4.4%	4.5%	3.7%	0%	<b>12.5%</b>	-	7.8%	26.3%	4.0%	0%	<b>38.1%</b>	-	3.6%	22.6%	4.0%	0%	<b>30.2%</b>	-	-
<b>Lights and Motorcycles</b>	1723	1836	2437	0	<b>5996</b>	-	1383	1415	1134	0	<b>3932</b>	-	2435	8297	1259	1	<b>11992</b>	-	1136	7122	1256	0	<b>9514</b>	-	31434
<b>% Lights and Motorcycles</b>	99.2%	98.7%	97.6%	0%	<b>98.4%</b>	-	99.6%	98.9%	97.3%	0%	<b>98.7%</b>	-	98.7%	99.1%	99.1%	100%	<b>99.0%</b>	-	98.6%	99.3%	98.8%	0%	<b>99.1%</b>	-	98.9%
<b>Heavy</b>	14	24	59	0	<b>97</b>	-	5	16	31	0	<b>52</b>	-	33	77	12	0	<b>122</b>	-	16	51	15	0	<b>82</b>	-	353
<b>% Heavy</b>	0.8%	1.3%	2.4%	0%	<b>1.6%</b>	-	0.4%	1.1%	2.7%	0%	<b>1.3%</b>	-	1.3%	0.9%	0.9%	0%	<b>1.0%</b>	-	1.4%	0.7%	1.2%	0%	<b>0.9%</b>	-	1.1%
Pedestrians	-	-	-	-	-	18	-	-	-	-	-	17	-	-	-	-	-	9	-	-	-	-	-	27	
% Pedestrians	-	-	-	-	-	81.8%	-	-	-	-	-	94.4%	-	-	-	-	-	90.0%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	4	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	18.2%	-	-	-	-	-	5.6%	-	-	-	-	-	10.0%	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

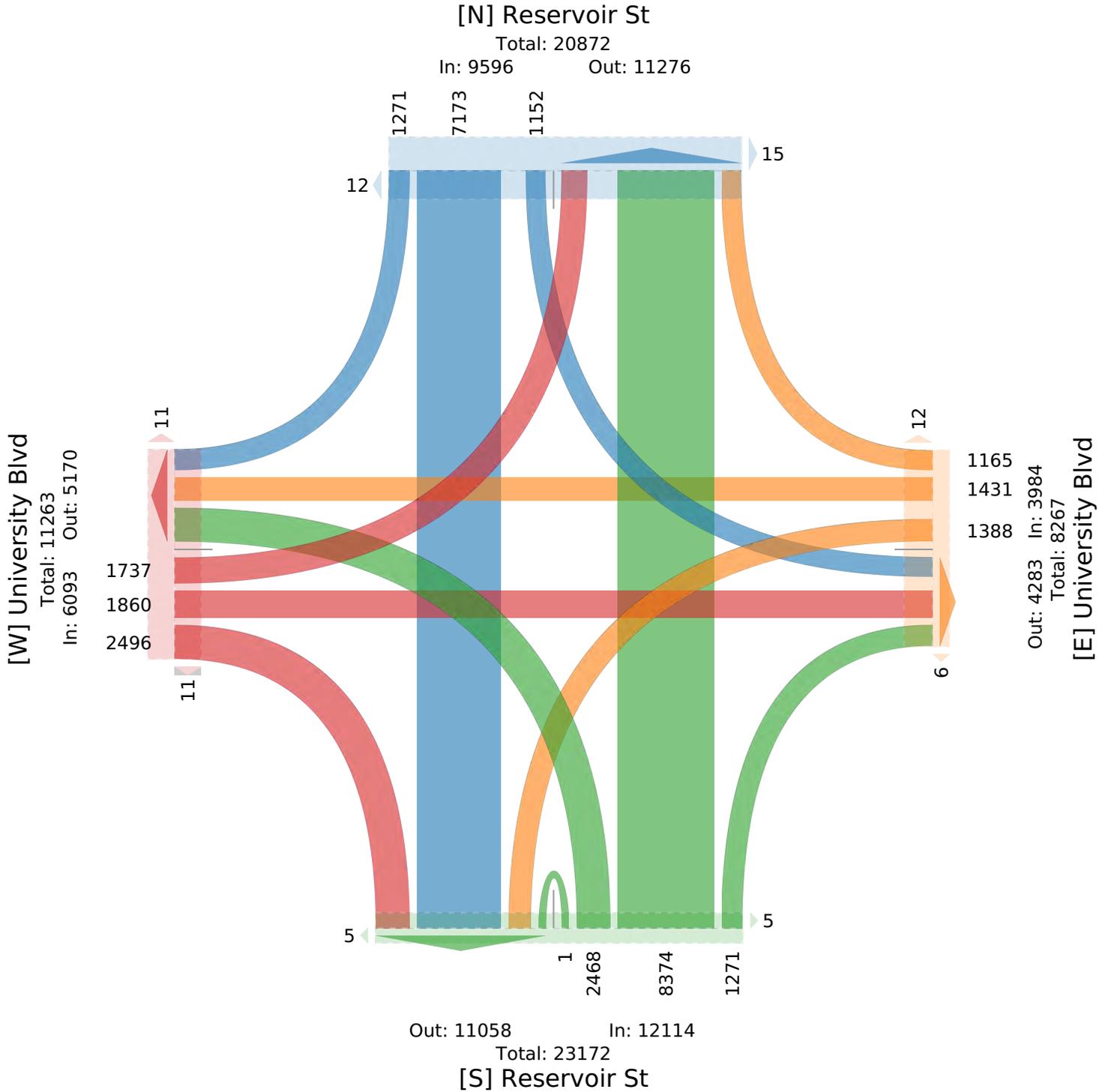
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US



8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 8:30AM	9	15	22	0	46	1	12	14	12	0	38	0	50	200	18	0	268	0	25	71	10	0	106	0	458
8:45AM	19	14	31	0	64	0	11	13	22	0	46	1	78	284	19	0	381	0	21	78	10	0	109	0	600
9:00AM	22	19	24	0	65	0	10	27	22	0	59	0	121	301	14	0	436	0	15	76	18	0	109	0	669
9:15AM	14	18	35	0	67	1	14	32	13	0	59	0	105	222	15	0	342	0	19	109	14	0	142	0	610
<b>Total</b>	64	66	112	0	242	2	47	86	69	0	202	1	354	1007	66	0	1427	0	80	334	52	0	466	0	2337
<b>% Approach</b>	26.4%	27.3%	46.3%	0%	-	-	23.3%	42.6%	34.2%	0%	-	-	24.8%	70.6%	4.6%	0%	-	-	17.2%	71.7%	11.2%	0%	-	-	-
<b>% Total</b>	2.7%	2.8%	4.8%	0%	10.4%	-	2.0%	3.7%	3.0%	0%	8.6%	-	15.1%	43.1%	2.8%	0%	61.1%	-	3.4%	14.3%	2.2%	0%	19.9%	-	-
<b>PHF</b>	0.727	0.868	0.800	-	0.903	-	0.839	0.672	0.784	-	0.856	-	0.731	0.836	0.868	-	0.818	-	0.800	0.766	0.722	-	0.820	-	0.873
<b>Lights and Motorcycles</b>	62	60	108	0	230	-	46	83	67	0	196	-	351	1001	66	0	1418	-	79	330	52	0	461	-	2305
<b>% Lights and Motorcycles</b>	96.9%	90.9%	96.4%	0%	95.0%	-	97.9%	96.5%	97.1%	0%	97.0%	-	99.2%	99.4%	100%	0%	99.4%	-	98.8%	98.8%	100%	0%	98.9%	-	98.6%
<b>Heavy</b>	2	6	4	0	12	-	1	3	2	0	6	-	3	6	0	0	9	-	1	4	0	0	5	-	32
<b>% Heavy</b>	3.1%	9.1%	3.6%	0%	5.0%	-	2.1%	3.5%	2.9%	0%	3.0%	-	0.8%	0.6%	0%	0%	0.6%	-	1.3%	1.2%	0%	0%	1.1%	-	1.4%
Pedestrians	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	50.0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	50.0%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

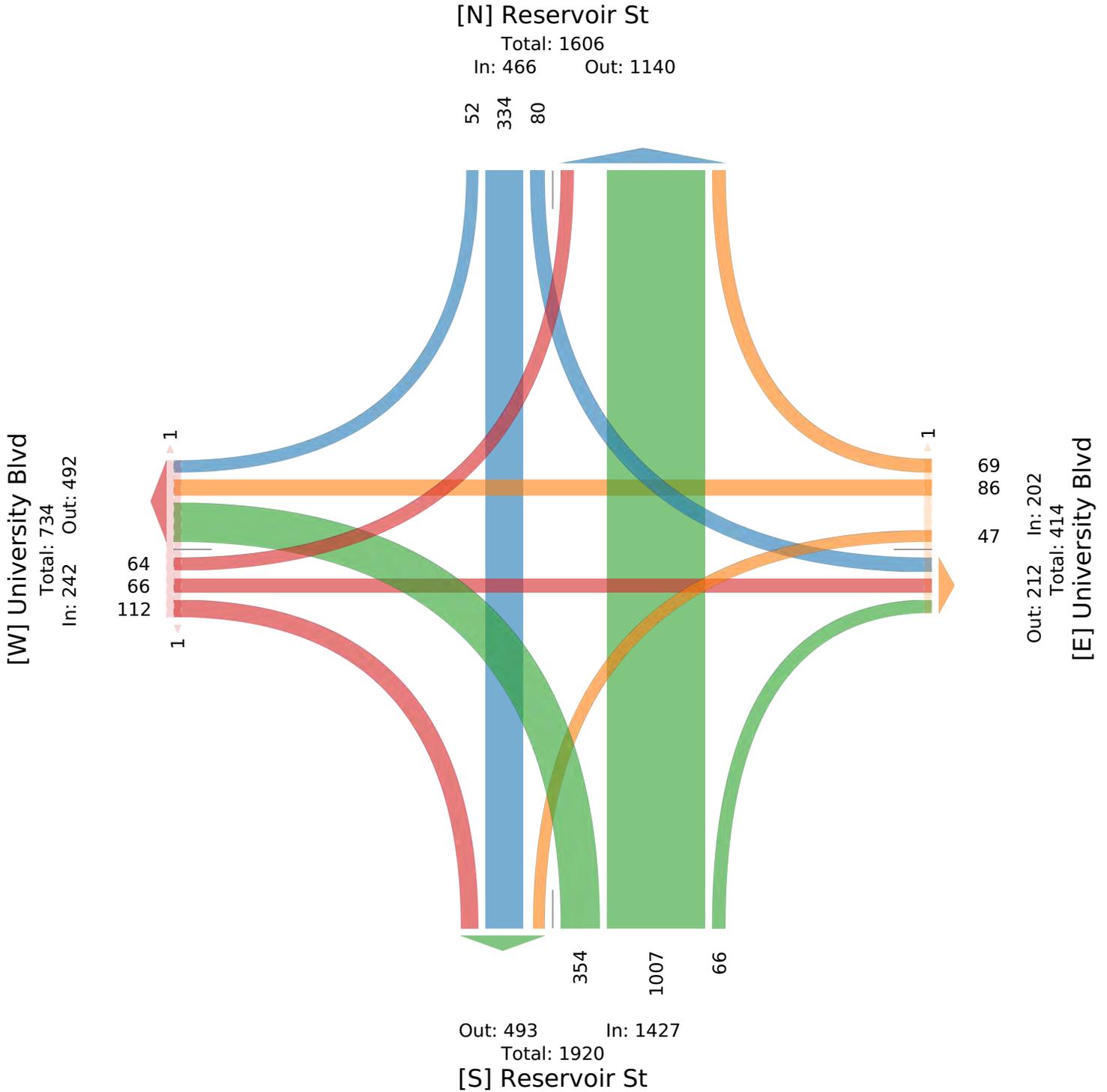
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US



8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345,

Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	48	42	52	0	142	2	35	46	21	0	102	0	57	189	25	0	271	2	26	150	23	0	199	0	714
12:15PM	47	52	53	0	152	0	27	35	16	0	78	0	74	212	30	0	316	1	25	172	26	0	223	0	769
12:30PM	47	54	78	0	179	1	28	49	32	0	109	0	65	164	26	0	255	0	32	205	29	0	266	1	809
12:45PM	61	47	65	0	173	1	41	35	19	0	95	0	26	136	32	0	194	0	34	211	31	0	276	0	738
<b>Total</b>	203	195	248	0	646	4	131	165	88	0	384	0	222	701	113	0	1036	3	117	738	109	0	964	1	3030
<b>% Approach</b>	31.4%	30.2%	38.4%	0%	-	-	34.1%	43.0%	22.9%	0%	-	-	21.4%	67.7%	10.9%	0%	-	-	12.1%	76.6%	11.3%	0%	-	-	-
<b>% Total</b>	6.7%	6.4%	8.2%	0%	21.3%	-	4.3%	5.4%	2.9%	0%	12.7%	-	7.3%	23.1%	3.7%	0%	34.2%	-	3.9%	24.4%	3.6%	0%	31.8%	-	-
<b>PHF</b>	0.832	0.903	0.795	-	0.902	-	0.799	0.842	0.688	-	0.881	-	0.750	0.827	0.883	-	0.820	-	0.860	0.874	0.879	-	0.873	-	0.936
<b>Lights and Motorcycles</b>	202	195	244	0	641	-	131	163	86	0	380	-	219	698	111	0	1028	-	116	737	107	0	960	-	3009
<b>% Lights and Motorcycles</b>	99.5%	100%	98.4%	0%	99.2%	-	100%	98.8%	97.7%	0%	99.0%	-	98.6%	99.6%	98.2%	0%	99.2%	-	99.1%	99.9%	98.2%	0%	99.6%	-	99.3%
<b>Heavy</b>	1	0	4	0	5	-	0	2	2	0	4	-	3	3	2	0	8	-	1	1	2	0	4	-	21
<b>% Heavy</b>	0.5%	0%	1.6%	0%	0.8%	-	0%	1.2%	2.3%	0%	1.0%	-	1.4%	0.4%	1.8%	0%	0.8%	-	0.9%	0.1%	1.8%	0%	0.4%	-	0.7%
<b>Pedestrians</b>	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	2	-	-	-	-	-	1	-
<b>% Pedestrians</b>	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	66.7%	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	33.3%	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

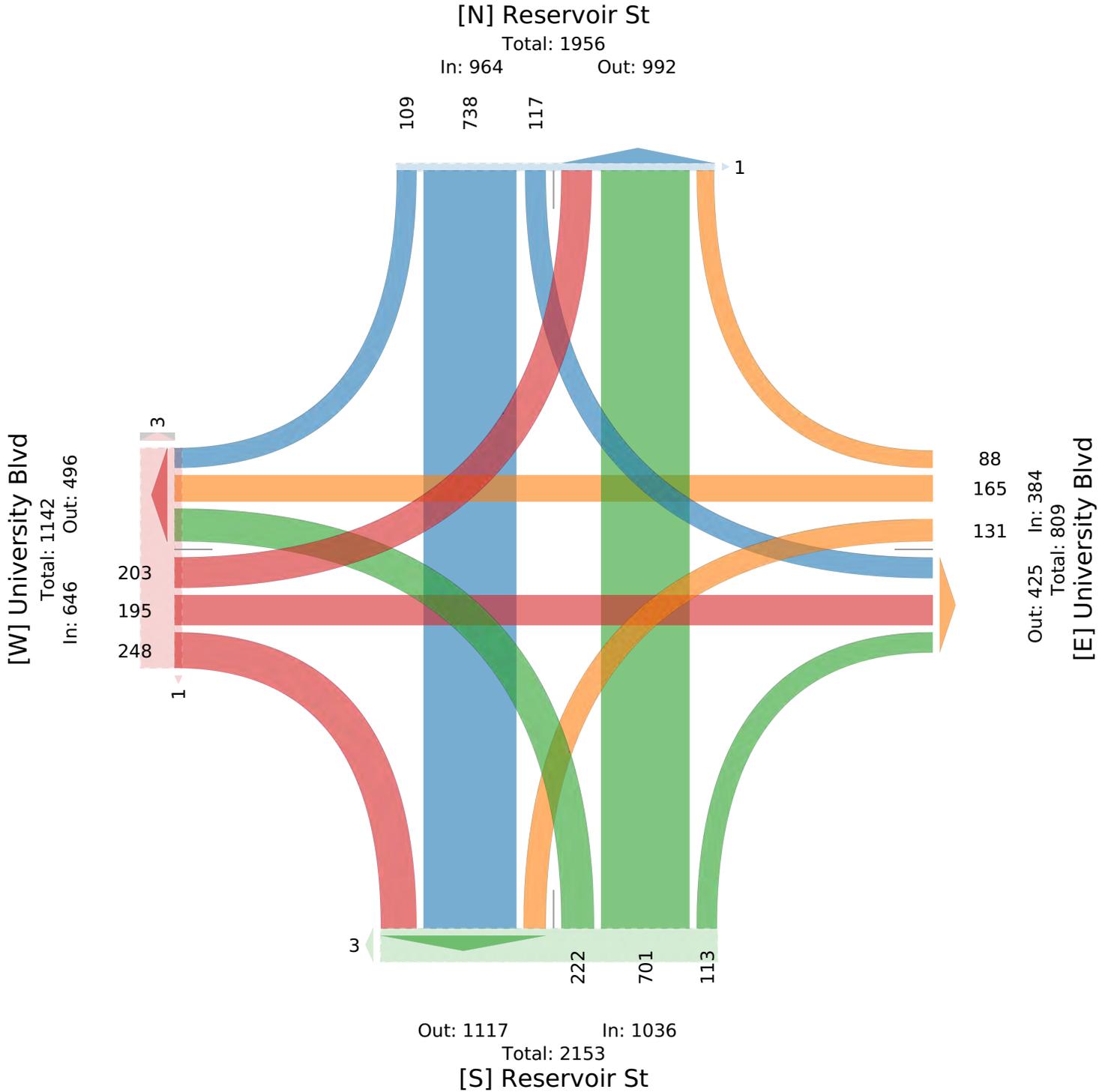
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US



8-University Blvd & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 4:45PM	53	67	68	0	188	0	41	38	26	0	105	0	54	186	52	0	292	0	30	201	33	0	264	0	849
5:00PM	53	62	83	0	198	0	37	48	40	0	125	0	49	200	30	0	279	0	25	226	40	0	291	0	893
5:15PM	58	63	115	0	236	2	39	36	33	0	108	1	43	188	24	0	255	0	33	231	41	0	305	3	904
5:30PM	54	59	80	0	193	0	37	45	29	0	111	0	46	181	24	0	251	0	30	211	36	0	277	0	832
<b>Total</b>	218	251	346	0	815	2	154	167	128	0	449	1	192	755	130	0	1077	0	118	869	150	0	1137	3	3478
<b>% Approach</b>	26.7%	30.8%	42.5%	0%	-	-	34.3%	37.2%	28.5%	0%	-	-	17.8%	70.1%	12.1%	0%	-	-	10.4%	76.4%	13.2%	0%	-	-	-
<b>% Total</b>	6.3%	7.2%	9.9%	0%	23.4%	-	4.4%	4.8%	3.7%	0%	12.9%	-	5.5%	21.7%	3.7%	0%	31.0%	-	3.4%	25.0%	4.3%	0%	32.7%	-	-
<b>PHF</b>	0.940	0.937	0.752	-	0.863	-	0.939	0.870	0.800	-	0.898	-	0.889	0.944	0.625	-	0.922	-	0.894	0.940	0.915	-	0.932	-	0.962
<b>Lights and Motorcycles</b>	218	248	342	0	808	-	154	166	127	0	447	-	191	752	130	0	1073	-	117	867	150	0	1134	-	3462
<b>% Lights and Motorcycles</b>	100%	98.8%	98.8%	0%	99.1%	-	100%	99.4%	99.2%	0%	99.6%	-	99.5%	99.6%	100%	0%	99.6%	-	99.2%	99.8%	100%	0%	99.7%	-	99.5%
<b>Heavy</b>	0	3	4	0	7	-	0	1	1	0	2	-	1	3	0	0	4	-	1	2	0	0	3	-	16
<b>% Heavy</b>	0%	1.2%	1.2%	0%	0.9%	-	0%	0.6%	0.8%	0%	0.4%	-	0.5%	0.4%	0%	0%	0.4%	-	0.8%	0.2%	0%	0%	0.3%	-	0.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	1	-	-	-	-	-	0	-	-	-	-	-	3	3
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	0
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

**8-University Blvd & Reservoir St (VA24-024) - TMC**

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

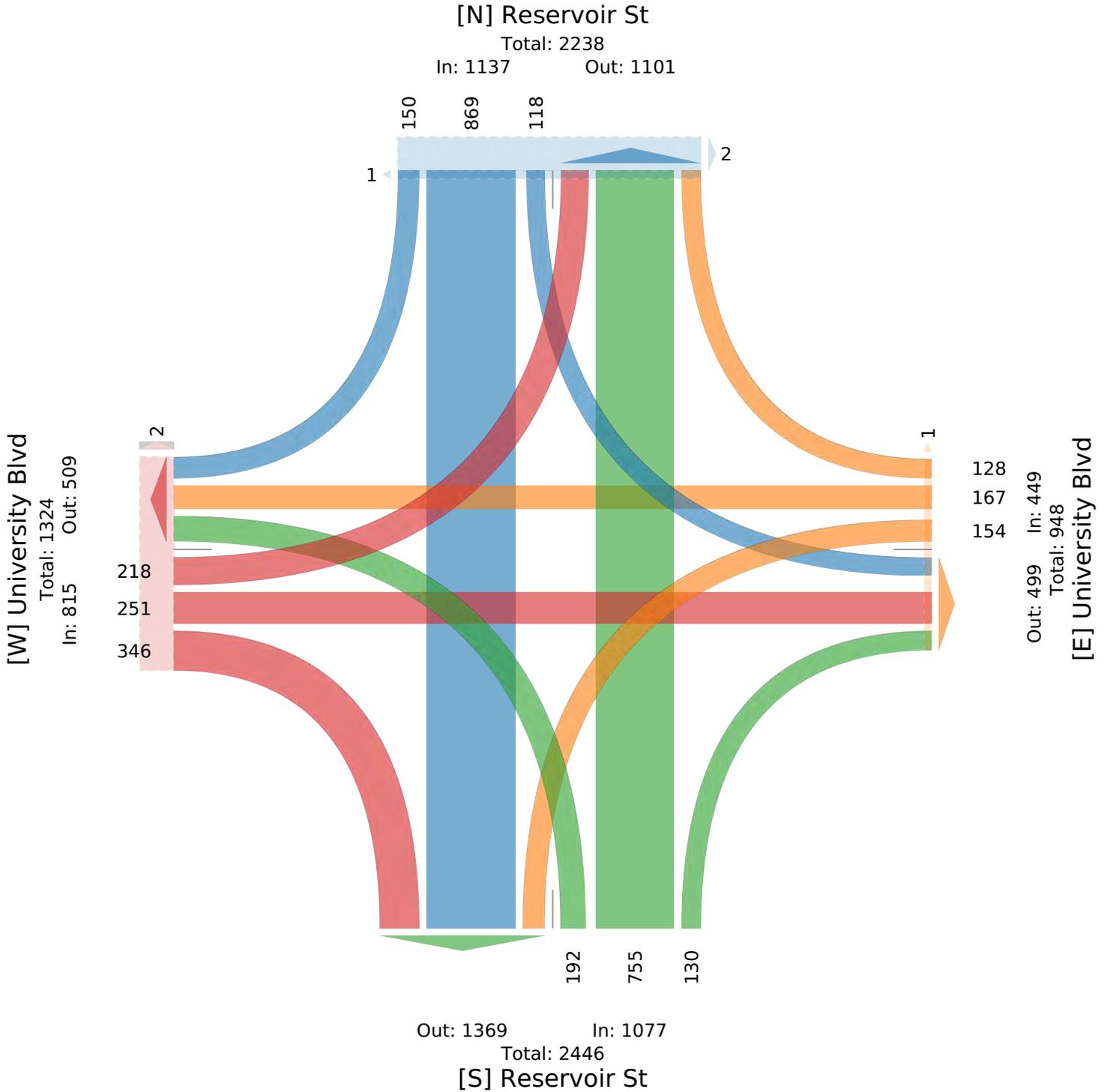
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150178, Location: 38.42897, -78.855466



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Medical Ave Northbound						Business Driveway Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	0	22	0	0	22	0	3	27	0	0	30	0	2	0	1	0	3	0	0	0	0	0	0	0	55
7:15AM	0	23	1	0	24	0	7	23	1	0	31	0	3	0	0	0	3	0	0	0	0	0	0	0	58
7:30AM	0	25	7	0	32	0	8	38	0	0	46	0	3	0	2	0	5	0	0	0	0	0	0	0	83
7:45AM	0	34	7	0	41	0	8	47	0	0	55	0	1	0	1	0	2	0	1	0	0	0	1	0	99
Hourly Total	0	104	15	0	119	0	26	135	1	0	162	0	9	0	4	0	13	0	1	0	0	0	1	0	295
8:00AM	1	39	2	0	42	0	8	41	0	0	49	0	1	0	3	0	4	0	0	0	1	0	1	0	96
8:15AM	0	46	1	0	47	0	8	42	0	0	50	0	8	0	6	0	14	0	0	0	0	0	0	0	111
8:30AM	0	45	12	0	57	0	2	36	4	0	42	0	4	0	3	0	7	0	0	0	1	0	1	0	107
8:45AM	3	51	3	0	57	0	8	47	4	0	59	0	1	1	4	0	6	0	0	0	0	0	0	0	122
Hourly Total	4	181	18	0	203	0	26	166	8	0	200	0	14	1	16	0	31	0	0	0	2	0	2	0	436
9:00AM	2	39	7	0	48	0	6	47	1	0	54	0	10	0	3	0	13	0	0	0	0	0	0	0	115
9:15AM	0	48	7	0	55	0	8	55	0	0	63	0	3	1	3	0	7	0	1	0	1	0	2	0	127
9:30AM	1	56	3	0	60	0	8	37	0	0	45	0	5	0	6	0	11	0	1	0	0	0	1	0	117
9:45AM	0	54	6	0	60	0	5	58	1	0	64	0	3	0	6	1	10	1	0	0	2	0	2	0	136
Hourly Total	3	197	23	0	223	0	27	197	2	0	226	0	21	1	18	1	41	1	2	0	3	0	5	0	495
10:00AM	0	68	9	0	77	0	8	54	0	0	62	0	5	0	5	0	10	0	0	1	0	0	1	0	150
10:15AM	0	66	7	0	73	0	4	67	0	0	71	0	2	1	5	0	8	0	0	0	0	0	0	0	152
10:30AM	0	68	8	0	76	0	3	54	0	0	57	0	3	0	4	0	7	0	0	0	0	0	0	0	140
10:45AM	0	81	2	0	83	0	5	87	0	0	92	0	8	0	7	0	15	0	0	0	0	0	0	0	190
Hourly Total	0	283	26	0	309	0	20	262	0	0	282	0	18	1	21	0	40	0	0	1	0	0	1	0	632
11:00AM	0	102	5	0	107	0	5	77	1	0	83	0	5	0	4	0	9	0	0	0	0	0	0	0	199
11:15AM	0	81	6	0	87	0	2	67	0	0	69	0	5	1	3	0	9	0	0	0	0	0	0	0	165
11:30AM	1	89	3	0	93	0	4	89	1	0	94	0	5	0	6	0	11	0	0	0	0	0	0	0	198
11:45AM	0	101	3	0	104	0	4	104	1	0	109	0	6	0	10	0	16	0	1	0	0	0	1	0	230
Hourly Total	1	373	17	0	391	0	15	337	3	0	355	0	21	1	23	0	45	0	1	0	0	0	1	0	792
12:00PM	1	96	4	0	101	0	5	87	0	0	92	0	5	0	11	0	16	0	1	0	0	0	1	0	210
12:15PM	0	109	8	0	117	0	5	78	0	0	83	0	4	0	5	0	9	0	1	1	0	0	2	0	211
12:30PM	3	108	4	0	115	0	12	97	0	0	109	0	3	0	7	0	10	0	0	0	3	0	3	1	237
12:45PM	1	106	10	0	117	0	10	96	0	0	106	0	6	0	3	0	9	0	4	0	2	0	6	0	238
Hourly Total	5	419	26	0	450	0	32	358	0	0	390	0	18	0	26	0	44	0	6	1	5	0	12	1	896
1:00PM	2	99	6	0	107	0	8	93	1	0	102	0	2	0	6	0	8	0	1	0	0	0	1	0	218
1:15PM	1	84	6	0	91	0	5	104	0	0	109	0	1	1	4	0	6	0	0	0	1	0	1	0	207
1:30PM	1	104	7	0	112	0	7	95	1	0	103	0	4	0	6	0	10	0	1	0	1	0	2	0	227
1:45PM	0	110	5	0	115	0	6	97	0	0	103	0	1	0	5	0	6	0	3	1	2	0	6	0	230
Hourly Total	4	397	24	0	425	0	26	389	2	0	417	0	8	1	21	0	30	0	5	1	4	0	10	0	882
2:00PM	1	99	6	0	106	0	3	97	0	0	100	0	5	1	6	0	12	0	1	1	0	0	2	1	220
2:15PM	2	107	2	0	111	0	4	88	0	0	92	0	5	0	6	0	11	1	2	1	2	0	5	1	219
2:30PM	0	100	4	0	104	0	8	113	0	0	121	0	3	0	6	0	9	0	1	0	0	0	1	1	235
2:45PM	2	81	10	0	93	0	3	86	2	0	91	0	3	0	2	0	5	0	0	0	1	0	1	0	190
Hourly Total	5	387	22	0	414	0	18	384	2	0	404	0	16	1	20	0	37	1	4	2	3	0	9	3	864
3:00PM	0	88	8	0	96	0	3	99	0	0	102	0	2	0	5	0	7	0	0	0	1	0	1	0	206
3:15PM	0	103	10	0	113	0	6	78	0	0	84	0	5	0	5	0	10	0	0	0	2	0	2	0	209
3:30PM	1	98	6	0	105	0	7	96	0	0	103	0	8	0	6	0	14	0	1	0	0	0	1	0	223
3:45PM	1	131	4	0	136	0	6	83	1	0	90	0	4	0	5	0	9	0	0	0	1	0	1	0	236
Hourly Total	2	420	28	0	450	0	22	356	1	0	379	0	19	0	21	0	40	0	1	0	4	0	5	0	874
4:00PM	1	109	4	0	114	0	7	94	2	0	103	0	2	0	5	0	7	0	1	0	0	0	1	0	225
4:15PM	0	96	3	0	99	0	4	100	1	0	105	0	2	0	7	0	9	0	1	0	2	0	3	0	216
4:30PM	0	146	8	0	154	0	2	103	2	0	107	0	5	0	7	0	12	0	0	0	0	0	0	0	273
4:45PM	0	145	2	0	147	0	9	99	2	0	110	0	5	0	6	0	11	0	1	0	2	0	3	0	271
Hourly Total	1	496	17	0	514	0	22	396	7	0	425	0	14	0	25	0	39	0	3	0	4	0	7	0	985
5:00PM	0	129	5	0	134	0	2	118	0	0	120	0	4	0	11	0	15	0	1	2	2	0	5	0	274
5:15PM	0	126	3	0	129	0	3	102	0	0	105	0	2	0	8	0	10	0	1	0	1	0	2	0	246
5:30PM	0	105	10	0	115	0	6	103	0	0	109	0	4	0	4	0	8	0	0	0	0	0	0	0	232
5:45PM	0	114	2	0	116	0	6	107	1	0	114	0	2	0	4	0	6	0	0	0	0	0	0	0	236
Hourly Total	0	474	20	0	494	0	17	430	1	0	448	0	12	0	27	0	39	0	2	2	3	0	7	0	988
6:00PM	0	95	2	0	97	0	5	98	0	0	103	0	1	0	3	0	4	0	0	0	0	0	0	2	204
6:15PM	0	87	3	0	90	0	5	89	0	0	94	0	2	0	5	0	7	0	0	0	1	0	1	2	192
6:30PM	0	88	0	0	88	0	4	94	0	0	98	0	1	0	4	0	5	1	0	0	0	0	0	0	191

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Medical Ave Northbound						Business Driveway Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
6:45PM	1	81	0	0	82	0	3	76	0	0	79	0	0	0	3	0	3	0	0	0	0	0	0	0	164
Hourly Total	1	351	5	0	357	0	17	357	0	0	374	0	4	0	15	0	19	1	0	0	1	0	1	4	751
<b>Total</b>	26	4082	241	0	4349	0	268	3767	27	0	4062	0	174	6	237	1	418	3	25	7	29	0	61	8	8890
<b>% Approach</b>	0.6%	93.9%	5.5%	0%	-	-	6.6%	92.7%	0.7%	0%	-	-	41.6%	1.4%	56.7%	0.2%	-	-	41.0%	11.5%	47.5%	0%	-	-	-
<b>% Total</b>	0.3%	45.9%	2.7%	0%	48.9%	-	3.0%	42.4%	0.3%	0%	45.7%	-	2.0%	0.1%	2.7%	0%	4.7%	-	0.3%	0.1%	0.3%	0%	0.7%	-	-
<b>Lights and Motorcycles</b>	26	4030	238	0	4294	-	266	3708	26	0	4000	-	173	6	236	0	415	-	25	7	28	0	60	-	8769
<b>% Lights and Motorcycles</b>	100%	98.7%	98.8%	0%	98.7%	-	99.3%	98.4%	96.3%	0%	98.5%	-	99.4%	100%	99.6%	0%	99.3%	-	100%	100%	96.6%	0%	98.4%	-	98.6%
<b>Heavy</b>	0	52	3	0	55	-	2	59	1	0	62	-	1	0	1	1	3	-	0	0	1	0	1	-	121
<b>% Heavy</b>	0%	1.3%	1.2%	0%	1.3%	-	0.7%	1.6%	3.7%	0%	1.5%	-	0.6%	0%	0.4%	100%	0.7%	-	0%	0%	3.4%	0%	1.6%	-	1.4%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	8	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855

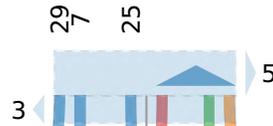


Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Business Driveway

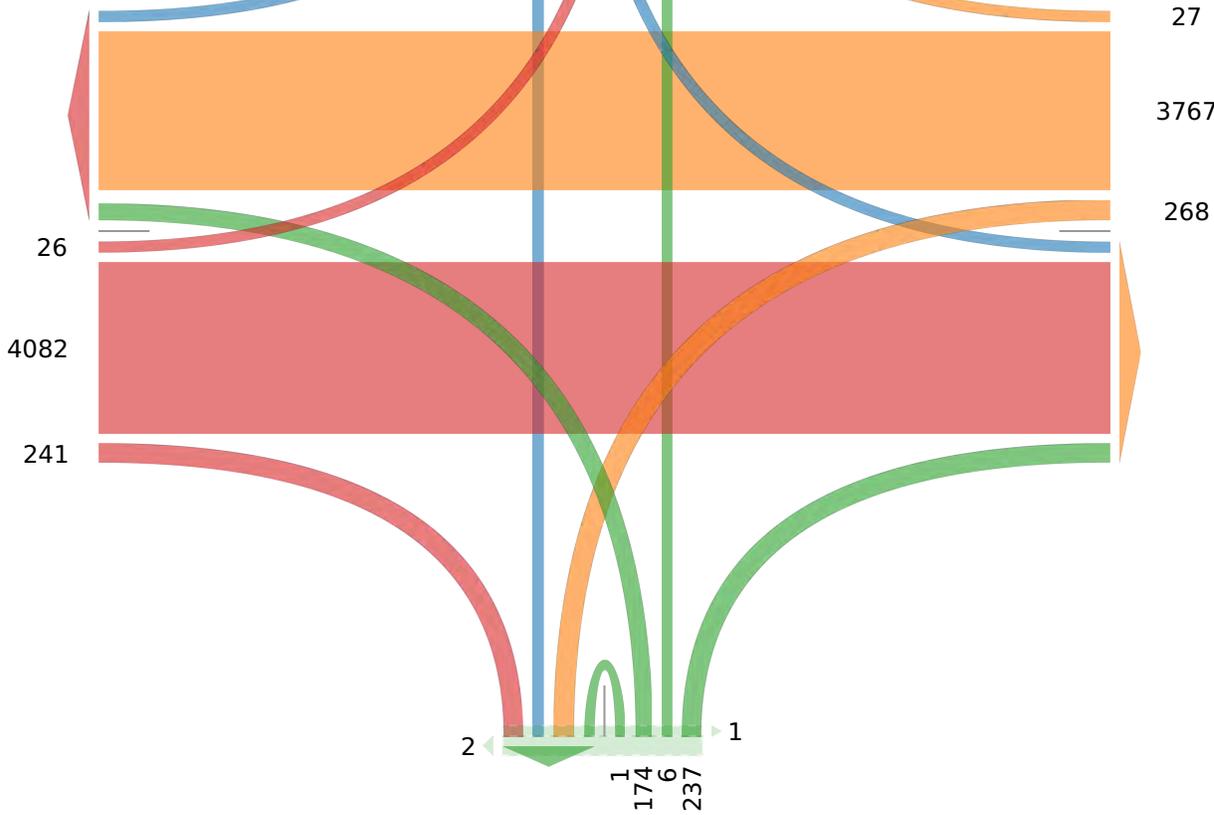
Total: 120

In: 61 Out: 59



[W] University Blvd

Total: 8319  
 In: 4349 Out: 3970



In: 4062  
 Total: 8406  
 Out: 4344  
 [E] University Blvd

Out: 517 In: 418  
 Total: 935  
 [S] Medical Ave

9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Medical Ave Northbound						Business Driveway Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 10:00AM	0	68	9	0	77	0	8	54	0	0	62	0	5	0	5	0	10	0	0	1	0	0	1	0	150
10:15AM	0	66	7	0	73	0	4	67	0	0	71	0	2	1	5	0	8	0	0	0	0	0	0	0	152
10:30AM	0	68	8	0	76	0	3	54	0	0	57	0	3	0	4	0	7	0	0	0	0	0	0	0	140
10:45AM	0	81	2	0	83	0	5	87	0	0	92	0	8	0	7	0	15	0	0	0	0	0	0	0	190
<b>Total</b>	0	283	26	0	309	0	20	262	0	0	282	0	18	1	21	0	40	0	0	1	0	0	1	0	632
<b>% Approach</b>	0%	91.6%	8.4%	0%	-	-	7.1%	92.9%	0%	0%	-	-	45.0%	2.5%	52.5%	0%	-	-	0%	100%	0%	0%	-	-	-
<b>% Total</b>	0%	44.8%	4.1%	0%	48.9%	-	3.2%	41.5%	0%	0%	44.6%	-	2.8%	0.2%	3.3%	0%	6.3%	-	0%	0.2%	0%	0%	0.2%	-	-
<b>PHF</b>	-	0.873	0.722	-	0.931	-	0.625	0.753	-	-	0.766	-	0.563	0.250	0.750	-	0.667	-	-	0.250	-	-	0.250	-	0.832
<b>Lights and Motorcycles</b>	0	279	25	0	304	-	20	256	0	0	276	-	18	1	21	0	40	-	0	1	0	0	1	-	621
<b>% Lights and Motorcycles</b>	0%	98.6%	96.2%	0%	98.4%	-	100%	97.7%	0%	0%	97.9%	-	100%	100%	100%	0%	100%	-	0%	100%	0%	0%	100%	-	98.3%
<b>Heavy</b>	0	4	1	0	5	-	0	6	0	0	6	-	0	0	0	0	0	-	0	0	0	0	0	-	11
<b>% Heavy</b>	0%	1.4%	3.8%	0%	1.6%	-	0%	2.3%	0%	0%	2.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Business Driveway

Total: 2  
In: 1 Out: 1

1

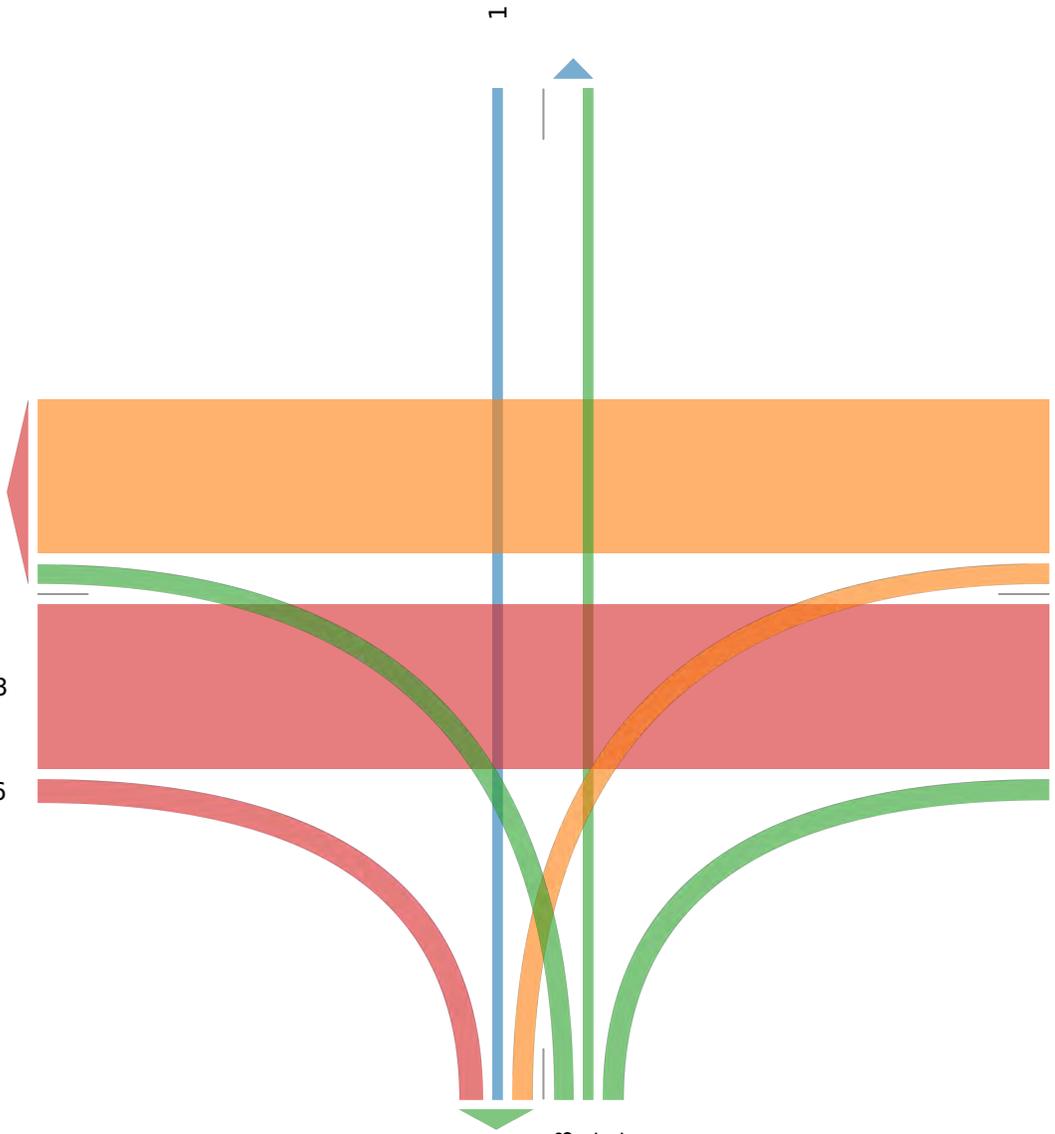
[W] University Blvd  
Total: 589  
In: 309 Out: 280

283  
26

262  
20  
Out: 304 In: 282  
Total: 586  
[E] University Blvd

Out: 47 In: 40  
Total: 87  
[S] Medical Ave

18  
1  
21



9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12:15 PM - 1:15 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound						University Blvd Westbound						Medical Ave Northbound						Business Driveway Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:15PM	0	109	8	0	117	0	5	78	0	0	83	0	4	0	5	0	9	0	1	1	0	0	2	0	211
12:30PM	3	108	4	0	115	0	12	97	0	0	109	0	3	0	7	0	10	0	0	0	3	0	3	1	237
12:45PM	1	106	10	0	117	0	10	96	0	0	106	0	6	0	3	0	9	0	4	0	2	0	6	0	238
1:00PM	2	99	6	0	107	0	8	93	1	0	102	0	2	0	6	0	8	0	1	0	0	0	1	0	218
<b>Total</b>	6	422	28	0	456	0	35	364	1	0	400	0	15	0	21	0	36	0	6	1	5	0	12	1	904
<b>% Approach</b>	1.3%	92.5%	6.1%	0%	-	-	8.8%	91.0%	0.3%	0%	-	-	41.7%	0%	58.3%	0%	-	-	50.0%	8.3%	41.7%	0%	-	-	-
<b>% Total</b>	0.7%	46.7%	3.1%	0%	50.4%	-	3.9%	40.3%	0.1%	0%	44.2%	-	1.7%	0%	2.3%	0%	4.0%	-	0.7%	0.1%	0.6%	0%	1.3%	-	-
<b>PHF</b>	0.500	0.968	0.700	-	0.974	-	0.729	0.938	0.250	-	0.917	-	0.625	-	0.750	-	0.900	-	0.375	0.250	0.417	-	0.500	-	0.950
<b>Lights and Motorcycles</b>	6	419	27	0	452	-	35	360	1	0	396	-	15	0	21	0	36	-	6	1	5	0	12	-	896
<b>% Lights and Motorcycles</b>	100%	99.3%	96.4%	0%	99.1%	-	100%	98.9%	100%	0%	99.0%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	99.1%
<b>Heavy</b>	0	3	1	0	4	-	0	4	0	0	4	-	0	0	0	0	0	-	0	0	0	0	0	-	8
<b>% Heavy</b>	0%	0.7%	3.6%	0%	0.9%	-	0%	1.1%	0%	0%	1.0%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12:15 PM - 1:15 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



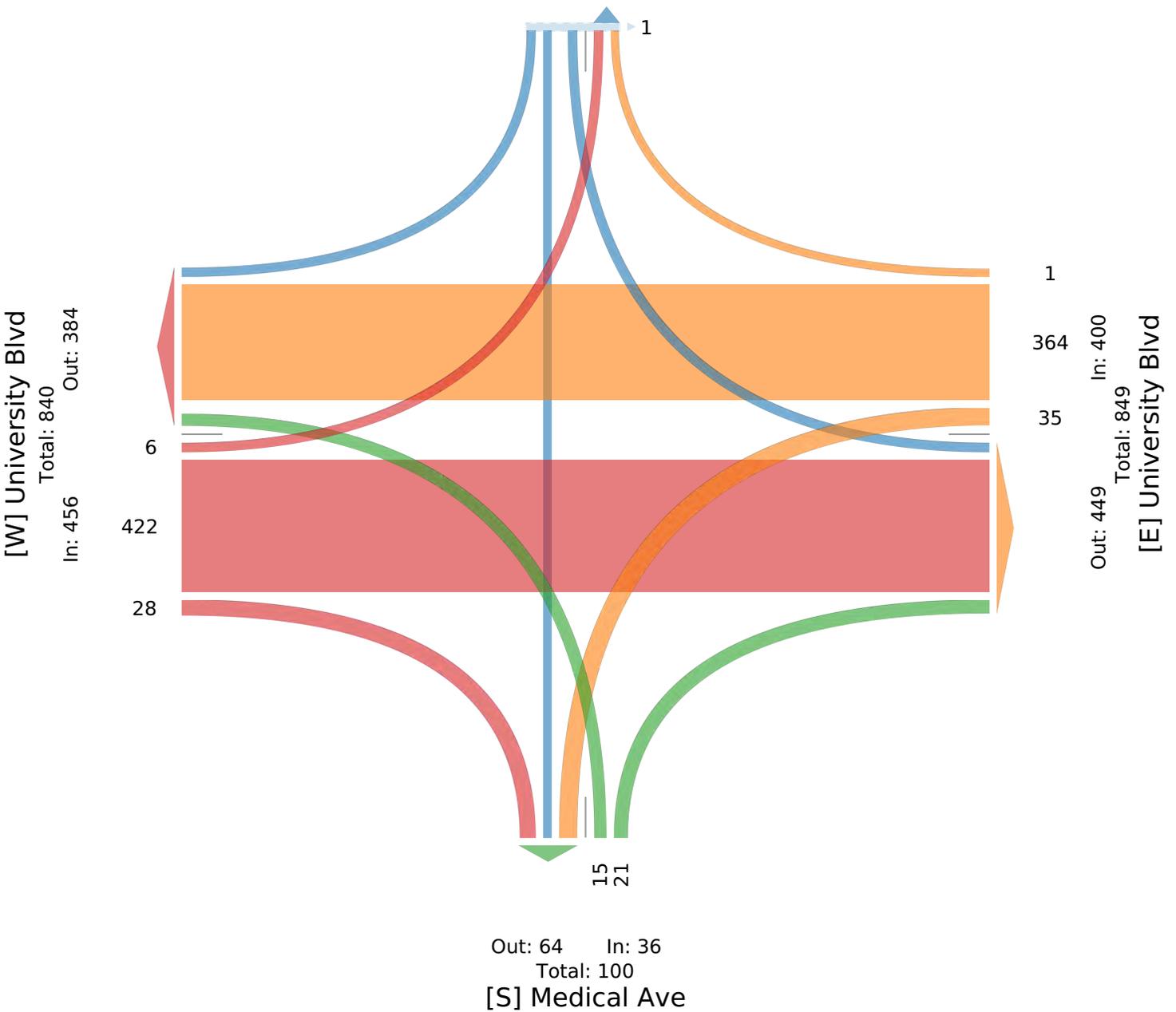
Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Business Driveway

Total: 19

In: 12 Out: 7

5 1 6



9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	University Blvd Eastbound					University Blvd Westbound					Medical Ave Northbound					Business Driveway Southbound					Int
	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	L	T	R	U	App Ped*	
Time																					
2024-02-13 4:30PM	0	146	8	0	154	2	103	2	0	107	5	0	7	0	12	0	0	0	0	0	0
4:45PM	0	145	2	0	147	9	99	2	0	110	5	0	6	0	11	1	0	2	0	3	0
5:00PM	0	129	5	0	134	2	118	0	0	120	4	0	11	0	15	1	2	2	0	5	0
5:15PM	0	126	3	0	129	3	102	0	0	105	2	0	8	0	10	1	0	1	0	2	0
<b>Total</b>	0	546	18	0	564	16	422	4	0	442	16	0	32	0	48	3	2	5	0	10	0
<b>% Approach</b>	0%	96.8%	3.2%	0%	-	3.6%	95.5%	0.9%	0%	-	33.3%	0%	66.7%	0%	-	30.0%	20.0%	50.0%	0%	-	-
<b>% Total</b>	0%	51.3%	1.7%	0%	53.0%	1.5%	39.7%	0.4%	0%	41.5%	1.5%	0%	3.0%	0%	4.5%	0.3%	0.2%	0.5%	0%	0.9%	-
<b>PHF</b>	-	0.935	0.563	-	0.916	0.444	0.894	0.500	-	0.921	0.800	-	0.727	-	0.800	0.750	0.250	0.625	-	0.500	-
<b>Lights and Motorcycles</b>	0	542	18	0	560	16	419	4	0	439	16	0	32	0	48	3	2	5	0	10	-
<b>% Lights and Motorcycles</b>	0%	99.3%	100%	0%	99.3%	100%	99.3%	100%	0%	99.3%	100%	0%	100%	0%	100%	100%	100%	100%	0%	100%	-
<b>Heavy</b>	0	4	0	0	4	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	-
<b>% Heavy</b>	0%	0.7%	0%	0%	0.7%	0%	0.7%	0%	0%	0.7%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	-
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

9-University Blvd & Medical Ave (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:30 PM - 5:30 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150179, Location: 38.429131, -78.853855



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

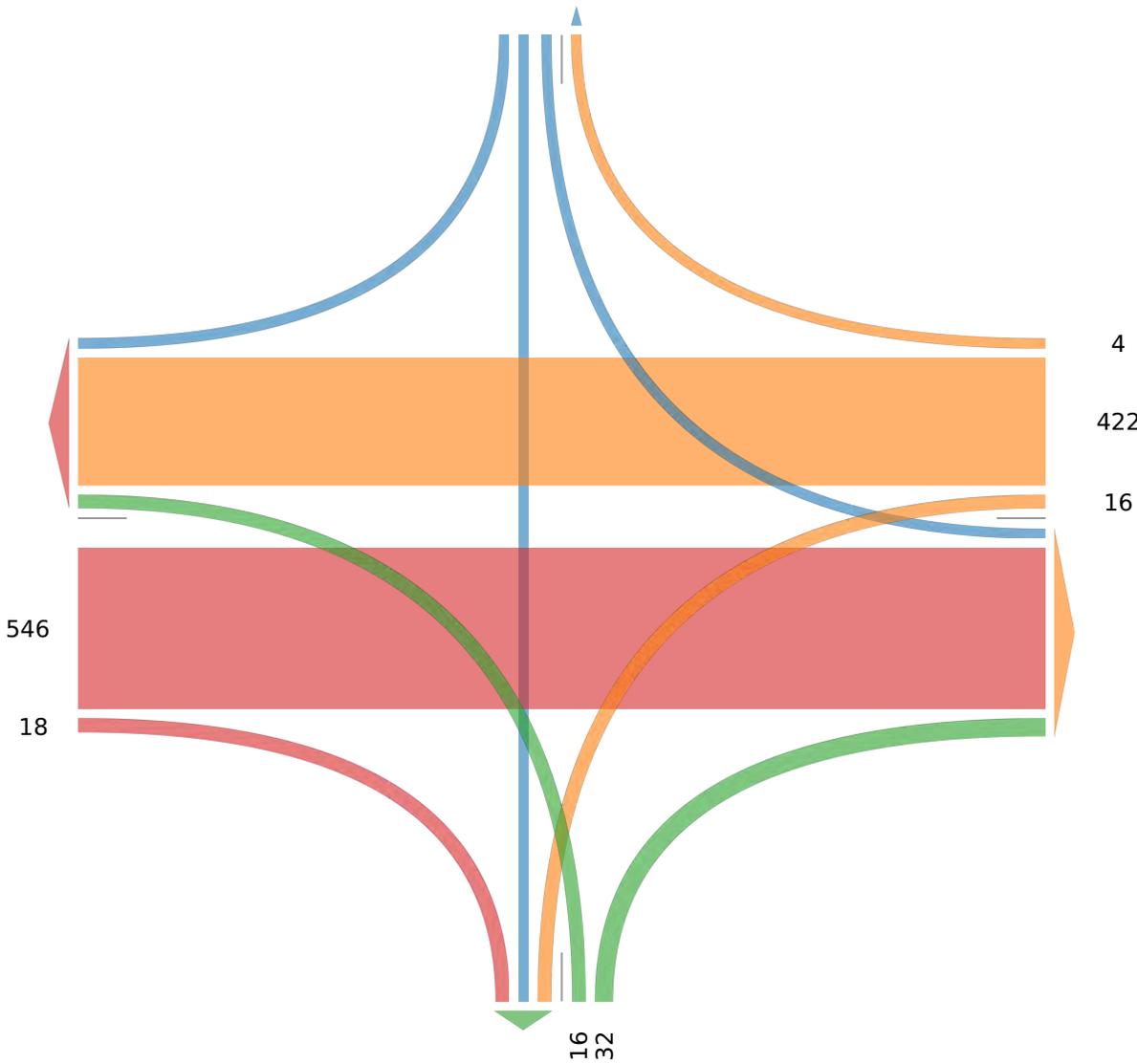
[N] Business Driveway

Total: 14

In: 10 Out: 4

100%

[W] University Blvd  
Total: 1007  
In: 564 Out: 443



4  
422  
16  
Out: 581 In: 442  
Total: 1023  
[E] University Blvd

Out: 36 In: 48  
Total: 84  
[S] Medical Ave

1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	39	21	7	0	67	1	7	8	4	0	19	0	22	76	16	1	115	0	7	18	22	0	47	0	248
7:15AM	91	29	15	0	135	0	11	8	2	0	21	0	43	173	12	1	229	0	5	30	18	0	53	0	438
7:30AM	91	40	9	0	140	2	5	14	17	0	36	0	40	231	17	0	288	2	8	38	27	0	73	0	537
7:45AM	73	42	12	0	127	1	9	10	17	0	36	0	31	160	21	0	212	0	19	44	26	0	89	1	464
Hourly Total	294	132	43	0	469	4	32	40	40	0	112	0	136	640	66	2	844	2	39	130	93	0	262	1	1687
8:00AM	45	31	21	0	97	0	6	22	10	0	38	0	29	129	18	0	176	0	12	41	21	0	74	1	385
8:15AM	58	38	15	0	111	1	6	19	16	0	41	0	32	157	18	0	207	0	8	38	29	0	75	1	434
8:30AM	58	49	16	0	123	0	6	21	19	0	46	0	45	200	22	0	267	1	18	38	35	0	91	0	527
8:45AM	104	69	28	0	201	0	8	33	19	0	60	0	44	264	15	0	323	0	18	66	38	0	122	1	706
Hourly Total	265	187	80	0	532	1	26	95	64	0	185	0	150	750	73	0	973	1	56	183	123	0	362	3	2052
9:00AM	129	58	20	0	207	2	4	22	15	0	41	0	32	313	9	0	354	0	19	54	34	0	107	1	709
9:15AM	96	61	27	0	184	1	8	50	20	0	78	0	28	174	16	0	218	0	14	83	51	0	148	0	628
9:30AM	54	40	23	0	117	0	12	28	19	0	59	0	26	120	11	0	157	0	15	63	52	0	130	0	463
9:45AM	62	56	24	0	142	0	11	25	21	0	57	0	17	106	17	1	141	0	19	62	29	0	110	0	450
Hourly Total	341	215	94	0	650	3	35	125	75	0	235	0	103	713	53	1	870	0	67	262	166	0	495	1	2250
10:00AM	63	42	14	0	119	0	12	35	22	0	69	0	23	104	7	0	134	0	14	66	41	0	121	0	443
10:15AM	60	47	16	0	123	0	9	27	20	0	56	0	29	126	14	1	170	0	20	69	38	0	127	0	476
10:30AM	94	52	18	0	164	0	13	28	26	0	67	0	54	178	15	1	248	0	27	79	48	0	154	0	633
10:45AM	112	76	20	0	208	0	17	39	26	0	82	0	34	227	12	0	273	0	27	101	47	1	176	0	739
Hourly Total	329	217	68	0	614	0	51	129	94	0	274	0	140	635	48	2	825	0	88	315	174	1	578	0	2291
11:00AM	77	65	36	0	178	2	12	22	24	0	58	0	33	120	18	1	172	0	35	157	88	0	280	0	688
11:15AM	69	40	33	0	142	1	7	37	32	0	76	0	30	124	22	0	176	0	25	107	63	0	195	0	589
11:30AM	75	41	19	0	135	0	11	38	27	0	76	0	29	147	9	0	185	0	25	83	59	0	167	0	563
11:45AM	95	67	24	0	186	0	9	35	25	0	69	0	27	140	20	0	187	0	34	101	51	0	186	0	628
Hourly Total	316	213	112	0	641	3	39	132	108	0	279	0	119	531	69	1	720	0	119	448	261	0	828	0	2468
12:00PM	79	64	23	0	166	2	12	51	33	0	96	0	29	177	18	0	224	0	27	112	70	0	209	1	695
12:15PM	106	59	33	0	198	2	15	33	28	0	76	0	42	205	15	0	262	0	31	119	70	0	220	0	756
12:30PM	83	64	42	0	189	0	10	39	30	0	79	0	25	145	16	0	186	0	30	138	101	0	269	0	723
12:45PM	63	69	35	0	167	0	12	60	34	0	106	0	22	101	15	1	139	0	28	163	107	0	298	1	710
Hourly Total	331	256	133	0	720	4	49	183	125	0	357	0	118	628	64	1	811	0	116	532	348	0	996	2	2884
1:00PM	61	51	28	0	140	0	12	48	23	0	83	0	43	135	8	0	186	0	35	116	94	0	245	0	654
1:15PM	65	54	16	0	135	2	9	57	23	0	89	0	30	110	13	0	153	0	26	113	72	0	211	0	588
1:30PM	78	64	23	0	165	1	12	54	36	0	102	0	31	144	20	0	195	0	30	128	85	0	243	1	705
1:45PM	103	73	31	0	207	0	18	60	30	0	108	0	29	230	18	0	277	0	33	141	86	0	260	0	852
Hourly Total	307	242	98	0	647	3	51	219	112	0	382	0	133	619	59	0	811	0	124	498	337	0	959	1	2799
2:00PM	70	60	46	0	176	1	13	52	17	0	82	0	32	151	11	0	194	0	21	187	101	0	309	0	761
2:15PM	69	51	52	1	173	0	15	53	20	0	88	0	29	102	22	2	155	0	23	224	119	0	366	0	782
2:30PM	58	72	31	0	161	0	19	63	35	0	117	0	31	96	17	0	144	0	32	163	111	0	306	0	728
2:45PM	61	61	34	0	156	0	17	71	29	0	117	0	30	138	15	2	185	0	27	138	89	0	254	0	712
Hourly Total	258	244	163	1	666	1	64	239	101	0	404	0	122	487	65	4	678	0	103	712	420	0	1235	0	2983
3:00PM	78	44	31	0	153	2	15	50	29	0	94	0	35	143	13	0	191	0	25	133	102	0	260	0	698
3:15PM	79	59	35	0	173	0	17	52	22	0	91	0	52	169	29	0	250	0	33	138	86	0	257	0	771
3:30PM	112	66	36	0	214	1	15	72	34	0	121	0	40	182	12	1	235	0	33	163	94	0	290	0	860
3:45PM	89	81	55	0	225	1	24	53	23	0	100	0	27	142	31	0	200	0	18	201	115	0	334	0	859
Hourly Total	358	250	157	0	765	4	71	227	108	0	406	0	154	636	85	1	876	0	109	635	397	0	1141	0	3188
4:00PM	75	71	55	0	201	0	25	55	31	0	111	0	27	106	7	0	140	0	27	189	125	0	341	0	793
4:15PM	63	63	48	0	174	0	22	71	32	0	125	0	40	129	16	1	186	0	24	216	105	0	345	0	830
4:30PM	81	71	47	0	199	0	18	59	28	0	105	0	39	136	18	0	193	0	38	144	100	0	282	0	779
4:45PM	69	69	41	0	179	1	21	64	29	0	114	0	41	159	15	1	216	0	34	190	103	0	327	1	836
Hourly Total	288	274	191	0	753	1	86	249	120	0	455	0	147	530	56	2	735	0	123	739	433	0	1295	1	3238
5:00PM	71	59	56	0	186	0	30	82	29	0	141	0	33	189	15	0	237	0	28	176	107	0	311	1	875
5:15PM	112	70	53	0	235	0	20	77	17	0	114	0	45	114	12	1	172	0	14	240	129	0	383	0	904
5:30PM	84	62	52	0	198	1	22	71	21	0	114	0	36	169	13	1	219	0	22	214	106	0	342	0	873
5:45PM	103	51	45	0	199	2	20	55	18	0	93	0	41	139	9	0	189	1	16	146	98	0	260	0	741
Hourly Total	370	242	206	0	818	3	92	285	85	0	462	0	155	611	49	2	817	1	80	776	440	0	1296	1	3393
6:00PM	76	52	42	0	170	0	17	61	18	0	96	0	27	135	16	2	180	0	29	159	98	0	286	0	732
6:15PM	81	50	43	0	174	0	9	45	21	0	75	0	32	142	10	2	186	0	18	196	108	0	322	0	757
6:30PM	83	41	46	0	170	0	11	47	16	0	74	0	44	190	7	1	242	0	21	183	106	0	310	0	796
6:45PM	76	31	50	0	157	1	15	34	19	0	68	0	43	146	8	0	197	0	21	158	86	0	265	0	687
Hourly Total	316	174	181	0	671	1	52	1																	

Leg Direction	Neff Ave Eastbound							Neff Ave Westbound							Reservoir St Northbound							Reservoir St Southbound							
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int				
<b>% Approach</b>	47.5%	33.3%	19.2%	0%	-	-	16.8%	54.6%	28.6%	0%	-	-	16.6%	75.7%	7.5%	0.2%	-	-	10.5%	55.7%	33.8%	0%	-	-	-				
<b>% Total</b>	11.7%	8.2%	4.7%	0%	<b>24.7%</b>	-	2.0%	6.6%	3.4%	0%	<b>12.0%</b>	-	5.0%	23.0%	2.3%	0.1%	<b>30.3%</b>	-	3.5%	18.4%	11.1%	0%	<b>33.0%</b>	-	-				
<b>Lights and Motorcycles</b>	3730	2613	1484	1	<b>7828</b>	-	633	2094	1092	0	<b>3819</b>	-	1603	7332	725	21	<b>9681</b>	-	1104	5887	3521	1	<b>10513</b>	-	31841				
<b>% Lights and Motorcycles</b>	98.9%	98.8%	97.2%	100%	<b>98.5%</b>	-	97.7%	99.2%	98.7%	0%	<b>98.8%</b>	-	98.8%	99.2%	99.6%	100%	<b>99.1%</b>	-	99.2%	99.3%	98.1%	100%	<b>98.9%</b>	-	98.9%				
<b>Heavy</b>	43	33	42	0	<b>118</b>	-	15	16	14	0	<b>45</b>	-	20	61	3	0	<b>84</b>	-	9	39	69	0	<b>117</b>	-	364				
<b>% Heavy</b>	1.1%	1.2%	2.8%	0%	<b>1.5%</b>	-	2.3%	0.8%	1.3%	0%	<b>1.2%</b>	-	1.2%	0.8%	0.4%	0%	<b>0.9%</b>	-	0.8%	0.7%	1.9%	0%	<b>1.1%</b>	-	1.1%				
Pedestrians	-	-	-	-	-	25	-	-	-	-	-	0	-	-	-	-	-	4	-	-	-	-	-	10	-				
% Pedestrians	-	-	-	-	-	89.3%	-	-	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	-	100%	-				
Bicycles on Crosswalk	-	-	-	-	-	3	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-				
% Bicycles on Crosswalk	-	-	-	-	-	10.7%	-	-	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	-	0%	-				

