RAWSON LANE
DRAFT DESIGN TRAFFIC
TECHNICAL MEMORANDUM

Project Location
Rawson Lane Corridor
North of Brent Lane (SR 296)
South of Airport Boulevard (SR 750)
Escambia County, FL

Prepared for

Escambia County Board of County Commissioners

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Draft - January 2017

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INTRODUCTION

Project Description and Location

This Design Traffic Technical Memorandum documents the traffic projections and operations resulting from a proposed closure of Rawson Lane to through traffic from Brent Lane to south of St. Eusebia Street. This proposed closure is at the request of the Pensacola Christian College (PCC) administration, and access to the area will be controlled by manned gates, with only PCC traffic access permitted. This report will focus on the impact the closure will have on the Escambia County traffic (unrelated to PCC traffic) that normally utilizes Rawson Lane for local and cut-through travel. Rawson Lane is designated as a local road and is commonly used by non-PCC traffic for cut-through trips and local travel. See Figure 1 for the corridor's location and a vicinity map.

In 2015, a Traffic Impact Analysis Study of Potential Closure of Campus Segment was prepared (by PCC consultant) to "identify opportunities to realize positive benefits for the campus," which provided the overall benefits and impacts of the closure, with a focus on PCC, school bus and pedestrian traffic. After an analysis of speed count and crash data, a vehicle delay study and a review of Rawson Lane vehicle, pedestrian and bicycle counts (as well as accounting for future PCC development), the 2015 study's conclusion focused on the safety benefits of closing Rawson Lane. The study stated that the benefits would include the following:

- Relocation of the Airport Boulevard (SR 750) /Hancock Lane signal to the Airport Boulevard (SR 750) /Rawson Lane intersection
- Safety benefits from the "elimination of non-PCC pass-through traffic" and purported flow improvement to Brent Lane (SR 296)

The study also reported on the "drawbacks to closure to Rawson Lane due to loss of access to Rawson Lane Norwood subdivision residents and other current users (non-PCC) of Rawson Lane." The study stated that a viable alternative to the use of Rawson Lane for cut-through traffic would be to divert the traffic to the I-110 (SR 8A) ramps, and it indicated that the "impact of the closure on local circulation is expected to be relatively minor." See Appendix A for an excerpt of the 2015 report summary and Figure 2 for the proposed alternative route.

In 2016, a second report was submitted by a PCC consultant examining the impact of travel time on cut-through traffic through extensive visual tracking of vehicles on Rawson Lane. In addition, it reported the economic value of the increase or decrease in travel time due to the closure of Rawson Lane. See Appendix A for an excerpt of the 2016 report summary.

The purpose of this memorandum is to determine the impact that the closure of Rawson Lane will have on Norwood Oaks residents and pass-through commuter traffic. This memo will present the capacity conditions of Rawson Lane, Hancock Lane, Airport Boulevard (SR 750) , and Brent Lane (SR 296), both existing and after the proposed Rawson Lane closure. The memorandum will also document the existing and future operating conditions (after closure) of selected intersections along the corridor. This memo will compare travel-time runs for the current cut-through and local (Norwood Oaks) residential travel versus the alternative route proposed by the 2016 report. Finally, this memo will review travel-time runs for first responders to provide emergency services (fire and medical) to Norwood Oaks residents and outlying neighborhoods. Outlined in this memo are the methods and techniques used in the analysis and results. It is important to note that future PCC developments/construction and its impact on capacity were not considered in this traffic memorandum.

In the determination of the items listed above, it is anticipated that the following questions will be answered:

1. Will overall residential neighborhood traffic levels (AM and PM peak volumes), as well as traffic on Rawson Lane, increase or decrease following the closure?
2. Are existing traffic volumes on Rawson Lane considered reasonable for a local residential street, or has the volume begun to approach levels that may be considered uncomfortably high for residents and that may be more associated with a higher classified facility (i.e., collector or arterial roadway)?
3. What is the percentage of traffic associated with residents going to and from their homes in the neighborhood area, or are drivers passing through the neighborhood with no origin or destination in the neighborhood?
4. Will travel times for diverted trips be significantly increased for Norwood Oaks or Hancock residents, PCC students/staff, or visitors for former cut-through traffic?
5. Will travel times for diverted trips be greatly increased for emergency services (fire and medical)?
6. Are additional traffic control measures or geometric design required because of changes in traffic patterns and volumes?

Scenarios and Intersections Considered

This study evaluated the impacts of the following scenarios:

- 2016 Existing Conditions: Rawson Lane as a two-lane, undivided roadway from Airport Boulevard (SR 750) to Brent Lane (SR 296)

- Post-Closure Conditions (following the proposed installation of the Rawson Lane entrance gate): Because of the proposed closure of Rawson Lane, through traffic will not be permitted from Brent Lane (SR 296) to south of St. Eusebia Street. Local traffic will have to access open portions of Rawson Lane through alternative routes, including the I-110 (SR 8A) ramps. Figure 2 presents the alternative route as proposed by the PCC consultant and will be further defined in later sections.

Operational analyses and reviews for both scenarios were conducted at selected intersections. The intersections were selected due to their location in relation to Rawson Lane and/or the proposed alternative route. The analyses will identify projected deficiencies or improvements of the following Rawson Lane or I-110 (SR 8A) ramp intersections:

- Airport Boulevard (SR 750)/Rawson Lane—milepost 0.920
- Airport Boulevard (SR 750)/Handcock Lane—milepost 1.067
- Airport Boulevard (SR 750)/SB I-110 (SR 8A) ramp (SR 8A)—milepost 1.113

Existing traffic data were obtained through field measurements and from Florida Department of Transportation (FDOT) and analyzed to determine the capacity of the corridor and adjacent segments under both scenarios.

Due to the study's constraints, the calculations to forecast post-closure traffic patterns and review the future capacity were completed using the FDOT data, field measurements, and vehicle-tracking data from the PCC consultant's 2014 traffic analysis.

N

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RAWSON LANE CORRIDOR
LOCATION AND VICINITY MAP
FIGURE 1

Rawson Lane
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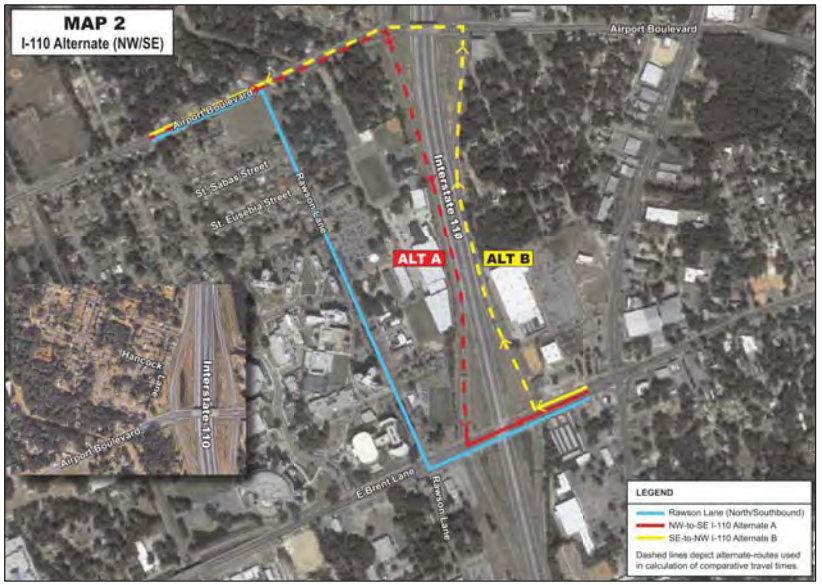

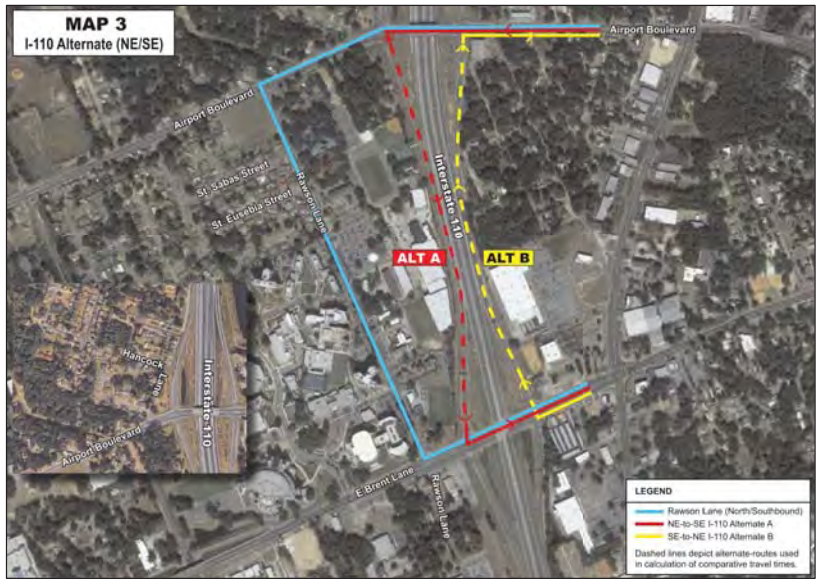

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EXISTING ROUTE PATTERN
(as developed by PCC consultant)
FIGURE 2

Rawson Lane
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EXISTING PROJECT AREA ROADWAY AND TRAFFIC CHARACTERISTICS

Existing Project Area Characteristics

The study area's corridor includes Rawson Lane (from Airport Boulevard (SR 750) to Brent Lane (SR 296), Airport Boulevard (SR 750; from Hancock Lane to I-110 (SR 8A), and Brent Lane (from Palafox Street to I-110 (SR 8A). The characteristics of the corridor and adjacent segments are detailed in Table 1, and the intersections were listed in the preceding section. Additional information, including sketches of the existing intersection geometry and aerial photos of the major intersections, are included in Appendix B.

TABLE 1: ROADWAY SEGMENT CHARACTERISTICS

Type of Roadway	On Street	Roadway Segment	Travel Lane (per direction)	Median Type	Posted speed limit (mph)
County	Rawson Lane	Airport Boulevard (SR 750) to Brent Lane (SR 296)	1	None	30
State	Airport Boulevard (SR 750)	Rawson Lane to I-110 (SR 8A)	2	Continuous Left	40
State	Brent Lane (SR 296)	Main Drive to I-110 (SR 8A)	2	Continuous Left/ Grassed	35

Existing Roadway Segment Characteristics

Rawson Lane

The Rawson Lane corridor is a local road, and the segment under consideration extends from Airport Boulevard (SR 750) to Brent Lane (SR 296). This corridor is located west of I-110 (SR 8A) and is within Escambia County. Within and adjacent to the corridor, Rawson Lane bisects the east end of the Pensacola Christian College campus and fronts the Norwood subdivision neighborhood. The land-use type for this area is institutional and residential.

Airport Boulevard (SR 750)

Airport Boulevard (SR 750) is a minor arterial, and the segment under study extends from Rawson Lane to I-110 (SR 8A). This segment is bordered by I-110 (SR 8A) and Brent Lane (SR 296), and it is within Escambia County. Within the study segment, Airport Boulevard (SR 750) bisects or is adjacent to the following Neighborhoods: Norwood Oaks, Lambert Oaks and Hancock. The land-use type for this area is medium-density residential.

Brent Lane (SR 296)

Brent Lane (SR 296) is a minor arterial within the study area that extends between Main Drive and I-110 (SR 8A). The land-use type for this area is primarily medium-density commercial.

Existing Intersection Characteristics

Three (3) intersections within the study area were selected for review and are detailed below. See Figure 3 for the specific location of each intersection on an overall map of the corridor, and see Figures 4(A-C) for each intersection's geometry. The figures include each intersection's traffic control device.

Airport Boulevard (SR 750)/Rawson Lane - The intersection of Airport Boulevard (SR 750)/Rawson Lane is unsignalized. The Rawson Lane northbound approach is one (1) shared through/left lane with a right-turn lane. The Airport Boulevard (SR 750) eastbound and westbound approach is two (2) through lanes and one (1) left-turn lane with a bike keyhole lane. The Rawson Lane southbound approach is one (1) shared through/left/right lane.

Airport Boulevard (SR 750)/Hancock Lane-The T-intersection of Airport Boulevard (SR 750)/Hancock Lane is signalized. The Airport Boulevard (SR 750) eastbound approach is two (2) through lanes, one (1) left-turn lane and one (1) right-turn lane (that connects with the Airport Boulevard (SR 750)/I-110 (SR 8A) SB ramp intersection) with a bike keyhole lane. The Airport Boulevard (SR 750) westbound approach is two (2) through lanes with a bike keyhole lane. The Hancock Lane southbound approach includes one (1) left turn and one (1) right-turn lane.

Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp - The intersection of Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp is controlled by a multi-phase traffic control signal. The I-110 (SR 8A) lanes are one-way only. The I-110 (SR 8A) SB ramp lane southbound approach is two (2) left-turn lanes and two (2) right-turn lanes. The Airport Boulevard (SR 750) eastbound approach is two (2) through lanes, one (1) right-turn lane and a bike keyhole lane. The Airport Boulevard (SR 750) westbound approach is two (2) through lanes, two (2) left-turn lanes and one bike lane.

Five (5) other intersections will be included for discussion only:

- Brent Lane (SR 296)/Rawson Lane
- Rawson Lane/PCC entrance
- Rawson Lane/St. Eusebia Street
- Rawson Lane/St. Sabas Street
- Ringold Drive/Hancock Lane

Brent Lane (SR 296)/Rawson Lane was not included in the intersection analyses because it could be assumed that the elimination of cut-through traffic would substantially improve the operation of the signalized intersection with the addition of signal retiming to adjust for the increase in through traffic.

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STUDY INTERSECTION
LOCATIONS
FIGURE 3

Rawson Lane
Traffic Memorandum

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Data Collection

Average daily counts, 24-hour counts, and peak-hour turning movement counts were obtained to complete a traffic analysis. For certain segments, the 2015 traffic counts provided by the FDOT Transportation Statistics Office were used. The Florida Transportation Information (FTI) 2011 DVD contains traffic data for the state highway systems and for selected off-system roads.

Turning movement counts (TMCs) were collected by Engineering & Planning Resources (EPR) at the following intersections.

- Airport Boulevard (SR 750)/Rawson Lane
- Airport Boulevard (SR 750)/Hancock Lane
- Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp
- Brent Lane (SR 296)/PCC Main Entrance
- Brent Lane (SR 296)/Rawson Lane
- Rawson Lane/PCC entrance
- Rawson Lane/St. Eusebia Street
- Rawson Lane/St. Sabas Street
- Hancock Lane/Airport Boulevard (SR 750)
- Ringold Lane/Hancock Boulevard

All the TMCs were collected in September 2016 and October 2016, during the peak AM (7:00 AM to 9:00 AM) and peak PM (4:00 PM to 7:00 PM) periods. The results of the TMCs are listed by 15-minute increments in Appendix C. Figures 4A, 4B, and 4Cd graphically illustrate the corresponding volumes, as well as the existing geometry, for the key intersections within the study area. The key intersections include the following:

- Airport Boulevard (SR 750)/Rawson Lane
- Airport Boulevard (SR 750)/Hancock Lane
- Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp

In addition, daily bi-directional or directional counts were collected by EPR (within the Rawson Lane study limits) at the following locations:

- Airport Boulevard (SR 750) east of Rawson Lane
- Brent Lane (SR 296) west of Rawson Lane
- Hancock Lane north of Airport Boulevard (SR 750)
- Rawson Lane north of Brent Lane (SR 296)
- Rawson Lane south of Airport Boulevard (SR 750)

See Appendix C for a summary of these data. The peak hour counts are presented in Table 2 below.

TABLE 2: 2016 AM AND PM PEAK HOUR VOLUMES						
Site No.	Roadway Segment	Approximate Collection Site	AM Peak Hour (Directional)		PM Peak Hour (Directional)	
			NB or EB	SB or WB	NB or EB	SB or WB
1	Airport Boulevard	185' east of Rawson Lane	893	644	978	816
2	Brent Lane	360' west of Rawson Lane	1326	1219	1319	1352
Site No.	Roadway Segment	Approximate Collection Site	AM Peak Hour (bi-directional)		PM Peak Hour (bi-directional)	
3	Hancock Lane	85' west of Ringold Drive	315		273	
4	Rawson Lane	150' north of St. Sabas Street	322		405	
5	Rawson Lane	500' north of Brent Lane	235		275	

Airport Boulevard /Rawson Lane

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Airport Boulevard Eastbound						
	Left		Thru		Right	
AM	2	0.20%	889	92.42%	71	7.38%
PM	1	0.14%	675	97.51%	16	2.30%

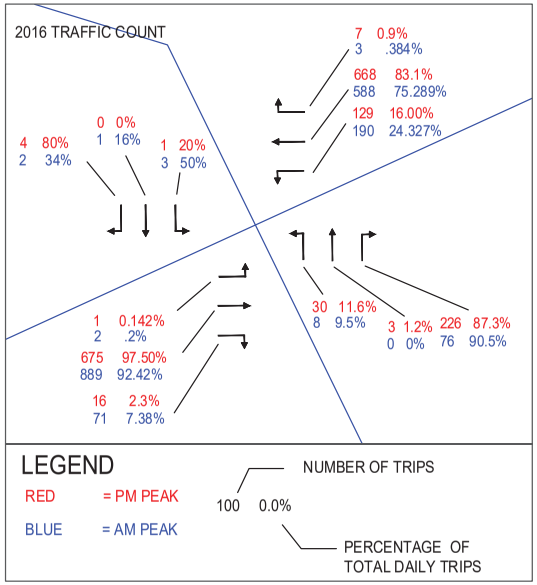
CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound						
	Left		Thru		Right	
AM	190	24.33%	588	75.29%	3	0.38%
PM	129	16.00%	668	83.10%	7	0.94%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA



Rawson Lane Northbound						
	Left		Thru		Right	
AM	8	9.5%	0	0.00%	76	90.5%
PM	30	11.6	3	1.20%	226	87.3%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Rawson Lane Southbound						
	Left		Thru		Right	
AM	3	50%	1	16.70%	2	34%
PM	4	80%	0	0	1	20%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP STOP SIGN

INTERSECTION GEOMETRY AND 2016 PEAK HOUR COUNTS
FIGURE 4A

Rawson Lane Traffic Study
AIRPORT BOULEVARD AT RAWSON LANE

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Airport Boulevard / Hancock Lane

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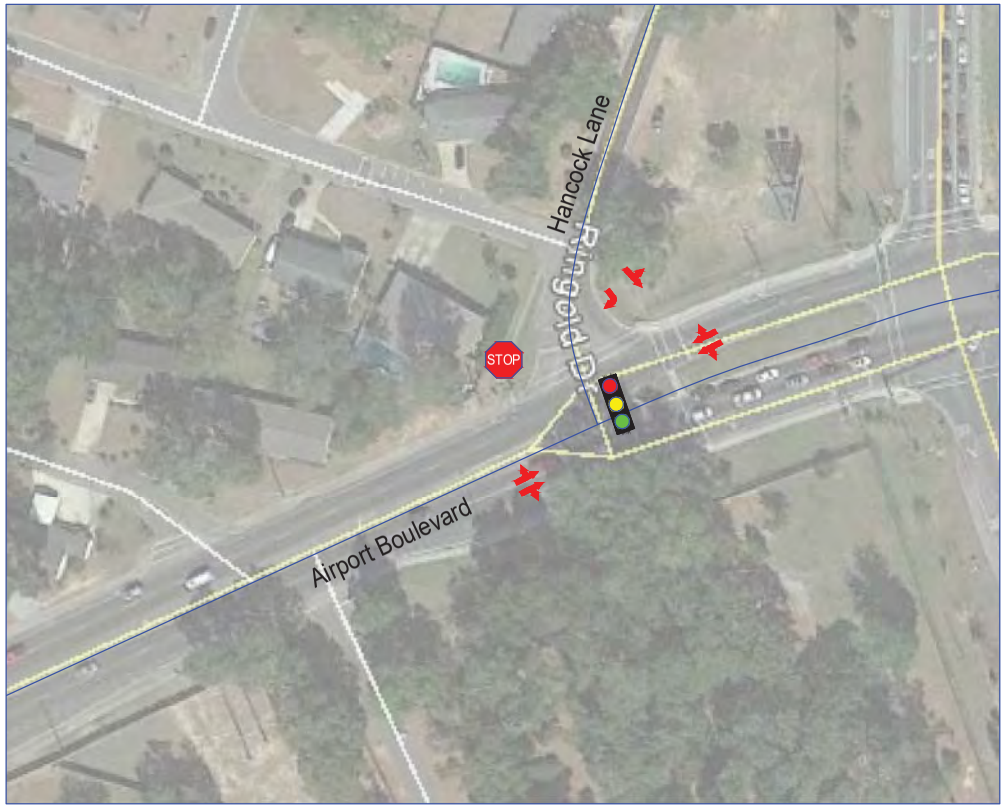


Airport Boulevard Eastbound				
	Left		Thru	
AM	10	1.21%	818	98.79%
PM	38	4.14%	879	95.86%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound				
	Thru		Right	
AM	661	89.20%	80	10.80%
PM	812	87.69%	114	12.31%

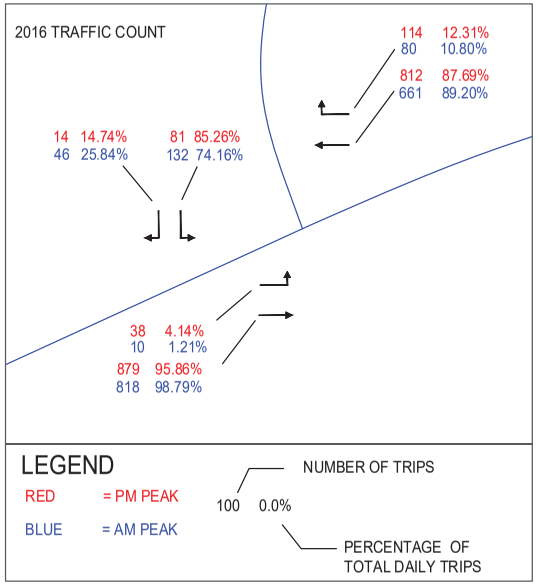
CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Ringold Drive Southbound				
	Left		Right	
AM	132	74.16%	46	25.84%
PM	81	85.26%	14	14.74%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA



LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP SIGN

INTERSECTION GEOMETRY AND 2016 PEAK HOUR COUNTS
FIGURE 4B

Rawson Lane Traffic Study
AIRPORT BOULEVARD AT RINGOLD DRIVE

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Airport Boulevard / I-110 SB Ramp

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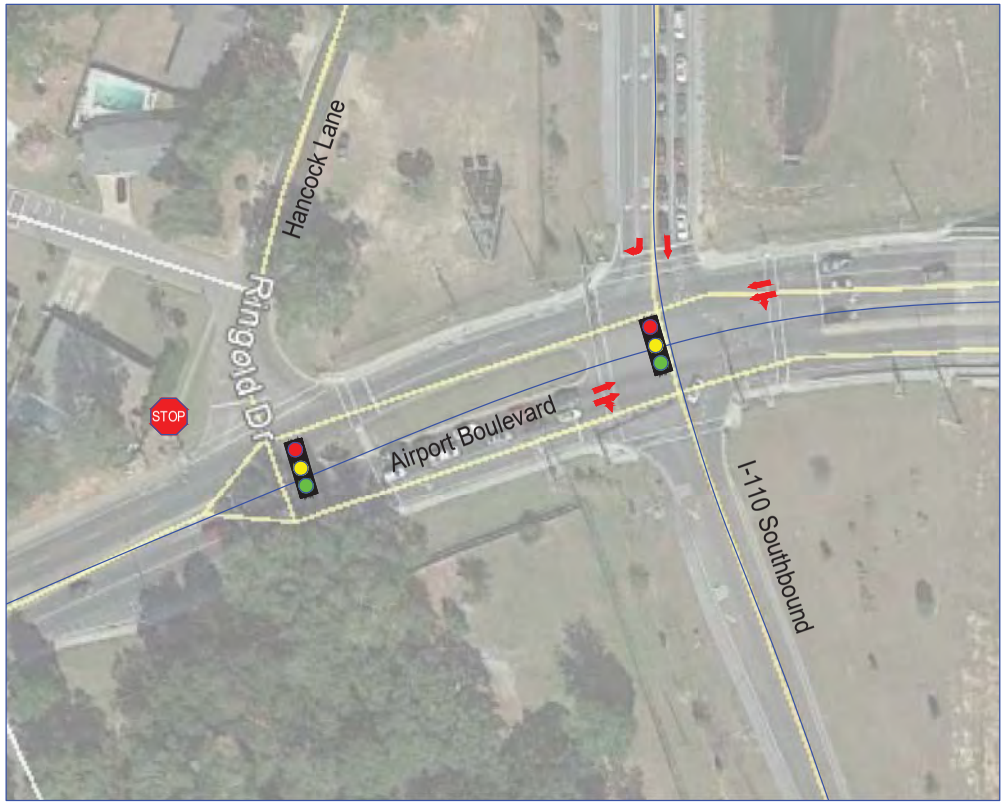


Airport Boulevard Eastbound				
	Thru		Right	
AM	828	86.52%	129	13.48%
PM	882	92.07%	76	7.93%

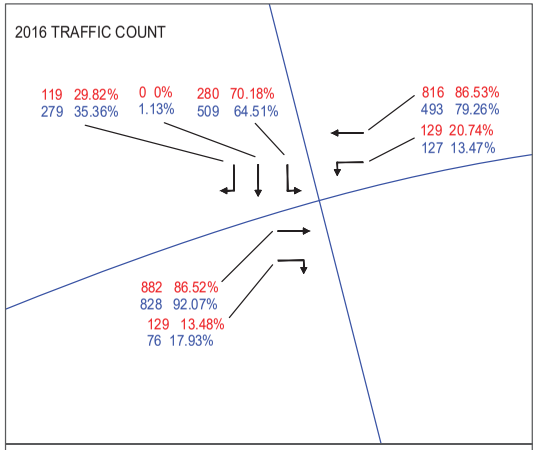
CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound				
	Left		Thru	
AM	129	20.74%	493	79.26%
PM	127	13.47%	816	86.53%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA



LEGEND

RED = PM PEAK

BLUE = AM PEAK

100 0.0%

NUMBER OF TRIPS

PERCENTAGE OF TOTAL DAILY TRIPS

I-110 Interchange Southbound						
	Left		Thru		Right	
AM	509	64.51%	1	.13%	279	35.36%
PM	280	70.18%	0	0%	119	29.82%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP SIGN

INTERSECTION GEOMETRY AND 2016 PEAK HOUR COUNTS

FIGURE 4C

Rawson Lane
Traffic Memrandum
AIRPORT BOULEVARD AT I-110 Interchange

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BASE YEAR (2016) CONDITIONS

Segment Analysis

Capacity analyses were completed for the project segments using *FDOT's 2012 Generalized Service Volume Tables* (Table 5), the guidelines provided in the FDOT *Quality/Level of Service Handbook* and the *Florida–Alabama Transportation Planning Organization (TPO) Congestion Management Plan.* See Appendix D for an excerpt from the FDOT LOS manual. For the purposes of this memorandum, only segments within the immediate area of impact have been addressed. See Figure 1 for more information.

Level of Service (LOS) is a qualitative measure of a traffic stream's operating conditions on a transportation facility. Six (6) LOSs (LOS A through LOS F) are defined for each type of facility. LOS A represents the best operating conditions with no congestion, and LOS F the worst with heavy congestion.

Table 3 illustrates the mainline LOS levels for the roadway segments under study.

TABLE 3: 2016 SEGMENT CAPACITY ANALYSIS (PEAK HOUR TWO-WAY/DIRECTIONAL)

Seg. No.	Road Type	On Street	Roadway Segment	Peak PM HR Pk Dir. Vol.	Peak Hour Pk Dir. Service Volume (LOS D) *	% Serv Vol. Used	Segment LOS
1	State	Airport Boulevard	West of Rawson Lane to I-110 (SR 8A) SB Ramps	978	2000	48%	D
2	State	Brent Lane	West of Rawson Lane to I-110 (SR 8A) SB Ramps	1352	1630	83%	D
Seg. No.	Road Type	On Street	Roadway Segment	Peak PM HR Two – Way Vol.	Peak Hour Two-Way Service Volume (LOS D) *	% Serv Vol. Used	Segment LOS
3	County	Hancock Lane	Rawson Lane to Coleman Lane	273	1197	23%	B
4	County	Rawson Lane	Airport Boulevard to PCC Entrance	405	1197	34%	B
5	County	Rawson Lane	PCC Entrance to Brent Lane	275	1197	23%	B

**Segments' 1 and 2 service volume data were obtained from the Florida–Alabama TPO Congestion Management Study—Appendix A. Segments' 3–5 service volume data were obtained from 2012 Table 5—Generalized Peak-Hour Two-Way Volumes for Florida's Urbanized Areas—of the 2012 FDOT LOS manual. See Appendix D for a copy of the tables. Volumes do not account for pending or approved Escambia County development orders.*

Intersection Analysis

Level of service (LOS) analyses were performed (at the intersections of Airport Boulevard (SR 750)/Rawson Lane, Airport Boulevard (SR 750)/Hancock Lane, and Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp) for the existing AM and PM peak-hour traffic volumes. The results of the base-year intersection-capacity analysis are presented in Table 4, and the Synchro Version 8.0 worksheets (based on the Highway Capacity Manual (HCM) are contained in Appendix E as the output data. Signal timing information was obtained from Escambia County. The model has optimized cycle lengths, splits, offsets, and left-turn phase sequences using proprietary logic and calculates intersection and approach delays based on the HCM for the existing AM and PM peak-hour traffic volumes.

TABLE 4: EXISTING CONDITION CAPACITY ANALYSIS AND QUEUING SUMMARY (AM AND PM PEAK HOUR)

			Existing AM			Existing PM		
Location	Lane Movement	Existing Storage Lgth (ft.)	Delay (sec/veh)	LOS	Queue Length 95% (ft)	Delay (sec/veh)	LOS	Queue Length 95% (ft)
Airport Boulevard (SR 750) / Rawson Lane – Un-Signalized								
Northbound	Left/Thru	-	134.3	F	15	82.5	F	47.5
Northbound	Right	250	13.9	B	-	14.8	B	-
Southbound	All	-	74.8	F	-	58.2	F	-
Eastbound	Thru	-	FREE	-	-	FREE	FREE	-
Eastbound	Thru/Right	-	FREE	-	-	FREE	FREE	-
Eastbound	Left	165	8.9	A	0	9.3	A	0
Westbound	Thru	-	FREE	-	-	FREE	FREE	-
Westbound	Left	385	13.3	B	35	10.3	B	17.5
Intersection								
Airport Boulevard (SR 750) /Hancock Lane – Signalized								
Southbound	Right	65	7.2	A	25	10.6	B	14
Southbound	Left/Thru	-	24.9	C	-	23.5	C	-
Eastbound	Left	55	9.2	A	10	10.8	B	25
Eastbound	Thru	-	11	B	-	11.3	B	-
Westbound	Thru	150	7.4	A	258	6.8	A	234
Intersection				B			A	
Airport Boulevard (SR 750) / SR I-110 (SR 8A) Ramps – Signalized								
Southbound	Left	270	22	C	193	19.1	B	107
Southbound	Right	265	2.6	A	26	3.3	A	18
Eastbound	Right	310	3.0	A	8	1.6	A	4
Eastbound	Thru	130	30.3	C	348	29.5	C	386
Westbound	Left	205	53.5	D	77	64.6	E	87
Westbound	Thru	-	17.1	B	-	20.4	C	-
Intersection				C			C	

Based on the intersection-capacity analysis described above, the northbound left-and-through movement and the southbound approach at the Airport Boulevard (SR 750)

/Rawson Lane intersection are currently operating at LOS F during the AM and PM peak hours. The westbound left-turn movement at the Airport Boulevard (SR 750) /I-110 (SR 8A) West ramps intersection is operating at LOS E during the peak PM hours. The other intersection lane groups and approaches are currently operating at LOS D or better, with v/c ratios less than 1.0.

The expected queues at the analyzed intersections were evaluated under existing traffic conditions. Based on the Synchro 95th percentile queue values, the westbound-approach queue at the Airport Boulevard (SR 750)/Hancock Lane intersection is extending beyond the Airport Boulevard (SR 750) /I-110 (SR 8A) West ramps intersection during the AM-peak and PM-peak hours. Similarly, the existing AM-peak and PM-peak eastbound-through queues at the Airport Boulevard (SR 750) /I-110 (SR 8A) West ramps intersection are extending beyond the Airport Boulevard (SR 750)/Hancock Lane intersection. As a result, the queues mentioned above are affecting the operation of the upstream intersections.

TRAFFIC FORECAST METHODOLOGY-POST RAWSON LANE CLOSURE

This section of the report summarizes the assumptions and methodology used in computing the post-closure traffic volumes at the study intersections. In order to determine the post-closure traffic volumes, the amount of possible cut-through traffic that will be diverted as a result of closing Rawson Lane has to be estimated. In addition, the percentage of Rawson Lane traffic with a PCC origin or destination should be ascertained, as should the percentage of trips designated for the Norwood Oaks and Hancock neighborhoods. Figure 5 presents post-closure intersection data for the study intersections.

As stated in the previous study, accurate determination of cut-through traffic on Rawson Lane can be established by visually tracking the number and traffic routing of cut-through vehicles, PCC vehicles, and Norwood Oaks and Hancock neighborhood vehicles through the use of video cameras. During the review of tracked vehicles, the following should be noted:

- The origin (from Brent Lane (SR 296), Airport Boulevard (SR 750) , or Hancock Lane) and the volume of Rawson Lane cut-through traffic
- The number of trips that have a PCC building/facilities destination or origin
- The routing of Norwood Oaks or Hancock neighborhood traffic

The vehicle-tracking methodology would include tracking vehicles during the AM and PM peak hours through the use of cameras or field personnel stationed at points along Rawson Lane. The 2016 *Analysis of Rawson Lane Cut-Through and Travel Time Differential Value* detailed the methodology and approach to visually tracking vehicles. Due to study constraints, the vehicle-tracking percentages recorded in the Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016) were used in determining the post-closure intersection volumes.

Peak Hour Traffic Projections and Calculation Rawson Lane -Post Lane Closure

The distribution of percentages presented in Table 1 of the *Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016)* is based upon current travel patterns in the study area. See Appendix A for an excerpt of the 2016 analysis data. Prior to the use of the previous study data, EPR ran a similar visual tracking analysis on two locations to verify the accuracy of the presented data. Once the data were confirmed, the previous study's data on the "cut-through trips by direction by hour" were utilized to determine the number of non-PCC cut-through trips. Since the capacity analysis was collected and presented as two-way volume, the percentage of cut-through trips was averaged for northbound and southbound traffic and applied to the current Rawson Lane segment volume. The cut-through volume was then subtracted from the 2016 Rawson Lane Peak PM HR Two-Way volume to determine the post-closure volume.

TABLE 5: POST-CLOSURE SEGMENT CAPACITY ANALYSIS (PEAK HOUR TWO-WAY/DIRECTIONAL)

On Street	% Cut-Through [1]	2016 PM Peak HR Two – Way Vol.	Amount of Non-PCC Cut-Through Trips	Post-Closure PM Peak HR Two – Way Vol.	Peak Hour Two-Way Service Volume (LOS D) *	% Serv Vol. Used	Segment LOS
Rawson Lane *(Airport Boulevard to PCC Entrance)*	50.6%	405	204	201	1197	16%	A
Rawson Lane *(PCC Entrance to Brent Lane)*	50.6%	275	139	135	1197	11%	A

Notes:

1. *Average of northbound and southbound percentage of cut-through trips- pm peak hour (4-5pm) (50.0% SB Rawson Lane/51.2% NB Rawson Lane).*

Turning Movement Counts (TMC) – Post-Closure

Using the data provided in Table 1 and Appendix A *of the Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016),* Figures 4A and 4C of *the Traffic Impact Analysis of Potential Closure of Campus Segment of Rawson Lane (2015)*, and professional judgement, an approximation of cut-through trips, Norwood subdivision trips, and PCC origin/destination trips (for AM and PM peak hours) were estimated for each intersection detailed in Table 4. As indicated by Figure 5, cut-through trips and southbound trips originating from the Norwood subdivision were added to or subtracted from the study intersection's TMCs depending on the diverting route that would be used. See Figures 6A through 6C for the turning movement volume post-closure.

A brief overview of the post-closure TMC estimating process is provided below. It is understood that using the single-day cut-through trip information, PCC trip details and observations (as provided in each of the above referenced tables and appendices from the past reports) to determine the post-closure TMC volumes are meant to serve as a forecast estimate and may not reflect actual conditions pre or post closure. Using figure 4A and 4C of *the Traffic Impact Analysis of Potential Closure of Campus Segment of Rawson Lane (2015)*, EPR was able to estimate of the number of PCC and non-PCC vehicles at each study intersection. In addition, the application of information provided in Appendix A *of the Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016)* allowed the consultant to divide the non-PCC trips into St. Sabas/St. Eusebia origin/destination trips, Brent Lane (SR 296) origin/destination trips, and Hancock Lane origin/destination trips. After the non-PCC trips were separated into origin/destination, EPR was able to further divide the trips into direction (NB, SB, EB, or WB) based on current TMC percentages.

Once the non-PCC and PCC trips were divided into origin/destination and direction, they were then applied to each intersection approach. The trips were then distributed throughout adjacent intersections to reflect revised traffic patterns following the closure of Rawson Lane. Figures 5a and 5b provide information on the division of non-PCC trips by origin/destination and direction. Figures 6A through 6Cd
detail the post-closure volumes during AM and PM peak hours based on the estimation of redistributed trips. The assumptions regarding the redistribution are based on information provided in *previous studies* and are further developed using field data and professional judgement detailed below. Assumptions gleaned from the *Traffic Impact Analysis of Potential Closure of Campus Segment of Rawson Lane (2015)* will be noted as such, and it is important to note that for the purposes of this study redistribution was carried beyond the Airport Boulevard (SR 750)/Rawson Lane intersection to include the Airport Boulevard (SR 750)/Hancock Lane and Airport Boulevard (SR 750)/SB I-110 (SR 8A) Ramp intersection.