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

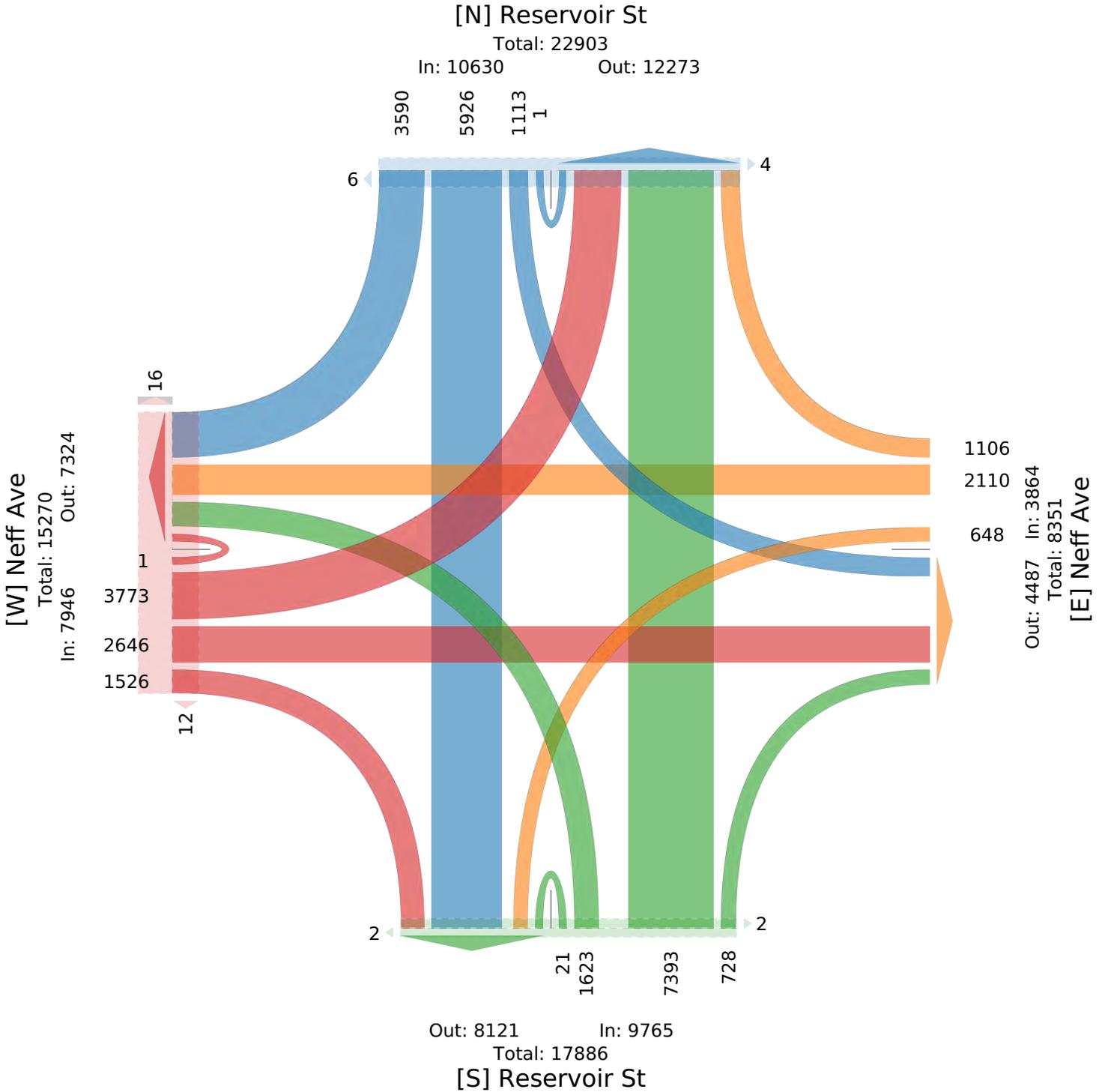
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345,

Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound							Neff Ave Westbound							Reservoir St Northbound							Reservoir St Southbound							Int
	L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		L	T	R	U	App	Ped*		
2024-02-13 8:30AM	58	49	16	0	123	0		6	21	19	0	46	0		45	200	22	0	267	1		18	38	35	0	91	0		527
8:45AM	104	69	28	0	201	0		8	33	19	0	60	0		44	264	15	0	323	0		18	66	38	0	122	1		706
9:00AM	129	58	20	0	207	2		4	22	15	0	41	0		32	313	9	0	354	0		19	54	34	0	107	1		709
9:15AM	96	61	27	0	184	1		8	50	20	0	78	0		28	174	16	0	218	0		14	83	51	0	148	0		628
<b>Total</b>	387	237	91	0	715	3		26	126	73	0	225	0		149	951	62	0	1162	1		69	241	158	0	468	2		2570
<b>% Approach</b>	54.1%	33.1%	12.7%	0%	-	-		11.6%	56.0%	32.4%	0%	-	-	12.8%	81.8%	5.3%	0%	-	-	14.7%	51.5%	33.8%	0%	-	-		-		
<b>% Total</b>	15.1%	9.2%	3.5%	0%	27.8%	-		1.0%	4.9%	2.8%	0%	8.8%	-	5.8%	37.0%	2.4%	0%	45.2%	-	2.7%	9.4%	6.1%	0%	18.2%	-		-		
<b>PHF</b>	0.750	0.859	0.813	-	0.864	-		0.813	0.630	0.913	-	0.721	-	0.828	0.760	0.705	-	0.821	-	0.908	0.726	0.775	-	0.791	-		0.906		
<b>Lights and Motorcycles</b>	385	225	88	0	698	-		24	123	71	0	218	-	147	946	61	0	1154	-	69	237	151	0	457	-		2527		
<b>% Lights and Motorcycles</b>	99.5%	94.9%	96.7%	0%	97.6%	-		92.3%	97.6%	97.3%	0%	96.9%	-	98.7%	99.5%	98.4%	0%	99.3%	-	100%	98.3%	95.6%	0%	97.6%	-		98.3%		
<b>Heavy</b>	2	12	3	0	17	-		2	3	2	0	7	-	2	5	1	0	8	-	0	4	7	0	11	-		43		
<b>% Heavy</b>	0.5%	5.1%	3.3%	0%	2.4%	-		7.7%	2.4%	2.7%	0%	3.1%	-	1.3%	0.5%	1.6%	0%	0.7%	-	0%	1.7%	4.4%	0%	2.4%	-		1.7%		
<b>Pedestrians</b>	-	-	-	-	-	2		-	-	-	-	0		-	-	-	-	1		-	-	-	-	-	2		-		
<b>% Pedestrians</b>	-	-	-	-	-	66.7%		-	-	-	-	-		-	-	-	-	100%		-	-	-	-	-	100%		-		
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	1		-	-	-	-	0		-	-	-	-	0		-	-	-	-	-	0		-		
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	33.3%		-	-	-	-	-		-	-	-	-	0%		-	-	-	-	-	0%		-		

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

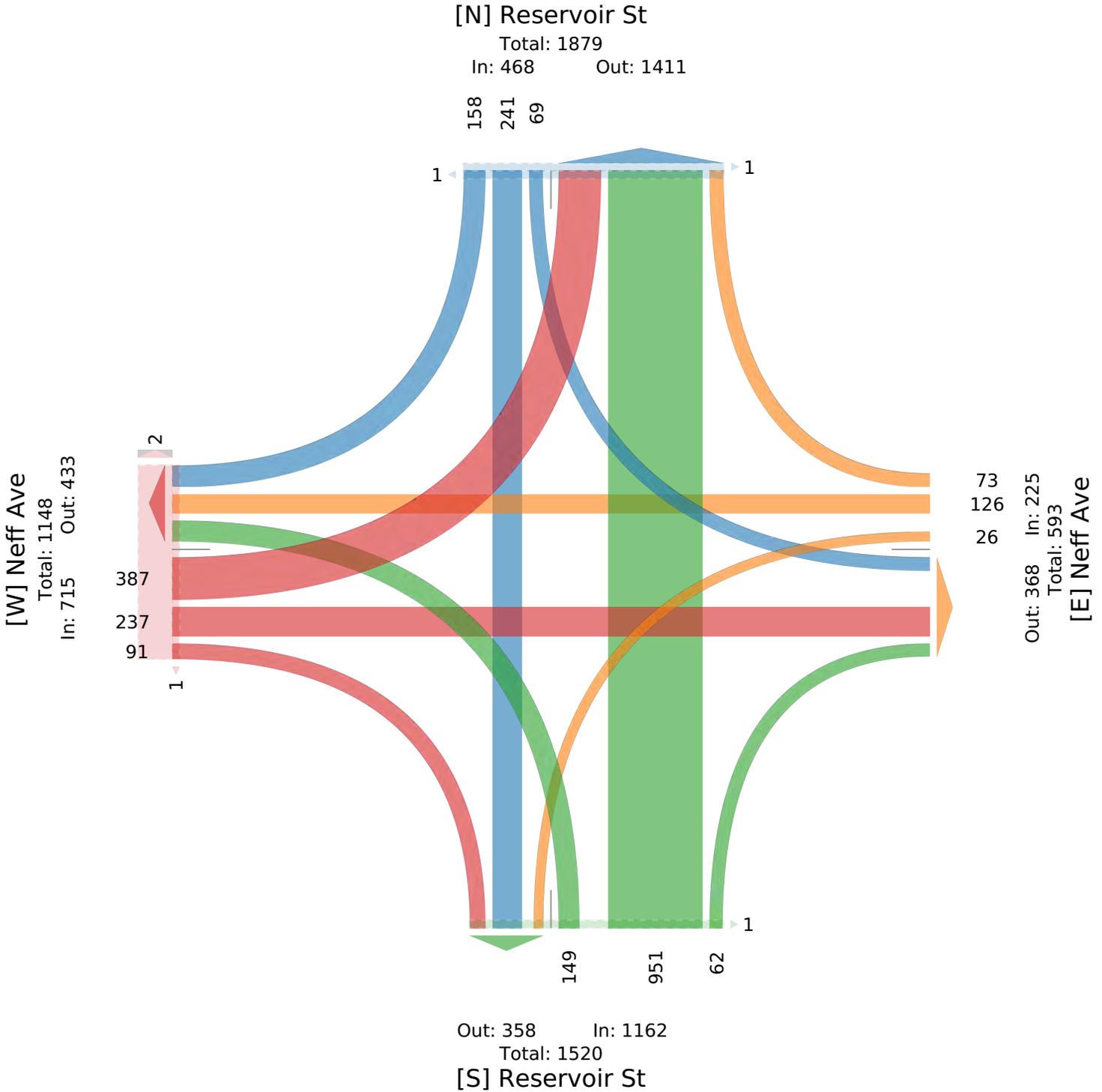
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US



1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	79	64	23	0	166	2	12	51	33	0	96	0	29	177	18	0	224	0	27	112	70	0	209	1	695
12:15PM	106	59	33	0	198	2	15	33	28	0	76	0	42	205	15	0	262	0	31	119	70	0	220	0	756
12:30PM	83	64	42	0	189	0	10	39	30	0	79	0	25	145	16	0	186	0	30	138	101	0	269	0	723
12:45PM	63	69	35	0	167	0	12	60	34	0	106	0	22	101	15	1	139	0	28	163	107	0	298	1	710
<b>Total</b>	331	256	133	0	720	4	49	183	125	0	357	0	118	628	64	1	811	0	116	532	348	0	996	2	2884
<b>% Approach</b>	46.0%	35.6%	18.5%	0%	-	-	13.7%	51.3%	35.0%	0%	-	-	14.5%	77.4%	7.9%	0.1%	-	-	11.6%	53.4%	34.9%	0%	-	-	-
<b>% Total</b>	11.5%	8.9%	4.6%	0%	25.0%	-	1.7%	6.3%	4.3%	0%	12.4%	-	4.1%	21.8%	2.2%	0%	28.1%	-	4.0%	18.4%	12.1%	0%	34.5%	-	-
<b>PHF</b>	0.781	0.928	0.792	-	0.909	-	0.817	0.763	0.919	-	0.842	-	0.702	0.766	0.889	0.250	0.774	-	0.935	0.816	0.813	-	0.836	-	0.954
<b>Lights and Motorcycles</b>	328	253	130	0	711	-	48	181	124	0	353	-	116	624	64	1	805	-	115	528	344	0	987	-	2856
<b>% Lights and Motorcycles</b>	99.1%	98.8%	97.7%	0%	98.8%	-	98.0%	98.9%	99.2%	0%	98.9%	-	98.3%	99.4%	100%	100%	99.3%	-	99.1%	99.2%	98.9%	0%	99.1%	-	99.0%
<b>Heavy</b>	3	3	3	0	9	-	1	2	1	0	4	-	2	4	0	0	6	-	1	4	4	0	9	-	28
<b>% Heavy</b>	0.9%	1.2%	2.3%	0%	1.3%	-	2.0%	1.1%	0.8%	0%	1.1%	-	1.7%	0.6%	0%	0%	0.7%	-	0.9%	0.8%	1.1%	0%	0.9%	-	1.0%
Pedestrians	-	-	-	-	-	4	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

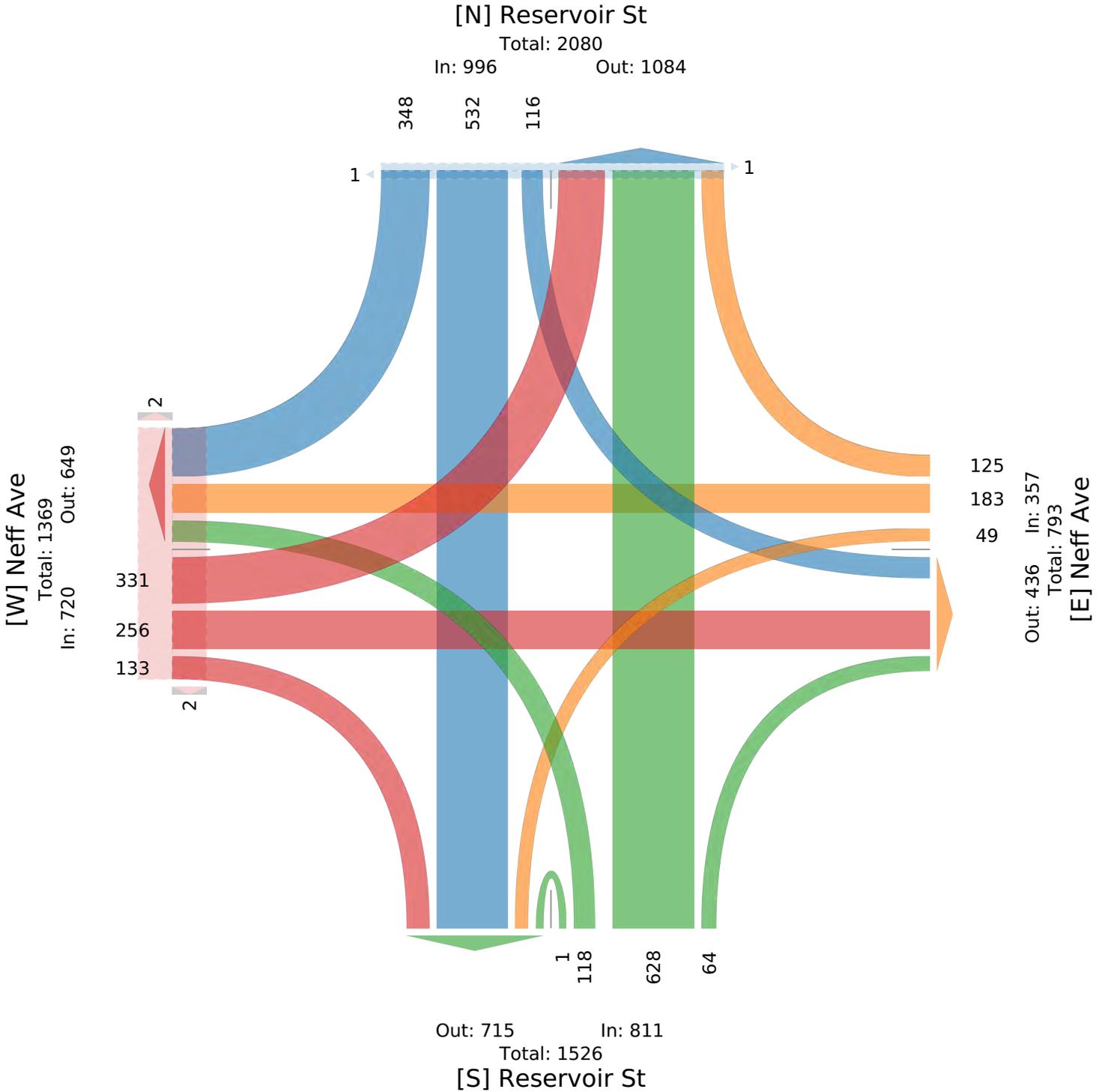
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates

14286 Beach Blvd, 19-345, Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Reservoir St Northbound						Reservoir St Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 4:45PM	69	69	41	0	<b>179</b>	1	21	64	29	0	<b>114</b>	0	41	159	15	1	<b>216</b>	0	34	190	103	0	<b>327</b>	1	<b>836</b>
5:00PM	71	59	56	0	<b>186</b>	0	30	82	29	0	<b>141</b>	0	33	189	15	0	<b>237</b>	0	28	176	107	0	<b>311</b>	1	<b>875</b>
5:15PM	112	70	53	0	<b>235</b>	0	20	77	17	0	<b>114</b>	0	45	114	12	1	<b>172</b>	0	14	240	129	0	<b>383</b>	0	<b>904</b>
5:30PM	84	62	52	0	<b>198</b>	1	22	71	21	0	<b>114</b>	0	36	169	13	1	<b>219</b>	0	22	214	106	0	<b>342</b>	0	<b>873</b>
<b>Total</b>	<b>336</b>	<b>260</b>	<b>202</b>	<b>0</b>	<b>798</b>	<b>2</b>	<b>93</b>	<b>294</b>	<b>96</b>	<b>0</b>	<b>483</b>	<b>0</b>	<b>155</b>	<b>631</b>	<b>55</b>	<b>3</b>	<b>844</b>	<b>0</b>	<b>98</b>	<b>820</b>	<b>445</b>	<b>0</b>	<b>1363</b>	<b>2</b>	<b>3488</b>
<b>% Approach</b>	42.1%	32.6%	25.3%	0%	-	-	19.3%	60.9%	19.9%	0%	-	-	18.4%	74.8%	6.5%	0.4%	-	-	7.2%	60.2%	32.6%	0%	-	-	-
<b>% Total</b>	9.6%	7.5%	5.8%	0%	<b>22.9%</b>	-	2.7%	8.4%	2.8%	0%	<b>13.8%</b>	-	4.4%	18.1%	1.6%	0.1%	<b>24.2%</b>	-	2.8%	23.5%	12.8%	0%	<b>39.1%</b>	-	-
<b>PHF</b>	0.750	0.929	0.902	-	<b>0.849</b>	-	0.775	0.896	0.828	-	<b>0.856</b>	-	0.861	0.835	0.917	0.750	<b>0.890</b>	-	0.721	0.854	0.862	-	<b>0.890</b>	-	0.965
<b>Lights and Motorcycles</b>	335	259	200	0	<b>794</b>	-	92	294	95	0	<b>481</b>	-	154	628	54	3	<b>839</b>	-	97	818	441	0	<b>1356</b>	-	3470
<b>% Lights and Motorcycles</b>	99.7%	99.6%	99.0%	0%	<b>99.5%</b>	-	98.9%	100%	99.0%	0%	<b>99.6%</b>	-	99.4%	99.5%	98.2%	100%	<b>99.4%</b>	-	99.0%	99.8%	99.1%	0%	<b>99.5%</b>	-	99.5%
<b>Heavy</b>	1	1	2	0	<b>4</b>	-	1	0	1	0	<b>2</b>	-	1	3	1	0	<b>5</b>	-	1	2	4	0	<b>7</b>	-	18
<b>% Heavy</b>	0.3%	0.4%	1.0%	0%	<b>0.5%</b>	-	1.1%	0%	1.0%	0%	<b>0.4%</b>	-	0.6%	0.5%	1.8%	0%	<b>0.6%</b>	-	1.0%	0.2%	0.9%	0%	<b>0.5%</b>	-	0.5%
Pedestrians	-	-	-	-	-	2	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\* Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

1-Neff Ave & Reservoir St (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (4:45 PM - 5:45 PM) - Overall Peak Hour

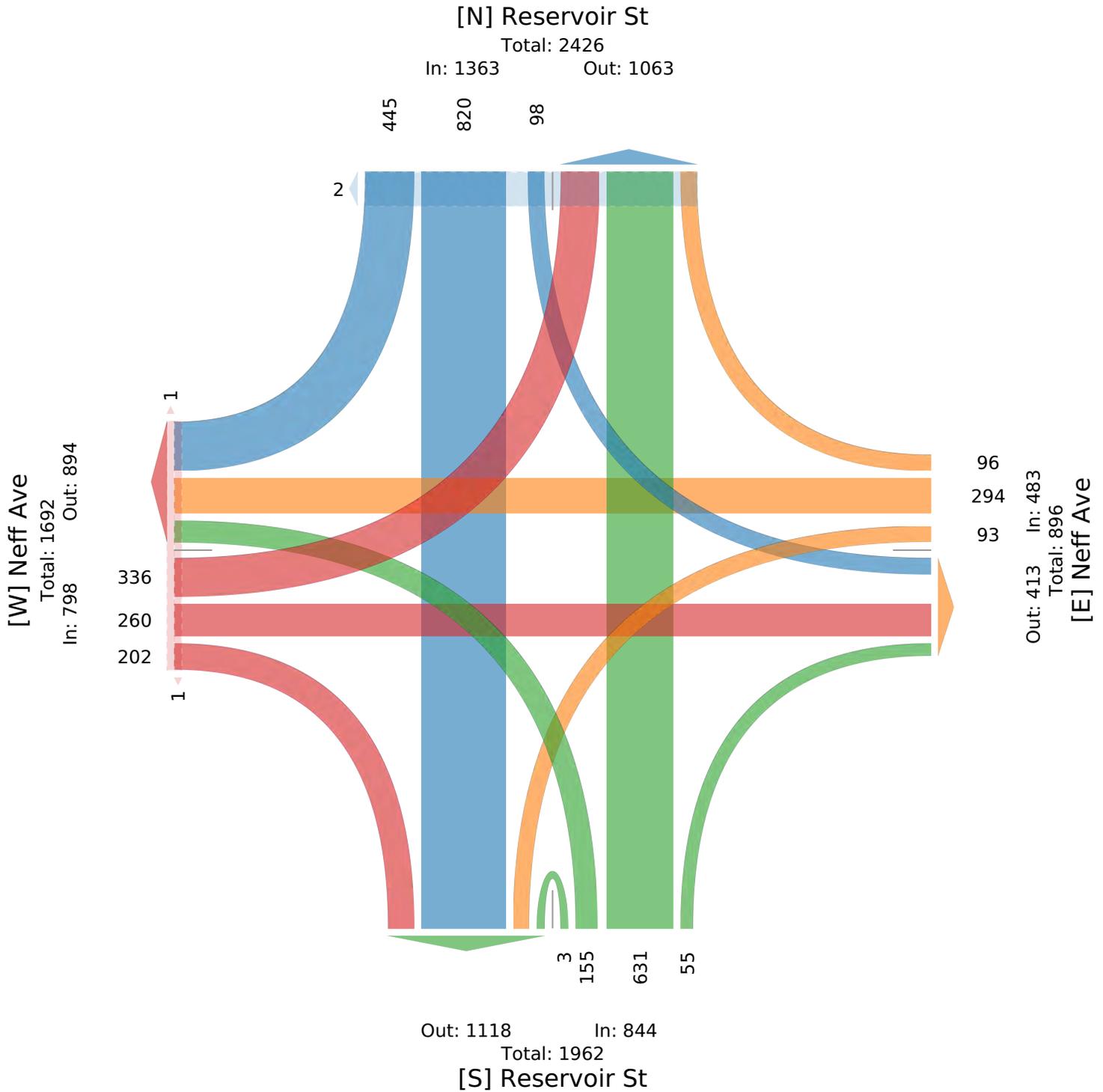
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150171, Location: 38.426088, -78.855431



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Warwick Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 7:00AM	1	63	0	64	0	49	2	0	51	0	0	1	0	1	0	116
7:15AM	8	135	0	143	0	66	1	0	67	0	0	4	0	4	0	214
7:30AM	22	142	0	164	0	74	3	1	78	0	1	3	0	4	0	246
7:45AM	8	129	0	137	0	61	1	0	62	0	0	3	0	3	1	202
Hourly Total	39	469	0	508	0	250	7	1	258	0	1	11	0	12	1	778
8:00AM	9	89	0	98	0	63	4	0	67	0	1	2	0	3	1	168
8:15AM	4	112	0	116	0	76	2	0	78	0	1	2	0	3	0	197
8:30AM	8	120	0	128	0	98	2	0	100	0	1	2	0	3	0	231
8:45AM	12	206	0	218	0	108	5	0	113	0	0	5	0	5	0	336
Hourly Total	33	527	0	560	0	345	13	0	358	0	3	11	0	14	1	932
9:00AM	21	210	0	231	0	83	1	0	84	0	0	6	0	6	1	321
9:15AM	33	179	0	212	0	117	4	0	121	0	0	11	0	11	0	344
9:30AM	14	110	0	124	0	109	3	0	112	0	6	2	0	8	0	244
9:45AM	25	136	0	161	0	61	6	0	67	0	0	4	0	4	1	232
Hourly Total	93	635	0	728	0	370	14	0	384	0	6	23	0	29	2	1141
10:00AM	17	116	0	133	0	87	12	0	99	0	1	7	0	8	0	240
10:15AM	17	122	0	139	0	80	12	0	92	0	3	13	0	16	0	247
10:30AM	34	161	0	195	0	113	11	1	125	0	2	12	0	14	0	334
10:45AM	37	206	0	243	0	114	8	0	122	0	1	26	0	27	0	392
Hourly Total	105	605	0	710	0	394	43	1	438	0	7	58	0	65	0	1213
11:00AM	22	180	0	202	0	142	11	0	153	0	2	23	0	25	0	380
11:15AM	15	141	0	156	0	117	15	0	132	0	1	21	0	22	0	310
11:30AM	19	143	0	162	0	127	4	0	131	0	0	25	0	25	0	318
11:45AM	32	180	0	212	0	110	10	0	120	0	3	17	0	20	0	352
Hourly Total	88	644	0	732	0	496	40	0	536	0	6	86	0	92	0	1360
12:00PM	26	164	0	190	1	145	12	0	157	0	4	29	0	33	1	380
12:15PM	21	187	0	208	0	145	5	0	150	0	7	19	0	26	0	384
12:30PM	22	191	0	213	0	160	12	0	172	0	5	26	0	31	1	416
12:45PM	28	170	0	198	0	171	13	0	184	0	4	18	0	22	2	404
Hourly Total	97	712	0	809	1	621	42	0	663	0	20	92	0	112	4	1584
1:00PM	15	126	0	141	0	168	18	0	186	0	4	32	0	36	0	363
1:15PM	14	139	0	153	0	145	11	0	156	0	1	23	0	24	1	333
1:30PM	19	164	0	183	0	154	4	0	158	0	3	31	0	34	0	375
1:45PM	28	216	0	244	0	160	13	0	173	0	2	26	0	28	0	445
Hourly Total	76	645	0	721	0	627	46	0	673	0	10	112	0	122	1	1516
2:00PM	25	167	0	192	0	173	10	0	183	0	5	34	0	39	0	414
2:15PM	19	169	0	188	0	181	11	0	192	0	5	28	0	33	1	413
2:30PM	24	156	0	180	0	200	11	0	211	0	4	28	0	32	1	423
2:45PM	24	145	0	169	0	176	8	0	184	0	3	25	0	28	0	381
Hourly Total	92	637	0	729	0	730	40	0	770	0	17	115	0	132	2	1631
3:00PM	26	161	0	187	0	179	11	0	190	0	0	27	0	27	0	404
3:15PM	19	167	0	186	0	193	11	0	204	0	3	37	0	40	0	430
3:30PM	26	197	0	223	0	194	10	0	204	0	2	35	0	37	0	464
3:45PM	23	222	0	245	0	190	11	0	201	0	4	41	0	45	1	491
Hourly Total	94	747	0	841	0	756	43	0	799	0	9	140	0	149	1	1789
4:00PM	21	189	0	210	0	216	13	0	229	0	3	32	0	35	0	474
4:15PM	25	178	0	203	1	206	10	0	216	0	8	38	0	46	0	465
4:30PM	20	190	0	210	0	204	9	0	213	0	2	30	0	32	0	455
4:45PM	17	179	0	196	0	199	12	0	211	0	4	28	0	32	2	439
Hourly Total	83	736	0	819	1	825	44	0	869	0	17	128	0	145	2	1833
5:00PM	16	178	0	194	0	224	8	0	232	0	0	42	0	42	0	468
5:15PM	23	226	0	249	0	235	18	0	253	0	6	41	0	47	0	549
5:30PM	26	188	0	214	0	198	14	0	212	0	5	33	0	38	1	464

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Warwick Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
5:45PM	26	191	0	217	0	195	6	0	201	0	3	29	0	32	2	450
Hourly Total	91	783	0	874	0	852	46	0	898	0	14	145	0	159	3	1931
6:00PM	20	171	0	191	0	166	9	0	175	0	2	31	0	33	0	399
6:15PM	21	167	0	188	0	190	9	0	199	0	4	33	0	37	0	424
6:30PM	16	158	0	174	0	187	10	0	197	0	4	26	0	30	0	401
6:45PM	12	150	0	162	0	177	6	0	183	0	2	19	0	21	0	366
Hourly Total	69	646	0	715	0	720	34	0	754	0	12	109	0	121	0	1590
<b>Total</b>	960	7786	0	8746	2	6986	412	2	7400	0	122	1030	0	1152	17	17298
<b>% Approach</b>	11.0%	89.0%	0%	-	-	94.4%	5.6%	0%	-	-	10.6%	89.4%	0%	-	-	-
<b>% Total</b>	5.5%	45.0%	0%	50.6%	-	40.4%	2.4%	0%	42.8%	-	0.7%	6.0%	0%	6.7%	-	-
<b>Lights and Motorcycles</b>	958	7678	0	8636	-	6880	407	2	7289	-	120	1021	0	1141	-	17066
<b>% Lights and Motorcycles</b>	99.8%	98.6%	0%	98.7%	-	98.5%	98.8%	100%	98.5%	-	98.4%	99.1%	0%	99.0%	-	98.7%
<b>Heavy</b>	2	108	0	110	-	106	5	0	111	-	2	9	0	11	-	232
<b>% Heavy</b>	0.2%	1.4%	0%	1.3%	-	1.5%	1.2%	0%	1.5%	-	1.6%	0.9%	0%	1.0%	-	1.3%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	15	-
% Pedestrians	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	88.2%	-
Bicycles on Crosswalk	-	-	-	-	1	-	-	-	-	0	-	-	-	-	2	-
% Bicycles on Crosswalk	-	-	-	-	50.0%	-	-	-	-	-	-	-	-	-	11.8%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703

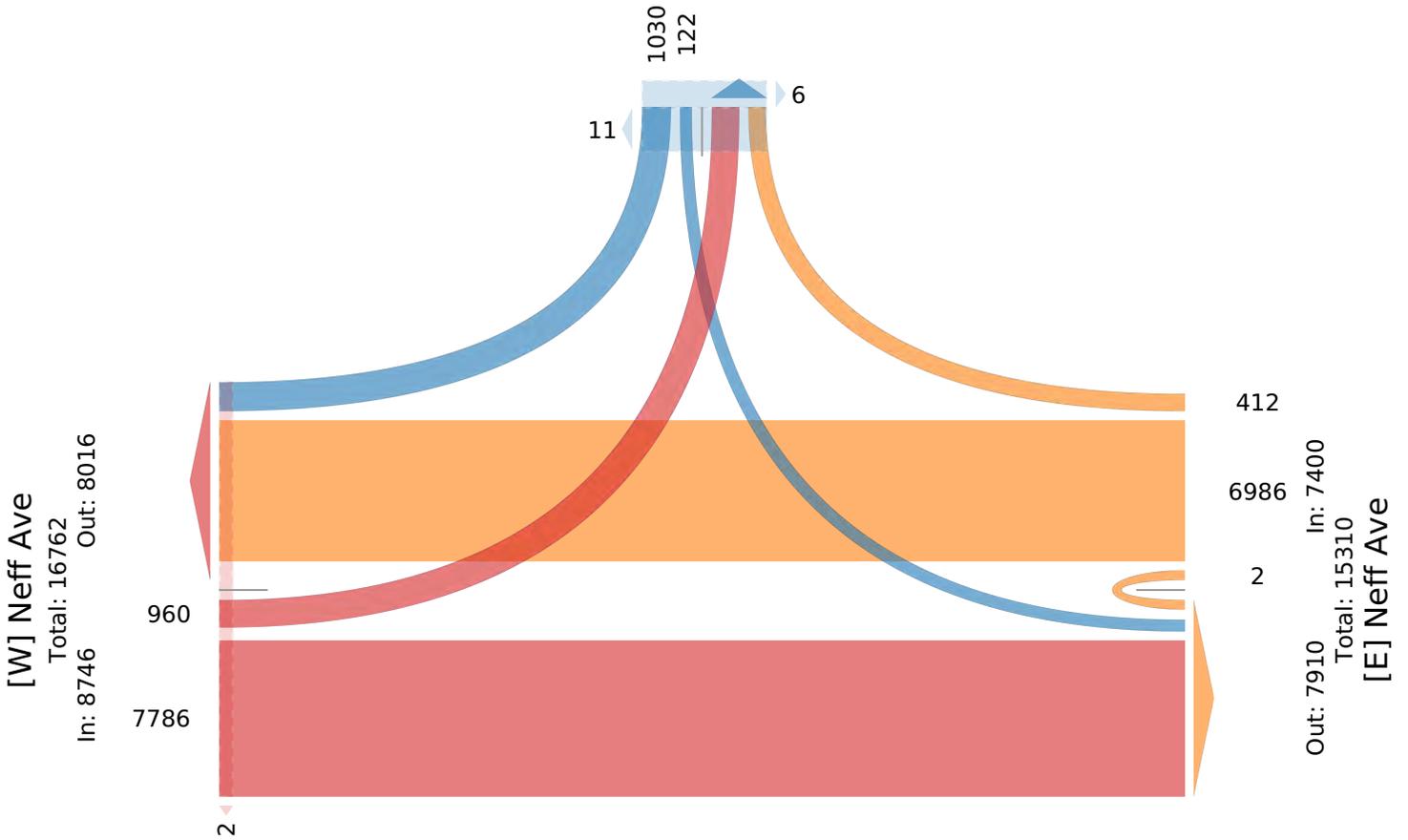


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Warwick Dr

Total: 2524

In: 1152 Out: 1372



2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Warwick Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 8:45AM	12	206	0	218	0	108	5	0	113	0	0	5	0	5	0	336
9:00AM	21	210	0	231	0	83	1	0	84	0	0	6	0	6	1	321
9:15AM	33	179	0	212	0	117	4	0	121	0	0	11	0	11	0	344
9:30AM	14	110	0	124	0	109	3	0	112	0	6	2	0	8	0	244
<b>Total</b>	80	705	0	785	0	417	13	0	430	0	6	24	0	30	1	1245
<b>% Approach</b>	10.2%	89.8%	0%	-	-	97.0%	3.0%	0%	-	-	20.0%	80.0%	0%	-	-	-
<b>% Total</b>	6.4%	56.6%	0%	63.1%	-	33.5%	1.0%	0%	34.5%	-	0.5%	1.9%	0%	2.4%	-	-
<b>PHF</b>	0.606	0.839	-	0.850	-	0.891	0.650	-	0.888	-	0.250	0.545	-	0.682	-	0.905
<b>Lights and Motorcycles</b>	80	686	0	766	-	403	13	0	416	-	6	23	0	29	-	1211
<b>% Lights and Motorcycles</b>	100%	97.3%	0%	97.6%	-	96.6%	100%	0%	96.7%	-	100%	95.8%	0%	96.7%	-	97.3%
<b>Heavy</b>	0	19	0	19	-	14	0	0	14	-	0	1	0	1	-	34
<b>% Heavy</b>	0%	2.7%	0%	2.4%	-	3.4%	0%	0%	3.3%	-	0%	4.2%	0%	3.3%	-	2.7%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:45 AM - 9:45 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Warwick Dr

Total: 123

In: 30 Out: 93

24  
6

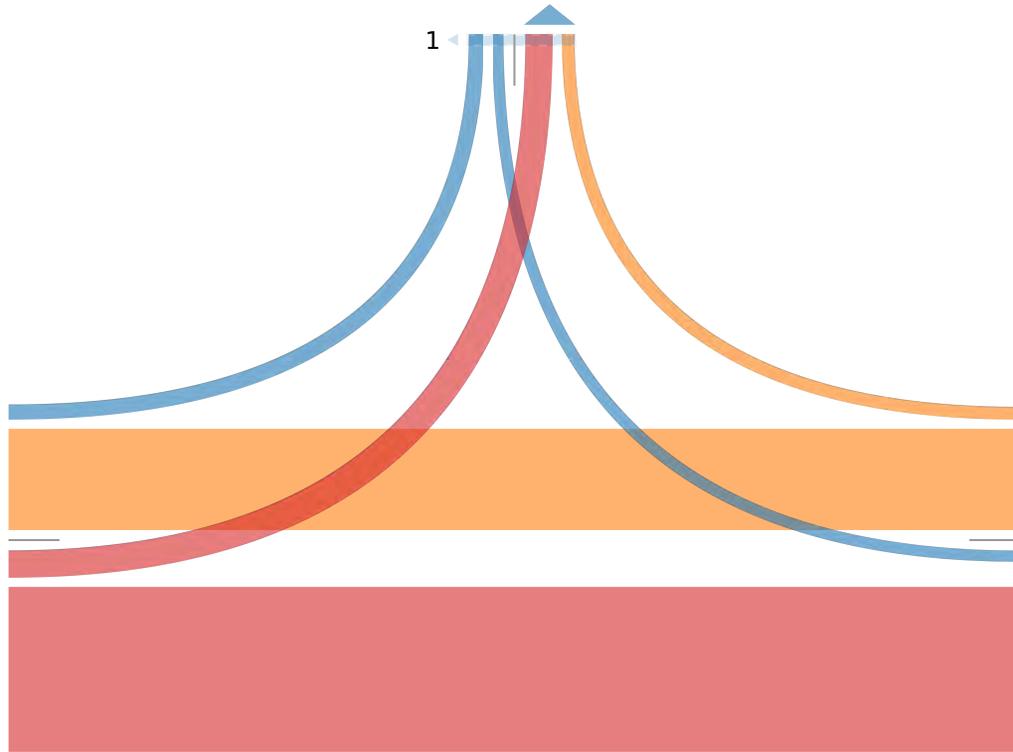
1

[W] Neff Ave  
Total: 1226  
In: 785 Out: 441

80  
705

13  
417

Out: 711 In: 430  
Total: 1141  
[E] Neff Ave



2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Warwick Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 12:00PM	26	164	0	190	1	145	12	0	157	0	4	29	0	33	1	380
12:15PM	21	187	0	208	0	145	5	0	150	0	7	19	0	26	0	384
12:30PM	22	191	0	213	0	160	12	0	172	0	5	26	0	31	1	416
12:45PM	28	170	0	198	0	171	13	0	184	0	4	18	0	22	2	404
<b>Total</b>	97	712	0	809	1	621	42	0	663	0	20	92	0	112	4	1584
<b>% Approach</b>	12.0%	88.0%	0%	-	-	93.7%	6.3%	0%	-	-	17.9%	82.1%	0%	-	-	-
<b>% Total</b>	6.1%	44.9%	0%	51.1%	-	39.2%	2.7%	0%	41.9%	-	1.3%	5.8%	0%	7.1%	-	-
<b>PHF</b>	0.866	0.932	-	0.950	-	0.908	0.808	-	0.901	-	0.714	0.793	-	0.848	-	0.952
<b>Lights and Motorcycles</b>	97	705	0	802	-	613	42	0	655	-	20	92	0	112	-	1569
<b>% Lights and Motorcycles</b>	100%	99.0%	0%	99.1%	-	98.7%	100%	0%	98.8%	-	100%	100%	0%	100%	-	99.1%
<b>Heavy</b>	0	7	0	7	-	8	0	0	8	-	0	0	0	0	-	15
<b>% Heavy</b>	0%	1.0%	0%	0.9%	-	1.3%	0%	0%	1.2%	-	0%	0%	0%	0%	-	0.9%
Pedestrians	-	-	-	-	1	-	-	-	-	0	-	-	-	-	-	4
% Pedestrians	-	-	-	-	100%	-	-	-	-	-	-	-	-	-	-	100%
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	0%	-	-	-	-	-	-	-	-	-	-	0%

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703

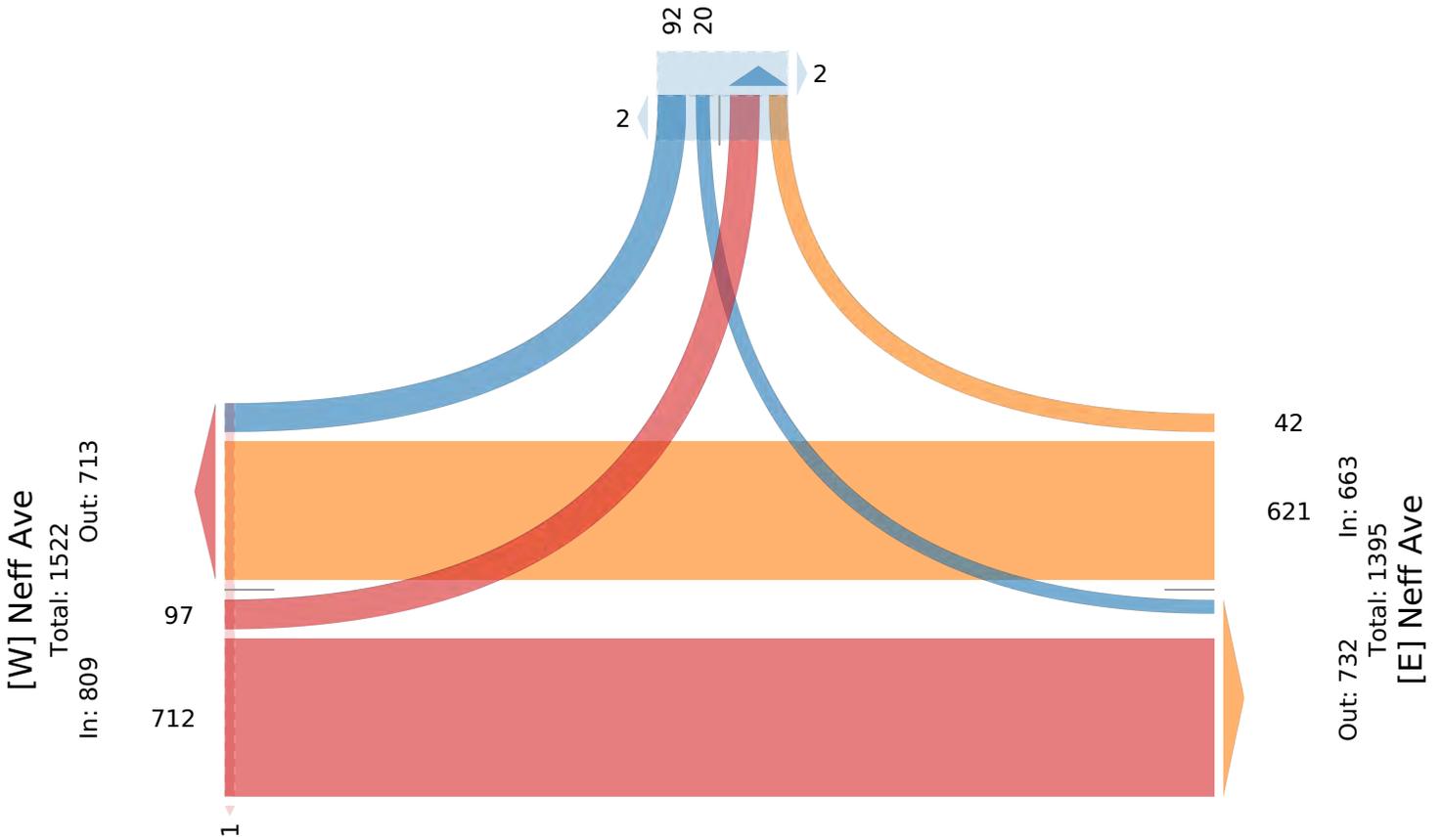


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Warwick Dr

Total: 251

In: 112 Out: 139



2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Warwick Dr Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 5:00PM	16	178	0	194	0	224	8	0	232	0	0	42	0	42	0	468
5:15PM	23	226	0	249	0	235	18	0	253	0	6	41	0	47	0	549
5:30PM	26	188	0	214	0	198	14	0	212	0	5	33	0	38	1	464
5:45PM	26	191	0	217	0	195	6	0	201	0	3	29	0	32	2	450
<b>Total</b>	91	783	0	874	0	852	46	0	898	0	14	145	0	159	3	1931
<b>% Approach</b>	10.4%	89.6%	0%	-	-	94.9%	5.1%	0%	-	-	8.8%	91.2%	0%	-	-	-
<b>% Total</b>	4.7%	40.5%	0%	45.3%	-	44.1%	2.4%	0%	46.5%	-	0.7%	7.5%	0%	8.2%	-	-
<b>PHF</b>	0.875	0.866	-	0.878	-	0.906	0.639	-	0.887	-	0.583	0.863	-	0.846	-	0.879
<b>Lights and Motorcycles</b>	91	779	0	870	-	847	46	0	893	-	14	145	0	159	-	1922
<b>% Lights and Motorcycles</b>	100%	99.5%	0%	99.5%	-	99.4%	100%	0%	99.4%	-	100%	100%	0%	100%	-	99.5%
<b>Heavy</b>	0	4	0	4	-	5	0	0	5	-	0	0	0	0	-	9
<b>% Heavy</b>	0%	0.5%	0%	0.5%	-	0.6%	0%	0%	0.6%	-	0%	0%	0%	0%	-	0.5%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	3
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	0
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

2-Neff Ave & Warwick Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150172, Location: 38.426077, -78.85703



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

[N] Warwick Dr

Total: 296

In: 159 Out: 137

145  
14

2

1

[W] Neff Ave

Total: 1871

In: 874 Out: 997

91

783

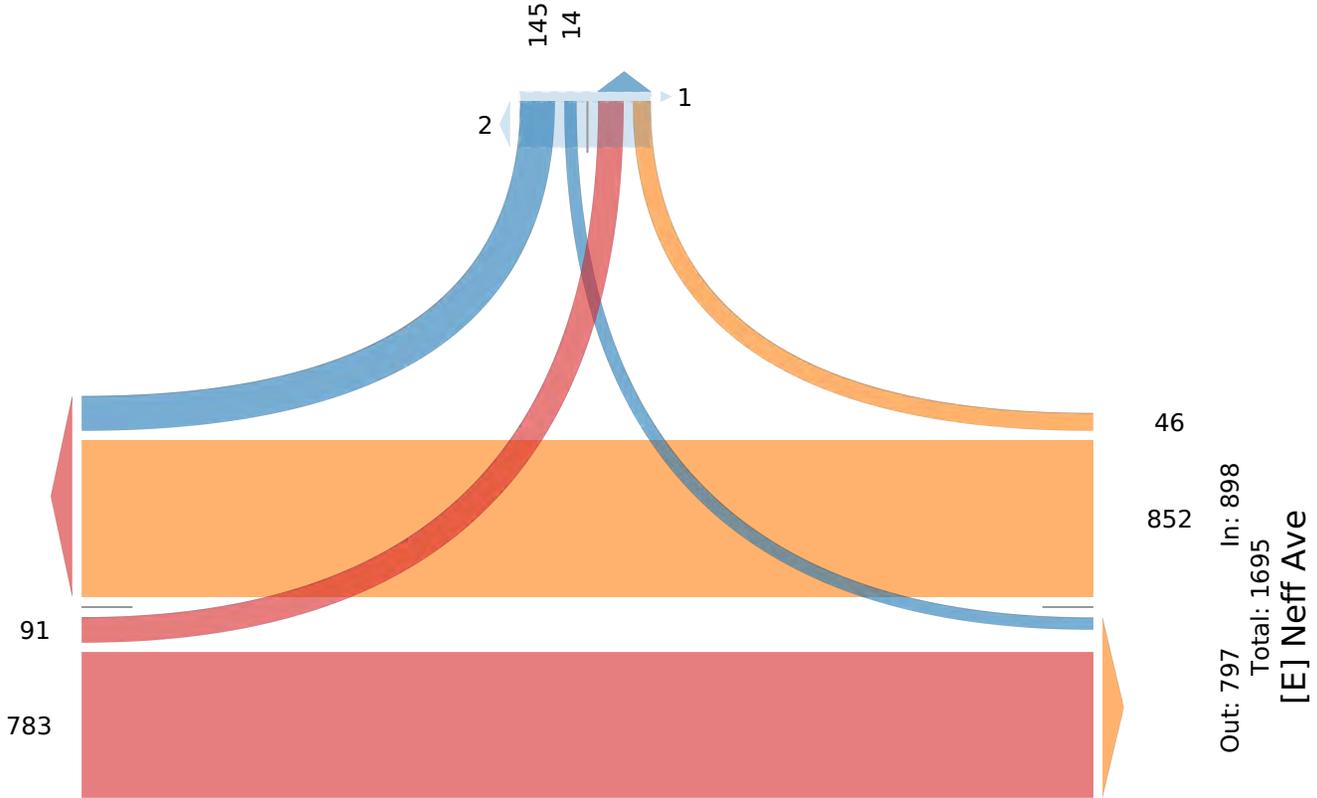
46

852

Out: 797 In: 898

Total: 1695

[E] Neff Ave



### 3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Sunchase Dr Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 7:00AM	64	0	0	64	0	3	47	0	50	0	10	6	0	16	0	130
7:15AM	116	2	0	118	0	0	69	0	69	0	13	29	0	42	0	229
7:30AM	129	2	0	131	0	5	71	0	76	0	14	27	0	41	1	248
7:45AM	115	2	0	117	0	3	63	0	66	0	7	10	0	17	0	200
Hourly Total	424	6	0	430	0	11	250	0	261	0	44	72	0	116	1	807
8:00AM	97	0	0	97	0	4	58	0	62	0	5	11	0	16	1	175
8:15AM	107	2	0	109	0	4	72	0	76	0	7	9	0	16	2	201
8:30AM	136	0	0	136	0	3	98	0	101	0	9	14	0	23	0	260
8:45AM	196	3	0	199	0	4	107	0	111	0	18	45	0	63	0	373
Hourly Total	536	5	0	541	0	15	335	0	350	0	39	79	0	118	3	1009
9:00AM	200	3	0	203	0	5	83	0	88	0	13	36	0	49	3	340
9:15AM	164	5	0	169	0	4	106	0	110	0	8	16	0	24	2	303
9:30AM	105	4	0	109	0	3	96	0	99	0	6	16	0	22	1	230
9:45AM	168	3	0	171	0	4	57	0	61	0	7	4	0	11	0	243
Hourly Total	637	15	0	652	0	16	342	0	358	0	34	72	0	106	6	1116
10:00AM	119	2	0	121	0	0	94	0	94	0	6	7	0	13	2	228
10:15AM	132	6	0	138	0	2	90	0	92	0	14	13	0	27	0	257
10:30AM	179	5	0	184	0	5	123	0	128	0	13	21	0	34	2	346
10:45AM	216	6	0	222	0	14	124	0	138	0	10	25	0	35	0	395
Hourly Total	646	19	0	665	0	21	431	0	452	0	43	66	0	109	4	1226
11:00AM	177	10	0	187	0	17	141	1	159	0	4	18	0	22	1	368
11:15AM	145	3	0	148	0	9	134	0	143	0	4	7	0	11	2	302
11:30AM	129	5	0	134	0	7	142	0	149	0	3	14	0	17	0	300
11:45AM	192	3	0	195	0	6	130	0	136	0	7	20	0	27	2	358
Hourly Total	643	21	0	664	0	39	547	1	587	0	18	59	0	77	5	1328
12:00PM	159	9	0	168	0	8	189	0	197	0	10	10	0	20	2	385
12:15PM	203	7	0	210	0	14	155	0	169	0	9	31	0	40	0	419
12:30PM	210	8	0	218	0	20	185	0	205	0	4	11	0	15	1	438
12:45PM	195	10	0	205	0	14	187	0	201	0	3	8	0	11	0	417
Hourly Total	767	34	0	801	0	56	716	0	772	0	26	60	0	86	3	1659
1:00PM	131	4	0	135	0	15	182	0	197	0	5	8	0	13	0	345
1:15PM	144	5	0	149	0	11	159	0	170	0	3	7	0	10	1	329
1:30PM	155	7	0	162	0	14	176	0	190	0	8	18	0	26	2	378
1:45PM	199	3	0	202	0	17	159	0	176	0	10	24	0	34	0	412
Hourly Total	629	19	0	648	0	57	676	0	733	0	26	57	0	83	3	1464
2:00PM	167	10	0	177	0	16	192	0	208	0	7	11	0	18	1	403
2:15PM	180	9	0	189	0	25	182	0	207	0	6	7	0	13	1	409
2:30PM	159	8	0	167	0	15	208	0	223	0	3	11	0	14	1	404
2:45PM	172	5	0	177	0	9	189	0	198	0	2	5	0	7	1	382
Hourly Total	678	32	0	710	0	65	771	0	836	0	18	34	0	52	4	1598
3:00PM	168	9	0	177	0	6	200	0	206	0	6	11	0	17	0	400
3:15PM	175	8	0	183	0	15	221	0	236	0	11	15	0	26	0	445
3:30PM	192	14	0	206	0	18	202	0	220	0	11	21	0	32	0	458
3:45PM	217	16	0	233	0	31	201	0	232	0	7	16	0	23	0	488
Hourly Total	752	47	0	799	0	70	824	0	894	0	35	63	0	98	0	1791
4:00PM	203	14	0	217	0	34	219	0	253	0	6	7	0	13	1	483
4:15PM	189	16	0	205	0	16	230	0	246	0	3	16	0	19	0	470
4:30PM	185	5	0	190	0	16	228	0	244	0	8	13	0	21	0	455
4:45PM	168	12	0	180	0	14	214	0	228	0	7	14	0	21	1	429
Hourly Total	745	47	0	792	0	80	891	0	971	0	24	50	0	74	2	1837
5:00PM	172	14	0	186	0	22	247	0	269	0	13	20	0	33	0	488
5:15PM	218	15	0	233	0	28	245	0	273	0	9	10	0	19	0	525
5:30PM	179	20	0	199	0	23	202	0	225	0	9	20	0	29	0	453

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Sunchase Dr Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
5:45PM	189	8	0	197	0	17	202	1	220	0	11	15	0	26	0	443
Hourly Total	758	57	0	815	0	90	896	1	987	0	42	65	0	107	0	1909
6:00PM	174	16	0	190	0	12	193	0	205	0	11	17	0	28	0	423
6:15PM	166	8	0	174	0	31	186	1	218	0	12	21	0	33	0	425
6:30PM	147	11	0	158	0	29	186	0	215	0	10	29	0	39	1	412
6:45PM	144	10	0	154	0	20	173	0	193	0	17	14	0	31	0	378
Hourly Total	631	45	0	676	0	92	738	1	831	0	50	81	0	131	1	1638
<b>Total</b>	7846	347	0	8193	0	612	7417	3	8032	0	399	758	0	1157	32	17382
<b>% Approach</b>	95.8%	4.2%	0%	-	-	7.6%	92.3%	0%	-	-	34.5%	65.5%	0%	-	-	-
<b>% Total</b>	45.1%	2.0%	0%	47.1%	-	3.5%	42.7%	0%	46.2%	-	2.3%	4.4%	0%	6.7%	-	-
<b>Lights and Motorcycles</b>	7756	342	0	8098	-	591	7325	3	7919	-	397	737	0	1134	-	17151
<b>% Lights and Motorcycles</b>	98.9%	98.6%	0%	98.8%	-	96.6%	98.8%	100%	98.6%	-	99.5%	97.2%	0%	98.0%	-	98.7%
<b>Heavy</b>	90	5	0	95	-	21	92	0	113	-	2	21	0	23	-	231
<b>% Heavy</b>	1.1%	1.4%	0%	1.2%	-	3.4%	1.2%	0%	1.4%	-	0.5%	2.8%	0%	2.0%	-	1.3%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	31	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	96.9%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	1	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	3.1%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

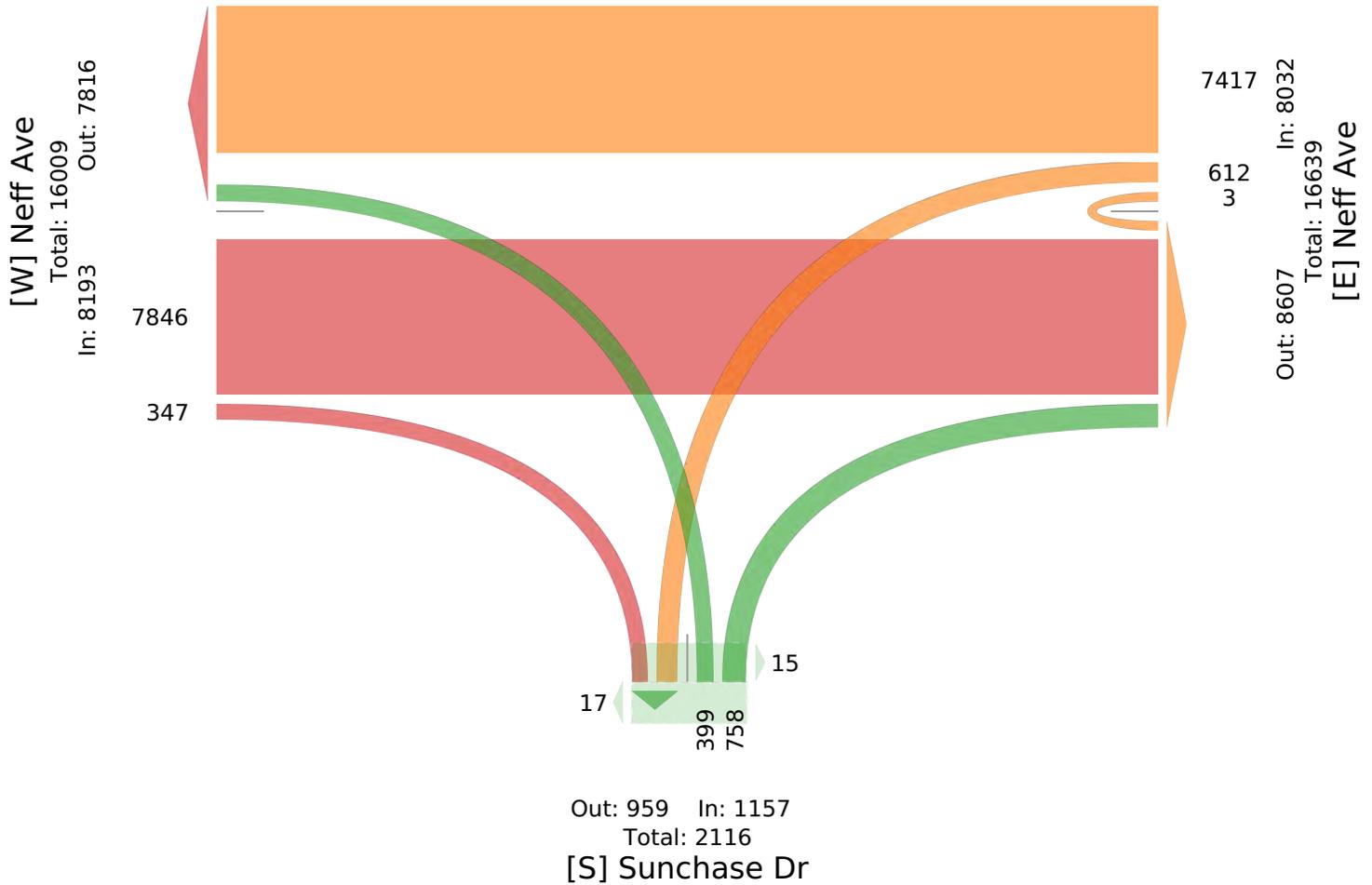
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



### 3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Sunchase Dr Northbound					
Time	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	Int
2024-02-13 8:30AM	136	0	0	136	0	3	98	0	101	0	9	14	0	23	0	260
8:45AM	196	3	0	199	0	4	107	0	111	0	18	45	0	63	0	373
9:00AM	200	3	0	203	0	5	83	0	88	0	13	36	0	49	3	340
9:15AM	164	5	0	169	0	4	106	0	110	0	8	16	0	24	2	303
<b>Total</b>	696	11	0	707	0	16	394	0	410	0	48	111	0	159	5	1276
<b>% Approach</b>	98.4%	1.6%	0%	-	-	3.9%	96.1%	0%	-	-	30.2%	69.8%	0%	-	-	-
<b>% Total</b>	54.5%	0.9%	0%	55.4%	-	1.3%	30.9%	0%	32.1%	-	3.8%	8.7%	0%	12.5%	-	-
<b>PHF</b>	0.870	0.550	-	0.871	-	0.800	0.921	-	0.923	-	0.667	0.617	-	0.631	-	0.855
<b>Lights and Motorcycles</b>	679	11	0	690	-	15	380	0	395	-	48	110	0	158	-	1243
<b>% Lights and Motorcycles</b>	97.6%	100%	0%	97.6%	-	93.8%	96.4%	0%	96.3%	-	100%	99.1%	0%	99.4%	-	97.4%
<b>Heavy</b>	17	0	0	17	-	1	14	0	15	-	0	1	0	1	-	33
<b>% Heavy</b>	2.4%	0%	0%	2.4%	-	6.3%	3.6%	0%	3.7%	-	0%	0.9%	0%	0.6%	-	2.6%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	4
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	80.0%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	-	1
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	20.0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

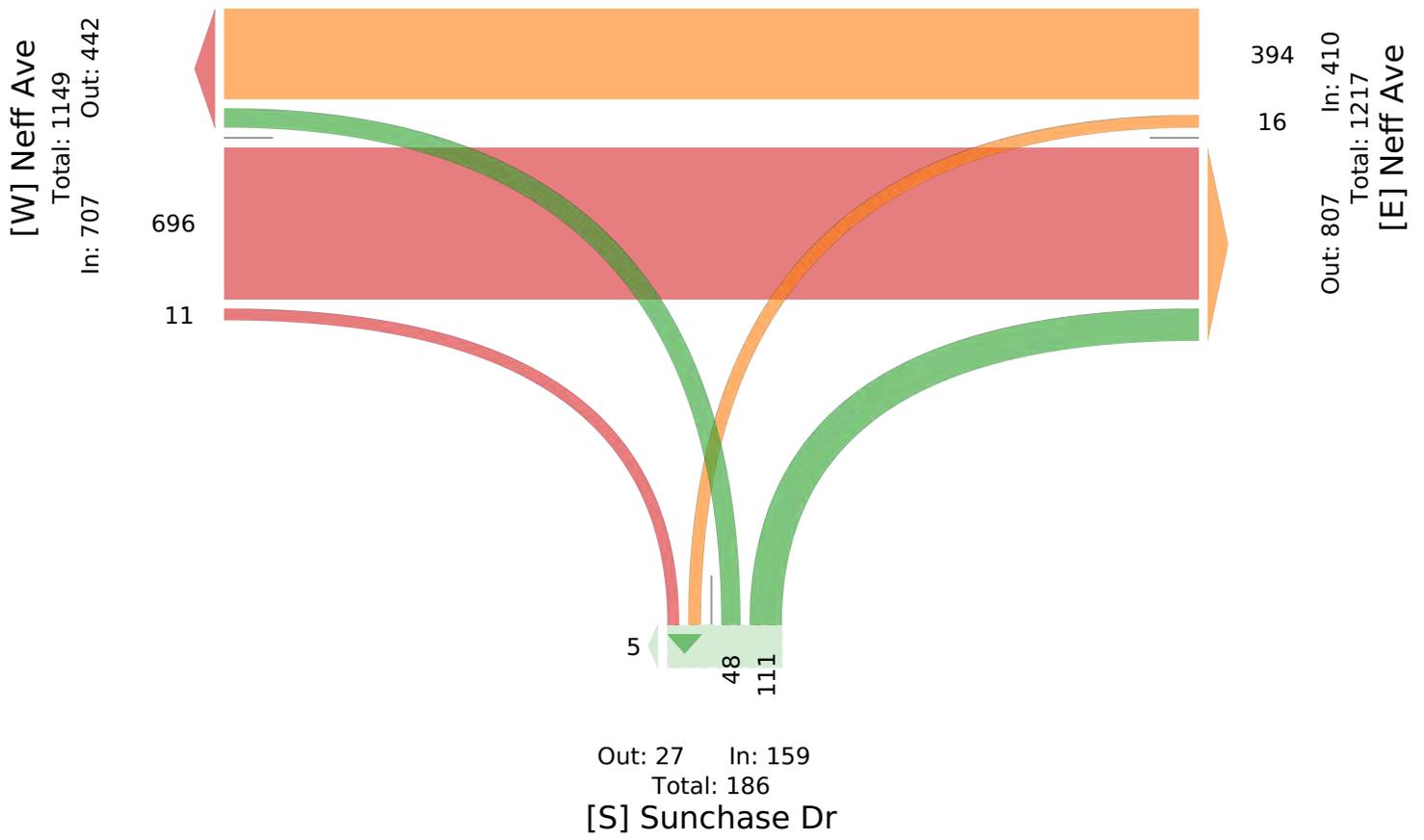
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



### 3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Sunchase Dr Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 12:00PM	159	9	0	<b>168</b>	0	8	189	0	<b>197</b>	0	10	10	0	<b>20</b>	2	<b>385</b>
12:15PM	203	7	0	<b>210</b>	0	14	155	0	<b>169</b>	0	9	31	0	<b>40</b>	0	<b>419</b>
12:30PM	210	8	0	<b>218</b>	0	20	185	0	<b>205</b>	0	4	11	0	<b>15</b>	1	<b>438</b>
12:45PM	195	10	0	<b>205</b>	0	14	187	0	<b>201</b>	0	3	8	0	<b>11</b>	0	<b>417</b>
<b>Total</b>	767	34	0	<b>801</b>	0	56	716	0	<b>772</b>	0	26	60	0	<b>86</b>	3	<b>1659</b>
<b>% Approach</b>	95.8%	4.2%	0%	-	-	7.3%	92.7%	0%	-	-	30.2%	69.8%	0%	-	-	-
<b>% Total</b>	46.2%	2.0%	0%	<b>48.3%</b>	-	3.4%	43.2%	0%	<b>46.5%</b>	-	1.6%	3.6%	0%	<b>5.2%</b>	-	-
<b>PHF</b>	0.913	0.850	-	<b>0.919</b>	-	0.700	0.947	-	<b>0.941</b>	-	0.650	0.484	-	<b>0.538</b>	-	0.947
<b>Lights and Motorcycles</b>	760	34	0	<b>794</b>	-	55	708	0	<b>763</b>	-	26	59	0	<b>85</b>	-	1642
<b>% Lights and Motorcycles</b>	99.1%	100%	0%	<b>99.1%</b>	-	98.2%	98.9%	0%	<b>98.8%</b>	-	100%	98.3%	0%	<b>98.8%</b>	-	99.0%
<b>Heavy</b>	7	0	0	<b>7</b>	-	1	8	0	<b>9</b>	-	0	1	0	<b>1</b>	-	17
<b>% Heavy</b>	0.9%	0%	0%	<b>0.9%</b>	-	1.8%	1.1%	0%	<b>1.2%</b>	-	0%	1.7%	0%	<b>1.2%</b>	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	3	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

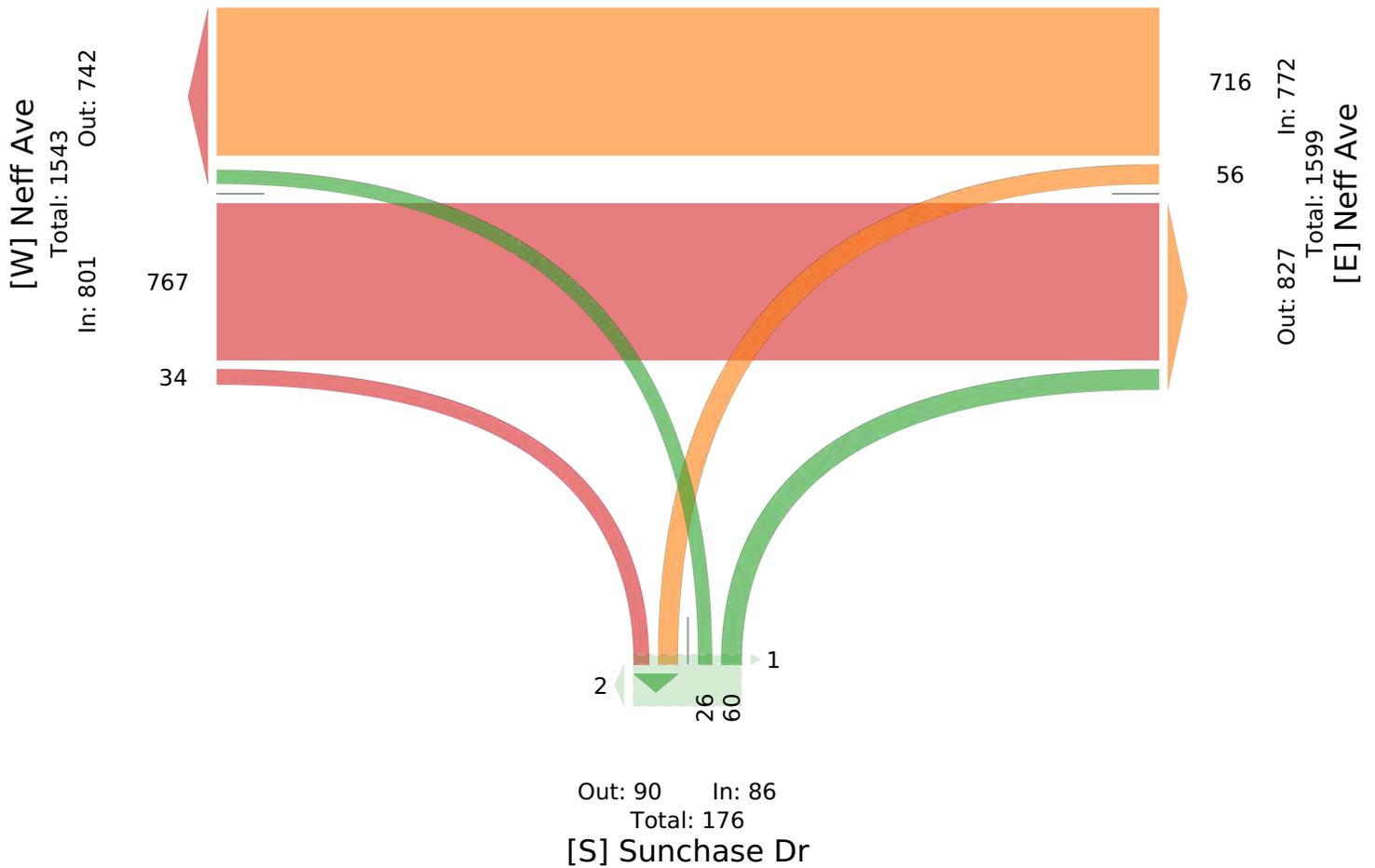
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Sunchase Dr Northbound					Int
	T	R	U	App	Ped*	L	T	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 5:00PM	172	14	0	186	0	22	247	0	269	0	13	20	0	33	0	488
5:15PM	218	15	0	233	0	28	245	0	273	0	9	10	0	19	0	525
5:30PM	179	20	0	199	0	23	202	0	225	0	9	20	0	29	0	453
5:45PM	189	8	0	197	0	17	202	1	220	0	11	15	0	26	0	443
<b>Total</b>	758	57	0	815	0	90	896	1	987	0	42	65	0	107	0	1909
<b>% Approach</b>	93.0%	7.0%	0%	-	-	9.1%	90.8%	0.1%	-	-	39.3%	60.7%	0%	-	-	-
<b>% Total</b>	39.7%	3.0%	0%	42.7%	-	4.7%	46.9%	0.1%	51.7%	-	2.2%	3.4%	0%	5.6%	-	-
<b>PHF</b>	0.869	0.713	-	0.874	-	0.804	0.907	0.250	0.904	-	0.808	0.813	-	0.811	-	0.909
<b>Lights and Motorcycles</b>	757	57	0	814	-	88	893	1	982	-	42	63	0	105	-	1901
<b>% Lights and Motorcycles</b>	99.9%	100%	0%	99.9%	-	97.8%	99.7%	100%	99.5%	-	100%	96.9%	0%	98.1%	-	99.6%
<b>Heavy</b>	1	0	0	1	-	2	3	0	5	-	0	2	0	2	-	8
<b>% Heavy</b>	0.1%	0%	0%	0.1%	-	2.2%	0.3%	0%	0.5%	-	0%	3.1%	0%	1.9%	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

3-Neff Ave & Sunchase Dr (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

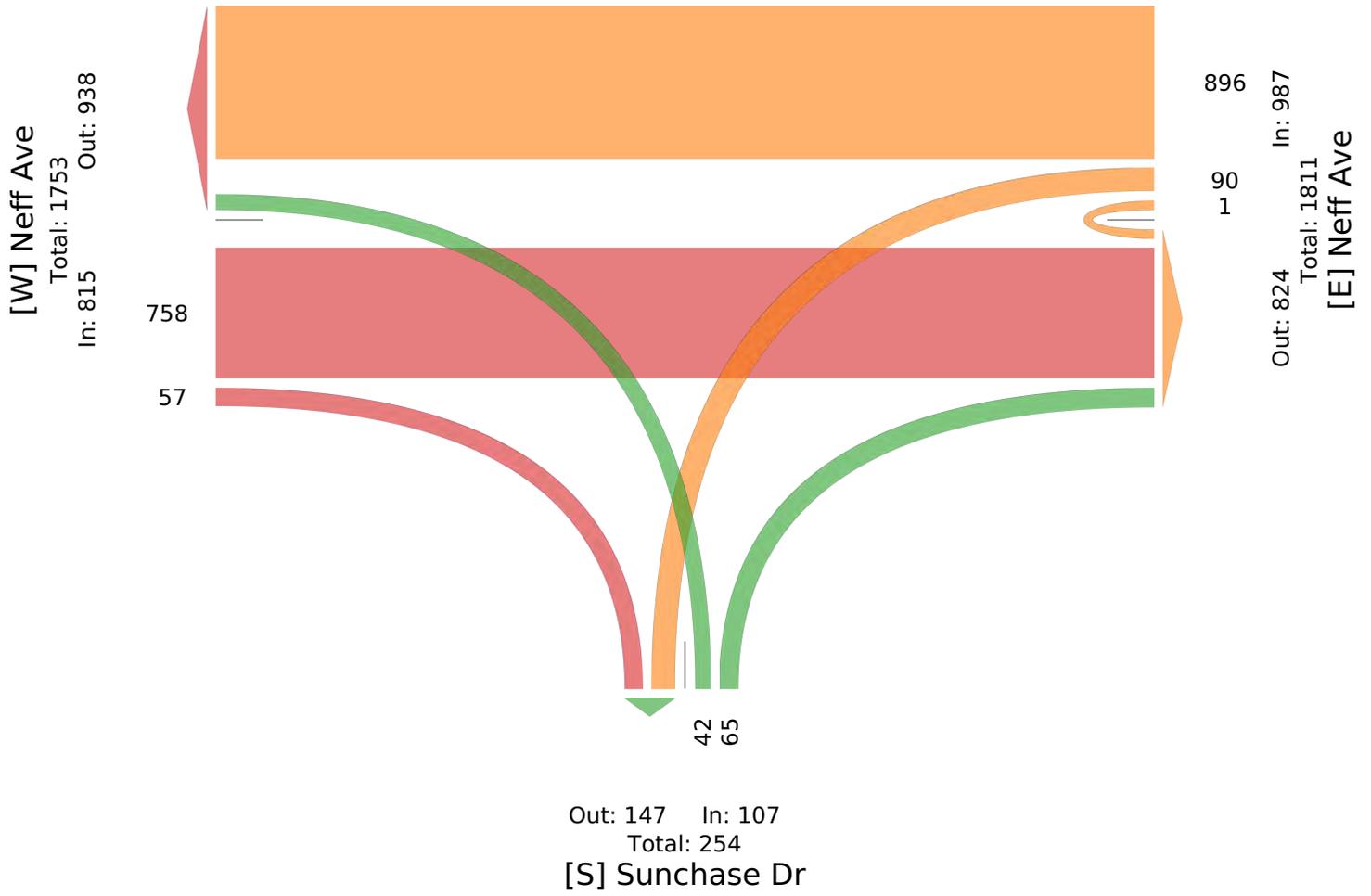
All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150173, Location: 38.425198, -78.859884



Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US



# 4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Putter Ct Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
2024-02-13 7:00AM	0	48	0	48	0	39	4	0	43	0	6	12	0	18	0	109
7:15AM	3	92	0	95	0	82	1	0	83	2	28	17	0	45	1	223
7:30AM	3	115	0	118	0	83	2	0	85	3	22	18	0	40	1	243
7:45AM	0	116	0	116	0	66	1	0	67	2	10	4	0	14	1	197
Hourly Total	6	371	0	377	0	270	8	0	278	7	66	51	0	117	3	772
8:00AM	2	92	0	94	0	60	3	0	63	1	3	3	0	6	1	163
8:15AM	2	109	0	111	0	75	5	0	80	3	6	5	0	11	2	202
8:30AM	0	115	0	115	0	101	6	0	107	0	8	17	0	25	0	247
8:45AM	3	180	0	183	0	122	2	0	124	0	16	14	0	30	1	337
Hourly Total	7	496	0	503	0	358	16	0	374	4	33	39	0	72	4	949
9:00AM	4	177	0	181	0	96	3	0	99	2	27	22	0	49	2	329
9:15AM	2	160	0	162	0	118	13	0	131	1	9	7	0	16	0	309
9:30AM	3	97	0	100	0	101	10	0	111	2	12	8	0	20	0	231
9:45AM	3	159	0	162	0	58	6	0	64	0	10	4	0	14	0	240
Hourly Total	12	593	0	605	0	373	32	0	405	5	58	41	0	99	2	1109
10:00AM	2	118	0	120	0	97	5	0	102	2	6	8	0	14	0	236
10:15AM	5	131	0	136	0	99	3	0	102	1	6	3	0	9	1	247
10:30AM	6	162	0	168	0	121	11	0	132	2	24	26	0	50	0	350
10:45AM	7	192	0	199	0	132	1	0	133	0	29	10	0	39	0	371
Hourly Total	20	603	0	623	0	449	20	0	469	5	65	47	0	112	1	1204
11:00AM	11	187	0	198	0	138	10	1	149	2	5	8	0	13	0	360
11:15AM	3	150	0	153	0	122	12	0	134	3	8	1	0	9	2	296
11:30AM	1	130	0	131	0	140	7	0	147	1	4	4	0	8	0	286
11:45AM	3	193	0	196	0	124	7	0	131	3	15	6	0	21	0	348
Hourly Total	18	660	0	678	0	524	36	1	561	9	32	19	0	51	2	1290
12:00PM	4	155	0	159	0	172	5	0	177	3	13	12	0	25	1	361
12:15PM	6	188	0	194	0	147	7	0	154	3	9	12	0	21	0	369
12:30PM	11	197	0	208	0	155	18	0	173	1	7	9	0	16	0	397
12:45PM	10	192	0	202	0	158	16	0	174	1	5	4	0	9	0	385
Hourly Total	31	732	0	763	0	632	46	0	678	8	34	37	0	71	1	1512
1:00PM	4	134	0	138	0	179	13	0	192	2	2	3	0	5	0	335
1:15PM	2	143	0	145	0	152	8	0	160	0	12	7	0	19	0	324
1:30PM	2	163	0	165	0	169	11	0	180	0	8	16	0	24	1	369
1:45PM	8	204	0	212	0	167	5	0	172	1	16	10	0	26	1	410
Hourly Total	16	644	0	660	0	667	37	0	704	3	38	36	0	74	2	1438
2:00PM	6	174	0	180	0	181	18	0	199	0	8	4	0	12	0	391
2:15PM	7	183	0	190	0	169	20	0	189	0	7	1	0	8	0	387
2:30PM	6	163	0	169	0	198	16	0	214	0	6	10	0	16	0	399
2:45PM	7	168	0	175	0	178	13	0	191	0	11	4	0	15	0	381
Hourly Total	26	688	0	714	0	726	67	0	793	0	32	19	0	51	0	1558
3:00PM	1	174	0	175	0	194	13	0	207	0	8	11	0	19	0	401
3:15PM	4	181	0	185	0	213	14	0	227	0	9	11	0	20	0	432
3:30PM	9	200	0	209	0	203	15	0	218	2	12	9	0	21	0	448
3:45PM	12	243	0	255	0	182	26	0	208	1	7	11	0	18	9	481
Hourly Total	26	798	0	824	0	792	68	0	860	3	36	42	0	78	9	1762
4:00PM	16	209	0	225	0	193	25	0	218	2	6	6	0	12	2	455
4:15PM	6	195	0	201	0	209	19	0	228	2	11	6	0	17	0	446
4:30PM	1	185	0	186	0	220	15	0	235	1	11	18	0	29	0	450
4:45PM	6	174	0	180	0	207	15	0	222	0	7	11	0	18	1	420
Hourly Total	29	763	0	792	0	829	74	0	903	5	35	41	0	76	3	1771
5:00PM	10	185	0	195	0	238	19	0	257	2	9	11	0	20	1	472
5:15PM	8	243	0	251	0	239	18	0	257	2	11	5	0	16	3	524
5:30PM	9	206	0	215	0	196	17	0	213	4	10	12	0	22	3	450

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Putter Ct Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
5:45PM	8	183	0	191	0	203	11	0	214	0	17	9	0	26	0	431
Hourly Total	35	817	0	852	0	876	65	0	941	8	47	37	0	84	7	1877
6:00PM	9	186	0	195	0	173	27	0	200	0	9	8	0	17	0	412
6:15PM	6	159	0	165	0	191	13	0	204	1	11	12	0	23	0	392
6:30PM	8	150	0	158	0	175	22	0	197	1	11	19	0	30	0	385
6:45PM	11	142	0	153	0	170	23	0	193	0	14	20	0	34	1	380
Hourly Total	34	637	0	671	0	709	85	0	794	2	45	59	0	104	1	1569
<b>Total</b>	260	7802	0	8062	0	7205	554	1	7760	59	521	468	0	989	35	16811
<b>% Approach</b>	3.2%	96.8%	0%	-	-	92.8%	7.1%	0%	-	-	52.7%	47.3%	0%	-	-	-
<b>% Total</b>	1.5%	46.4%	0%	48.0%	-	42.9%	3.3%	0%	46.2%	-	3.1%	2.8%	0%	5.9%	-	-
<b>Lights and Motorcycles</b>	258	7713	0	7971	-	7152	526	1	7679	-	515	441	0	956	-	16606
<b>% Lights and Motorcycles</b>	99.2%	98.9%	0%	98.9%	-	99.3%	94.9%	100%	99.0%	-	98.8%	94.2%	0%	96.7%	-	98.8%
<b>Heavy</b>	2	89	0	91	-	53	28	0	81	-	6	27	0	33	-	205
<b>% Heavy</b>	0.8%	1.1%	0%	1.1%	-	0.7%	5.1%	0%	1.0%	-	1.2%	5.8%	0%	3.3%	-	1.2%
Pedestrians	-	-	-	-	0	-	-	-	-	59	-	-	-	-	35	-
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469

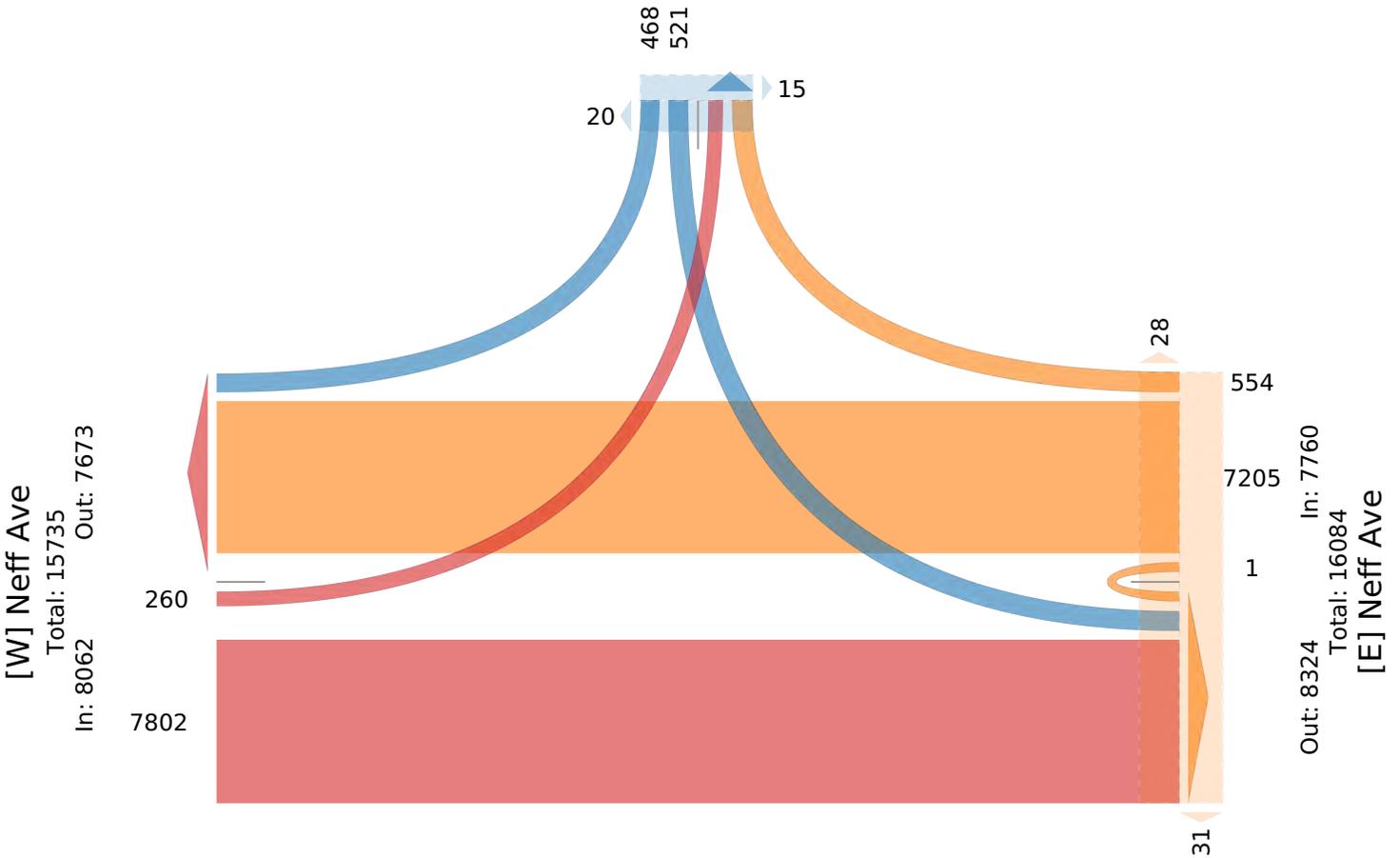


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Putter Ct

Total: 1803

In: 989 Out: 814



4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Putter Ct Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 8:30AM	0	115	0	115	0	101	6	0	107	0	8	17	0	25	0	247
8:45AM	3	180	0	183	0	122	2	0	124	0	16	14	0	30	1	337
9:00AM	4	177	0	181	0	96	3	0	99	2	27	22	0	49	2	329
9:15AM	2	160	0	162	0	118	13	0	131	1	9	7	0	16	0	309
<b>Total</b>	9	632	0	641	0	437	24	0	461	3	60	60	0	120	3	1222
<b>% Approach</b>	1.4%	98.6%	0%	-	-	94.8%	5.2%	0%	-	-	50.0%	50.0%	0%	-	-	-
<b>% Total</b>	0.7%	51.7%	0%	52.5%	-	35.8%	2.0%	0%	37.7%	-	4.9%	4.9%	0%	9.8%	-	-
<b>PHF</b>	0.563	0.878	-	0.876	-	0.895	0.462	-	0.880	-	0.556	0.682	-	0.612	-	0.907
<b>Lights and Motorcycles</b>	9	615	0	624	-	427	22	0	449	-	60	58	0	118	-	1191
<b>% Lights and Motorcycles</b>	100%	97.3%	0%	97.3%	-	97.7%	91.7%	0%	97.4%	-	100%	96.7%	0%	98.3%	-	97.5%
<b>Heavy</b>	0	17	0	17	-	10	2	0	12	-	0	2	0	2	-	31
<b>% Heavy</b>	0%	2.7%	0%	2.7%	-	2.3%	8.3%	0%	2.6%	-	0%	3.3%	0%	1.7%	-	2.5%
Pedestrians	-	-	-	-	0	-	-	-	-	3	-	-	-	-	3	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

AM Peak (8:30 AM - 9:30 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Putter Ct

Total: 153

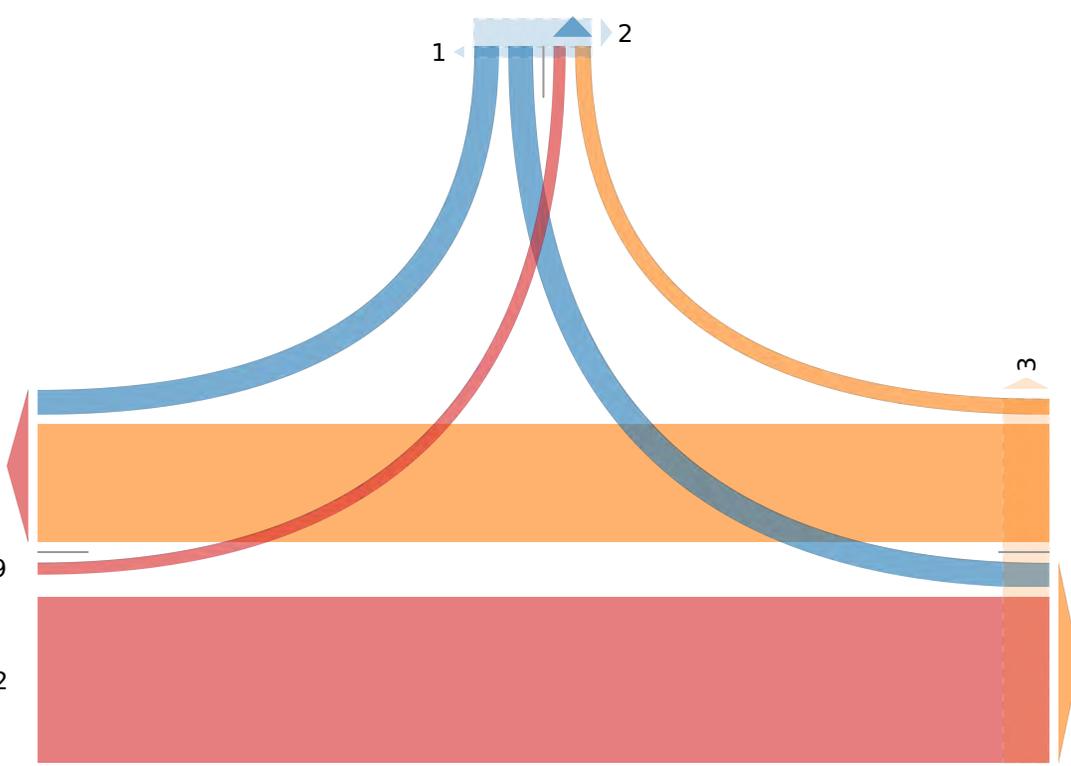
In: 120 Out: 33

60 60

1 2

[W] Neff Ave  
Total: 1138  
In: 641 Out: 497

9  
632



24  
437

Out: 692 In: 461  
Total: 1153  
[E] Neff Ave

4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Putter Ct Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 12:00PM	4	155	0	159	0	172	5	0	177	3	13	12	0	25	1	361
12:15PM	6	188	0	194	0	147	7	0	154	3	9	12	0	21	0	369
12:30PM	11	197	0	208	0	155	18	0	173	1	7	9	0	16	0	397
12:45PM	10	192	0	202	0	158	16	0	174	1	5	4	0	9	0	385
<b>Total</b>	31	732	0	763	0	632	46	0	678	8	34	37	0	71	1	1512
<b>% Approach</b>	4.1%	95.9%	0%	-	-	93.2%	6.8%	0%	-	-	47.9%	52.1%	0%	-	-	-
<b>% Total</b>	2.1%	48.4%	0%	50.5%	-	41.8%	3.0%	0%	44.8%	-	2.2%	2.4%	0%	4.7%	-	-
<b>PHF</b>	0.705	0.929	-	0.917	-	0.919	0.639	-	0.958	-	0.654	0.771	-	0.710	-	0.952
<b>Lights and Motorcycles</b>	31	726	0	757	-	627	44	0	671	-	34	35	0	69	-	1497
<b>% Lights and Motorcycles</b>	100%	99.2%	0%	99.2%	-	99.2%	95.7%	0%	99.0%	-	100%	94.6%	0%	97.2%	-	99.0%
<b>Heavy</b>	0	6	0	6	-	5	2	0	7	-	0	2	0	2	-	15
<b>% Heavy</b>	0%	0.8%	0%	0.8%	-	0.8%	4.3%	0%	1.0%	-	0%	5.4%	0%	2.8%	-	1.0%
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	1	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469

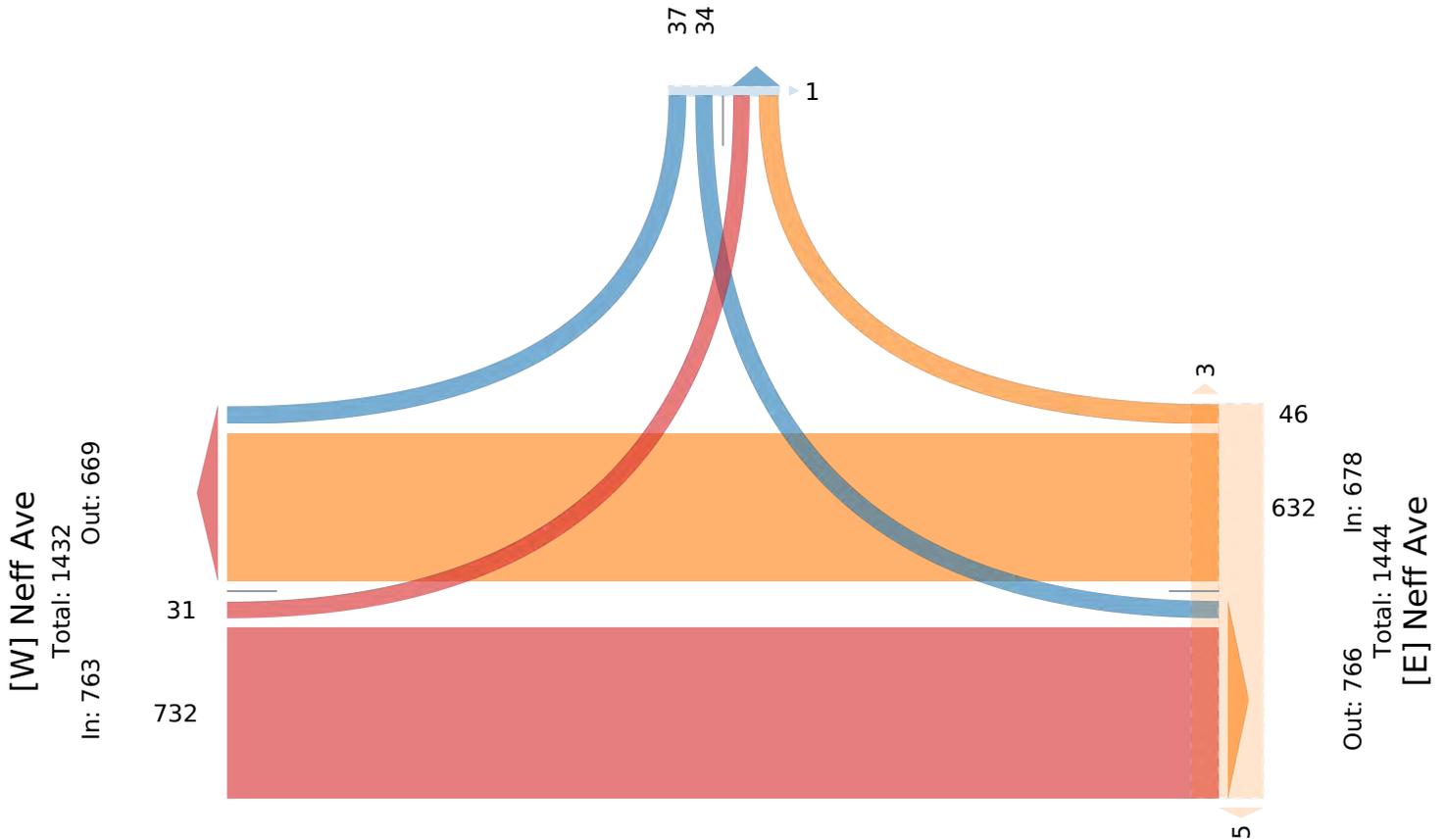


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Putter Ct

Total: 148

In: 71 Out: 77



4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound					Neff Ave Westbound					Putter Ct Southbound					Int
	L	T	U	App	Ped*	T	R	U	App	Ped*	L	R	U	App	Ped*	
Time																
2024-02-13 5:00PM	10	185	0	195	0	238	19	0	257	2	9	11	0	20	1	472
5:15PM	8	243	0	251	0	239	18	0	257	2	11	5	0	16	3	524
5:30PM	9	206	0	215	0	196	17	0	213	4	10	12	0	22	3	450
5:45PM	8	183	0	191	0	203	11	0	214	0	17	9	0	26	0	431
<b>Total</b>	35	817	0	852	0	876	65	0	941	8	47	37	0	84	7	1877
<b>% Approach</b>	4.1%	95.9%	0%	-	-	93.1%	6.9%	0%	-	-	56.0%	44.0%	0%	-	-	-
<b>% Total</b>	1.9%	43.5%	0%	45.4%	-	46.7%	3.5%	0%	50.1%	-	2.5%	2.0%	0%	4.5%	-	-
<b>PHF</b>	0.875	0.841	-	0.849	-	0.916	0.855	-	0.915	-	0.691	0.771	-	0.808	-	0.896
<b>Lights and Motorcycles</b>	35	815	0	850	-	875	63	0	938	-	47	35	0	82	-	1870
<b>% Lights and Motorcycles</b>	100%	99.8%	0%	99.8%	-	99.9%	96.9%	0%	99.7%	-	100%	94.6%	0%	97.6%	-	99.6%
<b>Heavy</b>	0	2	0	2	-	1	2	0	3	-	0	2	0	2	-	7
<b>% Heavy</b>	0%	0.2%	0%	0.2%	-	0.1%	3.1%	0%	0.3%	-	0%	5.4%	0%	2.4%	-	0.4%
Pedestrians	-	-	-	-	0	-	-	-	-	8	-	-	-	-	7	
% Pedestrians	-	-	-	-	-	-	-	-	-	100%	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	0	-	-	-	-	0	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	0%	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

4-Neff Ave & Putter Ct (VA24-024) - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150174, Location: 38.424825, -78.860469

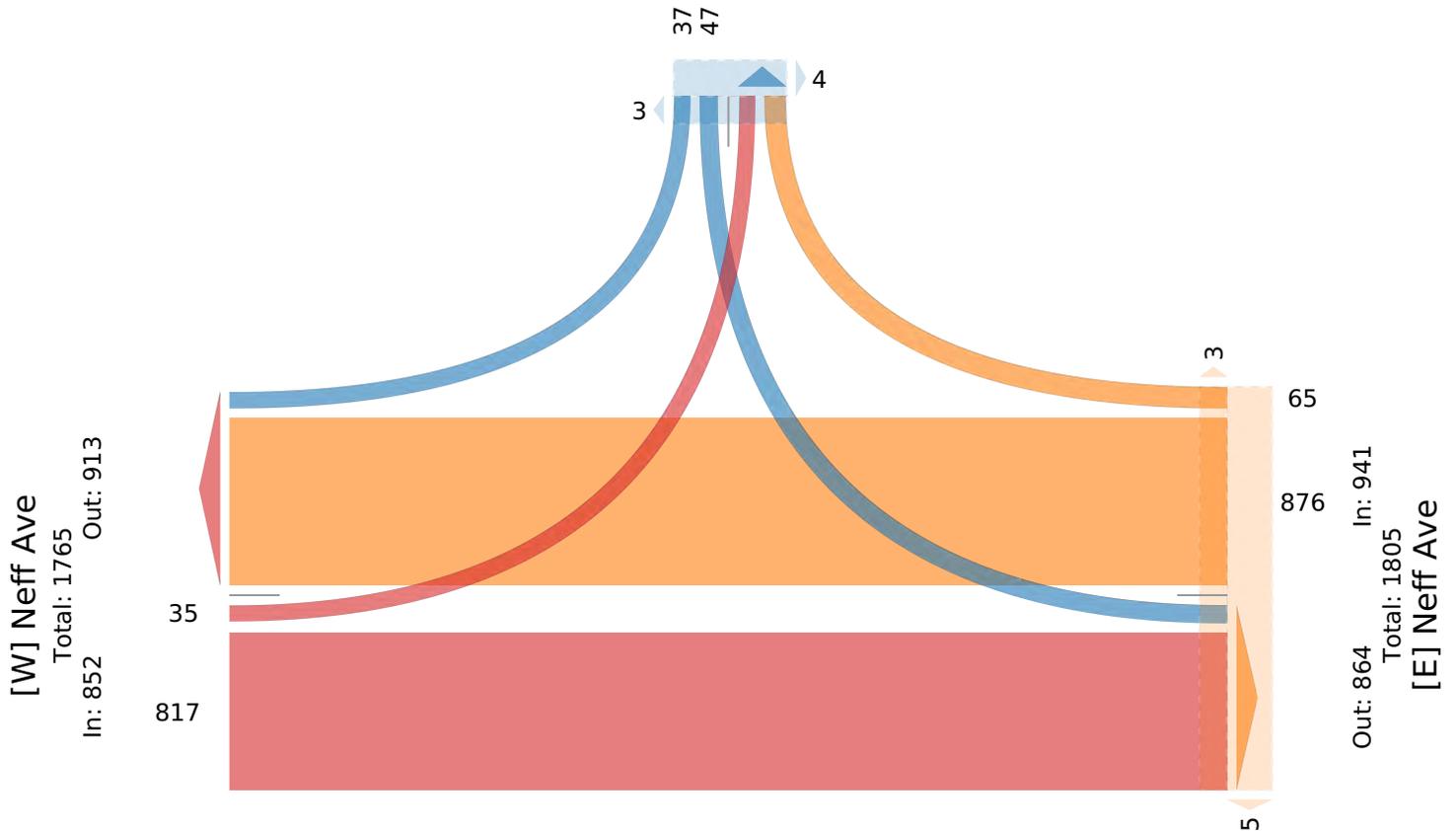


Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Putter Ct

Total: 184

In: 84 Out: 100



5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Thomas Bowers Cir Northbound						Turner Ashby Ln Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 7:00AM	0	59	0	0	59	0	0	60	0	0	60	0	0	0	0	0	0	0	0	0	0	0	0	0	119
7:15AM	0	94	0	0	94	0	0	96	0	0	96	0	0	0	0	0	0	0	0	0	0	0	0	0	190
7:30AM	0	120	0	0	120	0	2	97	0	0	99	0	0	0	1	0	1	0	0	0	0	0	0	0	220
7:45AM	0	110	0	0	110	0	0	67	0	0	67	0	0	0	1	0	1	0	0	0	0	0	0	1	178
Hourly Total	0	383	0	0	383	0	2	320	0	0	322	0	0	0	2	0	2	0	0	0	0	0	1	707	
8:00AM	0	95	1	0	96	0	0	63	1	0	64	0	0	0	0	0	0	0	0	0	0	0	0	1	160
8:15AM	0	112	0	0	112	0	0	83	0	0	83	0	0	0	0	0	0	0	0	0	0	0	0	2	195
8:30AM	0	114	1	0	115	0	0	116	0	0	116	0	0	0	0	0	0	0	0	0	0	0	0	0	231
8:45AM	0	188	0	0	188	0	0	137	0	0	137	0	1	0	1	0	2	0	0	0	1	0	1	1	328
Hourly Total	0	509	2	0	511	0	0	399	1	0	400	0	1	0	1	0	2	0	0	0	1	0	1	4	914
9:00AM	2	164	0	0	166	0	0	115	0	0	115	0	0	0	0	0	0	1	0	0	1	0	1	1	282
9:15AM	1	150	0	0	151	0	0	126	0	0	126	0	0	0	0	0	0	0	1	0	0	0	1	1	278
9:30AM	0	87	0	1	88	0	0	112	0	0	112	0	0	0	0	0	0	0	1	0	0	0	1	0	201
9:45AM	1	152	0	0	153	0	0	64	0	0	64	0	0	0	0	0	0	0	0	0	1	0	1	2	218
Hourly Total	4	553	0	1	558	0	0	417	0	0	417	0	0	0	0	0	0	1	2	0	2	0	4	4	979
10:00AM	0	120	1	0	121	0	0	103	2	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	226
10:15AM	0	136	1	0	137	0	0	102	0	0	102	0	0	0	1	0	1	0	1	0	0	0	1	0	241
10:30AM	0	164	0	0	164	0	0	149	0	0	149	0	0	0	1	0	1	0	0	0	0	0	0	1	314
10:45AM	1	200	0	0	201	0	0	140	0	0	140	0	0	0	0	0	0	0	1	0	1	0	2	1	343
Hourly Total	1	620	2	0	623	0	0	494	2	0	496	0	0	0	2	0	2	0	2	0	1	0	3	2	1124
11:00AM	0	185	0	0	185	0	0	145	0	0	145	0	5	0	0	0	5	0	0	0	0	0	0	0	335
11:15AM	0	144	1	0	145	0	0	122	0	0	122	0	0	0	0	0	0	0	0	0	0	0	0	1	267
11:30AM	0	128	0	0	128	0	0	143	0	0	143	0	0	0	0	0	0	0	0	0	0	0	0	0	271
11:45AM	0	187	0	0	187	0	0	131	1	0	132	0	0	0	0	0	0	0	0	0	0	0	0	1	319
Hourly Total	0	644	1	0	645	0	0	541	1	0	542	0	5	0	0	0	5	0	0	0	0	0	0	2	1192
12:00PM	0	157	1	0	158	0	1	177	0	0	178	0	0	0	1	0	1	0	0	0	1	0	1	0	338
12:15PM	0	190	0	0	190	0	0	162	1	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	353
12:30PM	0	208	1	0	209	0	0	173	0	0	173	0	0	0	0	0	0	0	1	0	0	0	1	2	383
12:45PM	1	202	0	0	203	0	0	160	1	0	161	0	1	0	1	0	2	0	0	0	2	0	2	1	368
Hourly Total	1	757	2	0	760	0	1	672	2	0	675	0	1	0	2	0	3	0	1	0	3	0	4	3	1442
1:00PM	0	143	0	0	143	0	1	180	1	0	182	0	0	0	1	0	1	0	0	1	0	0	1	0	327
1:15PM	0	137	0	0	137	0	1	157	1	0	159	0	0	0	0	0	0	0	0	0	0	0	0	0	296
1:30PM	2	148	1	0	151	0	0	181	1	0	182	0	0	0	2	0	2	0	1	0	1	0	2	1	337
1:45PM	1	179	1	0	181	0	1	174	1	1	177	0	0	0	0	0	0	0	0	0	1	0	1	1	359
Hourly Total	3	607	2	0	612	0	3	692	4	1	700	0	0	0	3	0	3	0	1	1	2	0	4	2	1319
2:00PM	0	178	0	0	178	0	0	183	0	0	183	0	0	0	0	0	0	0	0	0	1	0	1	2	362
2:15PM	0	191	0	0	191	0	2	167	0	1	170	0	0	0	0	0	0	0	0	0	1	0	1	1	362
2:30PM	0	167	0	0	167	0	1	206	0	0	207	0	0	0	0	0	0	0	0	0	0	0	0	0	374
2:45PM	1	176	0	0	177	0	0	181	1	0	182	0	0	0	0	0	0	0	0	0	1	0	1	3	360
Hourly Total	1	712	0	0	713	0	3	737	1	1	742	0	0	0	0	0	0	0	0	0	3	0	3	6	1458
3:00PM	1	173	1	0	175	0	1	204	0	0	205	0	2	0	1	0	3	0	0	0	1	0	1	0	384
3:15PM	0	186	0	0	186	0	1	222	0	0	223	0	0	0	1	0	1	0	0	0	1	0	1	0	411
3:30PM	0	209	1	0	210	0	0	210	1	0	211	0	0	0	1	0	1	0	1	0	0	0	1	0	423
3:45PM	0	256	1	0	257	0	0	191	1	0	192	0	3	0	1	0	4	0	1	0	1	0	2	2	455
Hourly Total	1	824	3	0	828	0	2	827	2	0	831	0	5	0	4	0	9	0	2	0	3	0	5	2	1673
4:00PM	0	221	0	0	221	0	1	197	0	0	198	0	0	0	2	0	2	0	0	0	0	0	0	10	421
4:15PM	0	198	1	0	199	0	0	217	0	0	217	0	0	0	2	0	2	0	0	0	0	0	0	0	418
4:30PM	0	180	1	0	181	0	1	236	0	1	238	0	1	0	1	0	2	0	0	0	0	0	0	0	421
4:45PM	1	177	1	0	179	0	1	215	1	0	217	0	0	0	0	0	0	1	0	0	1	0	1	1	397
Hourly Total	1	776	3	0	780	0	3	865	1	1	870	0	1	0	5	0	6	1	0	0	1	0	1	11	1657
5:00PM	0	200	1	0	201	0	2	247	0	0	249	0	0	0	0	0	0	0	0	0	0	0	0	0	450
5:15PM	0	246	0	0	246	0	0	240	3	0	243	0	1	0	3	0	4	0	2	0	0	0	2	2	495
5:30PM	1	210	1	0	212	0	0	209	0	0	209	0	0	0	2	0	2	0	1	0	0	0	1	1	424
5:45PM	1	193	0	0	194	0	1	215	0	0	216	0	0	0	1	0	1	0	1	0	0	0	1	0	412
Hourly Total	2	849	2	0	853	0	3	911	3	0	917	0	1	0	6	0	7	0	4	0	0	0	4	3	1781
6:00PM	2	188	0	0	190	0	0	173	0	0	173	0	0	0	0	0	0	0	1	0	1	0	2	0	365
6:15PM	0	162	0	0	162	0	1	187	0	0	188	0	0	0	2	0	2	0	1	0	1	0	2	0	354

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Thomas Bowers Cir Northbound						Turner Ashby Ln Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
6:30PM	0	153	0	0	153	0	0	184	1	0	185	0	0	0	0	0	0	0	0	0	1	0	1	0	339
6:45PM	0	156	1	0	157	0	0	173	0	0	173	0	0	0	0	0	0	0	0	0	0	0	0	0	330
Hourly Total	2	659	1	0	662	0	1	717	1	0	719	0	0	0	2	0	2	0	2	0	3	0	5	0	1388
<b>Total</b>	16	7893	18	1	7928	0	18	7592	18	3	7631	0	14	0	27	0	41	2	14	1	19	0	34	40	15634
<b>% Approach</b>	0.2%	99.6%	0.2%	0%	-	-	0.2%	99.5%	0.2%	0%	-	-	34.1%	0%	65.9%	0%	-	-	41.2%	2.9%	55.9%	0%	-	-	-
<b>% Total</b>	0.1%	50.5%	0.1%	0%	50.7%	-	0.1%	48.6%	0.1%	0%	48.8%	-	0.1%	0%	0.2%	0%	0.3%	-	0.1%	0%	0.1%	0%	0.2%	-	-
<b>Lights and Motorcycles</b>	16	7804	18	1	7839	-	18	7509	18	3	7548	-	14	0	27	0	41	-	14	1	19	0	34	-	15462
<b>% Lights and Motorcycles</b>	100%	98.9%	100%	100%	98.9%	-	100%	98.9%	100%	100%	98.9%	-	100%	0%	100%	0%	100%	-	100%	100%	100%	0%	100%	-	98.9%
<b>Heavy</b>	0	89	0	0	89	-	0	83	0	0	83	-	0	0	0	0	0	-	0	0	0	0	0	-	172
<b>% Heavy</b>	0%	1.1%	0%	0%	1.1%	-	0%	1.1%	0%	0%	1.1%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	34	
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	85.0%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	6	
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	50.0%	-	-	-	-	-	15.0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

Full Length (7 AM-7 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Turner Ashby Ln

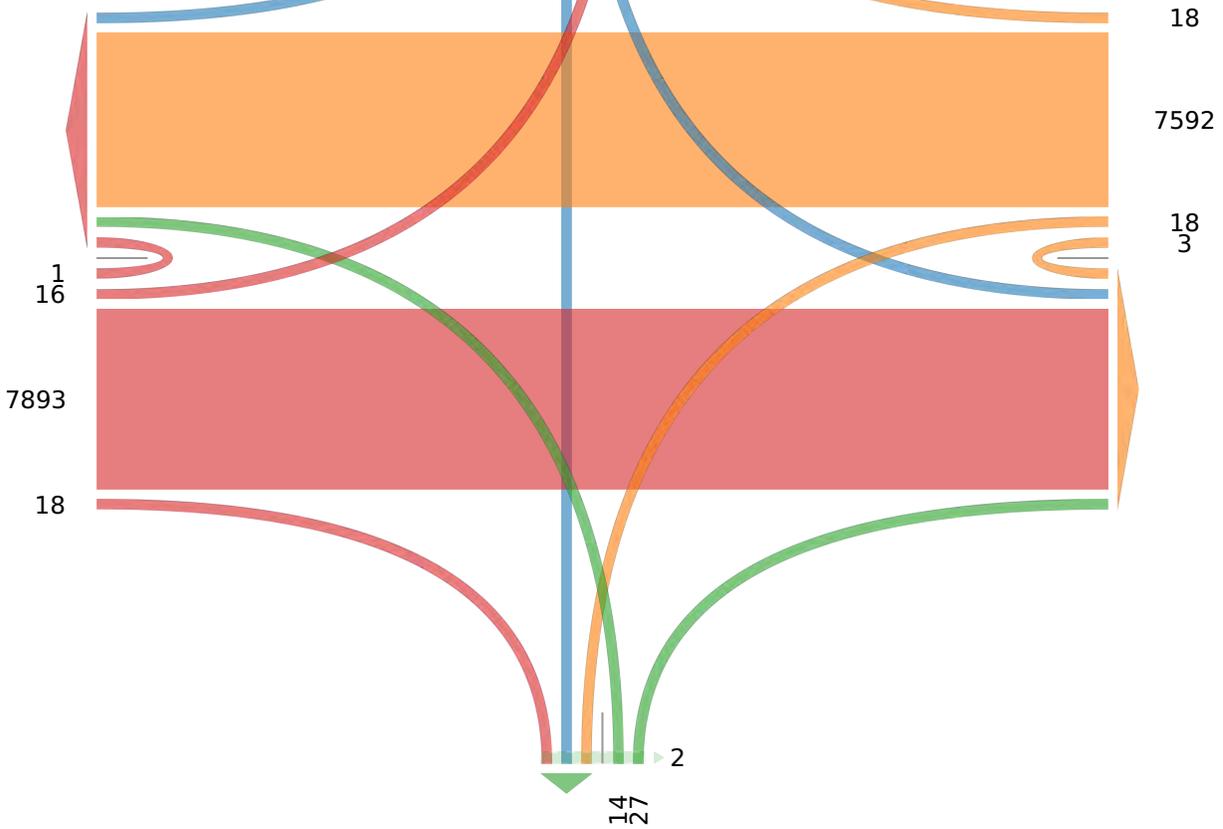
Total: 68

In: 34 Out: 34

19  
14

26 14

[W] Neff Ave  
Total: 15554  
In: 7928 Out: 7626



Out: 37 In: 41  
Total: 78  
[S] Thomas Bowers Cir

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Thomas Bowers Cir Northbound						Turner Ashby Ln Southbound						
Time	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	Int
2024-02-13 10:00AM	0	120	1	0	121	0	0	103	2	0	105	0	0	0	0	0	0	0	0	0	0	0	0	0	226
10:15AM	0	136	1	0	137	0	0	102	0	0	102	0	0	0	1	0	1	0	1	0	0	0	1	0	241
10:30AM	0	164	0	0	164	0	0	149	0	0	149	0	0	0	1	0	1	0	0	0	0	0	0	1	314
10:45AM	1	200	0	0	201	0	0	140	0	0	140	0	0	0	0	0	0	0	1	0	1	0	2	1	343
<b>Total</b>	1	620	2	0	623	0	0	494	2	0	496	0	0	0	2	0	2	0	2	0	1	0	3	2	1124
<b>% Approach</b>	0.2%	99.5%	0.3%	0%	-	-	0%	99.6%	0.4%	0%	-	-	0%	0%	100%	0%	-	-	66.7%	0%	33.3%	0%	-	-	-
<b>% Total</b>	0.1%	55.2%	0.2%	0%	55.4%	-	0%	44.0%	0.2%	0%	44.1%	-	0%	0%	0.2%	0%	0.2%	-	0.2%	0%	0.1%	0%	0.3%	-	-
<b>PHF</b>	0.250	0.775	0.500	-	0.775	-	-	0.829	0.250	-	0.832	-	-	-	0.500	-	0.500	-	0.500	-	0.250	-	0.375	-	0.819
<b>Lights and Motorcycles</b>	1	610	2	0	613	-	0	485	2	0	487	-	0	0	2	0	2	-	2	0	1	0	3	-	1105
<b>% Lights and Motorcycles</b>	100%	98.4%	100%	0%	98.4%	-	0%	98.2%	100%	0%	98.2%	-	0%	0%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	98.3%
<b>Heavy</b>	0	10	0	0	10	-	0	9	0	0	9	-	0	0	0	0	0	-	0	0	0	0	0	-	19
<b>% Heavy</b>	0%	1.6%	0%	0%	1.6%	-	0%	1.8%	0%	0%	1.8%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.7%
Pedestrians	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	2	-
% Pedestrians	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
Bicycles on Crosswalk	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
% Bicycles on Crosswalk	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

AM Peak (10 AM - 11 AM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

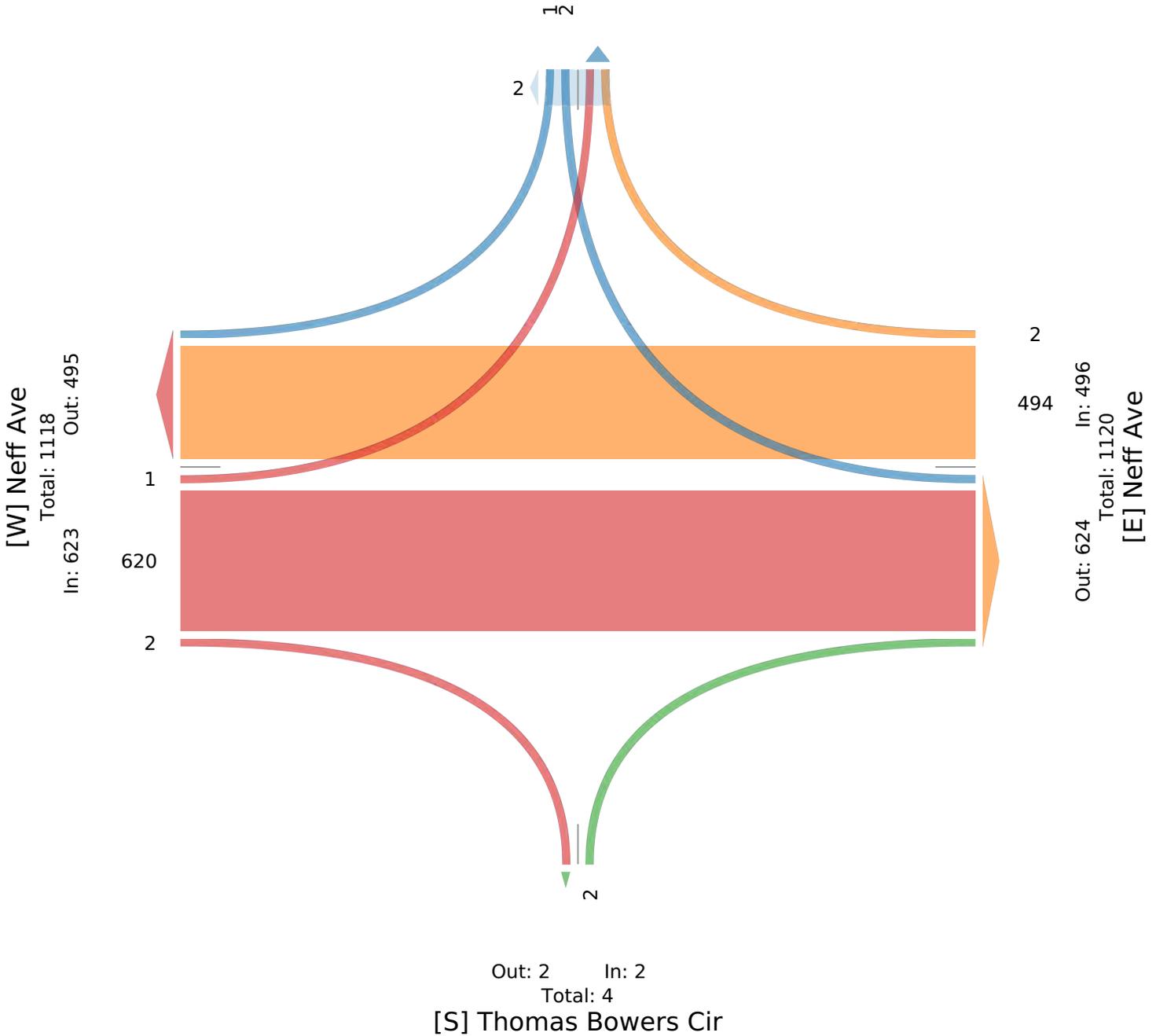
ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Turner Ashby Ln

Total: 6  
In: 3 Out: 3



5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Thomas Bowers Cir Northbound						Turner Ashby Ln Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 12:00PM	0	157	1	0	158	0	1	177	0	0	178	0	0	0	1	0	1	0	0	0	1	0	1	0	338
12:15PM	0	190	0	0	190	0	0	162	1	0	163	0	0	0	0	0	0	0	0	0	0	0	0	0	353
12:30PM	0	208	1	0	209	0	0	173	0	0	173	0	0	0	0	0	0	0	1	0	0	0	1	2	383
12:45PM	1	202	0	0	203	0	0	160	1	0	161	0	1	0	1	0	2	0	0	0	2	0	2	1	368
<b>Total</b>	1	757	2	0	760	0	1	672	2	0	675	0	1	0	2	0	3	0	1	0	3	0	4	3	1442
<b>% Approach</b>	0.1%	99.6%	0.3%	0%	-	-	0.1%	99.6%	0.3%	0%	-	-	33.3%	0%	66.7%	0%	-	-	25.0%	0%	75.0%	0%	-	-	-
<b>% Total</b>	0.1%	52.5%	0.1%	0%	52.7%	-	0.1%	46.6%	0.1%	0%	46.8%	-	0.1%	0%	0.1%	0%	0.2%	-	0.1%	0%	0.2%	0%	0.3%	-	-
<b>PHF</b>	0.250	0.910	0.500	-	0.909	-	0.250	0.949	0.500	-	0.948	-	0.250	-	0.500	-	0.375	-	0.250	-	0.375	-	0.500	-	0.941
<b>Lights and Motorcycles</b>	1	749	2	0	752	-	1	664	2	0	667	-	1	0	2	0	3	-	1	0	3	0	4	-	1426
<b>% Lights and Motorcycles</b>	100%	98.9%	100%	0%	98.9%	-	100%	98.8%	100%	0%	98.8%	-	100%	0%	100%	0%	100%	-	100%	0%	100%	0%	100%	-	98.9%
<b>Heavy</b>	0	8	0	0	8	-	0	8	0	0	8	-	0	0	0	0	0	-	0	0	0	0	0	-	16
<b>% Heavy</b>	0%	1.1%	0%	0%	1.1%	-	0%	1.2%	0%	0%	1.2%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	1.1%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

Midday Peak (12 PM - 1 PM)

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

[N] Turner Ashby Ln

Total: 7

In: 4 Out: 3

3 1

2

1

[W] Neff Ave

Total: 1436

In: 760

Out: 676

1

757

2

2

672

1

Out: 760

In: 675

Total: 1435

[E] Neff Ave

Out: 3 In: 3  
Total: 6  
[S] Thomas Bowers Cir

1 2

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

ID: 1150175, Location: 38.423768, -78.86163



Provided by: Peggy Malone & Associates  
14286 Beach Blvd, 19-345,  
Jacksonville Beach, FL, 32250, US

Leg Direction	Neff Ave Eastbound						Neff Ave Westbound						Thomas Bowers Cir Northbound						Turner Ashby Ln Southbound						Int
	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	L	T	R	U	App	Ped*	
2024-02-13 5:00PM	0	200	1	0	201	0	2	247	0	0	249	0	0	0	0	0	0	0	0	0	0	0	0	0	450
5:15PM	0	246	0	0	246	0	0	240	3	0	243	0	1	0	3	0	4	0	2	0	0	0	2	2	495
5:30PM	1	210	1	0	212	0	0	209	0	0	209	0	0	0	2	0	2	0	1	0	0	0	1	1	424
5:45PM	1	193	0	0	194	0	1	215	0	0	216	0	0	0	1	0	1	0	1	0	0	0	1	0	412
<b>Total</b>	2	849	2	0	853	0	3	911	3	0	917	0	1	0	6	0	7	0	4	0	0	0	4	3	1781
<b>% Approach</b>	0.2%	99.5%	0.2%	0%	-	-	0.3%	99.3%	0.3%	0%	-	-	14.3%	0%	85.7%	0%	-	-	100%	0%	0%	0%	-	-	-
<b>% Total</b>	0.1%	47.7%	0.1%	0%	47.9%	-	0.2%	51.2%	0.2%	0%	51.5%	-	0.1%	0%	0.3%	0%	0.4%	-	0.2%	0%	0%	0%	0.2%	-	-
<b>PHF</b>	0.500	0.863	0.500	-	0.867	-	0.375	0.922	0.250	-	0.921	-	0.250	-	0.500	-	0.438	-	0.500	-	-	-	0.500	-	0.899
<b>Lights and Motorcycles</b>	2	847	2	0	851	-	3	908	3	0	914	-	1	0	6	0	7	-	4	0	0	0	4	-	1776
<b>% Lights and Motorcycles</b>	100%	99.8%	100%	0%	99.8%	-	100%	99.7%	100%	0%	99.7%	-	100%	0%	100%	0%	100%	-	100%	0%	0%	0%	100%	-	99.7%
<b>Heavy</b>	0	2	0	0	2	-	0	3	0	0	3	-	0	0	0	0	0	-	0	0	0	0	0	-	5
<b>% Heavy</b>	0%	0.2%	0%	0%	0.2%	-	0%	0.3%	0%	0%	0.3%	-	0%	0%	0%	0%	0%	-	0%	0%	0%	0%	0%	-	0.3%
<b>Pedestrians</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	3	-
<b>% Pedestrians</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	100%	-
<b>Bicycles on Crosswalk</b>	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-	-	-	-	-	0	-
<b>% Bicycles on Crosswalk</b>	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	0%	-

\*Pedestrians and Bicycles on Crosswalk. L: Left, R: Right, T: Thru, U: U-Turn

5-Neff Ave & Turner Ashby Ln-Thomas Bowers C... - TMC

Tue Feb 13, 2024

PM Peak (5 PM - 6 PM) - Overall Peak Hour

All Classes (Lights and Motorcycles, Heavy, Pedestrians, Bicycles on Crosswalk)

All Movements

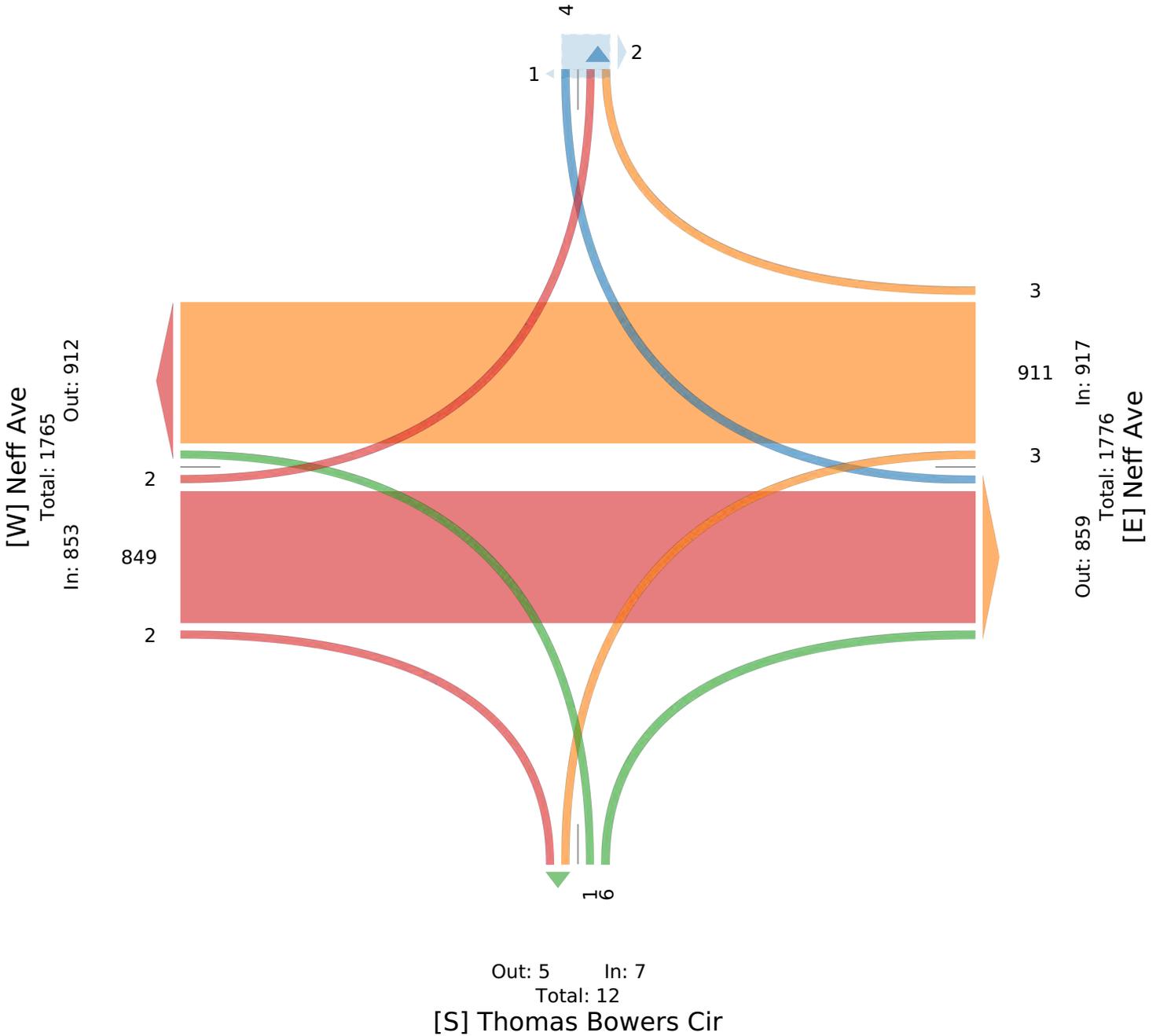
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Provided by: Peggy Malone & Associates  
 14286 Beach Blvd, 19-345,  
 Jacksonville Beach, FL, 32250, US