1. Rawson Lane/ Brent Lane (SR 296) Intersection – With the proposed closure, the proposed campus gate at the Brent Lane intersection will be closed to all non-PCC traffic. All non-PCC cut-through and Norwood residents wanting to travel to or from the south must use the alternative routes. Because the manned gate will be open for PCC traffic, it is expected that PCC traffic volumes would remain largely unchanged.

2. Rawson Lane/St. Sabas and St. Eusebia – With the proposed closure, Norwood subdivision residents would be required to choose alternative routes if their original destination or origination is south of their subdivision. Residents wishing to travel south on Rawson Lane must switch to an alternative route via Airport Boulevard (SR 750) to the north.

   For the purposes of estimation, St. Sabas and St. Eusebia are treated as single point origination/departure, and the previous study's assumption regarding non-

PCC and PCC trip distribution was maintained. All southbound non-PCC St. Sabas and St. Eusebia counts were routed to Airport Boulevard (SR 750) and distributed through the intersection (EB vs. WB) using current TMC percentages for that intersection.
ction.

3. Airport Boulevard (SR 750)/Rawson Lane – With the proposed closure, PCC trips volumes are expected to remain the same, and non-PCC cut-through trips were redistributed to reflect the alternative routes. To determine the post-closure trip distribution, the following steps were taken:
    - As discussed in the previous paragraphs, all non-PCC (northbound and southbound) Norwood subdivision trips were sent to Airport Boulevard (SR 750) and distributed.
    - Because non-PCC cut-through trips must choose alternative routes, they were removed from the Airport Boulevard (SR 750)/Rawson Lane TMC counts and redistributed based on assumptions about alternative routes. The assignment of alternative routes was greatly based on the original direction of the cut-through trip, as detailed in Appendix A of the previous study and professional judgment. In addition, the direction of redistribution (EB/WB) was based on current TMC percentages for the Airport Boulevard (SR 750) intersections.
    - All Hancock neighborhood trips were treated as non-PCC cut-through trips, and their numbers were redistributed based on alternative routes with the planned origin/destination being Hancock Lane. The percentage of directional trips was based on current TMC percentages collected at the Hancock Lane/Airport Boulevard (SR 750) and Rawson Lane intersections.

4. Airport Boulevard (SR 750)/Hancock Lane and Airport Boulevard (SR 750)/ I-110 (SR 8A) SB Ramps– All northbound non-PCC cut-through trips were redistributed based on the alternative routes. All reassigned trips going eastbound though the Airport Boulevard (SR 750)/Rawson Lane intersection were further advanced though Hancock Lane and, finally, the I-110 (SR 8A) intersection. The directional distribution through the Hancock I-110 (SR 8A) intersection was based on current TMC percentages at that intersection.
   All Hancock neighborhood trips were treated as non-PCC cut-through trips, and their numbers were redistributed based on alternative routes, with the planned origin/destination being Hancock Lane. The percentage of directional trips was based on current TMC percentages collected at the Hancock Lane/Airport Boulevard (SR 750) and Rawson Lane intersections.

5. Southbound Non-PCC Cut-Though Trips – With the propose closure, southbound non-PCC cut-through trips would have little to no impact on the intersections under review, and the alternative routes selected could include the northbound II10 ramps.

The next section provides a brief discussion on the alternative route patterns.

FIGURE 5A – *Intersection Count Distribution for Pre-Closure of Rawson Lane*

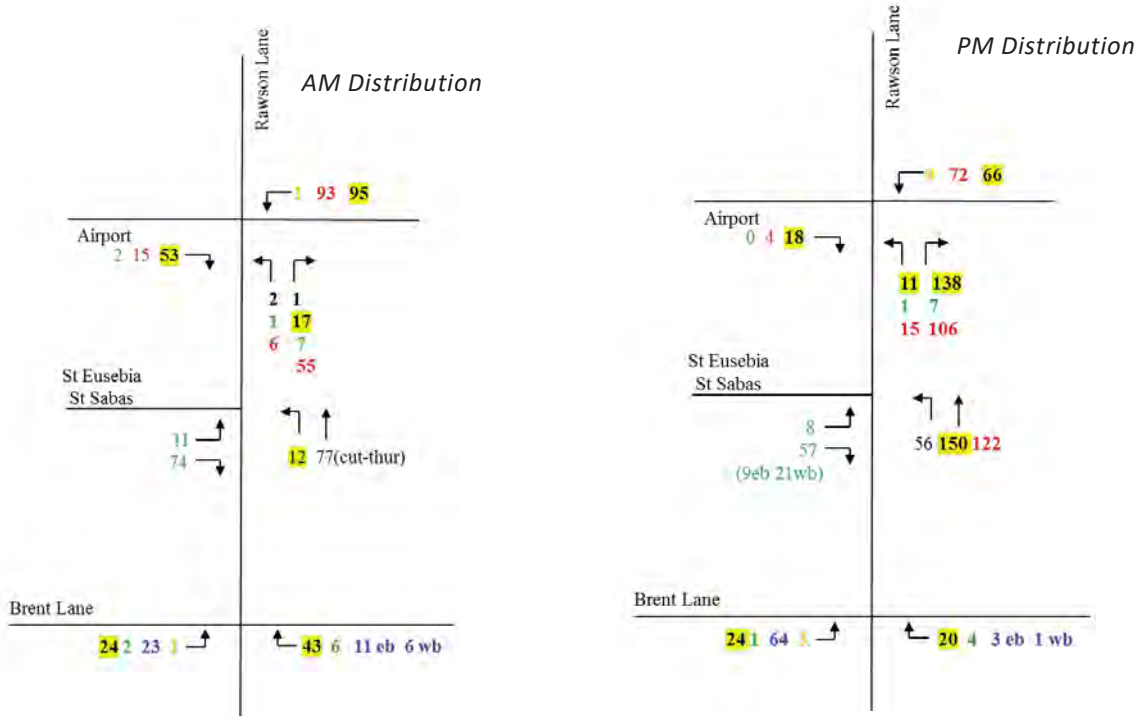
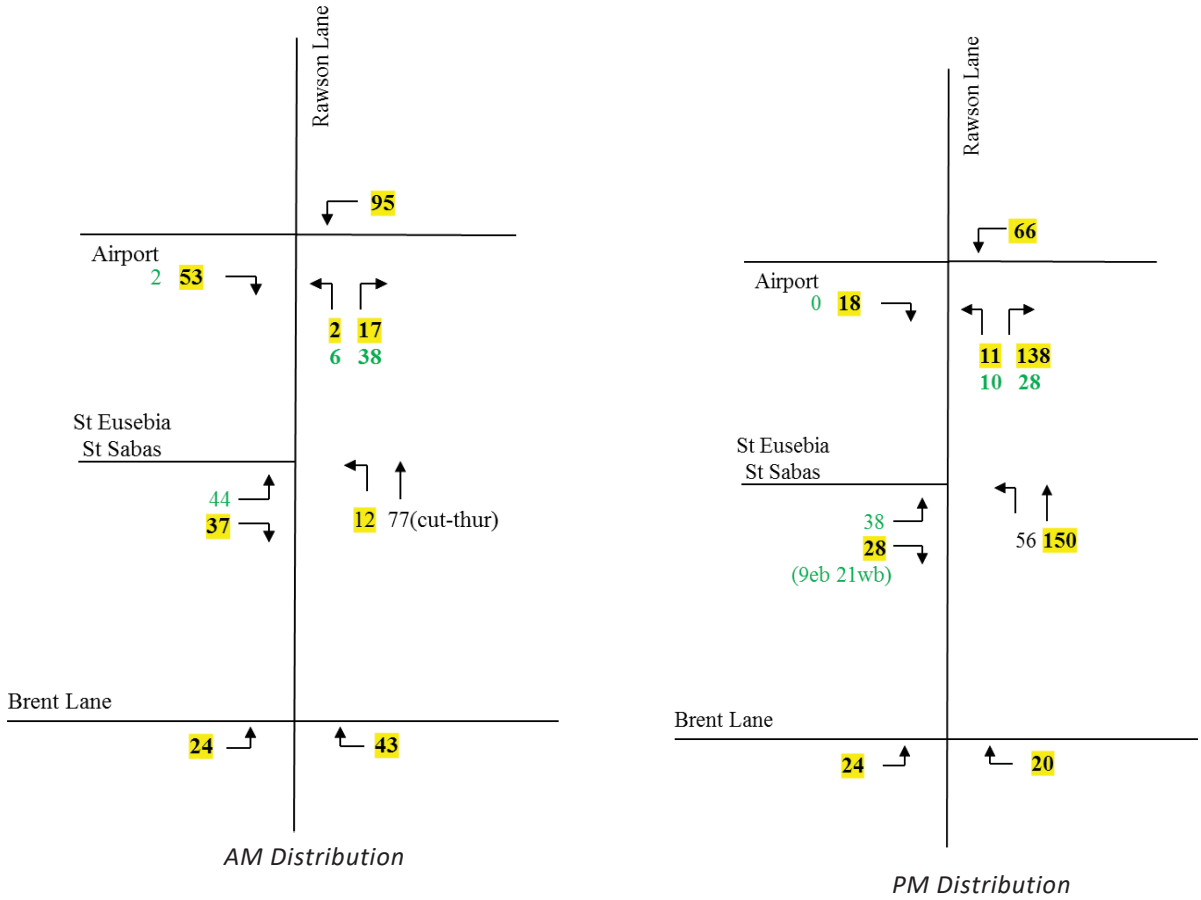


FIGURE 5B – Intersection Count Distribution for Post-Closure of Rawson Lane



Rawson Lane - Airport Boulevard

N
PROJECT NORTH
Scale NTS

Airport Boulevard Eastbound						
	Left		Thru		Right	
AM	2	.21%	889	94.17%	53	5.62%
PM	1	0.14%	681	97.29%	18	2.57%

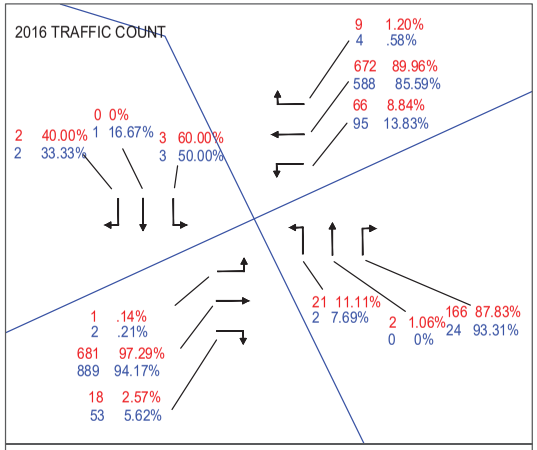
CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound						
	Left		Thru		Right	
AM	95	13.83%	588	85.59%	4	0.58%
PM	66	8.84%	672	89.96%	9	1.20%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA



LEGEND

RED = PM PEAK

BLUE = AM PEAK

100 0.0%

NUMBER OF TRIPS

PERCENTAGE OF TOTAL DAILY TRIPS

Rawson Lane Northbound						
	Left		Thru		Right	
AM	2	7.69%	0	0.00%	24	93.31%
PM	21	11.11	2	1.06%	166	87.83%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Rawson Lane Southbound						
	Left		Thru		Right	
AM	3	50%	1	16.67%	2	33.33%
PM	3	60%	0	0	2	40%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP STOP SIGN

INTERSECTION GEOMETRY & POST CLOSURE PEAK HOUR COUNTS
FIGURE 6A

Rawson Lane
Traffic Memorandum
AIRPORT BOULEVARD
AT RAWSON LANE

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Airport Boulevard / Hancock Lane

N
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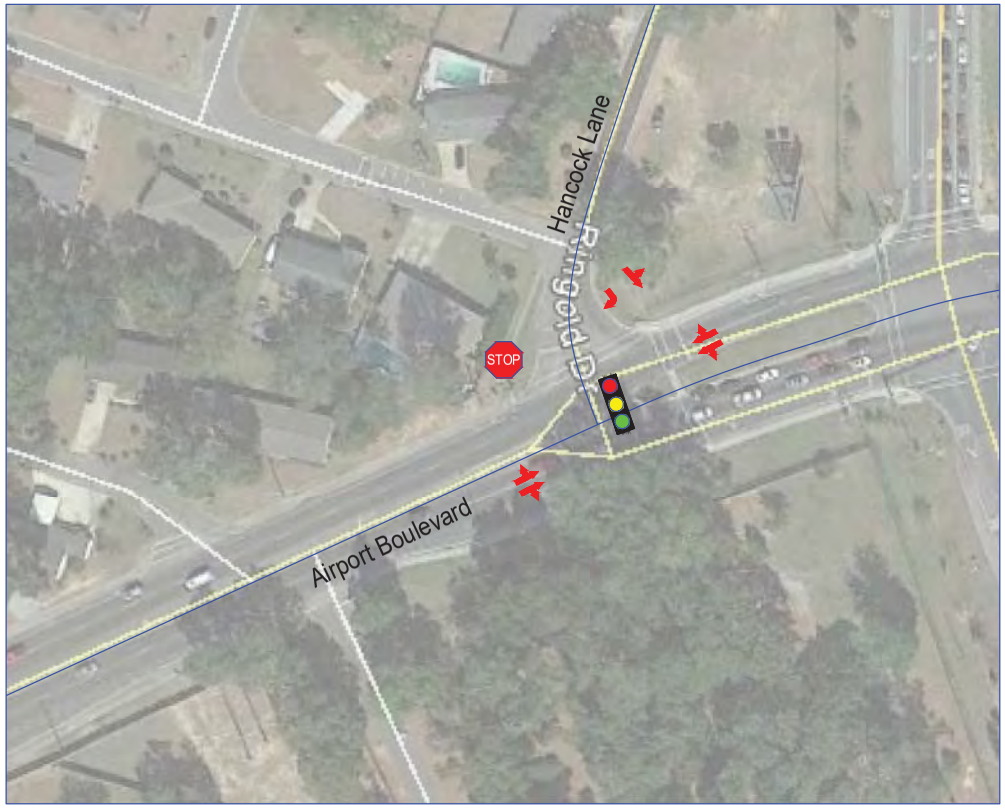


Airport Boulevard Eastbound				
	Left		Thru	
AM	10	1.35%	733	98.65%
PM	38	4.56%	795	94.44%

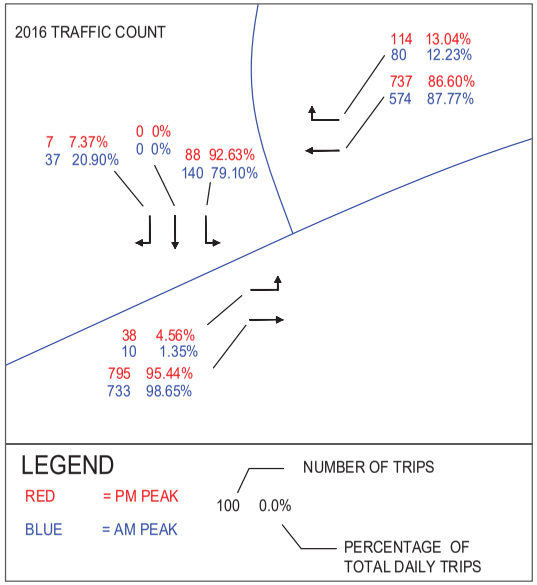
CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound				
	Thru		Right	
AM	574	87.77%	80	12.23%
PM	737	86.60%	114	13.40%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA



Hancock Lane Southbound				
	Left		Right	
AM	140	79.10%	37	20.90%
PM	88	92.63%	7	7.37%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP SIGN

INTERSECTION GEOMETRY & POST CLOSURE PEAK HOUR COUNTS
FIGURE 6B

Rawson Lane
Traffic Memrandum
AIRPORT BOULEVARD
AT RINGOLD DRIVE

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Airport Boulevard / I-110 SB Ramp

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PROJECT NORTH
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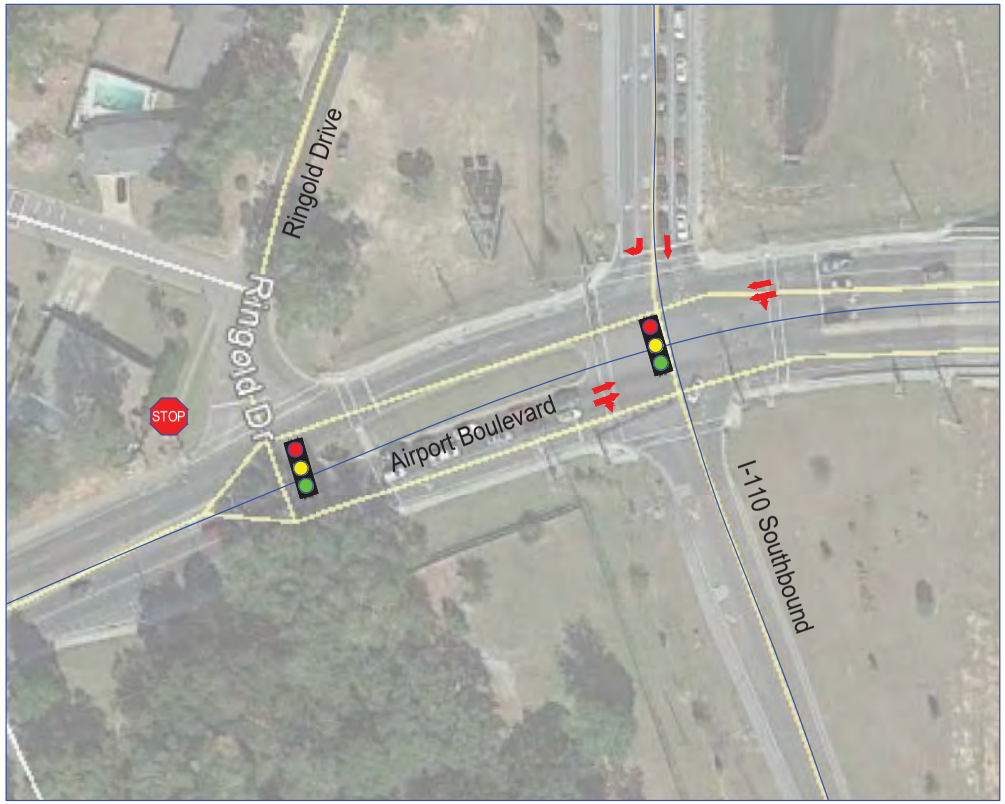

Airport Boulevard Eastbound				
	Thru		Right	
AM	828	84.49%	152	15.51%
PM	882	88.02%	120	11.98%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

Airport Boulevard Westbound				
	Left		Thru	
AM	208	29.67%	493	70.33%
PM	192	19.05%	816	80.85%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

2016 TRAFFIC COUNT

119 29.82%
279 35.36%

0 0%
1 .13%

280 70.18%
509 65.41%

816 80.95%
493 70.33%

192 19.05%
208 29.67%

882 80.02%
828 84.49%

120 11.98%
152 15.51%

LEGEND

RED = PM PEAK

BLUE = AM PEAK

100 0.0%

NUMBER OF TRIPS

PERCENTAGE OF TOTAL DAILY TRIPS

I–110 Interchange Southbound						
	Left		Thru		Right	
AM	509	64.51%	1	.13%	279	35.36%
PM	280	70.18%	0	0%	119	29.82%

CURRENT PATTERN USING 2016 TRAFFIC DATA

PROPOSED PATTERN USING 2016 TRAFFIC DATA

LEGEND

EXISTING SIGNAL

TRAFFIC MOVEMENT

STOP SIGN

INTERSECTION GEOMETRY & POST CLOSURE PEAK HOUR COUNTS

FIGURE 6C

Rawson Lane
Traffic Study
AIRPORT BOULEVARD
AT I-110 Interchange

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Alternative Route Patterns

The alternative routes presented in the *Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016)* were used to determine post-closure TMCs and provide route information for the travel time study. See Figures 7A through 7D for a duplication of the alternative route layout presented in the previous study, with the exception of minor label revisions. According to the *Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study (2016),* Figures 7A through 7D depict each possible route (prior to closure) and the corresponding I-110 (SR 8A) alternative route. Each figure with a map number indicates a general cut-through route direction:

Figure 7B (Map 1) - NE to SW routes
Figure 7C (Map 2) - NW to SE routes
Figure 7D (Map 3) - NE to SE routes
Figure 7E (Map 4) - NW to SW routes

Note: On each map, the alternative NB route is labeled Alternative B, and the alternative SB route is labeled Alternative A.

Per the PCC consultant and field observations, the routes provided in Figures 7B and 7C detail the most popular routes for current cut-through traffic.

TRAVEL TIMES

General Discussion

A travel time study was conducted to determine the impact on post-closure on the public (cut-through traffic) and Norwood subdivision residents at PM and AM peak times. It was the goal to determine the average increase or reduction in travel time when using an alternative route versus Rawson Lane for cut-through traffic or access to the Norwood neighborhood. The travel-time runs were operated per the requirements of the *FDOT Manual on Uniform Traffic Studies (MUTS)*, and the "Average Car" method was used.

Cut-Through Traffic Time Analysis

For the purposes of this study, runs were made using the original Rawson Lane NE-SW route (Figure 7A) and each alternative I-110 (SR 8A) route and corresponding Rawson Lane route (Figures 7B – 7D), as indicated by the PCC consultant in the *Analysis of Rawson Lane Cut-Through and Travel Time Differential Value Study* (2016). Six runs per route were completed during PM and AM peak hours (for a total of 216 trips). The PM and AM peak hours were determined by the Airport Boulevard (SR 750) , Brent Lane (SR 296), and Rawson Lane traffic counts. See Appendix C for traffic-count data. EPR attempted to achieve the same 85% confidence level that was set in the PCC 2016 report. That level was met except when there was a significant delay at the traffic signals along the I100 alternative routes. The travel times on these routes vary due to the number of signals along the route.

The travel study data sheets contain information regarding the travel times for the existing Rawson Lane travel patterns and proposed alternative routes (developed by the PCC consultant). The control points were set at each traffic signal or stop sign, and they did not mimic the control points that were set in the previous study. In addition, six runs were completed for all alternatives and Rawson Lane routes with the exception of the Rawson Lane PM NE-SE route (four runs were completed). As indicated by the driver, the Rawson Lane NE-SE route was hampered by significant signal delays on Brent Lane (SR 296).

The travel time study indicated the following:

- The travel time for cut-through traffic currently using Rawson Lane to access Airport Boulevard (SR 750) or Brent Lane (SR 296).
- The travel time for former cut-through traffic post-closure. Travel time post-closure will provide travel time information for all cut-through traffic using select alternative routes (as the PCC consultant proposed).
- The calculated travel time during AM and PM peak hours.

See Appendix F for completed travel time forms and more detail on the travel times. Table 6 depicts the average travel time per route (see Figures 7B–7E for alternative designations) during the AM and PM peak hours. All runs per route were averaged and entered in the average time entry column. The Rawson Lane route and corresponding alternatives were compared, and the difference in time is provided below. A negative difference indicates that the alternative routed resulted in a higher travel time than the original Rawson Lane route.

Travel Time Results Discussion

<u>Map 1 – Northeast to Southwest Travel Time Discussion</u>

As indicated in the table below, II10 Alternatives A and B during the PM peak hour had greater travel time than the corresponding Rawson Lane route. As noted in the previous report this route was used by the greatest majority of cut-through traffic – 74%. These alternatives have a slightly greater travel time in the PM than the original Rawson Lane route, likely due to signal timing delays.

The higher AM travel time for Rawson Lane can be attributed to longer delays in making a left turn at the unsignalized intersection of Rawson Lane/Airport Boulevard (SR 750) or a left turn at the Rawson Lane/Brent Lane (SR 296) signalized intersection.

<u>Map 2 – Northwest to Southeast Travel Time Discussion</u>

With the exception of southbound travel in the AM, there was a moderately higher travel time for the Rawson Lane route.

The higher travel time for Rawson Lane can be attributed to longer delays in making a left turn at the unsignalized intersection of Rawson Lane/Airport Boulevard (SR 750) or a left turn at the Rawson Lane/Brent Lane (SR 296) signalized intersection.

Map 3 – Northeast to Southeast Travel Time Discussion

When reviewing the results of the NE to SE routes, Rawson Road has a significantly higher travel time than the alternative, but it is also one of the least likely alternative routes to be taken.

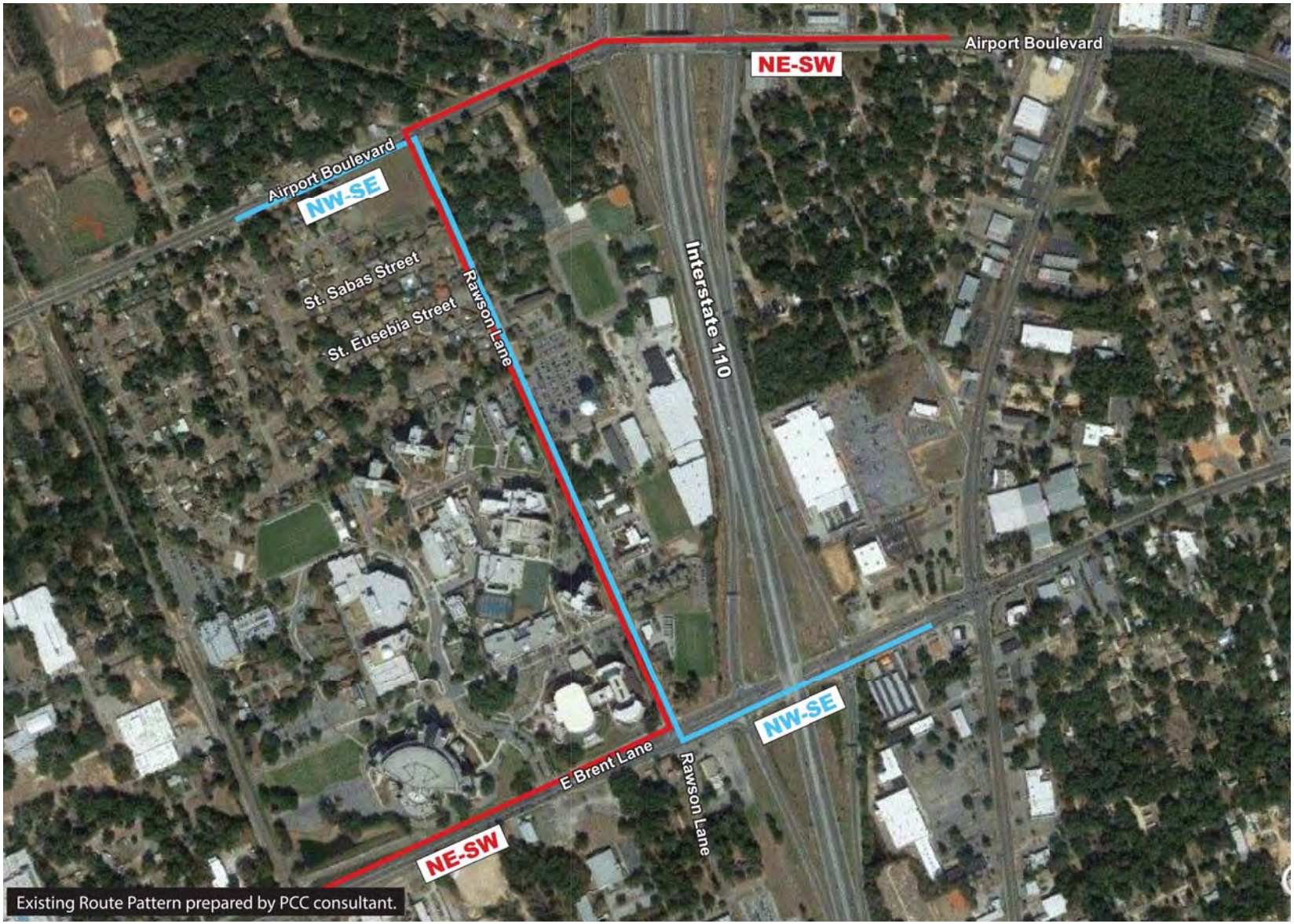
Map 4 – Northwest to Southwest Travel Time Discussion

As indicated in the table below, II10 Alternatives A and B for NW to SW had greater travel time than the corresponding Rawson Lane route. These alternatives have a greater travel time in the PM than the original Rawson Lane route, likely due to signal-timing delays and the length of the routes.

Upon further review, the greatest occurrence of increase in travel time, when comparing the alternative to the original route, occurs with the NW to SW route (AM and PM) (Map 4), but this route is one of the least likely routes to be used.

TABLE 6: TRAVEL TIME AVERAGES – CUT-THROUGH TRAFFIC

Figure Designation	Route Information	AM Pk Hr Avg Travel Time (m:ss)	PM Pk Hr Avg Travel Time (m:ss)
Figure 7B – Map 1 (Northeast to Southwest Travel)			
7b	Original Route - Rawson Lane SB Cut-Thru	4:05	3:51
7b	Alternative A - SB	3:24	4:12
	Difference	*41 secs*	*-21 secs*
7b	Original Route - Rawson Lane NB Cut-Thru	3:59	4:34
7b	Alternative B – NB	3:31	5:43
	Difference	*28 secs*	*-69 secs (-1.15 min)*
Figure 7C – Map 2 (Northwest to Southeast Travel)			
7c	Original Route - Rawson Lane SB Cut-Thru	3:47	4:47
7c	Alternative A - SB	4:07	3:38
	Difference	-20 secs	69 secs (1.15 min)
7c	Original Route - Rawson Lane NB Cut-Thru	3:24	4:25
7c	Alternative B - NB	3:08	3:06
	Difference	16 secs	79 secs (1.31 min)
Figure 7D – Map 3 (Northeast to Southeast Travel)			
7d	Original Route - Rawson Lane SB Cut-Thru	5:16	5:27
7d	Alternative A - SB	4:13	4:38
	Difference	63 secs	49 secs
7d	Original Route - Rawson Lane NB Cut-Thru	4:20	4:04
7d	Alternative B - NB	1:50	1:49
	Difference	150 secs (2.5 min)	135 secs (2.25 min)
Figure 7E – Map 4 (Northwest to Southwest Travel)			
7e	Original Route - Rawson Lane SB Cut-Thru	2:38	2:44
7e	Alternative A - SB	3:14	5:06
	Difference	-36 secs	-142 sec (-2.36 min)
7e	Original Route - Rawson Lane NB Cut-Thru	3:06	3:10
7e	Alternative B - NB	6:18	4:56
	Difference	-192 secs (-3.2 min)	-106 sec (-1.76 min)



N

PROJECT NORTH
Scale NTS

EXISTING ROUTE PATTERN
(as developed by PCC consultant)
FIGURE 7A

Rawson Lane
Traffic Memrandum

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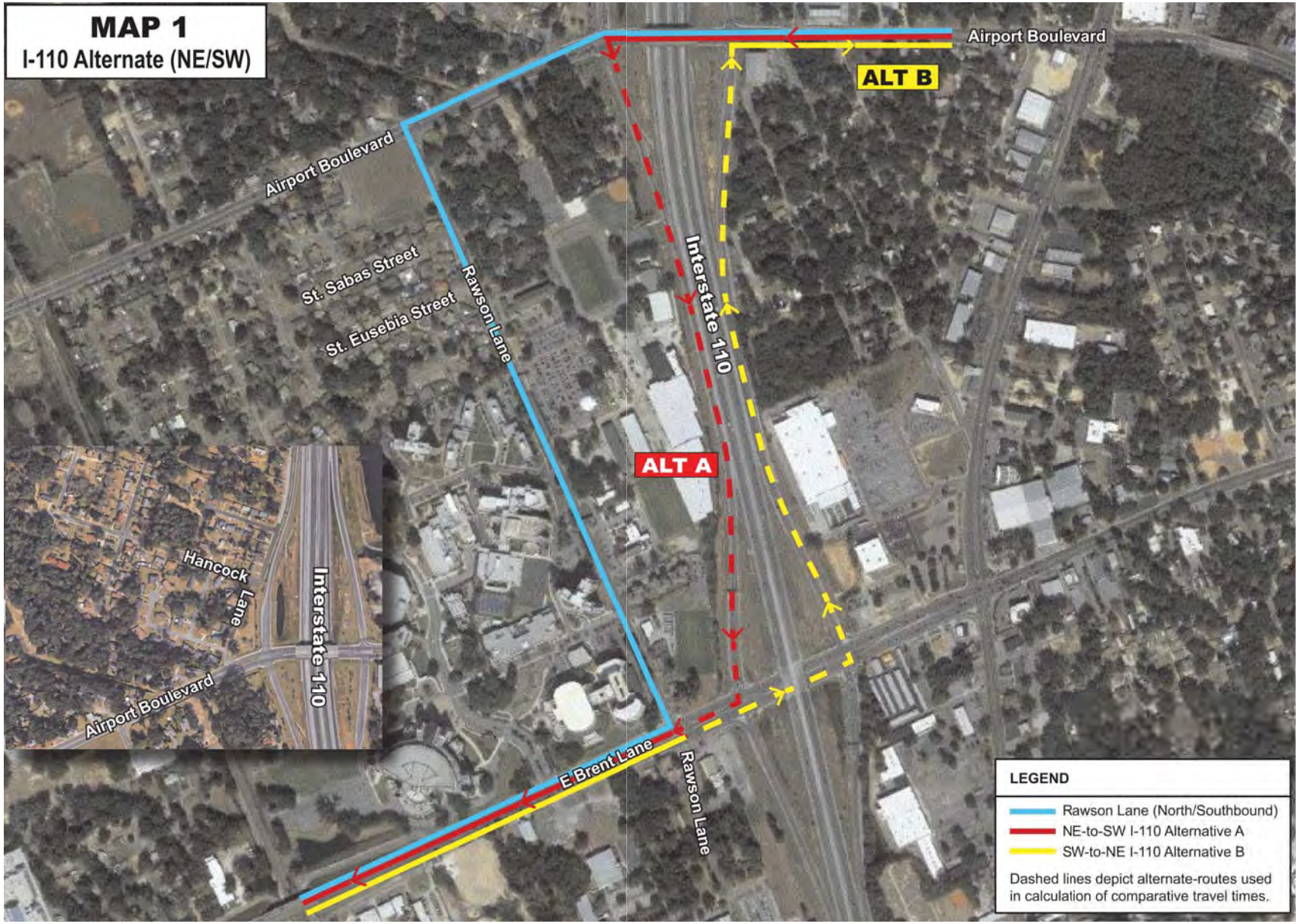

N
PROJECT NORTH
Scale NTS

EXISTING ROUTE PATTERN
(as developed by PCC consultant)
FIGURE 7B

Rawson Lane
Traffic Memrandum

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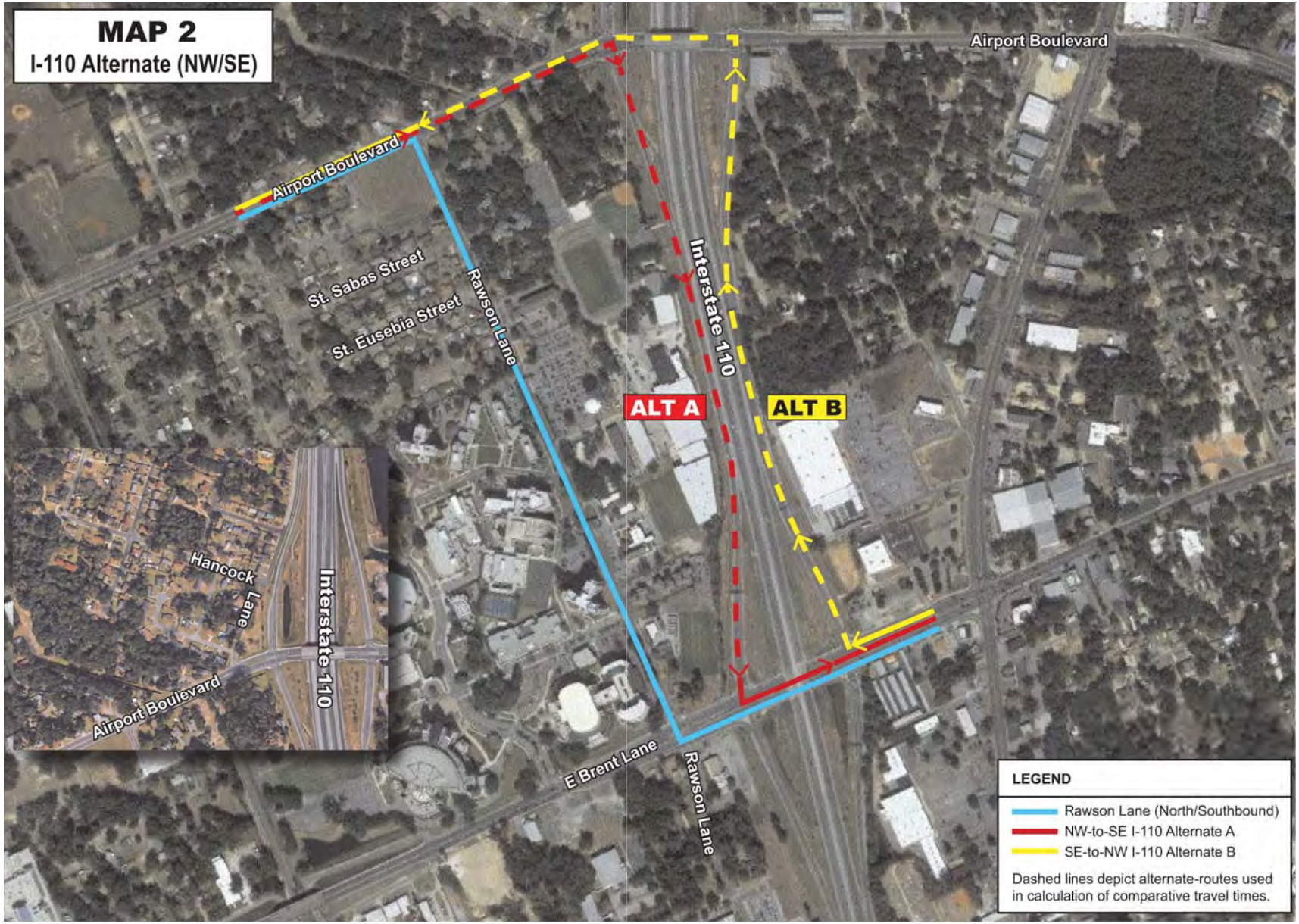