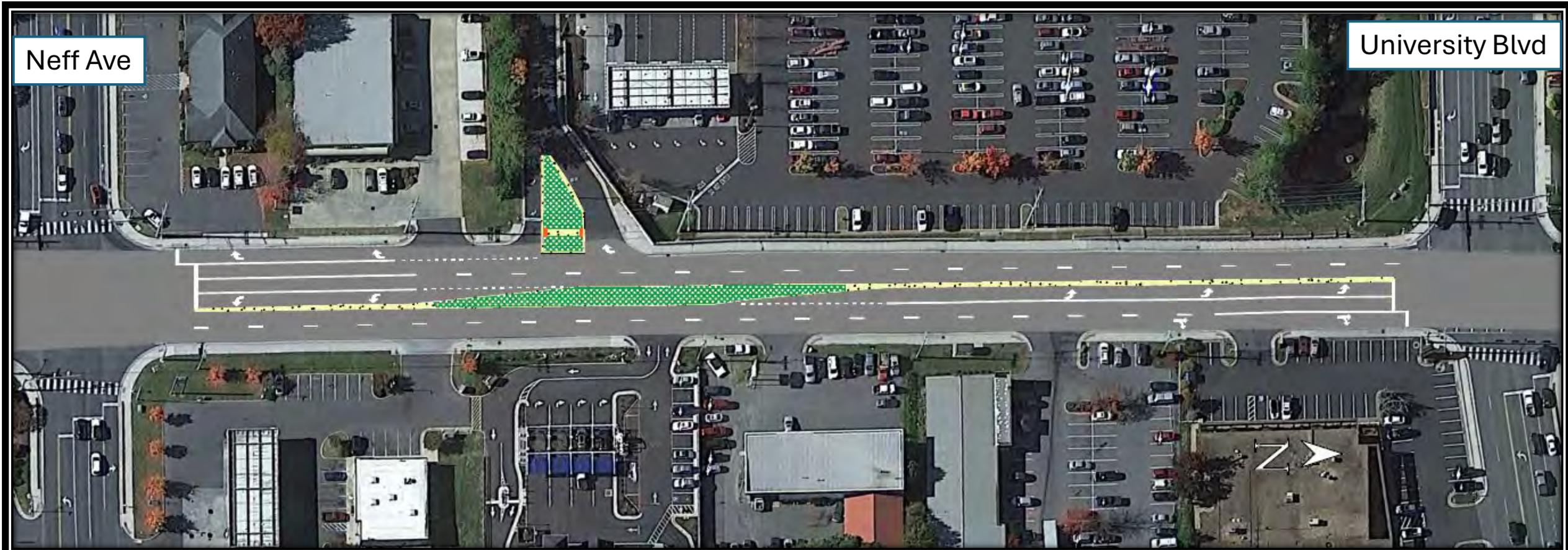
[N] Turner Ashby Ln

Total: 9  
 In: 4 Out: 5

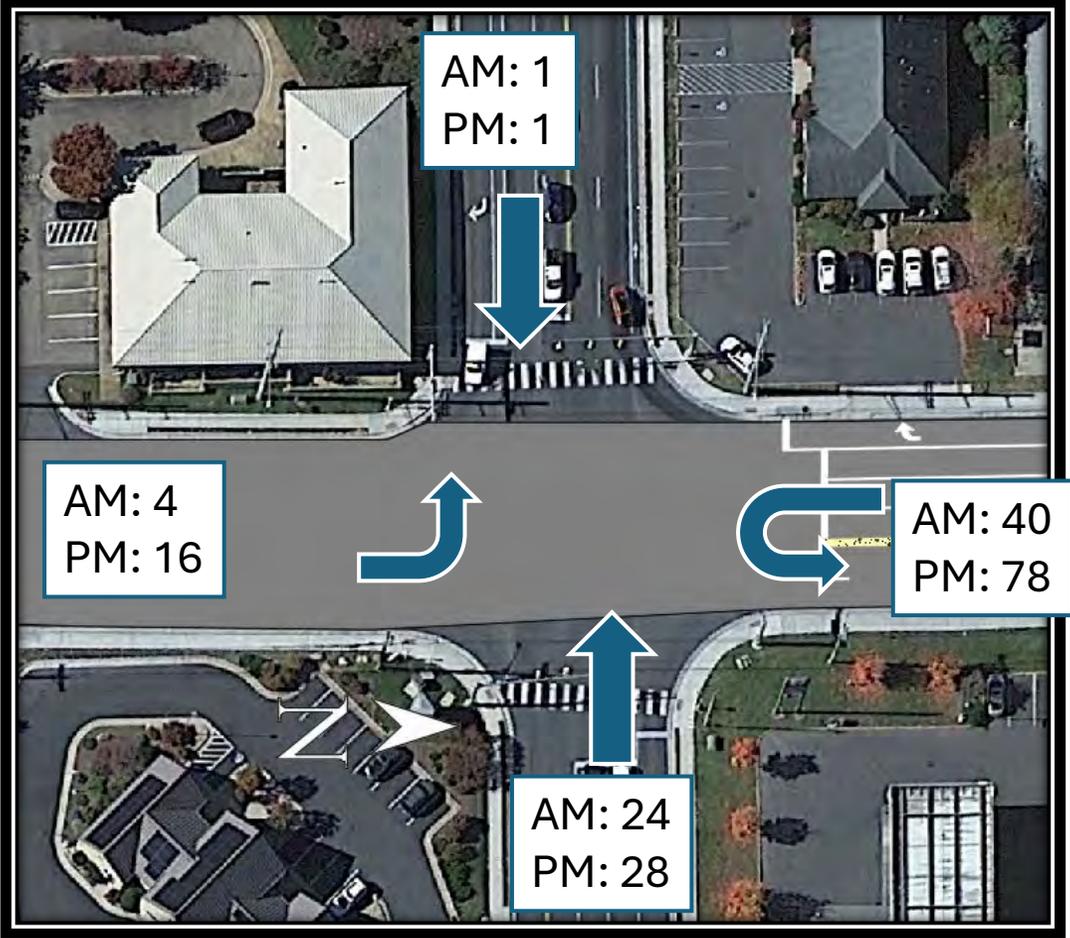


# Reservoir Street Median

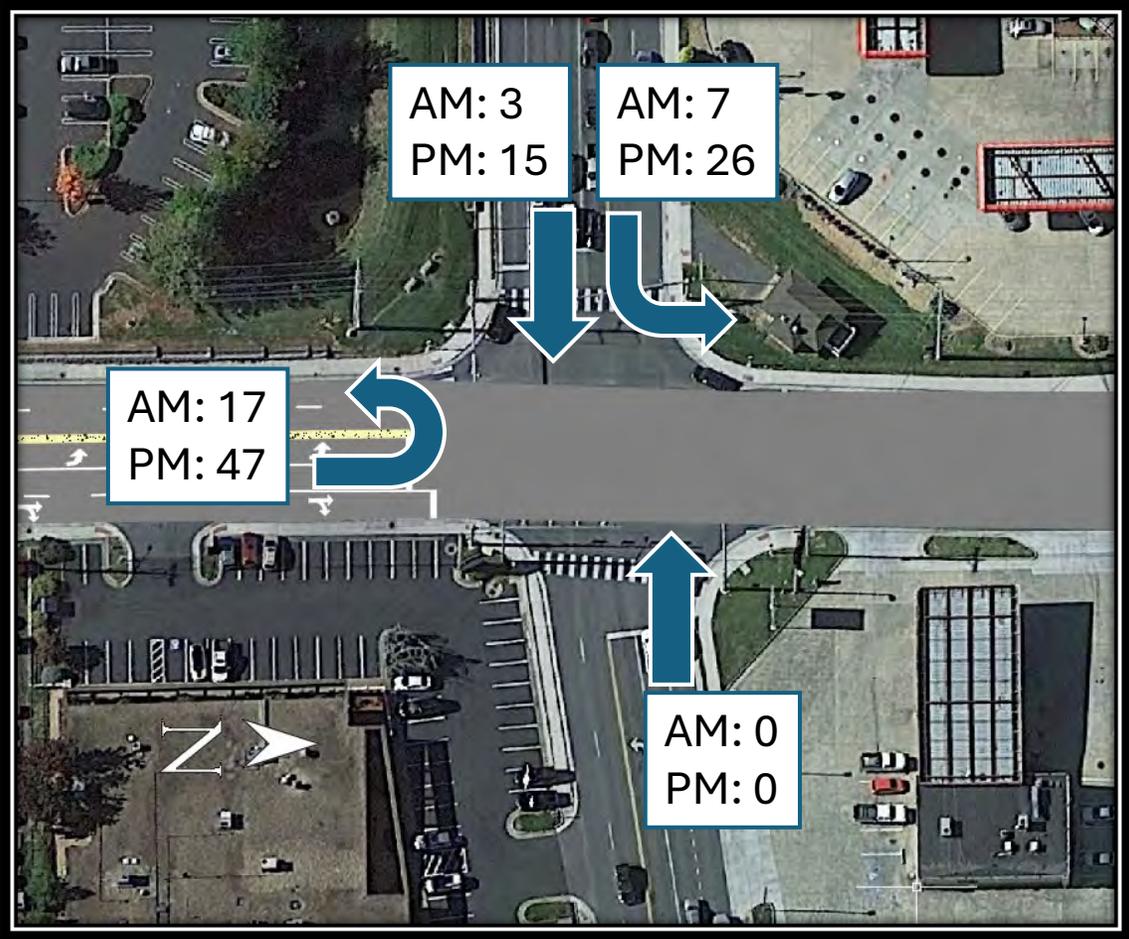
Rerouting of left turns



# At Neff Avenue



# At University Boulevard



Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2024 Existing MID Peak Hour

06/14/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Volume (vph)	129	144	129	163	88	148
Future Volume (vph)	129	144	129	163	88	148
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.1	6.1		4.0	4.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	0.92		1.00	0.85
Flt Protected		0.98	1.00		0.95	1.00
Satd. Flow (prot)		3492	3279		1787	1583
Flt Permitted		0.70	1.00		0.95	1.00
Satd. Flow (perm)		2488	3279		1787	1583
Peak-hour factor, PHF	0.88	0.88	0.88	0.88	0.88	0.88
Adj. Flow (vph)	147	164	147	185	100	168
RTOR Reduction (vph)	0	0	104	0	0	118
Lane Group Flow (vph)	0	311	228	0	100	50
Heavy Vehicles (%)	1%	1%	2%	0%	1%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)		14.9	14.9		9.4	9.4
Effective Green, g (s)		16.9	16.9		11.4	11.4
Actuated g/C Ratio		0.44	0.44		0.30	0.30
Clearance Time (s)		8.1	8.1		6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1094	1443		530	469
v/s Ratio Prot			0.07		c0.06	
v/s Ratio Perm		c0.12				0.03
v/c Ratio		0.28	0.16		0.19	0.11
Uniform Delay, d1		6.9	6.5		10.1	9.8
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.1	0.1		0.2	0.1
Delay (s)		7.0	6.5		10.2	9.9
Level of Service		A	A		B	A
Approach Delay (s)		7.0	6.5		10.0	
Approach LOS		A	A		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			7.7		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.31			
Actuated Cycle Length (s)			38.4		Sum of lost time (s)	16.2
Intersection Capacity Utilization			34.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	348	0	67	1	7	8	78	224	6	9	180	363
Future Volume (vph)	348	0	67	1	7	8	78	224	6	9	180	363
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1633			1759		1805	3562		1805	1863	1599
Flt Permitted	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1633			1759		1805	3562		1805	1863	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	370	0	71	1	7	9	83	238	6	10	191	386
RTOR Reduction (vph)	0	135	0	0	8	0	0	1	0	0	0	176
Lane Group Flow (vph)	226	80	0	0	9	0	83	243	0	10	191	210
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	30.1	30.1			6.0		7.6	30.2		1.1	23.7	53.8
Effective Green, g (s)	32.1	32.1			8.0		9.6	32.2		3.1	25.7	57.8
Actuated g/C Ratio	0.30	0.30			0.08		0.09	0.30		0.03	0.24	0.54
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	508	494			132		163	1081		52	451	871
v/s Ratio Prot	c0.13	0.05			c0.00		c0.05	0.07		0.01	c0.10	0.07
v/s Ratio Perm												0.06
v/c Ratio	0.44	0.16			0.07		0.51	0.22		0.19	0.42	0.24
Uniform Delay, d1	29.8	27.1			45.6		46.0	27.6		50.3	33.9	12.7
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.99	0.77	0.99
Incremental Delay, d2	0.6	0.2			0.2		2.5	0.1		1.8	0.6	0.1
Delay (s)	30.4	27.3			45.8		48.5	27.7		51.4	26.7	12.7
Level of Service	C	C			D		D	C		D	C	B
Approach Delay (s)		28.9			45.8		33.0				17.9	
Approach LOS		C			D		C				B	

Intersection Summary		
HCM 2000 Control Delay	25.4	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.38	
Actuated Cycle Length (s)	106.1	Sum of lost time (s) 25.6
Intersection Capacity Utilization	44.6%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		



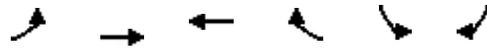
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	49	0	21	3	0	0	24	541	6	1	533	15
Future Volume (vph)	49	0	21	3	0	0	24	541	6	1	533	15
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.96			1.00		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1713			1357		1805	3569		1805	3526	
Flt Permitted		0.97			0.95		0.95	1.00		0.44	1.00	
Satd. Flow (perm)		1713			1357		1805	3569		832	3526	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	51	0	22	3	0	0	25	564	6	1	555	16
RTOR Reduction (vph)	0	68	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	5	0	0	3	0	25	570	0	1	570	0
Heavy Vehicles (%)	4%	0%	0%	33%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		5.1			6.0		7.6	60.3		53.8	53.8	
Effective Green, g (s)		7.1			8.0		9.6	64.3		57.8	57.8	
Actuated g/C Ratio		0.07			0.08		0.09	0.61		0.54	0.54	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		114			102		163	2162		453	1920	
v/s Ratio Prot		c0.00			c0.00		c0.01	c0.16			c0.16	
v/s Ratio Perm										0.00		
v/c Ratio		0.04			0.03		0.15	0.26		0.00	0.30	
Uniform Delay, d1		46.3			45.5		44.5	9.8		11.0	13.1	
Progression Factor		1.00			1.00		0.89	0.28		1.00	1.00	
Incremental Delay, d2		0.2			0.1		0.4	0.1		0.0	0.1	
Delay (s)		46.5			45.6		40.0	2.8		11.0	13.2	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		46.5			45.6		4.4				13.2	
Approach LOS		D			D		A				B	

Intersection Summary

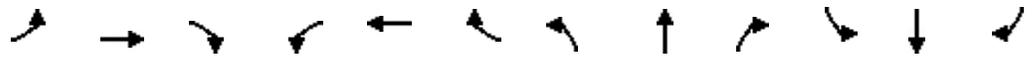
HCM 2000 Control Delay	11.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.24		
Actuated Cycle Length (s)	106.1	Sum of lost time (s)	25.6
Intersection Capacity Utilization	34.5%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2024 Existing PM Peak Hour  
 04/17/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↔		↔	↔
Traffic Volume (vph)	167	170	164	157	104	134
Future Volume (vph)	167	170	164	157	104	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)		6.1	6.1		4.0	4.0
Lane Util. Factor		0.95	0.95		1.00	1.00
Frt		1.00	0.93		1.00	0.85
Flt Protected		0.98	1.00		0.95	1.00
Satd. Flow (prot)		3488	3328		1805	1599
Flt Permitted		0.68	1.00		0.95	1.00
Satd. Flow (perm)		2438	3328		1805	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	182	185	178	171	113	146
RTOR Reduction (vph)	0	0	88	0	0	108
Lane Group Flow (vph)	0	367	261	0	113	38
Heavy Vehicles (%)	1%	1%	1%	0%	0%	1%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)		16.9	16.9		8.1	8.1
Effective Green, g (s)		18.9	18.9		10.1	10.1
Actuated g/C Ratio		0.48	0.48		0.26	0.26
Clearance Time (s)		8.1	8.1		6.0	6.0
Vehicle Extension (s)		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)		1178	1608		466	413
v/s Ratio Prot			0.08		c0.06	
v/s Ratio Perm		c0.15				0.02
v/c Ratio		0.31	0.16		0.24	0.09
Uniform Delay, d1		6.1	5.7		11.5	11.0
Progression Factor		1.00	1.00		1.00	1.00
Incremental Delay, d2		0.2	0.0		0.3	0.1
Delay (s)		6.3	5.7		11.7	11.1
Level of Service		A	A		B	B
Approach Delay (s)		6.3	5.7		11.4	
Approach LOS		A	A		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			7.4		HCM 2000 Level of Service	A
HCM 2000 Volume to Capacity ratio			0.36			
Actuated Cycle Length (s)			39.1		Sum of lost time (s)	16.2
Intersection Capacity Utilization			38.4%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	401	2	76	4	2	19	76	240	7	20	196	427
Future Volume (vph)	401	2	76	4	2	19	76	240	7	20	196	427
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1698	1651			1690		1805	3561		1719	1881	1599
Flt Permitted	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1698	1651			1690		1805	3561		1719	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	422	2	80	4	2	20	80	253	7	21	206	449
RTOR Reduction (vph)	0	11	0	0	18	0	0	1	0	0	0	209
Lane Group Flow (vph)	257	236	0	0	8	0	80	259	0	21	206	240
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	1%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	30.7	30.7			6.3		7.9	29.0		2.8	23.9	54.6
Effective Green, g (s)	32.7	32.7			8.3		9.9	31.0		4.8	25.9	58.6
Actuated g/C Ratio	0.30	0.30			0.08		0.09	0.28		0.04	0.24	0.53
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	505	491			127		162	1005		75	443	853
v/s Ratio Prot	c0.15	0.14			c0.00		c0.04	c0.07		0.01	c0.11	0.08
v/s Ratio Perm												0.07
v/c Ratio	0.51	0.48			0.06		0.49	0.26		0.28	0.47	0.28
Uniform Delay, d1	31.9	31.6			47.1		47.6	30.5		50.8	36.0	14.0
Progression Factor	1.00	1.00			1.00		1.00	1.00		1.01	0.77	1.34
Incremental Delay, d2	0.8	0.7			0.2		2.4	0.1		2.0	0.8	0.2
Delay (s)	32.7	32.3			47.3		49.9	30.6		53.2	28.4	18.9
Level of Service	C	C			D		D	C		D	C	E
Approach Delay (s)		32.5			47.3			35.2			22.9	
Approach LOS		C			D			D			C	

Intersection Summary		
HCM 2000 Control Delay	29.1	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.40	
Actuated Cycle Length (s)	109.8	Sum of lost time (s) 25.6
Intersection Capacity Utilization	47.7%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		



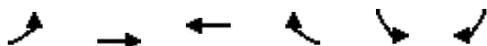
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	69	0	43	1	0	0	40	615	0	3	604	22
Future Volume (vph)	69	0	43	1	0	0	40	615	0	3	604	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			1.00		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1748			1805		1805	3574		1357	3550	
Flt Permitted		0.97			0.95		0.95	1.00		0.41	1.00	
Satd. Flow (perm)		1748			1805		1805	3574		583	3550	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	72	0	45	1	0	0	42	641	0	3	629	23
RTOR Reduction (vph)	0	107	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	10	0	0	1	0	42	641	0	3	650	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	33%	1%	5%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		7.4			6.3		7.9	59.7		54.6	54.6	
Effective Green, g (s)		9.4			8.3		9.9	63.7		58.6	58.6	
Actuated g/C Ratio		0.09			0.08		0.09	0.58		0.53	0.53	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		149			136		162	2073		311	1894	
v/s Ratio Prot		c0.01			c0.00		c0.02	c0.18			c0.18	
v/s Ratio Perm										0.01		
v/c Ratio		0.07			0.01		0.26	0.31		0.01	0.34	
Uniform Delay, d1		46.2			46.9		46.5	11.8		12.0	14.6	
Progression Factor		1.00			1.00		0.87	0.22		1.00	1.00	
Incremental Delay, d2		0.2			0.0		0.8	0.1		0.0	0.1	
Delay (s)		46.4			47.0		41.5	2.7		12.0	14.7	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		46.4			47.0			5.1			14.7	
Approach LOS		D			D			A			B	

Intersection Summary		
HCM 2000 Control Delay	12.7	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.28	B
Actuated Cycle Length (s)	109.8	Sum of lost time (s)
Intersection Capacity Utilization	44.5%	25.6
Analysis Period (min)	15	ICU Level of Service
		A
c Critical Lane Group		

Harrisonburg Roadway Reconfiguration  
21: University Boulevard & Carrier Drive

2024 Existing MID Peak Hour

06/26/2024

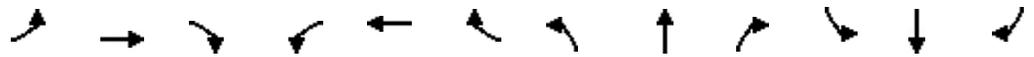


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	88	279	304	30	60	78
Future Volume (vph)	88	279	304	30	60	78
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491	1818	1818	1382	1631	1290
Flt Permitted	0.51	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	799	1818	1818	1382	1631	1290
Peak-hour factor, PHF	0.84	0.84	0.84	0.84	0.84	0.84
Adj. Flow (vph)	105	332	362	36	71	93
RTOR Reduction (vph)	0	0	0	16	0	80
Lane Group Flow (vph)	105	332	362	20	71	13
Heavy Vehicles (%)	17%	1%	1%	13%	7%	21%
Turn Type	D.P+P	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	6			6		4
Actuated Green, G (s)	27.0	33.5	21.2	28.8	7.6	7.6
Effective Green, g (s)	27.0	33.5	21.2	28.8	7.6	7.6
Actuated g/C Ratio	0.51	0.64	0.40	0.55	0.14	0.14
Clearance Time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	486	1157	732	756	235	186
v/s Ratio Prot	0.02	c0.18	c0.20	0.00	c0.04	
v/s Ratio Perm	0.09			0.01		0.01
v/c Ratio	0.22	0.29	0.49	0.03	0.30	0.07
Uniform Delay, d1	6.7	4.2	11.7	5.5	20.1	19.5
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.2	0.1	0.5	0.0	0.7	0.2
Delay (s)	6.9	4.4	12.2	5.5	20.9	19.6
Level of Service	A	A	B	A	C	B
Approach Delay (s)		5.0	11.6		20.2	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.45			
Actuated Cycle Length (s)			52.6		Sum of lost time (s)	18.0
Intersection Capacity Utilization			63.3%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2024 Existing MID Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	31	255	62	129	233	95	56	18	234	100	12	40
Future Volume (vph)	31	255	62	129	233	95	56	18	234	100	12	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1531	1728	3421	1561	1711	1566			1758	1561
Flt Permitted	0.58	1.00	1.00	0.57	1.00	1.00	0.67	1.00			0.53	1.00
Satd. Flow (perm)	1074	3421	1531	1037	3421	1561	1213	1566			975	1561
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	36	297	72	150	271	110	65	21	272	116	14	47
RTOR Reduction (vph)	0	0	52	0	0	73	0	201	0	0	0	34
Lane Group Flow (vph)	36	297	20	150	271	37	65	92	0	0	130	13
Heavy Vehicles (%)	0%	2%	2%	1%	2%	0%	2%	0%	1%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	21.9	16.0	16.0	22.9	19.6	19.6	15.5	15.1			15.5	15.5
Effective Green, g (s)	21.9	16.0	16.0	22.9	19.6	19.6	15.5	15.1			15.5	15.5
Actuated g/C Ratio	0.38	0.28	0.28	0.40	0.34	0.34	0.27	0.26			0.27	0.27
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	433	946	423	493	1160	529	325	409			261	418
v/s Ratio Prot	0.00	c0.09		c0.04	c0.08			0.06				
v/s Ratio Perm	0.03		0.01	0.08		0.02	0.05				c0.13	0.01
v/c Ratio	0.08	0.31	0.05	0.30	0.23	0.07	0.20	0.23			0.50	0.03
Uniform Delay, d1	11.4	16.6	15.3	11.5	13.7	12.9	16.4	16.8			17.9	15.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	0.4	0.1	0.1	0.3	0.3			1.5	0.0
Delay (s)	11.5	16.7	15.4	11.9	13.8	13.0	16.7	17.0			19.4	15.6
Level of Service	B	B	B	B	B	B	B	B			B	B
Approach Delay (s)		16.0			13.1			17.0			18.4	
Approach LOS		B			B			B			B	

Intersection Summary

HCM 2000 Control Delay	15.5	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.41		
Actuated Cycle Length (s)	57.8	Sum of lost time (s)	20.8
Intersection Capacity Utilization	101.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
23: Reservoir Street & University Boulevard

2024 Existing MID Peak Hour

06/26/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	203	195	248	131	165	88	222	701	113	117	738	109
Future Volume (vph)	203	195	248	131	165	88	222	701	113	117	738	109
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	8.0	7.8	7.8		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.95		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1728	3490	1531	1745	3263		1728	3379		1728	3384	
Flt Permitted	0.51	1.00	1.00	0.62	1.00		0.20	1.00		0.25	1.00	
Satd. Flow (perm)	922	3490	1531	1142	3263		363	3379		446	3384	
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	216	207	264	139	176	94	236	746	120	124	785	116
RTOR Reduction (vph)	0	0	113	0	60	0	0	8	0	0	8	0
Lane Group Flow (vph)	216	207	151	139	210	0	236	858	0	124	893	0
Heavy Vehicles (%)	1%	0%	2%	0%	1%	2%	1%	1%	2%	1%	1%	2%
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	4		8	8			2			6		
Actuated Green, G (s)	28.3	16.2	33.3	28.3	15.2		70.1	61.1		70.1	53.0	
Effective Green, g (s)	28.3	16.2	33.3	28.3	15.2		70.1	61.1		70.1	53.0	
Actuated g/C Ratio	0.22	0.12	0.26	0.22	0.12		0.54	0.47		0.54	0.41	
Clearance Time (s)	7.8	7.8	8.0	7.8	7.8		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	281	434	392	304	381		375	1588		329	1379	
v/s Ratio Prot	c0.08	0.06	0.05	0.04	0.06		c0.08	c0.25		0.03	c0.26	
v/s Ratio Perm	c0.09		0.05	0.06			0.26			0.18		
v/c Ratio	0.77	0.48	0.39	0.46	0.55		0.63	0.54		0.38	0.65	
Uniform Delay, d1	45.7	53.0	39.9	43.2	54.2		18.5	24.5		16.0	31.0	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	11.9	0.8	0.6	1.1	1.7		3.3	1.3		0.7	2.4	
Delay (s)	57.6	53.8	40.5	44.3	55.9		21.8	25.8		16.7	33.4	
Level of Service	E	D	D	D	E		C	C		B	C	
Approach Delay (s)		49.9			52.0			24.9			31.3	
Approach LOS		D			D			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			35.7			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.69									
Actuated Cycle Length (s)			130.0			Sum of lost time (s)			31.6			
Intersection Capacity Utilization			111.8%			ICU Level of Service				H		
Analysis Period (min)			15									
c Critical Lane Group												

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2024 Existing MID Peak Hour

06/26/2024

Intersection												
Int Delay, s/veh	1.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	5	419	26	32	358	0	18	0	26	6	1	5
Future Vol, veh/h	5	419	26	32	358	0	18	0	26	6	1	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	1	0	0	0	0	0	0	0
Mvmt Flow	5	446	28	34	381	0	19	0	28	6	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	381	0	0	474	0	0	729	919	237	682	933	191
Stage 1	-	-	-	-	-	-	470	470	-	449	449	-
Stage 2	-	-	-	-	-	-	259	449	-	233	484	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1189	-	-	1099	-	-	314	273	771	340	268	825
Stage 1	-	-	-	-	-	-	548	563	-	564	576	-
Stage 2	-	-	-	-	-	-	729	576	-	755	555	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1189	-	-	1099	-	-	300	261	771	317	256	825
Mov Cap-2 Maneuver	-	-	-	-	-	-	300	261	-	317	256	-
Stage 1	-	-	-	-	-	-	545	560	-	561	554	-
Stage 2	-	-	-	-	-	-	695	554	-	724	552	-

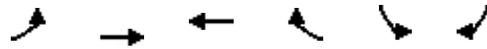
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.8			13.5			14		
HCM LOS							B			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	469	1189	-	-	1099	-	-	415
HCM Lane V/C Ratio	0.1	0.004	-	-	0.031	-	-	0.031
HCM Control Delay (s)	13.5	8	0	-	8.4	0.1	-	14
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.3	0	-	-	0.1	-	-	0.1

Harrisonburg Roadway Reconfiguration  
21: University Boulevard & Carrier Drive

2024 Existing PM Peak Hour

06/26/2024

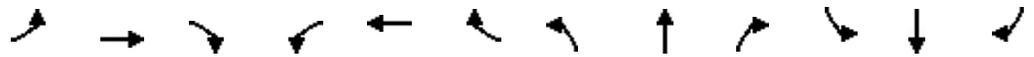


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	115	324	367	30	135	134
Future Volume (vph)	115	324	367	30	135	134
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1544	1818	1837	1516	1678	1419
Flt Permitted	0.38	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	612	1818	1837	1516	1678	1419
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	139	390	442	36	163	161
RTOR Reduction (vph)	0	0	0	15	0	127
Lane Group Flow (vph)	139	390	442	21	163	34
Heavy Vehicles (%)	13%	1%	0%	3%	4%	10%
Turn Type	D.P+P	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	6			6		4
Actuated Green, G (s)	27.4	33.9	21.1	33.4	12.3	12.3
Effective Green, g (s)	27.4	33.9	21.1	33.4	12.3	12.3
Actuated g/C Ratio	0.47	0.59	0.37	0.58	0.21	0.21
Clearance Time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	392	1068	671	877	357	302
v/s Ratio Prot	0.04	c0.21	c0.24	0.01	c0.10	
v/s Ratio Perm	0.13			0.01		0.02
v/c Ratio	0.35	0.37	0.66	0.02	0.46	0.11
Uniform Delay, d1	9.0	6.2	15.3	5.2	19.8	18.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.6	0.2	2.3	0.0	0.9	0.2
Delay (s)	9.6	6.5	17.6	5.2	20.7	18.5
Level of Service	A	A	B	A	C	B
Approach Delay (s)		7.3	16.7		19.6	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			13.7		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.59			
Actuated Cycle Length (s)			57.7		Sum of lost time (s)	18.0
Intersection Capacity Utilization			66.0%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2024 Existing PM Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	12	404	66	128	303	56	54	8	225	155	19	44
Future Volume (vph)	12	404	66	128	303	56	54	8	225	155	19	44
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.85			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1561	1728	3455	1561	1745	1570			1758	1561
Flt Permitted	0.54	1.00	1.00	0.44	1.00	1.00	0.63	1.00			0.54	1.00
Satd. Flow (perm)	994	3421	1561	799	3455	1561	1159	1570			988	1561
Peak-hour factor, PHF	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Adj. Flow (vph)	14	470	77	149	352	65	63	9	262	180	22	51
RTOR Reduction (vph)	0	0	54	0	0	40	0	182	0	0	0	35
Lane Group Flow (vph)	14	470	23	149	352	25	63	89	0	0	202	16
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	29.2	21.1	21.1	30.2	28.0	28.0	22.3	21.9			22.3	22.3
Effective Green, g (s)	29.2	21.1	21.1	30.2	28.0	28.0	22.3	21.9			22.3	22.3
Actuated g/C Ratio	0.41	0.29	0.29	0.42	0.39	0.39	0.31	0.30			0.31	0.31
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	416	1003	458	453	1345	607	359	478			306	484
v/s Ratio Prot	0.00	c0.14		c0.04	c0.10			0.06				
v/s Ratio Perm	0.01		0.01	0.10		0.02	0.05				c0.20	0.01
v/c Ratio	0.03	0.47	0.05	0.33	0.26	0.04	0.18	0.19			0.66	0.03
Uniform Delay, d1	12.8	20.8	18.2	13.3	14.9	13.6	18.1	18.4			21.5	17.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.0	0.3	0.0	0.4	0.1	0.0	0.2	0.2			5.3	0.0
Delay (s)	12.8	21.2	18.3	13.7	15.0	13.7	18.3	18.6			26.8	17.3
Level of Service	B	C	B	B	B	B	B	B			C	B
Approach Delay (s)		20.5			14.5			18.6			24.9	
Approach LOS		C			B			B			C	

Intersection Summary

HCM 2000 Control Delay	18.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.54		
Actuated Cycle Length (s)	71.9	Sum of lost time (s)	20.8
Intersection Capacity Utilization	100.7%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
 23: Reservoir Street & University Boulevard

2024 Existing PM Peak Hour

06/26/2024

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	218	251	346	154	167	128	192	755	130	118	869	150
Future Volume (vph)	218	251	346	154	167	128	192	755	130	118	869	150
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	8.0	7.8	7.8		8.0	8.0		8.0	8.0	
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95		1.00	0.95		1.00	0.95	
Frt	1.00	1.00	0.85	1.00	0.94		1.00	0.98		1.00	0.98	
Flt Protected	0.95	1.00	1.00	0.95	1.00		0.95	1.00		0.95	1.00	
Satd. Flow (prot)	1745	3455	1546	1745	3231		1728	3384		1728	3384	
Flt Permitted	0.42	1.00	1.00	0.51	1.00		0.17	1.00		0.23	1.00	
Satd. Flow (perm)	769	3455	1546	935	3231		301	3384		423	3384	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	227	261	360	160	174	133	200	786	135	123	905	156
RTOR Reduction (vph)	0	0	83	0	109	0	0	9	0	0	8	0
Lane Group Flow (vph)	227	261	277	160	198	0	200	912	0	123	1053	0
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	1%	1%	0%	1%	1%	0%
Turn Type	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA		D.P+P	NA	
Protected Phases	3	8	1	7	4		1	6		5	2	
Permitted Phases	4		8	8			2			6		
Actuated Green, G (s)	29.0	17.1	30.8	29.0	16.8		79.4	70.5		79.4	65.7	
Effective Green, g (s)	29.0	17.1	30.8	29.0	16.8		79.4	70.5		79.4	65.7	
Actuated g/C Ratio	0.21	0.12	0.22	0.21	0.12		0.57	0.50		0.57	0.47	
Clearance Time (s)	7.8	7.8	8.0	7.8	7.8		8.0	8.0		8.0	8.0	
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0	
Lane Grp Cap (vph)	244	422	340	262	387		310	1704		322	1588	
v/s Ratio Prot	c0.08	0.08	c0.08	0.05	0.06		0.06	c0.27		0.02	c0.31	
v/s Ratio Perm	c0.11		0.10	0.07			0.30			0.19		
v/c Ratio	0.93	0.62	0.82	0.61	0.51		0.65	0.54		0.38	0.66	
Uniform Delay, d1	52.2	58.4	51.9	48.5	57.8		18.7	23.6		15.5	28.6	
Progression Factor	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00	
Incremental Delay, d2	39.0	2.7	14.0	4.2	1.1		4.6	1.2		0.8	2.2	
Delay (s)	91.2	61.0	65.9	52.6	58.9		23.3	24.8		16.3	30.8	
Level of Service	F	E	E	D	E		C	C		B	C	
Approach Delay (s)		71.2			56.8			24.6			29.3	
Approach LOS		E			E			C			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			41.2			HCM 2000 Level of Service				D		
HCM 2000 Volume to Capacity ratio			0.76									
Actuated Cycle Length (s)			140.0			Sum of lost time (s)				31.6		
Intersection Capacity Utilization			115.9%			ICU Level of Service				H		
Analysis Period (min)			15									
c	Critical Lane Group											

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2024 Existing PM Peak Hour

06/26/2024

Intersection												
Int Delay, s/veh	1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	0	505	20	20	422	2	15	0	29	3	2	5
Future Vol, veh/h	0	505	20	20	422	2	15	0	29	3	2	5
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	543	22	22	454	2	16	0	31	3	2	5

Major/Minor	Major1		Major2		Minor1			Minor2				
Conflicting Flow All	456	0	0	565	0	0	826	1054	283	771	1064	228
Stage 1	-	-	-	-	-	-	554	554	-	499	499	-
Stage 2	-	-	-	-	-	-	272	500	-	272	565	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1115	-	-	1017	-	-	268	228	720	293	225	781
Stage 1	-	-	-	-	-	-	489	517	-	527	547	-
Stage 2	-	-	-	-	-	-	716	546	-	716	511	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1115	-	-	1017	-	-	258	221	720	274	218	781
Mov Cap-2 Maneuver	-	-	-	-	-	-	258	221	-	274	218	-
Stage 1	-	-	-	-	-	-	489	517	-	527	531	-
Stage 2	-	-	-	-	-	-	688	530	-	685	511	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.5		14		14.8	
HCM LOS					B		B	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	447	1115	-	-	1017	-	-	377
HCM Lane V/C Ratio	0.106	-	-	-	0.021	-	-	0.029
HCM Control Delay (s)	14	0	-	-	8.6	0.1	-	14.8
HCM Lane LOS	B	A	-	-	A	A	-	B
HCM 95th %tile Q(veh)	0.4	0	-	-	0.1	-	-	0.1

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2024 Existing AM Peak Hour

06/14/2024

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	387	237	91	26	126	73	149	951	62	69	241	158
Future Volume (vph)	387	237	91	26	126	73	149	951	62	69	241	158
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.2	7.2	7.2		7.2	7.2	7.4
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1786	1810	1568	1671	3539	1556	1786	3535		1805	3539	1541
Flt Permitted	0.66	1.00	1.00	0.49	1.00	1.00	0.59	1.00		0.10	1.00	1.00
Satd. Flow (perm)	1249	1810	1568	854	3539	1556	1106	3535		199	3539	1541
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	425	260	100	29	138	80	164	1045	68	76	265	174
RTOR Reduction (vph)	0	0	72	0	0	67	0	5	0	0	0	79
Lane Group Flow (vph)	425	260	28	29	138	13	164	1108	0	76	265	95
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	1%	5%	3%	8%	2%	3%	1%	1%	2%	0%	2%	4%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	4		8	8		4	2			6		2
Actuated Green, G (s)	35.5	31.2	31.2	35.5	10.6	17.8	45.3	38.1		45.3	35.4	60.3
Effective Green, g (s)	35.5	31.2	31.2	35.5	10.6	17.8	45.3	38.1		45.3	35.4	60.3
Actuated g/C Ratio	0.32	0.28	0.28	0.32	0.10	0.16	0.41	0.35		0.41	0.32	0.55
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.2	7.2	7.2		7.2	7.2	7.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	524	513	444	307	341	251	516	1224		187	1138	844
v/s Ratio Prot	c0.18	0.14		0.00	0.04	0.00	c0.03	c0.31		0.03	0.07	0.03
v/s Ratio Perm	c0.08		0.02	0.03		0.00	0.10			0.14		0.04
v/c Ratio	0.81	0.51	0.06	0.09	0.40	0.05	0.32	0.91		0.41	0.23	0.11
Uniform Delay, d1	33.1	33.0	28.7	25.8	46.7	39.0	21.0	34.2		23.7	27.3	12.0
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	9.3	0.8	0.1	0.1	0.8	0.1	0.4	11.2		1.4	0.5	0.1
Delay (s)	42.4	33.8	28.8	26.0	47.5	39.1	21.3	45.4		25.1	27.8	12.0
Level of Service	D	C	C	C	D	D	C	D		C	C	B
Approach Delay (s)		37.8			42.2			42.3			22.1	
Approach LOS		D			D			D			C	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			37.4									D
HCM 2000 Volume to Capacity ratio			0.82									
Actuated Cycle Length (s)			110.0							29.2		
Intersection Capacity Utilization			85.4%									E
Analysis Period (min)			15									

c Critical Lane Group

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	74	715	406	12	1	24
Future Vol, veh/h	74	715	406	12	1	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	2	3	0	0	8
Mvmt Flow	82	794	451	13	1	27

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	464	0	-	0	1019 232
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	561 -
Critical Hdwy	4.12	-	-	-	6.8 7.06
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.21	-	-	-	3.5 3.38
Pot Cap-1 Maneuver	1101	-	-	-	236 752
Stage 1	-	-	-	-	609 -
Stage 2	-	-	-	-	540 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1101	-	-	-	205 752
Mov Cap-2 Maneuver	-	-	-	-	205 -
Stage 1	-	-	-	-	528 -
Stage 2	-	-	-	-	540 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	10.5
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1101	-	-	-	679
HCM Lane V/C Ratio	0.075	-	-	-	0.041
HCM Control Delay (s)	8.5	0.5	-	-	10.5
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.2	-	-	-	0.1

Intersection						
Int Delay, s/veh	3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	696	11	16	394	48	111
Future Vol, veh/h	696	11	16	394	48	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	0	6	4	0	1
Mvmt Flow	809	13	19	458	56	129

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	822	0	1083
Stage 1	-	-	-	-	816
Stage 2	-	-	-	-	267
Critical Hdwy	-	-	4.22	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.26	-	3.5
Pot Cap-1 Maneuver	-	-	778	-	215
Stage 1	-	-	-	-	400
Stage 2	-	-	-	-	760
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	778	-	208
Mov Cap-2 Maneuver	-	-	-	-	208
Stage 1	-	-	-	-	400
Stage 2	-	-	-	-	735

Approach	EB	WB	NB
HCM Control Delay, s	0	0.5	23.1
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	380	-	-	778	-
HCM Lane V/C Ratio	0.487	-	-	0.024	-
HCM Control Delay (s)	23.1	-	-	9.7	0.1
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	2.6	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	9	632	437	24	60	60
Future Vol, veh/h	9	632	437	24	60	60
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	0	3	2	8	0	3
Mvmt Flow	10	695	480	26	66	66

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	506	0	-	0	861 253
Stage 1	-	-	-	-	493 -
Stage 2	-	-	-	-	368 -
Critical Hdwy	4.1	-	-	-	6.8 6.96
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.33
Pot Cap-1 Maneuver	1069	-	-	-	299 743
Stage 1	-	-	-	-	585 -
Stage 2	-	-	-	-	676 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1069	-	-	-	295 743
Mov Cap-2 Maneuver	-	-	-	-	295 -
Stage 1	-	-	-	-	576 -
Stage 2	-	-	-	-	676 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	15.5
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1069	-	-	-	295	743
HCM Lane V/C Ratio	0.009	-	-	-	0.224	0.089
HCM Control Delay (s)	8.4	0.1	-	-	20.7	10.3
HCM Lane LOS	A	A	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.8	0.3

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2024 Existing AM Peak Hour

06/14/2024

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	3	616	1	0	494	0	1	0	1	1	0	2
Future Vol, veh/h	3	616	1	0	494	0	1	0	1	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	85	85	85	85	85	85	85	85	85	85	85	85
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	4	725	1	0	581	0	1	0	1	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	581	0	0	726	0	0	1025	1315	363	952	1315	291
Stage 1	-	-	-	-	-	-	734	734	-	581	581	-
Stage 2	-	-	-	-	-	-	291	581	-	371	734	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1003	-	-	886	-	-	192	159	640	217	159	712
Stage 1	-	-	-	-	-	-	382	429	-	472	503	-
Stage 2	-	-	-	-	-	-	698	503	-	627	429	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1003	-	-	886	-	-	190	158	640	215	158	712
Mov Cap-2 Maneuver	-	-	-	-	-	-	190	158	-	215	158	-
Stage 1	-	-	-	-	-	-	379	426	-	469	503	-
Stage 2	-	-	-	-	-	-	696	503	-	621	426	-

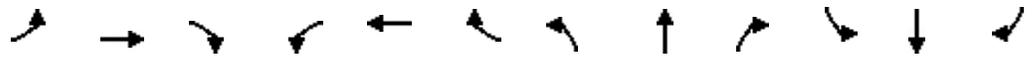
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.4			14		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	293	1003	-	-	886	-	-	402
HCM Lane V/C Ratio	0.008	0.004	-	-	-	-	-	0.009
HCM Control Delay (s)	17.4	8.6	0	-	0	-	-	14
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2024 Existing PM Peak Hour

04/17/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	336	260	202	93	294	96	158	631	55	98	820	445
Future Volume (vph)	336	260	202	93	294	96	158	631	55	98	820	445
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.2	7.2	7.2		7.2	7.2	7.4
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95		1.00	0.95	1.00
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00		1.00	1.00	0.99
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99		1.00	1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1787	1881	1599	1787	3610	1585	1787	3522		1787	3574	1585
Flt Permitted	0.40	1.00	1.00	0.39	1.00	1.00	0.21	1.00		0.29	1.00	1.00
Satd. Flow (perm)	745	1881	1599	736	3610	1585	386	3522		538	3574	1585
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	350	271	210	97	306	100	165	657	57	102	854	464
RTOR Reduction (vph)	0	0	159	0	0	82	0	4	0	0	0	63
Lane Group Flow (vph)	350	271	51	97	306	18	165	710	0	102	854	401
Confl. Peds. (#/hr)	1					1	1		1	1		1
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%	1%	1%	2%	1%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	pm+ov	D.P+P	NA		D.P+P	NA	pm+ov
Protected Phases	3	8		7	4	5	1	6		5	2	3
Permitted Phases	4		8	8		4	2			6		2
Actuated Green, G (s)	43.4	33.7	33.7	43.4	16.0	25.2	67.4	58.2		67.4	55.2	82.6
Effective Green, g (s)	43.4	33.7	33.7	43.4	16.0	25.2	67.4	58.2		67.4	55.2	82.6
Actuated g/C Ratio	0.31	0.24	0.24	0.31	0.11	0.18	0.48	0.42		0.48	0.39	0.59
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.2	7.2	7.2		7.2	7.2	7.4
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	434	452	384	300	412	285	307	1464		341	1409	935
v/s Ratio Prot	c0.16	0.14		0.02	0.08	0.00	c0.05	c0.20		0.02	c0.24	0.08
v/s Ratio Perm	c0.09		0.03	0.08		0.01	0.21			0.12		0.17
v/c Ratio	0.81	0.60	0.13	0.32	0.74	0.06	0.54	0.48		0.30	0.61	0.43
Uniform Delay, d1	41.6	47.2	41.7	35.8	60.0	47.6	22.9	29.9		20.8	33.7	15.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00	1.00
Incremental Delay, d2	10.5	2.1	0.2	0.6	7.1	0.1	1.8	1.2		0.5	1.9	0.3
Delay (s)	52.1	49.3	41.8	36.4	67.1	47.7	24.7	31.1		21.3	35.7	16.1
Level of Service	D	D	D	D	E	D	C	C		C	D	B
Approach Delay (s)		48.6			57.3			29.9			28.2	
Approach LOS		D			E			C			C	

Intersection Summary		
HCM 2000 Control Delay	37.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.68	D
Actuated Cycle Length (s)	140.0	Sum of lost time (s)
Intersection Capacity Utilization	85.3%	29.2
Analysis Period (min)	15	ICU Level of Service
		E

c Critical Lane Group

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	82	771	856	52	15	144
Future Vol, veh/h	82	771	856	52	15	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	94	886	984	60	17	166

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1044	0	-	0	1645 522
Stage 1	-	-	-	-	1014 -
Stage 2	-	-	-	-	631 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	674	-	-	-	92 505
Stage 1	-	-	-	-	316 -
Stage 2	-	-	-	-	498 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	674	-	-	-	67 505
Mov Cap-2 Maneuver	-	-	-	-	67 -
Stage 1	-	-	-	-	229 -
Stage 2	-	-	-	-	498 -

Approach	EB	WB	SB
HCM Control Delay, s	2.3	0	31.6
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	674	-	-	-	312
HCM Lane V/C Ratio	0.14	-	-	-	0.586
HCM Control Delay (s)	11.2	1.3	-	-	31.6
HCM Lane LOS	B	A	-	-	D
HCM 95th %tile Q(veh)	0.5	-	-	-	3.5

Intersection						
Int Delay, s/veh	4.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	737	61	87	908	38	64
Future Vol, veh/h	737	61	87	908	38	64
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	1	0	2	1	0	3
Mvmt Flow	819	68	97	1009	42	71

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	887	0	1552
Stage 1	-	-	-	-	853
Stage 2	-	-	-	-	699
Critical Hdwy	-	-	4.14	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.22	-	3.5
Pot Cap-1 Maneuver	-	-	759	-	106
Stage 1	-	-	-	-	383
Stage 2	-	-	-	-	460
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	759	-	75
Mov Cap-2 Maneuver	-	-	-	-	75
Stage 1	-	-	-	-	383
Stage 2	-	-	-	-	326

Approach	EB	WB	NB
HCM Control Delay, s	0	2.1	65.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	164	-	-	759	-
HCM Lane V/C Ratio	0.691	-	-	0.127	-
HCM Control Delay (s)	65.4	-	-	10.4	1.3
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	4.1	-	-	0.4	-

Intersection						
Int Delay, s/veh	2.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↑	↑↕		↕	↕
Traffic Vol, veh/h	33	808	880	69	37	39
Future Vol, veh/h	33	808	880	69	37	39
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	0	1	1	3	0	5
Mvmt Flow	37	908	989	78	42	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1067	0	-	0	1556 534
Stage 1	-	-	-	-	1028 -
Stage 2	-	-	-	-	528 -
Critical Hdwy	4.1	-	-	-	6.8 7
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.35
Pot Cap-1 Maneuver	661	-	-	-	106 483
Stage 1	-	-	-	-	310 -
Stage 2	-	-	-	-	562 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	661	-	-	-	94 483
Mov Cap-2 Maneuver	-	-	-	-	94 -
Stage 1	-	-	-	-	275 -
Stage 2	-	-	-	-	562 -

Approach	EB	WB	SB
HCM Control Delay, s	1	0	41.2
HCM LOS			E

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	661	-	-	-	94	483
HCM Lane V/C Ratio	0.056	-	-	-	0.442	0.091
HCM Control Delay (s)	10.8	0.6	-	-	70.7	13.2
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	1.9	0.3

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2024 Existing PM Peak Hour

04/17/2024

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	2	833	3	3	911	4	1	0	5	3	0	1
Future Vol, veh/h	2	833	3	3	911	4	1	0	5	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	936	3	3	1024	4	1	0	6	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1028	0	0	939	0	0	1460	1976	470	1504	1975	514
Stage 1	-	-	-	-	-	-	942	942	-	1032	1032	-
Stage 2	-	-	-	-	-	-	518	1034	-	472	943	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	683	-	-	738	-	-	92	63	545	85	63	511
Stage 1	-	-	-	-	-	-	287	344	-	253	313	-
Stage 2	-	-	-	-	-	-	514	312	-	547	344	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	683	-	-	738	-	-	91	62	545	83	62	511
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	62	-	83	62	-
Stage 1	-	-	-	-	-	-	285	342	-	251	310	-
Stage 2	-	-	-	-	-	-	508	309	-	538	342	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			17.4			40.8		
HCM LOS							C			E		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	298	683	-	-	738	-	-	105
HCM Lane V/C Ratio	0.023	0.003	-	-	0.005	-	-	0.043
HCM Control Delay (s)	17.4	10.3	0	-	9.9	0	-	40.8
HCM Lane LOS	C	B	A	-	A	A	-	E
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	137	44	81	76	93	90
Average Queue (ft)	66	8	30	32	36	42
95th Queue (ft)	114	32	66	65	74	78
Link Distance (ft)	612	612	729	729	777	777
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	212	202	43	139	122	130	33	141	89
Average Queue (ft)	158	98	12	59	48	65	9	90	36
95th Queue (ft)	229	193	37	113	95	112	31	145	74
Link Distance (ft)	189	189	204		777	777		76	76
Upstream Blk Time (%)	6	1						25	1
Queuing Penalty (veh)	0	0						70	2
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)							13	42	
Queuing Penalty (veh)							24	4	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	119	37	46	69	51	6	163	225
Average Queue (ft)	53	3	12	10	8	0	64	98
95th Queue (ft)	105	20	36	42	33	5	133	184
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			0	0			9	
Queuing Penalty (veh)			1	0			0	

**Network Summary**

Network wide Queuing Penalty: 101
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**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	156	88	87	79	103	96
Average Queue (ft)	81	13	39	36	41	38
95th Queue (ft)	138	50	75	69	84	72
Link Distance (ft)	612	612	729	729	777	777
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	222	205	60	134	127	144	40	126	103
Average Queue (ft)	180	130	16	54	58	69	17	93	44
95th Queue (ft)	233	219	46	110	110	122	42	140	87
Link Distance (ft)	189	189	204		777	777		76	76
Upstream Blk Time (%)	11	3					0	31	2
Queuing Penalty (veh)	0	0					0	101	6
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)							24	47	
Queuing Penalty (veh)							48	9	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	199	13	55	95	73	37	222	262
Average Queue (ft)	85	1	20	19	17	2	77	119
95th Queue (ft)	173	6	48	63	51	18	164	219
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)	0		0	0	0			
Queuing Penalty (veh)	0		0	1	1			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			1	1		0	12	
Queuing Penalty (veh)			4	0		0	0	

**Network Summary**

Network wide Queuing Penalty: 171

**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	114	150	204	64	78	80
Average Queue (ft)	42	53	83	10	30	38
95th Queue (ft)	85	111	158	42	63	74
Link Distance (ft)		522	971	971	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	140					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	LT	R
Maximum Queue (ft)	46	101	113	77	98	146	93	12	64	146	111	54
Average Queue (ft)	15	45	48	20	53	60	27	0	25	59	51	21
95th Queue (ft)	41	87	91	49	96	114	70	0	54	113	95	47
Link Distance (ft)		971	971			569	569			250	299	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180			130	100			130	70			180
Storage Blk Time (%)			0	0	0	1	0	0	0	3		
Queuing Penalty (veh)			0	0	0	1	0	0	1	2		

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	243	129	175	161	168	176	180	248	323	321	214	352
Average Queue (ft)	137	66	81	72	77	89	94	112	177	170	60	230
95th Queue (ft)	216	115	138	129	141	153	164	202	280	273	142	331
Link Distance (ft)		569	569		405	405			944	944		835
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)			0	0		0		1	1		0	0
Queuing Penalty (veh)			0	0		0		2	2		0	0

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	363
Average Queue (ft)	213
95th Queue (ft)	322
Link Distance (ft)	835
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	EB	WB	WB	NB	SB
Directions Served	LT	LT	TR	LTR	LTR
Maximum Queue (ft)	35	54	4	55	36
Average Queue (ft)	2	10	0	24	10
95th Queue (ft)	15	38	4	49	33
Link Distance (ft)	405	768	768	314	183
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Network Summary**

Network wide Queuing Penalty: 9
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**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	129	164	234	63	149	105
Average Queue (ft)	52	68	105	9	59	43
95th Queue (ft)	97	128	187	37	113	80
Link Distance (ft)		522	971	971	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	140					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	LT	R
Maximum Queue (ft)	34	133	168	114	100	172	106	12	68	133	188	107
Average Queue (ft)	7	63	77	24	52	72	34	0	26	51	77	23
95th Queue (ft)	27	114	138	69	94	136	82	12	59	95	147	67
Link Distance (ft)		971	971			569	569			250	299	
Upstream Blk Time (%)												0
Queuing Penalty (veh)												0
Storage Bay Dist (ft)	180			130	100			130	70			180
Storage Blk Time (%)		0	1	0	0	2	0	0	1	2	0	0
Queuing Penalty (veh)		0	1	0	0	3	0	0	2	1	0	0

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	TR	L	T
Maximum Queue (ft)	309	171	208	178	193	211	217	255	355	354	264	410
Average Queue (ft)	167	95	109	108	96	97	102	114	194	181	62	266
95th Queue (ft)	280	159	184	179	161	172	186	219	310	295	151	378
Link Distance (ft)		569	569		405	405			944	944		835
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)	0		1	1		0	0	1	2		0	0
Queuing Penalty (veh)	0		3	1		0	0	3	4		0	1

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	397
Average Queue (ft)	250
95th Queue (ft)	369
Link Distance (ft)	835
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	WB	NB	SB
Directions Served	LT	LTR	LTR
Maximum Queue (ft)	50	47	31
Average Queue (ft)	7	25	9
95th Queue (ft)	32	47	32
Link Distance (ft)	768	314	183
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 20
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**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	384	354	211	93	163	137	87	271	430	404	98	159
Average Queue (ft)	260	156	44	21	78	34	31	75	238	219	40	76
95th Queue (ft)	411	303	152	61	137	94	68	185	377	360	79	142
Link Distance (ft)	363	363			1319				787	787		974
Upstream Blk Time (%)	8	1										
Queuing Penalty (veh)	29	4										
Storage Bay Dist (ft)			230	165		180	180	375			220	
Storage Blk Time (%)		5	0	0	0	0		0	1			
Queuing Penalty (veh)		5	0	0	0	0		0	1			

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	120	69
Average Queue (ft)	38	23
95th Queue (ft)	98	51
Link Distance (ft)	974	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		255
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	SB
Directions Served	LT	T	LR
Maximum Queue (ft)	240	125	59
Average Queue (ft)	54	12	21
95th Queue (ft)	181	103	53
Link Distance (ft)	835	835	312
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	WB	NB
Directions Served	T	TR	LT	LR
Maximum Queue (ft)	23	22	36	74
Average Queue (ft)	2	2	2	40
95th Queue (ft)	12	12	17	65
Link Distance (ft)	17	17	835	222
Upstream Blk Time (%)	0	0		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	WB	SB	SB
Directions Served	LT	T	L	R
Maximum Queue (ft)	61	14	76	78
Average Queue (ft)	5	0	34	31
95th Queue (ft)	30	6	65	61
Link Distance (ft)	447	68	388	
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				90
Storage Blk Time (%)			0	0
Queuing Penalty (veh)			0	0

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

Movement	EB	NB	SB
Directions Served	LT	LTR	LTR
Maximum Queue (ft)	24	22	24
Average Queue (ft)	2	2	2
95th Queue (ft)	13	12	13
Link Distance (ft)	596	216	461
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 40

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	T	R	L	T	TR	L	T
Maximum Queue (ft)	387	378	230	165	775	180	170	217	307	286	220	445
Average Queue (ft)	301	242	104	106	331	148	59	87	170	151	93	236
95th Queue (ft)	452	422	249	189	680	220	151	164	305	279	224	419
Link Distance (ft)	363	363			1319				787	787		974
Upstream Blk Time (%)	23	13										
Queuing Penalty (veh)	91	52										
Storage Bay Dist (ft)			230	165		180	180	375			220	
Storage Blk Time (%)		19	0	2	27	5	0	0	0		0	13
Queuing Penalty (veh)		38	1	9	92	11	0	0	0		1	13

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	429	255
Average Queue (ft)	205	108
95th Queue (ft)	386	257
Link Distance (ft)	974	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		255
Storage Blk Time (%)	3	0
Queuing Penalty (veh)	14	2

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	536	521	9	27	293
Average Queue (ft)	188	133	0	1	131
95th Queue (ft)	517	484	6	11	316
Link Distance (ft)	835	835	363	363	312
Upstream Blk Time (%)	1	1			19
Queuing Penalty (veh)	3	4			0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	B36	B36	WB	WB	NB
Directions Served	T	TR	T	T	LT	T	LR
Maximum Queue (ft)	35	38	14	20	86	16	103
Average Queue (ft)	4	6	1	1	21	1	39
95th Queue (ft)	23	29	10	19	60	11	75
Link Distance (ft)	17	17	68	68	835	835	222
Upstream Blk Time (%)	1	1	0	1			
Queuing Penalty (veh)	3	5	1	2			
Storage Bay Dist (ft)							
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	125	99	3	16	98	80
Average Queue (ft)	29	5	0	1	30	26
95th Queue (ft)	91	48	3	8	74	61
Link Distance (ft)	447	447	68	68	388	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)						90
Storage Blk Time (%)					1	0
Queuing Penalty (veh)					1	0

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

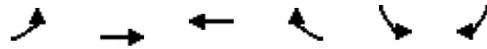
Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LT	LTR	LTR
Maximum Queue (ft)	23	2	28	30	23
Average Queue (ft)	1	0	1	5	4
95th Queue (ft)	11	0	12	23	17
Link Distance (ft)	596	596	447	216	461
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Network Summary**

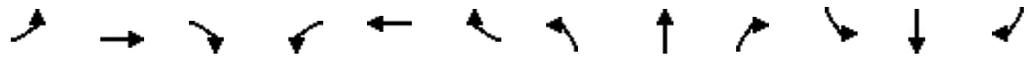
Network wide Queuing Penalty: 343

Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2040 No Build MID Peak Hour  
 06/19/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	167	150	189	102	172
Future Volume (vph)	150	167	150	189	102	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.92		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1742		1787	1583
Flt Permitted	0.35	1.00	1.00		0.95	1.00
Satd. Flow (perm)	663	1881	1742		1787	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	182	163	205	111	187
RTOR Reduction (vph)	0	0	62	0	0	144
Lane Group Flow (vph)	163	182	306	0	111	43
Heavy Vehicles (%)	1%	1%	2%	0%	1%	2%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	29.0	29.0	17.0		10.1	10.1
Effective Green, g (s)	31.0	31.0	19.0		12.1	12.1
Actuated g/C Ratio	0.58	0.58	0.36		0.23	0.23
Clearance Time (s)	8.1	8.1	8.1		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	510	1096	622		406	360
v/s Ratio Prot	c0.04	0.10	c0.18		c0.06	
v/s Ratio Perm	0.15					0.03
v/c Ratio	0.32	0.17	0.49		0.27	0.12
Uniform Delay, d1	6.0	5.1	13.3		16.9	16.3
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.1	0.6		0.4	0.1
Delay (s)	6.3	5.2	14.0		17.3	16.5
Level of Service	A	A	B		B	B
Approach Delay (s)		5.7	14.0		16.8	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			12.0		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.40			
Actuated Cycle Length (s)			53.2		Sum of lost time (s)	16.2
Intersection Capacity Utilization			46.9%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	404	0	78	1	8	9	90	260	7	10	209	421
Future Volume (vph)	404	0	78	1	8	9	90	260	7	10	209	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1633			1767		1805	3562		1805	1863	1599
Flt Permitted	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1633			1767		1805	3562		1805	1863	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	430	0	83	1	9	10	96	277	7	11	222	448
RTOR Reduction (vph)	0	163	0	0	9	0	0	1	0	0	0	205
Lane Group Flow (vph)	262	88	0	0	11	0	96	283	0	11	222	243
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	26.3	26.3			6.5		5.8	30.5		0.8	25.5	51.8
Effective Green, g (s)	28.3	28.3			8.5		7.8	32.5		2.8	27.5	55.8
Actuated g/C Ratio	0.27	0.27			0.08		0.08	0.32		0.03	0.27	0.54
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	461	448			145		136	1123		49	497	866
v/s Ratio Prot	c0.16	0.05			c0.01		c0.05	c0.08		0.01	c0.12	0.08
v/s Ratio Perm												0.07
v/c Ratio	0.57	0.20			0.07		0.71	0.25		0.22	0.45	0.28
Uniform Delay, d1	32.1	28.6			43.6		46.5	26.2		49.0	31.4	12.8
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.93	0.74	1.44
Incremental Delay, d2	1.6	0.2			0.2		15.4	0.1		2.2	0.6	0.2
Delay (s)	33.7	28.8			43.8		61.8	26.3		47.6	23.9	18.5
Level of Service	C	C			D		E	C		D	C	E
Approach Delay (s)		31.3			43.8			35.3			20.7	
Approach LOS		C			D			D			C	

Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	103.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
c	Critical Lane Group		

Harrisonburg Roadway Reconfiguration

2040 No Build MID Peak Hour

13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway

06/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	57	0	24	3	0	0	28	628	7	1	618	17
Future Volume (vph)	57	0	24	3	0	0	28	628	7	1	618	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.96			1.00		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1357		1805	3569		1805	3527	
Flt Permitted		0.97			0.95		0.95	1.00		0.40	1.00	
Satd. Flow (perm)		1714			1357		1805	3569		761	3527	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	59	0	25	3	0	0	29	654	7	1	644	18
RTOR Reduction (vph)	0	78	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	3	0	29	661	0	1	661	0
Heavy Vehicles (%)	4%	0%	0%	33%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		5.3			6.5		5.8	56.8		51.8	51.8	
Effective Green, g (s)		7.3			8.5		7.8	60.8		55.8	55.8	
Actuated g/C Ratio		0.07			0.08		0.08	0.59		0.54	0.54	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		121			111		136	2106		412	1910	
v/s Ratio Prot		c0.00			c0.00		c0.02	c0.19			c0.19	
v/s Ratio Perm										0.00		
v/c Ratio		0.05			0.03		0.21	0.31		0.00	0.35	
Uniform Delay, d1		44.6			43.4		44.7	10.6		10.8	13.3	
Progression Factor		1.00			1.00		0.94	0.30		1.00	1.00	
Incremental Delay, d2		0.2			0.1		0.7	0.1		0.0	0.1	
Delay (s)		44.8			43.5		42.9	3.2		10.8	13.4	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		44.8			43.5			4.9			13.4	
Approach LOS		D			D			A			B	

Intersection Summary		
HCM 2000 Control Delay	11.2	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.28	B
Actuated Cycle Length (s)	103.0	Sum of lost time (s)
Intersection Capacity Utilization	37.9%	25.6
Analysis Period (min)	15	ICU Level of Service
		A
c Critical Lane Group		

Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2040 No Build PM Peak Hour

06/19/2024

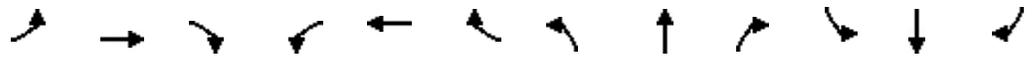


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	194	197	190	182	121	155
Future Volume (vph)	194	197	190	182	121	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.93		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1787	1881	1766		1805	1599
Flt Permitted	0.30	1.00	1.00		0.95	1.00
Satd. Flow (perm)	566	1881	1766		1805	1599
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	214	207	198	132	168
RTOR Reduction (vph)	0	0	47	0	0	130
Lane Group Flow (vph)	211	214	358	0	132	38
Heavy Vehicles (%)	1%	1%	1%	0%	0%	1%
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	1	6	2		8	
Permitted Phases	6					8
Actuated Green, G (s)	31.4	31.4	17.2		10.8	10.8
Effective Green, g (s)	33.4	33.4	19.2		12.8	12.8
Actuated g/C Ratio	0.59	0.59	0.34		0.23	0.23
Clearance Time (s)	8.1	8.1	8.1		6.0	6.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	511	1115	602		410	363
v/s Ratio Prot	c0.06	0.11	c0.20		c0.07	
v/s Ratio Perm	0.19					0.02
v/c Ratio	0.41	0.19	0.59		0.32	0.11
Uniform Delay, d1	6.6	5.3	15.3		18.1	17.2
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.1	1.6		0.5	0.1
Delay (s)	7.1	5.3	16.9		18.6	17.3
Level of Service	A	A	B		B	B
Approach Delay (s)		6.2	16.9		17.9	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			13.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.48			
Actuated Cycle Length (s)			56.3		Sum of lost time (s)	16.2
Intersection Capacity Utilization			52.1%		ICU Level of Service	A
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	2	88	5	2	22	88	278	8	23	227	495
Future Volume (vph)	465	2	88	5	2	22	88	278	8	23	227	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1698	1650			1689		1805	3561		1719	1881	1599
Flt Permitted	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1698	1650			1689		1805	3561		1719	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	489	2	93	5	2	23	93	293	8	24	239	521
RTOR Reduction (vph)	0	14	0	0	21	0	0	1	0	0	0	247
Lane Group Flow (vph)	298	272	0	0	9	0	93	300	0	24	239	274
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	1%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	25.6	25.6			6.7		5.6	28.7		1.8	24.9	50.5
Effective Green, g (s)	27.6	27.6			8.7		7.6	30.7		3.8	26.9	54.5
Actuated g/C Ratio	0.27	0.27			0.08		0.07	0.30		0.04	0.26	0.53
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	452	439			141		132	1055		63	488	841
v/s Ratio Prot	c0.18	0.16			c0.01		c0.05	c0.08		0.01	c0.13	0.09
v/s Ratio Perm												0.08
v/c Ratio	0.66	0.62			0.06		0.70	0.28		0.38	0.49	0.33
Uniform Delay, d1	33.8	33.4			43.7		46.9	28.0		48.8	32.5	14.0
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.93	0.74	2.00
Incremental Delay, d2	3.5	2.6			0.2		15.7	0.1		3.6	0.7	0.2
Delay (s)	37.3	36.0			43.9		62.6	28.2		48.8	24.7	28.3
Level of Service	D	D			D		E	C		D	C	C
Approach Delay (s)		36.7			43.9			36.3			27.8	
Approach LOS		D			D			D			C	

Intersection Summary		
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.47	
Actuated Cycle Length (s)	103.6	Sum of lost time (s) 25.6
Intersection Capacity Utilization	52.6%	ICU Level of Service A
Analysis Period (min)	15	
c	Critical Lane Group	



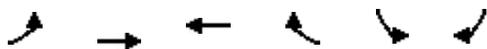
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	80	0	50	1	0	0	46	713	0	3	701	26
Future Volume (vph)	80	0	50	1	0	0	46	713	0	3	701	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			1.00		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1747			1805		1805	3574		1357	3550	
Flt Permitted		0.97			0.95		0.95	1.00		0.35	1.00	
Satd. Flow (perm)		1747			1805		1805	3574		496	3550	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	83	0	52	1	0	0	48	743	0	3	730	27
RTOR Reduction (vph)	0	123	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	12	0	0	1	0	48	743	0	3	755	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	33%	1%	5%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		7.2			6.7		5.6	54.3		50.5	50.5	
Effective Green, g (s)		9.2			8.7		7.6	58.3		54.5	54.5	
Actuated g/C Ratio		0.09			0.08		0.07	0.56		0.53	0.53	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		155			151		132	2011		260	1867	
v/s Ratio Prot		c0.01			c0.00		c0.03	c0.21			c0.21	
v/s Ratio Perm										0.01		
v/c Ratio		0.08			0.01		0.36	0.37		0.01	0.40	
Uniform Delay, d1		43.3			43.5		45.7	12.5		11.7	14.8	
Progression Factor		1.00			1.00		0.85	0.21		1.00	1.00	
Incremental Delay, d2		0.2			0.0		1.5	0.1		0.0	0.1	
Delay (s)		43.5			43.5		40.2	2.8		11.7	14.9	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		43.5			43.5			5.0			14.9	
Approach LOS		D			D			A			B	

Intersection Summary

HCM 2000 Control Delay	12.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.33		
Actuated Cycle Length (s)	103.6	Sum of lost time (s)	25.6
Intersection Capacity Utilization	48.1%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
21: University Boulevard & Carrier Drive

2040 No Build MID Peak Hour  
06/26/2024

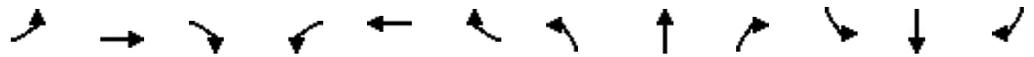


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	102	324	353	35	70	90
Future Volume (vph)	102	324	353	35	70	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1491	1818	1818	1382	1631	1290
Flt Permitted	0.49	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	767	1818	1818	1382	1631	1290
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	352	384	38	76	98
RTOR Reduction (vph)	0	0	0	17	0	84
Lane Group Flow (vph)	111	352	384	21	76	14
Heavy Vehicles (%)	17%	1%	1%	13%	7%	21%
Turn Type	D.P+P	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	6			6		4
Actuated Green, G (s)	26.4	32.9	21.4	29.1	7.7	7.7
Effective Green, g (s)	26.4	32.9	21.4	29.1	7.7	7.7
Actuated g/C Ratio	0.51	0.63	0.41	0.56	0.15	0.15
Clearance Time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	458	1148	746	771	241	190
v/s Ratio Prot	0.02	c0.19	c0.21	0.00	c0.05	
v/s Ratio Perm	0.10			0.01		0.01
v/c Ratio	0.24	0.31	0.51	0.03	0.32	0.08
Uniform Delay, d1	6.9	4.4	11.5	5.2	19.8	19.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.3	0.2	0.6	0.0	0.8	0.2
Delay (s)	7.2	4.5	12.1	5.2	20.6	19.3
Level of Service	A	A	B	A	C	B
Approach Delay (s)		5.2	11.5		19.9	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.1		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.47			
Actuated Cycle Length (s)			52.1		Sum of lost time (s)	18.0
Intersection Capacity Utilization			65.2%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2040 No Build MID Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	296	72	150	270	110	65	21	271	116	14	46
Future Volume (vph)	36	296	72	150	270	110	65	21	271	116	14	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1531	1728	3421	1561	1711	1567			1758	1561
Flt Permitted	0.57	1.00	1.00	0.56	1.00	1.00	0.67	1.00			0.50	1.00
Satd. Flow (perm)	1052	3421	1531	1013	3421	1561	1201	1567			912	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	322	78	163	293	120	71	23	295	126	15	50
RTOR Reduction (vph)	0	0	56	0	0	81	0	219	0	0	0	37
Lane Group Flow (vph)	39	322	22	163	293	39	71	99	0	0	141	13
Heavy Vehicles (%)	0%	2%	2%	1%	2%	0%	2%	0%	1%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	20.4	16.0	16.0	21.4	18.2	18.2	14.8	14.4			14.8	14.8
Effective Green, g (s)	20.4	16.0	16.0	21.4	18.2	18.2	14.8	14.4			14.8	14.8
Actuated g/C Ratio	0.37	0.29	0.29	0.38	0.33	0.33	0.27	0.26			0.27	0.27
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	413	984	440	459	1119	510	319	405			242	415
v/s Ratio Prot	0.00	0.09		c0.03	c0.09			0.06				
v/s Ratio Perm	0.03		0.01	c0.10		0.03	0.06				c0.15	0.01
v/c Ratio	0.09	0.33	0.05	0.36	0.26	0.08	0.22	0.25			0.58	0.03
Uniform Delay, d1	11.4	15.6	14.3	11.6	13.8	12.9	15.9	16.3			17.7	15.1
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	0.5	0.1	0.1	0.4	0.3			3.5	0.0
Delay (s)	11.5	15.8	14.4	12.1	13.9	13.0	16.3	16.6			21.3	15.1
Level of Service	B	B	B	B	B	B	B	B			C	B
Approach Delay (s)		15.1			13.2			16.6			19.7	
Approach LOS		B			B			B			B	

Intersection Summary		
HCM 2000 Control Delay	15.3	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.47	B
Actuated Cycle Length (s)	55.6	Sum of lost time (s)
Intersection Capacity Utilization	104.2%	20.8
Analysis Period (min)	15	ICU Level of Service
		G
c Critical Lane Group		

Harrisonburg Roadway Reconfiguration  
 23: Reservoir Street & University Boulevard

2040 No Build MID Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	235	288	152	191	102	32	258	813	131	136	856
Future Volume (vph)	252	235	288	152	191	102	32	258	813	131	136	856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	7.8	7.8			8.0	8.0		8.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	0.95			1.00	0.98		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1728	3490	1531	1745	3263			1726	3379		1728	3384
Flt Permitted	0.44	1.00	1.00	0.57	1.00			0.10	1.00		0.19	1.00
Satd. Flow (perm)	798	3490	1531	1048	3263			184	3379		341	3384
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	268	250	306	162	203	109	35	274	865	139	145	911
RTOR Reduction (vph)	0	0	205	0	60	0	0	0	9	0	0	8
Lane Group Flow (vph)	268	250	101	162	252	0	0	309	995	0	145	1037
Heavy Vehicles (%)	1%	0%	2%	0%	1%	2%	2%	1%	1%	2%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases	4		8	8			2	2			6	
Actuated Green, G (s)	28.0	20.0	20.0	28.0	16.4			70.4	60.7		70.4	46.0
Effective Green, g (s)	28.0	20.0	20.0	28.0	16.4			70.4	60.7		70.4	46.0
Actuated g/C Ratio	0.22	0.15	0.15	0.22	0.13			0.54	0.47		0.54	0.35
Clearance Time (s)	7.8	7.8	7.8	7.8	7.8			8.0	8.0		8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	254	536	235	268	411			389	1577		288	1197
v/s Ratio Prot	c0.09	0.07		0.04	0.08			c0.15	c0.29		0.04	c0.31
v/s Ratio Perm	c0.13		0.07	c0.09				0.28			0.23	
v/c Ratio	1.06	0.47	0.43	0.60	0.61			0.79	0.63		0.50	0.87
Uniform Delay, d1	49.0	50.1	49.8	44.5	53.8			33.6	26.2		17.2	39.1
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	71.7	0.6	1.3	3.8	2.7			10.7	1.9		1.4	8.5
Delay (s)	120.7	50.8	51.1	48.3	56.5			44.3	28.1		18.6	47.6
Level of Service	F	D	D	D	E			D	C		B	D
Approach Delay (s)		73.6			53.7				31.9			44.1
Approach LOS		E			D				C			D

Intersection Summary			
HCM 2000 Control Delay	47.5	HCM 2000 Level of Service	D
HCM 2000 Volume to Capacity ratio	0.91		
Actuated Cycle Length (s)	130.0	Sum of lost time (s)	31.6
Intersection Capacity Utilization	122.7%	ICU Level of Service	H
Analysis Period (min)	15		
c Critical Lane Group			



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	126
Future Volume (vph)	126
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	134
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2040 No Build MID Peak Hour

06/26/2024

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	6	486	30	37	415	0	21	0	30	7	1	6
Future Vol, veh/h	6	486	30	37	415	0	21	0	30	7	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	517	32	39	441	0	22	0	32	7	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	549	0	0	1068	1064	533	1080	1080	441
Stage 1	-	-	-	-	-	-	545	545	-	519	519	-
Stage 2	-	-	-	-	-	-	523	519	-	561	561	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1130	-	-	1031	-	-	201	225	551	197	220	621
Stage 1	-	-	-	-	-	-	526	522	-	544	536	-
Stage 2	-	-	-	-	-	-	541	536	-	516	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1031	-	-	192	215	551	179	211	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	215	-	179	211	-
Stage 1	-	-	-	-	-	-	523	519	-	541	516	-
Stage 2	-	-	-	-	-	-	514	516	-	484	510	-

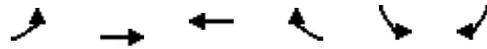
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			19			19.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1130	-	-	1031	-	-	262
HCM Lane V/C Ratio	0.174	0.006	-	-	0.038	-	-	0.057
HCM Control Delay (s)	19	8.2	-	-	8.6	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2

Harrisonburg Roadway Reconfiguration  
21: University Boulevard & Carrier Drive

2040 No Build PM Peak Hour

06/26/2024

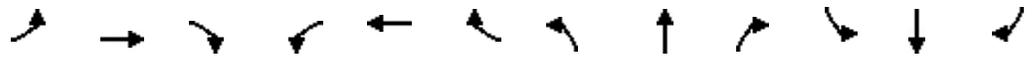


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	376	426	35	157	155
Future Volume (vph)	133	376	426	35	157	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00
Frt	1.00	1.00	1.00	0.85	1.00	0.85
Flt Protected	0.95	1.00	1.00	1.00	0.95	1.00
Satd. Flow (prot)	1544	1818	1837	1516	1678	1419
Flt Permitted	0.36	1.00	1.00	1.00	0.95	1.00
Satd. Flow (perm)	589	1818	1837	1516	1678	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	409	463	38	171	168
RTOR Reduction (vph)	0	0	0	16	0	132
Lane Group Flow (vph)	145	409	463	22	171	36
Heavy Vehicles (%)	13%	1%	0%	3%	4%	10%
Turn Type	D.P+P	NA	NA	pm+ov	Prot	Perm
Protected Phases	5	2	6	4	4	
Permitted Phases	6			6		4
Actuated Green, G (s)	25.2	31.7	20.4	32.3	11.9	11.9
Effective Green, g (s)	25.2	31.7	20.4	32.3	11.9	11.9
Actuated g/C Ratio	0.46	0.58	0.37	0.59	0.22	0.22
Clearance Time (s)	6.5	6.5	6.5	5.0	5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0
Lane Grp Cap (vph)	352	1045	680	888	362	306
v/s Ratio Prot	0.04	c0.22	c0.25	0.01	c0.10	
v/s Ratio Perm	0.15			0.01		0.03
v/c Ratio	0.41	0.39	0.68	0.03	0.47	0.12
Uniform Delay, d1	9.3	6.4	14.6	4.8	18.9	17.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00
Incremental Delay, d2	0.8	0.2	2.8	0.0	1.0	0.2
Delay (s)	10.1	6.7	17.4	4.8	19.8	17.6
Level of Service	B	A	B	A	B	B
Approach Delay (s)		7.6	16.5		18.7	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			13.5		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.62			
Actuated Cycle Length (s)			55.1		Sum of lost time (s)	18.0
Intersection Capacity Utilization			69.5%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2040 No Build PM Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	469	77	148	351	65	63	9	261	180	22	51
Future Volume (vph)	14	469	77	148	351	65	63	9	261	180	22	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1561	1728	3455	1561	1745	1571			1758	1561
Flt Permitted	0.53	1.00	1.00	0.43	1.00	1.00	0.62	1.00			0.52	1.00
Satd. Flow (perm)	965	3421	1561	779	3455	1561	1140	1571			959	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	510	84	161	382	71	68	10	284	196	24	55
RTOR Reduction (vph)	0	0	58	0	0	45	0	200	0	0	0	38
Lane Group Flow (vph)	15	510	26	161	382	26	68	94	0	0	220	17
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	24.4	20.1	20.1	25.4	23.3	23.3	19.5	19.1			19.5	19.5
Effective Green, g (s)	24.4	20.1	20.1	25.4	23.3	23.3	19.5	19.1			19.5	19.5
Actuated g/C Ratio	0.38	0.31	0.31	0.40	0.36	0.36	0.30	0.30			0.30	0.30
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	379	1069	487	385	1251	565	345	466			290	473
v/s Ratio Prot	0.00	c0.15		c0.03	c0.11			0.06				
v/s Ratio Perm	0.01		0.02	0.13		0.02	0.06				c0.23	0.01
v/c Ratio	0.04	0.48	0.05	0.42	0.31	0.05	0.20	0.20			0.76	0.04
Uniform Delay, d1	12.5	17.9	15.5	13.0	14.7	13.3	16.6	16.9			20.3	15.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.0	0.3	0.0	0.7	0.1	0.0	0.3	0.2			10.8	0.0
Delay (s)	12.5	18.2	15.5	13.7	14.8	13.3	16.9	17.1			31.1	15.8
Level of Service	B	B	B	B	B	B	B	B			C	B
Approach Delay (s)		17.7			14.4			17.1			28.0	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.62		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	20.8
Intersection Capacity Utilization	103.0%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
 23: Reservoir Street & University Boulevard

2040 No Build PM Peak Hour

06/26/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	279	306	401	179	194	148	47	223	876	151	137	1008
Future Volume (vph)	279	306	401	179	194	148	47	223	876	151	137	1008
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	7.8	7.8			8.0	8.0		8.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95			1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	0.94			1.00	0.98		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.95	1.00		0.95	1.00
Satd. Flow (prot)	1745	3455	1546	1745	3231			1724	3384		1728	3384
Flt Permitted	0.38	1.00	1.00	0.47	1.00			0.07	1.00		0.15	1.00
Satd. Flow (perm)	692	3455	1546	861	3231			131	3384		279	3384
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	291	319	418	186	202	154	51	232	912	157	143	1050
RTOR Reduction (vph)	0	0	195	0	104	0	0	0	9	0	0	9
Lane Group Flow (vph)	291	319	223	186	252	0	0	283	1061	0	143	1222
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	2%	1%	1%	0%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases	4		8	8			2	2			6	
Actuated Green, G (s)	34.9	25.1	25.1	34.9	20.3			73.5	63.2		73.5	55.5
Effective Green, g (s)	34.9	25.1	25.1	34.9	20.3			73.5	63.2		73.5	55.5
Actuated g/C Ratio	0.25	0.18	0.18	0.25	0.15			0.52	0.45		0.52	0.40
Clearance Time (s)	7.8	7.8	7.8	7.8	7.8			8.0	8.0		8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0			3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	282	619	277	276	468			273	1527		253	1341
v/s Ratio Prot	c0.11	0.09		0.05	0.08			c0.13	0.31		0.04	0.36
v/s Ratio Perm	c0.15		c0.14	0.12				c0.41			0.26	
v/c Ratio	1.03	0.52	0.81	0.67	0.54			1.04	0.69		0.57	0.91
Uniform Delay, d1	49.7	51.9	55.1	45.2	55.5			52.4	30.7		20.9	39.9
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	62.1	0.7	15.6	6.4	1.2			64.3	2.6		2.9	10.8
Delay (s)	111.8	52.7	70.8	51.6	56.7			116.7	33.3		23.8	50.8
Level of Service	F	D	E	D	E			F	C		C	D
Approach Delay (s)		76.8			54.9				50.8			48.0
Approach LOS		E			D				D			D

Intersection Summary	
HCM 2000 Control Delay	56.6 HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio	1.05
Actuated Cycle Length (s)	140.0 Sum of lost time (s) 31.6
Intersection Capacity Utilization	135.8% ICU Level of Service H
Analysis Period (min)	15
c Critical Lane Group	



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	174
Future Volume (vph)	174
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	181
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2040 No Build PM Peak Hour

06/26/2024

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	0	586	23	23	490	2	17	0	34	3	2	6
Future Vol, veh/h	0	586	23	23	490	2	17	0	34	3	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	630	25	25	527	2	18	0	37	3	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	529	0	0	655	0	0	1225	1222	643	1239	1233	528
Stage 1	-	-	-	-	-	-	643	643	-	578	578	-
Stage 2	-	-	-	-	-	-	582	579	-	661	655	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1048	-	-	942	-	-	157	181	477	154	178	554
Stage 1	-	-	-	-	-	-	465	472	-	505	504	-
Stage 2	-	-	-	-	-	-	502	504	-	455	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	942	-	-	151	176	477	139	173	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	176	-	139	173	-
Stage 1	-	-	-	-	-	-	465	472	-	505	490	-
Stage 2	-	-	-	-	-	-	481	490	-	420	466	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			21.2			20.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	1048	-	-	942	-	-	250
HCM Lane V/C Ratio	0.198	-	-	-	0.026	-	-	0.047
HCM Control Delay (s)	21.2	0	-	-	8.9	-	-	20.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2040 No Build AM Peak Hour

06/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	276	106	30	170	85	177	1103	72	40	80	280
Future Volume (vph)	449	276	106	30	170	85	177	1103	72	40	80	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1786	1810	1568	1671	3539	1547	1786	3535			1805	3539
Flt Permitted	0.64	1.00	1.00	0.39	1.00	1.00	0.57	1.00			0.10	1.00
Satd. Flow (perm)	1194	1810	1568	694	3539	1547	1065	3535			189	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	488	300	115	33	185	92	192	1199	78	43	87	304
RTOR Reduction (vph)	0	0	85	0	0	76	0	4	0	0	0	0
Lane Group Flow (vph)	488	300	30	33	185	16	192	1273	0	0	130	304
Confl. Peds. (#/hr)	1						1	1		1	1	
Heavy Vehicles (%)	1%	5%	3%	8%	2%	3%	1%	1%	2%	0%	0%	2%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA
Protected Phases	3	8		7	4		1	6		5	5	2
Permitted Phases	4		8	8		4	2			6	6	
Actuated Green, G (s)	31.3	28.3	28.3	31.3	19.1	19.1	49.5	40.3			49.5	39.3
Effective Green, g (s)	31.3	28.3	28.3	31.3	19.1	19.1	49.5	40.3			49.5	39.3
Actuated g/C Ratio	0.28	0.26	0.26	0.28	0.17	0.17	0.45	0.37			0.45	0.36
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	405	465	403	224	614	268	546	1295			220	1264
v/s Ratio Prot	c0.13	0.17		0.00	0.05		0.03	c0.36			c0.05	0.09
v/s Ratio Perm	c0.21		0.02	0.04		0.01	0.13				0.22	
v/c Ratio	1.20	0.65	0.07	0.15	0.30	0.06	0.35	0.98			0.59	0.24
Uniform Delay, d1	37.8	36.4	30.9	29.1	39.6	38.0	18.6	34.5			23.9	24.9
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	113.5	3.1	0.1	0.3	0.3	0.1	0.4	21.3			4.2	0.5
Delay (s)	151.2	39.4	31.0	29.4	39.9	38.0	19.0	55.8			28.1	25.3
Level of Service	F	D	C	C	D	D	B	E			C	C
Approach Delay (s)		98.8			38.2			51.0				22
Approach LOS		F			D			D				C

Intersection Summary		
HCM 2000 Control Delay	57.5	HCM 2000 Level of Service E
HCM 2000 Volume to Capacity ratio	1.02	
Actuated Cycle Length (s)	110.0	Sum of lost time (s) 29.2
Intersection Capacity Utilization	95.0%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	183
Future Volume (vph)	183
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.4
Lane Util. Factor	1.00
Frbp, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1537
Flt Permitted	1.00
Satd. Flow (perm)	1537
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	199
RTOR Reduction (vph)	106
Lane Group Flow (vph)	93
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	4%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	51.5
Effective Green, g (s)	51.5
Actuated g/C Ratio	0.47
Clearance Time (s)	7.4
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	719
v/s Ratio Prot	0.01
v/s Ratio Perm	0.05
v/c Ratio	0.13
Uniform Delay, d1	16.6
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	16.6
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	86	829	471	14	1	28
Future Vol, veh/h	86	829	471	14	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	3	0	0	8
Mvmt Flow	93	901	512	15	1	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	527	0	0 1157 264
Stage 1	-	-	- 520 -
Stage 2	-	-	- 637 -
Critical Hdwy	4.12	-	- 6.8 7.06
Critical Hdwy Stg 1	-	-	- 5.8 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.21	-	- 3.5 3.38
Pot Cap-1 Maneuver	1043	-	- 193 717
Stage 1	-	-	- 567 -
Stage 2	-	-	- 494 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1043	-	- 158 717
Mov Cap-2 Maneuver	-	-	- 158 -
Stage 1	-	-	- 466 -
Stage 2	-	-	- 494 -

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1043	-	-	-	639
HCM Lane V/C Ratio	0.09	-	-	-	0.049
HCM Control Delay (s)	8.8	0.7	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

Intersection						
Int Delay, s/veh	3.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑↑	
Traffic Vol, veh/h	807	13	19	457	56	129
Future Vol, veh/h	807	13	19	457	56	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	6	4	0	1
Mvmt Flow	877	14	21	497	61	140

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	891	0	1175
Stage 1	-	-	-	-	884
Stage 2	-	-	-	-	291
Critical Hdwy	-	-	4.22	-	6.8
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.8
Follow-up Hdwy	-	-	2.26	-	3.5
Pot Cap-1 Maneuver	-	-	732	-	188
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	739
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	732	-	180
Mov Cap-2 Maneuver	-	-	-	-	180
Stage 1	-	-	-	-	369
Stage 2	-	-	-	-	709

Approach	EB	WB	NB
HCM Control Delay, s	0	0.6	29.5
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	342	-	-	732	-
HCM Lane V/C Ratio	0.588	-	-	0.028	-
HCM Control Delay (s)	29.5	-	-	10.1	0.2
HCM Lane LOS	D	-	-	B	A
HCM 95th %tile Q(veh)	3.6	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	10	733	507	28	70	70
Future Vol, veh/h	10	733	507	28	70	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	8	0	3
Mvmt Flow	11	797	551	30	76	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	581	0	-	0	987 291
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	421 -
Critical Hdwy	4.1	-	-	-	6.8 6.96
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.33
Pot Cap-1 Maneuver	1003	-	-	-	248 703
Stage 1	-	-	-	-	537 -
Stage 2	-	-	-	-	636 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1003	-	-	-	243 703
Mov Cap-2 Maneuver	-	-	-	-	243 -
Stage 1	-	-	-	-	526 -
Stage 2	-	-	-	-	636 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	18.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1003	-	-	-	243	703
HCM Lane V/C Ratio	0.011	-	-	-	0.313	0.108
HCM Control Delay (s)	8.6	0.1	-	-	26.4	10.7
HCM Lane LOS	A	A	-	-	D	B
HCM 95th %tile Q(veh)	0	-	-	-	1.3	0.4

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2040 No Build AM Peak Hour

06/19/2024

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔↔	
Traffic Vol, veh/h	3	715	1	0	573	0	1	0	1	1	0	2
Future Vol, veh/h	3	715	1	0	573	0	1	0	1	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	3	777	1	0	623	0	1	0	1	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	623	0	0	778	0	0	1096	1407	389	1018	1407	312
Stage 1	-	-	-	-	-	-	784	784	-	623	623	-
Stage 2	-	-	-	-	-	-	312	623	-	395	784	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	968	-	-	848	-	-	170	140	615	194	140	690
Stage 1	-	-	-	-	-	-	357	407	-	445	481	-
Stage 2	-	-	-	-	-	-	679	481	-	607	407	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	968	-	-	848	-	-	169	139	615	193	139	690
Mov Cap-2 Maneuver	-	-	-	-	-	-	169	139	-	193	139	-
Stage 1	-	-	-	-	-	-	355	405	-	443	481	-
Stage 2	-	-	-	-	-	-	677	481	-	603	405	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			18.7			14.8		
HCM LOS							C			B		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	265	968	-	-	848	-	-	371
HCM Lane V/C Ratio	0.008	0.003	-	-	-	-	-	0.009
HCM Control Delay (s)	18.7	8.7	0	-	0	-	-	14.8
HCM Lane LOS	C	A	A	-	A	-	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2040 No Build PM Peak Hour

06/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	390	303	234	108	369	111	199	732	64	78	114	951
Future Volume (vph)	390	303	234	108	369	111	199	732	64	78	114	951
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Lane Util. Factor	1.00	1.00	1.00	1.00	0.95	1.00	1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	1787	1881	1599	1787	3610	1577	1787	3522			1794	3574
Flt Permitted	0.33	1.00	1.00	0.37	1.00	1.00	0.12	1.00			0.20	1.00
Satd. Flow (perm)	620	1881	1599	687	3610	1577	231	3522			374	3574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	316	244	112	384	116	207	762	67	81	119	991
RTOR Reduction (vph)	0	0	176	0	0	99	0	4	0	0	0	0
Lane Group Flow (vph)	406	316	68	113	384	17	207	826	0	0	200	991
Confl. Peds. (#/hr)	1						1	1	1	1	1	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%	1%	1%	2%	0%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA
Protected Phases	3	8		7	4		1	6		5	5	2
Permitted Phases	4		8	8		4	2			6	6	
Actuated Green, G (s)	46.2	39.3	39.3	46.2	20.7	20.7	64.6	51.1			64.6	50.8
Effective Green, g (s)	46.2	39.3	39.3	46.2	20.7	20.7	64.6	51.1			64.6	50.8
Actuated g/C Ratio	0.33	0.28	0.28	0.33	0.15	0.15	0.46	0.37			0.46	0.36
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	417	528	448	280	533	233	259	1285			309	1296
v/s Ratio Prot	c0.18	0.17		0.02	0.11		c0.08	0.23			0.06	0.28
v/s Ratio Perm	c0.14		0.04	0.11		0.01	c0.29				0.24	
v/c Ratio	0.97	0.60	0.15	0.40	0.72	0.07	0.80	0.64			0.65	0.76
Uniform Delay, d1	41.8	43.5	37.8	34.3	56.9	51.4	49.5	36.9			25.2	39.3
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	36.9	1.8	0.2	1.0	4.8	0.1	15.7	2.5			4.6	4.3
Delay (s)	78.7	45.4	38.0	35.3	61.7	51.5	65.2	39.4			29.8	43.7
Level of Service	E	D	D	D	E	D	E	D			C	D
Approach Delay (s)		57.5			54.9			44.5				3
Approach LOS		E			D			D				D

Intersection Summary		
HCM 2000 Control Delay	45.2	HCM 2000 Level of Service D
HCM 2000 Volume to Capacity ratio	0.87	
Actuated Cycle Length (s)	140.0	Sum of lost time (s) 29.2
Intersection Capacity Utilization	93.9%	ICU Level of Service F
Analysis Period (min)	15	

c Critical Lane Group



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	516
Future Volume (vph)	516
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.4
Lane Util. Factor	1.00
Frbp, ped/bikes	0.99
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1585
Flt Permitted	1.00
Satd. Flow (perm)	1585
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	538
RTOR Reduction (vph)	46
Lane Group Flow (vph)	492
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	76.3
Effective Green, g (s)	76.3
Actuated g/C Ratio	0.54
Clearance Time (s)	7.4
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	863
v/s Ratio Prot	0.10
v/s Ratio Perm	0.21
v/c Ratio	0.57
Uniform Delay, d1	21.0
Progression Factor	1.00
Incremental Delay, d2	0.9
Delay (s)	21.9
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	
Traffic Vol, veh/h	95	894	993	60	17	167
Future Vol, veh/h	95	894	993	60	17	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	103	972	1079	65	18	182

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1144	0	-	0	1804 572
Stage 1	-	-	-	-	1112 -
Stage 2	-	-	-	-	692 -
Critical Hdwy	4.1	-	-	-	6.8 6.9
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	618	-	-	-	72 468
Stage 1	-	-	-	-	281 -
Stage 2	-	-	-	-	463 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	618	-	-	-	46 468
Mov Cap-2 Maneuver	-	-	-	-	46 -
Stage 1	-	-	-	-	179 -
Stage 2	-	-	-	-	463 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	57.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	618	-	-	-	253
HCM Lane V/C Ratio	0.167	-	-	-	0.791
HCM Control Delay (s)	12	1.8	-	-	57.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	6

Intersection						
Int Delay, s/veh	15.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑↑	↑	
Traffic Vol, veh/h	855	71	101	1053	44	74
Future Vol, veh/h	855	71	101	1053	44	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	2	1	0	3
Mvmt Flow	929	77	110	1145	48	80

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	1006	0	1761 503
Stage 1	-	-	-	-	968 -
Stage 2	-	-	-	-	793 -
Critical Hdwy	-	-	4.14	-	6.8 6.96
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	-	-	2.22	-	3.5 3.33
Pot Cap-1 Maneuver	-	-	684	-	77 511
Stage 1	-	-	-	-	334 -
Stage 2	-	-	-	-	411 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	684	-	~ 43 511
Mov Cap-2 Maneuver	-	-	-	-	~ 43 -
Stage 1	-	-	-	-	334 -
Stage 2	-	-	-	-	229 -

Approach	EB	WB	NB
HCM Control Delay, s	0	2.9	256.5
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	101	-	-	684	-
HCM Lane V/C Ratio	1.27	-	-	0.161	-
HCM Control Delay (s)	256.5	-	-	11.3	2.1
HCM Lane LOS	F	-	-	B	A
HCM 95th %tile Q(veh)	8.8	-	-	0.6	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	3.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↕	↕↕		↕	↕
Traffic Vol, veh/h	38	937	1021	80	43	45
Future Vol, veh/h	38	937	1021	80	43	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	3	0	5
Mvmt Flow	41	1018	1110	87	47	49

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	1197	0	-	0	1745 599
Stage 1	-	-	-	-	1154 -
Stage 2	-	-	-	-	591 -
Critical Hdwy	4.1	-	-	-	6.8 7
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.35
Pot Cap-1 Maneuver	590	-	-	-	79 437
Stage 1	-	-	-	-	267 -
Stage 2	-	-	-	-	522 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	590	-	-	-	66 437
Mov Cap-2 Maneuver	-	-	-	-	66 -
Stage 1	-	-	-	-	224 -
Stage 2	-	-	-	-	522 -

Approach	EB	WB	SB
HCM Control Delay, s	1.3	0	76.3
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	590	-	-	-	66	437
HCM Lane V/C Ratio	0.07	-	-	-	0.708	0.112
HCM Control Delay (s)	11.6	0.9	-	-	141.2	14.3
HCM Lane LOS	B	A	-	-	F	B
HCM 95th %tile Q(veh)	0.2	-	-	-	3.2	0.4

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2040 No Build PM Peak Hour

06/19/2024

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔			↔↔			↔			↔	
Traffic Vol, veh/h	2	966	3	3	1057	5	1	0	6	3	0	1
Future Vol, veh/h	2	966	3	3	1057	5	1	0	6	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	1050	3	3	1149	5	1	0	7	3	0	1

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	1154	0	0	1053	0	0	1637	2216	527	1687	2215	577
Stage 1	-	-	-	-	-	-	1056	1056	-	1158	1158	-
Stage 2	-	-	-	-	-	-	581	1160	-	529	1057	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.5	6.5	6.9	7.5	6.5	6.9
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.5	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	613	-	-	669	-	-	68	44	501	62	44	465
Stage 1	-	-	-	-	-	-	244	305	-	212	273	-
Stage 2	-	-	-	-	-	-	472	272	-	506	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	613	-	-	669	-	-	67	43	501	60	43	465
Mov Cap-2 Maneuver	-	-	-	-	-	-	67	43	-	60	43	-
Stage 1	-	-	-	-	-	-	242	303	-	210	269	-
Stage 2	-	-	-	-	-	-	465	268	-	495	302	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	0		0.1		19.3		54.5	
HCM LOS					C		F	

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	260	613	-	-	669	-	-	77
HCM Lane V/C Ratio	0.029	0.004	-	-	0.005	-	-	0.056
HCM Control Delay (s)	19.3	10.9	0	-	10.4	0.1	-	54.5
HCM Lane LOS	C	B	A	-	B	A	-	F
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	110	101	185	139	146
Average Queue (ft)	49	40	89	50	52
95th Queue (ft)	89	88	156	103	104
Link Distance (ft)		612	730	783	783
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	209	208	54	181	148	157	34	132	106
Average Queue (ft)	165	110	15	79	56	69	9	91	51
95th Queue (ft)	228	204	41	157	121	125	31	137	95
Link Distance (ft)	189	189	204		783	783		76	76
Upstream Blk Time (%)	7	2						24	2
Queuing Penalty (veh)	0	0						77	8
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)				0	0		12	45	
Queuing Penalty (veh)				0	0		26	5	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	162	29	45	80	72	10	171	292
Average Queue (ft)	62	3	15	13	13	0	67	110
95th Queue (ft)	132	17	38	50	44	7	136	214
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)				0	0			
Queuing Penalty (veh)				0	0			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			0	1			9	
Queuing Penalty (veh)			2	0			0	

**Network Summary**

Network wide Queuing Penalty: 118

**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	125	123	215	136	125
Average Queue (ft)	58	49	102	60	48
95th Queue (ft)	101	101	180	114	97
Link Distance (ft)		612	730	783	783
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	300				
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	211	205	70	166	165	167	43	127	122
Average Queue (ft)	189	144	21	81	68	78	22	102	62
95th Queue (ft)	228	233	54	163	135	138	45	142	108
Link Distance (ft)	189	189	204		783	783		76	76
Upstream Blk Time (%)	17	6					0	35	5
Queuing Penalty (veh)	0	0					0	132	18
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)				1	0		31	52	
Queuing Penalty (veh)				1	0		71	12	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	227	17	55	98	87	41	258	304
Average Queue (ft)	110	1	26	32	30	2	85	129
95th Queue (ft)	211	10	53	83	74	19	186	242
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)	0		0	1	1			
Queuing Penalty (veh)	0		0	3	4			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			3	2		0	15	
Queuing Penalty (veh)			10	1		1	0	

**Network Summary**

Network wide Queuing Penalty: 253

**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	105	144	235	48	100	105
Average Queue (ft)	47	58	96	10	36	42
95th Queue (ft)	87	111	183	36	78	81
Link Distance (ft)		522	971	971	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	140					
Storage Blk Time (%)	0	0				
Queuing Penalty (veh)	0	0				

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	LT	R
Maximum Queue (ft)	53	116	134	100	100	177	115	25	67	173	145	51
Average Queue (ft)	18	47	67	26	62	76	36	1	29	66	60	21
95th Queue (ft)	45	91	119	67	104	141	86	19	63	124	111	48
Link Distance (ft)		971	971			569	569			250	299	
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	180			130	100			130	70			180
Storage Blk Time (%)			0	0	1	3	0	0	1	5	0	
Queuing Penalty (veh)			0	0	1	4	0	0	3	3	0	

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	UL	T	TR	L	T
Maximum Queue (ft)	332	224	334	180	226	197	190	260	464	438	317	475
Average Queue (ft)	192	59	163	121	102	95	96	199	252	245	91	309
95th Queue (ft)	309	168	281	209	191	162	163	300	417	389	219	452
Link Distance (ft)		569	569		403	403			944	944		835
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)			5	1				5	5		0	3
Queuing Penalty (veh)			15	1				22	13		0	4

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	459
Average Queue (ft)	293
95th Queue (ft)	435
Link Distance (ft)	835
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	21	45	60	33
Average Queue (ft)	1	13	28	10
95th Queue (ft)	12	39	54	33
Link Distance (ft)	403		319	176
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 67

**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	L	T	T	R	L	R
Maximum Queue (ft)	137	216	274	73	152	119
Average Queue (ft)	63	86	130	11	68	52
95th Queue (ft)	115	166	232	44	123	93
Link Distance (ft)		522	971	971	435	435
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	140					
Storage Blk Time (%)	0	1				
Queuing Penalty (veh)	1	1				

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	T	R	L	TR	LT	R
Maximum Queue (ft)	53	200	279	130	100	184	143	25	67	176	236	130
Average Queue (ft)	11	80	124	42	66	84	47	1	29	69	101	30
95th Queue (ft)	39	179	250	118	107	152	104	18	62	136	196	90
Link Distance (ft)		971	971			569	569			250	299	
Upstream Blk Time (%)										0	1	
Queuing Penalty (veh)										0	0	
Storage Bay Dist (ft)	180			130	100			130	70			180
Storage Blk Time (%)		0	9	0	1	5	0	0	1	7	4	0
Queuing Penalty (veh)		0	7	1	2	7	0	0	1	4	2	0

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	UL	T	TR	L	T
Maximum Queue (ft)	395	535	580	180	289	233	220	260	811	763	390	727
Average Queue (ft)	243	176	313	172	153	109	111	244	520	473	204	491
95th Queue (ft)	405	448	540	209	264	184	187	299	888	817	452	771
Link Distance (ft)		569	569		403	403			944	944		835
Upstream Blk Time (%)		1	1		0				1	0		4
Queuing Penalty (veh)		3	6		0				0	0		0
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)	4	2	27	18		0	0	43	40		0	22
Queuing Penalty (veh)	6	6	106	27		0	0	189	109		1	30

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	714
Average Queue (ft)	465
95th Queue (ft)	735
Link Distance (ft)	835
Upstream Blk Time (%)	3
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	WB	NB	SB
Directions Served	L	LTR	LTR
Maximum Queue (ft)	33	60	33
Average Queue (ft)	7	27	9
95th Queue (ft)	29	53	31
Link Distance (ft)		319	176
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Network Summary**

Network wide Queuing Penalty: 509
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**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	T	R	L	T	TR	UL	T
Maximum Queue (ft)	387	368	230	93	159	148	86	375	582	549	149	155
Average Queue (ft)	373	186	68	23	83	35	35	130	327	302	69	78
95th Queue (ft)	381	368	204	62	138	94	67	328	546	515	122	136
Link Distance (ft)	363	363			1319				787	787		974
Upstream Blk Time (%)	63	4							1	0		
Queuing Penalty (veh)	261	17							0	0		
Storage Bay Dist (ft)			230	165		180	180	375				220
Storage Blk Time (%)		8	0	0	0	0		0	7			
Queuing Penalty (veh)		9	1	0	0	0		1	12			

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	119	83
Average Queue (ft)	44	32
95th Queue (ft)	98	64
Link Distance (ft)	974	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		255
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	874	880	4	84
Average Queue (ft)	766	742	0	31
95th Queue (ft)	1061	1125	4	105
Link Distance (ft)	835	835	363	312
Upstream Blk Time (%)	41	41		
Queuing Penalty (veh)	194	191		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	B36	B36	WB	NB
Directions Served	T	TR	T	T	LT	LR
Maximum Queue (ft)	116	114	131	134	43	235
Average Queue (ft)	67	67	64	62	6	168
95th Queue (ft)	132	132	137	135	28	310
Link Distance (ft)	17	17	68	68	835	222
Upstream Blk Time (%)	60	57	39	39		60
Queuing Penalty (veh)	241	230	156	156		0
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	452	459	11	4	380	90
Average Queue (ft)	239	234	0	0	230	27
95th Queue (ft)	574	577	6	3	504	80
Link Distance (ft)	447	447	68	68	388	
Upstream Blk Time (%)	21	21			46	
Queuing Penalty (veh)	76	73			0	
Storage Bay Dist (ft)						90
Storage Blk Time (%)					57	1
Queuing Penalty (veh)					40	0

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

Movement	EB	EB	NB	SB
Directions Served	LT	TR	LTR	LTR
Maximum Queue (ft)	368	360	25	24
Average Queue (ft)	102	95	3	3
95th Queue (ft)	391	374	16	15
Link Distance (ft)	596	596	216	461
Upstream Blk Time (%)	3	3		
Queuing Penalty (veh)	0	0		
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 1658

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	WB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	R	L	T	T	R	L	T	TR	UL	T
Maximum Queue (ft)	384	368	230	165	386	180	170	346	378	350	220	841
Average Queue (ft)	300	201	110	83	187	136	51	184	241	226	175	462
95th Queue (ft)	435	345	238	164	325	214	117	307	345	330	275	781
Link Distance (ft)	363	363			1319				787	787		974
Upstream Blk Time (%)	15	3										1
Queuing Penalty (veh)	70	12										0
Storage Bay Dist (ft)			230	165		180	180	375			220	
Storage Blk Time (%)		4	0	0	9	1	0	0	0		5	32
Queuing Penalty (veh)		10	1	2	35	4	0	1	0		23	62

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	886	255
Average Queue (ft)	457	215
95th Queue (ft)	806	334
Link Distance (ft)	974	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		255
Storage Blk Time (%)	19	2
Queuing Penalty (veh)	99	8

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	WB	WB	SB
Directions Served	LT	T	T	TR	LR
Maximum Queue (ft)	407	342	5	18	308
Average Queue (ft)	141	45	0	1	154
95th Queue (ft)	351	259	5	8	343
Link Distance (ft)	835	835	363	363	312
Upstream Blk Time (%)					23
Queuing Penalty (veh)					0
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	WB	WB	NB
Directions Served	T	TR	LT	T	LR
Maximum Queue (ft)	24	31	79	27	127
Average Queue (ft)	4	7	27	1	48
95th Queue (ft)	18	24	66	18	94
Link Distance (ft)	17	17	835	835	222
Upstream Blk Time (%)	0	0			
Queuing Penalty (veh)	1	1			
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	EB	WB	WB	SB	SB
Directions Served	LT	T	T	TR	L	R
Maximum Queue (ft)	182	151	11	18	233	90
Average Queue (ft)	45	11	0	1	83	39
95th Queue (ft)	126	72	8	10	236	89
Link Distance (ft)	447	447	68	68	388	
Upstream Blk Time (%)			0		1	
Queuing Penalty (veh)			0		0	
Storage Bay Dist (ft)						90
Storage Blk Time (%)					19	1
Queuing Penalty (veh)					9	0

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

Movement	EB	EB	WB	NB	SB
Directions Served	LT	TR	LT	LTR	LTR
Maximum Queue (ft)	45	12	37	30	29
Average Queue (ft)	3	1	3	6	3
95th Queue (ft)	24	13	19	26	18
Link Distance (ft)	596	596	447	216	461
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)					
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Network Summary**

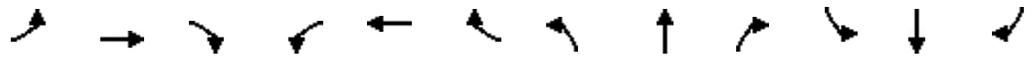
Network wide Queuing Penalty: 338
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Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2040 Build MID Peak Hour  
 06/19/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	150	167	150	189	102	172
Future Volume (vph)	150	167	150	189	102	172
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.92		0.92	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1787	1881	1742		1680	
Flt Permitted	0.33	1.00	1.00		0.98	
Satd. Flow (perm)	620	1881	1742		1680	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	163	182	163	205	111	187
RTOR Reduction (vph)	0	0	65	0	87	0
Lane Group Flow (vph)	163	182	303	0	211	0
Heavy Vehicles (%)	1%	1%	2%	0%	1%	2%
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Actuated Green, G (s)	27.4	27.4	15.6		12.3	
Effective Green, g (s)	29.4	29.4	17.6		14.3	
Actuated g/C Ratio	0.55	0.55	0.33		0.27	
Clearance Time (s)	8.1	8.1	8.1		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	462	1027	569		446	
v/s Ratio Prot	c0.04	0.10	c0.17		c0.13	
v/s Ratio Perm	0.16					
v/c Ratio	0.35	0.18	0.53		0.47	
Uniform Delay, d1	7.0	6.1	14.8		16.6	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.5	0.1	1.0		0.8	
Delay (s)	7.5	6.2	15.7		17.4	
Level of Service	A	A	B		B	
Approach Delay (s)		6.8	15.7		17.4	
Approach LOS		A	B		B	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			13.2		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.49			
Actuated Cycle Length (s)			53.8		Sum of lost time (s)	16.2
Intersection Capacity Utilization			57.5%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	404	0	78	1	8	9	90	260	7	10	209	421
Future Volume (vph)	404	0	78	1	8	9	90	260	7	10	209	421
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.93		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1681	1633			1767		1805	3562		1805	1863	1599
Flt Permitted	0.95	0.97			1.00		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1681	1633			1767		1805	3562		1805	1863	1599
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	430	0	83	1	9	10	96	277	7	11	222	448
RTOR Reduction (vph)	0	163	0	0	9	0	0	1	0	0	0	205
Lane Group Flow (vph)	262	88	0	0	11	0	96	283	0	11	222	243
Heavy Vehicles (%)	2%	0%	1%	0%	0%	0%	0%	1%	0%	0%	2%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	26.3	26.3			6.5		5.8	30.5		0.8	25.5	51.8
Effective Green, g (s)	28.3	28.3			8.5		7.8	32.5		2.8	27.5	55.8
Actuated g/C Ratio	0.27	0.27			0.08		0.08	0.32		0.03	0.27	0.54
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	461	448			145		136	1123		49	497	866
v/s Ratio Prot	c0.16	0.05			c0.01		c0.05	c0.08		0.01	c0.12	0.08
v/s Ratio Perm												0.07
v/c Ratio	0.57	0.20			0.07		0.71	0.25		0.22	0.45	0.28
Uniform Delay, d1	32.1	28.6			43.6		46.5	26.2		49.0	31.4	12.8
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.93	0.74	1.44
Incremental Delay, d2	1.6	0.2			0.2		15.4	0.1		2.2	0.6	0.2
Delay (s)	33.7	28.8			43.8		61.8	26.3		47.6	23.9	18.5
Level of Service	C	C			D		E	C		D	C	B
Approach Delay (s)		31.3			43.8			35.3			20.7	
Approach LOS		C			D			D			C	

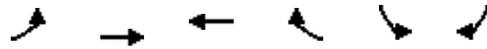
Intersection Summary			
HCM 2000 Control Delay	27.9	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.43		
Actuated Cycle Length (s)	103.0	Sum of lost time (s)	25.6
Intersection Capacity Utilization	48.7%	ICU Level of Service	A
Analysis Period (min)	15		
c Critical Lane Group			



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	57	0	24	3	0	0	28	628	7	1	618	17
Future Volume (vph)	57	0	24	3	0	0	28	628	7	1	618	17
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.96			1.00		1.00	1.00		1.00	1.00	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1714			1357		1805	3569		1805	3527	
Flt Permitted		0.97			0.95		0.95	1.00		0.40	1.00	
Satd. Flow (perm)		1714			1357		1805	3569		761	3527	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	59	0	25	3	0	0	29	654	7	1	644	18
RTOR Reduction (vph)	0	78	0	0	0	0	0	0	0	0	1	0
Lane Group Flow (vph)	0	6	0	0	3	0	29	661	0	1	661	0
Heavy Vehicles (%)	4%	0%	0%	33%	0%	0%	0%	1%	0%	0%	2%	0%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		5.3			6.5		5.8	56.8		51.8	51.8	
Effective Green, g (s)		7.3			8.5		7.8	60.8		55.8	55.8	
Actuated g/C Ratio		0.07			0.08		0.08	0.59		0.54	0.54	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		121			111		136	2106		412	1910	
v/s Ratio Prot		c0.00			c0.00		c0.02	c0.19			c0.19	
v/s Ratio Perm										0.00		
v/c Ratio		0.05			0.03		0.21	0.31		0.00	0.35	
Uniform Delay, d1		44.6			43.4		44.7	10.6		10.8	13.3	
Progression Factor		1.00			1.00		0.94	0.30		1.00	1.00	
Incremental Delay, d2		0.2			0.1		0.7	0.1		0.0	0.1	
Delay (s)		44.8			43.5		42.9	3.2		10.8	13.4	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		44.8			43.5			4.9			13.4	
Approach LOS		D			D			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			11.2				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.28									
Actuated Cycle Length (s)			103.0			Sum of lost time (s)			25.6			
Intersection Capacity Utilization			37.9%			ICU Level of Service			A			
Analysis Period (min)			15									
c Critical Lane Group												

Harrisonburg Roadway Reconfiguration  
 11: Evelyn Byrd Avenue & Burgess Road

2040 Build PM Peak Hour  
 06/19/2024



Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	194	197	190	182	121	155
Future Volume (vph)	194	197	190	182	121	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.1	6.1	6.1		4.0	
Lane Util. Factor	1.00	1.00	1.00		1.00	
Frt	1.00	1.00	0.93		0.92	
Flt Protected	0.95	1.00	1.00		0.98	
Satd. Flow (prot)	1787	1881	1766		1709	
Flt Permitted	0.29	1.00	1.00		0.98	
Satd. Flow (perm)	549	1881	1766		1709	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	211	214	207	198	132	168
RTOR Reduction (vph)	0	0	48	0	67	0
Lane Group Flow (vph)	211	214	357	0	233	0
Heavy Vehicles (%)	1%	1%	1%	0%	0%	1%
Turn Type	pm+pt	NA	NA		Prot	
Protected Phases	1	6	2		8	
Permitted Phases	6					
Actuated Green, G (s)	32.0	32.0	17.8		13.2	
Effective Green, g (s)	34.0	34.0	19.8		15.2	
Actuated g/C Ratio	0.57	0.57	0.33		0.26	
Clearance Time (s)	8.1	8.1	8.1		6.0	
Vehicle Extension (s)	3.0	3.0	3.0		3.0	
Lane Grp Cap (vph)	483	1078	589		438	
v/s Ratio Prot	c0.06	0.11	c0.20		c0.14	
v/s Ratio Perm	0.19					
v/c Ratio	0.44	0.20	0.61		0.53	
Uniform Delay, d1	7.5	6.1	16.5		19.0	
Progression Factor	1.00	1.00	1.00		1.00	
Incremental Delay, d2	0.6	0.1	1.8		1.2	
Delay (s)	8.2	6.2	18.3		20.2	
Level of Service	A	A	B		C	
Approach Delay (s)		7.2	18.3		20.2	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			14.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.56			
Actuated Cycle Length (s)			59.3		Sum of lost time (s)	16.2
Intersection Capacity Utilization			61.6%		ICU Level of Service	B
Analysis Period (min)			15			
c Critical Lane Group						



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	465	2	88	5	2	22	88	278	8	23	227	495
Future Volume (vph)	465	2	88	5	2	22	88	278	8	23	227	495
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	3.8	3.8			3.8		5.5	5.5		5.5	5.5	3.8
Lane Util. Factor	0.95	0.95			1.00		1.00	0.95		1.00	1.00	1.00
Frt	1.00	0.95			0.90		1.00	1.00		1.00	1.00	0.85
Flt Protected	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (prot)	1698	1650			1689		1805	3561		1719	1881	1599
Flt Permitted	0.95	0.97			0.99		0.95	1.00		0.95	1.00	1.00
Satd. Flow (perm)	1698	1650			1689		1805	3561		1719	1881	1599
Peak-hour factor, PHF	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Adj. Flow (vph)	489	2	93	5	2	23	93	293	8	24	239	521
RTOR Reduction (vph)	0	14	0	0	21	0	0	1	0	0	0	247
Lane Group Flow (vph)	298	272	0	0	9	0	93	300	0	24	239	274
Heavy Vehicles (%)	1%	0%	0%	0%	0%	0%	0%	1%	0%	5%	1%	1%
Turn Type	Split	NA		Split	NA		Prot	NA		Prot	NA	pm+ov
Protected Phases	8	8		4	4		1	6		5	2	8
Permitted Phases												2
Actuated Green, G (s)	25.6	25.6			6.7		5.6	28.7		1.8	24.9	50.5
Effective Green, g (s)	27.6	27.6			8.7		7.6	30.7		3.8	26.9	54.5
Actuated g/C Ratio	0.27	0.27			0.08		0.07	0.30		0.04	0.26	0.53
Clearance Time (s)	5.8	5.8			5.8		7.5	7.5		7.5	7.5	5.8
Vehicle Extension (s)	3.0	3.0			3.0		3.0	3.0		3.0	3.0	3.0
Lane Grp Cap (vph)	452	439			141		132	1055		63	488	841
v/s Ratio Prot	c0.18	0.16			c0.01		c0.05	c0.08		0.01	c0.13	0.09
v/s Ratio Perm												0.08
v/c Ratio	0.66	0.62			0.06		0.70	0.28		0.38	0.49	0.33
Uniform Delay, d1	33.8	33.4			43.7		46.9	28.0		48.8	32.5	14.0
Progression Factor	1.00	1.00			1.00		1.00	1.00		0.93	0.74	2.00
Incremental Delay, d2	3.5	2.6			0.2		15.7	0.1		3.6	0.7	0.2
Delay (s)	37.3	36.0			43.9		62.6	28.2		48.8	24.7	28.3
Level of Service	D	D			D		E	C		D	C	C
Approach Delay (s)		36.7			43.9			36.3			27.8	
Approach LOS		D			D			D			C	

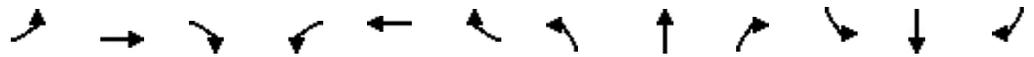
Intersection Summary		
HCM 2000 Control Delay	32.8	HCM 2000 Level of Service C
HCM 2000 Volume to Capacity ratio	0.47	
Actuated Cycle Length (s)	103.6	Sum of lost time (s) 25.6
Intersection Capacity Utilization	52.6%	ICU Level of Service A
Analysis Period (min)	15	
c Critical Lane Group		

Harrisonburg Roadway Reconfiguration

2040 Build PM Peak Hour

13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway

06/19/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↗	↕		↗	↕	
Traffic Volume (vph)	80	0	50	1	0	0	46	713	0	3	701	26
Future Volume (vph)	80	0	50	1	0	0	46	713	0	3	701	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)		5.0			3.8		5.5	5.5		5.5	5.5	
Lane Util. Factor		1.00			1.00		1.00	0.95		1.00	0.95	
Frt		0.95			1.00		1.00	1.00		1.00	0.99	
Flt Protected		0.97			0.95		0.95	1.00		0.95	1.00	
Satd. Flow (prot)		1747			1805		1805	3574		1357	3550	
Flt Permitted		0.97			0.95		0.95	1.00		0.35	1.00	
Satd. Flow (perm)		1747			1805		1805	3574		496	3550	
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	83	0	52	1	0	0	48	743	0	3	730	27
RTOR Reduction (vph)	0	123	0	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	12	0	0	1	0	48	743	0	3	755	0
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	1%	0%	33%	1%	5%
Turn Type	Split	NA		Split	NA		Prot	NA		Perm	NA	
Protected Phases	3	3		4	4		1	6 8			2 8	
Permitted Phases										2 8		
Actuated Green, G (s)		7.2			6.7		5.6	54.3		50.5	50.5	
Effective Green, g (s)		9.2			8.7		7.6	58.3		54.5	54.5	
Actuated g/C Ratio		0.09			0.08		0.07	0.56		0.53	0.53	
Clearance Time (s)		7.0			5.8		7.5					
Vehicle Extension (s)		3.0			3.0		3.0					
Lane Grp Cap (vph)		155			151		132	2011		260	1867	
v/s Ratio Prot		c0.01			c0.00		c0.03	c0.21			c0.21	
v/s Ratio Perm										0.01		
v/c Ratio		0.08			0.01		0.36	0.37		0.01	0.40	
Uniform Delay, d1		43.3			43.5		45.7	12.5		11.7	14.8	
Progression Factor		1.00			1.00		0.85	0.21		1.00	1.00	
Incremental Delay, d2		0.2			0.0		1.5	0.1		0.0	0.1	
Delay (s)		43.5			43.5		40.2	2.8		11.7	14.9	
Level of Service		D			D		D	A		B	B	
Approach Delay (s)		43.5			43.5			5.0			14.9	
Approach LOS		D			D			A			B	
<b>Intersection Summary</b>												
HCM 2000 Control Delay			12.6				HCM 2000 Level of Service			B		
HCM 2000 Volume to Capacity ratio			0.33									
Actuated Cycle Length (s)			103.6				Sum of lost time (s)			25.6		
Intersection Capacity Utilization			48.1%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	118	120	224	219
Average Queue (ft)	51	44	94	103
95th Queue (ft)	93	94	170	188
Link Distance (ft)		625	730	783
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	215	198	49	148	129	133	34	133	114
Average Queue (ft)	162	103	14	73	58	70	9	92	53
95th Queue (ft)	228	195	41	139	107	121	32	143	101
Link Distance (ft)	192	192	204		783	783		76	76
Upstream Blk Time (%)	5	1						25	3
Queuing Penalty (veh)	0	0						79	9
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)							11	44	
Queuing Penalty (veh)							23	4	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	127	47	48	83	67	5	159	278
Average Queue (ft)	59	4	14	12	16	0	68	115
95th Queue (ft)	107	24	39	49	49	6	135	217
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)			0	0	0			
Queuing Penalty (veh)			0	0	1			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			1	0			10	
Queuing Penalty (veh)			2	0			0	

**Network Summary**

Network wide Queuing Penalty: 120

**Intersection: 11: Evelyn Byrd Avenue & Burgess Road**

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	138	134	240	240
Average Queue (ft)	62	53	118	109
95th Queue (ft)	108	105	206	200
Link Distance (ft)		625	730	783
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	300			
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 12: Burgess Road & Harrisonburg Crossing Entrance/Game Stop Driveway**

Movement	EB	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	L	LTR	LTR	L	T	TR	L	T	R
Maximum Queue (ft)	220	209	68	170	133	141	46	129	112
Average Queue (ft)	182	137	21	80	61	74	20	100	62
95th Queue (ft)	239	237	53	152	113	123	45	144	106
Link Distance (ft)	192	192	204		783	783		76	76
Upstream Blk Time (%)	15	5					0	33	4
Queuing Penalty (veh)	0	0					0	123	17
Storage Bay Dist (ft)				290			35		
Storage Blk Time (%)							30	49	
Queuing Penalty (veh)							68	11	

**Intersection: 13: Burgess Road & Clover Leaf Plaza Entrance/Market Square Service Driveway**

Movement	EB	WB	NB	NB	NB	SB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	T	TR
Maximum Queue (ft)	254	13	56	93	79	40	216	300
Average Queue (ft)	118	1	25	29	27	2	84	135
95th Queue (ft)	233	6	54	73	68	19	166	251
Link Distance (ft)	331	347		76	76		518	518
Upstream Blk Time (%)	0		0	0	1			
Queuing Penalty (veh)	0		0	1	3			
Storage Bay Dist (ft)			60			65		
Storage Blk Time (%)			2	1		0	15	
Queuing Penalty (veh)			8	1		0	0	

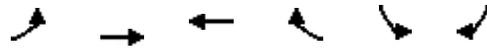
**Network Summary**

Network wide Queuing Penalty: 232

Harrisonburg Roadway Reconfiguration  
 21: University Boulevard & Carrier Drive

2040 Build MID Peak Hour

03/05/2025

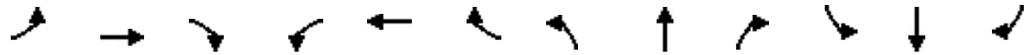


Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	102	324	353	35	70	90
Future Volume (vph)	102	324	353	35	70	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1491	1818	1777		1631	1290
Flt Permitted	0.45	1.00	1.00		0.95	1.00
Satd. Flow (perm)	703	1818	1777		1631	1290
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	111	352	384	38	76	98
RTOR Reduction (vph)	0	0	5	0	0	84
Lane Group Flow (vph)	111	352	417	0	76	14
Heavy Vehicles (%)	17%	1%	1%	13%	7%	21%
Turn Type	D.P+P	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	6					4
Actuated Green, G (s)	27.4	33.9	22.3		7.7	7.7
Effective Green, g (s)	27.4	33.9	22.3		7.7	7.7
Actuated g/C Ratio	0.52	0.64	0.42		0.15	0.15
Clearance Time (s)	6.5	6.5	6.5		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	438	1160	746		236	187
v/s Ratio Prot	0.02	c0.19	c0.23		c0.05	
v/s Ratio Perm	0.11					0.01
v/c Ratio	0.25	0.30	0.56		0.32	0.08
Uniform Delay, d1	6.8	4.3	11.7		20.4	19.6
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.1	0.9		0.8	0.2
Delay (s)	7.1	4.5	12.6		21.2	19.8
Level of Service	A	A	B		C	B
Approach Delay (s)		5.1	12.6		20.4	
Approach LOS		A	B		C	
<b>Intersection Summary</b>						
HCM 2000 Control Delay			10.6		HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio			0.50			
Actuated Cycle Length (s)			53.1		Sum of lost time (s)	18.0
Intersection Capacity Utilization			67.4%		ICU Level of Service	C
Analysis Period (min)			15			
c Critical Lane Group						