N
PROJECT NORTH
Scale NTS

EXISTING ROUTE PATTERN
(as developed by PCC consultant)
FIGURE 7C

Rawson Lane
Traffic Memrandum

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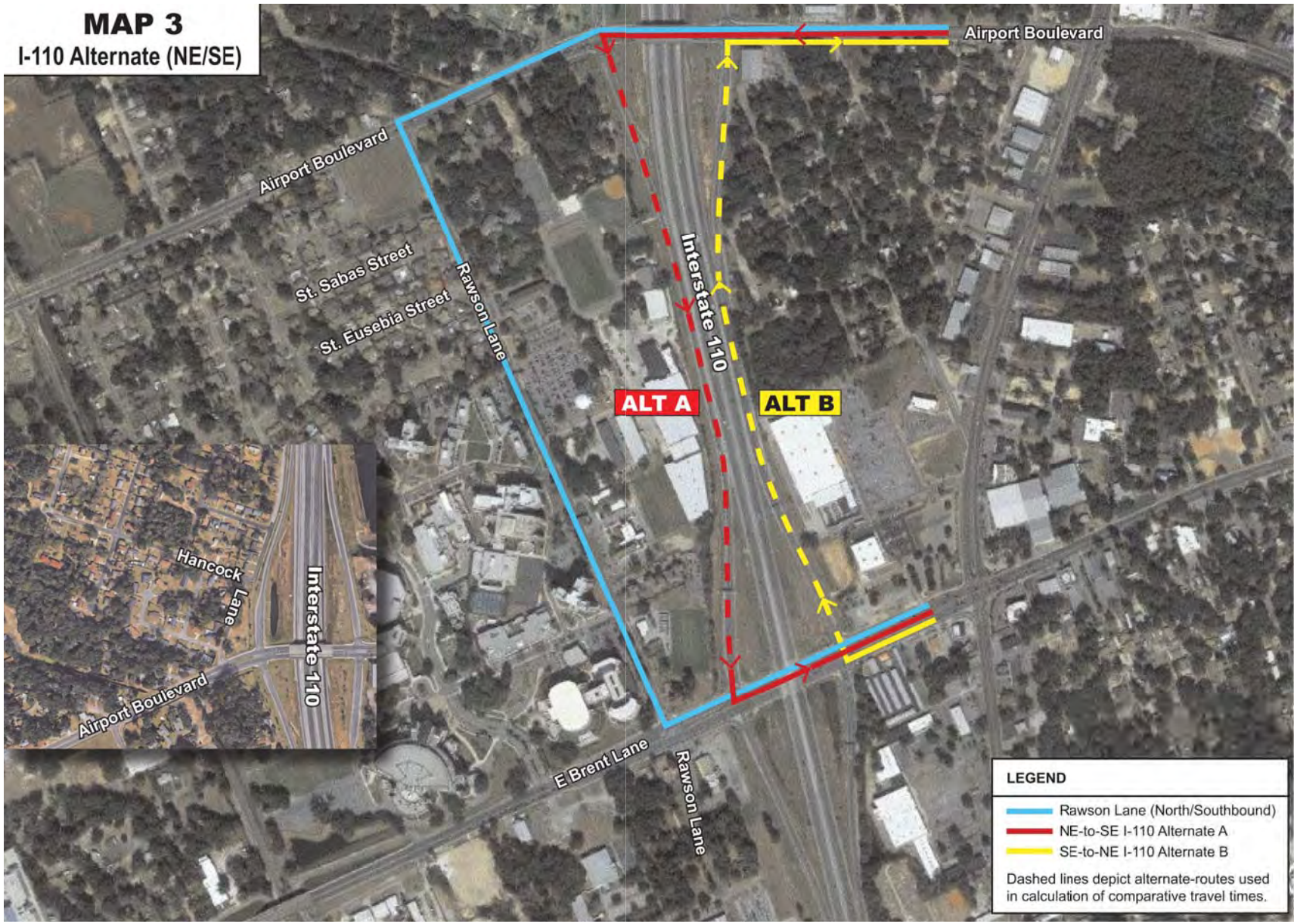

N
PROJECT NORTH
Scale NTS

EXISTING ROUTE PATTERN
(as developed by PCC consultant)
FIGURE 7D

Rawson Lane
Traffic Memorandum

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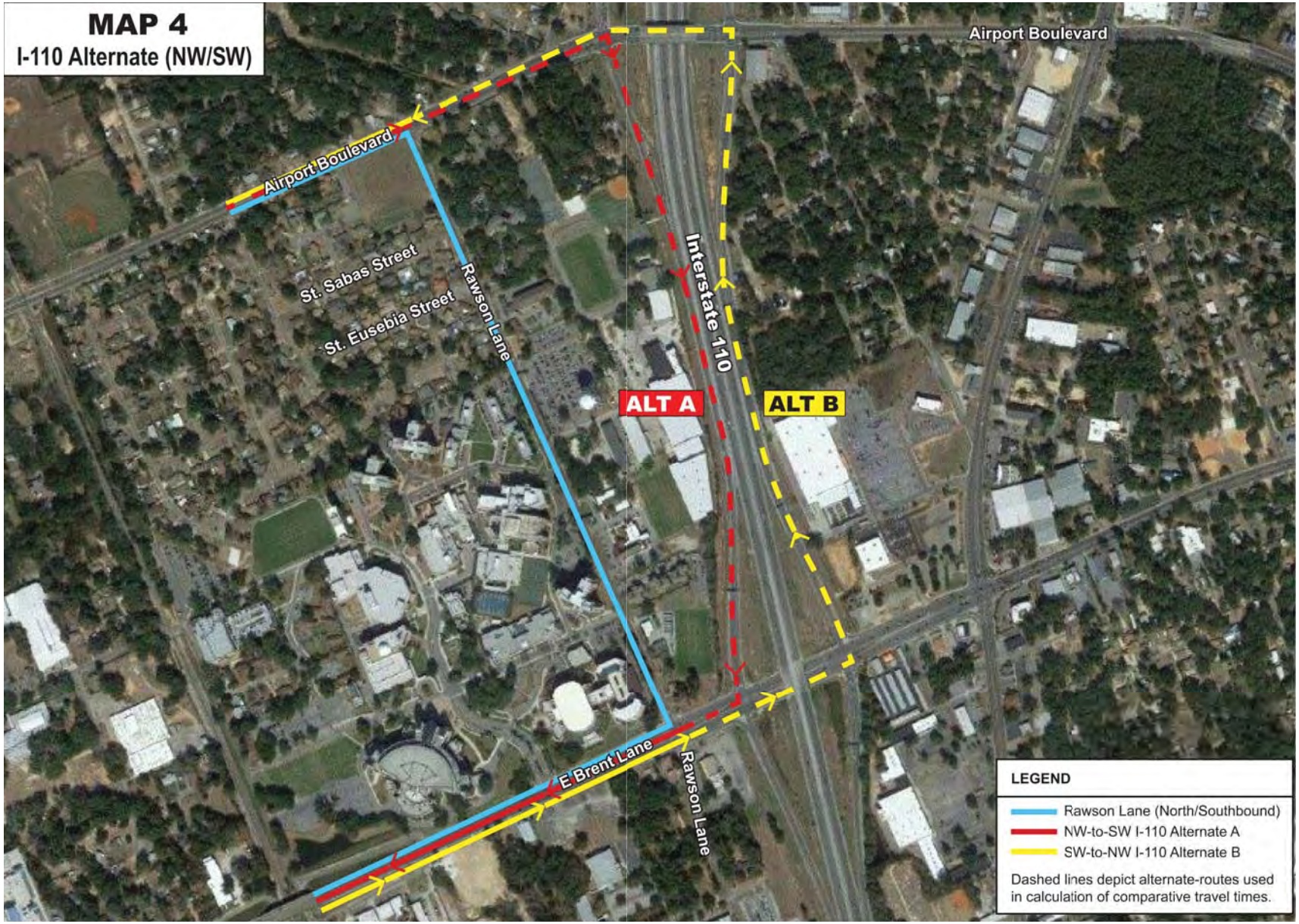

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FIGURE 7E

Rawson Lane
Traffic Memrandum

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Norwood Neighborhood Travel Time Analysis

Additional travel time runs were made using the Norwood neighborhood as the origination or destination point. Runs were designed to model typical day-to-day travel of the Norwood resident to and from local shopping centers and major employment centers. Runs do not included locations currently accessed traveling northbound on Rawson Lane from the Norwood neighborhood entrance. The local shopping centers under consideration include a grocery store on East Brent Lane (SR 296), retail centers within the general area of Brent Lane (SR 296)/Davis Highway intersection, and points further east/southeast (i.e., Cordova Mall). Areas of employment involve employment centers directly west or east of Rawson Lane or downtown employment centers. See Figures 8A, 8B, and 8C for details on the routes. Six runs per route (SB and NB) were completed during AM and PM peak hours (for a total of 162 trips). The PM and AM peak hours were determined by the Airport Boulevard (SR 750), Brent Lane (SR 296), and Rawson Road traffic counts. See Appendix C for traffic-count data. Confidence levels similar to the cut-through traffic runs were maintained.

The travel study data sheets contain information regarding travel times for the existing Norwood neighborhood travel patterns and proposed alternative routes to reach nearby centers of retail or employment. Routes for points east of Rawson Lane were terminated or initiated at a common point located east of the I-110 (SR 8A) NB Ramp/Brent Lane (SR 296) intersection. In addition control points were set at I-110 (SR 8A) SB Ramp at Brent Lane which allowed for the determination of travel time estimates for Norwood neighbor residents utilizing I-110 (SR 8A) to reach points south of Rawson Lane/Brent Lane (SR 296) intersection.

The travel time study presented the following:

- The travel time for Norword residents traveling SB on Rawson Lane to access Brent Lane (SR 296).
- The travel time for alternative routes to replace SB travel by Norwood residents post-closure. Travel time post-closure will provide travel time information for SR Norwood neighborhood residents using select alternative routes to selected shopping and/or employment centers (as detailed in Figures 8a, 8b, and 8c).
- The calculated travel time during AM and PM peak hours.

See Appendix F for completed travel-time forms and more detail on the travel times. Table 6 depicts the average travel time per route (see figures 8A – 8C for alternative designations) during AM and PM peak hours. All runs per route were averaged and entered in the average time entry column. The Rawson Lane route and corresponding alternatives were compared, and the difference in time was provided below. A negative difference indicates that the alternative routed resulted in a higher travel time than the original Rawson Lane route.

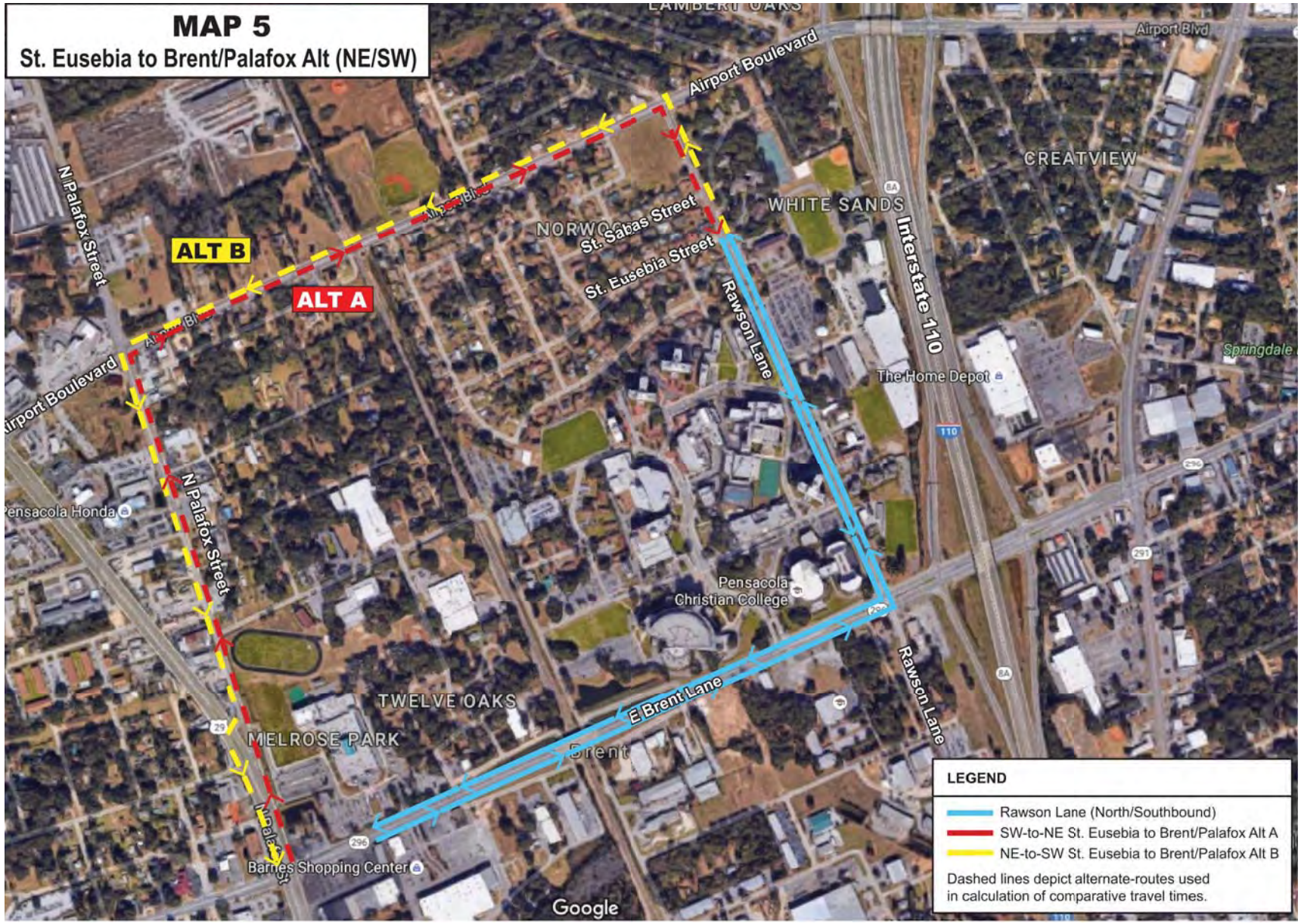
TABLE 7: TRAVEL TIME AVERAGES – NORWOOD NEIGHBORHOOD			
Figure Designation	Route Information	AM Pk Hr Avg Travel Time (m:ss)	PM Pk Hr Avg Travel Time (m:ss)
Figure 8A – Map 5 St. Eusebia/St. Sabas to Palafox/Brent Lane Intersection			
8A	Original Route - Rawson Lane SB	2:20	3:03
8A	Alternative A - SB	5:51	5:04
	Difference	*-211 secs (- 3.51 min)*	*-121 secs (-2.01 min)*
8A	Original Route - Rawson Lane NB	3:11	3:13
8A	Alternative B – NB	3:11	3:26
	Difference	*0 secs*	*-69 secs (-1.15 min)*
Figure 8B– Map 6 St. **Eusebia (St. Sabas) to Brent Lane/Davis Highway Intersection**			
8B	Original Route - Rawson Lane SB	3:45	4:49
8B	Alternative A – SB	4:51	4:01
	Difference	-66 secs (-1.1 min)	48 secs (0.8 min)
8B	Original Route - Rawson Lane NB	1:59	2:03
8B	Alternative B – NB	3:42	4:18
	Difference	-103 secs (-1.71 min)	-135 secs (-2.25 min)
Figure 8C – Map 7 St. Eusebia (St. Sabas) to Brent Lane/I-110 (SR 8A) Ramps			
8C	Original Route - Rawson Lane SB	3:45	4:49
8C	Alternative A - SB	4:16	5:39
	Difference	-31 secs (-.5 min)	-50 secs (-.83 min)
8C	Original Route - Rawson Lane NB	1:59	2:03
8C	Alternative B - NB	3:52	3:24
	Difference	-113 secs (-1.88 min)	-81 secs (-1.35 min)

As indicated in the table above, all alternative routes (with the exception of the Map 6 Rawson SB AM route) had greater travel times than the corresponding Rawson Lane route. These alternatives have greater travel times than the original Rawson Lane route. The significant difference in travel times was likely due to signal timing delays and the length of the alternative routes. For some routes, the difference between the length of the alternative route versus the current route was extensive.

The Rawson Lane southbound AM route with the longer travel time was likely due to long cycle lengths at the Brent Lane/I-110 (SR 8A) ramp intersection.

Emergency Services Route Discussion

EPR reviewed the possible route changes to emergency services that may occur due to the road closure. The impact to the Norwood subdivision emergency medical and fire services were reviewed, and due to the location of the fire station assigned to the Rawson Lane area (on W Street, north of Airport Boulevard (SR 750), it is expected that little to no impact to response time would occur to either service following post-closure.



N
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(as developed by PCC consultant)
FIGURE 8A

Rawson Lane
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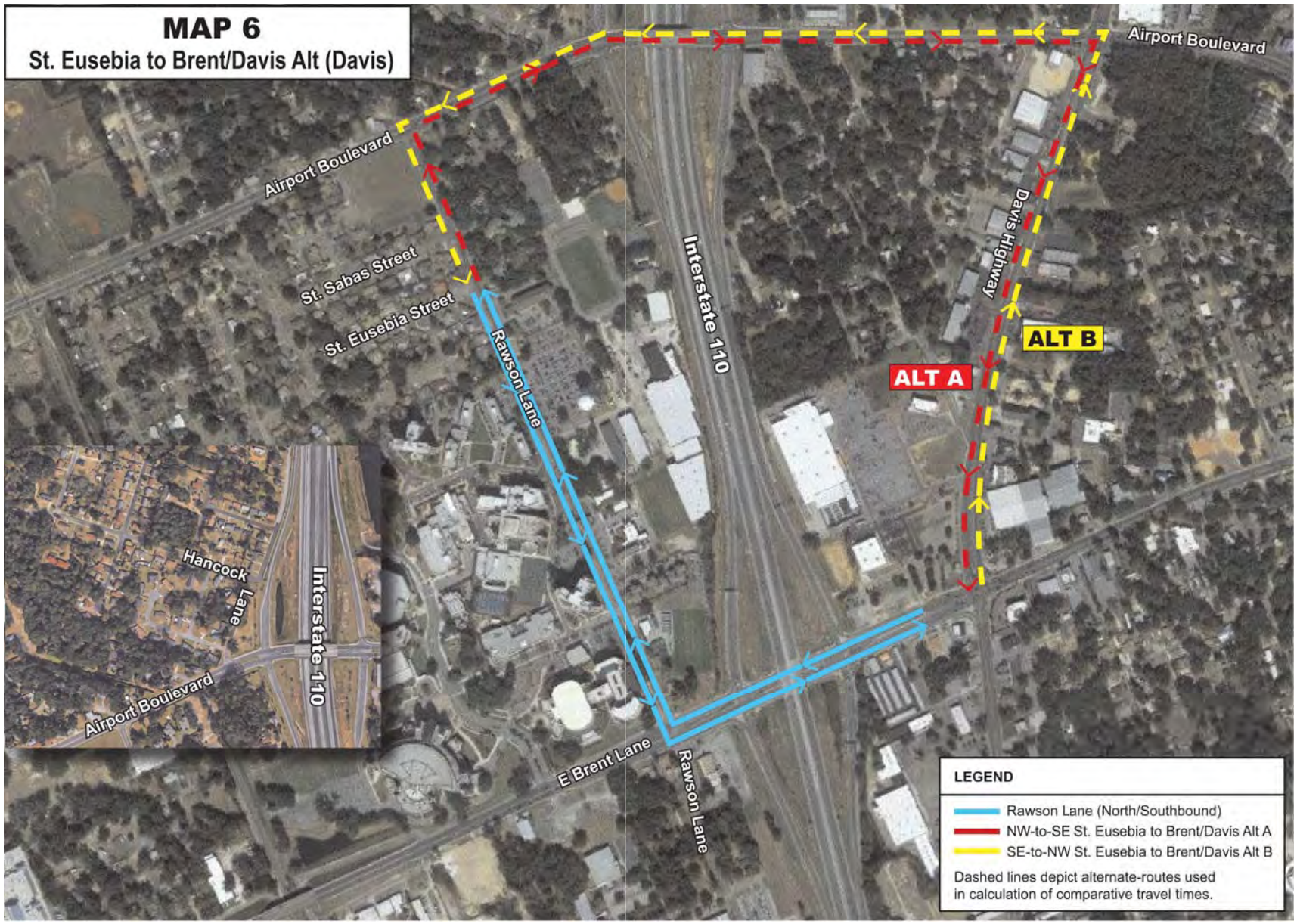

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EXISTING ROUTE PATTERN
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FIGURE 8B

Rawson Lane
Traffic Memrandum

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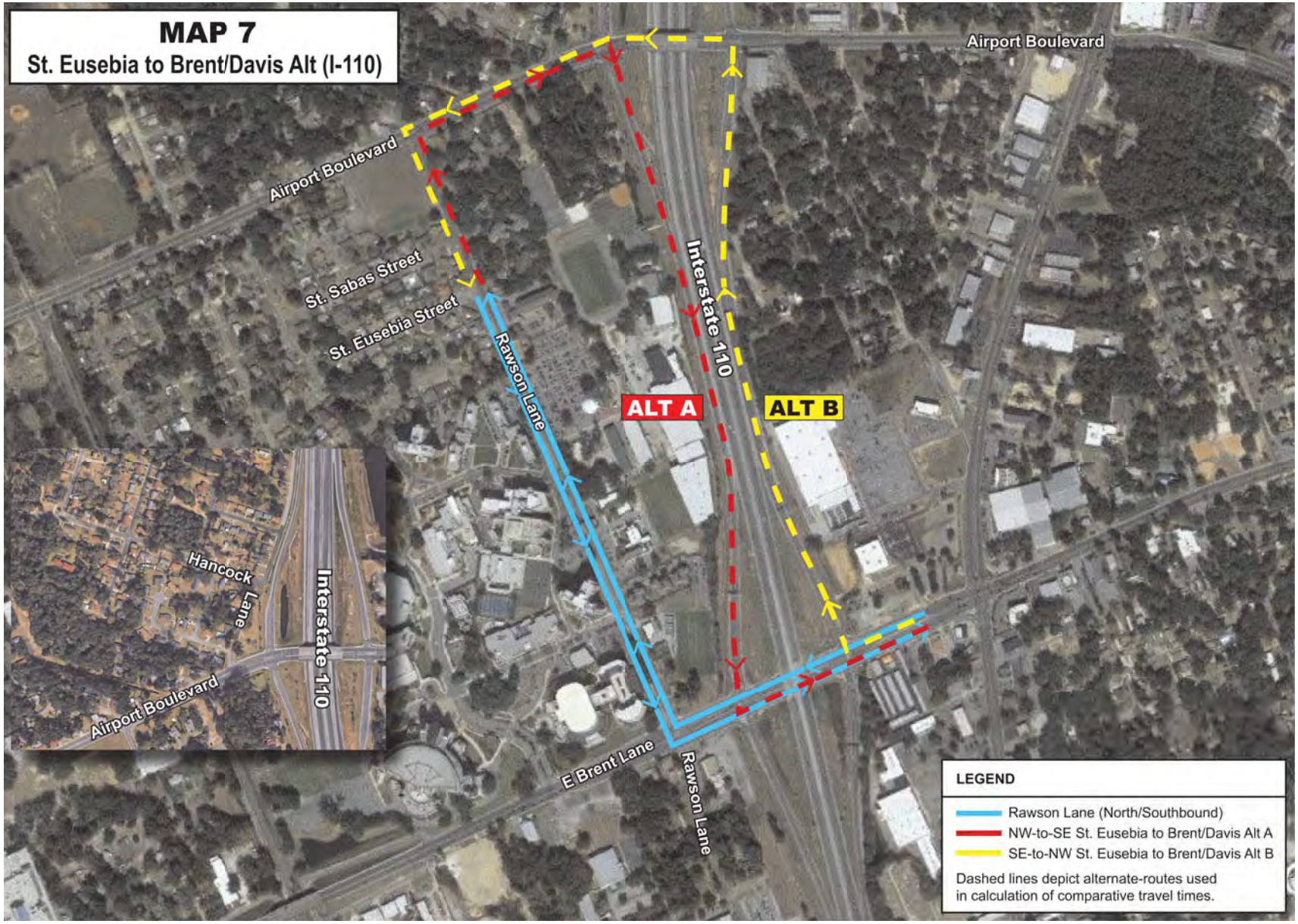

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FIGURE 8C

Rawson Lane
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POST-CLOSURE INTERSECTION CAPACITY ANALYSIS

The post-closure intersection capacity analysis was performed using Synchro Version 8.0. The lane configuration and intersection was updated as presented, as provided in Figures 5 and 6A-6C. In addition, the signal timing was optimized for build conditions. The results of the post-closure intersection capacity analysis (including the proposed storage lengths) are presented in Table 8, and the Synchro Version 8.0 worksheets (based on the 2010 HCM) are contained in Appendix G.

Based on the intersection capacity analysis described above, the northbound left-and-through movement at the Airport Boulevard (SR 750)/Rawson Lane intersection is expected to operate at level of service LOS F, during the AM-peak hour, and LOS E during the PM-peak hour. Additionally, the southbound approach at this intersection is expected to operate at LOS E during the AM-peak hour. The westbound left-turn movement at the Airport Boulevard (SR 750)/I-110 (SR 8A) SB ramps intersection is expected to operate at LOS E during the AM-peak hour and LOS F during the PM-peak hour. The other intersection lane groups and approaches are expected to operate at LOS D or better with v/c ratios smaller than 1.0, under future traffic conditions.

Queuing Analysis – Post-closure Conditions

The expected queues at the analyzed intersections were evaluated under future traffic conditions. Based on the Synchro 95th percentile queue values, the westbound-approach queue at the Airport Boulevard (SR 750)/Hancock Lane intersection is expected to extend beyond the Airport Boulevard (SR 750)/I-110 (SR 8A) West ramps intersection during the AM-peak hour. Similarly, the AM-peak and PM-peak eastbound-through queues at the Airport Boulevard (SR 750)/I-110 (SR 8A) West ramps intersection are expected to extend beyond the Airport Boulevard (SR 750)/Hancock Lane intersection. As a result, the queues mentioned above are expected to affect the operation of the upstream intersections.
Table 7 summarize the results of the queuing analysis under future traffic conditions-post closure.

Existing versus Post-Closure Conditions

1. The southbound approach at the Airport Boulevard (SR 750)/Rawson Lane intersection is expected to operate at LOS E during the AM-Peak hour, and LOS D during the PM-Peak hour, under future-traffic conditions (post-closure). This approach is currently operating at LOS F.
2. Under future-traffic conditions, the northbound left-and-through movement at the Airport Boulevard (SR 750)/Rawson Lane intersection is expected to operate at LOS E during the PM-peak hour. This movement is currently operating at LOS F.
3. The expected maximum AM-peak queue at the westbound approach of the Airport Boulevard (SR 750)/Hancock Lane intersection, as well as the expected AM-peak and PM-peak eastbound-through queues at the Airport Boulevard (SR 750)/I-110 (SR 8A) Southbound ramps intersection affect the operation of the upstream intersections, under existing and future-traffic conditions.

4. The westbound left-turn movement at the Airport Boulevard (SR 750)/I-110 Southbound ramps intersection currently operates at LOS D, during the AM-Peak hour, and LOS E during the PM-Peak hour. Under future-traffic conditions, this movement is expected to operate at LOS E, during the AM-Peak hour, and LOS F during the PM-Peak hour. The expected future v/c ratio during the afternoon-peak hour is 1.08.

TABLE 8: POST-CLOSURE QUEUE LENGTH AND LOS

			Proposed AM			Proposed PM		
Location	Lane Movement	Existing Storage Lgth (ft.)	Delay (sec/veh)	LOS	Queue Length 95% (ft)	Delay (sec/veh)	LOS	Queue Length 95% (ft)
Airport Boulevard (SR 750) / Rawson Lane – Un-Signalized								
Northbound	Left/Thru	-	58.1	F	-	44.8	E	-
Northbound	Right	250	12.5	B	7.5	13.2	B	27.5
Southbound	All	-	37.9	E	-	34.1	D	-
Eastbound	Thru	-	FREE	-	-	FREE	-	-
Eastbound	Thru/Right	-	FREE	-	-	FREE	-	-
Eastbound	Left	165	8.8	A	0	9.2	A	0
Westbound	Thru	-	FREE	-	-	FREE	-	-
Westbound	Left	385	11.3	B	15	9.6	A	10
Intersection								
Airport Boulevard (SR 750) /Hancock Lane – Signalized								
Southbound	Right	65	7.8	A	4	12.4	B	19
Southbound	Left/Thru	-	25	C	-	23.6	C	-
Eastbound	Left	55	9.2	A	10	10.3	B	22
Eastbound	Thru	-	10.7	B	-	10.9	B	-
Westbound	Thru	150	7.0	A	274	5.5	A	22
Intersection				B			A	
Airport Boulevard (SR 750) / SR I-110 (SR 8A) Ramps – Signalized								
Southbound	Left	270	21.8	C	187	19	B	104
Southbound	Right	265	2.7	A	26	3.1	A	13
Eastbound	Right	310	3.4	A	18	2.8	A	4
Eastbound	Thru	130	32.9	D	337	29.6	C	399
Westbound	Left	205	67.7	E	147	129.2	F	153
Westbound	Thru	-	17.0	B	-	20.1	C	-
Intersection				C			D	

.

Traffic Calming Review

As stated in the introduction, in the PCC 2015 study of at the Brent Lane entrance of Rawson Lane, the PCC consultant goal was to " …identify opportunities to realize positive benefits for the campus," with a focus on PCC, school bus and pedestrian traffic. In addition, the 2015 study's conclusion stated that one of safety benefits of closing Rawson Lane would be the "elimination of non-PCC pass-through traffic" and purported flow improvement to Brent Lane (SR 296).

As a result of the Norwood subdivision travel time delay results, a consideration of standard traffic calming options has been recommended instead of the immediate installation of a manned gate. The goal of traffic calming would be to deter cut-though traffic, provide safer travel for PCC students and staff while still allowing full access for Norwood subdivision residents. This recommendation for traffic calming consideration is intended to make the trips for cut-through traffic less attractive, if not impossible.

Listed below are standard methods that would deter cut-through traffic, slow travel speeds but allow continued local access for PCC students/staff and Norwood subdivision residents.

- Speed Hump - Speed humps are some of the most common traffic calming devices. Speed humps are only comfortable at less than 5 MPH. The extra length of a speed hump smooths out the ride for low speeds, but forces the entire vehicle, and therefore the driver, to feel uncomfortable at higher speeds. Speed humps are not without their drawbacks. The first couple of drawbacks that are typically mentioned are that they impede emergency vehicles. These can be overcome with some design features, that have a portion in each lane that is not elevated. The spacing is designed so that fire trucks can straddle the centerline with their wheel paths in traveling through the voids, but narrower cars can't avoid hitting the raised portion.

- Raised Crosswalk -Raised crosswalks are typically installed as part of an overall traffic calming project and can work in conjunction with other traffic calming measures. Raised crosswalks bring the level of the roadway to that of the sidewalk, forcing vehicles to slow before passing over the crosswalk and providing a level pedestrian path of travel from curb to curb. Raised crosswalks can be located at intersections or mid-block. At intersection locations, the raised area can be extended to include the entire intersection.

  With the amount of expected pedestrian traffic it is recommended that raised crosswalks with appropriate and extensive pedestrian channeling measures be considered for Rawson Lane.

- Traffic Circle - Neighborhood traffic circles work by placing a circular island in the middle of the intersection so that through traffic must jog to the right. They are similar to roundabouts in that they both have round center islands, but traffic circles are much smaller. The center island may be mountable to address large vehicles, and there are typically no splitter islands on the approaches. They are still controlled as all-way yield on the approaches like roundabouts.

- Condensed Median - Narrowings work psychologically on the driver. They can be accomplished by bringing the curbs in, by installing a median, or by landscaping

the adjacent grass areas. As with horizontal deflections it is important to consider emergency safety vehicles in the design.

ANALYSIS REVIEW

As stated in the introduction, the purpose of this memorandum was to determine the impact that the closure of Rawson Lane will have on Norwood subdivision residents and on pass-through commuter traffic. It presented the capacity conditions of Rawson Lane, Handcock Road, Airport Boulevard (SR 750), and Brent Lane (SR 296), both currently and after the proposed Rawson Lane closure and documented the existing and future operating conditions (after closure) of selected intersections along the corridor. Travel-time runs were conducted on the current routes related to "cut-through" traffic and the Norwood subdivision and post-closure alternative routes. Finally, the memo discussed the post-closure impact on "first responders" to provide emergency services (fire and medical) to Norwood subdivision residents and outlying neighborhoods.

As detailed in the introduction, it was EPR's goal to answer the following questions:

1. Will overall residential neighborhood traffic levels and traffic on Rawson Lane, increase or decrease post-closure?
2. Are existing traffic volumes on Rawson Lane considered reasonable for a local residential street, or has the volume begun to approach levels that may be considered uncomfortably high for residents and that may be more associated with a higher classified facility (i.e., a collector or arterial roadway)?
3. What is the percentage of traffic associated with residents going to and from their homes in the neighborhood area, or are drivers passing through the neighborhood with no origin or destination in the neighborhood?
4. Will travel times for diverted trips be greatly increased for Norwood subdivision or Hancock Residents, PCC students/staff or visitors, or diverted trips for former-cut through traffic?
5. Will travel times for diverted trips be greatly increased for emergency services (fire and medical)?
6. Are additional traffic control measures or geometric designs required as a result of changes in traffic patterns and volumes?

The answers to the above questions are as follows:

1. Will overall residential neighborhood traffic levels and traffic on Rawson Lane, increase or decrease post-closure?

   Because of the closure, cut-through traffic will no longer be able to use Rawson Lane as a north/south route, and traffic levels should improve the level of service.

   Intersection analysis indicated that the southbound approach at the Airport Boulevard (SR 750)/Rawson Lane intersection is expected to improve from a LOS F to LOS E under future traffic conditions. The northbound left-and-through movement at the Airport Boulevard (SR 750)/Rawson Lane intersection is expected to operate at LOS E during the PM peak hour. This movement is currently operating at LOS F.

2. Are existing traffic volumes on Rawson Lane considered reasonable for a local residential street, or has the volume begun to approach levels that may be considered uncomfortably high for residents and that may be more associated with a higher classified facility (i.e., a collector or arterial roadway)?

   According to the field data presented in the 2016 PCC study and current observations, traffic volumes should decrease by 50% as a result of the road closure. The volumes are comparable to similar residential roadways and characteristically would not be considered a collector or arterial roadway.

3. What is the percentage of traffic associated with residents going to and from their homes in the neighborhood area, or are drivers passing through the neighborhood with no origin or destination in the neighborhood?

   At peak hour, approximately 50% of the drivers are passing through the neighborhood area with no origin or destination in the neighborhood.

4.

   A. Will travel times for diverted trips be greatly increased for Norwood subdivision or Hancock Residents?

   According to the results of the travel time study, travel times for Norwood subdivision will increase, sometimes significantly (over 1.5 minutes) when using the alternative routes instead of traveling southbound on Rawson Lane. This increase is largely due to the length of the alternative routes and signal delays that occur when taking a longer route.

B. Will travel times for diverted trips be greatly increased for former cut through traffic?

According to the results of the travel time study of diverted trips for former cut-through traffic should increase for the most popular NE-SW route at PM Peak hour. This increase is largely due to the length of the alternative route and signal delays that could be expected at PM peak hour. However, during the AM peak hour for the NE-SW route and AM and PM peak hours for the NW-SE route travel times slightly decrease when using the alternative routes.

5. Will travel times for diverted trips be greatly increased for emergency services (fire and medical)?

Because the first responder station (assigned to Rawson Lane – Fire Station 3 Brent) is located north of Airport Boulevard (SR 750) on W Street travel times for emergency services should not be impacted.

6. Are additional traffic control measures or geometric designs required due to changes in traffic patterns and volumes?

It is suggested that Escambia County consider and study traffic calming measures that will both provide a measure of safety for PCC traffic and allow continued access for Norwood subdivision residents. It is anticipated that effective traffic calming measure would deter cut-through trips, reduce speed in the area and increase pedestrian safety while providing continued access for Norwood subdivision.

Appendix A

1. PCC 2015 and 2016 Rawson Lane Traffic Studies
2. Excerpts from the Florida-Alabama Transportation Planning Organization Congestion Management Study
3. FDOT Straight Line Diagrams

PCC 2015 AND 2016 RAWSON LANE TRAFFIC STUDIES

Traffic Impact Analysis of Potential Closure of Campus Segment of Rawson Lane

Pensacola Christian College

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November 23, 2015

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Appendix A-	Turning Movement Counts – Airport Blvd / Rawson Lane and Airport Blvd / Hancock Lane
Appendix B-	Brown Barge Middle School Driveway Counts
Appendix C-	PCC-Related and Non-PCC Vehicle Counts
Appendix D-	Stop Delay Study – Airport Blvd / Rawson Lane
Appendix E-	Speed Count – Rawson Lane Adjacent to Men's Parking Lot
Appendix F-	Crash Data – Airport Blvd / Rawson Lane and Airport Blvd / Hancock Lane
Appendix G-	Men's Parking Lot Driveway Traffic Count
Appendix H-	Signal Warrant Worksheets – Airport Blvd / Rawson Lane and Airport Blvd / Hancock Lane

TRAFFIC IMPACT ANALYSIS OF POTENTIAL CLOSURE OF CAMPUS SEGMENT OF RAWSON LANE
Pensacola Christian College
November 2015

I. Introduction

The purpose of this report is to analyze the traffic impacts and potential benefits associated with the proposed closure of Rawson Lane to through traffic within the Pensacola Christian College (PCC) campus, from Brent Lane to south of St. Eusebia Street. Specifically, campus gates are proposed on Rawson Lane north of Brent Lane, and on Rawson Lane south of St. Eusebia Street. North of Brent Lane, the gate would be normally closed. South of St. Eusebia Street, the gate would be manned by PCC security and would allow only PCC-related vehicles and visitors to enter. The future relocation of Brown Barge Middle School and the planned construction of additional student housing units on campus will impact traffic volumes and circulation internally within the campus and externally in the surrounding community. The traffic impacts associated with these changes will be examined with regard to signalization on Airport Boulevard at both Hancock Lane and Rawson Lane. The intent of the study is to identify opportunities to realize positive benefits for the campus and overall community. In order to analyze the effect of such a closure, the following tasks were conducted:

- Collection of turning movement counts at the Airport Boulevard / Rawson Lane and Airport Boulevard / Hancock Lane intersections, and at Brown Barge Middle School driveways. School buses and private vehicles leaving the school were tracked to determine the potential impact of the middle school closure on the Airport Boulevard/ Hancock Lane signalized intersection.

- Collection of vehicle, pedestrian and bicycle counts traveling north-south along Rawson Lane from Brent Lane to Airport Boulevard, including distinguishing between PCC and non-PCC trips.

- Conducting a vehicle delay study at the Airport Blvd/ Rawson Lane intersection for the peak one-hour periods in the AM and PM. The study analyzed stop delays occurring for vehicles on the minor street (Rawson Lane).

- Conducting a speed count on Rawson Lane to document the speed of existing vehicles and to aid in identifying any safety-related issues.

- Collection of historical crash data at the intersections of Airport Boulevard / Rawson Lane and Airport Boulevard / Hancock Lane. Vehicular crash data was collected for the most recent four years available data, and crashes were summarized and diagrammed.

- Analysis of the traffic impact of future PCC development, including a new men's residence hall and parking facility.

- Conduct traffic signal warrant analyses at the intersections of Airport Boulevard / Rawson Lane and Airport Boulevard / Hancock Lane, for existing traffic conditions, for traffic conditions following closure of Rawson Lane to through traffic on campus, and adjustments to traffic conditions associated with future PCC development and student enrollment and Brown Barge Middle School closure.

- Evaluate all collected traffic data and analyses with regard to the impact of the potential Rawson Lane closure to through traffic within the PCC campus, considering changes in traffic volumes and circulation patterns and safety issues.

II. Data Collection

A. 12-Hour Intersection Turning Movement Counts

Turning movement counts (TMC's) were conducted at the unsignalized Airport Boulevard / Rawson Lane intersection and the signalized Airport Boulevard / Hancock Lane intersection, from 6:00 am to 6:00 pm on Wednesday, October 21, 2015. School buses and pedestrians were counted separately at each intersection. Printouts of the TMC's are included in **Appendix A**.

B. Brown Barge Middle School Driveway Counts / Tracking of School-Related Trips

School buses and private vehicles exiting Brown Barge Middle School to the east on Hancock Lane were counted during the peak AM and PM timeframes for school trips (7:00 – 9:00 am and 2:30 – 4:30 pm). The school buses and private vehicles that exited the school driveways and also exited at the Hancock Lane/Airport Boulevard intersection were matched using video obtained from cameras simultaneously recording both locations., thereby identifying the expected reduction in trips at this Hancock Lane intersection.

Printouts of the Brown Barge Middle School driveway counts are included in **Appendix B**. **Table 1** summarizes the tracking of school buses and private vehicles between the school and the Airport / Hancock signalized intersection. For tracked vehicles arriving at the signal, the movement onto Airport Boulevard (left or right turn) was noted. The peak hours for vehicles exiting the middle school occurred from 7:45 to 8:45 am and from 3:15 to 4:15 pm. The data reflected that school buses are a relatively minor component of the traffic stream on this segment of Hancock Lane. There were six school buses leaving the school and arriving at the signal in the AM timeframe, and five school buses in the PM timeframe. All middle school buses arriving at the signal turned left onto Airport Boulevard.

In the AM peak hour, there were 86 private vehicles exiting the school to the east on Hancock, 70 of which proceeded to the signalized intersection. Of these, 63 turned left and seven turned right onto Airport Boulevard. These represent approximately 40% of the total approaching volume on Hancock Lane at the signal from 7:45 to 8:45 am. In the PM peak hour, there were 60 private vehicles exiting the school to the east on Hancock, 45 of which proceeded to the signalized intersection. Of these, 42 turned left and three turned right onto Airport Boulevard. These represent approximately 34% of the total approaching volume on Hancock Lane at the signal from 3:15 to 4:15 pm.

TABLE 1

TRACKING OF BROWN BARGE MIDDLE SCHOOL TRAFFIC TO AIRPORT BLVD & HANCOCK LN INTERSECTION

	VEHICLES EXITING BROWN BARGE MIDDLE SCHOOL TO THE EAST		MIDDLE SCHOOL TRAFFIC APPROACHING AIRPORT/HANCOCK INTERSECTION			
	Private Vehicles	School Buses	Private Vehicles		School Buses	
Time			Left onto Airport	Right onto Airport	Left onto Airport	Right onto Airport
7:00	0	0	0	0	0	0
7:15	0	0	0	0	0	0
7:30	1	0	0	1	0	0
7:45	13	0	7	2	0	0
TOTAL	14	0	7	3	0	0
8:00	24	4	13	3	3	0
8:15	34	2	31	0	3	0
8:30	15	0	12	2	0	0
8:45	0	0	0	0	0	0
TOTAL	73	6	56	5	6	0
14:30	0	0	0	0	0	0
14:45	1	0	0	0	0	0
15:00	1	0	1	0	0	0
15:15	34	5	26	2	5	0
TOTAL	36	5	27	2	5	0
15:30	19	0	11	0	0	0
15:45	2	0	1	0	0	0
16:00	5	0	4	1	0	0
16:15	6	0	4	0	0	0
TOTAL	32	0	20	1	0	0

C. Bicycle and Pedestrian Counts – Rawson Lane

Pedestrians and bicycles traveling north-south along Rawson Lane were counted in two locations (just north of Brent Lane and just south of Airport Boulevard), on a weekday and a Saturday in October 2015. To more fully understand the impact of closing Rawson Lane to through traffic within the PCC campus, video cameras were set at the two locations and the counts were conducted by reviewing the video. For each day, counts were conducted from 7:00 to 9:00 am, 11:00 am to 1:00 pm, and 5:00 to 7:00 pm. For the location north of Brent Lane, observations were made to distinguish whether the pedestrians or bicyclists were PCC-related or non-PCC (such judgments were not feasible at the location south of Airport).

Table 2 summarizes the results of the counts. On the weekday (Wednesday, October 21) at the location on Rawson Lane north of Brent Lane, there were a total of 12 PCC-related pedestrians and nine non-PCC pedestrians for the six hour count period. There were no PCC-related bicycles and three non-PCC bicycles observed. During the same timeframe at the location south of Airport Boulevard, there were 10 pedestrians and six bicyclists. On Saturday, October 24, at the observation site located north of Brent Lane, there were a total of 16 PCC-related pedestrians and 17 non-PCC pedestrians for the six hour count period. There was one PCC-related bicycle and 15 non-PCC bicycles observed. During the same timeframe at the location south of Airport Boulevard, there were 27 pedestrians and 11 bicyclists.

TABLE 2
RAWSON LANE PEDESTRIAN / BICYCLE COUNTS

WEDNESDAY, OCTOBER 21, 2015

RAWSON LANE NORTH OF BRENT LANE

	PEDESTRIANS				BICYCLES			
	PCC-ASSOCIATED		NON-PCC-ASSOCIATED		PCC-ASSOCIATED		NON-PCC-ASSOCIATED	
	NB	SB	NB	SB	NB	SB	NB	SB
7:00 to 9:00 am	1	1	1	2	0	0	1	1
11:00 am to 1:00 pm	2	2	0	0	0	0	0	1
5:00 to 7:00 pm	2	4	2	4	0	0	0	1
TOTAL	**5**	**7**	**3**	**6**	**0**	**0**	**1**	**3**

RAWSON LANE SOUTH OF AIRPORT BLVD

	PEDESTRIANS		BICYCLES	
	NB	SB	NB	SB
7:00 to 9:00 am	1	5	1	1
11:00 am to 1:00 pm	1	1	2	1
5:00 to 7:00 pm	0	2	0	1
TOTAL	**2**	**8**	**3**	**3**

SATURDAY, OCTOBER 24, 2015

RAWSON LANE NORTH OF BRENT LANE

	PEDESTRIANS				BICYCLES			
	PCC-ASSOCIATED		NON-PCC-ASSOCIATED		PCC-ASSOCIATED		NON-PCC-ASSOCIATED	
	NB	SB	NB	SB	NB	SB	NB	SB
7:00 to 9:00 am	0	1	3	5	0	0	3	3
11:00 am to 1:00 pm	6	4	4	2	0	0	0	2
5:00 to 7:00 pm	2	3	2	1	1	0	3	4
TOTAL	**8**	**8**	**9**	**8**	**1**	**0**	**6**	**9**

RAWSON LANE SOUTH OF AIRPORT BLVD

	PEDESTRIANS		BICYCLES	
	NB	SB	NB	SB
7:00 to 9:00 am	8	1	4	1
11:00 am to 1:00 pm	6	8	0	2
5:00 to 7:00 pm	2	2	1	3
TOTAL	**16**	**11**	**5**	**6**

D. Vehicle Counts – Rawson Lane

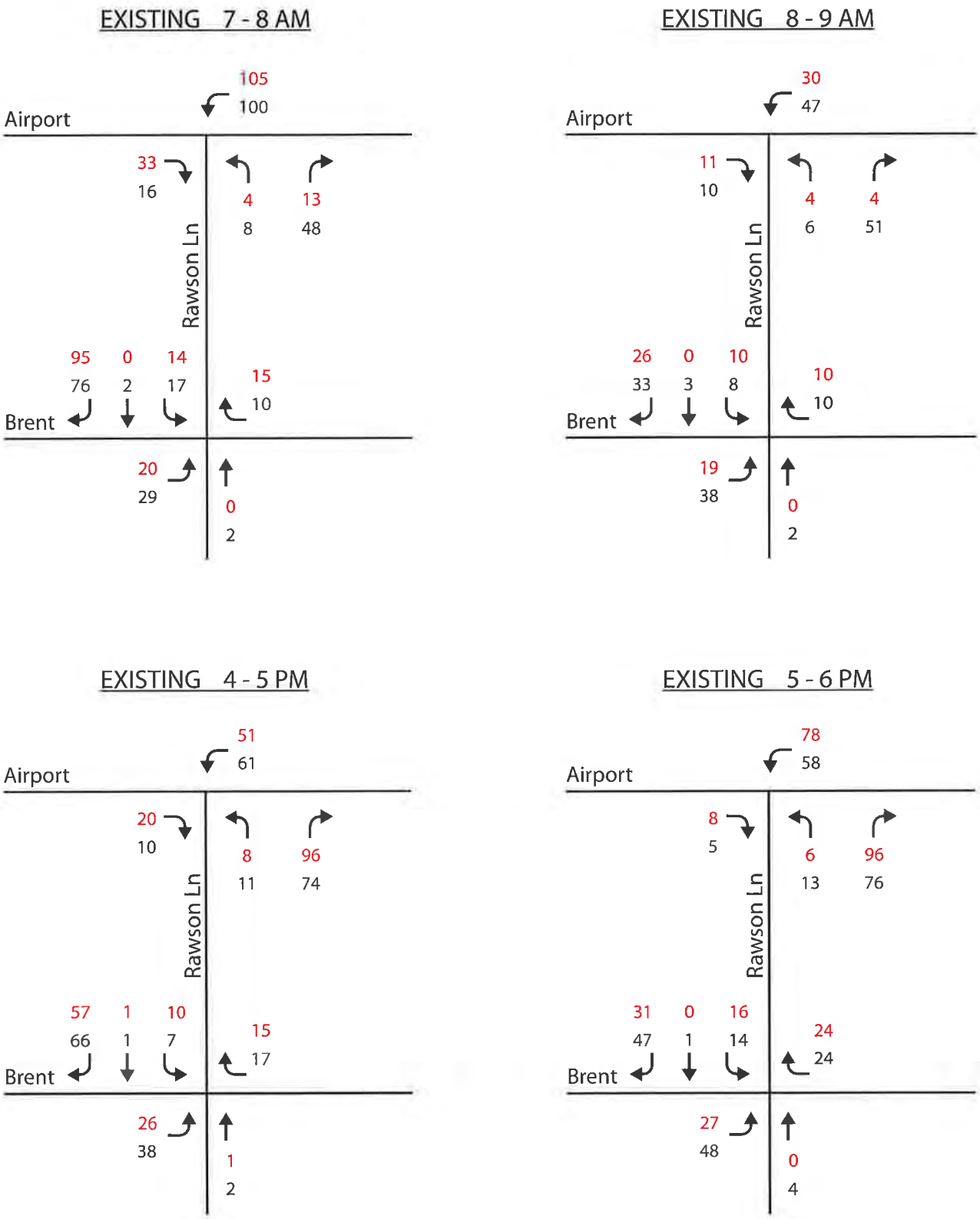
From the weekday video recorded for the bicycle and pedestrian counts noted above, a two-way vehicle count was conducted to obtain directional traffic volumes on Rawson Lane north of Brent Lane. The hourly volumes are noted below, along with the volumes on Rawson Lane south of Airport Boulevard (extracted from the 12-hour turning movement count referenced in Section II-A).

	Rawson Lane n. of Brent Lane		Rawson Lane s. of Airport Blvd	
	Northbound	Southbound	Northbound	Southbound
7-8am	76	205	74	254
8-9am	79	80	67	100
9-10am	71	76	77	80
10-11am	55	77	58	78
11am-12pm	47	66	75	80
12-1pm	63	110	85	113
1-2pm	65	112	68	86
2-3pm	79	123	90	105
3-4pm	106	124	139	131
4-5pm	99	142	191	142
5-6pm	127	110	194	149

In order to determine the breakdown of PCC-related and non-PCC vehicles on Rawson Lane, field observations of vehicles were conducted from 7:00 to 9:00 am and 4:00 to 6:00 pm on Thursday, November 5, 2015. Turning movements to and from Rawson Lane were counted at the intersections of Brent Lane / Rawson Lane and Airport Boulevard / Rawson Lane. Vehicles were classified as PCC-related or non-PCC, based on the presence of a PCC parking sticker on the vehicle. **Appendix C** presents printouts of the counts. The PCC / non-PCC percentages for each hour were applied to the previously collected volumes noted above. **Figure 1** presents existing PCC-related and non-PCC turn volumes at each intersection, for each hour from 7:00 to 9:00 am and 4:00 to 6:00 pm.

FIGURE 1
Existing Turning Movement Volumes at Rawson Lane
PCC and Non-PCC Vehicles

PCC
NON PCC



E. Stop Delay Study – Airport Boulevard / Rawson Lane

The vehicle delay study at Airport Boulevard / Rawson Lane was conducted during the AM peak hour (7:15 – 8:15) and the PM peak hour (4:45 – 5:45) on October 21, 2015. A printout of the study is presented in **Appendix D**. Delays were recorded for the minor street (Rawson Lane) approaches. The northbound right turn movement was not included in the delay study, as it has an exclusive turn lane and experiences minimal delay. The study shows for the northbound left / through movement, there were 13 vehicles in the AM peak, and delays were substantial, averaging 100 seconds. Delays were particularly extreme for the five vehicles turning left from approximately 7:35 to 7:52 am, ranging from 97 to 311 seconds. Delays of this magnitude indicate lower levels of service (LOS) for the specific movements affected. In the PM peak for this movement, there were a total of 24 vehicles. Delays were moderate, averaging 26 seconds, with a maximum delay of 72 seconds.

For the southbound movement from Rawson Lane, there were nine vehicles in the AM peak hour. Delays averaged 14 seconds. The two highest delays were 59 seconds and 23 seconds, but for the other seven vehicles, delays were eight seconds or less. In the PM peak, there were only three southbound vehicles, with a negligible average delay of six seconds.

F. Speed Count – Rawson Lane

A speed count was conducted on Rawson Lane adjacent to the Men's Parking Lot, using an automated traffic counter and road tubes. The count was conducted on October 20-21, 2015. A printout of the count is provided in **Appendix E**. The posted speed limit is 30 mph. The 85th percentile speed was 36 mph northbound and 37 mph southbound. With regard to maximum speeds, there were two vehicles exceeding 50 mph northbound and two vehicles exceeding 55 mph southbound. For the 24-hour period, the posted speed limit was exceeded by approximately 50% of northbound and 60% of southbound vehicles, highlighting potential safety concerns.

G. Crash Data

Crash data was obtained from the FDOT Crash Analysis Reporting System (CARS) for all crashes occurring at the Airport Boulevard / Rawson Lane and Airport Boulevard / Hancock Lane intersections in the past four years (2011 – 2014). The crash types, time of day, contributing factors, and number of injuries are summarized in **Table 3**. The detailed printout of raw data from CARS is included in **Appendix F**.

Figure 2 presents diagrams of the crashes at Airport Boulevard / Rawson Lane. There were a total of four crashes in the four-year period. Of these, two were rear-end collisions in the eastbound lanes of Airport Boulevard, one was an angle collision between a vehicle turning from Rawson Lane and a vehicle traveling through on Airport Boulevard, and one was a single westbound vehicle which overturned.

Figure 3 presents diagrams of the crashes at Airport Boulevard / Hancock Lane. There were a total of 15 crashes in the four-year period. Eleven of the 15 were rear-end collisions. There were two angle collisions between vehicles turning from Hancock Lane and vehicles traveling through on Airport Boulevard.

TABLE 3
Summary of Crashes, 2011 - 2014

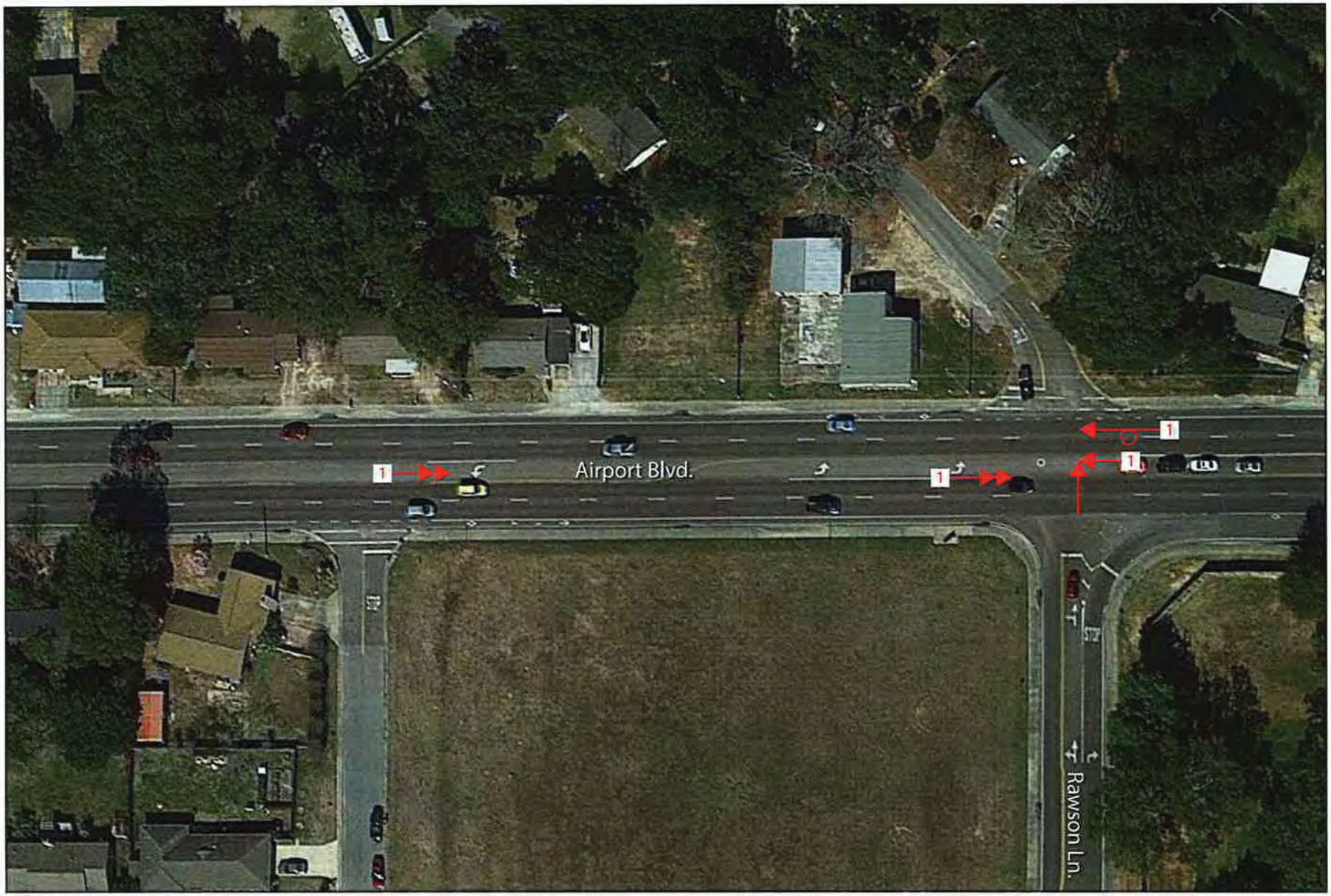
Airport Blvd / Rawson Lane

YEAR	CRASH TYPE	HOUR	WEATHER	ROAD CONDITIONS	LIGHTING	CONTRIBUTING CAUSE	INJURIES	FATALATIES
2013	Angle	7:00	Clear	Dry	Daylight	Failed to Yield	0	0
2014	Rear End	11:00	Cloudy	Dry	Daylight	Careless Driving	3	0
	Rear End	17:00	Clear	Dry	Daylight	Careless Driving	1	0
	Overturn	16:00	Cloudy	Dry	Daylight	Failed to Yield	1	0

Airport Blvd / Hancock Lane

YEAR	CRASH TYPE	HOUR	WEATHER	ROAD CONDITIONS	LIGHTING	CONTRIBUTING CAUSE	INJURIES	FATALATIES
2012	Angle	16:00	Cloudy	Wet	Daylight	Failed to Yield	0	0
	Rear End	13:00	Cloudy	Dry	Daylight	Careless Driving	0	0
	Rear End	9:00	Rain	Wet	Daylight	Careless Driving	3	0
2013	Rear End	15:00	Cloudy	Wet	Daylight	Careless Driving	1	0
	Rear End	9:00	Clear	Dry	Daylight	Careless Driving	0	0
	Rear End	11:00	Clear	Dry	Daylight	Careless Driving	0	0
	Angle	12:00	Clear	Dry	Daylight	Disregard Traffic Signal	2	0
	Angle	7:00	Clear	Dry	Daylight	No Improper Driving	0	0
	Rear End	16:00	Cloudy	Dry	Daylight	Careless Driving	0	0
	Rear End	15:00	Cloudy	Dry	Daylight	Careless Driving	1	0
2014	Coll. w/ MV on Rdwy.	16:00	Clear	Dry	Dark	Improper Passing	0	0
	Rear End	14:00	Clear	Dry	Daylight	Careless Driving	0	0
	Rear End	19:00	Rain	Wet	Daylight	Careless Driving	0	0
	Rear End	12:00	Clear	Dry	Daylight	Careless Driving	0	0
	Rear End	11:00	Clear	Dry	Daylight	Careless Driving	1	0

FIGURE 2
Crashes at Airport Blvd / Rawson Lane
2011 - 2014

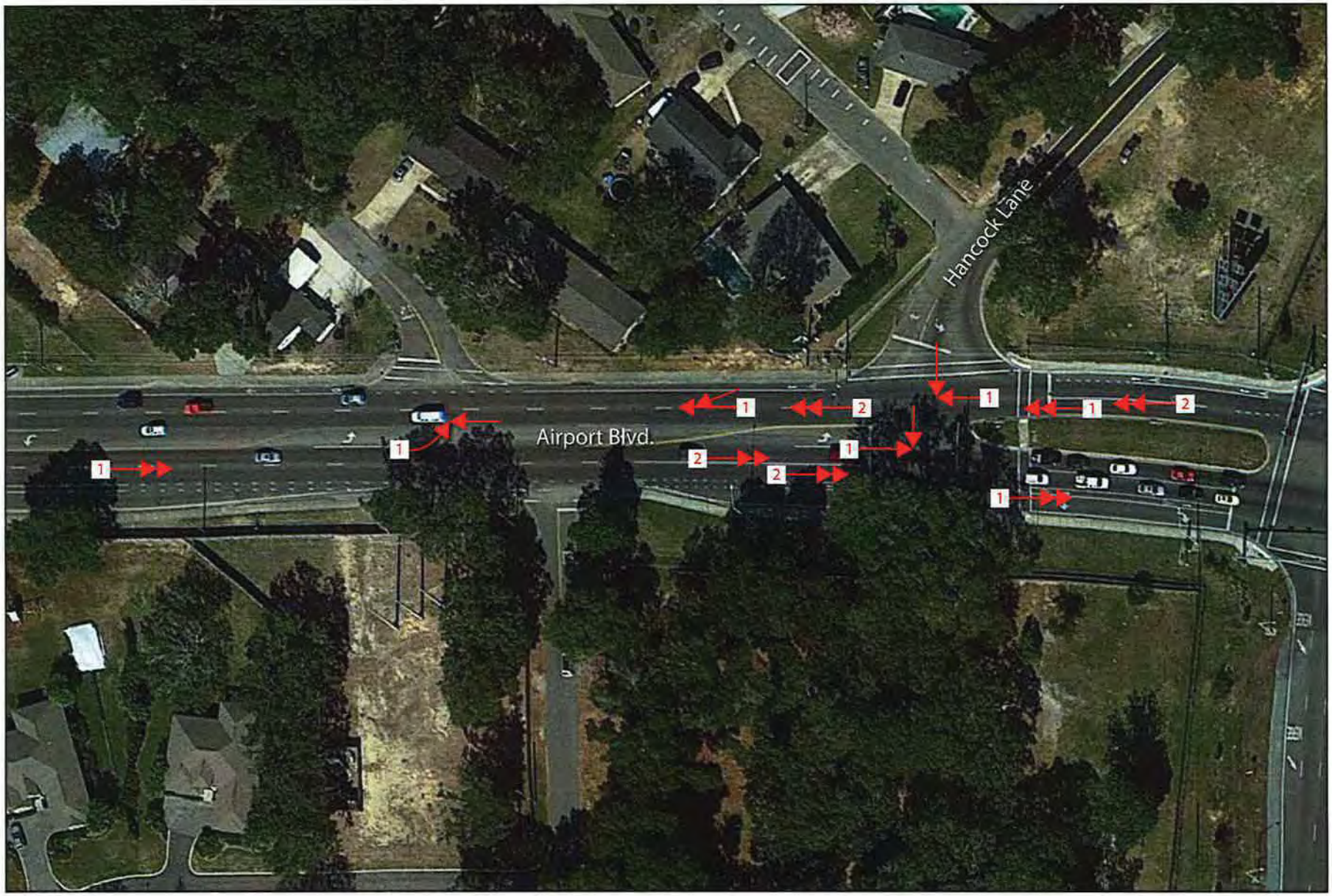


Rear-end Collision

Overturned Vehicle

Angle Collision

FIGURE 3
Crashes at Airport Blvd / Hancock Lane
2011 – 2014



Rear-end Collision
Angle Collision
Hit Moving Vehicle Collision
Turn Collision

III. Redistribution of Existing Trips – Post-Closure of Through Traffic on Rawson Lane

The existing PCC-related and non-PCC trips on Rawson Lane were redistributed to reflect expected traffic conditions following closure to through traffic on Rawson Lane. **Figures 4A** thru **4D** illustrate the existing and post-closure redistributed volumes for the hours of 7:00 – 8:00 am, 8:00 – 9:00 am, 4:00 – 5:00 pm, and 5:00 – 6:00 pm, respectively. The symbols in the figures allow for the tracking of groups of trips based on redistribution assumptions. These assumptions are outlined below.

Rawson Lane at Airport Blvd

PCC-related trips currently occurring at this intersection are expected to remain unchanged. The only non-PCC trips remaining on Rawson Lane will be those accessing the Norwood subdivision to and from Airport Boulevard using St. Sabas Street or St. Eusebia Street, located north of the proposed new campus gate. Other non-PCC trips will be required to choose alternate routes, possibly including the Interstate 110 ramps between Brent Lane and Airport Boulevard. (Note: In the figures, existing volumes using St. Sabas and St. Eusebia are shown as a combined total at a single access point. It is assumed these trips are approximately 50% PCC-related and 50% non-PCC related.) St. Sabas / St. Eusebia non-PCC trips traveling to and from the north on Rawson Lane will continue unchanged. Non-PCC trips currently traveling to and from the south on Rawson Lane will shift to an alternate route, via Airport Boulevard to the north.

Rawson Lane at Brent Lane

Because the campus gate just north of Brent Lane will normally be closed, all non-PCC traffic will be required to use alternate routes to reach their destinations, and PCC-related traffic will shift, either to the Main Gate north of Brent Lane or to Rawson Lane via Airport Boulevard. It was assumed that all PCC-related eastbound left turns will shift to the Main Gate. For current PCC-related southbound lefts and rights on Rawson at Brent, it is assumed that 50% will redistribute to exit the Main Gate and 50% will shift to Airport Boulevard via the new campus gate on Rawson Lane. For PCC-related westbound rights, it was assumed that 65% would shift to the Main Gate and 35% would shift to Airport Boulevard.

FIGURE 4A
Turning Movements for Existing Conditions and
Post-Closure of Rawson Lane
PCC and Non-PCC Vehicles
7:00 - 8:00 AM

PCC
NON PCC

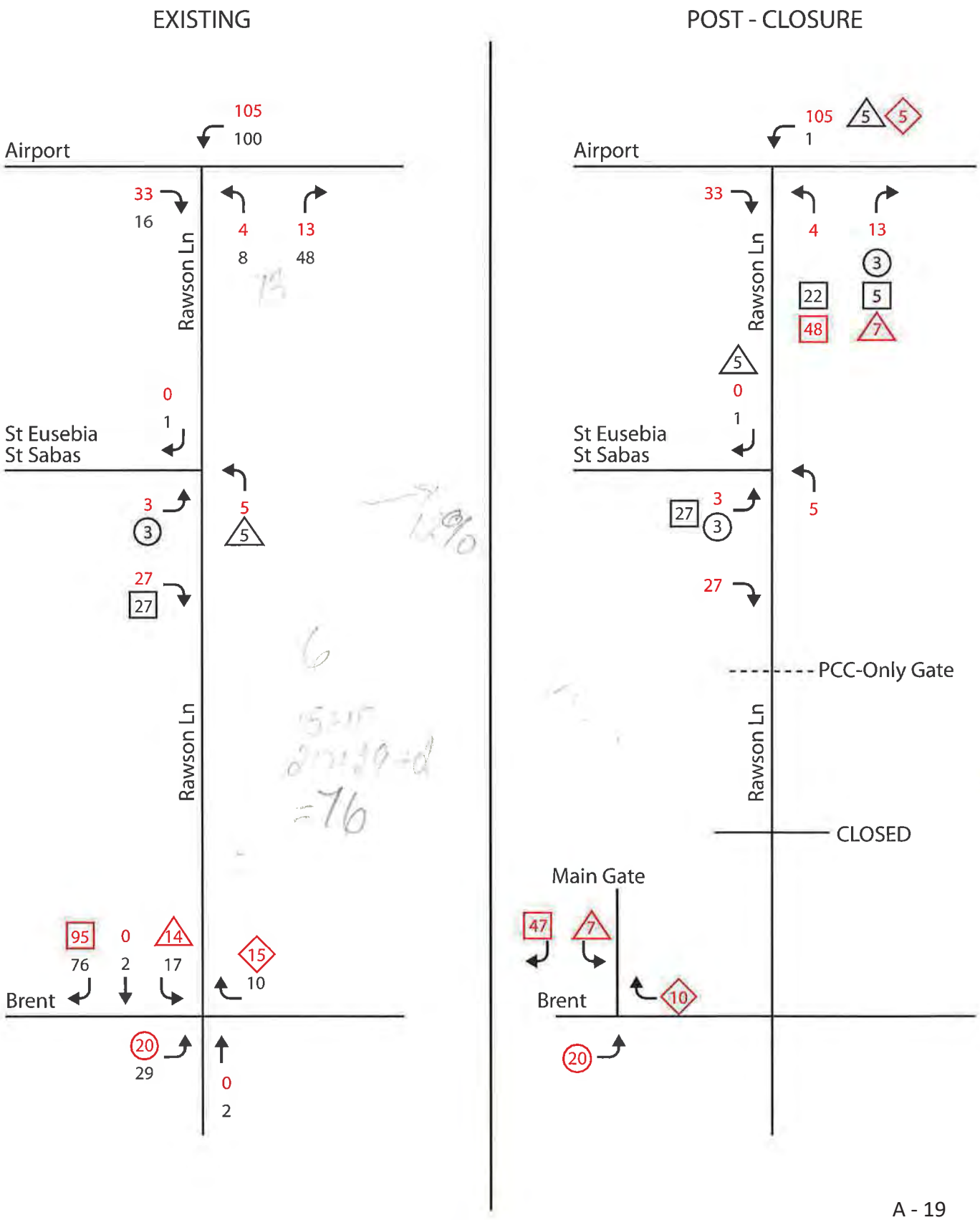


FIGURE 4B
Turning Movements for Existing Conditions and
Post-Closure of Rawson Lane
PCC and Non-PCC Vehicles
8:00 - 9:00 AM

PCC
NON PCC

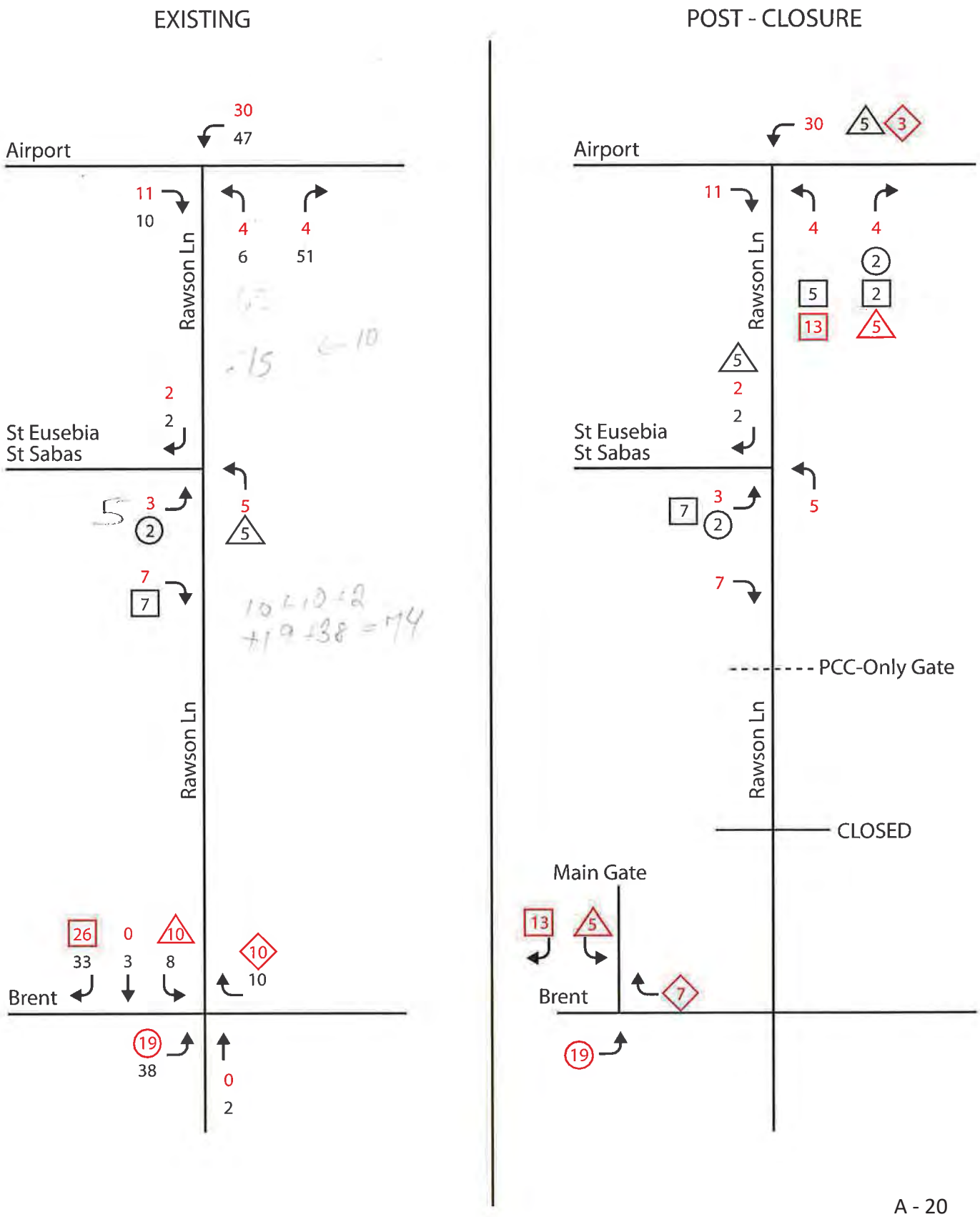


FIGURE 4C
Turning Movements for Existing Conditions and
Post-Closure of Rawson Lane
PCC and Non-PCC Vehicles
4:00 - 5:00 PM