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2040 Build MID Peak Hour

03/05/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	36	296	72	150	270	110	65	21	271	116	14	46
Future Volume (vph)	36	296	72	150	270	110	65	21	271	116	14	46
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1531	1728	1801	1561	1711	1567			1758	1561
Flt Permitted	0.56	1.00	1.00	0.56	1.00	1.00	0.67	1.00			0.49	1.00
Satd. Flow (perm)	1031	3421	1531	1013	1801	1561	1201	1567			892	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	39	322	78	163	293	120	71	23	295	126	15	50
RTOR Reduction (vph)	0	0	54	0	0	79	0	219	0	0	0	37
Lane Group Flow (vph)	39	322	24	163	293	41	71	99	0	0	141	13
Heavy Vehicles (%)	0%	2%	2%	1%	2%	0%	2%	0%	1%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4				8
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	22.0	17.6	17.6	23.0	19.8	19.8	15.3	14.9			15.3	15.3
Effective Green, g (s)	22.0	17.6	17.6	23.0	19.8	19.8	15.3	14.9			15.3	15.3
Actuated g/C Ratio	0.38	0.31	0.31	0.40	0.34	0.34	0.27	0.26			0.27	0.27
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	420	1043	466	470	618	535	318	404			236	413
v/s Ratio Prot	0.00	0.09		c0.03	c0.16			0.06				
v/s Ratio Perm	0.03		0.02	0.11		0.03	0.06				c0.16	0.01
v/c Ratio	0.09	0.31	0.05	0.35	0.47	0.08	0.22	0.25			0.60	0.03
Uniform Delay, d1	11.3	15.4	14.2	11.5	14.9	12.8	16.6	16.9			18.5	15.7
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.1	0.2	0.0	0.4	0.6	0.1	0.4	0.3			4.0	0.0
Delay (s)	11.4	15.6	14.2	12.0	15.4	12.8	16.9	17.3			22.5	15.7
Level of Service	B	B	B	B	B	B	B	B			C	B
Approach Delay (s)		14.9			13.9			17.2			20.8	
Approach LOS		B			B			B			C	

Intersection Summary		
HCM 2000 Control Delay	15.8	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.55	B
Actuated Cycle Length (s)	57.7	Sum of lost time (s)
Intersection Capacity Utilization	104.2%	20.8
Analysis Period (min)	15	ICU Level of Service
		G
c Critical Lane Group		

Harrisonburg Roadway Reconfiguration  
 23: Reservoir Street & University Boulevard

2040 Build MID Peak Hour

03/05/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	252	235	288	152	191	102	32	258	813	131	136	856
Future Volume (vph)	252	235	288	152	191	102	32	258	813	131	136	856
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	7.8	7.8	7.8		8.0	8.0		8.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.98		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1728	3490	1531	1745	1818	1531		1726	3379		1728	3384
Flt Permitted	0.43	1.00	1.00	0.58	1.00	1.00		0.09	1.00		0.18	1.00
Satd. Flow (perm)	782	3490	1531	1066	1818	1531		164	3379		320	3384
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.92	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	268	250	306	162	203	109	35	274	865	139	145	911
RTOR Reduction (vph)	0	0	199	0	0	93	0	0	9	0	0	9
Lane Group Flow (vph)	268	250	107	162	203	16	0	309	995	0	145	1036
Heavy Vehicles (%)	1%	0%	2%	0%	1%	2%	2%	1%	1%	2%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases	4		8	8		4	2	2			6	
Actuated Green, G (s)	31.0	23.0	23.0	31.0	19.6	19.6		67.4	57.6		67.4	44.2
Effective Green, g (s)	31.0	23.0	23.0	31.0	19.6	19.6		67.4	57.6		67.4	44.2
Actuated g/C Ratio	0.24	0.18	0.18	0.24	0.15	0.15		0.52	0.44		0.52	0.34
Clearance Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		8.0	8.0		8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	269	617	270	295	274	230		363	1497		272	1150
v/s Ratio Prot	c0.09	0.07		0.03	0.11			c0.15	c0.29		0.04	c0.31
v/s Ratio Perm	c0.15		0.07	c0.10		0.01		0.29			0.24	
v/c Ratio	1.00	0.41	0.40	0.55	0.74	0.07		0.85	0.66		0.53	0.90
Uniform Delay, d1	47.8	47.4	47.3	41.8	52.8	47.4		37.1	28.6		19.1	40.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	53.5	0.4	1.0	2.1	10.3	0.1		17.2	2.3		2.0	11.4
Delay (s)	101.3	47.9	48.3	43.9	63.1	47.5		54.2	30.9		21.1	52.2
Level of Service	F	D	D	D	E	D		D	C		C	D
Approach Delay (s)		65.4			52.9				36.4			48.4
Approach LOS		E			D				D			D

Intersection Summary		
HCM 2000 Control Delay	48.5	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.93	
Actuated Cycle Length (s)	130.0	Sum of lost time (s)
Intersection Capacity Utilization	122.7%	ICU Level of Service
Analysis Period (min)	15	
c Critical Lane Group		



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	126
Future Volume (vph)	126
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.94
Adj. Flow (vph)	134
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	2%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2040 Build MID Peak Hour  
 03/05/2025

Intersection												
Int Delay, s/veh	1.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	6	486	30	37	415	0	21	0	30	7	1	6
Future Vol, veh/h	6	486	30	37	415	0	21	0	30	7	1	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	0	1	4	0	1	0	0	0	0	0	0	0
Mvmt Flow	6	517	32	39	441	0	22	0	32	7	1	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	441	0	0	549	0	0	1068	1064	533	1080	1080	441
Stage 1	-	-	-	-	-	-	545	545	-	519	519	-
Stage 2	-	-	-	-	-	-	523	519	-	561	561	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1130	-	-	1031	-	-	201	225	551	197	220	621
Stage 1	-	-	-	-	-	-	526	522	-	544	536	-
Stage 2	-	-	-	-	-	-	541	536	-	516	513	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1130	-	-	1031	-	-	192	215	551	179	211	621
Mov Cap-2 Maneuver	-	-	-	-	-	-	192	215	-	179	211	-
Stage 1	-	-	-	-	-	-	523	519	-	541	516	-
Stage 2	-	-	-	-	-	-	514	516	-	484	510	-

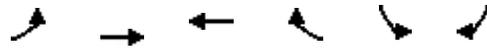
Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.1			0.7			19			19.6		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	311	1130	-	-	1031	-	-	262
HCM Lane V/C Ratio	0.174	0.006	-	-	0.038	-	-	0.057
HCM Control Delay (s)	19	8.2	-	-	8.6	-	-	19.6
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.6	0	-	-	0.1	-	-	0.2

Harrisonburg Roadway Reconfiguration  
 21: University Boulevard & Carrier Drive

2040 Build PM Peak Hour

09/12/2024



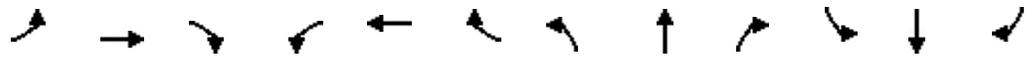
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Volume (vph)	133	376	426	35	157	155
Future Volume (vph)	133	376	426	35	157	155
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.5	6.5	6.5		5.0	5.0
Lane Util. Factor	1.00	1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.99		1.00	0.85
Flt Protected	0.95	1.00	1.00		0.95	1.00
Satd. Flow (prot)	1544	1818	1814		1678	1419
Flt Permitted	0.33	1.00	1.00		0.95	1.00
Satd. Flow (perm)	537	1818	1814		1678	1419
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	145	409	463	38	171	168
RTOR Reduction (vph)	0	0	4	0	0	132
Lane Group Flow (vph)	145	409	497	0	171	36
Heavy Vehicles (%)	13%	1%	0%	3%	4%	10%
Turn Type	D.P+P	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	6					4
Actuated Green, G (s)	25.5	32.0	21.4		12.0	12.0
Effective Green, g (s)	25.5	32.0	21.4		12.0	12.0
Actuated g/C Ratio	0.46	0.58	0.39		0.22	0.22
Clearance Time (s)	6.5	6.5	6.5		5.0	5.0
Vehicle Extension (s)	3.0	3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	321	1048	699		362	306
v/s Ratio Prot	0.03	c0.22	c0.27		c0.10	
v/s Ratio Perm	0.17					0.03
v/c Ratio	0.45	0.39	0.71		0.47	0.12
Uniform Delay, d1	9.4	6.4	14.4		19.0	17.5
Progression Factor	1.00	1.00	1.00		1.00	1.00
Incremental Delay, d2	1.0	0.2	3.4		1.0	0.2
Delay (s)	10.5	6.7	17.9		20.0	17.7
Level of Service	B	A	B		B	B
Approach Delay (s)		7.7	17.9		18.8	
Approach LOS		A	B		B	

Intersection Summary			
HCM 2000 Control Delay		14.0	HCM 2000 Level of Service B
HCM 2000 Volume to Capacity ratio		0.64	
Actuated Cycle Length (s)		55.5	Sum of lost time (s) 18.0
Intersection Capacity Utilization		71.6%	ICU Level of Service C
Analysis Period (min)		15	
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
 22: Costco Access/E Campus Drive & University Boulevard

2040 Build PM Peak Hour

09/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	14	469	77	148	351	65	63	9	261	180	22	51
Future Volume (vph)	14	469	77	148	351	65	63	9	261	180	22	51
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.86			1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.96	1.00
Satd. Flow (prot)	1745	3421	1561	1728	1818	1561	1745	1571			1758	1561
Flt Permitted	0.44	1.00	1.00	0.43	1.00	1.00	0.62	1.00			0.52	1.00
Satd. Flow (perm)	800	3421	1561	779	1818	1561	1140	1571			959	1561
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	15	510	84	161	382	71	68	10	284	196	24	55
RTOR Reduction (vph)	0	0	58	0	0	45	0	200	0	0	0	38
Lane Group Flow (vph)	15	510	26	161	382	26	68	94	0	0	220	17
Heavy Vehicles (%)	0%	2%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.Pm	NA		D.Pm	NA	Perm
Protected Phases	5	2		1	6			4			8	
Permitted Phases	6		2	2		6	8			4		8
Actuated Green, G (s)	24.4	20.1	20.1	25.4	23.3	23.3	19.5	19.1			19.5	19.5
Effective Green, g (s)	24.4	20.1	20.1	25.4	23.3	23.3	19.5	19.1			19.5	19.5
Actuated g/C Ratio	0.38	0.31	0.31	0.40	0.36	0.36	0.30	0.30			0.30	0.30
Clearance Time (s)	6.7	6.2	6.2	6.2	6.7	6.7	7.0	7.4			7.0	7.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	319	1069	487	385	658	565	345	466			290	473
v/s Ratio Prot	0.00	0.15		c0.03	c0.21			0.06				
v/s Ratio Perm	0.02		0.02	0.13		0.02	0.06				c0.23	0.01
v/c Ratio	0.05	0.48	0.05	0.42	0.58	0.05	0.20	0.20			0.76	0.04
Uniform Delay, d1	12.6	17.9	15.5	13.0	16.6	13.3	16.6	16.9			20.3	15.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	0.1	0.3	0.0	0.7	1.3	0.0	0.3	0.2			10.8	0.0
Delay (s)	12.7	18.2	15.5	13.7	17.9	13.3	16.9	17.1			31.1	15.8
Level of Service	B	B	B	B	B	B	B	B			C	B
Approach Delay (s)		17.7			16.3			17.1			28.0	
Approach LOS		B			B			B			C	

Intersection Summary

HCM 2000 Control Delay	18.6	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.70		
Actuated Cycle Length (s)	64.3	Sum of lost time (s)	20.8
Intersection Capacity Utilization	104.8%	ICU Level of Service	G
Analysis Period (min)	15		
c Critical Lane Group			

Harrisonburg Roadway Reconfiguration  
 23: Reservoir Street & University Boulevard

2040 Build PM Peak Hour

09/12/2024



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBU	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	279	306	401	179	194	148	47	223	876	151	137	1008
Future Volume (vph)	279	306	401	179	194	148	47	223	876	151	137	1008
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.8	7.8	7.8	7.8	7.8	7.8		8.0	8.0		8.0	8.0
Lane Util. Factor	1.00	0.95	1.00	1.00	1.00	1.00		1.00	0.95		1.00	0.95
Frt	1.00	1.00	0.85	1.00	1.00	0.85		1.00	0.98		1.00	0.98
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00		0.95	1.00		0.95	1.00
Satd. Flow (prot)	1745	3455	1546	1745	1818	1546		1724	3384		1728	3384
Flt Permitted	0.42	1.00	1.00	0.47	1.00	1.00		0.07	1.00		0.15	1.00
Satd. Flow (perm)	769	3455	1546	871	1818	1546		132	3384		271	3384
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.92	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	291	319	418	186	202	154	51	232	912	157	143	1050
RTOR Reduction (vph)	0	0	192	0	0	130	0	0	9	0	0	10
Lane Group Flow (vph)	291	319	226	186	202	24	0	283	1061	0	143	1221
Heavy Vehicles (%)	0%	1%	1%	0%	1%	1%	2%	1%	1%	0%	1%	1%
Turn Type	D.P+P	NA	Perm	D.P+P	NA	Perm	D.P+P	D.P+P	NA		D.P+P	NA
Protected Phases	3	8		7	4		1	1	6		5	2
Permitted Phases	4		8	8		4	2	2			6	
Actuated Green, G (s)	35.6	26.0	26.0	35.6	21.4	21.4		72.8	62.1		72.8	54.8
Effective Green, g (s)	35.6	26.0	26.0	35.6	21.4	21.4		72.8	62.1		72.8	54.8
Actuated g/C Ratio	0.25	0.19	0.19	0.25	0.15	0.15		0.52	0.44		0.52	0.39
Clearance Time (s)	7.8	7.8	7.8	7.8	7.8	7.8		8.0	8.0		8.0	8.0
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0		3.0	3.0
Lane Grp Cap (vph)	294	641	287	281	277	236		273	1501		252	1324
v/s Ratio Prot	c0.10	0.09		0.05	0.11			c0.13	0.31		0.04	0.36
v/s Ratio Perm	c0.15		c0.15	0.12		0.02		c0.40			0.25	
v/c Ratio	0.99	0.50	0.79	0.66	0.73	0.10		1.04	0.71		0.57	0.92
Uniform Delay, d1	49.8	51.1	54.4	44.7	56.5	51.0		52.8	31.6		21.4	40.6
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00
Incremental Delay, d2	49.1	0.6	13.3	5.8	9.2	0.2		64.3	2.8		2.9	12.0
Delay (s)	98.9	51.8	67.6	50.4	65.8	51.2		117.1	34.4		24.3	52.6
Level of Service	F	D	E	D	E	D		F	C		C	D
Approach Delay (s)		71.6			56.4				51.7			49.7
Approach LOS		E			E				D			D

Intersection Summary		
HCM 2000 Control Delay	56.4	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	1.04	E
Actuated Cycle Length (s)	140.0	Sum of lost time (s)
Intersection Capacity Utilization	135.8%	31.6
Analysis Period (min)	15	ICU Level of Service
c Critical Lane Group		H



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	174
Future Volume (vph)	174
Ideal Flow (vphpl)	1900
Total Lost time (s)	
Lane Util. Factor	
Frt	
Flt Protected	
Satd. Flow (prot)	
Flt Permitted	
Satd. Flow (perm)	
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	181
RTOR Reduction (vph)	0
Lane Group Flow (vph)	0
Heavy Vehicles (%)	0%
Turn Type	
Protected Phases	
Permitted Phases	
Actuated Green, G (s)	
Effective Green, g (s)	
Actuated g/C Ratio	
Clearance Time (s)	
Vehicle Extension (s)	
Lane Grp Cap (vph)	
v/s Ratio Prot	
v/s Ratio Perm	
v/c Ratio	
Uniform Delay, d1	
Progression Factor	
Incremental Delay, d2	
Delay (s)	
Level of Service	
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Harrisonburg Roadway Reconfiguration  
 24: Medical Avenue/Business Access & University Boulevard

2040 Build PM Peak Hour  
 09/12/2024

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↔		↔	↔			↔			↔	↔
Traffic Vol, veh/h	0	586	23	23	490	2	17	0	34	3	2	6
Future Vol, veh/h	0	586	23	23	490	2	17	0	34	3	2	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	0	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	93	93	93	93	93	93	93	93	93	93	93	93
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	0	630	25	25	527	2	18	0	37	3	2	6

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	529	0	0	655	0	0	1225	1222	643	1239	1233	528
Stage 1	-	-	-	-	-	-	643	643	-	578	578	-
Stage 2	-	-	-	-	-	-	582	579	-	661	655	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.1	6.5	6.2	7.1	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.1	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	1048	-	-	942	-	-	157	181	477	154	178	554
Stage 1	-	-	-	-	-	-	465	472	-	505	504	-
Stage 2	-	-	-	-	-	-	502	504	-	455	466	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1048	-	-	942	-	-	151	176	477	139	173	554
Mov Cap-2 Maneuver	-	-	-	-	-	-	151	176	-	139	173	-
Stage 1	-	-	-	-	-	-	465	472	-	505	490	-
Stage 2	-	-	-	-	-	-	481	490	-	420	466	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0.4			21.2			20.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	277	1048	-	-	942	-	-	250
HCM Lane V/C Ratio	0.198	-	-	-	0.026	-	-	0.047
HCM Control Delay (s)	21.2	0	-	-	8.9	-	-	20.1
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.7	0	-	-	0.1	-	-	0.1

**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	110	170	200	92	96
Average Queue (ft)	47	61	94	39	46
95th Queue (ft)	88	123	170	76	82
Link Distance (ft)		522	669	441	441
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	140				
Storage Blk Time (%)	0	0			
Queuing Penalty (veh)	0	0			

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	L	TR	LT	R
Maximum Queue (ft)	54	89	156	121	100	265	130	69	154	141	69
Average Queue (ft)	18	43	71	26	66	111	19	30	64	65	24
95th Queue (ft)	45	82	129	72	110	214	95	64	117	115	57
Link Distance (ft)		243	243			570			250	310	
Upstream Blk Time (%)											
Queuing Penalty (veh)											
Storage Bay Dist (ft)	180			130	100		130	70			180
Storage Blk Time (%)			1	0	1	7	0	1	5	0	0
Queuing Penalty (veh)			1	0	4	17	1	2	3	0	0

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	UL	T	TR	L	T
Maximum Queue (ft)	376	324	353	180	206	252	170	260	519	454	389	555
Average Queue (ft)	237	84	164	130	104	132	45	205	269	246	108	328
95th Queue (ft)	393	270	281	211	182	214	109	306	456	398	285	503
Link Distance (ft)		570	570		403	403			944	944		834
Upstream Blk Time (%)		0	0									0
Queuing Penalty (veh)		0	0									0
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)	2	1	5	2		0	0	10	5		0	5
Queuing Penalty (veh)	3	2	14	2		0	0	40	15		0	7

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	539
Average Queue (ft)	311
95th Queue (ft)	487
Link Distance (ft)	834
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	EB	WB	NB	SB
Directions Served	L	L	LTR	LTR
Maximum Queue (ft)	24	49	54	39
Average Queue (ft)	2	14	26	11
95th Queue (ft)	13	41	52	35
Link Distance (ft)	403		319	176
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)		150		
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Network Summary**

Network wide Queuing Penalty: 111

**Intersection: 21: University Boulevard & Carrier Drive**

Movement	EB	EB	WB	SB	SB
Directions Served	L	T	TR	L	R
Maximum Queue (ft)	137	221	277	142	131
Average Queue (ft)	58	85	135	71	57
95th Queue (ft)	107	163	237	120	103
Link Distance (ft)		522	669	441	441
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	140				
Storage Blk Time (%)	0	1			
Queuing Penalty (veh)	2	1			

**Intersection: 22: Costco Access/E Campus Drive & University Boulevard**

Movement	EB	EB	EB	EB	B3	WB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	T	R	T	L	T	R	L	TR	LT	R
Maximum Queue (ft)	32	171	231	130	25	100	296	130	69	178	236	140
Average Queue (ft)	8	76	117	39	2	70	132	15	31	75	107	32
95th Queue (ft)	29	144	199	112	34	115	244	83	67	149	208	99
Link Distance (ft)		243	243		669		570			250	310	
Upstream Blk Time (%)		0	0							0	1	
Queuing Penalty (veh)		0	1							0	0	
Storage Bay Dist (ft)	180			130		100		130	70			180
Storage Blk Time (%)		0	7	0		1	11	0	1	8	4	0
Queuing Penalty (veh)		0	5	1		5	23	1	3	5	2	0

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	R	UL	T	TR	L	T
Maximum Queue (ft)	407	552	574	180	287	284	225	260	885	863	390	842
Average Queue (ft)	286	258	351	173	150	147	67	244	547	505	224	544
95th Queue (ft)	462	574	578	208	262	246	153	305	923	857	483	858
Link Distance (ft)		570	570		403	403			944	944		834
Upstream Blk Time (%)		2	2		0	0			3	2		7
Queuing Penalty (veh)		9	8		0	0			0	0		0
Storage Bay Dist (ft)	420			180			255	260			390	
Storage Blk Time (%)	10	5	32	22		1	0	45	43		0	29
Queuing Penalty (veh)	15	15	128	33		1	0	198	117		1	40

**Intersection: 23: Reservoir Street & University Boulevard**

Movement	SB
Directions Served	TR
Maximum Queue (ft)	800
Average Queue (ft)	519
95th Queue (ft)	822
Link Distance (ft)	834
Upstream Blk Time (%)	6
Queuing Penalty (veh)	0
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 24: Medical Avenue/Business Access & University Boulevard**

Movement	WB	WB	NB	SB
Directions Served	L	TR	LTR	LTR
Maximum Queue (ft)	39	17	67	28
Average Queue (ft)	9	0	28	8
95th Queue (ft)	33	4	56	28
Link Distance (ft)		768	319	176
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

**Network Summary**

Network wide Queuing Penalty: 614

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2040 Build AM Peak Hour

01/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	449	276	106	30	170	85	177	1103	72	40	80	280
Future Volume (vph)	449	276	106	30	170	85	177	1103	72	40	80	280
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3467	1810	1568	1671	1863	1547	1786	3535			1805	3539
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.57	1.00			0.11	1.00
Satd. Flow (perm)	3467	1810	1568	1671	1863	1547	1065	3535			201	3539
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	488	300	115	33	185	92	192	1199	78	43	87	304
RTOR Reduction (vph)	0	0	84	0	0	74	0	4	0	0	0	0
Lane Group Flow (vph)	488	300	31	33	185	18	192	1273	0	0	130	304
Confl. Peds. (#/hr)	1						1	1		1	1	1
Heavy Vehicles (%)	1%	5%	3%	8%	2%	3%	1%	1%	2%	0%	0%	2%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA
Protected Phases	3	8		7	4		1	6		5	5	2
Permitted Phases			8			4	2			6	6	
Actuated Green, G (s)	12.6	29.2	29.2	4.9	21.5	21.5	46.7	37.9			46.7	37.2
Effective Green, g (s)	12.6	29.2	29.2	4.9	21.5	21.5	46.7	37.9			46.7	37.2
Actuated g/C Ratio	0.11	0.27	0.27	0.04	0.20	0.20	0.42	0.34			0.42	0.34
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	397	480	416	74	364	302	514	1217			213	1196
v/s Ratio Prot	c0.14	c0.17		0.02	c0.10		0.03	c0.36			c0.05	0.09
v/s Ratio Perm			0.02			0.01	0.13				0.21	
v/c Ratio	1.23	0.62	0.07	0.45	0.51	0.06	0.37	1.05			0.61	0.25
Uniform Delay, d1	48.7	35.6	30.3	51.2	39.5	36.0	20.4	36.0			25.2	26.4
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	123.5	2.5	0.1	4.2	1.1	0.1	0.5	38.7			5.1	0.5
Delay (s)	172.2	38.1	30.3	55.5	40.6	36.1	20.9	74.8			30.3	26.9
Level of Service	F	D	C	E	D	D	C	E			C	C
Approach Delay (s)		109.6			40.9			67.7				24.7
Approach LOS		F			D			E				C

Intersection Summary

HCM 2000 Control Delay	68.4	HCM 2000 Level of Service	E
HCM 2000 Volume to Capacity ratio	0.89		
Actuated Cycle Length (s)	110.0	Sum of lost time (s)	29.2
Intersection Capacity Utilization	86.0%	ICU Level of Service	E
Analysis Period (min)	15		

c Critical Lane Group



Movement	SBR
Lane Configurations	7
Traffic Volume (vph)	183
Future Volume (vph)	183
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.4
Lane Util. Factor	1.00
Frbp, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1528
Flt Permitted	1.00
Satd. Flow (perm)	1528
Peak-hour factor, PHF	0.92
Adj. Flow (vph)	199
RTOR Reduction (vph)	109
Lane Group Flow (vph)	90
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	4%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	49.8
Effective Green, g (s)	49.8
Actuated g/C Ratio	0.45
Clearance Time (s)	7.4
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	691
v/s Ratio Prot	0.01
v/s Ratio Perm	0.04
v/c Ratio	0.13
Uniform Delay, d1	17.5
Progression Factor	1.00
Incremental Delay, d2	0.1
Delay (s)	17.6
Level of Service	B
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↑	↕		↕	
Traffic Vol, veh/h	86	829	471	14	1	28
Future Vol, veh/h	86	829	471	14	1	28
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	2	3	0	0	8
Mvmt Flow	93	901	512	15	1	30

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	527	0	0 1157 520
Stage 1	-	-	- 520 -
Stage 2	-	-	- 637 -
Critical Hdwy	4.115	-	- 6.6 6.32
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2095	-	- 3.5 3.376
Pot Cap-1 Maneuver	1044	-	- 205 541
Stage 1	-	-	- 601 -
Stage 2	-	-	- 494 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1044	-	- 169 541
Mov Cap-2 Maneuver	-	-	- 169 -
Stage 1	-	-	- 494 -
Stage 2	-	-	- 494 -

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	12.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1044	-	-	-	503
HCM Lane V/C Ratio	0.09	-	-	-	0.063
HCM Control Delay (s)	8.8	0.6	-	-	12.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0.3	-	-	-	0.2

Intersection						
Int Delay, s/veh	5.3					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑	↓	
Traffic Vol, veh/h	807	13	19	457	56	129
Future Vol, veh/h	807	13	19	457	56	129
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	0	6	4	0	1
Mvmt Flow	877	14	21	497	61	140

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	891	0	1423 446
Stage 1	-	-	-	-	884 -
Stage 2	-	-	-	-	539 -
Critical Hdwy	-	-	4.19	-	6.6 6.915
Critical Hdwy Stg 1	-	-	-	-	5.8 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	2.257	-	3.5 3.3095
Pot Cap-1 Maneuver	-	-	738	-	140 563
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	589 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	738	-	136 563
Mov Cap-2 Maneuver	-	-	-	-	136 -
Stage 1	-	-	-	-	369 -
Stage 2	-	-	-	-	573 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.4	41.7
HCM LOS			E

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	-	-	738	-
HCM Lane V/C Ratio	0.696	-	-	0.028	-
HCM Control Delay (s)	41.7	-	-	10	-
HCM Lane LOS	E	-	-	B	-
HCM 95th %tile Q(veh)	4.8	-	-	0.1	-

Intersection						
Int Delay, s/veh	1.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↵	↑↑	↑		↵	↵
Traffic Vol, veh/h	10	733	507	28	70	70
Future Vol, veh/h	10	733	507	28	70	70
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	3	2	8	0	3
Mvmt Flow	11	797	551	30	76	76

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	581	0	-	0	987 566
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	421 -
Critical Hdwy	4.1	-	-	-	6.6 6.245
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.8 -
Follow-up Hdwy	2.2	-	-	-	3.5 3.3285
Pot Cap-1 Maneuver	1003	-	-	-	262 520
Stage 1	-	-	-	-	572 -
Stage 2	-	-	-	-	636 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1003	-	-	-	259 520
Mov Cap-2 Maneuver	-	-	-	-	259 -
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	636 -

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	18.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1003	-	-	-	259	520
HCM Lane V/C Ratio	0.011	-	-	-	0.294	0.146
HCM Control Delay (s)	8.6	-	-	-	24.6	13.1
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	1.2	0.5

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2040 Build AM Peak Hour  
 01/07/2025

Intersection												
Int Delay, s/veh	0.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↔	↕↔		↔	↕			↕↔			↕↔	
Traffic Vol, veh/h	3	715	1	0	573	0	1	0	1	1	0	2
Future Vol, veh/h	3	715	1	0	573	0	1	0	1	1	0	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	2	0	0	2	0	0	0	0	0	0	0
Mvmt Flow	3	777	1	0	623	0	1	0	1	1	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	623	0	0	778	0	0	1408	1407	389	1018	1407	623
Stage 1	-	-	-	-	-	-	784	784	-	623	623	-
Stage 2	-	-	-	-	-	-	624	623	-	395	784	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	968	-	-	848	-	-	109	140	615	206	140	490
Stage 1	-	-	-	-	-	-	357	407	-	477	481	-
Stage 2	-	-	-	-	-	-	477	481	-	607	407	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	968	-	-	848	-	-	108	140	615	205	140	490
Mov Cap-2 Maneuver	-	-	-	-	-	-	108	140	-	205	140	-
Stage 1	-	-	-	-	-	-	356	406	-	476	481	-
Stage 2	-	-	-	-	-	-	475	481	-	604	406	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0			0			24.8			15.9		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	184	968	-	-	848	-	-	335
HCM Lane V/C Ratio	0.012	0.003	-	-	-	-	-	0.01
HCM Control Delay (s)	24.8	8.7	-	-	0	-	-	15.9
HCM Lane LOS	C	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Harrisonburg Roadway Reconfiguration  
31: Reservoir Street & Neff Avenue

2040 Build PM Peak Hour

01/07/2025



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	390	303	234	108	369	111	199	732	64	78	114	951
Future Volume (vph)	390	303	234	108	369	111	199	732	64	78	114	951
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Lane Util. Factor	0.97	1.00	1.00	1.00	1.00	1.00	1.00	0.95			1.00	0.95
Frbp, ped/bikes	1.00	1.00	1.00	1.00	1.00	0.99	1.00	1.00			1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Frt	1.00	1.00	0.85	1.00	1.00	0.85	1.00	0.99			1.00	1.00
Flt Protected	0.95	1.00	1.00	0.95	1.00	1.00	0.95	1.00			0.95	1.00
Satd. Flow (prot)	3467	1881	1599	1787	1900	1577	1787	3522			1794	3574
Flt Permitted	0.95	1.00	1.00	0.95	1.00	1.00	0.11	1.00			0.19	1.00
Satd. Flow (perm)	3467	1881	1599	1787	1900	1577	200	3522			350	3574
Peak-hour factor, PHF	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96	0.96
Adj. Flow (vph)	406	316	244	112	384	116	207	762	67	81	119	991
RTOR Reduction (vph)	0	0	193	0	0	91	0	5	0	0	0	0
Lane Group Flow (vph)	406	316	51	113	384	25	207	825	0	0	200	991
Confl. Peds. (#/hr)	1					1	1		1	1	1	
Heavy Vehicles (%)	1%	1%	1%	1%	0%	1%	1%	1%	2%	0%	1%	1%
Turn Type	Prot	NA	Perm	Prot	NA	Perm	D.P+P	NA		D.P+P	D.P+P	NA
Protected Phases	3	8		7	4		1	6		5	5	2
Permitted Phases			8			4	2			6	6	
Actuated Green, G (s)	18.4	29.2	29.2	19.8	30.6	30.6	61.8	48.7			61.8	48.0
Effective Green, g (s)	18.4	29.2	29.2	19.8	30.6	30.6	61.8	48.7			61.8	48.0
Actuated g/C Ratio	0.13	0.21	0.21	0.14	0.22	0.22	0.44	0.35			0.44	0.34
Clearance Time (s)	7.4	7.4	7.4	7.4	7.4	7.4	7.2	7.2			7.2	7.2
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	455	392	333	252	415	344	244	1225			289	1225
v/s Ratio Prot	0.12	c0.17		0.06	c0.20		c0.08	0.23			0.06	0.28
v/s Ratio Perm			0.03			0.02	c0.29				0.24	
v/c Ratio	0.89	0.81	0.15	0.45	0.93	0.07	0.85	0.67			0.69	0.81
Uniform Delay, d1	59.8	52.7	45.3	55.1	53.6	43.4	52.0	38.9			27.1	41.8
Progression Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			1.00	1.00
Incremental Delay, d2	19.3	11.5	0.2	1.3	26.3	0.1	23.0	3.0			7.0	5.8
Delay (s)	79.1	64.2	45.5	56.4	79.9	43.5	74.9	41.9			34.1	47.7
Level of Service	E	E	D	E	E	D	E	D			C	D
Approach Delay (s)		65.7			68.7			48.5				40.2
Approach LOS		E			E			D				D

Intersection Summary		
HCM 2000 Control Delay	51.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.90	D
Actuated Cycle Length (s)	140.0	Sum of lost time (s)
Intersection Capacity Utilization	92.3%	29.2
Analysis Period (min)	15	ICU Level of Service
		F

c Critical Lane Group



Movement	SBR
Lane Configurations	
Traffic Volume (vph)	516
Future Volume (vph)	516
Ideal Flow (vphpl)	1900
Total Lost time (s)	7.4
Lane Util. Factor	1.00
Frbp, ped/bikes	0.98
Flpb, ped/bikes	1.00
Frt	0.85
Flt Protected	1.00
Satd. Flow (prot)	1573
Flt Permitted	1.00
Satd. Flow (perm)	1573
Peak-hour factor, PHF	0.96
Adj. Flow (vph)	538
RTOR Reduction (vph)	78
Lane Group Flow (vph)	460
Confl. Peds. (#/hr)	1
Heavy Vehicles (%)	1%
Turn Type	pm+ov
Protected Phases	3
Permitted Phases	2
Actuated Green, G (s)	66.4
Effective Green, g (s)	66.4
Actuated g/C Ratio	0.47
Clearance Time (s)	7.4
Vehicle Extension (s)	3.0
Lane Grp Cap (vph)	746
v/s Ratio Prot	0.08
v/s Ratio Perm	0.21
v/c Ratio	0.62
Uniform Delay, d1	27.3
Progression Factor	1.00
Incremental Delay, d2	1.5
Delay (s)	28.9
Level of Service	C
Approach Delay (s)	
Approach LOS	
Intersection Summary	

Intersection						
Int Delay, s/veh	12.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕↑	↑		↕	
Traffic Vol, veh/h	95	894	993	60	17	167
Future Vol, veh/h	95	894	993	60	17	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	0	0	0
Mvmt Flow	103	972	1079	65	18	182

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1144	0	0 1804 1112
Stage 1	-	-	- - 1112 -
Stage 2	-	-	- - 692 -
Critical Hdwy	4.1	-	- - 6.6 6.2
Critical Hdwy Stg 1	-	-	- - 5.4 -
Critical Hdwy Stg 2	-	-	- - 5.8 -
Follow-up Hdwy	2.2	-	- - 3.5 3.3
Pot Cap-1 Maneuver	618	-	- - 80 256
Stage 1	-	-	- - 317 -
Stage 2	-	-	- - 463 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	618	-	- - 51 256
Mov Cap-2 Maneuver	-	-	- - 51 -
Stage 1	-	-	- - 202 -
Stage 2	-	-	- - 463 -

Approach	EB	WB	SB
HCM Control Delay, s	2.8	0	137.4
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	618	-	-	-	187
HCM Lane V/C Ratio	0.167	-	-	-	1.07
HCM Control Delay (s)	12	1.8	-	-	137.4
HCM Lane LOS	B	A	-	-	F
HCM 95th %tile Q(veh)	0.6	-	-	-	9.5

Intersection						
Int Delay, s/veh	26.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑		↓	↑	↓	
Traffic Vol, veh/h	855	71	101	1053	44	74
Future Vol, veh/h	855	71	101	1053	44	74
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	150	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	1	0	2	1	0	3
Mvmt Flow	929	77	110	1145	48	80

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	1006	0	2333
Stage 1	-	-	-	-	968
Stage 2	-	-	-	-	1365
Critical Hdwy	-	-	4.13	-	6.6
Critical Hdwy Stg 1	-	-	-	-	5.8
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.219	-	3.5
Pot Cap-1 Maneuver	-	-	686	-	~ 36
Stage 1	-	-	-	-	334
Stage 2	-	-	-	-	240
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	686	-	~ 30
Mov Cap-2 Maneuver	-	-	-	-	~ 30
Stage 1	-	-	-	-	334
Stage 2	-	-	-	-	202

Approach	EB	WB	NB
HCM Control Delay, s	0	1	\$ 485.4
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	73	-	-	686	-
HCM Lane V/C Ratio	1.757	-	-	0.16	-
HCM Control Delay (s)	\$ 485.4	-	-	11.2	-
HCM Lane LOS	F	-	-	B	-
HCM 95th %tile Q(veh)	11.2	-	-	0.6	-

Notes  
 -: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

Intersection						
Int Delay, s/veh	2.7					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations	↘	↑↑	↑		↘	↗
Traffic Vol, veh/h	38	937	1021	80	43	45
Future Vol, veh/h	38	937	1021	80	43	45
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	90
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	0	1	1	3	0	5
Mvmt Flow	41	1018	1110	87	47	49

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	1197	0	0 1745 1154
Stage 1	-	-	- 1154 -
Stage 2	-	-	- 591 -
Critical Hdwy	4.1	-	- 6.6 6.275
Critical Hdwy Stg 1	-	-	- 5.4 -
Critical Hdwy Stg 2	-	-	- 5.8 -
Follow-up Hdwy	2.2	-	- 3.5 3.3475
Pot Cap-1 Maneuver	590	-	- 87 235
Stage 1	-	-	- 303 -
Stage 2	-	-	- 522 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	590	-	- 81 235
Mov Cap-2 Maneuver	-	-	- 81 -
Stage 1	-	-	- 282 -
Stage 2	-	-	- 522 -

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	60.2
HCM LOS			F

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	590	-	-	-	81	235
HCM Lane V/C Ratio	0.07	-	-	-	0.577	0.208
HCM Control Delay (s)	11.6	-	-	-	97.8	24.3
HCM Lane LOS	B	-	-	-	F	C
HCM 95th %tile Q(veh)	0.2	-	-	-	2.6	0.8

Harrisonburg Roadway Reconfiguration  
 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue

2040 Build PM Peak Hour  
 01/07/2025

Intersection												
Int Delay, s/veh	0.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	2	966	3	3	1057	5	1	0	6	3	0	1
Future Vol, veh/h	2	966	3	3	1057	5	1	0	6	3	0	1
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None									
Storage Length	150	-	-	150	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	0	1	0	0	1	0	0	0	0	0	0	0
Mvmt Flow	2	1050	3	3	1149	5	1	0	7	3	0	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	1154	0	0	1053	0	0	2214	2216	527	1687	2215	1152
Stage 1	-	-	-	-	-	-	1056	1056	-	1158	1158	-
Stage 2	-	-	-	-	-	-	1158	1160	-	529	1057	-
Critical Hdwy	4.1	-	-	4.1	-	-	7.3	6.5	6.9	7.3	6.5	6.2
Critical Hdwy Stg 1	-	-	-	-	-	-	6.5	5.5	-	6.1	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.5	5.5	-
Follow-up Hdwy	2.2	-	-	2.2	-	-	3.5	4	3.3	3.5	4	3.3
Pot Cap-1 Maneuver	613	-	-	669	-	-	28	44	501	68	44	243
Stage 1	-	-	-	-	-	-	244	305	-	241	273	-
Stage 2	-	-	-	-	-	-	241	272	-	506	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	613	-	-	669	-	-	28	44	501	67	44	243
Mov Cap-2 Maneuver	-	-	-	-	-	-	28	44	-	67	44	-
Stage 1	-	-	-	-	-	-	243	304	-	240	272	-
Stage 2	-	-	-	-	-	-	239	271	-	498	303	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0	30.8	51.3
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	147	613	-	-	669	-	-	82
HCM Lane V/C Ratio	0.052	0.004	-	-	0.005	-	-	0.053
HCM Control Delay (s)	30.8	10.9	-	-	10.4	-	-	51.3
HCM Lane LOS	D	B	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.2

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	R	L	T	R	L	T	TR	UL	T
Maximum Queue (ft)	300	397	382	230	129	232	169	375	643	608	139	176
Average Queue (ft)	283	347	215	61	29	108	46	135	355	328	67	84
95th Queue (ft)	353	450	407	191	80	190	110	340	615	565	119	143
Link Distance (ft)		362	362			1319			781	781		980
Upstream Blk Time (%)		45	8						1	0		
Queuing Penalty (veh)		188	34						0	0		
Storage Bay Dist (ft)	300			230	165		180	375				220
Storage Blk Time (%)	3	55	13	0	0	2	0	0	9			
Queuing Penalty (veh)	7	124	14	1	0	3	0	1	17			

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	128	100
Average Queue (ft)	45	38
95th Queue (ft)	101	77
Link Distance (ft)	980	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		255
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	B1	B1	WB	SB
Directions Served	LT	T	T	T	TR	LR
Maximum Queue (ft)	644	639	119	125	22	96
Average Queue (ft)	415	355	48	48	1	29
95th Queue (ft)	862	853	172	171	18	88
Link Distance (ft)	638	638	141	141	362	318
Upstream Blk Time (%)	30	26	14	13		
Queuing Penalty (veh)	139	122	66	61		
Storage Bay Dist (ft)						
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	B36	B36	WB	WB	NB
Directions Served	T	TR	T	T	L	T	LR
Maximum Queue (ft)	65	74	62	64	36	24	195
Average Queue (ft)	24	25	19	17	5	1	100
95th Queue (ft)	84	87	80	74	25	16	228
Link Distance (ft)	16	16	68	68		141	216
Upstream Blk Time (%)	17	15	9	7			21
Queuing Penalty (veh)	68	58	35	28			0
Storage Bay Dist (ft)					150		
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	EB	EB	WB	SB	SB
Directions Served	L	T	T	TR	L	R
Maximum Queue (ft)	54	139	153	31	189	82
Average Queue (ft)	6	28	24	2	62	38
95th Queue (ft)	36	153	145	14	177	76
Link Distance (ft)		448	448	68	394	
Upstream Blk Time (%)		0	0		1	
Queuing Penalty (veh)		0	0		0	
Storage Bay Dist (ft)	150					90
Storage Blk Time (%)	0	4			9	0
Queuing Penalty (veh)	0	0			6	0

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

Movement	EB	EB	EB	NB	SB
Directions Served	L	T	TR	LTR	LTR
Maximum Queue (ft)	17	14	10	25	25
Average Queue (ft)	1	0	0	2	3
95th Queue (ft)	9	14	10	12	15
Link Distance (ft)		595	595	210	467
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150				
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

**Network Summary**

Network wide Queuing Penalty: 974

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	L	T	R	L	T	R	L	T	TR	UL	T
Maximum Queue (ft)	268	289	362	230	165	1165	180	337	476	448	220	758
Average Queue (ft)	157	175	208	121	112	734	100	188	264	240	172	435
95th Queue (ft)	250	275	335	252	205	1299	224	324	461	418	276	697
Link Distance (ft)		362	362			1319			781	781		980
Upstream Blk Time (%)		0	1			10			1	0		0
Queuing Penalty (veh)		2	3			0			0	0		0
Storage Bay Dist (ft)	300			230	165		180	375			220	
Storage Blk Time (%)	0	1	6	0	1	62	1	5	3		3	31
Queuing Penalty (veh)	0	2	15	1	6	135	3	19	7		14	59

**Intersection: 31: Reservoir Street & Neff Avenue**

Movement	SB	SB
Directions Served	T	R
Maximum Queue (ft)	785	255
Average Queue (ft)	430	220
95th Queue (ft)	731	323
Link Distance (ft)	980	
Upstream Blk Time (%)	1	
Queuing Penalty (veh)	0	
Storage Bay Dist (ft)		255
Storage Blk Time (%)	18	5
Queuing Penalty (veh)	93	23

**Intersection: 32: Neff Avenue & Warwick Drive**

Movement	EB	EB	WB	SB
Directions Served	LT	T	TR	LR
Maximum Queue (ft)	331	187	243	329
Average Queue (ft)	112	12	49	237
95th Queue (ft)	254	87	242	410
Link Distance (ft)	638	638	362	318
Upstream Blk Time (%)			1	42
Queuing Penalty (veh)			15	0
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 33: Sunchase Drive & Neff Avenue**

Movement	EB	EB	WB	WB	B1	NB
Directions Served	T	TR	L	T	T	LR
Maximum Queue (ft)	20	34	113	180	445	248
Average Queue (ft)	3	7	41	47	109	207
95th Queue (ft)	16	26	121	190	490	286
Link Distance (ft)	16	16		141	638	216
Upstream Blk Time (%)	0	0	0	18	0	78
Queuing Penalty (veh)	1	1	0	203	5	0
Storage Bay Dist (ft)	150					
Storage Blk Time (%)				0	18	
Queuing Penalty (veh)	2			18		

**Intersection: 34: Neff Avenue & Putter Court**

Movement	EB	WB	SB	SB
Directions Served	L	TR	L	R
Maximum Queue (ft)	61	36	306	90
Average Queue (ft)	22	2	170	39
95th Queue (ft)	51	16	417	100
Link Distance (ft)		68	394	
Upstream Blk Time (%)		0	18	
Queuing Penalty (veh)		0	0	
Storage Bay Dist (ft)	150			90
Storage Blk Time (%)			47	1
Queuing Penalty (veh)			21	1

**Intersection: 35: Thomas Bowers Circle/Turner Ashby Lane & Neff Avenue**

Movement	EB	EB	WB	NB	SB
Directions Served	L	T	L	LTR	LTR
Maximum Queue (ft)	20	2	21	28	22
Average Queue (ft)	1	0	2	7	2
95th Queue (ft)	11	2	12	26	14
Link Distance (ft)		595		210	467
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)	150		150		
Storage Blk Time (%)					
Queuing Penalty (veh)					

**Network Summary**

Network wide Queuing Penalty: 647

**Burgess Road Option 1: Short Bike Lane**

Item Number	Description	Unit	Quantity	Unit Cost	Total
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	580	\$ 5.00	\$ 2,900.00
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	1,590	\$ 5.00	\$ 7,950.00
704SD20-0002	TY A PVMT LINE MRKG 6"	LF	390	\$ 5.00	\$ 1,950.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	50	\$ 5.00	\$ 250.00
704SD20-0048	PVMT SYMB MRKG SGL TURN ARR. TY B CL II	EA	2	\$ 375.27	\$ 750.54
704SD20-0051	DBL TURN ARR. THRU/LT OR RT TY B, CL II	EA	1	\$ 909.11	\$ 909.11
704SD20-0096	SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	3	\$ 281.12	\$ 843.37
704SD20-0099	SYMB MRKG BICYCLE TURN ARR TY B CL II	EA	1	\$ 270.00	\$ 270.00
704SD20-0102	SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	4	\$ 367.94	\$ 1,471.78
704SD20-0105	PVMT SYMB MRKG SHARED LANE TY B CL II	EA	2	\$ 375.00	\$ 750.00
512SD20-0043	ERAD. EXIST. NONLINEAR PVMT MRKG	SF	204	\$ 7.30	\$ 1,488.67
	<b>CUSTOM - METHYL METHACRYLATE (MMA) GREEN PAINT</b>	SF	218	\$ 25.00	\$ 5,450.00
702SD20-0002	FLEXIBLE POST DELINEATOR	EA	6	\$ 93.65	\$ 561.91
701SD20-0001	SIGN PANEL	SF	36	\$ 41.28	\$ 1,486.03
700SD20-0038	CONC. SIGN FDN. STP-1 TY.A	EA	3	\$ 572.92	\$ 1,718.76
700SD20-0037	SIGN POST STP-1, 2 1/2", 12 GAUGE	LF	30	\$ 23.71	\$ 711.26
512SD20-0027	FLAGGER SERVICE	HR	8	\$ 300.00	\$ 2,400.00
	<b>Total</b>				\$ 31,861.44
	Contingency	25%			\$ 7,965.36
	Mobilization	10%			\$ 3,982.68
	<b>Intersection Improvements Total</b>				\$ 44,000.00

White Paint Color  
 Yellow Paint Color  
 White Paint Color  
 White Paint Color

Staunton Dist Unit Cost. Incl.  
 Equipment and Permitting

**Burgess Road Option 2: Bike Lane Between Evelyn Byrd Ave and Harrisonburg Crossing**

Item Number	Description	Unit	Quantity	Unit Cost	Total
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	1,190	\$ 5.00	\$ 5,950.00
704SD20-0002	TY A PVMT LINE MRKG 6"	LF	715	\$ 5.00	\$ 3,575.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	20	\$ 5.00	\$ 100.00
512SD20-0043	ERAD. EXIST.NONLINEAR PVMT MRKG	SF	204	\$ 7.30	\$ 1,488.67
704SD20-0051	DBL TURN ARR.THRU/LT OR RT TY B, CL II	EA	1	\$ 909.11	\$ 909.11
704SD20-0099	SYMB MRKG BICYCLE TURN ARR TY B CL II	EA	1	\$ 270.00	\$ 270.00
704SD20-0096	SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	4	\$ 281.12	\$ 1,124.49
704SD20-0102	SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	5	\$ 367.94	\$ 1,839.72
	<b>CUSTOM - METHYL METHACRYLATE (MMA) GREEN PAINT</b>	SF	210	\$ 25.00	\$ 5,250.00
702SD20-0002	FLEXIBLE POST DELINEATOR	EA	14	\$ 93.65	\$ 1,311.13
701SD20-0001	SIGN PANEL	SF	36	\$ 41.28	\$ 1,486.03
700SD20-0038	CONC. SIGN FDN. STP-1 TY.A	EA	3	\$ 572.92	\$ 1,718.76
700SD20-0037	SIGN POST STP-1, 2 1/2", 12 GAUGE	LF	30	\$ 23.71	\$ 711.26
512SD20-0027	FLAGGER SERVICE	HR	8	\$ 300.00	\$ 2,400.00
	<b>Total</b>				\$ 28,134.18
	Contingency	25%			\$ 7,033.55
	Mobilization	10%			\$ 3,516.77
	<b>Intersection Improvements Total</b>				\$ 39,000.00

White Paint Color  
White Paint Color  
White Paint Color

Staunton Dist Unit Cost. Incl.  
Equipment and Permitting



Neff Avenue with Dual Left-Turn Lanes at Reservoir Street					
Item Number	Description	Unit	Quantity	Unit Cost	Total
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	2,520	\$ 5.00	\$ 12,600.00
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	4,775	\$ 5.00	\$ 23,875.00
704SD20-0002	TY A PVMT LINE MRKG 6"	LF	4,025	\$ 5.00	\$ 20,125.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	365	\$ 5.00	\$ 1,825.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	165	\$ 5.00	\$ 825.00
704SD20-0048	PVMT SYMB MRKG SGL TURN ARR. TY B CL II	EA	21	\$ 375.27	\$ 7,880.66
704SD20-0096	SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	16	\$ 281.12	\$ 4,497.96
704SD20-0102	SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	16	\$ 367.94	\$ 5,887.11
704SD20-0083	PVMT SYMB MRKG YIELD 1' X 1.5' TY B CL I	EA	8	\$ 69.41	\$ 555.30
704SD20-0087	PVMT SYMB MRKG YIELD 2' X 3' TY B, CL II	EA	2	\$ 234.07	\$ 468.14
	<b>CUSTOM - Methyl Methacrylate (MMA) Green Paint</b>	SF	512	\$ 25.00	\$ 12,800.00
701SD20-0001	SIGN PANEL	SF	60	\$ 41.28	\$ 2,476.72
700SD20-0038	CONC. SIGN FDN. STP-1 TY.A	EA	8	\$ 572.92	\$ 4,583.36
700SD20-0037	SIGN POST STP-1, 2 1/2", 12 GAUGE	LF	80	\$ 23.71	\$ 1,896.70
700SD20-0003	REMOVE EXISTING 1 POST SIGN STRUCTURE	EA	1	\$ 216.78	\$ 216.78
700SD20-0007	REMOVE EXISTING 1 POST SIGN PANEL	EA	3	\$ 97.05	\$ 291.14
	NS TRAFFIC SIGNALIZATION RECTANGULAR RAPID FLASHING BEACON ASSEMBLY	EA	1	\$ 20,000.00	\$ 20,000.00
512SD20-0027	FLAGGER SERVICE	HR	24	\$ 300.00	\$ 7,200.00
NS	NS REMOVE EAST NEFF AVE MAST ARM	LS	1	\$ 3,500.00	\$ 3,500.00
700SD20-0100	MAST ARM 49'	EA	1	\$ 12,741.43	\$ 12,741.43
700SD20-0015	RELOCATE EXIST OVRHD SIGNAL SIGN PANEL	EA	1	\$ 350.00	\$ 350.00
703SD20-0049	RELOCATE EXISTING SIGNAL HEAD	EA	3	\$ 365.45	\$ 1,096.34
NS	RELOCATE EXISTING SIGNAL ILLUMINATED SIGN PANEL	EA	1	\$ 400.00	\$ 400.00
703SD20-0046	REMOVE EXISTING SIGNAL HEAD	EA	2	\$ 171.36	\$ 342.71
703SD20-0009	TRAF.SIG.HEAD SEC. 12" BLACK BACKPLATE	EA	12	\$ 468.40	\$ 5,620.82
700SD20-0113	14/5 CONDUCTOR CABLE	LF	285	\$ 0.96	\$ 273.63
703SD20-0034	HANGER ASSEMBLY SM-3, ONE WAY	EA	4	\$ 345.65	\$ 1,382.61
502SD20-0053	MEDIAN STRIP MS-1	SY	34	\$ 980.00	\$ 33,320.00
504SD20-0002	CG-12 DETECTABLE WARNING SURFACE	SY	5	\$ 442.27	\$ 2,211.34
425SD20-0004	TYPE A MILLING 1-1/2"	SY	15,132	\$ 22.27	\$ 336,923.98
315SD20-0007	ASPHALT CONC.TY. SM-9.5A	TON	1,248	\$ 141.40	\$ 176,528.27
	<b>Total</b>				\$ 702,694.99
	Contingency	35%			\$ 245,943.25
	Mobilization	10%			\$ 94,863.82
	<b>Intersection Improvements Total</b>				\$ 1,044,000.00

White Paint Color  
Yellow Paint Color  
White Paint Color  
White Paint Color  
YellowPaint Color

Staunton Dist Unit Cost. Incl.  
Equipment and Permitting  
Eastbound Neff Ave (ARM ONLY)  
Eastbound Neff Ave  
Eastbound Neff Ave (Remove, Store, Relcoate)  
Eastbound Neff Ave (Remove, Store, Relcoate)  
Eastbound Neff Ave (Remove, Store, Relcoate)  
Eastbound Neff Ave 4 Section FYA + Southbound 4 Section FYA  
4 x 3 Section (Dual Lefts Eastbound, Near Side Southbound, Far Side Southbound)  
For New Heads Only (Reuse Existing Eastbound Throughs and Southbound Far Side Left-turn)  
Dual Left-turns + Near Side Southbound

Increase due to traffic signal work

**IMPORTANT NOTE:** Assumptions are this road will be milled/overlay (by others)  
Otherwise eradication of existing markings may be required

**Neff Avenue - Alternative without Dual Left-Turn Lanes at Reservoir Street**

Item Number	Description	Unit	Quantity	Unit Cost	Total
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	1,990	\$ 5.00	\$ 9,950.00
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	4,520	\$ 5.00	\$ 22,600.00
704SD20-0002	TY A PVMT LINE MRKG 6"	LF	4,025	\$ 5.00	\$ 20,125.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	330	\$ 5.00	\$ 1,650.00
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	465	\$ 5.00	\$ 2,325.00
704SD20-0048	PVMT SYMB MRKG SGL TURN ARR. TY B CL II	EA	18	\$ 375.27	\$ 6,754.85
704SD20-0096	SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	16	\$ 281.12	\$ 4,497.96
704SD20-0102	SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	16	\$ 367.94	\$ 5,887.11
704SD20-0083	PVMT SYMB MRKG YIELD 1' X 1.5' TY B CL I	EA	8	\$ 69.41	\$ 555.30
704SD20-0087	PVMT SYMB MRKG YIELD 2' X 3' TY B, CL II	EA	19	\$ 234.07	\$ 4,447.32
	<b>CUSTOM</b> - Methyl Methacrylate (MMA) Green Paint	SF	512	\$ 25.00	\$ 12,800.00
701SD20-0001	SIGN PANEL	SF	40	\$ 41.28	\$ 1,651.14
700SD20-0038	CONC. SIGN FDN. STP-1 TY.A	EA	8	\$ 572.92	\$ 4,583.36
700SD20-0037	SIGN POST STP-1, 2 1/2", 12 GAUGE	LF	80	\$ 23.71	\$ 1,896.70
700SD20-0003	REMOVE EXISTING 1 POST SIGN STRUCTURE	EA	1	\$ 216.78	\$ 216.78
700SD20-0007	REMOVE EXISTING 1 POST SIGN PANEL	EA	3	\$ 97.05	\$ 291.14
	NS TRAFFIC SIGNALIZATION RECTANGULAR RAPID FLASHING BEACON ASSEMBLY	EA	1	\$ 20,000.00	\$ 20,000.00
512SD20-0027	FLAGGER SERVICE	HR	24	\$ 300.00	\$ 7,200.00
502SD20-0053	MEDIAN STRIP MS-1	SY	34	\$ 980.00	\$ 33,320.00
504SD20-0002	CG-12 DETECTABLE WARNING SURFACE	SY	5	\$ 442.27	\$ 2,211.34
425SD20-0004	TYPE A MILLING 1-1/2"	SY	14,667	\$ 22.27	\$ 326,557.09
315SD20-0007	ASPHALT CONC.TY. SM-9.5A	TON	1,210	\$ 141.40	\$ 171,096.62
	<b>Total</b>				\$ 660,616.71
	Contingency	25%			\$ 165,154.18
	Mobilization	10%			\$ 82,577.09
	<b>Intersection Improvements Total</b>				\$ 909,000.00

White Paint Color  
Yellow Paint Color  
White Paint Color  
White Paint Color  
Yellow Paint Color

Staunton Dist Unit Cost. Incl.  
Equipment and Permitting

**IMPORTANT NOTE:** Assumptions are this road will be milled/overlay (by others)  
Otherwise eradication of existing markings may be required

108SP20-0001	BASELINE PROGRESS SCHEDULE	LS	1	295000	26008.33
108SP20-0002	PROGRESS SCHEDULE UPDATES	EA	1	5000	796.4519
109SX20-0001	DESIGN BUILD PRELIMINARY ENG	EA	1	1	1
109SX20-0002	DESIGN BUILD QAQC	EA	1	1	1
109SX20-0003	DESIGN BUILD	EA	1	1	1
109SX20-0005	DESIGN BUILD UTILITIES	EA	1	1	1
109SX20-0006	DESIGN BUILD RIGHT OF WAY (ADMIN COSTS)	EA	1	1	1
301SD20-0001	CLEARING AND GRUBBING	LS	3962.4	3352247	159403.6
301SD20-0002	CLEARING AND GRUBBING	ACRE	3000	150000	20346.03
302SD20-0001	BEDDING MATL.AGGR.NO. 25 OR 26	TON	35	153	51.49855
302SD20-0002	BEDDING MATL. AGGR. NO. 57	TON	27.9	398.24	52.80255
302SD20-0004	CONCRETE CLASS A4 BOX CULVERT	CY	1200	2538.72	1341.188
302SD20-0005	REINF. STEEL	LB	0.01	587.7	1.86853
302SD20-0006	CORROSION RESISTANT REINF.STEEL CL. I	LB	3	5.5	3.588
302SD20-0008	STRUCTURAL STEEL JB-1	LB	6	36	29.24324
302SD20-0009	ENDWALL PIPE GRATE EW-11 TY.I	LF	600	600	600
302SD20-0011	ENDWALL PIPE GRATE EW-11 TY.III	LF	280	280	280
302SD20-0012	ENDWALL GRATE & FRAME EW-11A	EA	2546.94	8860	4651.293
302SD20-0013	ENDWALL EW-12	EA	420	4500	800.2476
302SD20-0018	12" PIPE	LF	54	175	97.03583
302SD20-0020	12" CONC. PIPE	LF	76.5	370	241.1238
302SD20-0022	STORM SEWER PIPE 12"	LF	83	310	269.0553
302SD20-0023	15" PIPE	LF	35	360	142.8574
302SD20-0025	15" CONC. PIPE	LF	52	919.38	133.0489
302SD20-0026	15" RADIAL PIPE	LF	110	110	110
302SD20-0027	STORM SEWER PIPE 15"	LF	35	550	132.438
302SD20-0028	18" PIPE	LF	60	345	105.7637
302SD20-0029	JACKED & BORED 18" PIPE	LF	946.3	972.72	951.8757
302SD20-0030	18" CONC. PIPE	LF	73.91	442.34	146.574
302SD20-0032	STORM SEWER PIPE 18"	LF	69.21	553	136.2775
302SD20-0033	21" PIPE	LF	175	175	175
302SD20-0035	21" CONC. PIPE	LF	175	409	193.4737
302SD20-0036	STORM SEWER PIPE 21"	LF	480	480	480
302SD20-0037	24" PIPE	LF	77.88	200	121.6558
302SD20-0038	JACKED & BORED 24" PIPE	LF	660	1400	1300.617
302SD20-0039	24" CONC. PIPE	LF	79	630	205.7994
302SD20-0040	24" RADIAL PIPE	LF	165	168	165.9695
302SD20-0041	STORM SEWER PIPE 24"	LF	89.25	490	161.6639
302SD20-0046	STORM SEWER PIPE 27"	LF	131	500	293.7529
302SD20-0047	30" PIPE	LF	95	540.75	192.6921
302SD20-0048	JACKED & BORED 30" PIPE	LF	4000	4000	4000
302SD20-0049	30" CONC. PIPE	LF	139.6	710	236.5507
302SD20-0051	STORM SEWER PIPE 30"	LF	114.84	1820	263.621
302SD20-0057	36" PIPE	LF	100	245	194.6269
302SD20-0058	JACKED & BORED 36" PIPE	LF	4500	4500	4500
302SD20-0059	36" CONC. PIPE	LF	145	852	304.1625
302SD20-0060	36" RADIAL PIPE	LF	228	228	228
302SD20-0061	STORM SEWER PIPE 36"	LF	178	514	236.3314

302SD20-0062	42" PIPE	LF	300	324	310.9091
302SD20-0064	42" CONC. PIPE	LF	310	503	414.5265
302SD20-0066	STORM SEWER PIPE 42"	LF	220	325	286.6866
302SD20-0067	48" PIPE	LF	136.27	450	166.2408
302SD20-0068	JACKED & BORED 48" PIPE	LF	4500	4500	4500
302SD20-0069	48" CONC. PIPE	LF	300	521	373.8583
302SD20-0072	STORM SEWER PIPE 48"	LF	359	502	403.6134
302SD20-0075	54" CONC. PIPE	LF	525	525	525
302SD20-0081	60" CONC. PIPE	LF	575	898	690.3548
302SD20-0084	STORM SEWER PIPE 60"	LF	260	420	332.8042
302SD20-0132	23" X 14" ELLIPTICAL PIPE	LF	223.3	223.3	223.3
302SD20-0133	23" X 14" ELLIPTICAL CONC. PIPE	LF	101.4	450	223.7838
302SD20-0134	30" X 19" ELLIPTICAL PIPE	LF	263.72	263.72	263.72
302SD20-0135	30" X 19" ELLIPTICAL CONC. PIPE	LF	168	349.63	201.9713
302SD20-0139	38" X 24" ELLIPTICAL CONC. PIPE	LF	151	151	151
302SD20-0141	42" X 27" ELLIPTICAL CONC. PIPE	LF	504.96	504.96	504.96
302SD20-0143	45" X 29" ELLIPTICAL CONC. PIPE	LF	324.95	855	474.0266
302SD20-0145	49" X 32" ELLIPTICAL CONC. PIPE	LF	376.49	376.49	376.49
302SD20-0147	53" X 34" ELLIPTICAL CONC. PIPE	LF	258.72	258.72	258.72
302SD20-0182	17" X 13" ARCH PIPE	LF	164.04	164.04	164.04
302SD20-0196	12" END SECTION ES-1 OR 2	EA	1100	1849.4	1552.722
302SD20-0197	12" END SECTION ES-1	EA	1500	4108.64	2804.32
302SD20-0198	15" END SECTION ES-1 OR 2	EA	500	2460.18	1381.294
302SD20-0199	15" END SECTION ES-1	EA	500	4690.47	1080.175
302SD20-0200	18" END SECTION ES-1 OR 2	EA	460	2360	1347.977
302SD20-0201	18" END SECTION ES-1	EA	500	4500	1690.527
302SD20-0203	21" END SECTION ES-1	EA	937	937	937
302SD20-0204	24" END SECTION ES-1 OR 2	EA	1000	2892.93	1571.094
302SD20-0205	24" END SECTION ES-1	EA	1200	5046.03	1777.068
302SD20-0208	30" END SECTION ES-1 OR 2	EA	1522.5	3800	2618.369
302SD20-0209	30" END SECTION ES-1	EA	1800	3800	2693.893
302SD20-0210	36" END SECTION ES-1 OR 2	EA	2600	4000	3471.429
302SD20-0211	36" END SECTION ES-1	EA	3500	3500	3500
302SD20-0212	42" END SECTION ES-1 OR 2	EA	4100	4700	4500
302SD20-0214	48" END SECTION ES-1 OR 2	EA	5100	5100	5100
302SD20-0215	48" END SECTION ES-1	EA	3930	3930	3930
302SD20-0218	60" END SECTION ES-1 OR 2	EA	8700	8700	8700
302SD20-0221	23" X 14" END SECTION ES-1A	EA	1850.5	4130	3347.655
302SD20-0223	38" X 24" END SECTION ES-1A	EA	5000	5000	5000
302SD20-0225	45" X 29" END SECTION ES-1A	EA	11610	11610	11610
302SD20-0226	53" X 34" END SECTION ES-1A	EA	7962.27	7962.27	7962.27
302SD20-0237	DROP INLET DI-1	EA	3100	12152.15	6034.153
302SD20-0239	DROP INLET DI-2A	EA	3730	10017.82	7106.197
302SD20-0241	DROP INLET DI-2B,L=4'	EA	5543.68	15300	8603.74
302SD20-0242	DROP INLET DI-2B,L=6'	EA	5890.99	16000	7973.395
302SD20-0243	DROP INLET DI-2B,L=8'	EA	6500	15000	7502.506
302SD20-0244	DROP INLET DI-2B,L=10'	EA	7000	8500	7973.422
302SD20-0245	DROP INLET DI-2B,L=12'	EA	8464.06	10000	8988.02
302SD20-0249	DROP INLET DI-2B,L=20'	EA	12300	12300	12300