PCC
NON PCC

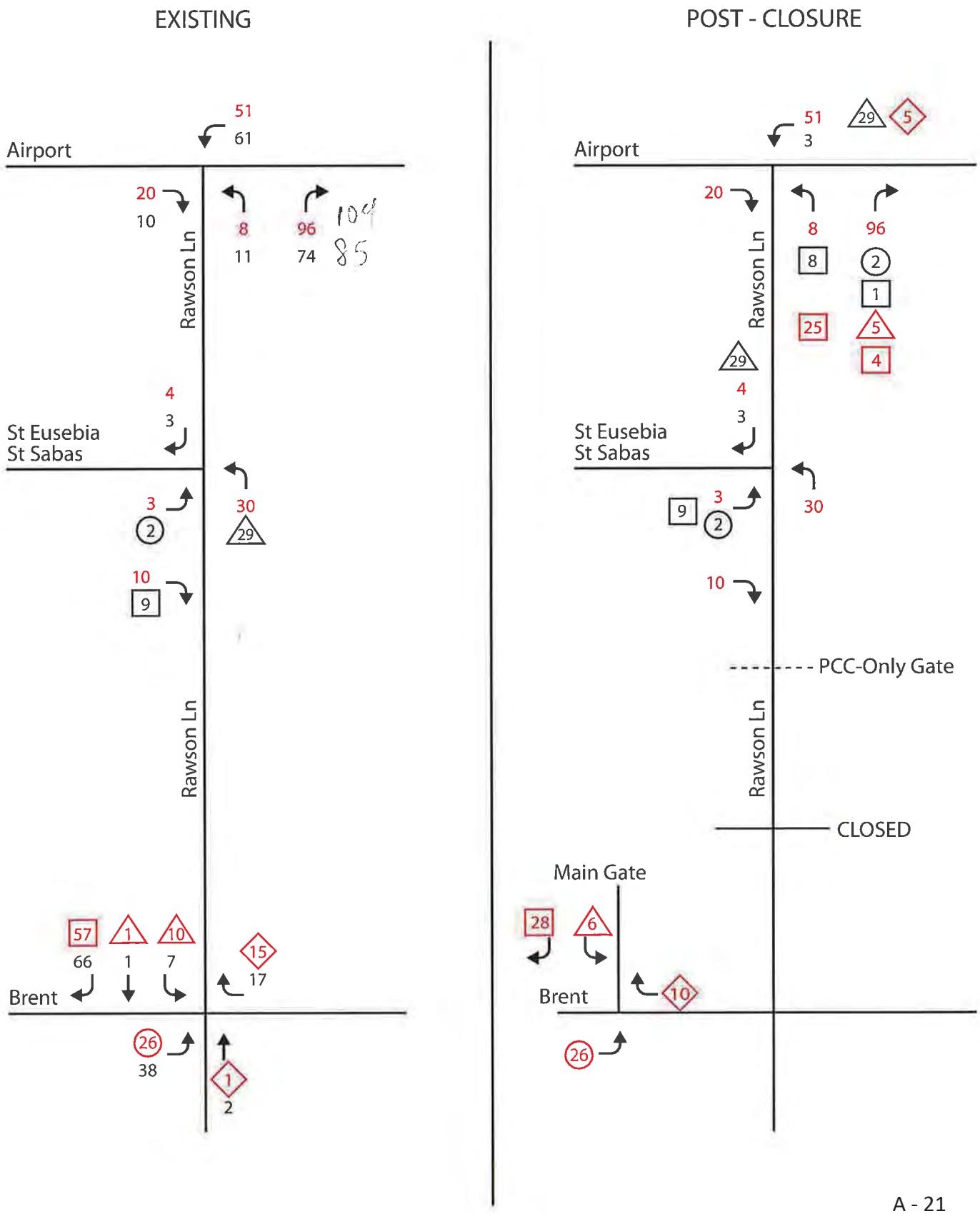
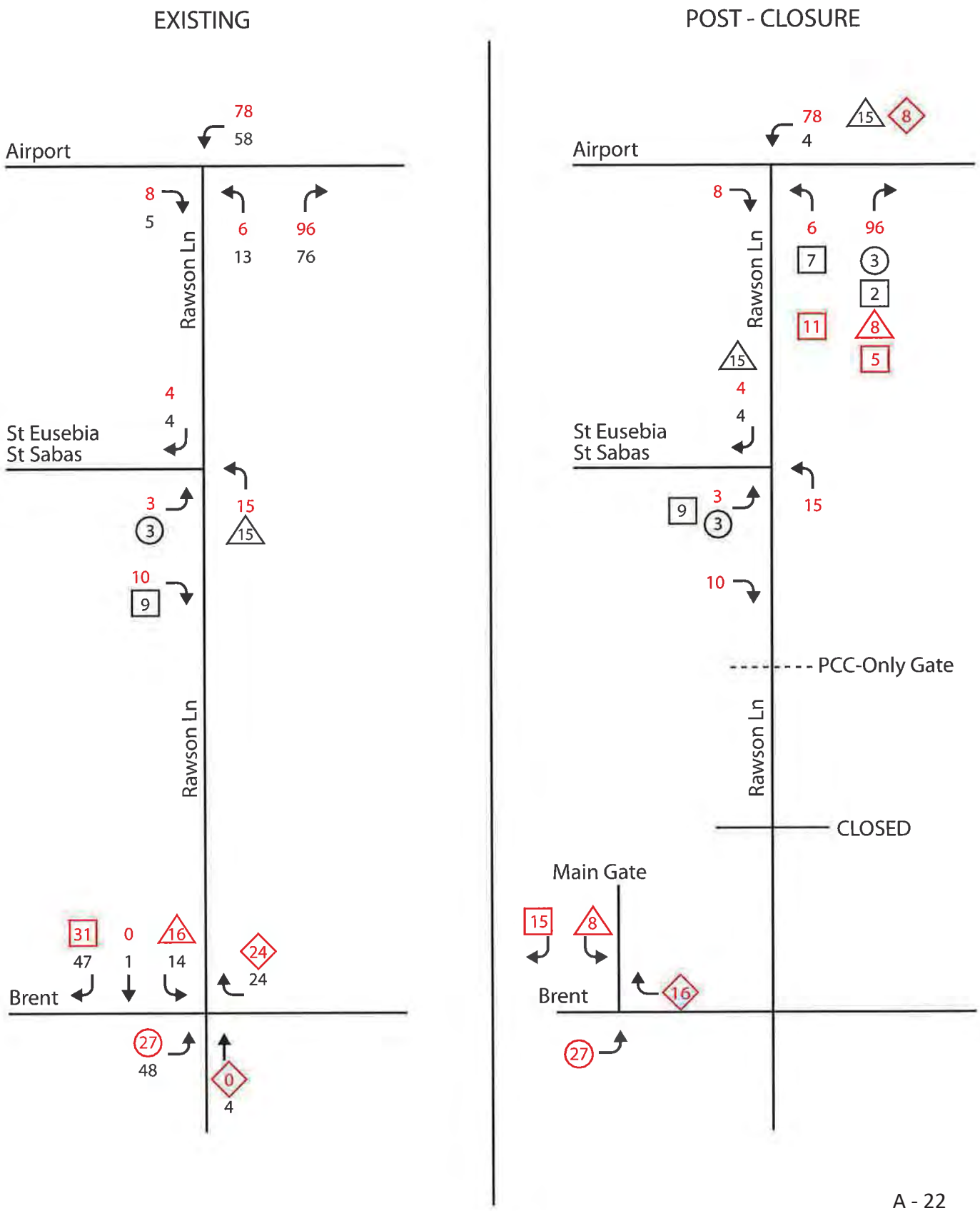


FIGURE 4D
Turning Movements for Existing Conditions and
Post-Closure of Rawson Lane
PCC and Non-PCC Vehicles
5:00 - 6:00 PM

PCC
NON PCC



IV. Future PCC Development

A new Men's Residence Hall is planned to be constructed on the east side of Rawson Lane, south of the existing Men's Parking Lot. The residence hall is being developed to house an additional 900 students. In order to estimate the trips to be generated by the associated increase in student enrollment, a count of existing traffic entering and exiting the Men's Parking Lot was conducted from 7:00 to 9:00 am and from 4:00 to 8:00 pm on November 16, 2015. A printout of the count is included in **Appendix G**.

The existing number of male students residing on-campus is approximately 2100. The addition of 900 students would constitute an increase of approximately 43%. **Table 4** summarizes the existing volumes from the Men's Parking Lot count and provides an estimate of the future trips to be generated by the additional students accommodated by the new residence hall.

In order to account for an increase in PCC faculty and support staff associated with the additional students to be housed in the new residence hall, the redistributed existing trips at the Airport Boulevard / Rawson Lane intersection (shown in **Figures 4A** through **4D**) were increased by 10%. The future student trips noted in **Table 4** were then added, resulting in the overall future volumes utilized for the signal warrant analysis in the following section.

V. Signal Warrant Analysis

The intersections of Airport Boulevard / Rawson Lane and Airport Boulevard / Hancock Lane were studied using the traffic signal warrants published in Section 4C.01 of the 2009 Manual on Uniform Traffic Control Devices. Two scenarios were tested for each intersection. At the existing signalized intersection of Airport Boulevard / Hancock Lane, signal warrants were analyzed for existing conditions and for future conditions (considering the impact of the closure of Brown Barge Middle School).

For the unsignalized intersection of Airport Boulevard / Rawson Lane, signal warrants were analyzed for existing conditions and for future conditions (considering the redistribution resulting from the closure of Rawson Lane to non-PCC through traffic, and the impact of the planned new residence hall and associated additional students and support staff).

TABLE 4
EXISTING MEN'S PARKING LOT TRIPS AND FUTURE RESIDENCE HALL TRIPS

	Existing Trips Men's Parking Lot			Future Trips Attributable to New Residence Hall*		
	Entering	Exiting	Total	Entering	Exiting	Total
7 - 8 am	1	5	6	1	2	3
8 - 9 am	5	4	9	2	2	4
4 - 5 pm	9	18	27	4	8	12
5 - 6 pm	15	24	39	7	10	17
6 - 7 pm	13	28	41	6	12	18
7 - 8 pm	26	19	45	11	8	19

* Residence Hall will increase on-campus male enrollment from 2100 to 3000 (43% increase).

The applicable warrants are Warrant 1A (Eight-Hour Vehicular Volume), Warrant 1B (Interruption of Continuous Traffic) and Warrant 2 (Four-Hour Vehicular Volume). With a posted speed limit of 40 mph on Airport Boulevard, the 100% traffic volume criteria must be used. The Signal Warrant Worksheets are included in **Appendix H**. The results are as follow:

Airport Boulevard / Hancock Lane

Existing Traffic:

Warrant 1A – Eight-Hour Vehicular Volume – **not met**
Warrant 1B – Interruption of Continuous Traffic – **not met**
Warrant 2 – Four-Hour Vehicular Volume – **met**

Future Traffic (with Brown Barge Middle School trips removed):

Warrant 1A – Eight-Hour Vehicular Volume – **not met**
Warrant 1B – Interruption of Continuous Traffic – **not met**
Warrant 2 – Four-Hour Vehicular Volume – **not met**

With existing traffic, the intersection does not meet Warrants 1A or 1B, but does meet Warrant 2 based on the highest four hours of traffic. With traffic adjusted to reflect the closing of the middle school, the minor street traffic during the 3-4 pm period falls just below the required threshold, resulting in the warrant not being met.

Airport Boulevard / Rawson Lane

Existing Traffic:

Warrant 1A – Eight-Hour Vehicular Volume – **not met**
Warrant 1B – Interruption of Continuous Traffic – **not met**
Warrant 2 – Four-Hour Vehicular Volume – **not met**

Future Traffic (with redistributed trips and future residence hall trips):

Warrant 2 – Four-Hour Vehicular Volume – **not met**

Note: Warrants 1A and 1B were not completed for future conditions, as they require eight hours of data, and redistributed volumes were only developed for four hours (7:00 – 9:00 am and 4:00 – 6:00 pm). It should be noted, however, that none of the hours would meet the thresholds required under Warrants 1A and 1B.

VI. Evaluation / Conclusions

The potential benefits and impacts of the closure of Rawson Lane to non-PCC through traffic (and related changes to signalization) are discussed below, based on the data collected and the analysis conducted for this project.

A. Signalization

As shown in the previous section, the existing traffic signal at Airport Boulevard / Hancock Lane is currently warranted. However, reduced traffic associated with the planned closure of Brown Barge Middle School in 2017, indicates that signal warrants may or may not be met, since traffic volumes are estimated to be just short of the threshold by a very narrow margin.

Estimated traffic volumes at the Airport Boulevard / Rawson Lane intersection, including increases related to additional student accommodations and redistribution of traffic following the Rawson Lane closure to through traffic are not expected to reach levels required to meet warrants for a traffic signal. Based on these findings, the potential for relocating the signal on Airport Boulevard at Hancock Lane to Rawson Lane is limited although there are clearly benefits to such an alternative.

Such a move would have the significant benefit of increasing the spacing between the signal at the I-110 southbound ramps and the next signal to the west on Airport Boulevard (distance to Hancock Lane is approximately 250 feet; Rawson Lane is an additional 850 feet to the west). A critical factor in the move, however, is the fact that travel demand to the east is significantly stronger than that to the west, resulting in a high volume of southbound left turns exiting Hancock Lane to Airport Boulevard. There are no reasonable alternative routes for motorists making this movement, so removing this signal would be a concern.

For the Airport Boulevard / Rawson Lane intersection, the strong travel demand to the east is reflected by the high volume of northbound right turns, which are not weighted as strongly as left turns for signal warrant analysis purposes. Although closure of Rawson Lane at the south end will substantially increase the demand for PCC-related northbound left turns at Airport Boulevard, the volumes are not as high as those consistently occurring at Hancock Lane. Currently without a traffic signal, northbound left turns at Rawson Lane experience substantial delays during peak hours, as demonstrated by the delay studies described in Section II-E. Because of the excessive delays due to lack of a traffic signal, it is expected that many of the PCC-related trips on Rawson Lane desiring to make northbound left turns as shown in **Figures 4A** through **4D,** will instead re-route their trip to go through the PCC campus and exit at the Main Gate as a right turn onto Brent Lane.

B. Benefits of Closure of Rawson Lane to Through Traffic

Even without the asset of a traffic signal at Airport Boulevard, the closure of Rawson Lane to non-PCC traffic will have several benefits. These include:

1. Safety Benefits

   The elimination of non-PCC pass-through traffic will result in reduced traffic volumes and lower speeds, both of which are beneficial for vehicular and pedestrian / bicycle safety. As shown in the speed count presented in Section II-F, the 30 mph posted speed is exceeded by over 50% of traffic on Rawson Lane adjacent to the Men's Parking Lot. It is reasonable to assume that non-PCC pass-through traffic is traveling faster than PCC-related traffic. Although PCC's existing pedestrian facilities are generally good (including two pedestrian overpasses and buffers of 10 to 12 feet between sidewalks and the edge of Rawson Lane pavement), any reduction in volumes and speeds would be desirable from a safety standpoint and would be more in keeping with a college campus environment. The pedestrian overpasses are not always used, and there is demand for pedestrian crossings at other points along Rawson Lane.

If Rawson Lane was vacated by Escambia County, PCC would become responsible for maintaining the roadway and could potentially implement additional measures to enhance safety. These might include reduction of posted speed limits, additional enforcement, and physical improvements such as traffic calming and additional lighting.

2. Brent Lane Flow Improvement

The closure of Rawson Lane to all traffic at the south end (north of Brent Lane) would contribute to improved traffic flow on Brent Lane. The existing traffic signal at Brent Lane / Rawson Lane could be re-timed so that green time for east-west movements on Brent Lane could be significantly increased. This would improve flow and partially alleviate congestion resulting from the closely spaced signals at the PCC main entrance, Rawson Lane, and the I-110 ramps.

C. Drawbacks of Closure of Rawson Lane

1. Traffic Circulation Impact

One potential drawback of the previously proposed Rawson Lane closure was loss of access to Rawson Lane entirely between Brent Lane and Airport Boulevard for the non-PCC residents of the Norwood subdivision (located south of Airport Boulevard and west of Rawson Lane). Because the newly proposed gate location is south of St. Eusebia Street, the closure will not affect movements from Norwood to and from Airport Boulevard. The Interstate 110 ramps provide a viable alternative to serve trips between Airport Boulevard and Brent Lane, both for Norwood residents and for other non-PCC current users of Rawson Lane. Although it is generally true that freeway facilities are not best used to serve local trips, the I-110 ramps between Airport and Brent are protected from the I-110 through lanes by barriers, and therefore function as frontage roads that are more amenable to local traffic. Because of this

alternative immediately adjacent and parallel to Rawson Lane, the impact of the closure on local circulation is expected to be relatively minor.

2. Bicycle / Pedestrian Circulation Impact

The closure of Rawson Lane to through traffic from Airport Boulevard to Brent Lane would also restrict non-PCC use of the roadway for non-vehicular trips. As shown by the bicycle and pedestrian counts presented in Section II-C, the number of such trips is relatively low, particularly on weekdays. Saturday bicycle and pedestrian trips were somewhat higher but non-PCC trips still averaged only about two to three per hour in each direction, for the six hours observed. It does not appear that Rawson Lane from Brent to Airport serves as a major facility for biking or walking for recreational / fitness purposes.

Analysis of Rawson Lane Cut-Through Traffic and Travel Time Differential Value

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May 4, 2016

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Appendix B- Summary of Hourly Trips with PCC Destinations
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ANALYSIS OF RAWSON LANE CUT-THROUGH TRAFFIC AND TRAVEL TIME DIFFERENTIAL VALUE

Pensacola Christian College

May 2016

I. Introduction

The purpose of this report is to analyze the economic impact related to travel time associated with the proposed closure of Rawson Lane to through traffic within the Pensacola Christian College (PCC) campus, from Brent Lane to south of St. Eusebia Street. Campus gates are proposed on Rawson Lane north of Brent Lane, and on Rawson Lane south of St. Eusebia Street. North of Brent Lane, the gate would be closed under normal conditions. South of St. Eusebia Street, the gate would be manned by PCC security and would allow only PCC-related vehicles and visitors to enter. Specifically, this report examines the effect of the Rawson Lane closure on through traffic not associated with PCC, by conducting the following tasks:

- Data collection using video cameras to record all vehicles traversing this segment of Rawson Lane, including the directional turning movements at the access points to Rawson Lane and the end points of each trip
- Visual tracking of vehicles using the video recordings to determine the number of "cut-through" trips on Rawson Lane (vehicles not accessing PCC) identified by route patterns and times of day
- Conducting turning movement counts from the video at the intersections of Brent/Rawson, Airport/Rawson, Rawson/St. Eusebia, Rawson/St. Sabas, and Airport/Hancock
- Conducting comparative travel time runs for the routes currently used by "cut-through" trips, versus alternative routes using the Interstate 110 access roads between Brent Lane and Airport Boulevard
- Analysis of the economic value of the increase or decrease in travel time based on whether or not Rawson Lane is open to "cut-through" traffic, using the most recently available methods for valuation of travel time and delay

II. Study Area

Figure 1 illustrates the study area, including the PCC campus, the Norwood subdivision, and the surrounding roadway network.

FIGURE 1
Study Area

III. Video Data Collection and Vehicle Tracking

Video cameras were set at 10 locations, enabling vehicles having accessed Rawson Lane to be tracked between Brent Lane and Airport Boulevard. **Figure 2** shows camera placement locations. All cameras recorded concurrently from 7:00am to 7:00pm on Tuesday, April 5, 2016. The video files were then downloaded and vehicles were manually tracked by reviewing the video, following each vehicle from camera site to camera site in order to determine the number and route patterns of cut-through vehicles. For each vehicle accessing northbound Rawson Lane at Brent Lane, the following was noted:

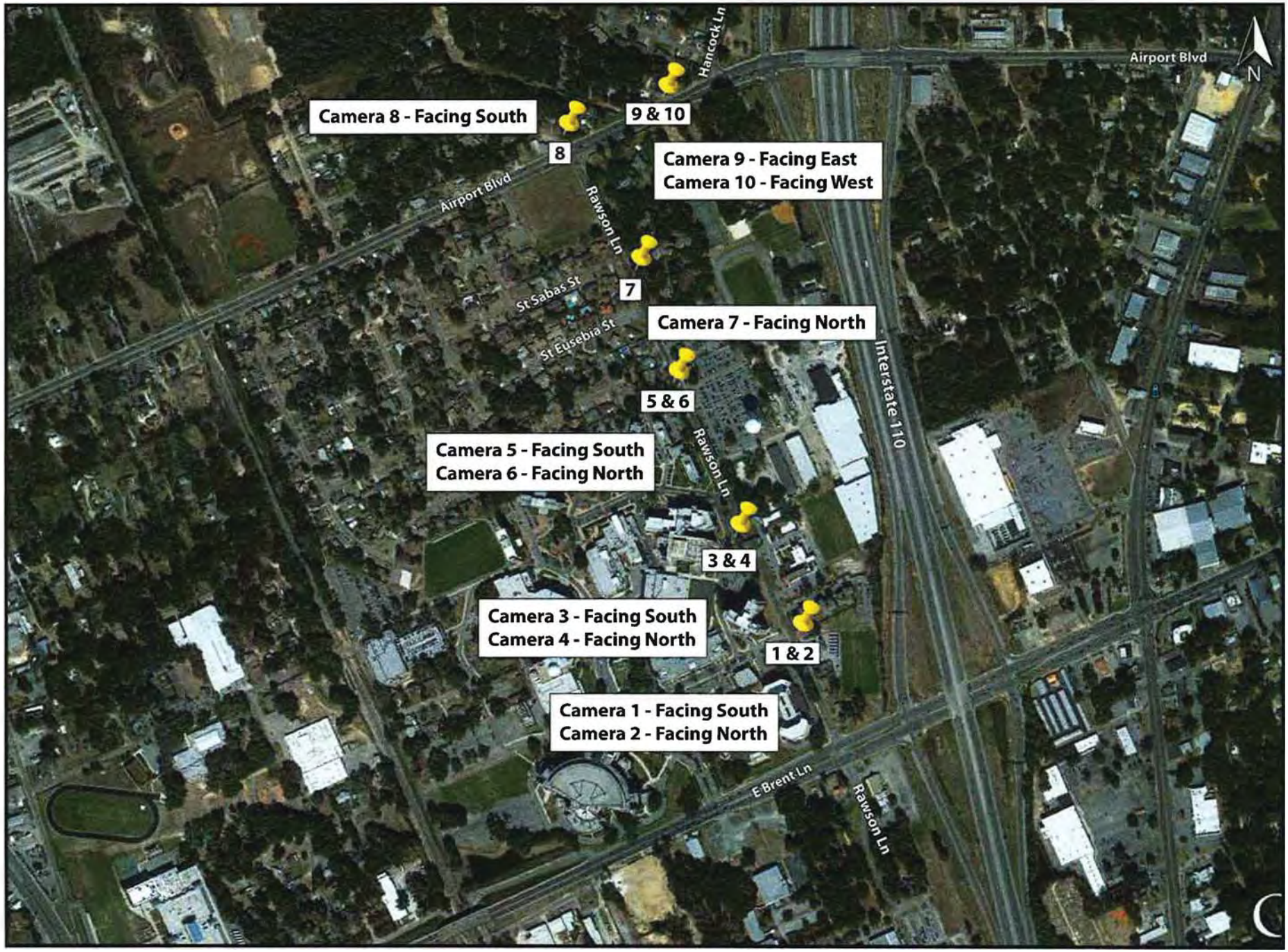
- Initial movement (eastbound left from Brent, westbound right from Brent, or northbound through from Rawson)
- PCC-related destination, for non-cut-through trips
- Movement at end of cut-through trip (northbound left into Norwood subdivision using St. Eusebia or St. Sabas, or northbound left, through or right at Airport Boulevard). For northbound rights at Airport, the trip was further tracked to determine if its destination was Hancock Lane.

Similarly, for each vehicle accessing southbound Rawson Lane at Airport Boulevard or from Norwood subdivision, the following was noted:

- Initial movement (eastbound right from Airport Boulevard, westbound left from Airport Boulevard, southbound through from Rawson, or eastbound right from Norwood subdivision using St. Eusebia or St. Sabas). For westbound lefts from Airport Boulevard, the trip was further tracked to determine if its origin was Hancock Lane.
- PCC-related destination, for non-cut-through trips
- Movement at end of cut-through trip (southbound left, through or right at Brent Lane).

It should be noted that this study did not track internal PCC trips (those trips beginning and ending at a PCC-related location). The focus was to identify and examine Non-PCC related cut-through trips. For trips with an origin outside PCC and a destination within PCC, the destinations were logged for informational purposes only.

FIGURE 2
Location of Video Cameras for Vehicle Tracking



The vehicle tracking information was compiled by hour, from 7:00am to 7:00pm. **Table 1** summarizes by hour the number of trips accessing Rawson Lane at each end point, and the number and percentage of cut-through trips. In the southbound direction, there were a total of 1881 vehicles in the 12-hour period, with 913 cut-throughs. In the northbound direction, there were a total of 1256 vehicles in the 12-hour period, with 723 cut-throughs.

TABLE 1
Cut-Through Trips by Direction, by Hour

	Entering Rawson SB (from Airport Blvd or Norwood)			Entering Rawson NB (from Brent Lane)		
	SB Total	SB Cut-Thru	% Cut-Thru	NB Total	NB Cut-Thru	% Cut-Thru
7-8am	309	147	47.6%	73	34	46.6%
8-9am	116	50	43.1%	68	48	70.6%
9-10am	74	28	37.8%	69	46	66.7%
10-11am	96	29	30.2%	80	46	57.5%
11am-12pm	122	60	49.2%	81	43	53.1%
12-1pm	171	67	39.2%	84	52	61.9%
1-2pm	140	66	47.1%	112	67	59.8%
2-3pm	138	72	52.2%	106	60	56.6%
3-4pm	161	74	46.0%	141	65	46.1%
4-5pm	198	99	50.0%	162	83	51.2%
5-6pm	187	96	51.3%	153	90	58.8%
6-7pm	169	125	74.0%	127	89	70.1%
TOTAL	**1881**	**913**	**48.5%**	**1256**	**723**	**57.6%**

Appendix A contains figures showing a more detailed breakdown of the cut-through trip patterns for each hour from 7:00am to 7:00pm. A summary of the hourly numbers of PCC-related trips accessing Rawson Lane at each end point and their destinations within PCC is provided in **Appendix B**.

IV. Turning Movement Counts

Turning movements were counted from the video for the 12 hours not otherwise covered by the Vehicle Tracking task (7:00pm to 7:00am), for the intersections of Brent Lane/Rawson Lane, Airport Boulevard/Rawson Lane, Rawson Lane/St. Eusebia, and Rawson Lane/St. Sabas. Summaries of the hourly turning volumes at each intersection are presented in **Appendix C**.

V. Travel Time

In order to determine the impact of the potential closure of Rawson Lane on the traveling public, travel time runs were conducted for known patterns of cut-through trips using Rawson Lane, and for alternative routes using the Interstate 110 access roads between Brent Lane and Airport Boulevard. The completion and analysis of the travel time runs included the following steps:

- Developed travel routes that encompassed observed patterns of cut-through trips and corresponding alternate routes using Interstate 110 access roads
- Conducted travel time runs for appropriate timeframes during the 12-hour period
- Calculated average travel times for each route (and corresponding I-110 alternate route) by direction and timeframe
- Applied the calculated average travel time to the appropriate volume of cut-through traffic for each route pattern, by hour
- Calculated total travel time for cut-through trips currently using Rawson Lane, and for post-closure conditions (with all cut-through trips using the alternate I-110 access routes), and determined the net increase or decrease in total travel time

1. Routes

Based on the detailed information on route origins and destinations in **Appendix A**, calculations showed that a strong majority (74%) of all cut-throughs in the 12-hour period are utilizing a route from Airport Boulevard east of Rawson Lane to Brent Lane west of Rawson Lane (and the reverse, from Brent Lane west of Rawson Lane to Airport Boulevard east of Rawson Lane). This route is designated as **Northeast–Southwest (NE-SW)**.

The second-most popular route for cut-through trips, with 13% of the 12-hour total, is from Airport Boulevard west of Rawson Lane to Brent Lane east of Rawson Lane (and the reverse, from Brent Lane east of Rawson Lane to Airport Boulevard west of Rawson Lane). This route is designated as **Northwest–Southeast (NW-SE)**.

Figure 3 presents the location of control points used for the travel time runs. The control points help to define the routes and provide locations from which to derive travel times for appropriate segments within each route. Control Points A, B, C and D represent the end points of routes, and Control Points 1 through 9 represent signalized intersections and other important points within the routes. The specific locations of the control points are:

A – Airport Boulevard at St. Amatus Road
B – Airport Boulevard between I-110 and Davis Highway (at west end of hatched area)
C – Brent Lane at middle of bridge over railroad
D – Brent Lane midway between I-110 and Davis Highway
1 – Airport Boulevard at Rawson Lane
2 – Airport Boulevard at Hancock Lane
3 – Airport Boulevard at I-110 southbound ramps
4 – Airport Boulevard at I-110 northbound ramps
5 – Rawson Lane at St. Eusebia Street
6 – Brent Lane at PCC Main Entrance
7 – Brent Lane at Rawson Lane
8 – Brent Lane at I-110 southbound ramps
9 – Brent Lane at I-110 northbound ramps

The NE-SW and NW-SE routes are shown in **Figure 4**. These are the routes for which travel time runs were conducted, along with corresponding I-110 alternate routes. For other observed cut-through patterns, including **Northeast-Southeast (NE-SE)** and **Northwest-Southwest (NW-SW)**, travel times were derived from the applicable segments of the NE-SW and NW-SE runs.

Figures 5 through 8 present each route pattern and its corresponding I-110 alternative. The figures also show the specific subsets of each route for which travel times were calculated (the portions where the Rawson Lane and I-110 routes do not overlap, enabling a direct comparison of deviation in travel times).

Table 2 provides a breakdown of cut-through trips by route by hour. These are the volumes to which the average travel times will be applied to calculate total travel time.

FIGURE 3
Control Points for Travel Time Runs

FIGURE 4
Northeast-Southwest Route and Northwest-Southeast Route

FIGURE 5
Northeast-Southwest Route and I-110 Alternatives

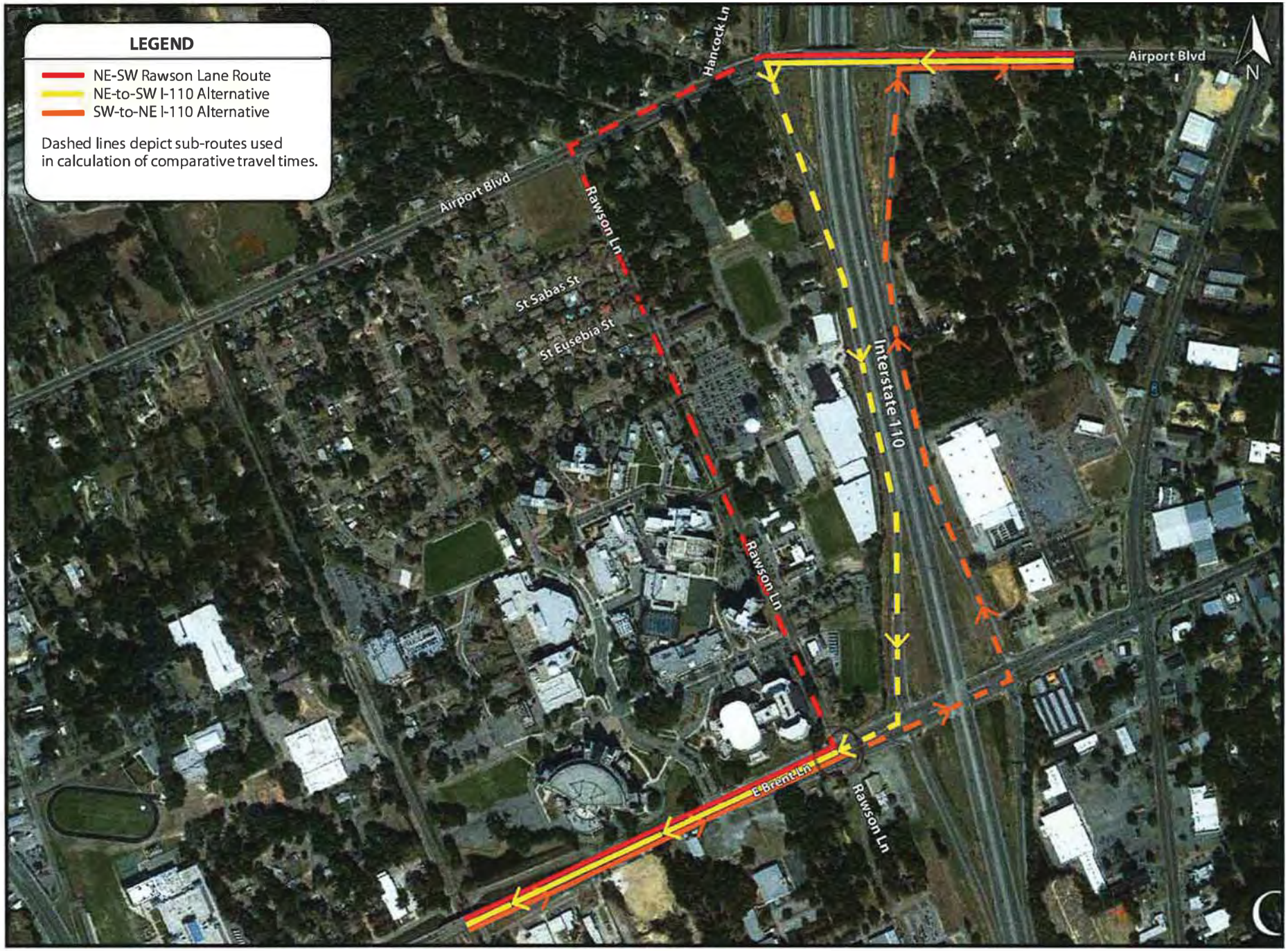


FIGURE 6
Northwest-Southeast Route and I-110 Alternatives

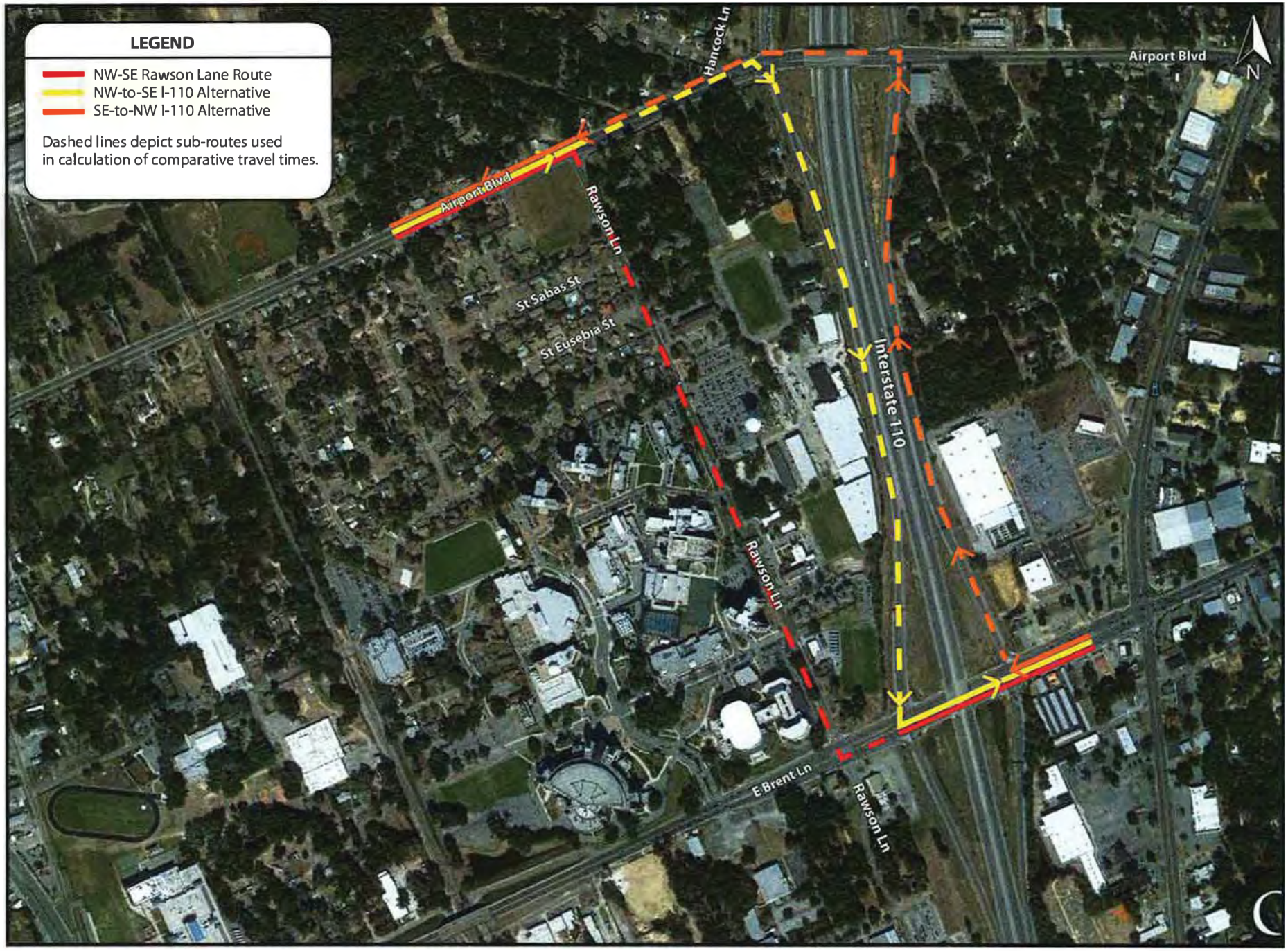


FIGURE 7
Northeast-Southeast Route and I-110 Alternatives

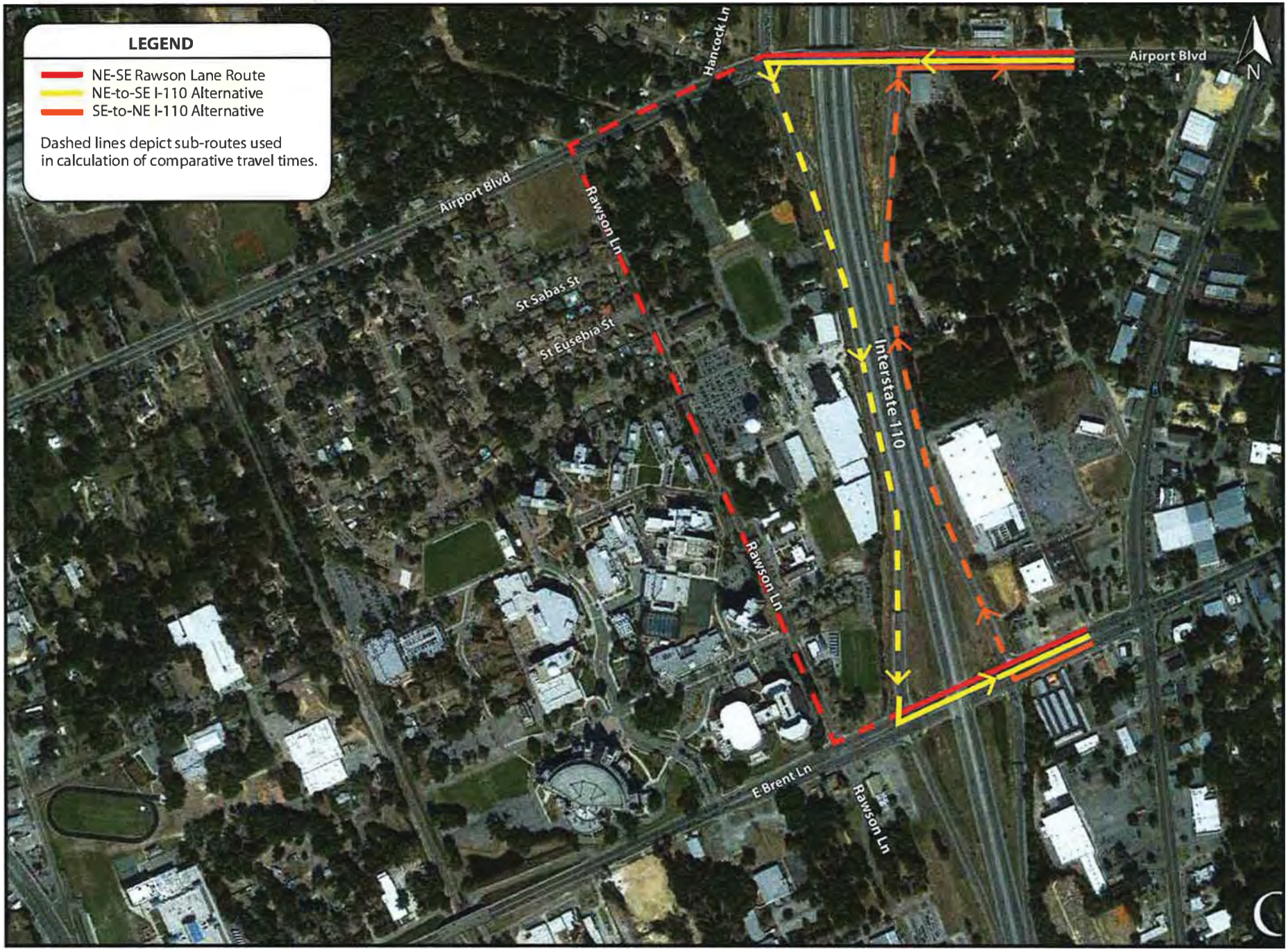


FIGURE 8
Northwest-Southwest Route and I-110 Alternatives

TABLE 2
Cut-Through Trips by Route by Hour

	7:00-8:00am	8:0 09:00am	9:00-10:00am	10:00-11:00am	11:00am-12:00pm	12:00-1:00pm	1:00-2:00pm	2:00-3:00pm	3:00-4:00pm	4:00-5:00pm	5:00-6:00pm	6:00-7:00pm	TOTAL	Percent
NE-SW Route														
NE to SW	88	28	12	15	40	39	40	48	46	66	62	77	561	34.3%
Norwood to SW	32	3	1	2	3	6	2	5	5	12	4	29	104	6.4%
SW to Norwood	2	3	4	1	0	6	4	3	2	8	13	12	58	3.5%
Hancock to SW	9	6	4	5	5	3	5	7	8	5	5	3	65	4.0%
SW to Hancock	1	2	1	2	1	1	1	2	2	2	3	2	20	1.2%
SW to NE	23	36	34	33	27	27	37	25	30	38	37	54	401	24.5%
Subtotal	155	78	56	58	76	82	89	90	93	131	124	177	1209	73.9%
SE-NW Route														
SE to NW	2	0	1	4	5	3	3	5	8	4	7	4	46	2.8%
SE to Norwood	2	1	2	1	6	5	10	14	7	12	14	11	85	5.2%
Norwood to SE	2	0	2	3	6	4	8	4	3	5	8	9	54	3.3%
Hancock to SE	1	0	0	0	0	0	0	1	1	1	0	0	4	0.2%
SE to Hancock	0	1	1	1	0	1	0	0	0	1	2	0	7	0.4%
NW to SE	4	1	2	1	1	0	2	3	3	1	1	1	20	1.2%
Subtotal	11	3	8	10	18	13	23	27	22	24	32	25	216	13.2%
NE-SE Route														
NE to SE	1	3	1	2	3	4	2	1	2	4	7	2	32	2.0%
SE to NE	4	1	2	0	3	3	4	2	10	9	9	4	51	3.1%
Subtotal	5	4	3	2	6	7	6	3	12	13	16	6	83	5.1%
NW-SW Route														
NW to SW	6	4	3	1	1	7	0	2	4	3	9	4	44	2.7%
SW to NW	0	2	0	0	0	1	2	3	4	6	3	1	22	1.3%
Subtotal	6	6	3	1	1	8	2	5	8	9	12	5	66	4.0%
Other Cut-Throughs														
NE to Rawson s. of Brent	1	0	1	0	1	4	3	0	0	0	0	0	10	0.6%
NW to Rawson s. of Brent	1	3	2	0	0	0	3	0	0	0	0	0	9	0.6%
From Rawson n. of Airport	2	2	0	0	0	0	1	1	2	2	0	0	10	0.6%
SE to Rawson n. of Airport	0	0	1	0	0	0	1	1	0	0	0	0	3	0.2%
SW to Rawson n. of Airport	0	0	0	0	0	0	2	0	0	0	0	0	2	0.1%
From Rawson s. of Brent	0	2	0	4	1	5	3	5	2	3	2	1	28	1.7%
Subtotal	4	7	4	4	2	9	13	7	4	5	2	1	62	3.8%
TOTAL	181	98	74	75	103	119	133	132	139	182	186	214	1636	

2. Travel Time Runs

The travel time runs were conducted consistent with Chapter 13 of the FDOT Manual on Uniform Traffic Studies (MUTS). The "Average Car" method was used, with the two test vehicles driving at or near the average speed of the traffic stream. The test vehicles operated concurrently, with one running a Rawson Lane cut-through route and the other running the corresponding I-110 alternative for that route. Each driver utilized a tablet computer loaded with the Travel Time and Delay Studies program (an application developed by Afemas, LLC). For each travel time run, the driver would press a button on the tablet corresponding to a control point for the route, and the program would provide a timestamp for the control point. For signalized intersections, the timestamp was entered as the vehicle cleared the intersection.

As noted above, travel time runs were conducted for the NE-SW and NW-SE routes and their I-110 alternatives (see **Figures 5 and 6**). Timeframes were determined by reviewing FDOT 24-hour traffic counts on Airport Boulevard (Site 485283, west of Hancock Lane) and on Brent Lane (Site 484039, east of US 29), and noting peak hours and off-peak times. Specific travel time runs conducted and associated timeframes were as follow:

NE-SW Route (both the northeast-to-southwest direction and southwest-to-northeast direction)
Wednesday, April 20 – Midday (12:00 – 1:00pm), PM off-peak (2:00 – 3:00pm) and PM peak (4:30 – 5:30pm)
Thursday, April 21 – AM peak (7:15 – 8:15am) and AM off-peak (9:30 – 10:30am)
Tuesday, April 26 – Post PM peak (6:00 – 7:00pm)

NW-SE Route (both the northwest-to-southeast direction and southeast-to-northwest direction)
Thursday, April 21 – Midday (12:00 – 1:00pm), PM off-peak (2:00 – 3:00pm) and PM peak (4:30 – 5:30pm)
Friday, April 22 – AM peak (7:15 – 8:15am) and AM off-peak (9:30 – 10:30am)
Monday, April 25 – Post PM peak (6:00 – 7:00pm)

Within each hour noted above, the goal was to complete six travel time runs in each direction, for each Rawson Lane route and its I-110 alternative. In many cases, seven runs were completed. In three instances (NE-SW Route for Post PM peak hour, and NW-SE Route for AM off-peak and PM peak hours), only five runs were completed. An overall total of 150 round trip travel time runs, or 300 single direction runs, were completed.

Sample size for travel time runs is dependent on desired error ranges and confidence levels. Based on Table 13-1 in the MUTS, economic evaluations should strive for a permitted error range of two to four miles per hour. For this study, due to time constraints, the high end of that range was targeted. Figure 13-1 in the MUTS shows the number of runs needed to achieve specific confidence levels, based on the difference between the highest and lowest average speeds of the runs. For instance, assuming six runs, the 95% confidence level (with a permitted error range of four miles per hour) would be reached if the average speeds for fastest and slowest runs were within seven miles per hour. At the 85% confidence level, this range would need to be 14 miles per hour.

For the route patterns with the largest number of cut-throughs (NE-to-SW and SW-to-NE), the range for the 85% confidence level is generally met, with the exception of the I-110 runs for NE-to-SW in the AM peak hour and midday timeframes. For these hours, there were outlier runs where significant delay occurred at a traffic signal, resulting in average travel times that are somewhat skewed. Considering the relatively short length of the segments and the presence of several traffic signals, this is to be expected. Such skewing occurred more frequently for some of the other route patterns, but the volume of cut-through trips using these routes was relatively low.

3. Calculation of Travel Times

Appendix D presents summaries of the travel time runs, with the timestamp for each control point. This data was used to calculate total travel time and average travel speed for the individual runs conducted for each route (specifically, the subsets of each route providing direct comparisons of Rawson Lane and I-110 alternatives, as previously discussed). These calculations also identify the portions of the routes related to Norwood subdivision and Hancock Lane trips. **Appendix E** presents the results of these calculations. The travel times for each run were then averaged for each hour, by direction of travel. **Table 3** presents the average travel times by route, by timeframe, for each Rawson Lane route and corresponding I-110 alternative.

These average travel times were then applied to the number of cut-through trips for each route pattern within each hour from 7:00am to 7:00pm. Because travel time runs were not done for all of

the twelve hours for which cut through trips were observed and calculated, average travel times were applied as follows, based on review of available count data:

Travel Time Data	Applicable Hours of Cut-Through Trip Data
AM Peak Hour	7:00 to 8:00am
AM Off-Peak	8:00am to 12:00pm
Midday	12:00 to 2:00pm
PM Off-Peak	2:00 to 3:00pm
PM Peak Hour	3:00 to 6:00pm
Post PM Peak	6:00 to 7:00pm

TABLE 3
Average Travel Time by Route Alternative, by Timeframe

	AVERAGE TRAVEL TIME (SECONDS)											
	AM Peak		AM Off-Peak		Midday		PM Off-Peak		PM Peak		Post PM Peak	
NE-SW Route	Rawson	I-110	Rawson	I-110	Rawson	I-110	Rawson	I-110	Rawson	I-110	Rawson	I-110
NE to SW	127	90	115	72	130	100	120	77	119	73	114	72
Norwood to SW	68	158	65	158	81	163	69	142	71	145	64	131
SW to Norwood	60	248	58	230	62	273	59	242	62	271	59	226
Hancock to SW	122	103	110	107	125	115	112	98	113	88	107	78
SW to Hancock	114	189	108	215	109	229	105	189	118	230	113	191
SW to NE	153	175	154	194	136	210	139	167	149	209	134	159
NW-SE Route												
SE to NW	164	143	128	158	122	140	107	128	142	111	111	141
SE to Norwood	137	176	89	182	87	163	86	154	120	142	86	161
Norwood to SE	111	165	176	170	155	186	109	164	165	228	167	211
Hancock to SE	184	122	219	100	200	126	165	135	236	191	222	167
SE to Hancock	155	138	148	142	137	125	122	121	130	96	125	126
NW to SE	136	142	198	123	178	147	132	142	197	206	188	184
NE-SE Route												
NE to SE	180	116	164	90	187	118	170	116	236	182	230	159
SE to NE	224	92	209	111	182	96	162	91	210	66	161	98
NW-SW Route												
NW to SW	87	162	153	140	122	167	87	157	132	214	123	191
SW to NW	88	219	100	241	100	254	82	206	85	239	88	203
Other Cut-Throughs												
NE to Rawson s. of Brent	141	126	130	113	144	143	133	131	133	124	129	117
NW to Rawson s. of Brent	87	162	153	140	122	167	87	157	132	214	123	191
From Rawson n. of Airport	141	126	130	113	144	143	133	131	133	124	129	117
SE to Rawson n. of Airport	164	143	128	158	122	140	107	128	142	111	111	141
SW to Rawson n. of Airport	88	219	100	241	100	254	82	206	85	239	88	203
From Rawson s. of Brent	153	175	154	194	136	210	139	167	149	209	134	159

Appendix F presents the application of the average travel time data to the hourly cut-through trips, resulting in total travel times for Rawson Lane cut-through trips and for I-110 alternative route cut-through trips, for the 12-hour period from 7:00am to 7:00pm. This information is summarized in **Table 4**. As the table shows, the 12-hour total travel time for existing cut-through trips using Rawson Lane is 57.7 hours, and the total travel time when shifted to I-110 is 63.7 hours. The closure of Rawson Lane would therefore result in an **estimated increase of 6 hours of accumulated travel time for all cut-through trips from 7:00am to 7:00pm during weekday travel conditions**.

4. Estimation of Cut-Through Trips and Travel Time for 7:00 PM to 7:00 AM Timeframe

In order to estimate cut-through trips and associated travel times for the overnight hours from 7:00pm to 7:00am, it was necessary to make assumptions regarding the number of cut-throughs, the route usage, and the average travel times. The number of cut-throughs was estimated for each hour by reviewing the 24-hour turning movement counts for entering and exiting vehicles at each intersection, and making professional judgments regarding how many were potential cut-throughs. Route usage could be similarly estimated based on turning movements. For average travel times, the approach taken was to select the lowest average travel time occurring for each route during the lowest daytime hour, and to apply these times to all hours for the associated routes from 7:00pm to 7:00am. This is a conservative assumption reflecting the fact that traffic volumes are considerably lower after 7:00pm, but also recognizing that delays will still occur at traffic signals. The calculations using these assumptions are shown in **Appendix G**. **Table 5** summarizes the results of the calculations. The use of I-110 by all cut-through trips would increase the total travel time by an estimated 0.2 hours during the evening/overnight timeframe. **For the 24-hour period, the estimated increase in travel time would therefore be 6.2 hours.**

TABLE 4
Total Travel Times for All Rawson Routes and I-110 Alternatives
7:00am - 7:00pm

Hour	Total Travel Time				Difference in Travel Time	
	All Rawson Routes		All I-110 Alternatives			
	Seconds	Hours	Seconds	Hours	Seconds	Hours
7-8am	21863	6.1	22267	6.2	404	0.1
8-9am	12984	3.6	14140	3.9	1156	0.3
9-10am	10268	2.9	11714	3.3	1446	0.4
10-11am	10333	2.9	11678	3.2	1345	0.4
11am-12pm	13595	3.8	13417	3.7	-178	0.0
12-1pm	15146	4.2	18669	5.2	3523	1.0
1-2pm	17182	4.8	21303	5.9	4121	1.1
2-3pm	15336	4.3	16708	4.6	1372	0.4
3-4pm	18865	5.2	18936	5.3	71	0.0
4-5pm	23514	6.5	25622	7.1	2108	0.6
5-6pm	24634	6.8	27408	7.6	2774	0.8
6-7pm	24024	6.7	27511	7.6	3487	1.0
TOTAL	**207744**	**57.7**	**229373**	**63.7**	**21629**	**6.0**

TABLE 5
Total Travel Times for All Rawson Routes and I-110 Alternatives
7:00pm - 7:00am

Hour	Total Travel Time				Difference in Travel Time	
	All Rawson Routes		All I-110 Alternatives			
	Seconds	Hours	Seconds	Hours	Seconds	Hours
7-8pm	18271	5.1	20084	5.6	1813	0.5
8-9pm	15772	4.4	16318	4.5	546	0.2
9-10pm	11883	3.3	12204	3.4	321	0.1
10-11pm	10081	2.8	9322	2.6	-759	-0.2
11pm-12am	3611	1.0	3036	0.8	-575	-0.2
12-1am	1401	0.4	1080	0.3	-321	-0.1
1-2am	972	0.3	837	0.2	-135	0.0
2-3am	804	0.2	669	0.2	-135	0.0
3-4am	764	0.2	780	0.2	16	0.0
4-5am	1266	0.4	1511	0.4	245	0.1
5-6am	2622	0.7	2354	0.7	-268	-0.1
6-7am	10380	2.9	10445	2.9	65	0.0
TOTAL	**77827**	**21.6**	**78640**	**21.8**	**813**	**0.2**

VI. Economic Cost of Delay

The economic cost of the increase in total travel time in the event that Rawson Lane was closed to traffic not associated with Pensacola Christian College was estimated using The Value of Travel Time Savings: Departmental Guidance for Conducting Economic Evaluations, a memorandum produced by the US Department of Transportation (September 2011). The memorandum synthesized various research efforts regarding the value of travel time and recommended for local personal travel (including commuting to and from work), the value of travel time is equal to 50% of the hourly median household income. The national median household income used in the memorandum was $49,777 (for 2009), which equated to a travel time value of $12 per hour of travel time.

These numbers were adjusted slightly for the Pensacola area. Based on the 2014 American Community Survey conducted by the US Census Bureau, the median household income in the City of Pensacola is $46,424. This equates to $22.32 per hour. Half of this figure equals $11.16, the locally adjusted cost of travel time. This value is per person in the vehicle, so it must be multiplied by vehicle occupancy to obtain the total cost per vehicle. Assuming a vehicle occupancy of 1.1 (the approximate occupancy for private vehicles in Florida, according to the National Center for Transit Research), the estimated value of travel time for local personal travel in the Pensacola area is $12.25 per hour.

Application of this figure to the 6.2 hours of increased travel time per day attributable to the potential closure of Rawson Lane results in a value of $76 per day, or approximately $27,740 per year.

Note: Weekend data on cut-through volumes and travel times was not available. It was conservatively assumed that although traffic volumes are likely lower on weekends, cut-through percentages may be higher, so the overall travel time on weekend days is likely to be somewhat similar to that for weekdays. The daily travel time value figure was therefore multiplied by 365 to obtain the annual figure of $27,740.

APPENDIX A

ORIGIN AND DESTINATION OF CUT-THROUGH TRIPS BY HOUR

Origin and Destination of Cut-Through Trips
7:00 - 8:00 am

SB RAWSON	
TOTAL	2
CUT THRU	2
TO BRENT EB	1
TO BRENT WB	1
TO RAWSON SB	0

HANCOCK	
TOTAL	11
CUT THRU	11
TO BRENT EB	1
TO BRENT WB	9
TO RAWSON SB	1

EB AIRPORT	
TOTAL	45
CUT THRU	11
TO BRENT EB	4
TO BRENT WB	6
TO RAWSON SB	1

WB AIRPORT	
TOTAL	186
CUT THRU	89
TO BRENT EB	1
TO BRENT WB	88
TO RAWSON SB	0

ST SABAS	
TOTAL	33
CUT THRU	19
TO BRENT EB	2
TO BRENT WB	17
TO RAWSON SB	0

14 PCC

ST EUSEBIA	
TOTAL	32
CUT THRU	15
TO BRENT EB	0
TO BRENT WB	15
TO RAWSON SB	0

17 PCC

RAWSON LANE

EB BRENT	
TOTAL	50
CUT THRU	26
TO ST EUSEBIA	2
TO ST SABAS	0
TO AIRPORT EB	23
TO AIRPORT WB	0
TO RAWSON NB	0
TO HANCOCK	1

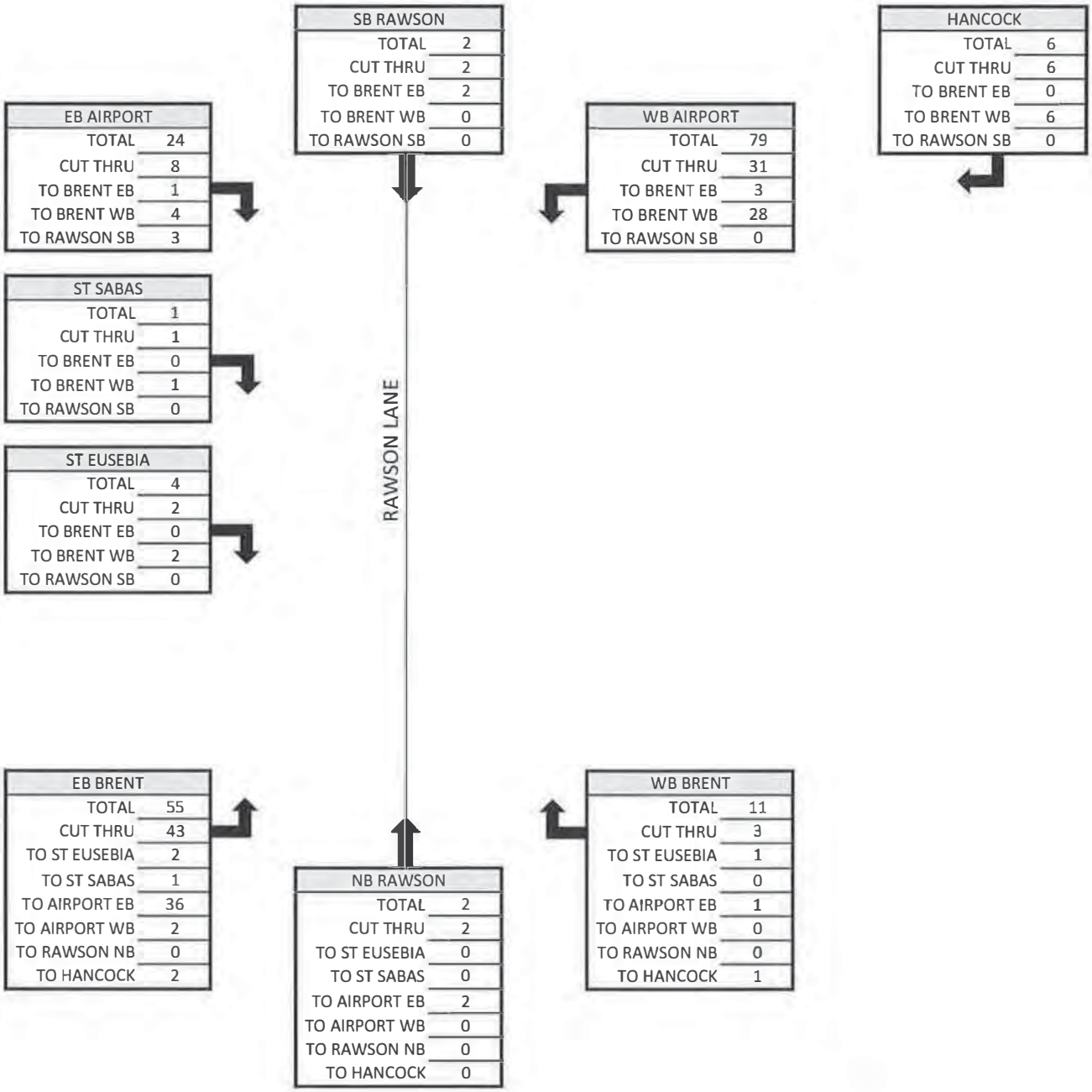
24 PCC

NB RAWSON	
TOTAL	0
CUT THRU	0
TO ST EUSEBIA	0
TO ST SABAS	0
TO AIRPORT EB	0
TO AIRPORT WB	0
TO RAWSON NB	0
TO HANCOCK	0

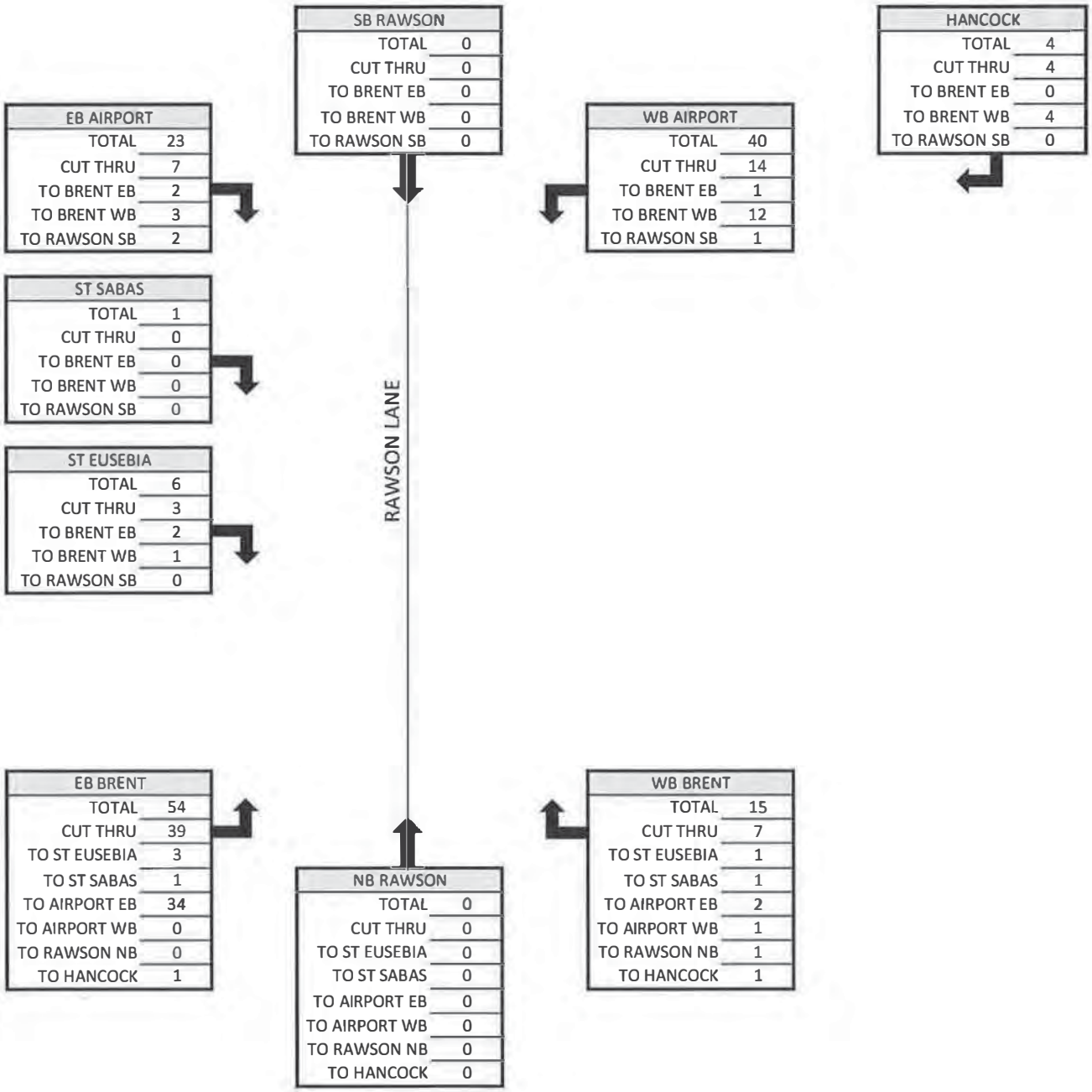
WB BRENT	
TOTAL	23
CUT THRU	8
TO ST EUSEBIA	0
TO ST SABAS	2
TO AIRPORT EB	4
TO AIRPORT WB	2
TO RAWSON NB	0
TO HANCOCK	0

15 PCC

Origin and Destination of Cut-Through Trips
8:00 - 9:00 am



Origin and Destination of Cut-Through Trips
9:00 - 10:00 am



Origin and Destination of Cut-Through Trips
10:00 - 11:00 am

SB RAWSON	
TOTAL	0
CUT THRU	0
TO BRENT EB	0
TO BRENT WB	0
TO RAWSON SB	0

HANCOCK	
TOTAL	5
CUT THRU	5
TO BRENT EB	0
TO BRENT WB	5
TO RAWSON SB	0

EB AIRPORT	
TOTAL	27
CUT THRU	2
TO BRENT EB	1
TO BRENT WB	1
TO RAWSON SB	0

WB AIRPORT	
TOTAL	54
CUT THRU	17
TO BRENT EB	2
TO BRENT WB	15
TO RAWSON SB	0

ST SABAS	
TOTAL	4
CUT THRU	2
TO BRENT EB	1
TO BRENT WB	1
TO RAWSON SB	0

RAWSON LANE

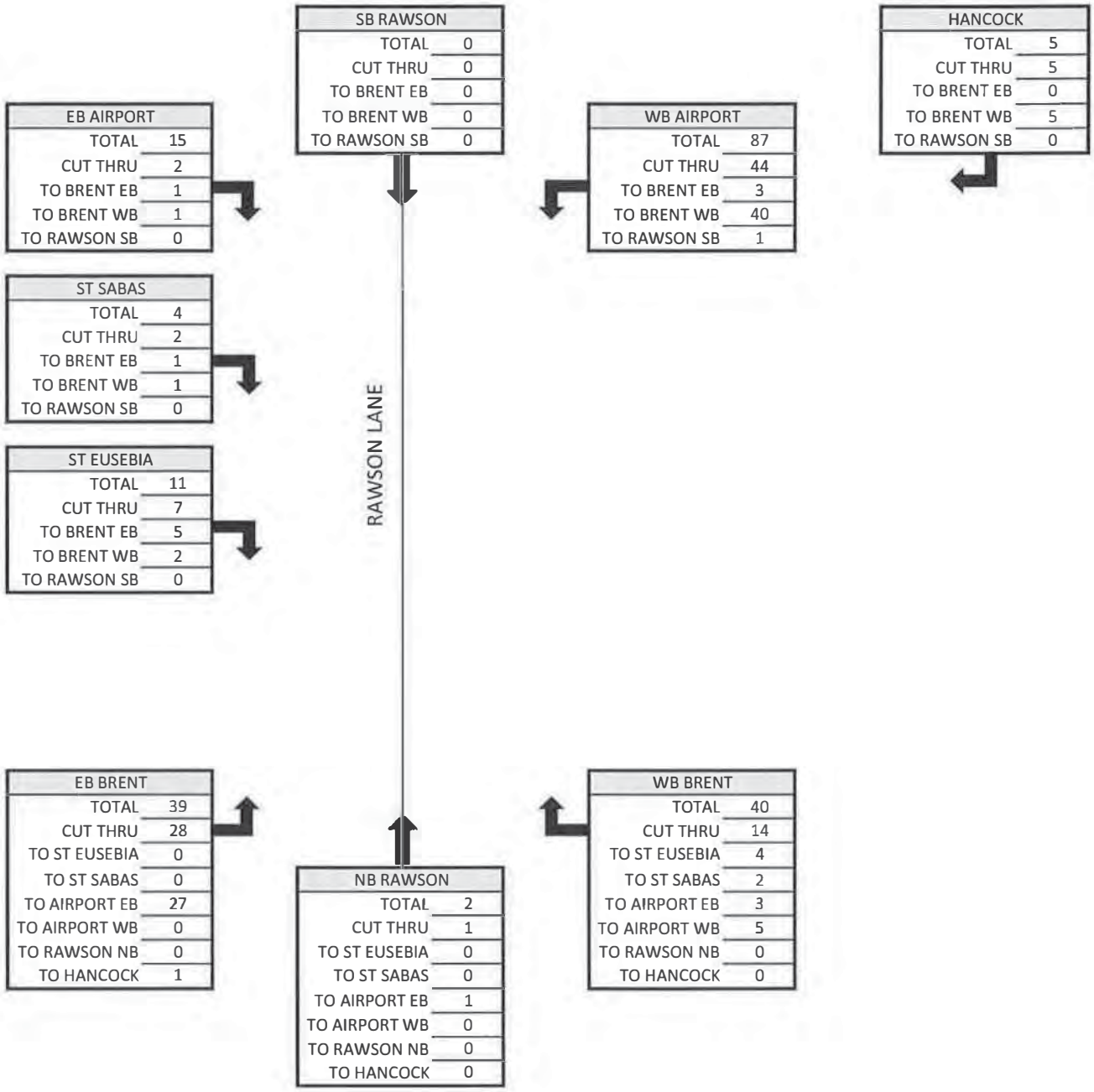
ST EUSEBIA	
TOTAL	6
CUT THRU	3
TO BRENT EB	2
TO BRENT WB	1
TO RAWSON SB	0

EB BRENT	
TOTAL	53
CUT THRU	36
TO ST EUSEBIA	0
TO ST SABAS	1
TO AIRPORT EB	33
TO AIRPORT WB	0
TO RAWSON NB	0
TO HANCOCK	2

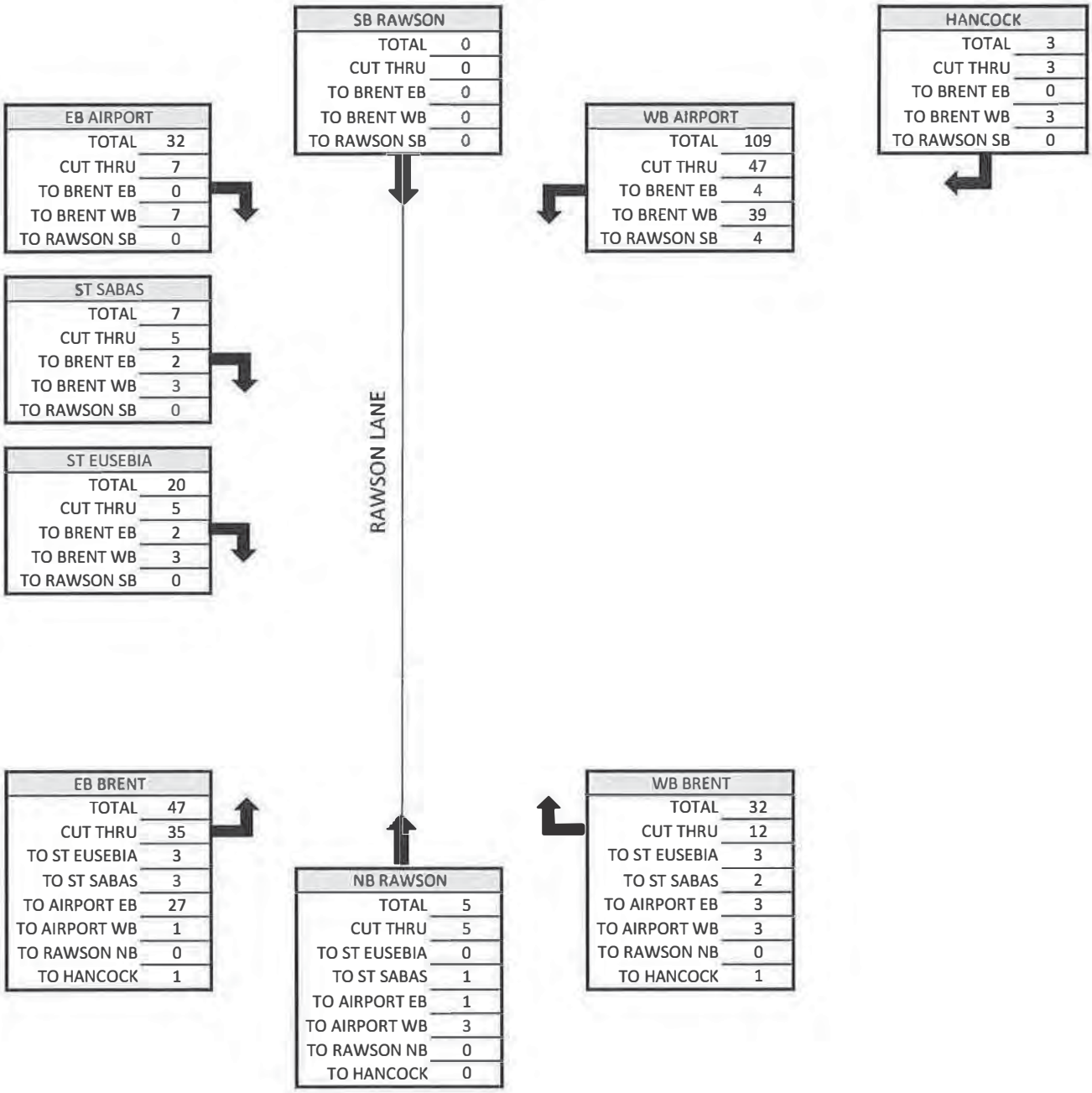
NB RAWSON	
TOTAL	6
CUT THRU	4
TO ST EUSEBIA	0
TO ST SABAS	0
TO AIRPORT EB	2
TO AIRPORT WB	2
TO RAWSON NB	0
TO HANCOCK	0