302SD20-0252	DROP INLET DI-2BB,L=8'	EA	7800	8100	7980
302SD20-0253	DROP INLET DI-2BB,L=10'	EA	7000	7000	7000
302SD20-0254	DROP INLET DI-2BB,L=12'	EA	10000	10000	10000
302SD20-0259	DROP INLET DI-2C,L=6'	EA	5890.99	10910.32	8271.494
302SD20-0260	DROP INLET DI-2C,L=8'	EA	7100	9100	7766.667
302SD20-0261	DROP INLET DI-2C,L=10'	EA	7000	7000	7000
302SD20-0262	DROP INLET DI-2C,L=12'	EA	8000	13124.33	10562.17
302SD20-0266	DROP INLET DI-2C,L=20'	EA	10300	10300	10300
302SD20-0277	DROP INLET DI-2E,L=6	EA	7500	7500	7500
302SD20-0278	DROP INLET DI-2E,L=8'	EA	7800	9000	7900
302SD20-0279	DROP INLET DI-2E,L=10'	EA	9500	9500	9500
302SD20-0281	DROP INLET DI-2E,L=14'	EA	10000	10000	10000
302SD20-0282	DROP INLET DI-2E,L=16'	EA	11000	11000	11000
302SD20-0283	DROP INLET DI-2E,L=18'	EA	13000	13000	13000
302SD20-0286	DROP INLET DI-2EE,L=8'	EA	11000	11000	11000
302SD20-0301	DROP INLET DI-2FF,L=6'	EA	9900	9900	9900
302SD20-0302	DROP INLET DI-2FF,L=8'	EA	13200	13200	13200
302SD20-0309	DROP INLET DI-3A	EA	4733.3	13443	7118.152
302SD20-0310	DROP INLET DI-3AA	EA	5600	12000	7512.756
302SD20-0311	DROP INLET DI-3B,L=4'	EA	5200	12950	6617.491
302SD20-0312	DROP INLET DI-3B,L=6'	EA	3000	12500	6764.073
302SD20-0313	DROP INLET DI-3B,L=8'	EA	5270	10795.87	7576.976
302SD20-0314	DROP INLET DI-3B,L=10'	EA	6023.08	13500	7932.379
302SD20-0315	DROP INLET DI-3B,L=12'	EA	6354.07	12750	7835.631
302SD20-0316	DROP INLET DI-3B,L=14'	EA	7000	11410	9636.667
302SD20-0317	DROP INLET DI-3B,L=16'	EA	8400	12000	9765.528
302SD20-0318	DROP INLET DI-3B,L=18'	EA	9900	9900	9900
302SD20-0319	DROP INLET DI-3B,L=20'	EA	9600	9600	9600
302SD20-0320	DROP INLET DI-3BB,L=4'	EA	6700	8500	7500
302SD20-0321	DROP INLET DI-3BB,L=6'	EA	6000	11000	8166.266
302SD20-0322	DROP INLET DI-3BB,L=8'	EA	6000	10521.79	8515.224
302SD20-0323	DROP INLET DI-3BB,L=10'	EA	7700	10753.33	9108.888
302SD20-0324	DROP INLET DI-3BB,L=12'	EA	8000	14000	10000
302SD20-0325	DROP INLET DI-3BB,L=14'	EA	16000	16000	16000
302SD20-0329	DROP INLET DI-3C,L=6'	EA	5543.68	11276.7	7222.069
302SD20-0330	DROP INLET DI-3C,L=8'	EA	5870	12000	7646.471
302SD20-0331	DROP INLET DI-3C,L=10'	EA	5890.99	12000	8364.569
302SD20-0332	DROP INLET DI-3C,L=12'	EA	7800	12000	9253.96
302SD20-0334	DROP INLET DI-3C,L=16'	EA	9300	9300	9300
302SD20-0335	DROP INLET DI-3C,L=18'	EA	10000	10000	10000
302SD20-0336	DROP INLET DI-3C,L=20'	EA	12000	12000	12000
302SD20-0337	DROP INLET DI-3CC,L=6'	EA	7000	12000	9500
302SD20-0338	DROP INLET DI-3CC,L=8'	EA	8100	8100	8100
302SD20-0345	DROP INLET DI-3D	EA	6000	6000	6000
302SD20-0347	DROP INLET DI-3E,L=4'	EA	6500	6500	6500
302SD20-0348	DROP INLET DI-3E,L=6'	EA	8548.92	8548.92	8548.92
302SD20-0349	DROP INLET DI-3E,L=8'	EA	10038.87	10038.87	10038.87
302SD20-0368	DROP INLET DI-3F,L=12'	EA	15523.74	15523.74	15523.74
302SD20-0381	DROP INLET DI-4A	EA	7900	10290.74	9693.055

302SD20-0382	DROP INLET DI-4AA	EA	9100	9100	9100
302SD20-0383	DROP INLET DI-4B,L=6'	EA	10200	10200	10200
302SD20-0385	DROP INLET DI-4B,L=10'	EA	11200	11200	11200
302SD20-0386	DROP INLET DI-4B,L=12'	EA	11800	11800	11800
302SD20-0392	DROP INLET DI-4BB,L=8'	EA	10700	10700	10700
302SD20-0393	DROP INLET DI-4BB,L=10'	EA	11600	11600	11600
302SD20-0395	DROP INLET DI-4BB,L=14'	EA	11000	11000	11000
302SD20-0399	DROP INLET DI-4C,L=8'	EA	15000	15000	15000
302SD20-0401	DROP INLET DI-4C,L=12'	EA	12000	12000	12000
302SD20-0406	DROP INLET DI-4CC,L=8'	EA	11000	11000	11000
302SD20-0407	DROP INLET DI-4CC,L=10'	EA	11600	11600	11600
302SD20-0413	DROP INLET DI-4D	EA	14100	14100	14100
302SD20-0446	DROP INLET DI-5	EA	3426.18	22193	7221.248
302SD20-0447	DROP INLET DI-7	EA	4300	12000	6681.982
302SD20-0448	DROP INLET DI-7A	EA	5200	9625.64	8345.872
302SD20-0449	DROP INLET DI-7B	EA	7337.79	51049.12	15397.82
302SD20-0455	DROP INLET DI-10H TY. I,L=8'	EA	14679.83	14679.83	14679.83
302SD20-0456	DROP INLET DI-10H TY. I,L=10'	EA	16156.34	16156.34	16156.34
302SD20-0472	DROP INLET DI-10I TY. I,L=8'	EA	8158.24	8158.24	8158.24
302SD20-0491	DROP INLET DI-10K TY. I,L=6'	EA	9168.3	9168.3	9168.3
302SD20-0493	DROP INLET DI-10K TY. I,L=10'	EA	7700	7700	7700
302SD20-0499	DROP INLET DI-10K TY. II,L=4'	EA	21794.59	21794.59	21794.59
302SD20-0500	DROP INLET DI-10K TY. II,L=6'	EA	21460.7	21460.7	21460.7
302SD20-0501	DROP INLET DI-10K TY. II,L=8'	EA	7000	20084.04	12607.45
302SD20-0502	DROP INLET DI-10K TY. II,L=10'	EA	10000	20378.2	12594.55
302SD20-0509	DROP INLET DI-10K TY. III,L=6'	EA	12500	12500	12500
302SD20-0517	DROP INLET DI-10L TY. I,L=6'	EA	6500	6500	6500
302SD20-0518	DROP INLET DI-10L TY. I,L=8'	EA	9057.35	9057.35	9057.35
302SD20-0525	DROP INLET DI-10L TY. II,L=6'	EA	18846.94	18846.94	18846.94
302SD20-0526	DROP INLET DI-10L TY. II,L=8'	EA	7000	7000	7000
302SD20-0527	DROP INLET DI-10L TY. II,L=10'	EA	16000	16000	16000
302SD20-0541	DROP INLET DI-14A TY. I	EA	8466.82	8466.82	8466.82
302SD20-0543	DROP INLET DI-14B TY. I,L=4'	EA	8415.31	8415.31	8415.31
302SD20-0544	DROP INLET DI-14B TY. I,L=6'	EA	8442.52	8442.52	8442.52
302SD20-0545	DROP INLET DI-14B TY. I,L=8'	EA	8688.55	8688.55	8688.55
302SD20-0546	DROP INLET DI-14B TY. I,L=10'	EA	7759	8280.87	8019.935
302SD20-0553	DROP INLET DI-14B TY. II,L=6'	EA	9128.94	9128.94	9128.94
302SD20-0554	DROP INLET DI-14B TY. II,L=8'	EA	8285.91	8285.91	8285.91
302SD20-0555	DROP INLET DI-14B TY. II,L=10'	EA	8410.27	8410.27	8410.27
302SD20-0561	DROP INLET DI-14C TY. I,L=6'	EA	8396.9	8396.9	8396.9
302SD20-0564	DROP INLET DI-14C TY. I,L=12'	EA	10376.55	10376.55	10376.55
302SD20-0569	DROP INLET DI-14C TY. II,L=6'	EA	8259.09	8259.09	8259.09
302SD20-0590	DROP INLET DI-14E TY. II,L=6'	EA	11031.56	11031.56	11031.56
302SD20-0591	DROP INLET DI-14E TY. II,L=8'	EA	11031.56	11031.56	11031.56
302SD20-0592	DROP INLET DI-14E TY. II,L=10'	EA	14699.4	14699.4	14699.4
302SD20-0615	DROP INLET DI-14F TY. II,L=6'	EA	11992.29	11992.29	11992.29
302SD20-0637	DROP INLET DI-12A,L=4'	EA	7000	7000	7000
302SD20-0639	DROP INLET DI-12A,L=8'	EA	8900	8900	8900
302SD20-0643	DROP INLET DI-12B,L=4'	EA	7200	7200	7200

302SD20-0644	DROP INLET DI-12B,L=6'	EA	8600	8600	8600
302SD20-0645	DROP INLET DI-12B,L=8'	EA	1500	9500	8357.143
302SD20-0646	DROP INLET DI-12B,L=10'	EA	8095.7	8095.7	8095.7
302SD20-0647	DROP INLET DI-12B,L=12'	EA	8587.24	8587.24	8587.24
302SD20-0648	DROP INLET DI-12B,L=14'	EA	13000	13000	13000
302SD20-0653	DROP INLET DI-12C,L=12'	EA	12000	12000	12000
302SD20-0655	DROP INLET DI-13 TY.I	EA	4250	7100	5648.843
302SD20-0656	DROP INLET DI-13 TY.II	EA	7000	9000	8338.24
302SD20-0660	MANHOLE MH-1	LF	1400	7175	2041.667
302SD20-0661	MANHOLE MH-2	LF	964.4	2000	1382.403
302SD20-0662	MANHOLE MH-1 OR 2	LF	300	3000	856.1867
302SD20-0663	FRAME & COVER MH-1	EA	342.1	2400	885.7164
302SD20-0665	DI-PRECAST TOP VARIOUS TYPES CONST	EA	3600	6260	5767.143
302SD20-0668	PIPE SPILLOUT PS-2	EA	2753.1	4500	3626.55
302SD20-0669	PIPE SPILLOUT PS-3	EA	15000	15000	15000
302SD20-0670	TEMP.DIVE.CHANNEL LINING CL. A	SY	5.85	25	10.21667
302SD20-0671	TEMP.DIVE.CHANNEL LINING CL. B	SY	102	102	102
302SD20-0672	TEMP.DIVE.CHANNEL EXCAVATION	CY	5.75	134	28.1065
302SD20-0673	STORMWATER MAN.DRAIN.STR.SWM-1	LF	900	3540.38	2454.74
302SD20-0679	STORM WATER MAN.RISER PIPE 60"	LF	550	550	550
302SD20-0681	TEMP. SEDIMENT RISER PIPE 36"	LF	1300	2200	1541.062
302SD20-0683	TEMP. SEDIMENT RISER PIPE 48"	LF	804.88	804.88	804.88
302SX20-0003	BED.MAT.FINE AGR.OR AGGR.NO.8	TON	33	100	64.08821
302SX20-0012	INVERSION PIPE LINER 36"	LF	700	700	700
302SX20-0029	PIPE TIE IN	EA	1200	5280	3083.077
303PA20-0003	UNDERCUT EXC @ TWICE REG EXC	CY	28	95	62.53608
303SD20-0001	REGULAR EXCAVATION	CY	0.5	500	25.7308
303SD20-0003	GRADING RURAL RUSTIC	LF	7	7	7
303SD20-0004	GRADING	LS	5000	845565.1	169466.1
303SD20-0005	EARTHWORK	LS	62000	580000	244000
303SD20-0006	EXTRA EXCAVATION	CY	10	270	41.17166
303SD20-0007	BORROW EXCAVATION	CY	1	100	16.64432
303SD20-0008	BORROW EXCAVATION MIN. CBR-20	CY	80	80	80
303SD20-0010	EMBANKMENT	CY	27.5	100	39.40875
303SD20-0013	GEOTEXTILE EMBANKMENT STAB.	SY	2.14	13	4.03195
303SD20-0014	SURCHARGE PLACEMENT & REMOVAL	CY	49.87	49.87	49.87
303SD20-0015	SETTLEMENT PLATE	EA	1700	2500	2142.7
303SD20-0016	MINOR STR. EXCAV. PIPE CULVERT	CY	10	200	27.94125
303SD20-0017	MINOR STR. EXCAV. BOX CULVERT	CY	28	240.12	72.93474
303SD20-0018	SLOPE DRAIN	EA	300	9000	2659.343
303SD20-0019	EROSION CONTROL MULCH	SY	0.32	15.02	0.77632
303SD20-0020	EROSION CONTROL MULCH	ACRE	1973.39	1973.39	1973.39
303SD20-0021	TEMPORARY DIVERSION DIKE	LF	3	45	6.34412
303SD20-0022	CHECK DAM, ROCK TY. I	EA	258	1500	738.4333
303SD20-0023	CHECK DAM ROCK TY. II	EA	100	1745.8	526.2002
303SD20-0024	CHECK DAM SEDIMENT RETENTION ROLL 18"	EA	156.95	1000	253.9416
303SD20-0025	CHECK DAM SEDIMENT RETENTION ROLL 20"	EA	147.97	1000	278.7422
303SD20-0026	CHECK DAM ROCK TYPE I TEMPORARY	EA	250	750	500
303SD20-0028	DEWATERING BASIN EC-8	EA	1	22660.4	2553.036

303SD20-0029	SILTATION CONTROL EXCAVATION	CY	0.01	230	10.19508
303SD20-0030	INLET PROTECTION , TYPE A	EA	5	2500	404.5753
303SD20-0031	INLET PROTECTION , TYPE B	EA	1	2500	315.9822
303SD20-0032	GEOTEXTILE FABRIC	SY	2.3	350	3.50648
303SD20-0033	TEMP. SILT FENCE TYPE B	LF	1.75	20	7.94152
303SD20-0034	TEMP. SILT FENCE TYPE A	LF	0.01	250	4.42838
303SD20-0035	TEMP. SEDIMENT BASIN EXCAVATION	CY	11	96.36	22.84991
303SD20-0036	STORM WATER MAN. BASIN EXCAV.	CY	5.08	71.9	16.23554
303SD20-0037	TURBIDITY CURTAIN, PERVIOUS	LF	40	40	40
303SX20-0005	ROCK EXCAVATION	CY	100	5000	484.1316
303SX20-0012	UTILITY TEST PIT UNPAVED	EA	100	1290.85	477.5276
303SX20-0013	UTILITY TEST PIT ASPHALT CONCRETE	EA	100	1508.61	832.2546
303SX20-0014	UTILITY TEST PIT PORTLAND CEMENT CONC	EA	1257.46	1400.62	1329.04
303SX20-0019	GEOTEXTILE DRAINAGE FABRIC	SY	10	10	10
303SX20-0020	ROCKFILL	TON	26.51	50	32.9363
303SX20-0024	TEMP.VEH.WATERCOURSE CROSSING	EA	26800	26800	26800
305SD20-0001	BORROW EXCAVATION	CY	0.5	200	15.95828
305SD20-0003	BORROW EXCAVATION MIN. CBR-20	CY	45	127	65.56023
305SD20-0005	SELECT MATL. TY. I MIN. CBR-30	TON	28	285	35.68318
305SD20-0006	SELECT MATL. TY. II MIN. CBR-20	CY	34.86	600	58.4828
305SD20-0009	GEOTEXTILE SUBGRADE STAB.	SY	1	36.2	3.37258
305SD20-0010	AGGR. MATL. NO. 1	TON	27.29	350	29.56316
305SD20-0011	AGGR. MATL. NO. 25 OR 26	TON	35	100	43.75824
305SD20-0012	AGGR.BASE MAT.TY. I NO.21A OR 21B	TON	28	604.35	54.65519
305SP20-0003	AGR. BASE MAT. TY.I OR II NO. 21A OR 21B	TON	10	1500	47.3788
305SP20-0004	SHOULDER MAINTENANCE MATERIAL	TON	0	995	31.31109
305SP20-0005	MACHINING SHOULDERS	LF	0.01	40	2.71027
305SP20-0006	MANUAL SHOULDERS RESTORATION	LF	0.01	40	3.85785
305SX20-0001	BORROW EXCAVATION	CY	10	10	10
306SD20-0001	LIME	TON	223	638	231.5808
306SD20-0005	MANIPULATION 6"	SY	4	4	4
306SD20-0007	MANIPULATION 8"	SY	5	5	5
307SD20-0001	HYDRAULIC CEMENT	TON	165	300	233.1467
307SD20-0004	CEM.S.AGR.BAS.MATL.TY.I N.21A	TON	54.3	400	89.21186
307SD20-0010	MANIPULATION 8"	SY	4	7	4.33677
308SD20-0001	AGGR. MATL. NO. 1	TON	35	175	39.04855
308SD20-0003	AGGR. MATL. NO. 21A	TON	35	35	35
308SD20-0006	AGGR. MATL. NO. 21A OR 21B	TON	47	47	47
308SD20-0007	AGGR. MATL. NO. 21B	TON	30	100	41.70545
308SD20-0008	AGGR. MATL. NO. 25 OR 26	TON	10	60	37.23523
308SD20-0009	AGGR.BASE MAT.TY. I NO.21A OR 21B	TON	35	106.34	56.75945
308SD20-0010	AGGR.BASE MAT.TY. I NO.21A OR 21B	CY	86.25	86.25	86.25
308SD20-0011	AGGR. BASE MATL. TY. I NO. 21A	TON	30	53.5	49.80533
308SD20-0012	AGGR. BASE MATL. TY. I NO. 21B	TON	0.05	500	40.81515
308SX20-0003	CRUSHER RUN AGGR. NO. 25 OR 26	TON	22	168.5	54.24588
308SX20-0004	AGGR. MATL. NO. 25 OR 26	TON	35	110	57.24409
308SX20-0005	COARSE AGGREGATE NO.8	TON	45	65	48.56948
309SD20-0001	AGGR. MATL. NO. 1	TON	40	40	40
309SD20-0006	AGGR. MATL. NO. 21B	TON	34	36.4	34.08105

309SD20-0010	AGGR. BASE MATL. TY. I NO. 21B	TON	18	120	33.44765
310SD20-0001	TACK COAT	GAL	0.01	68.83	0.91662
310SD20-0002	NONTRACKING TACK COAT	GAL	9.85	12	11.31642
311SD20-0001	PRIME COAT	GAL	11	11	11
311SD20-0002	COVER MATL. AGGR. NO. 68	TON	95.66	95.66	95.66
312SD20-0003	CO.MAT.FINE AGGR.OR AGGR.NO.10	TON	200	500	251.2642
312SD20-0004	LIQUID ASPHALT	GAL	0.1	13.5	3.71771
312SD20-0005	COVER MATL. AGGR. NO. 78	TON	61	61	61
312SD20-0007	COVER MATL. AGGR. NO. 8P	TON	432.75	432.75	432.75
312SP20-0001	EMUL. ASPH. SLURRY SEAL TYPE A	SY	2.59	3.41	3.11882
312SP20-0002	EMUL. ASPH. SLURRY SEAL TYPE B	SY	2.56	3.2	2.77283
312SP20-0003	EMUL. ASPH. SLURRY SEAL TYPE C	SY	2.69	3.25	3.00615
312SP20-0004	LATEX MOD. EMUL. TREAT. TYPE B	TON	285	350	331.811
312SP20-0005	LATEX MOD. EMUL. TREAT. TYPE C	TON	239.87	332.5	273.2974
312SP20-0006	LATEX MOD.EMUL.TREAT.RUTFILLING	TON	385	385	385
312SP20-0007	FLEXIBLE LATEX MODIFIED EMULSION TYPE B	TON	344	344	344
312SP20-0008	FLEXIBLE LATEX MODIFIED EMULSION TYPE C	TON	307.5	318	310.0351
312SX20-0003	LIQUID ASPHALT MATL. CRS-2L	GAL	19.27	19.27	19.27
313SD20-0001	ASPH-STAB. OPEN-GRADED MATERIAL	TON	135	191.87	172.8811
314SP20-0003	BLOTTED SEAL COAT TY. C-1	SY	14.9	14.9	14.9
314SP20-0004	BLOTTED SEAL COAT TY. D	SY	15	23	16.86654
314SP20-0011	AGGR. NO. 8 STONE	SY	8	8	8
314SP20-0013	MODIFIED SINGLE SEAL	SY	1.63	8	2.0354
314SP20-0014	MODIFIED DOUBLE SEAL	SY	2.66	9.4	3.01517
315SD20-0001	ASPHALT CONCRETE TY. SM-12.5A	TON	100	834.21	169.7723
315SD20-0002	ASPHALT CONCRETE TY. SM-12.5D	TON	80.75	800	140.836
315SD20-0003	ASPHALT CONC. TY. SM-12.5E	TON	100	700	157.2346
315SD20-0004	ASPHALT CONCRETE TY. IM-19.0A	TON	94.3	834.21	130.2431
315SD20-0005	ASPHALT CONCRETE TY. IM-19.0D	TON	100	273	144.2336
315SD20-0006	ASPHALT CONCRETE TY. IM-19.0E	TON	125.7	147	142.197
315SD20-0007	ASPHALT CONC.TY. SM-9.5A	TON	94	1800	141.4018
315SD20-0008	ASPHALT CONC.TY. SM-9.5D	TON	105	811	147.3644
315SD20-0009	ASPHALT CONCRETE TY. SM-9.5E	TON	148	208.8	169.0211
315SD20-0010	ASPHALT CONCRETE TY. BM-25.0	TON	83	1100	119.1151
315SD20-0011	ASPHALT CONCRETE TY. BM-25.0D	TON	88	151.86	139.1939
315SD20-0012	ASPHALT CONCRETE TY. SM-9.0A	TON	275	275	275
315SD20-0015	RUMBLE STRIP CYLINDRICAL ASPHALT	LF	0.1	266.5	0.45427
315SD20-0016	LIQUID ASPHALT COATING (RUMBLE STRIP)	SY	0.01	200	1.55862
315SD20-0018	ASPH.CONC.CURB BACKUP MATL.	TON	190	1400	262.1591
315SD20-0019	LIQUID ASPHALT COATING (RUMBLE STRIP)	SY	0.45	74.29	0.97717
315SD20-0021	ASPH. CONC. TY. SM-4.75A	TON	80	155	113.0109
315SD20-0024	ASPH. CONC. TY. SM-9.0A	TON	79	153.11	101.6355
315SD20-0027	ASPH. CONC. TY. SM-9.5A	TON	69.95	420	87.37309
315SD20-0029	ASPH. CONC. TY. SM-9.5D	TON	66.5	600.11	90.28211
315SD20-0030	ASPH. CONC. TY. SM-9.5D SL SPOT LEVEL	TON	60	112	78.57143
315SD20-0031	ASPH. CONC TY. SM-9.5E	TON	115	130	122.7034
315SD20-0032	ASPH. CONC. TY. SM-12.5A	TON	68	350	95.30206
315SD20-0034	ASPH. CONC. TY. SM-12.5D	TON	65.5	2679.6	93.924
315SD20-0035	ASPH. CONC. TY. SM-12.5D SL SPOT LEVEL	TON	100	133	129.1177

315SD20-0036	ASPH. CONC. TY. SM-12.5E	TON	77	175	117.1728
315SD20-0037	ASPH. CONC. TY. SM-19.0A	TON	86	123	102.7696
315SD20-0038	ASPH. CONC. TY. SM-19.0D	TON	109.09	109.09	109.09
315SD20-0040	ASPH. CONC. TY. IM-19.0A	TON	69	360	84.67821
315SD20-0041	ASPH. CONC. TY. BM-25.0D+0.4	TON	70	500	162.762
315SD20-0043	ASPH. CONC. TY. IM-19.0D	TON	77	471	112.7514
315SD20-0044	ASPH. CONC. TY. IM-19.0E	TON	75	1000	110.9974
315SD20-0045	ASPH. CONC. TY. IM-19.0A T	TON	90	103.75	98.53998
315SD20-0046	ASPH. CONC. TY. IM-19.0D T	TON	144	250	188.4248
315SD20-0047	ASPH. CONC. TY. BM-25.0A	TON	60	1344	93.81441
315SD20-0048	ASPH. CONC. TY. BM-25.0D	TON	75	187.8	97.33744
315SD20-0049	ASPH. CONC. TY. BM-25.0A T	TON	65	291.86	109.5866
315SD20-0051	ASPH. CONC. TY. BM-25.0D T	TON	288	288	288
315SD20-0052	RUMBLE STRIP SINUSOIDAL ASPHALT	LF	0.23	11.3	0.36924
315SP20-0006	PAVEMENT SHOULDER WEDGE PREP.	LF	0.01	5	0.09538
315SP20-0007	THIN HOT MIX ASPHALT CONCRETE	TON	135	725	169.9487
315SP20-0008	SCRATCH/LEVEL TYPE I	TON	180	205.35	186.7757
315SP20-0010	ASPH. CONC. PATCH TY. IM-19.0A	TON	45	335	110.5622
315SP20-0011	ASPH. CONC. PATCH TY. IM-19.0D	TON	30	356.32	62.86056
315SP20-0013	SURF.PREPARATION & RESTOR. TY. II	TON	56	355	108.5243
315SP20-0048	ASPH CONC.BMD P+VO SM-9.5A	TON	62.7	151.76	100.9441
315SP20-0049	ASPH CONC.BMD P+VO SM-9.5D	TON	60.74	149	101.417
315SP20-0050	ASPH CONC.BMD P+VO SM-12.5A	TON	76.5	166.5	99.33473
315SP20-0051	ASPH CONC.BMD P+VO SM-12.5D	TON	71.15	150	107.342
316SD20-0004	PLAIN HYDR. CEM.CONC. PAVE. 7"	SY	126.5	126.5	126.5
316SD20-0009	CONT.REINF.HYDR.CONC.PAVE. 8"	SY	275	275	275
316SD20-0030	CONCRETE ENTRANCE PAVE. 7"	SY	50	483.7	177.5884
316SD20-0035	CONC. CL. A4 BRIDGE APPR. SLAB	CY	641.94	1099.82	807.2774
316SD20-0036	REINF. STEEL BRIDGE APPR. SLAB	LB	2.2	2.4	2.29221
316SD20-0037	CONC. CLASS A-4 BRIDGE APPR. SLAB	CY	500	1400	886.4707
316SD20-0038	REINF. STEEL BRIDGE APPR. SLAB	LB	1.75	1.98	1.84839
316SP20-0001	PATCH.CEM.CONC.PAVE. TY. I	SY	339.08	480.82	370.1098
316SP20-0002	PATCH.CEM.CONC.PAVE. TY. II	SY	279.57	538.52	367.9042
316SP20-0003	PATCH.CEM.CONC.PAVE. TY. III-P	SY	1000	1471.3	1049.135
316SP20-0004	PATCH.CEM.CONC.PAVE.TY. IV-A	SY	238	500	366.8191
316SX20-0006	CLEAN AND RESEAL LONG. JOINT	LF	0.01	7.2	2.79638
316SX20-0007	CLEAN AND RESEAL TRAN. JOINT	LF	0.01	7.2	2.46522
316SX20-0008	GRIND CONCRETE PAVEMENT	SY	11	50.6	13.54248
317SD20-0002	STONE MATRIX ASPH. SMA-9.5 64E-22	TON	113.63	125	117.1064
317SD20-0003	STONE MATRIX ASPH. SMA-12.5 64H-22	TON	115	157.85	138.5024
317SD20-0004	STONE MATRIX ASPH. SMA-12.5 64E-22	TON	103	210	154.2014
317SD20-0006	STONE MATRIX ASPH. SMA-19.0 64E-22	TON	93	185	130.3433
317SP20-0003	STONE MATRIX ASPH. SMA-12.5 64H-22	TON	226.18	400	233.5919
317SP20-0004	STONE MATRIX ASPH. SMA-12.5 64E-22	TON	225	225	225
317SP20-0005	STONE MATRIX ASPH. SMA-19.0 64H-22	TON	193.65	193.65	193.65
319SD20-0001	THIN HOT MIX ASPHALT CONCRETE	TON	185	380	218.5486
321SD20-0001	ASPH. CONC. TY. IM-19.0A T	TON	100	250	108.7143
321SD20-0002	ASPH. CONC. TY. IM-19.0D T	TON	145.61	188	147.3158
321SD20-0003	ASPH. CONC. TY. BM-25.0 T	TON	97.35	255	126.3689

322SD20-0001	CRACK SEAL/FILLER TY A	LB	2.94	4.35	3.31141
322SD20-0002	CRACK SEAL/FILLER TY B	LB	3.34	4.5	3.92062
322SD20-0004	SCRATCH/LEVEL TYPE I	TON	100	194.65	191.184
323SD20-0041	SURF PREP & RESTORATION TY II	TON	50	550	189.7418
323SD20-0042	SURF PREP & RESTORATION TY III	TON	311.91	580	499.7932
401SD20-0001	STRUCTURE EXCAVATION	CY	0.01	90	50.8935
401SD20-0002	SELECT BACKFILL ABUTMENT ZONE	TON	0.01	100	42.97792
401SD20-0003	POROUS BACKFILL	CY	115	115	115
401SD20-0004	GEOCOMPOSITE WALL DRAIN	SY	15.14	500	48.90112
401SD20-0005	PIPE UNDERDRAIN 6"	LF	1	100	55.57641
401SD20-0007	COFFERDAM	EA	1000	120791	23773.41
401SD20-0008	PIPE UNDERDRAIN 6"	LF	15	100	22.28786
401SD20-0009	STRUCTURE EXCAVATION	CY	25	588	150.1337
402SD20-0001	SHEET PILES STEEL	SF	34.73	70	46.24004
402SD20-0004	TEMPORARY SHEET PILING	SF	30	115	42.04591
403SD20-0003	TREATED TIMBER PILES 12"	LF	45	45	45
403SD20-0004	DYNAMIC PILE TEST	EA	2300	6946.2	5170.04
403SD20-0005	STEEL PILES 10"	LF	55.5	179	86.40502
403SD20-0006	STEEL PILES 12"	LF	65	208.39	97.38317
403SD20-0007	STEEL PILES 14"	LF	150.46	150.46	150.46
403SD20-0012	PRESTR. CONC STEEL STRAND PILES 14"	LF	90	176	112.3594
403SD20-0014	PRESTR. CONC STEEL STRAND PILES 18"	LF	180	180	180
403SD20-0016	PRESTR. CONC STEEL STRAND PILES 24"	LF	180	225	191.9521
403SD20-0018	PRESTR. CONC SS STRAND PILES 12"	LF	135	135	135
403SD20-0020	PRESTR. CONC SS STRAND PILES 18"	LF	270	295	286.9253
403SD20-0023	PRESTR. CONC CFRP STRAND PILES 12"	LF	0	0	0
403SD20-0025	PRESTR. CONC CFRP STRAND PILES 18"	LF	0	0	0
403SD20-0030	DRIVING TEST FOR TIMBER PILE	LF	100	100	100
403SD20-0031	PILE POINT FOR 10" STEEL PILE	EA	125	216.4	162.9291
403SD20-0034	PILE POINT FOR 12" STEEL PILE	EA	125	250	173.9624
403SD20-0036	DRIVING TEST FOR 12" STEEL PILE	LF	127	231.54	188.9124
403SD20-0037	PILE POINT FOR 14" STEEL PILE	EA	223.7	223.7	223.7
403SD20-0039	DRIVING TEST FOR 14" STEEL PILE	LF	202.54	202.54	202.54
403SD20-0041	DRIVING TEST FOR 12" PRESTR. CONC. PILE	LF	200	200	200
403SD20-0043	DRIVING TEST FOR 14" PRESTR. CONC. PILE	LF	140	200	178.5058
403SD20-0044	DRIVING TEST FOR 18" PRESTR. CONC. PILE	LF	350	1265	786.6287
403SD20-0051	DRIVING TEST FOR 24" PRESTR. CONC. PILE	LF	300	380	332.0675
403SX20-0001	DYNAMIC PILE TEST END BEARING PILES	EA	1500	7033	3166.562
403SX20-0009	F.R.P. JACKET 24" SQUARE PILES	LF	2000	2000	2000
404SD20-0003	CONCRETE CLASS A3	CY	848.31	3300	1120.72
404SD20-0004	CONCRETE CLASS A4	CY	2550	6000	3118.75
404SD20-0005	CONC. CLASS A4 MOD. LOW SHRINKAGE	CY	988.83	6100	1768.407
404SD20-0006	CONC. CLASS A4 LIGHTWEIGHT	CY	2015	2015	2015
404SD20-0007	CONC. CLASS A4 MOD. LTWT LOW SHRINKAGE	CY	985	2200	1341.389
404SD20-0009	BRIDGE DECK GROOVING	SY	4.5	80	11.67767
404SD20-0010	COVER DEPTH SURVEY	SY	1	75	6.25032
404SD20-0011	CONCRETE CLASS A3	CY	675	4000	1101.287
404SD20-0012	CONCRETE CLASS A4	CY	1275	1320	1294.552
404SD20-0015	CONCRETE CLASS T3	CY	975	975	975

404SD20-0016	CONCRETE CLASS A4	CY	1200	4000	2400
404SD20-0017	CONC. CLASS A4 MOD.LOW SHRINKAGE	CY	970	12000	1340.019
404SD20-0018	CONC. CLASS A4 MOD.LTWT LOW SHRINKAGE	CY	1600	1900	1813.276
404SD20-0019	COVER DEPTH SURVEY	SY	3.3	12	4.95138
404SD20-0020	BRIDGE DECK GROOVING	SY	4.5	67.5	10.47472
404SD20-0021	CONCRETE CLASS A3	CY	950	15000	1848.015
404SD20-0022	CONCRETE CLASS B2	CY	1400	1400	1400
404SD20-0025	CONCRETE CLASS A4	CY	1000	1000	1000
404SP20-0002	SHEAR KEYS	CF	432.95	550	491.7436
404SP20-0003	VA ADJACENT MEMBER CONN. BLOCK-OUTS	CF	380	500	423.7079
405SD20-0013	PREST.CONC.SLAB 3'X18"X(+40'-45')	EA	17500	17500	17500
405SD20-0015	PREST.CONC.SLAB 3'X21"X(+45'-50')	EA	35000	35000	35000
405SD20-0016	PREST. CONC. SLAB 3' X 21" X(+50'-55')	EA	25000	25000	25000
405SD20-0021	PREST. CONC. SLAB 4' X 18" X(+30'-35')	EA	25000	27000	26428.57
405SD20-0024	PREST. CONC. SLAB 4' X 18" X(+35'-40')	EA	19500	19500	19500
405SD20-0026	PREST. CONC. SLAB 4' X 18" X(+40'-45')	EA	19500	19500	19500
405SD20-0030	PREST.CONC.BEAM,BULB-T 29" DEPTH +60'-70'	EA	26900	30000	28450
405SD20-0033	PREST.CONC.BEAM,BULB-T 29" DEPTH +50'-60'	EA	22000	34000	25428.57
405SD20-0036	PREST.CONC.BEAM,BULB-T 37"DEPTH +60'-70'	EA	28000	28000	28000
405SD20-0042	PREST.CONC.BEAM,BULB-T 45" DPTH +70'-80'	EA	30000	30000	30000
405SD20-0063	PREST.CONC.BEAM,BULB-T61"DPTH +110'-120'	EA	106000	106000	106000
405SD20-0064	PREST.CONC.BEAM,BULB-T61"DPTH +120'-130'	EA	95700	95700	95700
405SD20-0153	PREST.CONC.BOX BEAM 3' X 2'3"X(+60'-65')	EA	52000	52000	52000
405SD20-0187	PREST.CONC.BOX BEAM 4' X 2'3"X(+60'-65')	EA	55000	55000	55000
406SD20-0003	CORROSION RESISTANT REINF.STEEL CL. I	LB	1	5.36	3.64612
406SD20-0004	CORROSION RESISTANT REINF.STEEL CL. II	LB	3.8	6.1	4.01616
406SD20-0005	CORROSION RESISTANT REINF.STEEL CL. III	LB	4.36	6.8	5.156
406SD20-0006	REINF. STEEL	LB	1.45	5.64	2.2493
406SD20-0008	CORROSION RESISTANT REINF.STEEL CL. I	LB	2.75	7	3.60636
406SD20-0010	CORROSION RESISTANT REINF.STEEL CL. III	LB	4.85	4.85	4.85
406SD20-0011	CORROSION RESISTANT REINF.STEEL CL. I	LB	3	14	4.24509
406SD20-0012	CORROSION RESISTANT REINF.STEEL CL. II	LB	4	50	4.40762
406SD20-0013	CORROSION RESISTANT REINF.STEEL CL. III	LB	3	75	4.72141
406SD20-0014	REINF. STEEL	LB	5	10	7.7191
406SD20-0016	CORROSION RESISTANT REINF.STEEL CL. I	LB	0.5	20	4.3502
406SD20-0018	CORROSION RESISTANT REINF.STEEL CL. III	LB	5	20	9.78719
406SD20-0019	REINF. STEEL	LB	0.7	10.05	2.51909
407SD20-0006	STR.STEEL PLATE GIRDER ASTM A709 GRADE50	LS	2650000	2650000	2650000
407SD20-0007	STR.ST.PLATE GIRDER ASTM A709 GR.50W	LS	285000	2116851	1079457
407SD20-0011	STR.STEEL ROLLED BEAM ASTM A709 GRADE50	LS	195755.9	195755.9	195755.9
407SD20-0012	STR.STEEL ROLLED BEAM ASTM A709 GRADE50W	LS	225000	380000	302500
409SD20-0001	STEEL GRID FLOOR	SF	70.25	185	98.60501
410SD20-0002	CONCRETE PARAPET	LF	561.48	561.48	561.48
410SD20-0003	CONCRETE PARAPET LIGHTWEIGHT	LF	316.15	316.15	316.15
410SD20-0004	RAILING, TEXAS T-6	LF	80	500	123.3562
410SD20-0006	CONCRETE PARAPET 42"	LF	210	605.92	415.4576
410SD20-0007	RAILING,KANSAS CORRAL 27" W/CURB	LF	465	465	465
410SD20-0008	RAILING,KANSAS CORRAL 27" W/OUT CURB	LF	358	550	426.9695
410SD20-0010	RAILING,KANSAS CORRAL 32" W/OUT CURB	LF	300	890	476.8927

410SD20-0011	RAILING, CPSR 2 RAIL	LF	220	850	428.5848
410SD20-0012	RAILING, CPSR 3 RAIL	LF	450.7	775.66	538.0617
410SD20-0025	RAILING, MASS. S3, 42"	LF	519.85	519.85	519.85
410SD20-0032	RAILING, TEXAS T-6	LF	200	220	210
410SD20-0034	RAILING,KANSAS CORRAL 27" W/CURB	LF	280	280	280
410SD20-0044	CONCRETE PARAPET 42"	LF	400	400	400
410SD20-0054	RAILING, 31?? MGS	LF	227	227	227
410SX20-0010	PIER PROTECTION SYSTEM, 42"	LF	462.05	462.05	462.05
410SX20-0011	PIER PROTECTION SYSTEM, 54"	LF	100	736	310.1281
410SX20-0019	PIER PROTECTION SYSTEM 54"	LF	460	650	562.3815
412SD20-0006	SHOTCRETE, TYPE A	SF	170	1250	215.9575
412SD20-0010	REPLACE ANCHOR BOLT	EA	600	3000	1871.845
412SD20-0011	REPLACE HIGH STRENGTH GROUT	LF	27	300	29.9208
412SD20-0012	CRACK REPAIR TYPE A	LF	28	500	101.4342
412SD20-0013	CRACK REPAIR TYPE B	LF	36	600	113.116
412SD20-0014	CRACK REPAIR TYPE C	LF	5	63	18.65273
412SD20-0015	CRACK REPAIR TYPE C	SY	19.25	100	21.70393
412SD20-0016	CRACK REPAIR TYPE D	LF	100	200	166.6667
412SD20-0017	EMBEDDED GALVANIC ANODES	EA	0.01	500	32.12348
412SD20-0018	CONC. SURFACE COLOR COATING	SY	25	300	61.64481
412SD20-0019	FIBER REINFORCED POLYMER WRAPS	SF	90	105	103.104
412SD20-0020	REINF. STL. SPLICER #4 BAR	EA	50	50	50
412SD20-0021	REINF. STL. SPLICER #5 BAR	EA	60	75	60.37267
412SD20-0026	PARAPET CLOSURE TYPE A	EA	950	6000	2514.706
412SD20-0027	PARAPET CLOSURE TYPE B	EA	1000	6000	1866.667
412SD20-0028	PARAPET CLOSURE TYPE C	EA	600	6000	2321.739
412SD20-0029	PARAPET CLOSURE TYPE D	EA	5000	5000	5000
412SD20-0032	H.E.S. PATCHING TYPE A	SY	450	1200	510
412SD20-0033	PATCHING TYPE B	SY	400	1500	815.338
412SD20-0034	H.E.S. PATCHING TYPE B	SY	456.83	3213.55	821.4518
412SD20-0035	PATCHING TYPE C	SY	700	3272.91	1233.673
412SD20-0036	H.E.S. PATCHING TYPE C	SY	750	5000	1129.983
412SD20-0037	DECK SLAB CLOSURE	SY	327.29	3100	1842.027
412SD20-0038	EPOXY-MORTAR PATCHING	GAL	1000	1000	1000
412SD20-0039	EXPANSION JOINT REMOVAL	LF	25	1500	231.5287
412SD20-0041	RECONSTRUCT EXPANSION JOINT	LF	276.78	2300	851.9468
412SD20-0042	RECONSTRUCT EXPANSION JOINT, HES	LF	99.52	871.28	350.5849
412SD20-0043	EXPANSION JOINT PREPARATION	LF	25.8	100	60.80847
412SD20-0044	SAW CUTTING	LF	8	120	27.82648
412SD20-0045	RECONSTRUCT BACK WALL	LF	200	500	407.047
412SD20-0046	RECONSTRUCT BACK WALL, HES	LF	120	1210.57	464.7274
412SD20-0047	BEAM END REPAIR	EA	1800	17000	4927.914
412SD20-0048	JACKING AND BLOCKING BEAM	EA	1800	30000	6674.431
412SD20-0049	CONC. SUPERSTR. SURFACE REPAIR	SY	709.01	12500	2473.526
412SD20-0050	REPLACE CONCRETE CURB	LF	120	600	261.5476
412SD20-0051	REPLACE CONCRETE RAILS TYPE A	LF	100	1500	175.7594
412SD20-0052	REPLACE CONCRETE RAILS TYPE B	LF	200	1500	795.8955
412SD20-0053	REPLACE CONCRETE POST	EA	1000	2500	1634.211
412SD20-0055	EMBEDDED GALVANIC ANODES	EA	15	64	35.07718

412SD20-0056	FIBER REINFORCED POLYMER WRAPS	SF	109	109	109
412SD20-0061	CONCRETE SUBSTRUCT. SURFACE REPAIR	SY	765.09	15000	1826.613
412SD20-0062	RECONSTRUCT BRIDGE SEAT TYPE A	EA	650	24000	6380.411
412SD20-0063	RECONSTRUCT BRIDGE SEAT TYPE B	EA	1000	4500	2072.75
412SX20-0001	CONC. SURF. COLOR COATING	SY	180	180	180
412SX20-0003	REPLACE DIAPHRAGM	EA	2700	2700	2700
412SX20-0004	REPLACE DECK DRAIN ASSEMBLY	EA	4500	4500	4500
412SX20-0006	CLEAN AND RESEAL EXPANSION JOINT	LF	40	200	73.73832
414SD20-0001	EROS.CTRL.STONE CL.A1 EC-1	TON	50	2599.4	104.7949
414SD20-0002	EROS.CTRL.STONE CL. A1 EC-1	SY	74	950	80
414SD20-0003	EROS.CTRL.STONE CL. I, EC-1	TON	28	2342.6	96.93127
414SD20-0004	EROS.CTRL.STONE CL. I, EC-1	SY	200	200	200
414SD20-0005	EROS.CTRL.STONE CL. II, EC-1	TON	69.69	97	86.59101
414SD20-0007	DRY RIPRAP CL. AI	SY	51.25	150	68.37032
414SD20-0008	DRY RIPRAP CL. AI	TON	45	203.8	130.1717
414SD20-0009	DRY RIPRAP CL.I 18"	SY	80	1100	182
414SD20-0010	DRY RIPRAP CL.I 18"	TON	100	280.8	142.9481
414SD20-0011	DRY RIPRAP CL.I 26"	SY	75	159	107.8451
414SD20-0012	DRY RIPRAP CL.I 26"	TON	32.16	445.1	138.5388
414SD20-0014	DRY RIPRAP CL.II 24"	TON	125	125	125
414SD20-0017	DRY RIPRAP CL.II 48"	SY	85	85	85
414SD20-0019	DRY RIPRAP CL.III 36"	TON	150	150	150
414SD20-0023	DRY RIPRAP CL.III 53"	SY	90	90	90
414SD20-0024	DRY RIPRAP CL.III 53"	TON	71	71	71
414SD20-0053	EROSION CONTROL RIPRAP	TON	63	750	111.7375
414SD20-0054	DRY RIPRAP CL. A1 20"	SY	78.55	113	87.73667
414SD20-0055	DRY RIPRAP CL. A1 20"	TON	70	105.21	85.26256
414SD20-0056	DRY RIPRAP CL.II 38"	SY	235	235	235
414SD20-0057	DRY RIPRAP CL.II 38"	TON	35	120	85.34029
415SD20-0004	CONC. SLAB SLOPE PROTECTION 4"	SY	87	375	113.0664
416SD20-0001	WATERPROOFING - EPOXY RESIN TYPE EP-5LV	SY	73	73	73
416SD20-0003	WATERPROOFING ?EPXY RSN TYPE EP-3B/EP-	SY	32.15	500	81.68125
417SD20-0001	DAMP-PROOFING	SY	306	306	306
418SD20-0001	LUMBER, TREATED	MFBM	19456.51	19456.51	19456.51
419SX20-0003	LIGHTNING PROTECTION	LS	174000	174000	174000
420SD20-0001	ADHESIVE BASED JT. SEALER CLASS I, 1"	LF	175	180	177.026
420SD20-0002	ADHESIVE BASED JT. SEALER CL. I, 1-1/2"	LF	97	200	172.9836
420SD20-0003	ADHESIVE BASED JT. SEALER CL. I, 2"	LF	100	225	143.044
420SD20-0004	ADHESIVE BASED JT. SEALER CL. I, 2-1/2"	LF	80	225	124.6129
420SD20-0005	ADHESIVE BASED JT. SEALER CL. I, 3"	LF	120	250	230.1205
420SD20-0007	ADHESIVE BASED JT. SEALER CLASS II, 2"	LF	72	100	79
420SD20-0008	ADHESIVE BASED JT. SEALER CLASS II, 3"	LF	55	150	96.13699
420SD20-0009	ADHESIVE BASED JT. SEALER CL. II, 4-1/2"	LF	150	150	150
420SD20-0012	ADHESIVE BASED JT. SEALER CL. III, 1/2"	LF	80	85	81.875
420SD20-0013	ADHESIVE BASED JT. SEALER CL. III, 1"	LF	105	110	106.25
420SD20-0014	ADHESIVE BASED JT. SEALER CL. III, 2"	LF	120	530	324.958
420SD20-0015	ADHESIVE BASED JT. SEALER CL. III, 3"	LF	130	145	136
420SD20-0016	ADHESIVE BASED JT. SEALER CL. III, 4"	LF	150	160	152.6829
420SD20-0018	ADHESIVE BASED JNT. SEALER CL. I, 1"	LF	100	120	103.7879

420SD20-0019	ADHESIVE BASED JNT.SEALER CL. I, 1-1/2"	LF	85	115	105.3071
420SD20-0020	ADHESIVE BASED JNT.SEALER CL. I, 2"	LF	100	150	124.5218
420SD20-0021	ADHESIVE BASED JNT.SEALER CL. I, 2-1/2"	LF	85	193.8	122.9177
420SD20-0022	ADHESIVE BASED JNT.SEALER CL. I, 3"	LF	95	150	143.0556
420SD20-0023	ADHESIVE BASED JNT. SEALER CL. II, 2"	LF	60	150	73.20755
420SD20-0024	ADHESIVE BASED JNT. SEALER CL. II, 3"	LF	75	110	87.85156
420SD20-0025	ADHESIVE BASED JNT.SEALER CL. II, 4 1/2"	LF	110	150	121.0769
420SD20-0026	ADHESIVE BASED JNT.SEALER CL. II, 5 1/2"	LF	110	110	110
420SD20-0027	ADHESIVE BASED JNT.SEALER CL. III, 1/2"	LF	35	90	68.35366
420SD20-0028	ADHESIVE BASED JNT.SEALER CL. III. 1"	LF	54	90	68.69718
420SD20-0029	ADHESIVE BASED JNT.SEALER CL. III, 2"	LF	65	490.94	260.4089
420SD20-0030	ADHESIVE BASED JNT.SEALER CL. III, 3"	LF	100	531.85	343.6509
420SD20-0031	ADHESIVE BASED JNT.SEALER CL. III, 4"	LF	150	150	150
421SD20-0001	ELASTOMERIC EXPANS. DAM 0"-2"	LF	275	275	275
421SD20-0002	ELASTOMERIC EXPANS. DAM 2+ "-3"	LF	275	275	275
421SD20-0006	ELASTOMERIC EXP. DAM 0" TO 2"	LF	300	800	628.5237
421SD20-0007	ELASTOMERIC EXP. DAM 2+ " TO 3"	LF	350	1800	577.1587
421SD20-0008	ELASTOMERIC EXP. DAM 3+ " TO 4"	LF	400	650	500.834
421SD20-0009	ELASTOMERIC EXP. DAM 4+ " TO 5"	LF	475	475	475
423SD20-0004	TOOTH EXP.JT. ASSEMBLY 2-1/4"	LF	4250	4250	4250
423SD20-0014	TOOTH EXP. JT. ASSEMBLY 3"	LF	3250	3250	3250
424SD20-0001	FURNISH ASPHALT PLUG JOINT	CF	225	850	241.0377
424SD20-0002	PLACE ASPHALT PLUG JOINT	LF	200	450	222.3881
425SD20-0001	REMOVE ASPHALT CONCRETE OVERLAY	SY	8	65	18.2324
425SD20-0002	TYPE A MILLING 1/2"	SY	10.31	100	24.44973
425SD20-0003	TYPE A MILLING 1"	SY	4.35	32	17.28174
425SD20-0004	TYPE A MILLING 1-1/2"	SY	10.05	34.12	22.26519
425SD20-0005	TYPE A MILLING 1-3/4"	SY	10.31	85.51	22.7293
425SD20-0007	FURN LATEX MOD CONCRETE 1-1/4" - 1-3/4"	CY	850	1500	1002.061
425SD20-0009	PLACE LATEX MODIFIED CONCRETE OVERLAY	SY	13.42	275	38.52556
425SD20-0011	PLACE CLASS A4 BRIDGE DECK CONC OVERLAY	SY	50	114.4	60.75047
425SD20-0012	FURN.HIGH EARLY MOD CONC. 2-1/4"-2-3/4"	CY	1000	1500	1172.148
425SD20-0013	FURN.VERY ERLY MOD.CONC. 2-1/4"- 2-3/4"	CY	1000	2500	1399.464
425SD20-0014	PLC.HIGH EARLY MOD.CONC.OVERLAY	SY	55.47	145	113.6397
425SD20-0015	PLACE VERY EARLY MOD.CONC.OVERLAY	SY	65	316.25	138.272
425SD20-0016	FURN.LATEX MOD.CONC. 2-1/4" - 2-3/4"	CY	850	1250	1050
425SD20-0020	FURN.CL. A4 BRIDGE DECK CONC. 4"-4-1/2"	CY	327.02	923.56	787.9726
425SD20-0022	TYPE A HYDRO-DEMOLITION 1/2"	SY	50	245	94.56168
425SD20-0024	TYPE B HYDRO-DEMOLITION 4"	SY	171.14	375	302.2405
426SD20-0001	REPLACE BEARING	EA	2200	17000	4756.459
426SD20-0002	RESET EXIST. ROCKER EXPN. BEARING	EA	1000	4000	1804.348
426SD20-0003	MODIFY EXIST. ROCKER EXPANSION BEARING	EA	1100	5000	2236.842
426SD20-0004	MODIFY EXIST. FIXED BEARING	EA	1300	5000	1805.556
426SD20-0005	GRINDING MINOR DEFECT	EA	400	1200	415.6863
426SD20-0006	STRUCTURAL STEEL HEAT-STRAIGHTENING	LS	250000	250000	250000
426SD20-0007	ULTRASONIC IMPACT TREATMENT	LF	179.04	179.04	179.04
426SD20-0008	MODIFY STEEL BEAM/GIRDER END	EA	1600	5533.41	3490.029
426SD20-0009	PARTIAL BEAM/GIRDER REPLACEMENT	LB	17.25	17.25	17.25
426SD20-0010	CRACK REPAIR DRILL CRACK ARREST HOLES	EA	200	2000	573.3404

426SD20-0012	CRACK REPAIR DRILL COLD EXP. HOLES	EA	650	650	650
426SD20-0014	CRACK REPAIR WELDING	EA	1200	1500	1414.286
426SD20-0015	CRACK REPAIR WELDING	IN	400	400	400
426SD20-0019	FIELD WELDING - FILLET WELD 1/4"	LF	150	6875	252.7044
426SD20-0020	FIELD WELDING - FILLET WELD 5/16"	LF	175	2165	397.8642
426SD20-0024	FIELD WLDG.-FULL PENTR.GRV WELD<1" THICK	LF	440	6500	3200.463
426SD20-0025	FIELD WLDG.-FULL PENTR.GRV WELD 1"-2"	LF	840	840	840
426SD20-0026	FLD.WLDG.-FULL PENTR.GRV WELD 2"-2 1/2"	LF	1100	1100	1100
426SD20-0028	JACKING AND BLOCKING BEAM	EA	2000	13000	6936.032
427SD20-0001	SILICONE JOINT SEALANT 1"	LF	20	100	59.31589
427SD20-0002	SILICONE JOINT SEALANT 1-1/2"	LF	22	85	49.43971
427SD20-0003	SILICONE JOINT SEALANT 2"	LF	70	90	80
427SD20-0004	SILICONE JOINT SEALANT 2-1/2"	LF	85	100	92.5
427SD20-0005	SILICONE JOINT SEALANT 3"	LF	100	115	101.3936
428SD20-0001	CONCRETE SURFACE PENETRANT SEALER	SY	17.33	125	31.42078
429SD20-0004	WATERPROOFING MEMBRANE TYPE III	SY	40	400	48.4375
431SD20-0001	EPOXY OVERLAY	SY	100	100	100
431SD20-0002	EPOXY OVERLAY	SY	44.5	320	63.75714
432SD20-0001	ELASTIC INCLUSION	CY	463.08	4000	868.7308
501SD20-0001	UNDERDRAIN UD-1	LF	10	70	29.43313
501SD20-0002	UNDERDRAIN UD-2	LF	1	69.63	34.63753
501SD20-0003	UNDERDRAIN UD-3	LF	14.75	17.75	16.53452
501SD20-0004	UNDERDRAIN UD-4	LF	7.75	70	18.37768
501SD20-0005	UNDERDRAIN UD-5, GEOCOMPOSITE	LF	8.4	17.16	13.6212
501SD20-0006	CROSSDRAIN CD-1	LF	12	299.25	43.62801
501SD20-0007	CROSSDRAIN CD-2	LF	12	137.66	34.9575
501SD20-0009	OUTLET PIPE	LF	10	775.41	34.14507
501SD20-0010	UNDERDRAIN UD-7	LF	55.85	55.85	55.85
502SD20-0001	ENERGY DISSIPATOR EG-1	EA	3001.85	25000	13250.93
502SD20-0002	ENERGY DISSIPATOR EG-1A	EA	3097.24	3930	3513.62
502SD20-0003	PAVED DITCH PG-2A	SY	72	760.52	148.4045
502SD20-0004	PAVED DITCH PG-5	SY	119.17	378	160.4896
502SD20-0005	PAVED FLUME PG-4	SY	162	433.39	313.3494
502SD20-0007	PAVED DITCH PG-6B	SY	200	200	200
502SD20-0009	PAVED FLUME PG-7	SY	721	1903.96	1273.048
502SD20-0011	STD. CURB CG-2	LF	18	225.02	45.5696
502SD20-0012	RADIAL CURB CG-2	LF	18	226.03	50.11516
502SD20-0014	STD. CURB CG-3	LF	4	459.73	46.64536
502SD20-0015	RADIAL CURB CG-3	LF	4	158.3	35.53388
502SD20-0016	STD. MED. CURB MC-1	LF	104.35	165	160.1201
502SD20-0020	ASPHALT CONC. CURB TY. MC-3B	LF	25	1000	33.24568
502SD20-0021	ASPHALT CONC. CURB TY. MC-3C	LF	22	22	22
502SD20-0022	STD. COMB. CURB & GUTTER CG-6	LF	24	333.55	80
502SD20-0023	RAD. COMB. CURB & GUTTER CG-6	LF	24	545.09	50.41438
502SD20-0024	STD. COMB. CURB & GUTTER CG-7	LF	4	255	48.18665
502SD20-0025	RAD. COMB. CURB & GUTTER CG-7	LF	4	440.2	43.263
502SD20-0027	ENTRANCE GUTTER CG-9A	SY	357.4	456.23	432.2712
502SD20-0028	ENTRANCE GUTTER CG-9B	SY	150	160.25	155.6944
502SD20-0029	ENTRANCE GUTTER CG-9D	SY	7	1091.8	167.4929

502SD20-0030	RAD. COMB. CURB & GUTTER CG-11	LF	85	127.02	92.26009
502SD20-0031	ENTRANCE GUTTER CG-13	SY	90	126	114.1266
502SD20-0036	MEDIAN BARRIER MB-7D	LF	26	462.05	115.3438
502SD20-0037	MEDIAN BARRIER MB-7E	LF	412	700	590.9091
502SD20-0038	MEDIAN BARRIER MB-7F	LF	80	1030	217.3926
502SD20-0039	MEDIAN BARRIER MB-9A	LF	322.77	322.77	322.77
502SD20-0040	MEDIAN BARRIER MB-12A	LF	180.91	180.91	180.91
502SD20-0041	MEDIAN BARRIER MB-12B	LF	280	280	280
502SD20-0044	MEDIAN BARRIER MB-8A TYPE I	LF	228.12	534	346.1434
502SD20-0045	MEDIAN BARRIER MB-8A TYPE II	LF	455.17	550	466.7698
502SD20-0046	MEDIAN BARRIER MB-8A TYPE III	LF	507.35	580	511.4352
502SD20-0047	MEDIAN BARRIER MB-13 TYPE I	LF	557	557	557
502SD20-0048	MEDIAN BARRIER MB-13 TYPE II	LF	619	619	619
502SD20-0049	MEDIAN BARRIER MB-13 TYPE III	LF	697	697	697
502SD20-0051	SIGN ISLAND SI-2	SY	115	200	161.0135
502SD20-0053	MEDIAN STRIP MS-1	SY	100	1860	160.1364
502SD20-0056	MEDIAN STRIP MS-1A	SY	95	700	217.8537
502SD20-0058	MEDIAN STRIP MS-2	LF	72	130	85.79595
503SD20-0002	R/W MONUMENT RM-2	EA	76	400	141.1766
504SD20-0001	CONCRETE CLASS A3 MISC.	CY	80	6000	916.1934
504SD20-0002	CG-12 DETECTABLE WARNING SURFACE	SY	60	10305.59	442.2675
504SD20-0003	HYDR. CEMENT CONC. SIDEWALK 4"	SY	39.5	530.63	150
504SD20-0004	HYDR. CEMENT CONC. SIDEWALK 7"	SY	90	400	132.9962
504SD20-0005	GEOTEXTILE DRAINAGE FABRIC	SY	1.2	86.5	5.2516
504SD20-0008	BEDDING MATL.	TON			
504SD20-0010	CONCRETE CLASS A-3 MISC	CY	150	1150	402.549
504SD20-0011	REINFORCING STEEL	LB	1.75	50	1.79794
504SD20-0013	HANDRAIL HR-1 TYPE I	LF	231.54	550	318.0793
504SD20-0014	HANDRAIL HR-1 TYPE II	LF	179	560	327.9144
504SD20-0015	HANDRAIL HR-1 TYPE III	LF	125.07	390	145.8464
505SD20-0001	SALVAGE EX. GUARDRAIL	LF	5	86.78	16.25867
505SD20-0004	INSTALL SALV. GUARDRAIL	LF	15	120	26.91427
505SD20-0009	REMOVE EX. GUARDRAIL TERMINAL	EA	200	1800	372.5346
505SD20-0010	RUB RAIL	LF	15	180	57.54902
505SD20-0011	GUARDRAIL GR-MGS1	LF	24	75	33.00985
505SD20-0012	GUARDRAIL GR-MGS1A	LF	30	77.09	43.60772
505SD20-0013	GUARDRAIL GR-MGS1, 9' POST	LF	30	86.25	43.57366
505SD20-0014	RADIAL GUARDRAIL GR-MGS1	LF	20	75	39.70098
505SD20-0015	RADIAL GUARDRAIL GR-MGS1A	LF	28	85.35	49.5863
505SD20-0016	RADIAL GUARDRAIL GR-MGS1, 9' POST	LF	28	90	41.37154
505SD20-0017	GUARDRAIL TERMINAL GR-MGS2	EA	2000	8747.11	3911.182
505SD20-0018	GUARDRAIL END ANCHORAGE GR-MGS3	EA	900	3565	1568.768
505SD20-0019	GUARDRAIL HEIGHT TRANSITION GR-MGS4	EA	575	4500	1414.215
505SD20-0020	GUARDRAIL GR-8 NCHRP 350 TL-3	LF	5	60	23.29805
505SD20-0021	RAD.GRDRAIL GR-8 NCHRP 350 TL-3	LF	20	20	20
505SD20-0022	GUARDRAIL GR-8A NCHRP 350 TL-3	LF	5	60	27.27355
505SD20-0023	RAD.GRDRAIL GR-8A NCHRP 350TL-3	LF	20	60	40
505SD20-0024	GUARDRAIL GR-8B NCHRP 350 TL-3	LF	5	60	35.61404
505SD20-0025	RADIAL GUARDRAIL GR-8B NCHRP 350 TL-3	LF	20	60	40

505SD20-0027	GUARDRAIL TERMINAL GR-6 NCHRP 350	LF	5	500	122.1974
505SD20-0028	GUARDRAIL TERMINAL GR-7 NCHRP 350	EA	1500	4000	2591.837
505SD20-0029	GUARDRAIL TERMINAL GR-11	EA	500	2000	1130.22
505SD20-0030	GUARDRAIL GR-2	LF	5	72.43	28.9026
505SD20-0032	GUARDRAIL GR-2 8' POST	LF	5	84.43	38.15513
505SD20-0033	GUARDRAIL GR-2A	LF	5	52	35.24247
505SD20-0034	RAD. GUARDRAIL GR-2	LF	5	65	34.65695
505SD20-0035	RAD. GUARDRAIL GR-2A	LF	10	60	37.28967
505SD20-0036	GUARDRAIL GR-3	LF	20	60	39.03361
505SD20-0037	GUARDRAIL TERMINAL GR-3	EA	1	2000	200.2667
505SD20-0038	ALT.BREAKAWAY CABLE TERM. GR-9	EA	1	7651.13	2474.402
505SD20-0039	GUARDRAIL TER.SITE PREPARATION	EA	25	4893.6	860.3719
505SD20-0040	GUARDRAIL GR-10	LF	38	125	45.69763
505SD20-0042	GUARDRAIL TER. GR-8 TYPE II	EA	1	250	125.5
505SD20-0045	FIXED OBJECT ATTACH. GR-FOA-1 TY. I	EA	1500	6260.01	2949.514
505SD20-0046	FIXED OBJECT ATTACH. GR-FOA-1 TY. II	EA	200	2000	684.6591
505SD20-0047	FIXED OBJECT ATTACH. GR-FOA-3 TY. I	EA	200	4650	2357.692
505SD20-0048	FIXED OBJECT ATTACH. GR-FOA-3 TY.II	EA	200	3300	957.5
505SD20-0049	FIXED OBJECT ATTACH. GR-FOA-3	EA	2500	3000	2857.143
505SD20-0050	FIXED OBJECT ATTACH. GR-FOA-4 TY. I	EA	3000	4500	3214.286
505SD20-0051	FIXED OBJECT ATTACH. GR-FOA-4 TY. II	EA	200	3500	1700
505SD20-0052	FIXED OBJECT ATTACH. GR-FOA-4 TY. III	EA	200	3000	1142.857
505SD20-0053	FIXED OBJECT ATTACH. GR-FOA-2 TY. I	EA	1500	5501.36	2894.485
505SD20-0054	FIXED OBJECT ATTACH. GR-FOA-2 TY. II	EA	200	3787	769.0206
505SD20-0055	FIXED OBJECT ATTACH. GR-FOA-5	EA	1900	8534.61	4338.335
505SD20-0059	MEDIAN BARRIER MB-3	LF	35	59	44.95739
505SD20-0060	MEDIAN BARRIER MB-3A	LF	45	65	56.875
505SD20-0062	MEDIAN BARRIER MB-5A NCHRP 350 TL-3	LF	50	50	50
505SD20-0063	MEDIAN BARRIER MB-5B NCHRP 350 TL-3	LF	75	75	75
505SD20-0066	CABLE BARRICADE CR-1	EA	1600	1947.6	1773.8
505SD20-0067	BULL NOSE BARRIER	EA	1000	10000	6166.667
505SD20-0068	IMPCT ATTN. STD.IA-2 TL-2 <40MPH DES.SP	EA	2000	60000	20917.96
505SD20-0069	IMPCT ATTN. ST.IA-1, TL-3,>=40MPH DES.SP	EA	12400	38500	31206.25
505SD20-0071	GUARDRAIL BEAM	LF	4.5	65	17.5763
505SD20-0073	REMOVE EXISTING GUARDRAIL	LF	0.01	100	3.71359
505SD20-0074	GUARDRAIL, THRIE BEAM	LF	10	235	97.25602
505SP20-0001	IMPACT ATTN. TY.1 TL-3, LOW MAINTENANCE	EA	15000	55500	31367.24
505SP20-0002	W BEAM TERM CONNECTOR	EA	50	350	145
505SP20-0003	W BEAM END SECT FLARED	EA	40	80	60.71429
505SP20-0004	W BEAM END SECT BUFFER	EA	45	110	67.06897
505SP20-0005	W BEAM END SECT ROUNDED	EA	50	200	73.5625
505SP20-0006	W BEAM BACKUP PLATE	EA	10	50	15.52478
505SP20-0007	RADIAL GUARDRAIL BEAM	LF	10	60	26.00605
505SP20-0008	RUB RAIL	LF	1	300	16.23418
505SP20-0010	POST (WOOD, CONC., OR STEEL)	EA	75	150	92.85792
505SP20-0011	RUB RAIL OFFSET BLOCK	EA	10	25	12.52222
505SP20-0012	OFFSET BLOCK	EA	10	150	17.97753
505SP20-0013	BR-GR POST ATTACHMENT VARIOUS TYPES	EA	150	5000	742.2619
505SP20-0014	DRILL HOLE	EA	10	400	98.78543