WB BRENT	
TOTAL	21
CUT THRU	6
TO ST EUSEBIA	1
TO ST SABAS	0
TO AIRPORT EB	0
TO AIRPORT WB	4
TO RAWSON NB	0
TO HANCOCK	1

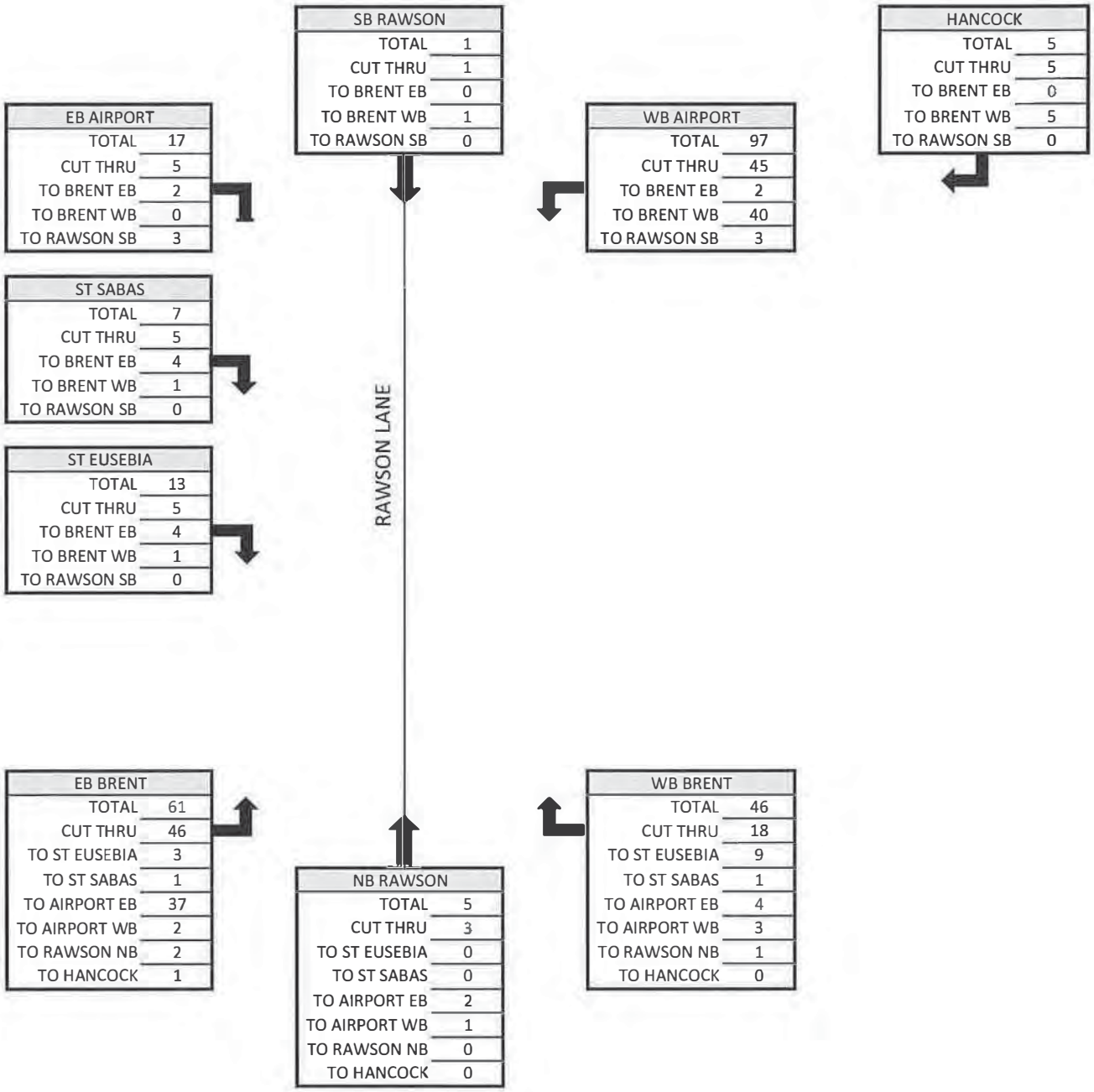
Origin and Destination of Cut-Through Trips
11:00 am - 12:00 pm



Origin and Destination of Cut-Through Trips
12:00 - 1:00 pm



Origin and Destination of Cut-Through Trips
1:00 - 2:00 pm



Origin and Destination of Cut-Through Trips
2:00 - 3:00 pm

SB RAWSON	
TOTAL	1
CUT THRU	1
TO BRENT EB	0
TO BRENT WB	1
TO RAWSON SB	0

HANCOCK	
TOTAL	8
CUT THRU	8
TO BRENT EB	1
TO BRENT WB	7
TO RAWSON SB	0

EB AIRPORT	
TOTAL	22
CUT THRU	5
TO BRENT EB	3
TO BRENT WB	2
TO RAWSON SB	0

WB AIRPORT	
TOTAL	92
CUT THRU	49
TO BRENT EB	1
TO BRENT WB	48
TO RAWSON SB	0

ST SABAS	
TOTAL	4
CUT THRU	3
TO BRENT EB	2
TO BRENT WB	1
TO RAWSON SB	0

RAWSON LANE

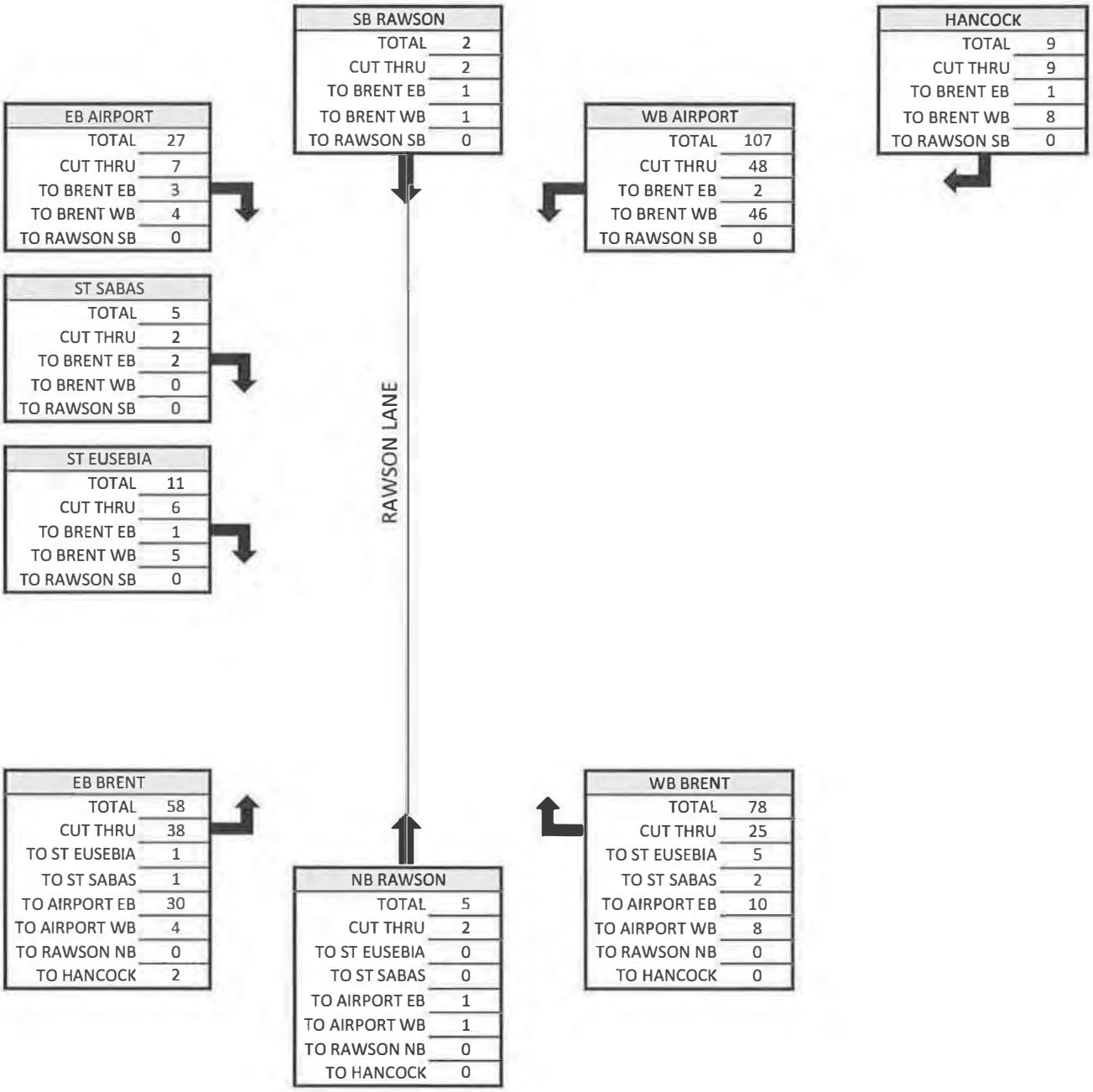
ST EUSEBIA	
TOTAL	11
CUT THRU	6
TO BRENT EB	2
TO BRENT WB	4
TO RAWSON SB	0

EB BRENT	
TOTAL	49
CUT THRU	33
TO ST EUSEBIA	1
TO ST SABAS	2
TO AIRPORT EB	25
TO AIRPORT WB	3
TO RAWSON NB	0
TO HANCOCK	2

NB RAWSON	
TOTAL	4
CUT THRU	5
TO ST EUSEBIA	0
TO ST SABAS	0
TO AIRPORT EB	3
TO AIRPORT WB	0
TO RAWSON NB	1
TO HANCOCK	1

WB BRENT	
TOTAL	53
CUT THRU	22
TO ST EUSEBIA	8
TO ST SABAS	6
TO AIRPORT EB	2
TO AIRPORT WB	5
TO RAWSON NB	1
TO HANCOCK	0

Origin and Destination of Cut-Through Trips
3:00 - 4:00 pm



Origin and Destination of Cut-Through Trips
4:00 - 5:00 pm

SB RAWSON	
TOTAL	2
CUT THRU	2
TO BRENT EB	1
TO BRENT WB	1
TO RAWSON SB	0

HANCOCK	
TOTAL	6
CUT THRU	6
TO BRENT EB	1
TO BRENT WB	5
TO RAWSON SB	0

EB AIRPORT	
TOTAL	24
CUT THRU	4
TO BRENT EB	1
TO BRENT WB	3
TO RAWSON SB	0

WB AIRPORT	
TOTAL	134
CUT THRU	70
TO BRENT EB	4
TO BRENT WB	66
TO RAWSON SB	0

RAWSON LANE

ST SABAS	
TOTAL	7
CUT THRU	4
TO BRENT EB	1
TO BRENT WB	3
TO RAWSON SB	0

3PCC

ST EUSEBIA	
TOTAL	25
CUT THRU	13
TO BRENT EB	4
TO BRENT WB	9
TO RAWSON SB	0

12PCC

59 PCC

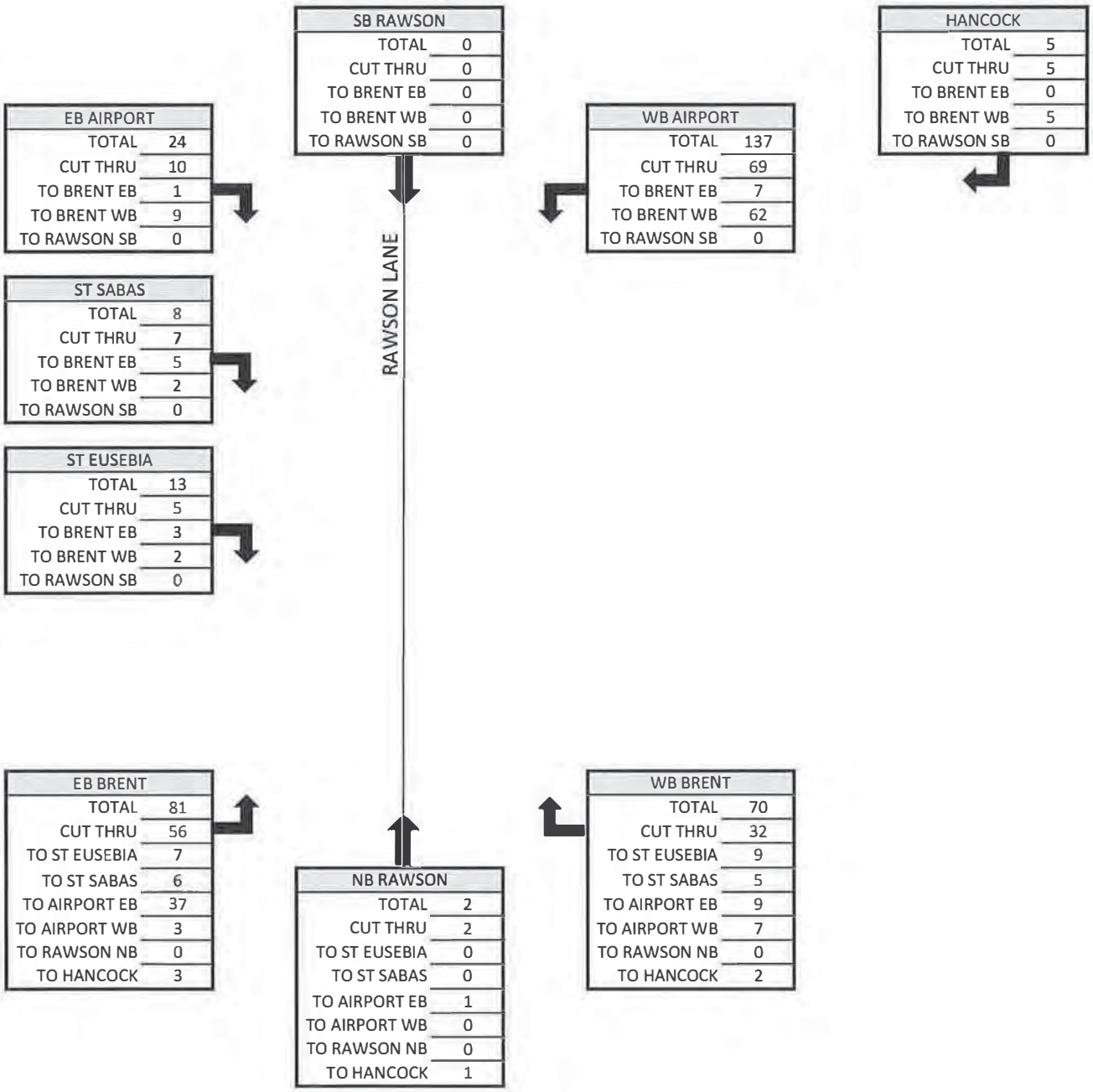
19 PCC

EB BRENT	
TOTAL	73
CUT THRU	54
TO ST EUSEBIA	6
TO ST SABAS	2
TO AIRPORT EB	38
TO AIRPORT WB	6
TO RAWSON NB	0
TO HANCOCK	2

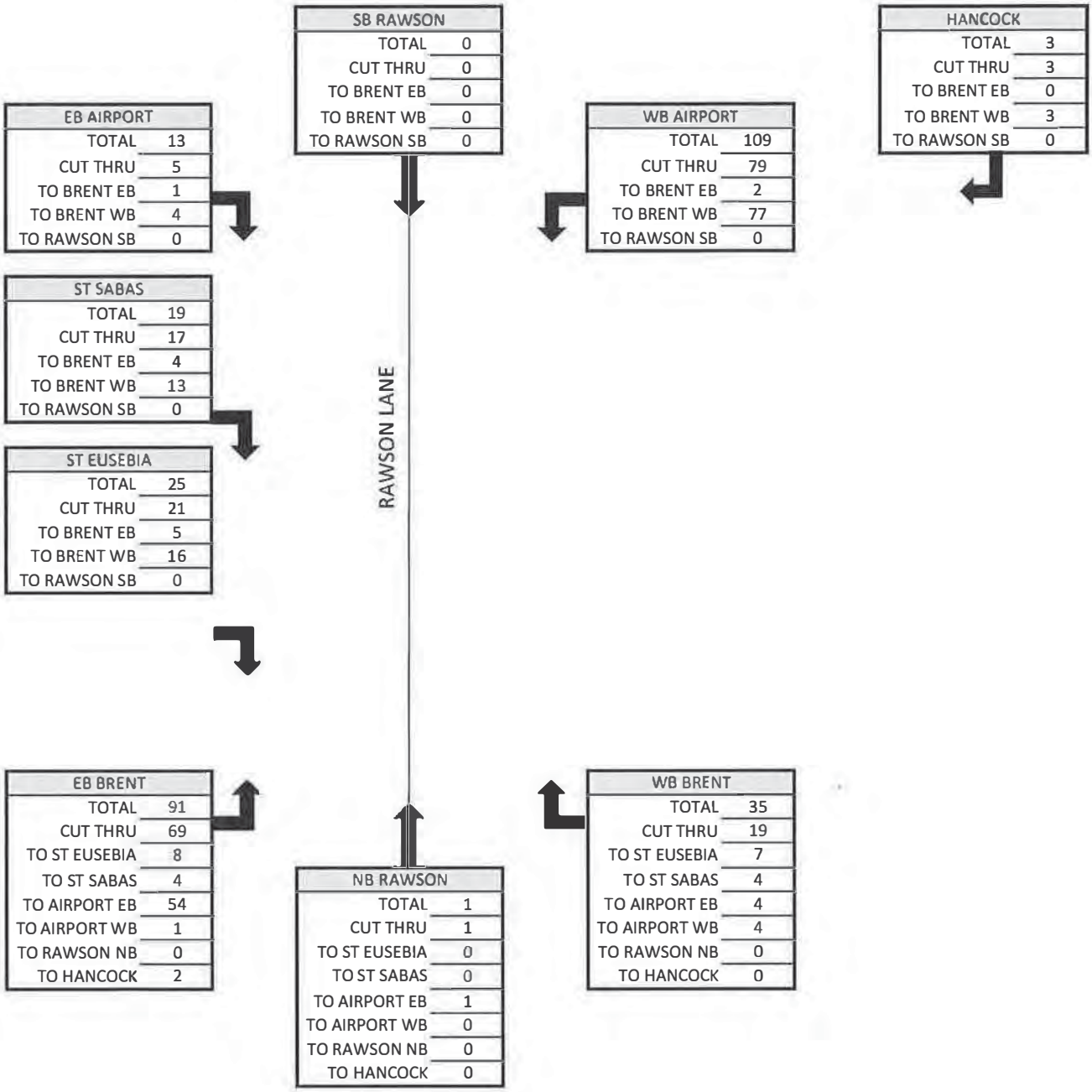
NB RAWSON	
TOTAL	4
CUT THRU	3
TO ST EUSEBIA	0
TO ST SABAS	0
TO AIRPORT EB	3
TO AIRPORT WB	0
TO RAWSON NB	0
TO HANCOCK	0

WB BRENT	
TOTAL	85
CUT THRU	26
TO ST EUSEBIA	5
TO ST SABAS	7
TO AIRPORT EB	9
TO AIRPORT WB	4
TO RAWSON NB	0
TO HANCOCK	1

Origin and Destination of Cut-Through Trips
5:00 - 6:00 pm



Origin and Destination of Cut-Through Trips
6:00 - 7:00 pm



Excerpts from the Florida-Alabama Transportation Planning Organization Congestion Management Study

CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 8 (I-10) (cont.)															
I-110 to Davis	Principal	6	Divided	0	0.520	Urbanized	(D)	2013	41,000	2004	72,000	C	(D)	3,545	C
Highway / SR 291	Arterial		55 MPH				111,800			2005	74,000	C	5,500	3,643	C
										2006	75,000	C		3,692	C
										2007	65,100	C		3,205	B
										2008	55,300	B		2,722	B
										2009	45,400	B		2,235	B
										2010	35,500	B		1,748	B
										2011	36,500	B		1,797	B
12.398-12.917									% of MV	2012	39,000	B		1,920	B
Roadway ID 48260000									36.67%	2014	41,000	B		2,018	B
Segment is on the Strategic Intermodal System									40.49%	2019	45,267	B		2,229	B
									44.70%	2024	49,979	B		2,460	B
Davis Highway / SR 291 to	Principal	4	Divided	0	3.630	Urbanized	(D)	2015	44,500	2004	41,242	B	(D)	2,030	B
Scenic Highway	Arterial		55 MPH				74,400	560 T	NA	2005	42,500	B	3,660	2,092	B
										2006	43,750	B		2,154	B
										2007	44,000	B		2,166	B
										2008	39,000	B		1,920	B
										2009	36,500	B		1,797	B
										2010	45,000	B		2,215	B
										2011	45,500	B		2,240	B
12.917-16.549									% of MV	2012	40,500	B		1,994	B
Roadway ID 48260000									59.81%	2014	44,500	B		2,191	B
Segment is on the Strategic Intermodal System		6	Divided	0	3.630	Urbanized	(D)		66.04%	2019	49,132	C		2,419	C
Count Station 560T added in 2004 reporting year.							111,800		72.91%	2024	54,245	C		2,670	C
Scenic Highway to	Principal	6	Divided	0	2.878	Urbanized	(D)	2015	44,500	2004	45,250	B	(D)	2,228	B
End of 6 lanes	Arterial		70 MPH				111,800	2001	49,000	2005	40,250	B	5,500	1,982	B
										2006	40,750	B		2,006	B
								Station		2007	43,500	B		2,142	B
								2001 is in		2008	41,250	B		2,031	B
								Santa Rosa		2009	41,750	B		2,055	B
								County		2010	47,500	B		2,338	B
										2011	44,500	B		2,191	B
0.000 - 2.878									% of MV	2012	42,500	B		2,092	B
Roadway ID 58002000									41.82%	2014	46,750	B		2,302	B
Segment is on the Strategic Intermodal System									46.17%	2019	51,616	B		2,541	B
									50.97%	2024	56,988	B		2,806	B

Updated 2015, using 2012 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 8A (I-110)															
Gregory/Chase Street to	Principal	4	Divided	0	1.600	Urbanized	(D)	2017	54,000	2004	45,500	B	(D)	2,240	B
Maxwell	Arterial		55 MPH				74,400	2018	41,500	2005	47,500	C	3,660	2,338	C
										2006	48,000	C		2,363	C
										2007	48,500	C		2,388	C
										2008	48,500	C		2,388	C
										2009	47,400	C		2,334	C
										2010	41,250	B		2,031	B
										2011	40,750	B		2,006	B
0.000-1.600									% of MV	2012	43,500	B		2,142	B
Roadway ID 48270000									64.18%	2014	47,750	C		2,351	C
Segment is on the Strategic Intermodal System									70.86%	2019	52,720	C		2,595	C
									78.24%	2024	58,207	C		2,866	C
Maxwell to Fairfield	Principal	6	Divided	0	1.070	Urbanized	(D)	2012	59,000	2004	56,500	B	(D)	2,781	B
	Arterial		55 MPH				111,800			2005	56,500	B	5,500	2,781	B
										2006	57,000	B		2,806	B
										2007	58,000	B		2,855	B
										2008	58,000	B		2,855	B
										2009	53,000	B		2,609	B
										2010	48,000	B		2,363	B
										2011	51,000	B		2,511	B
1.600-2.670									% of MV	2012	52,500	B		2,585	B
Roadway ID 48270000									52.77%	2014	59,000	B		2,905	B
Segment is on the Strategic Intermodal System									58.27%	2019	65,141	C		3,207	B
									64.33%	2024	71,921	C		3,541	C
Fairfield Drive / SR 295	Principal	6	Divided	0	1.230	Urbanized	(D)	2010	N/A	2004	56,000	B	(D)	2,757	B
to Brent Lane / SR 296	Arterial		55 MPH				111,800	368T	61,104	2005	56,000	B	5,500	2,757	B
										2006	57,000	B		2,806	B
										2007	58,000	B		2,855	B
										2008	58,000	B		2,855	B
										2009	56,300	B		2,772	B
										2010	54,500	B		2,683	B
										2011	52,000	B		2,560	B
2.670-3.900									% of MV	2012	56,500	B		2,781	B
Roadway ID 48270000									54.65%	2014	61,104	B		3,008	B
Segment is on the Strategic Intermodal System									60.34%	2019	67,464	C		3,321	B
									66.62%	2024	74,485	C		3,667	C

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SR 8A (I-110) (cont.)															
Brent Lane / SR 296	Principal	6	Divided	0	2.440	Urbanized	(D)	9924 T	NA	2004	58,250	B	(D)	2,868	B
to I-10 / SR 8	Arterial		55 MPH				111,800	2008	76,500	2005	59,500	B	5,500	2,929	B
										2006	61,500	B		3,028	B
										2007	61,500	B		3,028	B
										2008	61,500	B		3,028	B
										2009	61,800	B		3,042	B
										2010	62,000	C		3,052	B
										2011	62,500	C		3,077	B
3.900-6.341									% of MV	2012	67,000	C		3,298	B
Roadway ID 48270000									68.43%	2014	76,500	C		3,766	C
Segment is on the Strategic Intermodal System									75.55%	2019	84,462	C		4,158	C
									83.41%	2024	93,253	D		4,591	D*
SR 10 (US 90A)															
Nine Mile Road	Minor	2	Undivided	0	2.490	Trans.	(C)	48 T	5,015	2004	4,990	C	(C)	247	C
Alabama Line to SR 10-A /	Arterial		55 MPH				14,400	555	NA	2005	5,120	C	710	253	C
Mobile Highway										2006	4,992	C		247	C
										2007	4,887	C		242	C
										2008	4,600	C		228	C
										2009	4,731	C		234	C
										2010	4,774	C		236	C
										2011	4,789	C		237	C
0.000-2.485									% of MV	2012	4,902	C		243	C
Roadway ID 48010000									34.83%	2014	5,015	C		248	C
Segment contains additional lanes & is divided at the intersection of SR 10-A /									38.45%	2019	5,537	C		274	C
Mobile Highway.									42.45%	2024	6,113	C		303	C
SR 10-A / Mobile Hwy to	Minor	2	Undivided	0	1.795	Trans.	(C)	145	4,700	2004	4,600	B	(C)	228	B
FL-AL Urbanized Boundary	Arterial		55 MPH				17,300			2005	4,600	B	850	228	B
(west of Beulah Road)										2006	4,100	B		203	B
										2007	4,200	B		208	B
										2008	4,200	B		208	B
										2009	5,000	B		248	B
										2010	4,200	B		208	B
2.485-4.280										2011	4,500	B		223	B
Roadway ID 48010000									% of MV	2012	6,200	B		307	B
Segment contains additional lanes & is divided at the intersection of SR 10-A /									27.17%	2014	4,700	B		233	B
Mobile Highway.									30.00%	2019	5,189	B		257	B
									33.12%	2024	5,729	B		284	B

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SR 296															
Michigan Avenue &	Principal	4	Divided	4	3.570	Urbanized	(D)	5109	27,500	2004	31,700	C	(D)	1,598	C
Beverly Parkway	Arterial		40 MPH				39,800	5080	32,500	2005	33,200	C	2,000	1,673	C
Mobile Highway / SR 10A /								5110	29,000	2006	34,700	C		1,749	C
US 90A to SR 95 / Palafox										2007	35,167	C		1,772	C
Highway										2008	30,000	C		1,512	C
										2009	29,167	C		1,470	C
										2010	28,500	C		1,436	C
										2011	29,000	C		1,462	C
									% of MV	2012	27,833	C		1,403	C
									74.54%	2014	29,667	C		1,495	C
0.000-3.569									82.30%	2019	32,755	C		1,651	C
Roadway ID 48012000									90.86%	2024	36,164	C		1,823	C
Brent Lane	Minor	4	Divided	6	1.945	Urbanized	(D)	5189	NA	2004	38,000	F*	(D)	1,915	F*
SR 95 / Palafox Highway	Arterial		35 MPH				32,400	5164	37,000	2005	37,200	F*	1,630	1,875	F*
to SR 289 / 9th Avenue								4039	30,500	2006	35,100	F*		1,769	F*
								282 T	25,314	2007	37,000	F*		1,865	F*
										2008	36,494	F*		1,839	F*
										2009	33,567	E*		1,692	E*
										2010	30,718	D		1,548	D
										2011	31,129	D		1,569	D
									% of MV	2012	31,207	D		1,573	D
									95.49%	2014	30,938	D		1,559	D
3.569-5.516									105.43%	2019	34,158	F*		1,722	F*
Roadway ID 48012000									116.40%	2024	37,713	F*		1,901	F*
Bayou Boulevard	Minor	4	Divided	2	0.750	Urbanized	(D)	544	NA	2004	25,500	C	(D)	1,285	C
SR 289 / 9th Avenue to	Arterial		40 MPH				39,800	5008	20,900	2005	26,000	C	2,000	1,310	C
12th Avenue										2006	29,000	C		1,462	C
										2007	26,500	C		1,336	C
										2008	25,500	C		1,285	C
										2009	23,500	C		1,184	C
										2010	23,000	C		1,159	C
										2011	23,000	C		1,159	C
									% of MV	2012	22,500	C		1,134	C
									52.51%	2014	20,900	C		1,053	C
5.516-6.268									57.98%	2019	23,075	C		1,163	C
Roadway ID 48012000									64.01%	2024	25,477	C		1,284	C

Updated 2015, using 2012 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 750															
Airport Boulevard	Minor	4	Divided	3	1.155	Urbanized	(D)	5283	17,800	2004	N/A	N/A	(D)	N/A	N/A
US 29 / SR 95	Arterial		40 MPH				39,800	5311	16,100	2005	N/A	N/A	2,000	N/A	N/A
to I-110								5302	16,400	2006	N/A	N/A		N/A	N/A
										2007	N/A	N/A		N/A	N/A
										2008	N/A	N/A		N/A	N/A
										2009	N/A	N/A		N/A	N/A
										2010	25,000	C		1,260	C
										2011	19,600	C		988	C
0.000-0.187									% of MV	2012	19,300	C		973	C
Roadway ID: 48117000									42.13%	2014	16,767	C		845	C
0.187-1.155									46.51%	2019	18,512	C		933	C
Roadway ID: 48117000									51.35%	2024	20,439	C		1,030	C
I-110	Minor	4	Divided	1	0.451	Urbanized	(D)	5302	N/A	2004	N/A	N/A	(D)	N/A	N/A
to Davis Highway	Arterial		40 MPH				39,800	5318	28,500	2005	N/A	N/A	2,000	N/A	N/A
										2006	N/A	N/A		N/A	N/A
										2007	N/A	N/A		N/A	N/A
										2008	N/A	N/A		N/A	N/A
										2009	N/A	N/A		N/A	N/A
										2010	16,900	C		852	C
										2011	17,500	C		882	C
1.155-1.606									% of MV	2012	17900	C		882	C
Roadway ID: 48117000									71.61%	2014	28,500	C		902	C
Segment is on the Strategic Intermodal System									79.06%	2019	31,466	C		1,586	C
									87.29%	2024	34,741	C		1,751	C
Davis Highway	Minor	4	Divided	5	1.000	Urbanized	(D)	5300	28,000	2004	29,250	C	(D)	1,474	C
to 9th Avenue	Arterial		45 MPH				39,800	5303	32,500	2005	28,800	C	2,000	1,452	C
										2006	29,250	C		1,474	C
										2007	30,000	C		1,512	C
										2008	28,000	C		1,411	C
										2009	27,750	C		1,399	C
										2010	30,250	C		1,525	C
										2011	30,500	C		1,537	C
0.000-1.085									% of MV	2012	30,000	C		1,512	C
Roadway ID 48116000									76.01%	2014	30,250	C		1,525	C
Segment is on the Strategic Intermodal System									83.92%	2019	33,398	C		1,683	C
									92.65%	2024	36,875	C		1,858	C

Updated 2015, using 2012 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

CONGESTION MANAGEMENT PROCESS 2014 LEVEL OF SERVICE ANALYSIS - ESCAMBIA COUNTY'S STATE ROADS

STATE ROAD AND SEGMENT	FUNC. CLASS	NO. LNS.	FACILITY TYPE	TOTAL # OF SIG.	SEG. LTH (MI.)	LOS AREA	LOS (STD) & MAX VOL	FDOT COUNT STA #	2014 AADT	AADT ANALYSIS YEAR	AADT AADT VOLUME	AADT AADT LOS	PK HR. / PK DIR. LOS STD / MAX VOL	PK HR. / PK DIR. VOLUME	PK HR. / PK DIR. LOS
SR 750 (cont.)															
SR 289 / 9th Avenue to	Minor	4	Divided	1	0.582	Urbanized	(D)	5304	21,300	2004	19,900	C	(D)	1,003	C
12th Avenue	Arterial		40 MPH				39,800			2005	21,500	C	2,000	1,084	C
										2006	23,500	C		1,184	C
										2007	23,000	C		1,159	C
										2008	22,000	C		1,109	C
										2009	16,100	C		811	C
										2010	20,100	C		1,013	C
										2011	19,800	C		998	C
0.000-0.582									% of MV	2012	20,000	C		1,008	C
Roadway ID 48008000									53.52%	2014	21,300	C		1,074	C
Segment is on the Strategic Intermodal System									59.09%	2019	23,517	C		1,185	C
									65.24%	2024	25,965	C		1,309	C
SR 752															
Texar Drive	Urban	4	Divided	4	1.185	Urbanized	(D)	5284	9,400	2004	9,650	C	(D)	486	C
SR 295 / Fairfield Drive	Collector		40 MPH				39,800	5090	6,400	2005	10,300	C	2,000	519	C
to SR 289 / 9th Avenue										2006	10,800	C		544	C
										2007	10,500	C		529	C
										2008	9,400	C		474	C
										2009	9,700	C		489	C
										2010	7,800	C		393	C
										2011	8,300	C		418	C
									% of MV	2012	8,250	C		416	C
									19.85%	2014	7,900	C		398	C
0.000-1.182									21.92%	2019	8,722	C		440	C
Roadway ID 48005000									24.20%	2024	9,630	C		485	C

Updated 2015, using 2012 FDOT LOS Tables. LOS Standards and Max Allowable Volumes are based on those established for State Roadways. "E" following the count indicates an estimated count. "T" following the Count Station number indicated a Telemetered Traffic Monitoring Site. These Tables Are For General Purposes Only. Not To Be Used For Concurrency Management Purposes. Prepared for the FY 2014/15 Transportation Planning Organization Congestion Management Process. % of MV=Percent of Motor Vehicles. > 100% equals deficiency.