505SP20-0015	REALIGN POST	EA	0.01	115	5.65164
505SP20-0016	STEEL TUBE GR-7	EA	0.01	100	19.19125
505SP20-0017	TERMINAL CONNECTOR, GR-7	EA	50	100	75
505SP20-0018	SOIL PLATE GR-7	EA	1	40	15.5
505SP20-0019	BUFFERED END ASSEMBLY GR-7	EA	100	100	100
505SP20-0020	BREAKAWAY POST GR-7	EA	100	3000	725
505SP20-0021	CABLE ASSEM.& ANCHOR PLATES GR-7	EA	1	300	204.3333
505SP20-0022	STRUT AND YOKE ASSEMBLY GR-7	EA	1	1200	316.8333
505SP20-0023	CABLE GR-3	LF	20	20	20
505SP20-0024	POST S3X5.7 GR-3	EA	1	200	78.32381
505SP20-0025	END POST CAPS, GR-3	EA	0.01	50	7.15143
505SP20-0026	BEARING PLATE, GR-3	EA	0.01	50	7.15143
505SP20-0027	HOOK BOLTS, GR-3	EA	0.01	10	2.84751
505SP20-0028	BREAKAWAY ANCHOR ANGLE, GR-3	EA	0.01	50	16.67333
505SP20-0029	STEEL TURNBUCKLE CABLE ASSEM. GR-3	EA	0.01	50	16.67333
505SP20-0030	SPRING CABLE END ASSEM. GR-3	EA	0.01	50	16.67333
505SP20-0031	CONCRETE ANCHOR ASSEMBLY, GR-3	EA	1	50	17.33333
505SP20-0032	RE-TENSION EXIST. CABLE GUARDRAIL, GR-3	EA	1	500	23.28251
505SP20-0033	POST STEEL GR-8 BENT PLATE OR S3X5.7 ST	EA	100	150	102.5053
505SP20-0034	END POST SUPPORT ANGLES, GR-8	EA	1	1	1
506SD20-0001	RETAINING WALL RW-2	CY	3000	3000	3000
506SD20-0002	RETAINING WALL RW-3	CY	950	3100	1030.499
506SD20-0007	RETAINING WALL EXCAVATION	CY	42.83	350	131.2318
507SD20-0001	FENCE FE-W1	LF	14	130	26.10025
507SD20-0002	FENCE FE-W2	LF	14.5	55	15.39018
507SD20-0003	LINE BRACE UNIT FE-W1,FE-W2	EA	252	2900	572.1662
507SD20-0004	CORNER BRACE UNIT FE-W1,FE-W2	EA	252	2500	332.3482
507SD20-0005	FENCE FE-CL	LF	21	100	42.75793
507SD20-0006	FENCE FE-CL VINYL COATED	LF	43.99	57.2	47.56659
507SD20-0008	LINE BR. UNIT FE-CL VINYL COATED	EA	310	310	310
507SD20-0009	CORNER BRACE UNIT FE-CL	EA	287	700	502.32
507SD20-0010	CORNER BR.UNIT FE-CL VINYL COATED	EA	310	310	310
507SD20-0013	GATE FE-CL L=12'	EA	550	550	550
507SD20-0014	GATE FE-CL L=14'	EA	2798.3	4072.9	3642.8
507SD20-0015	FENCE FE-B	LF	12	55	23.77916
507SD20-0016	LINE BRACE UNIT FE-B	EA	264	750	599.5294
507SD20-0017	CORNER BRACE UNIT FE-B	EA	264	750	591.2222
507SD20-0020	GATE FE-G L=10'	EA	1400	1400	1400
507SD20-0021	GATE FE-G L=12'	EA	1600	2000	1619.048
507SD20-0022	GATE FE-G L=14'	EA	1800	3762.52	2440.388
507SD20-0023	GATE FE-G L=16'	EA	875	4283.49	2334.198
507SD20-0024	WATER GATE FE-4 TY.I	EA	1900	4200	2475
507SD20-0025	WATER GATE FE-4 TY.II	EA	2400	2400	2400
507SD20-0027	HIGH VISIBILITY FENCE, 4 FEET	LF	1.5	63	5.98041
507SD20-0031	PED. FENCE 6'	LF	301.01	301.01	301.01
507SD20-0032	PED. FENCE 8'	LF	180	300	216.1432
507SD20-0033	PED. FENCE 10'	LF	280	485	327.5604
507SX20-0001	FENCE WOOD BOARD	LF	98	154.28	108.72
508SD20-0001	OBSCURING ROADWAY	UNIT	10	12000	889.147

508SD20-0002	DEMO. OF PVMT. COMBINATION	SY	9	250	21.89891
508SD20-0003	DEMO. OF PAVEMENT RIGID	SY	12	730	35.17292
508SD20-0004	DEMO. OF PAVEMENT FLEXIBLE	SY	1	103.34	13.77252
509SD20-0001	FLOWABLE BACKFILL	CY	185.32	3800	382.8921
510SD20-0001	REMOVE GR-7 TERMINAL	EA	0.01	1800	639.8565
510SD20-0038	ADJUST EXIST. VALVE BOX	EA	231	12000	1966.596
510SD20-0041	RELOCATE EXIST. FIRE HYDRANT	EA	6500	7600	7050
510SD20-0042	ADJUST EXIST. FIRE HYDRANT	EA	3000	8400	4701.882
510SD20-0043	ADJ.EXIST.WATER MANHOLE FRAME & COVE	EA	800	800	800
510SD20-0045	RELOC. EXIST. WATER METER & BOX	EA	825.93	5500	3231.483
510SD20-0046	ADJUST EXIST. WATER METER BOX	EA	250	2750	1217.254
510SD20-0049	ADJUST EXISTING VALVE BOX-FORCE MAIN	EA	710	931.89	798.756
510SD20-0050	ADJUST EXIST FRAME & COVER	EA	187	3600	1003.887
510SX20-0001	REMOVE SIDEWALK AND ENTRANCE	SY	3.95	502.79	29.47856
510SX20-0002	REMOVE COMB. CURB AND GUTTER	LF	2.11	100	17.20963
510SX20-0009	CONNECT TO EXIST. A/C PIPE	EA	3000	9500	6650.56
510SX20-0010	REMOVE EXIST. A/C PIPE	LF	28.35	221.81	120.4517
511SD20-0001	ALLAYING DUST	HR	0.01	277.6	27.04964
512PA20-0002	TRUCK MOUNTED ATTENUATOR	HR	25	143.67	112.7066
512PA20-0006	GROUP 2 CHANNELIZING DEVICE	DAY	1.15	8.2	1.98422
512PA20-0007	TEMPORARY SIGN	SF	33	33	33
512PA20-0008	PORTABLE CHANGEABLE MESSAGE SIGN	HR	0.01	32.45	20.68744
512SD20-0001	PILOT VEHICLE	HR	0.01	110	60.66764
512SD20-0002	TRAF. BARR. SER. CONC. SGL FC PAR.MB-10A	LF	41	195	85.59979
512SD20-0003	TRAF. BARR. SER. CONC. DBL FC PAR.MB-11A	LF	24	140.51	51.53513
512SD20-0007	IMPACT ATTEN.SER. TY. 1 TL-3, >=40 MPH	EA	1000	40000	9782.063
512SD20-0008	IMPACT ATTEN.SER.TY.1 TL-2,<40 MPH	EA	7500	29685	13926.47
512SD20-0010	IMPACT ATTEN. SER. TYPE II-11	EA	17000	17000	17000
512SD20-0012	TYPE 3 BARRICADE 4'	EA	15	1838.21	411.9243
512SD20-0013	TYPE 3 BARRICADE 8'	EA	86	1489.4	592.4694
512SD20-0014	TEMPORARY SIGN	SF	0.01	90	29.07254
512SD20-0015	CR. RUN AGGR. NO. 25 OR 26	TON	24.8	135	41.48099
512SD20-0016	TEMPORARY CURB RAMP	EA	1000	18000	1995.333
512SD20-0017	TEMPORARY DETECTABLE WARNING SURFACE	LF	150	250	242.5926
512SD20-0018	PEDESTRIAN BARRICADE DEVICE	LF	75	150	109.6154
512SD20-0020	AUTOMATED FLAGGER ASSISTANCE DEVICE	HR	0.01	130.3	106.1033
512SD20-0022	GROUP 2 LONGITUDINAL CHANNELIZING DEVICE	LF	87.38	87.38	87.38
512SD20-0023	TRUCK MOUNTED ATTENUATOR	HR	0.01	250	32.18428
512SD20-0024	GROUP 2 CHANNELIZING DEVICES	DAY	0.01	50	1.00347
512SD20-0025	PORT.CHANGEABLE MESS. SIGN	HR	0.01	100	5.10467
512SD20-0026	ELECTRONIC ARROW BOARD	HR	0.01	250	6.07253
512SD20-0027	FLAGGER SERVICE	HR	0.01	258.56	31.00136
512SD20-0028	WARNING LIGHT TY. A	DAY	0.35	0.35	0.35
512SD20-0029	WARNING LIGHT TY. B	DAY	0.01	129.75	1.54391
512SD20-0031	TRAFFIC BARRIER SER. CONC. MB-7D PC	LF	2.5	200	23.47031
512SD20-0041	PORTABLE TRAFFIC CONTROL SIGNAL	LS	31500	31500	31500
512SD20-0042	ERADICATE EX. LINEAR PVMT MRKG	LF	0.01	612.25	0.47526
512SD20-0043	ERAD. EXIST.NONLINEAR PVMT MRKG	SF	0.01	612.25	7.29742
512SD20-0044	TEMP. PAVE. MARKER 1 WAY	EA	4.7	117.01	14.73516

512SD20-0045	TEMP. PAVE. MARKER 2 WAY	EA	7.75	250	27.11052
512SD20-0046	TEMP. PVMT MRKG, TY. A, 4"	LF	0.01	55.06	0.17367
512SD20-0047	TEMP. PVMT MRKG, TY. A, 6"	LF	0.01	5	0.25571
512SD20-0048	TEMP. PVMT MRKG, TY. A, 8"	LF	0.01	3.6	0.6252
512SD20-0049	TEMP. PVMT MRKG, TY. A, 12"	LF	0.01	20	1.53683
512SD20-0050	TEMP. PVMT MRKG, TY. A, 24"	LF	0.01	172.07	4.391
512SD20-0051	TEMP.PVMT. SYMBOL MRKG THRU ARROW TY. A	EA	0.01	375	91.73906
512SD20-0052	TEMP.PVMT SYMB MKG SNGL TURN ARROW TY A	EA	0.01	304	58.28918
512SD20-0053	TEMP.PVMT SYMBOL MRKG R/R CROSSING TY A	EA	0.01	1000	284.5072
512SD20-0054	TYPE E TEMP. PVMT MRKG 6"	LF	2.85	20	4.45523
512SD20-0061	TY.D,CL.III TEMP. PVMT MRKG 4"	LF	1.6	142	3.38739
512SD20-0062	TY.D,CL.III TEMP. PVMT MRKG 6"	LF	1	50	2.61322
512SD20-0063	TY.D,CL.III TEMP. PVMT MRKG 8"	LF	1.8	13	3.11038
512SD20-0064	TY.D,CL.III TEMP. PVMT MRKG 12"	LF	6.75	20	7.43455
512SD20-0065	TY.D,CL.III TEMP. PVMT MRKG 24"	LF	10	100	17.86731
512SD20-0066	TRAFFIC BARRIER SERVICE CONC.	LF	25	100	48.85427
512SD20-0067		LF	120	120	120
512SD20-0069	IMPCT ATTN. ST.IA-1, TL-3,>=40MPH DES.SP	EA	28000	38000	34750
512SP20-0001	PORTABLE TEMPORARY RUMBLE STRIP ARRAY	DAY	0.01	3000	83.45573
513SD20-0001	MOBILIZATION	LS	0.01	4717100	254060.9
513SX20-0002	EMERGENCY MOBILIZATION	EA	5	50000	2005.211
514SD20-0001	FIELD OFFICE TY.I	MO	975	12900	4686.401
514SD20-0002	FIELD OFFICE TY.II	MO	1000	4000	2674.287
514SD20-0003	FIELD OFFICE TY.III	MO	825.93	10000	2614.629
515SD20-0001	FLEXIBLE PAVE. PLANING ABOVE 4"	SY	9.13	74	18.74802
515SD20-0002	FLX.PAV.TIE-IN PLANING 0"-2"	SY	8.5	55	11.93823
515SD20-0003	FLEX. PAVE.TIE-IN PLANING ABOVE 2"-4"	SY	25	55	39.60641
515SD20-0004	FLEXIBLE PAVE.PLANING 0"-2"	SY	2.05	567.14	6.42432
515SD20-0005	FLEXIBLE PAVE. PLANING ABOVE 2"-4"	SY	5.5	34.78	9.83558
515SD20-0006	FLEX PAVEMENT PLANING ABOVE 4"	SY	10.5	32	15.06228
515SD20-0008	RIGID PAVEMENT PLANING 0"-2"	SY	11	11	11
515SD20-0011	FLX.PAV.TIE-IN PLANING 0"-2"	SY	0.01	50	4.51541
515SD20-0012	FLEX. PAVE.TIE-IN PLANING ABOVE 2"-4"	SY	52.22	52.22	52.22
515SD20-0013	FLEXIBLE PAVE.PLANING 0"-2"	SY	0	104.34	1.50263
515SD20-0014	FLEXIBLE PAVEMENT PLANING ABOVE 2"-4"	SY	0.25	63	2.55612
515SD20-0015	FLEXIBLE PAVEMENT PLANING ABOVE 4"	SY	3.15	114	8.55155
515SD20-0017	RIGID PAV.TIE-IN PLANING 0"-2"	SY	0.01	26.78	12.70877
515SX20-0001	FLEX.PAVE.EDGE PLANING MAINT	SY	0.01	233.85	2.3953
516SD20-0001	CLOSING WELL	EA	3500	18521	9892.75
516SX20-0001	UNDER.STORAGE TANK REM. TY. A	EA	25000	25000	25000
516SX20-0004	UNDER. STORAGE TANK REM. TY. D	EA	8000	8000	8000
516SX20-0006	SITE RESTORATION	SY	2	2	2
516SX20-0007	CLOSE SEPTIC TANK	EA	995	15000	6415.4
517SD20-0001	CONSTRUCTION SURVEYING CONSTR.	LS	1	946000	85535.55
517SD20-0002	CONSTRUCTION SURVEYING MIN.-PLAN	LS	5070	199404.7	39591.58
519SD20-0005	SOUND BARRIER WALL ABSORPTIVE	SF	60.03	60.03	60.03
520SD20-0002	3/4" WATER SERVICE LINE	LF	15.14	111	103.7781
520SD20-0003	1" WATER SERVICE LINE	LF	41	320	114.3714
520SD20-0005	1 1/2" WATER SERVICE LINE	LF	180	245	217.7907

520SD20-0006	2" WATER SERVICE LINE	LF	47	440	153.0374
520SD20-0008	4" WATER SERVICE LINE	LF	151	151	151
520SD20-0010	2" WATER MAIN	LF	70	325	126.9963
520SD20-0012	4" DI WATER MAIN	LF	395	520	413.75
520SD20-0013	6" WATER MAIN	LF	220	280	260.9924
520SD20-0014	6" DI WATER MAIN	LF	150	757.15	288.2942
520SD20-0016	8" DI WATER MAIN	LF	180	955	269.1033
520SD20-0017	10" WATER MAIN	LF	113	250	173.5684
520SD20-0018	10" DI WATER MAIN	LF	240	640.67	341.0451
520SD20-0019	12" WATER MAIN	LF	200	326.15	311.9324
520SD20-0020	12" DI WATER MAIN	LF	138.49	1860	318.1387
520SD20-0023	16" WATER MAIN	LF	220	220	220
520SD20-0024	16" DI WATER MAIN	LF	280	9200	407.2515
520SD20-0035	36" DI WATER MAIN	LF	1000	1000	1000
520SD20-0041	16" BEND	EA	2800	5100	3912.96
520SD20-0046	36" BEND	EA	29000	29000	29000
520SD20-0049	16" BRANCH	EA	3301.97	5600	4746.033
520SD20-0054	36" BRANCH	EA	31000	31000	31000
520SD20-0057	16" PLUG OR CAP	EA	1886.06	2100	1993.03
520SD20-0062	36" PLUG OR CAP	EA	20000	20000	20000
520SD20-0065	16" REDUCER	EA	2500	4500	3250
520SD20-0066	18" REDUCER	EA	1450	1450	1450
520SD20-0073	6" OFFSET EXIST.PIPE	LF	357	357	357
520SD20-0074	8" OFFSET EXIST. PIPE	LF	280	453	386.5238
520SD20-0075	10" OFFSET EXIST. PIPE	LF	215	215	215
520SD20-0076	12" OFFSET EXIST. PIPE	LF	550	600.65	575.325
520SD20-0078	16" OFFSET EXIST. PIPE	LF	550	550	550
520SD20-0087	2" GATE VALVE & BOX	EA	1500	1500	1500
520SD20-0088	4" GATE VALVE & BOX	EA	2400	3100	2633.333
520SD20-0089	6" GATE VALVE & BOX	EA	2500	4527	3456.055
520SD20-0090	8" GATE VALVE & BOX	EA	2500	5323	4234
520SD20-0091	10" GATE VALVE & BOX	EA	4400	6500	5045.873
520SD20-0092	12" GATE VALVE & BOX	EA	5500	8200	6653.517
520SD20-0098	16" BUTTERFLY VALVE & BOX	EA	6000	11900	8161.768
520SD20-0134	6" X 6" TAP.SLEEVE VALVE & BOX	EA	4461.95	5000	4641.3
520SD20-0136	10"X6" TAP.SLEEVE VALVE & BOX	EA	10000	10000	10000
520SD20-0137	12"X6" TAPPING SLEEVE VALVE & BOX	EA	9500	9500	9500
520SD20-0140	8"X8" TAPPING SLEEVE VALVE & BOX	EA	18500	22500	20500
520SD20-0150	12"X12" TAPPING SLEEVE VALVE & BOX	EA	19000	19000	19000
520SD20-0158	2" BLOW-OFF VALVE & BOX	EA	2679.16	2679.16	2679.16
520SD20-0162	FIRE HYDRANT	EA	4771.89	9700	6906.669
520SD20-0163	1" AIR RELEASE VALVE & BOX	EA	2679.16	10000	6075.832
520SD20-0164	1" AIR RELEASE VALVE & MANHOLE	EA	4526.82	6045.48	5286.15
520SD20-0165	2" AIR RELEASE VALVE & BOX	EA	3272.38	9800	6536.19
520SD20-0167	5/8" WATER METER BOX & YOKE	EA	800	5382.03	1868.856
520SD20-0168	1" WATER METER BOX & YOKE	EA	1350	3150	2496
520SD20-0170	5/8" WATER METER & BOX	EA	1800	8000	2049.288
520SD20-0171	3/4" WATER METER & BOX	EA	2100	2100	2100
520SD20-0172	1" WATER METER & BOX	EA	2820	2900	2873.333

520SD20-0174	1 1/2" WATER METER & BOX	EA	3100	9100	7100
520SD20-0175	2" WATER METER & BOX	EA	4300	4300	4300
520SD20-0179	4" SANITARY SERVICE LATERAL CONNECTION	LF	60	440	353.136
520SD20-0180	4" SANITARY SEWER FORCE MAIN	LF	152	425	196.772
520SD20-0181	6" SAN. SEWER PIPE	LF	38.08	925	156.5202
520SD20-0182	6" DI SANITARY SEWER PIPE	LF	373.9	373.9	373.9
520SD20-0183	6" SANITARY SERVICE LATERAL CONNECTION	LF	83.89	450	317.2797
520SD20-0184	6" SANITARY SEWER FORCE MAIN	LF	196	670	226.2198
520SD20-0185	8" SAN. SEWER PIPE	LF	172.79	550	238.9195
520SD20-0186	8" DI SANITARY SEWER PIPE	LF	250	450	357.6041
520SD20-0187	8" SANITARY SEWER FORCE MAIN	LF	1070	1070	1070
520SD20-0188	10" SAN. SEWER PIPE	LF	200	875	269.5876
520SD20-0190	10" SANITARY SEWER FORCE MAIN	LF	610	610	610
520SD20-0191	12" SAN. SEWER PIPE	LF	210	210	210
520SD20-0197	15" SAN. SEWER PIPE	LF	265	460	302.5859
520SD20-0202	18" SAN. SEWER PIPE	LF	305	305	305
520SD20-0203	18" DI SANITARY SEWER PIPE	LF	450	785	461.2242
520SD20-0207	20" SANITARY SEWER FORCE MAIN	LF	900	900	900
520SD20-0211	24" DI SANITARY SEWER PIPE	LF	522	522	522
520SD20-0219	36" DI SANITARY SEWER PIPE	LF	1000	1000	1000
520SD20-0225	48" DI SANITARY SEWER PIPE	LF	1200	1200	1200
520SD20-0229	20" BEND FORCE MAIN	EA	7500	7500	7500
520SD20-0237	20" BRANCH FORCE MAIN	EA	8600	8600	8600
520SD20-0245	20" PLUG OR CAP FORCE MAIN	EA	3400	3400	3400
520SD20-0253	8" VALVE & BOX FORCE MAIN	EA	4500	4500	4500
520SD20-0260	20" VALVE & BOX FORCE MAIN	EA	30000	30000	30000
520SD20-0265	6" SANITARY DROP CONNECTION	LF	816.85	816.85	816.85
520SD20-0266	8" SANITARY DROP CONNECTION	LF	400	400	400
520SD20-0272	SANITARY SEWER MANHOLE	LF	429.93	1560	1010.339
520SD20-0273	MANHOLE FRAME & COVER WF & C-1	EA	1000	2015.06	1668.334
520SD20-0274	MANHOLE FRAME & COVER F&C-1	EA	700	2600	1693.824
520SD20-0275	RECONSTRUCT EXISTING SANITARY MANHOLE	LF	530	765.22	597.9524
520SD20-0276	2" AIR RELEASE VALVE & BOX FORCE MAIN	EA	4400	4400	4400
520SD20-0277	2" AIR RELEASE VALVE & MANHOLE FORCE MAI	EA	5000	5000	5000
520SD20-0291	12" STEEL ENCASE. PIPE	LF	150	150	150
520SD20-0293	16" STEEL ENCASE. PIPE	LF	625	700	654.1667
520SD20-0298	24" STEEL ENCASE. PIPE	LF	300	1300	559.7323
520SD20-0299	24" JACKED STEEL ENCASEMENT PIPE	LF	1100	1100	1100
520SD20-0301	30" STEEL ENCASE. PIPE	LF	390	1700	1291.9
520SX20-0005	4" SEWER CLEANOUT	EA	500	3183.76	1242.71
520SX20-0006	6" SEWER CLEANOUT	EA	800	4300	2788.125
521SD20-0001	MAILBOX POST, SINGLE	EA	75	911.17	334.3161
521SD20-0002	MAILBOX POST, DOUBLE	EA	425	1479.25	1127.833
521SD20-0003	MAILBOX POST, MULTIPLE	EA	410	410	410
522SP20-0002	COMPENSATORY MITIGATION SITE SURVEY DATA	LS	30000	30000	30000
522SP20-0003	FRIABLE ACM	SF	7.4	7.4	7.4
522SP20-0005	CAT II NF ACM	SF	2.65	100	5.6182
522SP20-0006	CAT II NF ACM	LF	10.5	10.5	10.5
522SP20-0007	CAT I NF ACM	SF	2.2	181.5	3.9765

522SP20-0008	CAT I NF ACM	LF	14	150	118.125
523SP20-0004	STORM WATER MAN. BASIN EXCAV.	CY	6.35	80	20.39026
601SD20-0001	SEL TREE REMOVAL TRIM AND CLEAN	ACRE	531	50000	3958.242
602SD20-0001	TOPSOIL CLASS A 2"	ACRE	2000	72588.74	14361.59
602SD20-0002	TOPSOIL CLASS A	CY	17	162.87	26.64188
602SD20-0003	TOPSOIL CLASS B 2"	ACRE	9692.56	43768.9	28423.65
602SD20-0004	TOPSOIL CLASS B	CY	2	571.19	77.45273
603SD20-0001	PERMANENT SEED	LB	11.5	27.51	12.56699
603SD20-0002	TEMPORARY SEED	LB	1	140	16.52758
603SD20-0003	REGULAR SEED	LB	0.01	975	14.6073
603SD20-0004	OVERSEEDING	LB	0.01	142.2	13.27882
603SD20-0005	LEGUME SEED	LB	1	272.5	27.49238
603SD20-0006	LEGUME OVERSEEDING	LB	1	307.1	25.07114
603SD20-0007	HYDRAULIC EROSION CONTROL PRODUCT TYPE 1	SY	0.18	10	0.64738
603SD20-0008	HYDRAULIC EROSION CONTROL PRODUCT TYPE 2	SY	0.41	19	1.03468
603SD20-0009	HYDRAULIC EROSION CONTROL PRODUCT TYPE 3	SY	0.2	32	1.18719
603SD20-0010	HYDRAULIC EROSION CONTROL PRODUCT TYPE 4	SY	0.97	63.5	1.33357
603SD20-0011	SEDIMENT RETENTION ROLL 18" MIN	LF	8.5	25	12.76274
603SD20-0014	FERTILIZER NITROGEN - N	LB	0.01	75	3.59858
603SD20-0015	FERTILIZER PHOSPHOROUS - P	LB	0.01	75	3.87351
603SD20-0016	FERTILIZER POTASSIUM - K	LB	0.01	75	3.72301
603SD20-0017	LIME	TON	0.01	14000	352.1393
604SD20-0001	SOD	SY	4	37.05	25.73545
605SD20-0001	BED PREPARATION	UNIT	145	210	156.4478
605SD20-0002	MULCHING	CY	67	92	73.35522
605SD20-0003	REMULCHING	CY	75	83	82.97621
605SD20-0006	OVERSIZE PLANTING PIT	EA	69.47	180	76.14631
605SX20-0001	WETLAND MITIGATION PLANTING	LS	5000	5000	5000
605SX20-0005	REMOVE STAKES, GUYS & WIRE ATTACHMENTS	EA	3300	3300	3300
606SD20-0001	ROLLED EROSION CTRL PRODUCT EC-2 TYPE 1	SY	0.5	20	2.81562
606SD20-0002	ROLLED EROSION CTRL PRODUCT EC-2 TYPE 2	SY	0.5	25	3.49629
606SD20-0003	ROLLED EROSION CTRL EC-2 TYPE 3	SY	2	15	5.71189
606SD20-0004	ROLLED EROSION CTRL EC-2 TYPE 4	SY	1.5	100	4.69165
606SD20-0005	ROLLED EROSION CTRL PRODUCT EC-3 TYPE 1	SY	3	31.75	5.68992
606SD20-0006	ROLLED EROSION CTRL PRODUCT EC-3 TYPE 2	SY	4.75	10	6.35133
606SD20-0007	ROLLED EROSION CTRL PRODUCT EC-3 TYPE 3	SY	4.5	10	7.57599
608SD20-0001	MOWING	HR	20	107.81	66.4281
610SD20-0001	GABIONS	CY	300	610	454.5222
700SD20-0001	SIGN POST WOOD 4" X 4"	LF	0.01	0.01	0.01
700SD20-0002	SIGN POST WOOD 6" X 6"	LF	24	50	30.42945
700SD20-0003	REMOVE EXISTING 1 POST SIGN STRUCTURE	EA	1	1516.83	216.7799
700SD20-0004	REMOVE EXISTING 2 POST SIGN STRUCTURE	EA	66.5	4725	629.251
700SD20-0005	REMOVE EXISTING 3 POST SIGN STRUCTURE	EA	1419.05	1419.05	1419.05
700SD20-0007	REMOVE EXISTING 1 POST SIGN PANEL	EA	1	478.67	97.04561
700SD20-0008	REMOVE EXISTING 2 POST SIGN PANEL	EA	66.5	550	230.0591
700SD20-0010	REMOVE EXIST OVERHEAD SIGNAL SIGN PANEL	EA	105	632	332.3072
700SD20-0012	RELOCATE EX. 1 POST GRND MOUNT SGN PANEL	EA	54	3288.1	274.2772
700SD20-0013	RELOCATE EX. 2 POST GRND MOUNT SGN PANEL	EA	220	1389.24	470.5275
700SD20-0015	RELOCATE EXIST OVRHD SIGNAL SIGN PANEL	EA	606.3	678.63	620.766

700SD20-0018	VA SIGN POST, W4 x 13	LF	142.68	210	181.0477
700SD20-0019	VA SIGN POST, W6 x 12	LF	159.55	241	213.2877
700SD20-0020	VIA SIGN POST, W10 X 12	LF	95	95	95
700SD20-0021	VIA SIGN POST, W12 X 14	LF	100	100	100
700SD20-0022	VIA SIGN POST, W12 X 16	LF	166.09	298.48	204.6121
700SD20-0023	VIA SIGN POST, W12 X 19	LF	175.75	317	238.1676
700SD20-0024	VIA SIGN POST, W14 X 22	LF	311	375.65	334.3735
700SD20-0025	VIA SIGN POST, W14 X 26	LF	438	438	438
700SD20-0026	VIA SIGN POST, W16 X 26	LF	439.93	439.93	439.93
700SD20-0027	VIA SIGN POST, W16 X 31	LF	194	435	246.196
700SD20-0029	VIA SIGN POST, W18 X 40	LF	260	276.29	273.3085
700SD20-0030	VIA SIGN POST, W21 X 44	LF	243	300	280.0873
700SD20-0032	VIA SIGN POST, W14 X 34	LF	302	302	302
700SD20-0034	SIGN POST STP-1, 2", 14 GAUGE	LF	6	120	23.62248
700SD20-0035	SIGN POST STP-1, 2 3/16", 10 GAUGE	LF	10	150.06	35.88783
700SD20-0036	SIGN POST STP-1, 2 1/2", 10 GAUGE	LF	14	134.77	35.5219
700SD20-0037	SIGN POST STP-1, 2 1/2", 12 GAUGE	LF	5	91	23.70873
700SD20-0038	CONC. SIGN FDN. STP-1 TY.A	EA	60	2849	572.9205
700SD20-0039	CONC. SIGN FDN. STP-1 TY.B	EA	265	4277.71	780.6819
700SD20-0040	CONC. SIGN FDN. STP-1 TY.C	EA	695	1000	932.384
700SD20-0041	CONC. SIGN FDN. STP-1 TY.D	EA	293	2830	423.4102
700SD20-0042	CONC. SIGN FDN. STP-1 TY.E	EA	150	718	441.8738
700SD20-0043	CONC. SIGN FDN. STP-1, TY.F	EA	300	500	441.4472
700SD20-0045	CONC.SGN.FDN.SSP-V A 2'6" DIA.X 7' DEPTH	EA	1420	1730	1606
700SD20-0046	CONC.SGN.FOUND.SSP-V A 1'9" DIA.X 4'6" D	EA	1379	6400	2307.992
700SD20-0047	CONC.FOUND.SSP-V A 2'6" DIA.X 6' D	EA	1600	2555.43	2180.215
700SD20-0048	CONC.SGN.FOUND.SSP-VI A 2'3" DIA.X 4'6"	EA	3500	3500	3500
700SD20-0049	CONC.SGN.FOUND.SSP-VI A 3'0" DIA.X 7' DE	EA	1900	4426.24	2777.278
700SD20-0050	CONC.SGN.FOUND.SSP-VI A 3'0" DIA.X 8' DE	EA	6367.35	6367.35	6367.35
700SD20-0051	CONC.SGN.FOUND.SSP-VI A 3'6" DIA.X 9' DE	EA	2975.42	5170	4105.884
700SD20-0053	CONC.SGN.FOUND.SSP-VI A 4' DIA.X 9'6" DE	EA	3402.3	9000	8430.144
700SD20-0054	CONC.SGN.FOUND.SSP-VI A 4' DIA.X 12' DEP	EA	3900	3900	3900
700SD20-0056	CONC.FOUND.O/H SIGN STRUCTURE	CY	300	4320	3630.631
700SD20-0060	ELECTRICAL SERVICE SE-5	EA	2500	22000	6559.573
700SD20-0065	PEDESTAL POLE PF-2 8'	EA	1080	1080	1080
700SD20-0066	PEDESTAL POLE PF-2 10'	EA	1187.06	2500	1867.729
700SD20-0067	PEDESTAL POLE PF-2 12'	EA	885	4051.95	1328.368
700SD20-0068	CONC. FOUND. SIGNAL POLE PF-8	CY	250	3000	1553.463
700SD20-0069	CONC. FOUNDATION PF-2	EA	910	5325.42	1549.759
700SD20-0071	CONCRETE FOUND. CF-1	EA	1043.64	5400	3101.491
700SD20-0072	CONCRETE FOUND. CF-2	EA	1500	8200	4766.667
700SD20-0073	CONCRETE FOUND. CF-3	EA	2000	25000	17920.93
700SD20-0074	CONCRETE FOUNDATION CF-4	EA	2272.48	7500	3360.869
700SD20-0081	WOOD POLE CL. 4 35'	EA	2591	2591	2591
700SD20-0084	WOOD POLE CL. 4 40'	EA	1391	4824.81	2979.81
700SD20-0087	WOOD POLE CL. 4 45'	EA	2990	2990	2990
700SD20-0090	SIGNAL MAST ARM POLE MP-3, TY. A	EA	12467.93	36382.5	16332.22
700SD20-0091	SIGNAL MAST ARM POLE MP-3, TY. B1	EA	15000	36382.5	21429.86
700SD20-0092	SIGNAL MAST ARM POLE MP-3, TY. B2	EA	16920.9	24500	21999.71

700SD20-0093	SIGNAL MAST ARM POLE MP-3, TY. C	EA	19528.99	36382.5	25521.24
700SD20-0094	SIGNAL MAST ARM POLE MP-3, TY. D	EA	14155.45	40519.47	21079.05
700SD20-0095	SIGNAL MAST ARM POLE MP-3, TY. E1	EA	18605.94	33000	22197.58
700SD20-0096	SIGNAL MAST ARM POLE MP-3, TY. E2	EA	18908.25	24500	21095.85
700SD20-0097	SIGNAL MAST ARM POLE MP-3, TY. F	EA	21553.52	29500	24105.55
700SD20-0098	MAST ARM 30'	EA	4818.35	20800	10704.31
700SD20-0099	MAST ARM 40'	EA	5762.46	15050.09	8867.065
700SD20-0100	MAST ARM 49'	EA	6810.66	21996.29	12741.43
700SD20-0101	MAST ARM 60'	EA	10000	21900	13832.93
700SD20-0102	MAST ARM 65'	EA	11885.41	24255	14880.37
700SD20-0103	MAST ARM 70'	EA	13312.86	25410	18178.34
700SD20-0104	MAST ARM 75' CASE 1 LOADING	EA	14106.43	29000	19332.07
700SD20-0105	MAST ARM 75' CASE 2 LOADING	EA	16877.21	22650	18919.88
700SD20-0107	8/2 CONDUCTOR CABLE	LF	10.42	10.42	10.42
700SD20-0108	8/3 CONDUCTOR CABLE	LF	2	17.9	8.23958
700SD20-0110	14/2 CONDUCTOR CABLE	LF	0.5	16	1.69022
700SD20-0111	14/3 CONDUCTOR CABLE	LF	0.85	15.45	3.98823
700SD20-0112	14/4 CONDUCTOR CABLE	LF	1	17.9	4.17753
700SD20-0113	14/5 CONDUCTOR CABLE	LF	0.95	0.97	0.96011
700SD20-0114	14/7 CONDUCTOR CABLE	LF	1.35	175.4	2.5188
700SD20-0118	14/1 ENCLOSED COND. CABLE	LF	0.3	17	1.30604
700SD20-0119	16/3c CONDUCTOR CABLE	LF	3.55	4.6	3.97051
700SD20-0120	14/2 CONDUCTOR CABLE SHIELDED	LF	0.47	10	1.784
700SD20-0123	CAT 5 OUTDOOR CABLE	LF	2.88	5.25	3.57257
700SD20-0124	CAT 5E DIRECT BURIAL CABLE	LF	2.88	11.38	5.02079
700SD20-0132	ELECTRICAL SERVICE SE-3 TYPE A	EA	2558.83	21000	5214.467
700SD20-0133	ELECTRICAL SERVICE SE-3 TYPE B	EA	1853	6946.2	3343.562
700SD20-0134	ELECTRICAL SERVICE SE-4 TYPE A	EA	2704.34	15000	6188.12
700SD20-0135	ELECTRICAL SERVICE SE-4 TYPE B	EA	4424.64	17000	10712.32
700SD20-0136	00 CONDUCTOR CABLE	LF	11.87	11.87	11.87
700SD20-0137	0 CONDUCTOR CABLE	LF	7.8	10.56	10.46518
700SD20-0138	0000 CONDUCTOR CABLE	LF	15.9	15.9	15.9
700SD20-0139	000 CONDUCTOR CABLE	LF	13.71	13.71	13.71
700SD20-0140	1 CONDUCTOR CABLE	LF	9.09	9.09	9.09
700SD20-0141	2 CONDUCTOR CABLE	LF	6.2	8.66	8.29553
700SD20-0142	4 CONDUCTOR CABLE	LF	5.1	12	7.04164
700SD20-0143	6 CONDUCTOR CABLE	LF	2.37	11.55	4.1751
700SD20-0144	8 CONDUCTOR CABLE	LF	0.92	12	4.61801
700SD20-0145	10 CONDUCTOR CABLE	LF	1.77	11	6.51383
700SD20-0147	14 CONDUCTOR CABLE	LF	5.6	7	6.53333
700SD20-0148	CONDUCTOR CABLE, NO. 8 EGC	LF	0.68	37.17	2.62545
700SD20-0149	CONCRETE FOUNDATION LF-1 TY. A	EA	1050	12000	2875.526
700SD20-0150	CONC. FOUND. HIGH MAST LIGHT. POLE	CY	2095.39	2095.39	2095.39
700SD20-0156	LIGHTING POLE LP-2 TYPE D	EA	4441.97	5800	5627.853
700SD20-0157	LIGHTING POLE LP-2 TYPE E	EA	4300	6025.2	4928.254
700SD20-0158	LIGHTING POLE LP-2 TYPE F	EA	5990.3	5990.3	5990.3
700SD20-0164	LIGHTING POLE LP-3 TYPE 2	EA	24783.25	24783.25	24783.25
700SD20-0165	LIGHTING POLE LP-3 TYPE 3	EA	26962.93	26962.93	26962.93
700SD20-0167	LIGHTING POLE LP-3 TYPE 5	EA	29506.98	29506.98	29506.98

700SD20-0168	ELECT. SERVICE SE-6	EA	2500	6500	5691.4
700SD20-0169	ELECT. SERVICE SE-7	EA	7375.64	7375.64	7375.64
700SD20-0170	ELECT. SERVICE SE-8 TYPE A	EA	3477.5	8000	5982.851
700SD20-0171	ELECT. SERVICE SE-8 TYPE B	EA	8200	8200	8200
700SD20-0172	ELECT. SERVICE SE-9 TYPE A	EA	37847.33	37847.33	37847.33
700SD20-0173	ELECT. SERVICE SE-9 TYPE B	EA	8352.94	8352.94	8352.94
700SD20-0174	ELECTRICAL SERVICE WORK PAD	EA	400	5300	2018.53
700SD20-0175	JUNCTION BOX JB-R1	EA	5502.97	8405.76	8042.911
700SD20-0176	JUNCTION BOX JB-R2	EA	4000	6618.84	6170.914
700SD20-0177	JUNCTION BOX JB-S1	EA	900	4300	3068.736
700SD20-0178	JUNCTION BOX JB-S2	EA	900	4533.43	2221.774
700SD20-0179	JUNCTION BOX JB-S3	EA	1500	5521.92	3527.462
700SD20-0180	JUNCTION BOX JB-S4	EA	3600	7000	5049.158
700SD20-0181	ELECT. SER. GRD. ELECTRODE 10'	EA	50	1000	237.1198
700SD20-0182	1" PVC CONDUIT	LF	1	59.62	7.71807
700SD20-0183	1" METAL CONDUIT	LF	2.5	144	27.8151
700SD20-0184	1 1/4" PVC CONDUIT	LF	14	14	14
700SD20-0185	1 1/4" METAL CONDUIT	LF	7	140	71.41191
700SD20-0186	1 1/2" METAL CONDUIT	LF	25	51.85	47.96877
700SD20-0187	2" METAL CONDUIT	LF	10	184	106.7969
700SD20-0188	3" METAL CONDUIT	LF	71	80.91	74.30333
700SD20-0189	4" METAL CONDUIT	LF	30	30	30
700SD20-0191	BORED CONDUIT 2"	LF	16	157	36.29164
700SD20-0192	BORED CONDUIT 3"	LF	25	162.08	55.81515
700SD20-0193	BORED CONDUIT 4"	LF	30	85	61.89989
700SD20-0194	2" PVC CONDUIT	LF	4.64	100	11.80894
700SD20-0195	3" PVC CONDUIT	LF	7	25	16.10621
700SD20-0196	4" PVC CONDUIT	LF	9	38.7	36.59806
700SD20-0197	TRENCH EXCAVATION ECI-1	LF	5	220	19.65431
700SD20-0198	TRENCH EXCAVATION ECI-2	LF	16	370	134.3923
700SD20-0199	TEST BORE	EA	1500	15000	4276.492
700SD20-0200	SIGN POST STP-2, 4", 8 GAUGE	LF	89	152	139.3593
700SD20-0201	CONC. FOUND. STP-2, TYPE A	EA	825.93	3750	2815.741
700SD20-0208	CONC. FOUND. STP-2, TYPE H	EA	3300	3870	3462.857
700SD20-0209	CONC. FOUND. STP-2, TYPE I	EA	4110	4110	4110
700SD20-0218	LIGHTING POLE LP-1 30' MNTG HT	EA	4079	5500	5062.769
700SD20-0219	LIGHTING POLE LP-1 35' MNTG HT	EA	5146.71	7260	6320.76
700SD20-0220	LIGHTING POLE LP-1 40' MNTG HT	EA	6225	6225	6225
700SD20-0222	LUMINAIRE ARM 12'	EA	829	1391	1118.609
700SD20-0225	LUMINAIRE ARM 18'	EA	2515.22	4630.8	3156.006
700SD20-0230	WOOD POLE CL. 3, 40'	EA	2201.15	2201.15	2201.15
700SX20-0005	TRAF.SIG.HEAD SECT.12" SEL.VIEW	EA	750	750	750
701SD20-0001	SIGN PANEL	SF	20	225.08	41.27859
701SD20-0002	OVERLAY SIGN PANEL	SF	38.6	54	44.31074
702SD20-0001	GUARDRAIL DELINEATOR	EA	3	20	6.21219
702SD20-0002	FLEXIBLE POST DELINEATOR	EA	60	350	93.65234
702SD20-0003	ROAD EDGE DELINEATOR, ED-2	EA	110	500	161.7742
702SD20-0004	ROAD EDGE DEL.ED-3 TY. I OR II	EA	450	450	450
702SD20-0009	BARRIER DELINEATOR	EA	25	65	27.96296

702SD20-0011	FLEXIBLE POST DELINEATOR, SURFACE MOUNT	EA	100	400	183.7469
702SD20-0012	FLEXIBLE POST DELINEATOR, GROUND MOUNT	EA	50	400	302.3144
703SD20-0003	LOCAL CONTROLLER, TY. A	EA	5461.43	48000	29698.21
703SD20-0004	LOCAL CONTROLLER, TY. B	EA	13177.71	38100	25638.86
703SD20-0005	FLASHING BEACON FB-2	EA	4137.43	16500	7501.962
703SD20-0006	FLASHER	EA	925	3765	2331.153
703SD20-0007	TRAF. SIG. HEAD SEC 12" HVS BACKPLATE	EA	275	1577.53	336.5765
703SD20-0009	TRAF.SIG.HEAD SEC. 12" BLACK BACKPLATE	EA	271.45	580	468.4014
703SD20-0011	PEDESTRIAN ACTUATION PA-2	EA	1157.69	2887.5	1786.093
703SD20-0012	PEDESTRIAN ACTUATION PA-3	EA	1000	1736.55	1294.62
703SD20-0013	PEDESTRIAN ACTUATION PA-4	EA	1000	3811.5	1502.878
703SD20-0014	VIDEO DET. CAMERA	EA	3920.62	16707.31	6700.249
703SD20-0015	VIDEO DET. CABLE	LF	1	9.64	4.7479
703SD20-0016	VIDEO DETECTION SYSTEM	EA	6010.26	39902.05	24367.21
703SD20-0021	EVP DETECTION SYSTEM 2-WAY	EA	7500	7500	7500
703SD20-0022	EVP DETECTION SYSTEM 3-WAY	EA	7804.81	10929.16	9316.56
703SD20-0023	EVP DETECTION SYSTEM 4-WAY	EA	8000	12466.82	10125.24
703SD20-0024	EVP DETECTOR CABLE	LF	1	5.3	3.90592
703SD20-0025	AUX. PREEMPTION OPTICAL DET.	EA	1174.33	2966.8	2143.092
703SD20-0026	LOOP DETECTOR AMPLIFIER	EA	317.62	5000	579.1101
703SD20-0027	SPAN WIRE 1/2"	LF	7.5	17.93	9.39349
703SD20-0028	SPAN WIRE 3/4"	LF	12.64	12.64	12.64
703SD20-0029	TETHER WIRE, 1/4"	LF	4.29	8.25	6.46302
703SD20-0030	HANGER ASSEMBLY SW-1, ONE WAY	EA	301.77	2079.97	1219.98
703SD20-0031	HANGER ASSEMBLY SW-1, TWO WAY	EA	470	470	470
703SD20-0032	HANGER ASSEMBLY SW-2, ONE WAY	EA	200	447.37	232.1061
703SD20-0033	HANGER ASSEMBLY SW-2, TWO WAY	EA	497.42	719.24	608.33
703SD20-0034	HANGER ASSEMBLY SM-3, ONE WAY	EA	250	900	345.6522
703SD20-0036	HANGER ASSEMBLY SMB-1, ONE WAY	EA	75	484	232.52
703SD20-0037	HANGER ASSEMBLY SMB-2, ONE WAY	EA	250	750	460.6897
703SD20-0038	HANGER ASSEMBLY SMB-2, TWO WAY	EA	250	250	250
703SD20-0039	HANGER ASSM.SMB-3, ONE WAY	EA	150	900	320.1622
703SD20-0040	HANGER ASSM.SMB-3, TWO WAY	EA	550	850	600
703SD20-0042	LOOP SAW CUT 3/8"	LF	1	69.24	10.80131
703SD20-0043	LOOP SAW CUT 5/8"	LF	1	301.75	26.80868
703SD20-0044	REMOVE EXISTING POLE	EA	300	3500	1409.48
703SD20-0045	REMOVE EXISTING FOUNDATION	EA	320	5302.79	2087.745
703SD20-0046	REMOVE EXISTING SIGNAL HEAD	EA	50	700	171.3567
703SD20-0047	REMOVE EXISTING CONTROLLER	EA	153.09	2086.5	481.6242
703SD20-0048	REMOVE EXISTING MANHOLE/JUNCTION BOX	EA	295	1672.92	855.2616
703SD20-0049	RELOCATE EXISTING SIGNAL HEAD	EA	50	1157.69	365.4475
703SD20-0050	AUXILIARY DETECTOR RACK	EA	1025	1025	1025
703SD20-0051	ILLUMINATED TRAFFIC CONTROL SIGN	EA	1920	1920	1920
703SD20-0052	UNINTERRUPTIBLE POWER SUPPLY TYPE 1	EA	4385	14437.5	8883.04
703SD20-0053	UNINTERRUPTIBLE POWER SUPPLY TYPE 2	EA	3361.45	10000	6625.937
703SD20-0054	UNINTERRUPT. PWR SUPPLY BATTERY PAC	EA	1100	5197.5	3224.728
703SD20-0055	UNINTERRUPTIBLE POWER SUPPLY CABINET ATT	EA	2039.63	8900	4317.936
703SD20-0056	UNINTERRUPT. PWR SUPPLY CABINET DET	EA	2500	6814.5	3998.16
703SD20-0060	PEDESTRIAN SIGNAL HEAD SP-8	EA	615	1223.64	864.5331

703SD20-0061	PEDESTRIAN SIGNAL HEAD SP-9	EA	599	2700	891.2845
704SD20-0001	TYPE A PVMT LINE MRKG 4"	LF	0.063	187	0.11508
704SD20-0002	TY A PVMT LINE MRKG 6"	LF	0.0725	51.59	0.13379
704SD20-0003	TYPE A PVMT LINE MRKG 8"	LF	0.147	9.49	0.20624
704SD20-0004	TYPE A PAVEMENT LINE MRKG 12"	LF	0.3	63.5	0.53703
704SD20-0005	TYPE A PAVEMENT LINE MRKG 24"	LF	0.4	92	2.93007
704SD20-0006	TYPE B CLASS I PVMT LINE MRKG 4"	LF	0.2	187	0.83943
704SD20-0007	TY B CL I PVMT LINE MRKG 6"	LF	0.68	187	1.21683
704SD20-0008	TYPE B CLASS I PVMT LINE MRKG 8"	LF	0.95	114	2.18101
704SD20-0009	TY B CL I PVMT LINE MRKG 12"	LF	0.5	150	4.55272
704SD20-0010	TY.B CL.I PAVE. LINE MARK. 24"	LF	2.99	308.5	10.60992
704SD20-0011	TY.B CL.II PAVE. LINE MARK. 4"	LF	1.57	31.77	20.3684
704SD20-0012	TY.B CL.II PAVE. LINE MARK. 6"	LF	1.2	55	13.66239
704SD20-0013	TY.B CL.II PAVE. LINE MARK. 8"	LF	2.51	20.2	9.28939
704SD20-0014	TY.B CL.II PAVE. LINE MARK. 12"	LF	5.75	30	14.44723
704SD20-0015	TY.B CL.II PAVE. LINE MARK. 24"	LF	7.67	300	29.71999
704SD20-0016	TY.B CL.III PVMT LINE MRKG 4"	LF	1.75	6.5	2.78906
704SD20-0017	TY.B CL.III PVMT LINE MRKG 6"	LF	2.25	8.72	5.20751
704SD20-0018	TY.B CL.III PVMT LINE MRKG 8"	LF	3	3	3
704SD20-0021	TY.B CL.IV PVMT LINE MRKG 4"	LF	3.15	9	6.06613
704SD20-0025	TY.B CL.IV PVMT LINE MRKG 24"	LF	19.95	27.3	27.07454
704SD20-0026	TY.B CL.VI PVMT LINE MRKG 4"	LF	1.95	20	3.35476
704SD20-0027	TY.B CL.VI PVMT LINE MRKG 6"	LF	1.5	34.36	4.54698
704SD20-0028	TY.B CL.VI PVMT LINE MRKG 8"	LF	3.75	10.3	5.81346
704SD20-0029	TY.B CL.VI PVMT LINE MRKG12"	LF	6	35	10.62609
704SD20-0030	TY.B CL.VI CONTRAST PVMT MRKG, 4"	LF	3.25	23.41	9.13572
704SD20-0031	TY.B CL.VI CONTRAST PVMT MRKG, 6"	LF	4.2	47.26	11.27457
704SD20-0032	INLAID PAVEMENT MARKER ASPHALT	EA	25	1646.29	47.02771
704SD20-0033	INLAID PAVEMENT MARKER CONCRETE	EA	35	100.61	69.57392
704SD20-0035	PVMT MSG. MARK. "ONLY" TY B, CL. I, 6'	EA	111	2000	422.1446
704SD20-0036	PVMT MSG. MARK. "ONLY" TY B, CL II, 6'	EA	415.5	1572.2	781.2985
704SD20-0038	PVMT MSG. MARK. ?SCHOOL? TY B, CL I,	EA	200	4428.5	615.4469
704SD20-0039	PVMT MSG. MARK. ?SCHOOL? TY B, CL II	EA	548.13	2968	1175.13
704SD20-0041	PVMT MSG MARK. R/R CROSSING TY B, CL I	EA	200	1625	836.2904
704SD20-0042	PVMT MSG MARK. R/R CROSSING TY B, CL II	EA	176.112	4000	1340.027
704SD20-0043	PVMT SYMB MRKG THRU ARROW TY A	EA	0.75	100	52.38667
704SD20-0044	PVMT SYMB MRKG THRU ARROW TY B, CL I	EA	50	1594.88	148.0312
704SD20-0045	PVMT SYMB MRKG THRU ARROW TY B, CL II	EA	150	1523.5	309.0427
704SD20-0046	PVMT SYMB MRKG SGL TURN ARROW TY A	EA	90	183	119.2286
704SD20-0047	PVMT.SYMB MRKG SGL TURN ARR. TY B CL I	EA	60	2500	128.6697
704SD20-0048	PVMT SYMB MRKG SGL TURN ARR. TY B CL II	EA	0.01	3827.04	375.2694
704SD20-0049	MRKG DBL TURN ARR. THRU/LT OR RT TY A	EA	0.01	1050	108.6416
704SD20-0050	DBL TURN ARR. THRU/LT OR RT TY B, CL I	EA	60	2000	217.8459
704SD20-0051	DBL TURN ARR. THRU/LT OR RT TY B, CL II	EA	0.01	3042.25	909.1139
704SD20-0052	PVMT SYMB MRKG TRPL TURN ARROW TY A	EA	82.29	82.29	82.29
704SD20-0053	PVMT SYMB MRKG TRPL TURN ARR TY B, CL I	EA	250	613.12	399.9606
704SD20-0054	PVMT SYMB MRKG TRPL TURN ARR TY B CL II	EA	590	2000	990.6842
704SD20-0055	PVMT SYMB MRKG DBL TURN ARR, LT/RT TY A	EA	664	664	664
704SD20-0056	SYMB MRKG DBL TURN ARR LT/RT TY.B CL I	EA	151.44	550	323.688

704SD20-0057	SYMB MRKG DBL TURN ARR LT/RT TY.B CL II	EA	475	4086.9	1152.384
704SD20-0058	SYMG MRKG LANE REDUCTION ARROW TY A	EA	148.99	688	275.274
704SD20-0059	SYMB MRKG LANE REDUCTION ARR TY B CL I	EA	110	2100	522.1763
704SD20-0060	SYMB MRKG LANE REDUCTION ARR TY B CL II	EA	682.61	5000	1390.698
704SD20-0062	SYMB MRKG WRONG-WAY ARROW TY B CL I	EA	195	1500	346.2
704SD20-0063	SYMB MRKG WRONG-WAY ARROW TY B CL II	EA	250	1800	305.3766
704SD20-0067	SYMB MRKG FISH HOOK LFT/THRU TY A	EA	1384.16	1384.16	1384.16
704SD20-0069	SYMB MRKG FISH HOOK LFT/THRU TY B CL II	EA	500	1384.16	851.3573
704SD20-0072	MRKG FISH HOOK LFT/THRU/RGHT TY B CL II	EA	973.7	990	984.5667
704SD20-0074	SYMB MRKG FISH HOOK THRU/RGHT TY B CL I	EA	438.55	438.55	438.55
704SD20-0077	MRKG HOV DIAMND ASPH SURF TY B CL I	EA	321.42	366	347.3386
704SD20-0083	PVMT SYMB MRKG YIELD 1' X 1.5' TY B CL I	EA	5.9	524.86	69.41217
704SD20-0084	PVMT SY MRK YLD (1?x 1.5?) TY B, CL	EA	35	2500	130
704SD20-0085	PVMT SYMB MRKG YIELD 2' X 3' TY A	EA	47.4	102	66.50159
704SD20-0086	PVMT SYMB MRKG YIELD (2?x 3?) TY B,	EA	30	125	57.79986
704SD20-0087	PVMT SYMB MRKG YIELD 2' X 3' TY B, CL II	EA	25	2500	234.0696
704SD20-0090	PVMT SYMB MRKG R/R CROSSING TY B CL II	EA	1100	3000	1416.667
704SD20-0092	MRKG INT'L ACCESSIBILITY SYMB TY B CL I	EA	355	622.15	474.2371
704SD20-0093	MRKG(INT'L ACCESSBILITY SYMB) TY B CL II	EA	250	350	343.7931
704SD20-0095	SYMB MRKG BICYCLE THRU ARROW TY B CL I	EA	95	460	171.1733
704SD20-0096	SYMB MRKG BICYCLE THRU ARROW TY B CL II	EA	128	650	281.1228
704SD20-0099	SYMB MRKG BICYCLE TURN ARR TY B CL II	EA	270	270	270
704SD20-0101	SYMB MRKG HELMETED BICYCLIST TY B CL I	EA	160	1633	310.3739
704SD20-0102	SYMB MRKG HELMETED BICYCLIST TY B CL II	EA	306	462.07	367.9441
704SD20-0104	PVMT SYMB MRKG SHARED LANE TY B CL I	EA	500	500	500
704SD20-0105	PVMT SYMB MRKG SHARED LANE TY B CL II	EA	375	375	375
704SD20-0107	PVMT MSG. MARK. ?ONLY? TY B, CL. I,	EA	250	1000	413.3412
704SD20-0108	PVMT MSG. MARK. ?ONLY? TY B, CL II,	EA	625	1023.91	941.4318
704SD20-0110	PVMT MSG. MARK. ?SCHOOL? TY B, CL I,	EA	403.83	1200	878.1475
704SD20-0111	PVMT MSG. MARK. ?SCHOOL? TY B, CL II	EA	585	2200	1223.51
704SD20-0117	TYPE A CLASS II PVMT LINE MRKG 4"	LF	0.75	1.38	1.06566
704SD20-0118	TYPE A CLASS II PVMT LINE MRKG 6"	LF	1.36	3.11	1.39881
704SD20-0119	TYPE A CLASS II PVMT LINE MRKG 8"	LF	3.56	3.56	3.56
704SD20-0121	TYPE A CLASS II PVMT LINE MRKG 24"	LF	14.05	14.05	14.05
704SD20-0123	PVMT MSG. MARK. ?SCHOOL? TY B, CL I,	EA	790	1639.97	1186.904
704SD20-0124	PVMT MSG. MARK. ?SCHOOL? TY B, CL II,	EA	993.5	1600	1296.75
704SP20-0001	REM.EXIST.RAISED PAVE. MARKER	EA	2.75	165	36.8545
704SP20-0002	REPLACEMENT OF SRPM LENS	EA	8	18	8.81646
705SD20-0001	CONTROL CENTER CCW-1 TYPE A	EA	13250	21864.81	20634.12
705SD20-0002	CONTROL CENTER CCW-1 TYPE B	EA	59128.38	59128.38	59128.38
705SD20-0003	CONTROL CENTER CCW-1 TYPE C	EA	3516.11	35000	17155.83
705SD20-0004	CONTROL CENTER CCW-1 TYPE D	EA	13695.3	13695.3	13695.3
705SD20-0011	LUMINAIRE 250 WATT H.P.S. POLE-MNT	EA	1133.73	1133.73	1133.73
801SD20-0001	ITS CONTROLLER CABINET GROUND MOUNTED	EA	7292.7	26248.65	13178.02
801SD20-0002	ITS CONTROLLER CABINET POLE MOUNTED	EA	9800	23594.44	12446.06
801SD20-0003	ITS CTRLR. CAB.W/SUNSHIELDS GRND. MNTD.	EA	17268.7	18000	17293.08
801SD20-0010	BROADBAND SERVICE	EA	16000	16000	16000
802SD20-0001	UNINTERRUPTIBLE POWER SUPPLY ITS-CC	EA	1275	11651.12	10078.49
803SD20-0001	CCTV CAMERA DIGITAL	EA	1982.54	16000	7575.795

803SD20-0005	DIGITAL VIDEO ENCODER	EA	850	1863.76	1371.97
803SD20-0006	DIGITAL VIDEO DECODER	EA	850	850	850
803SD20-0010	CCTV CAMERA POLE 60' W/LOWERING DEVICE	EA	35736.65	60000	50581.44
803SD20-0011	CCTV CAMERA POLE 80' W/LOWERING DEVICE	EA	68000	68000	68000
804SD20-0001	DYNAMIC MSG. SIGN TYPE 1 FULL COLOR	EA	125359.4	125359.4	125359.4
804SD20-0003	DYNAMIC MSG. SIGN TYPE 2 FULL COLOR	EA	74268.48	74268.48	74268.48
804SD20-0005	DYNAMIC MSG. SIGN TYPE 2A FULL COLOR	EA	76203.55	155000	145150.4
804SD20-0010	DMS BUTTERFLY STRUCTURE TYPE 1	EA	95430.6	95430.6	95430.6
804SD20-0011	DMS BUTTERFLY STRUCTURE TYPE 2	EA	64653.84	64653.84	64653.84
804SD20-0012	DMS COMMUNICATION CABLE	LF	6.85	17.42	14.62912
804SD20-0019	DMS SUPPORT MATERIALS PACKAGE	EA	5571.92	5571.92	5571.92
805SD20-0001	VDS DETECTOR	EA	6472.67	19464.27	18387.76
805SD20-0002	VDS COMPOSITE CABLE	LF	2.9	15.41	14.42746
806SD20-0001	ENVIRON. SENSOR STATIONS (ESS), ELEC SRV	EA	100745.4	100745.4	100745.4
807SD20-0001	CELLULAR/PCS WIRELESS MODEM	EA	2784.17	5225	4818.195
807SD20-0002	900 MHZ WIRELESS ETHERNET DIST. RADIO	EA	4322.2	6200	5574.067
807SD20-0003	5.8 GHZ WIRELESS BROADBAND RADIO	EA	3000	9959.1	5559.598
808SD20-0001	FIBER OPTIC CABLE 24 STRAND	LF	4.84	29.19	14.51015
808SD20-0002	FIBER OPTIC CABLE 48 STRAND	LF	5.02	5.02	5.02
808SD20-0003	FIBER OPTIC CABLE 96 STRAND	LF	5.3	14	11.10523
808SD20-0004	FIBER OPTIC DROP CABLE 12 STRAND	LF	3	62	9.59343
808SD20-0005	PRE-TERMINATED FIBER PATCH PANEL	EA	330	4600	2261.388
808SD20-0006	UNDERGROUND SPLICE ENCLOSURE	EA	1050.3	6500	3470.753
808SD20-0007	FIBER DISTRIBUTION CENTER	EA	1900	10600	2949.374
809SD20-0002	MANAGED FIELD ETHERNET SWITCH Gbps	EA	3200	8628.25	4729.888
809SD20-0005	DIST.SFP MODULE 1Gbps, LC, SHORT HAUL	EA	491	1646.3	1016.364
809SD20-0006	DIST.SFP MODULE 1Gbps, LC, MED. HAUL	EA	1642.37	2672.97	2230.18
810SD20-0002	L3 FIELD AGG. ETHERNET SWITCH HARDENED	EA	12842.66	12842.66	12842.66
810SD20-0006	SFP MODULE 1 Gbps, LC, SHORT HAUL	EA	760	958.7	901.9286
810SD20-0008	SFP MODULE 1 Gbps, LC, LONG HAUL	EA	3694.41	3694.41	3694.41
811SD20-0001	ETHERNET TERMINAL SERVER	EA	8100	8100	8100
812SD20-0001	BORED ITS CONDUIT HDPE 1-1/4"	LF	46.04	46.04	46.04
812SD20-0002	BORED ITS CONDUIT HDPE 2"	LF	30	102	49.70343
812SD20-0003	BORED ITS CONDUIT HDPE 3"	LF	41	55.23	52.42617
812SD20-0004	BORED ITS CONDUIT HDPE 4"	LF	61.39	61.39	61.39
812SD20-0007	ITS CONDUIT HDPE 2"	LF	3.75	51.96	7.12161