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	01/05/2016	01/27/2016				
BY	SSMC	SSMC				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02	I 110	SR 8A	ESCAMBIA	03	48270000	2 OF 2

ROADWAY FEATURES

INSIDE URBAN, OUTSIDE CITY
* PENSACOLA
*|<=I-110/SR-8A
*|<SR 8A
*|<I 110

4.000 LN — 296 — SR-296/BRENT — 296 — PARTIAL DIAMOND # 005

750 — BLVD — 4.830 — MM 5 — 750 — SR-750/AIRPORT — 4.852 — 48270048 NB ON

5.043 — 48270053 NB ON — 48270058 SB OFF — 5.213 — CREEK — CARPENTERS — 2008 — 5.614 — RD — 742 — MM 6 — 5.830 — 48270060 SB ON — 5.963 — SR-742/CRIGHTON — 742

PARTIAL DIAMOND # 005

LANE WIDTHS ARE AVERAGED

4.000 124.0' - 72.0'
6 - 12.0' RDWY
28.0 PVD W/ BAR MED
2 - 8.0' WARN SHLD1
2 - 4.0' VG SHLD2

4.352 124.0' - 72.0'
6 - 12.0' RDWY
28.0 PVD W/ BAR MED
2 - 12.0' WARN SHLD1

4.567 132.0' - 72.0'
6 - 12.0' RDWY
28.0 PVD W/ BAR MED
20.0' WARN SHLD1 - LT
12.0' WARN SHLD1 - RT

4.852 138.0' - 72.0'
6 - 12.0' RDWY
28.0 PVD W/ BAR MED
26.0' WARN SHLD1 - LT
8.0' WARN SHLD1 - RT
4.0' VG SHLD2 - RT

5.043 122.0' - 72.0'
6 - 12.0' RDWY
26.0 PVD W/ BAR MED
12.0' WARN SHLD1 - LT
8.0' WARN SHLD1 - RT
4.0' VG SHLD2 - RT

5.213 122.0' - 72.0'
6 - 12.0' RDWY
26.0 PVD W/ BAR MED
2 - 12.0' WARN SHLD1

5.374 128.0' - 72.0'
6 - 12.0' RDWY
32.0 PVD W/ BAR MED
2 - 8.0' WARN SHLD1
2 - 4.0' VG SHLD2

ROADWAY COMPOSITION

4.000 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=4.642
PI=4.777
PT=4.913
Δ=14°19'30.00"
D=1°00'00.00

Δ=25°03'26.00"

Δ=21°28'50.00"

STRUCTURE DESCRIPTION

4.022 — 1 - 18" X 135' CMP

4.130 — #0208 — 169' BR — 4.162

4.265 — 1 - 18" X 162' CMP

4.355 — 1 - 18" X 90' CMP

4.781 — #0074 — 100.3' UP — 4.800

5.383 — #0075 — 52.8' CB — 5.293

5.768 — 2 - 60" X 460' CC

5.778 — #0148 — 84.5' UP — 5.794

DISTRICT USE

SIS

4.000 SIS CORRIDOR

FUN CLASS

4.000 URBAN PRIN ART INT.

ROADWAY FEATURES

INSIDE URBAN, OUTSIDE CITY
* PENSACOLA
*|<=I-110/SR-8A
*|<SR 8A
*|<I 110

6.000 48260062 SB ON — 6.191 — I-10 WB TO I-110 SB — 10 — 8 — I-10/SR 8

6.011 — 48260061 NB OFF — 10 — 8

END OF BRIDGE 480200

Y-INTERSECTION # 006

SECTION ENDS
END OF BRIDGE 480200

LANE WIDTHS ARE AVERAGED

6.011 135.0' - 72.0'
6 - 12.0' RDWY
36.0 PVD W/ BAR MED
14.0' WARN SHLD1 - LT
13.0' WARN SHLD1 - RT

6.000 128.0' - 72.0'
6 - 12.0' RDWY
32.0 PVD W/ BAR MED
2 - 8.0' WARN SHLD1
2 - 4.0' VG SHLD2

6.191 160.0' - 48.0'
4 - 12.0' RDWY
88.0 VEG W/ GRD MED
14.0' WARN INS HLD1 - LT
8.0' WARN INS HLD1 - RT
3.5' VG INS HLD2 - RT
2 - 8.0' WARN SHLD1
2 - 4.0' VG SHLD2

END MP: 006.341
NET ROADWAY ID LENGTH: 6.341

ROADWAY COMPOSITION

6.000 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

STRUCTURE DESCRIPTION

6.255 — #0201 — 79.2' UP — 6.270

6.285 — #0199 — 295.7' BR — 6.341

#0200 — 295.7' BR

6.285 — 6.341

DISTRICT USE

SIS

6.000 SIS CORRIDOR — SIS CORRIDOR — 6.306

FUN CLASS

6.000 URBAN PRIN ART INT.

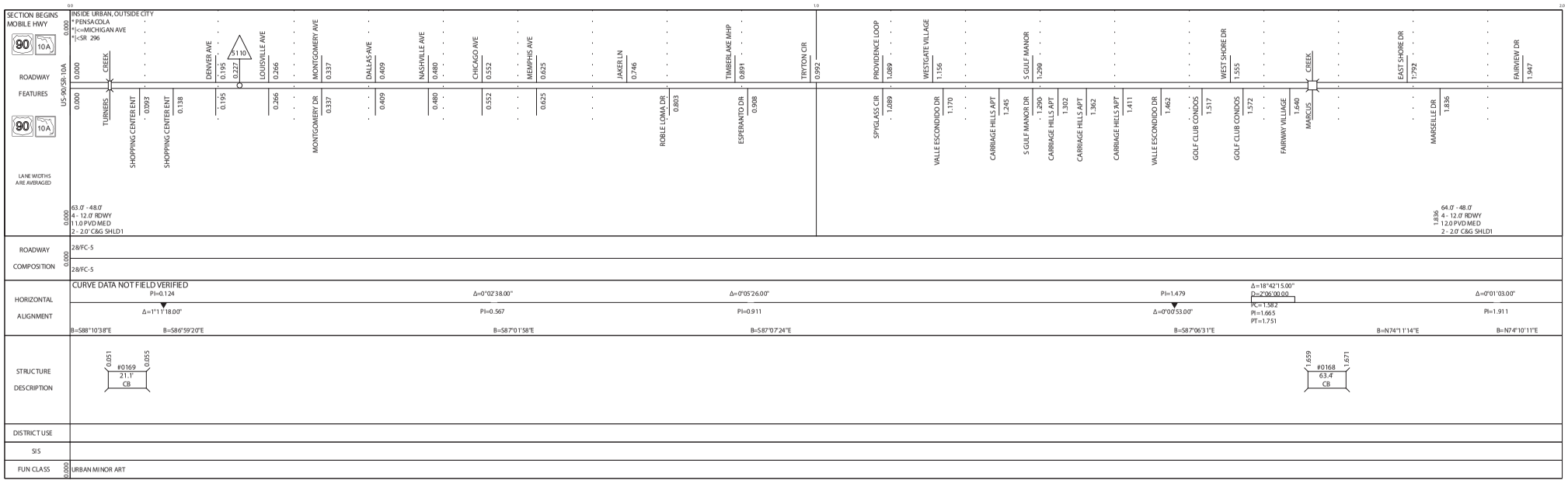
Version: 14.2.2401/27/2016

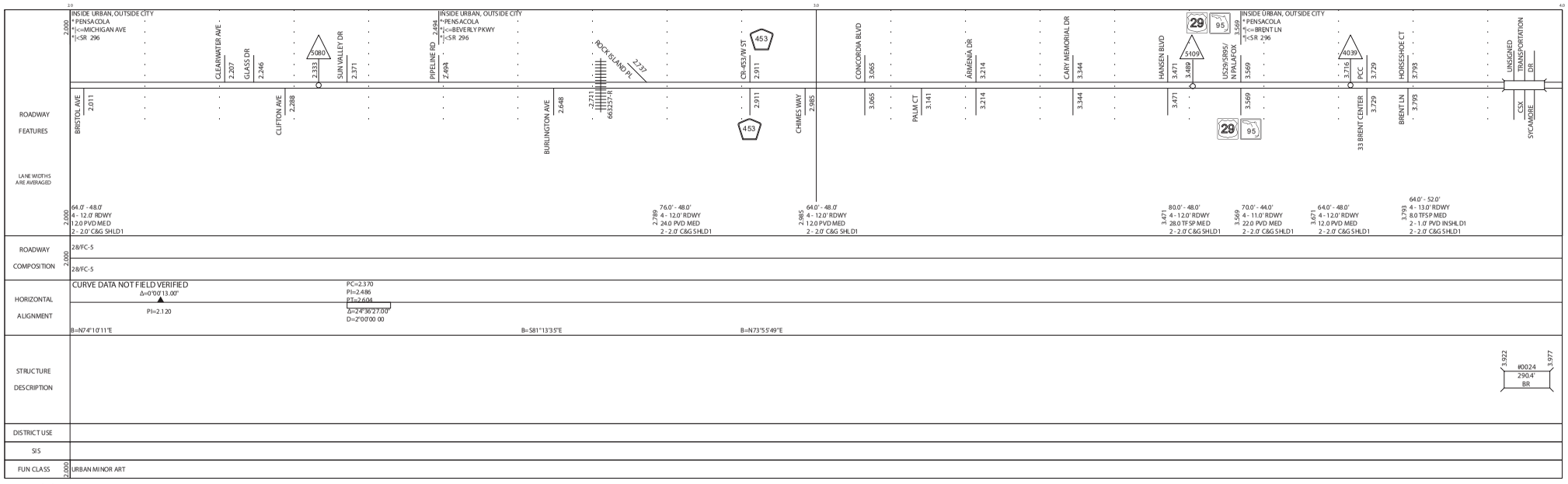
	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	07/12/2016	07/20/2016				
BY	SSMC	SSMC				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 296	ESCAMBIA	03	48012000	1 OF 3





Version: 1.4.2.2407/20/2016

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	07/12/2016	07/20/2016				
BY	SSMC	SSMC				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 296	ESCAMBIA	03	48012000	2 OF 3

ROADWAY FEATURES

4.000 INSIDE URBAN, OUTSIDE CITY
* PENSACOLA
*|<=BRENT LN
*|<SR 296

BRENT LN 4.088 — PCC 4.223 — RAWSON LN 4.359 — 48270055 SB OFF 4.430 — I-110 SR-8A — TO I-110 NB 4.539 — 48270048 NB ON 4.548 — HOME DEPOT ENT 4.632 — 516A 4.658 — SR-291/DAVIS HWY 4.686 — LYNELL ST 4.925

Pensacola 110 8A — 291

4.088 — 4.359 — 4.420 48270045 SB ON — 4.430 TO I-110 SB — 4.539 48270046 NB OFF — SHOPPING CENTER ENT 4.600 — 4.686 — 4.921 LINDEN RD 4.952

LANE WIDTHS ARE AVERAGED

4.088 64.0' - 48.0'
4 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

4.000 64.0' - 52.0'
4 - 13.0' RDWY
8.0 TF SP MED
2 - 1.0' PVD INSHLD1
2 - 2.0' C&G SHLD1

4.223 100.0' - 48.0'
4 - 12.0' RDWY
40.0 C&B/VEG MED
2 - 2.0' C&G INSHLD1
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

4.359 124.0' - 72.0'
6 - 12.0' RDWY
40.0 C&B/VEG MED
2 - 2.0' C&G INSHLD1
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

4.430 124.0' - 72.0'
6 - 12.0' RDWY
40.0 TF SP MED
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

4.539 124.0' - 72.0'
6 - 12.0' RDWY
40.0 C&B/VEG MED
2 - 2.0' C&G INSHLD1
2 - 4.0' PVD SHLD1
2 - 2.0' C&G SHLD2

4.686 64.0' - 48.0'
4 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

5.0 INSIDE CITY, AND URBAN
* PENSACOLA
* PENSACOLA
*|<=BRENT LN
*|<SR 296

EVERGREEN RD 5.009 — SPRINGHILL DR 5.105 — 0282 — 5.151 — CREEK — MEDICAL CENTER ENT 5.281

5.105 — CARPENTERS — 5.191 THEATER ENT — SHOPPING CENTER ENT 5.281

5.281 INSIDE CITY, AND URBAN
* PENSACOLA
* PENSACOLA
*|<=BAYOU BLVD
*|<SR 296

HOSPITAL ENT 5.444 — SR-289/N 9TH AVE 5.516 — MALL ENT 5.615 — 500B 5.663 — ASKEW DR 5.747 — MALL ENT 5.832 — BAYOU CORPORATE CTR 5.923

Pensacola 289

5.444 — SHOPPING CENTER ENT — 5.516 — 289

5.747 — SHOPPING CENTER ENT — 5.832 — SHOPPING CENTER ENT — 5.943

5.381 76.0' - 48.0'
4 - 12.0' RDWY
24.0 PVD MED
2 - 2.0' C&G SHLD1

5.687 64.0' - 48.0'
4 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

ROADWAY COMPOSITION

4.000 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=4.914
PI=4.931
PT=4.948
Δ=5°29'30.00"
D=3°00'00.00

PC=5.041
PI=5.087
PT=5.132
Δ=50°25'30.00"
D=10°30'00.00

Δ=30°29'00.00"
D=6°43'00.00"
PC=5.132
PI=5.175
PT=5.218

PC=5.244
PI=5.266
PT=5.287
Δ=17°46'16.00"
D=7°50'00.00

PC=5.425
PI=5.443
PT=5.460
Δ=7°31'30.00"
D=4°01'00.00

PC=5.648
PI=5.807
PT=5.966
Δ=33°39'00.00"
D=2°00'00.00

B=N73°55'49"E — B=S58°11'40"E — B=S69°26'24"E — B=S61°54'54"E — B=S28°15'54"E

STRUCTURE DESCRIPTION

4.474 #0208 126.7' UP 4.498

5.166 #0104 47.5' CB 5.175

DISTRICT USE

SIS

FUN CLASS

4.000 URBAN MINOR ART

ROADWAY FEATURES

6.000 INSIDE CITY, AND URBAN
* PENSACOLA
* PENSACOLA
*|<=BAYOU BLVD
*|<SR 296

GULF COAST COMM CT 6.027 — GRANDE DR 6.147 — MADISON PARK 6.207 — N 12TH AVE 6.268 — KENYON RD 6.469 — 4009 6.531 — HIGHTOWER RD 6.894 — DRAKE RD 6.865 — TRONJO RD 7.066 — BAISDEN RD 7.348 — QUIPONT DR 7.405 — FIRESTONE BLVD 7.604 — TYLER AVE 7.869

CORDOVA REGENCY APTS 6.147 — CORDOVA REGENCY APTS 6.207 — HIGHPINE PL 6.362 — MUNRO RD 6.427 — DEAN RD 6.571 — FOX RD 6.787 — GODWINSON RD 6.988 — GUMWOOD RD 7.203 — IRONWOOD RD 7.314

LANE WIDTHS ARE AVERAGED

6.000 64.0' - 48.0'
4 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

6.268 40.0' - 24.0'
2 - 12.0' RDWY
12.0 PVD MED
2 - 2.0' C&G SHLD1

6.469 42.0' - 24.0'
2 - 12.0' RDWY
2 - 7.0' PVD SHLD1
2 - 2.0' C&G SHLD2

7.370 52.0' - 22.0'
2 - 11.0' RDWY
14.0 PVD MED
6.0' PVD SHLD1 - LT
8.0' LWN SHLD1 - RT
2.0' LWN SHLD2 - LT

7.682 38.0' - 24.0'
2 - 12.0' RDWY
2 - 7.0' LWN SHLD1

ROADWAY COMPOSITION

6.000 28/FC-5
28/FC-5

6.469 28/FC-6

7.370 28/FC-6
28/FC-6

7.682 28/FC-6

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=8°31'00.00"
D=0°18'00.00"
PC=6.100
PI=6.375
PT=6.649

Δ=7°16'00.00"
D=6°53'00.00"
PC=7.196
PI=7.206
PT=7.216

Δ=25°00'00.00"
D=5°16'00.00"
PC=7.460
PI=7.505
PT=7.550

B=S28°15'54"E — B=S36°46'54"E — B=S44°02'54"E — B=S69°02'54"E

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS

6.000 URBAN MINOR ART

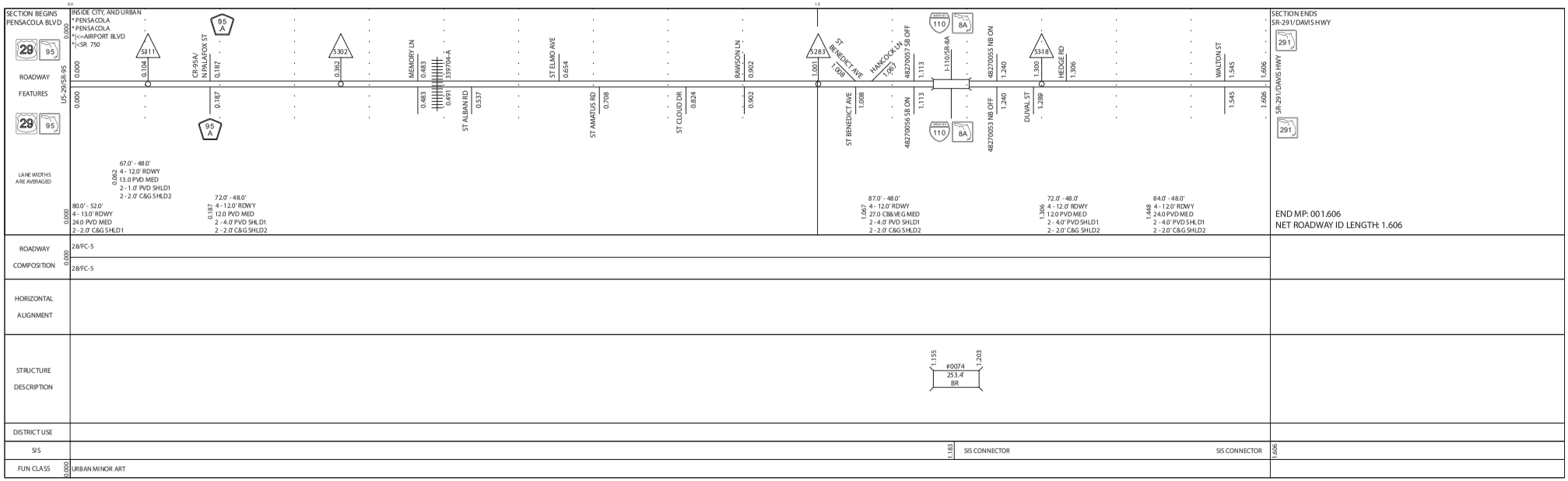
Version: 1.4.2.24 07/20/2016

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	11/04/2015	11/30/2015	0.000	0.187	10/11/2016 HSA DB/RM	10/17/2016 HSA DS
BY	SSMC	SSMC				

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
02		SR 750	ESCAMBIA	03	48117000	1 OF 1



Version: 1.4.2.24 10/17/2016

APPENDIX B - Intersection Details

1. INTERSECTION GEOMETRY

Airport Boulevard (SR 750) /Rawson Lane
milepost 0.920

INTERSECTION:

Airport Boulevard @ Rawson Lane

Un-signalized

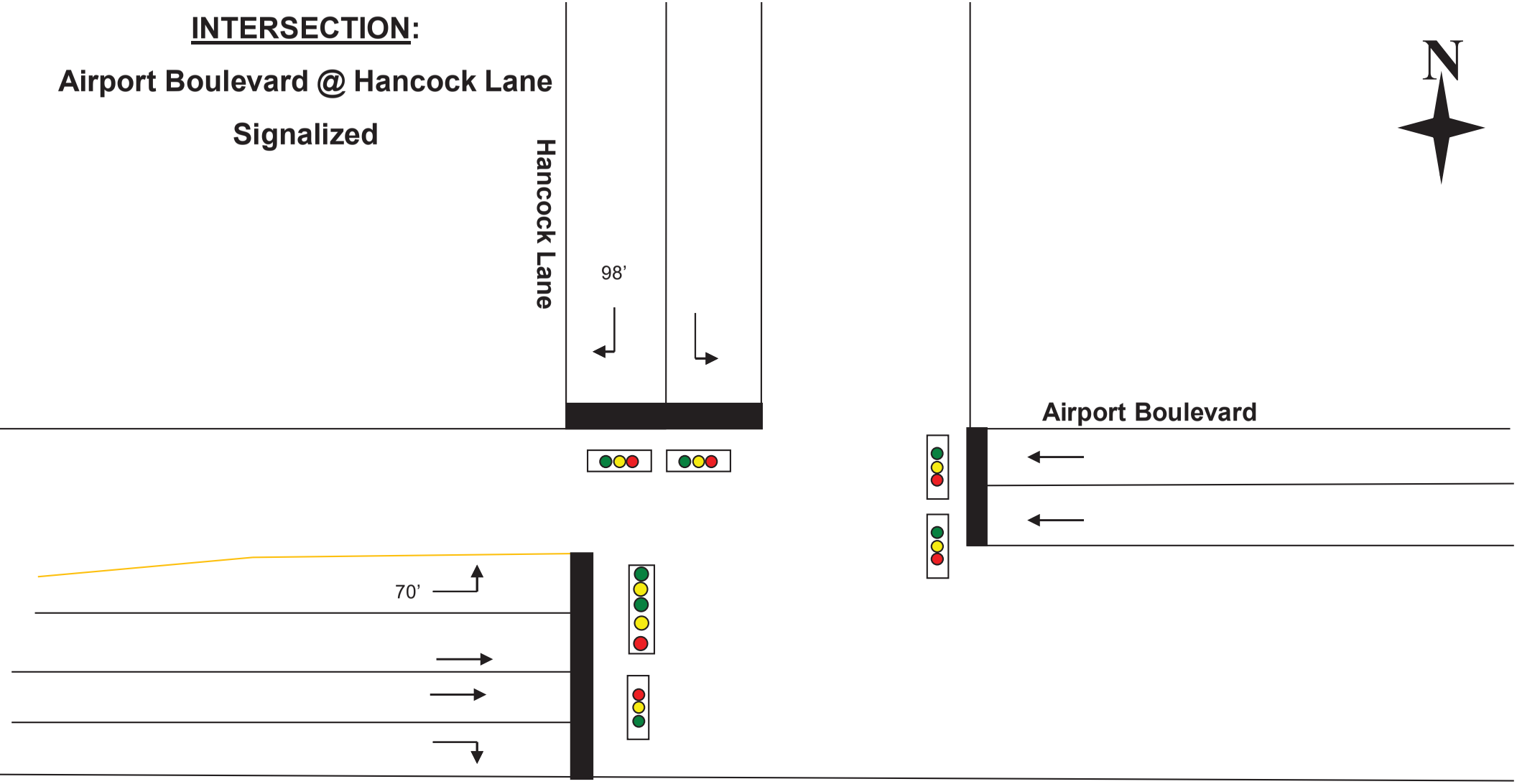
.

Airport Boulevard (SR 750) /Hancock Lane
milepost 1.067

INTERSECTION:

Airport Boulevard @ Hancock Lane

Signalized

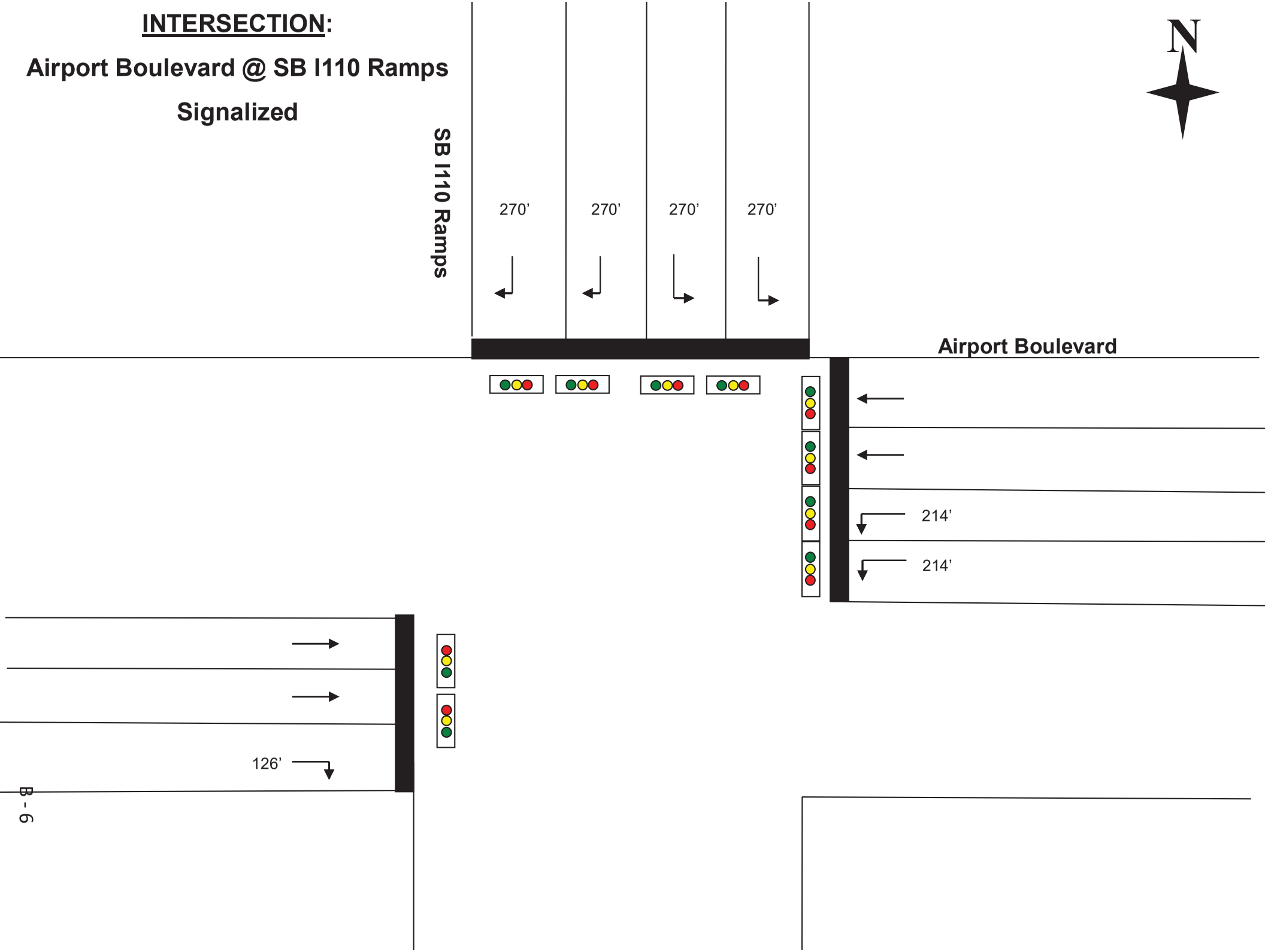


Airport Boulevard (SR 750) /I-110 SB Ramps

INTERSECTION:

Airport Boulevard @ SB I110 Ramps

Signalized



APPENDIX C - SEGMENT AND INTERSECTION DATA COLLECTION

1. Turning Movement Counts
2. TRAFFIC COUNT SYNOPSIS

TURNING MOVEMENT COUNTS

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and Airport Blvd

COUNTED BY: SH/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	Airport Blvd East			Rawson Lane North			Airport Blvd West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	0	90	9	1	0	11	37	100	0	1	1	0	250
7:15 AM	0	150	23	0	0	8	65	150	0	0	0	0	396
7:30 AM	1	234	22	2	0	18	68	140	0	0	0	0	485
7:45 AM	1	275	24	3	0	21	37	150	1	2	1	2	517
TOTAL	2	749	78	6	0	58	207	540	1	3	2	2	1648
8:00 AM	0	230	2	3	0	29	20	148	2	1	0	0	435
8:15 AM	0	145	7	2	0	19	16	116	0	4	0	0	309
8:30 AM	0	134	4	2	0	19	14	116	1	3	0	0	293
8:45 AM	0	161	7	2	0	14	13	115	0	1	0	1	314
TOTAL	0	670	20	9	0	81	63	495	3	9	0	1	1351

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Airport Blvd East			Rawson Lane North			Airport Blvd West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	2	889	71	8	0	76	190	588	3	3	1	2	1833
% OF APPROACH	0.2%	92.4%	7.4%	9.5%	0.0%	90.5%	24.3%	75.3%	0.4%	50.0%	16.7%	33.3%	
PEAK HR FACTOR	0.802			0.656			0.908			0.300			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and Airport Blvd

COUNTED BY: SH/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	Airport Blvd East			Rawson Lane North			Airport Blvd West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	1	177	14	4	0	37	40	168	1	2	0	0	444
3:15 PM	0	163	9	3	0	30	27	181	3	4	0	0	420
3:30 PM	1	173	9	3	0	28	15	183	1	1	0	1	415
3:45 PM	0	167	4	4	0	29	27	162	3	1	1	0	398
TOTAL	2	680	36	14	0	124	109	694	8	8	1	1	1677
4:00 PM	1	183	3	5	0	50	23	193	1	1	1	0	461
4:15 PM	0	145	4	11	2	60	23	169	1	1	0	0	416
4:30 PM	0	147	5	8	0	51	33	191	1	0	0	0	436
4:45 PM	0	173	3	5	1	57	41	142	4	0	0	0	426
TOTAL	1	648	15	29	3	218	120	695	7	2	1	0	1739
5:00 PM	1	210	4	6	0	58	32	166	1	3	0	1	482
5:15 PM	0	147	9	6	1	47	32	173	0	0	0	1	416
5:30 PM	0	148	6	2	0	39	30	148	1	1	0	0	375
5:45 PM	1	142	3	1	0	24	28	120	1	0	0	0	320
TOTAL	2	647	22	15	1	168	122	607	3	4	0	2	1593

PEAK HOUR DATA

PEAK HR START TIME 4:15 PM

	Airport Blvd East			Rawson Lane North			Airport Blvd West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	1	675	16	30	3	226	129	668	7	4	0	1	1760
% OF APPROACH	0.1%	97.5%	2.3%	11.6%	1.2%	87.3%	16.0%	83.1%	0.9%	80.0%	0.0%	20.0%	
PEAK HR FACTOR	0.805			0.887			0.893			0.313			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Hancock Lane and Airport Blvd final

COUNTED BY: RF COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			N/A North			Airport Blvd West			Hancock Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	2	131						93	11	20		5	262
7:15 AM	3	170						158	7	34		16	388
7:30 AM	3	216						188	9	24		16	456
7:45 AM	2	233						184	31	33		11	494
TOTAL	10	750						623	58	111		48	1600
8:00 AM	2	199						131	33	41		3	409
8:15 AM	3	153						130	41	42		3	372
8:30 AM	1	174						125	13	38		5	356
8:45 AM	4	156						135	10	20		6	331
TOTAL	10	682						521	97	141		17	1468

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Airport Blvd East			N/A North			Airport Blvd West			Hancock Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	10	818						661	80	132		46	1747
% OF APPROACH	1.2%	98.8%						89.2%	10.8%	74.2%		25.8%	
PEAK HR FACTOR	0.881						0.862			0.890			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Hancock Lane and Airport Blvd final

COUNTED BY: RF COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			N/A North			Airport Blvd West			Hancock Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	9	210						200	27	14		4	464
3:15 PM	4	214						195	42	36		8	499
3:30 PM	7	146						214	34	31		6	438
3:45 PM	2	170						188	19	20		5	404
TOTAL	22	740						797	122	101		23	1805
4:00 PM	8	162						181	21	17		4	393
4:15 PM	10	216						193	26	21		8	474
4:30 PM	6	233						195	40	28		9	511
4:45 PM	10	196						173	38	31		4	452
TOTAL	34	807						742	125	97		25	1830
5:00 PM	8	238						234	27	12		6	525
5:15 PM	9	207						205	23	21		1	466
5:30 PM	11	238						200	26	17		3	495
5:45 PM	10	130						158	22	25		7	352
TOTAL	38	813						797	98	75		17	1838

PEAK HOUR DATA

PEAK HR START TIME 4:45 PM

	Airport Blvd East			N/A North			Airport Blvd West			Hancock Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	38	879						812	114	81		14	1938
% OF APPROACH	4.1%	95.9%						87.7%	12.3%	85.3%		14.7%	
PEAK HR FACTOR	0.921						0.887			0.679			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF I-110 SB Ramps and Airport Blvd

COUNTED BY: SR COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			N/A North			Airport Blvd West			I110 Interchange South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	0	118	33				20	80	0	79	1	59	390
7:15 AM	0	177	29				30	91	0	145	0	81	553
7:30 AM	0	209	31				26	138	0	145	0	83	632
7:45 AM	0	233	38				33	139	0	129	0	76	648
TOTAL	0	737	131				109	448	0	498	1	299	2223
8:00 AM	0	209	31				40	125	0	90	1	39	535
8:15 AM	0	160	35				38	124	0	112	0	48	517
8:30 AM	0	174	38				31	111	0	98	0	27	479
8:45 AM	0	158	18				25	111	0	110	0	34	456
TOTAL	0	701	122				134	471	0	410	1	148	1987

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Airport Blvd East			N/A North			Airport Blvd West			I110 Interchange South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	0	828	129				129	493	0	509	1	279	2368
% OF APPROACH	0.0%	86.5%	13.5%				20.7%	79.3%	0.0%	64.5%	0.1%	35.4%	
PEAK HR FACTOR	0.883						0.904			0.865			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF I-110 SB Ramps and Airport Blvd

COUNTED BY: SR COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			N/A North			Airport Blvd West			I110 Interchange South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	0	211	13				30	207	0	42	0	20	523
3:15 PM	0	230	20				29	202	0	60	1	35	577
3:30 PM	0	161	18				27	219	0	72	0	29	526
3:45 PM	0	170	20				31	174	0	70	0	33	498
TOTAL	0	772	71				117	802	0	244	1	117	2124
4:00 PM	0	163	16				37	182	0	47	0	20	465
4:15 PM	0	213	24				44	201	0	79	0	18	579
4:30 PM	0	240	21				31	205	0	66	0	30	593
4:45 PM	0	205	21				33	193	0	76	0	28	556
TOTAL	0	821	82				145	781	0	268	0	96	2193
5:00 PM	0	233	17				29	234	0	58	0	27	598
5:15 PM	0	210	17				39	191	0	76	0	36	569
5:30 PM	0	234	21				26	198	0	70	0	28	577
5:45 PM	0	143	12				38	156	0	81	0	18	448
TOTAL	0	820	67				132	779	0	285	0	109	2192

PEAK HOUR DATA

PEAK HR START TIME 4:45 PM

	Airport Blvd East			N/A North			Airport Blvd West			I110 Interchange South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	0	882	76				127	816	0	280	0	119	2300
% OF APPROACH	0.0%	92.1%	7.9%				13.5%	86.5%	0.0%	70.2%	0.0%	29.8%	
PEAK HR FACTOR		0.939						0.896			0.891		

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Pensacola, FL

INTERSECTION OF Brent Lane and PCC Main Entrance

COUNTED BY: RF/RF COUNT DATE: 9/21/2016 Rawson Traffic Study

	Brent lane East			PCC Main Entrance North			Brent Lane West			PCC Main Entrance South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	8	254	1	0	0	0	1	230	6	5	0	12	517
7:15 AM	17	344	0	0	0	1	1	323	11	5	0	8	710
7:30 AM	25	359	0	0	0	0	1	343	18	3	0	10	759
7:45 AM	17	390	1	0	0	0	0	357	15	4	0	6	790
TOTAL	67	1347	2	0	0	1	3	1253	50	17	0	36	2776
8:00 AM	8	292	4	0	0	2	0	249	2	4	0	0	561
8:15 AM	11	293	4	1	0	1	4	224	3	2	0	8	551
8:30 AM	16	367	4	0	0	1	1	260	9	1	0	6	665
8:45 AM	14	290	13	1	0	0	10	169	1	4	0	5	507
TOTAL	49	1242	25	2	0	4	15	902	15	11	0	19	2284

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Brent lane East			PCC Main Entrance North			Brent Lane West			PCC Main Entrance South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	67	1385	5	0	0	3	2	1272	46	16	0	24	2820
% OF APPROACH	4.6%	95.1%	0.3%	0.0%	0.0%	100.0%	0.2%	96.4%	3.5%	40.0%	0.0%	60.0%	
PEAK HR FACTOR	0.893			0.375			0.887			0.769			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Brent Lane and PCC Main Entrance

COUNTED BY: RF/RF COUNT DATE: 9/21/2016 Rawson Traffic Study

	Brent lane East			PCC Main Entrance North			Brent Lane West			PCC Main Entrance South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	3	250	0	0	0	0	0	354	10	8	0	25	650
3:15 PM	5	306	0	1	0	0	0	358	4	7	0	13	694
3:30 PM	4	324	1	0	0	0	0	297	3	6	0	6	641
3:45 PM	10	294	1	0	0	2	3	365	10	3	0	10	698
TOTAL	22	1174	2	1	0	2	3	1374	27	24	0	54	2683
4:00 PM	9	292	2	0	0	1	0	323	12	13	0	18	670
4:15 PM	8	341	0	2	0	1	1	374	11	12	0	11	761
4:30 PM	4	361	0	0	0	0	1	387	14	5	0	8	780
4:45 PM	15	332	0	0	0	1	0	435	22	16	0	37	858
TOTAL	36	1326	2	2	0	3	2	1519	59	46	0	74	3069
5:00 PM	9	405	0	2	0	1	1	439	20	21	0	35	933
5:15 PM	5	344	2	1	0	3	2	339	10	19	0	14	739
5:30 PM	5	278	1	1	0	0	0	326	16	5	0	6	638
5:45 PM	4	236	2	0	0	0	1	285	19	5	0	3	555
TOTAL	23	1263	5	4	0	4	4	1389	65	50	0	58	2865

PEAK HOUR DATA

PEAK HR START TIME 4:15 PM

	Brent lane East			PCC Main Entrance North			Brent Lane West			PCC Main Entrance South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	36	1439	0	4	0	3	3	1635	67	54	0	91	3332
% OF APPROACH	2.4%	97.6%	0.0%	57.1%	0.0%	42.9%	0.2%	95.9%	3.9%	37.2%	0.0%	62.8%	
PEAK HR FACTOR	0.891			0.583			0.927			0.647			

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Pensacola, FL

INTERSECTION OF Brent Lane and Rawson Lane

COUNTED BY: SH/RF COUNT DATE: 9/21/2016 Rawson Traffic Study

	Brent lane East			Rawson Lane North			Brent Lane West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	18	232	4	0	0	9	9	197	2	4	2	34	511
7:15 AM	15	312	3	1	0	5	11	285	6	1	3	47	689
7:30 AM	10	338	3	0	0	12	8	308	7	15	0	39	740
7:45 AM	13	391	5	1	1	8	11	275	50	6	1	39	801
TOTAL	56	1273	15	2	1	34	39	1065	65	26	6	159	2741
8:00 AM	13	312	5	1	0	3	10	235	4	7	1	21	612
8:15 AM	18	247	5	1	0	4	13	195	3	4	1	29	520
8:30 AM	20	347	3	2	1	5	9	207	4	2	0	60	660
8:45 AM	20	271	6	1	0	12	12	158	4	3	1	22	510
TOTAL	71	1177	19	5	1	24	44	795	15	16	3	132	2302

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Brent lane East			Rawson Lane North			Brent Lane West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	51	1353	16	3	1	28	40	1103	67	29	5	146	2842
% OF APPROACH	3.6%	95.3%	1.1%	9.4%	3.1%	87.5%	3.3%	91.2%	5.5%	16.1%	2.8%	81.1%	
PEAK HR FACTOR	0.868			0.667			0.900			0.833			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Brent Lane and Rawson Lane

COUNTED BY: SH/RF COUNT DATE: 9/21/2016 Rawson Traffic Study

	Brent lane East			Rawson Lane North			Brent Lane West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	8	257	3	1	4	11	9	318	5	4	3	22	645
3:15 PM	18	311	2	1	2	6	15	316	2	11	1	32	717
3:30 PM	25	192	3	2	2	8	11	265	6	6	0	14	534
3:45 PM	19	299	3	3	1	6	20	298	9	8	1	17	684
TOTAL	70	1059	11	7	9	31	55	1197	22	29	5	85	2580
4:00 PM	17	295	3	3	0	5	20	310	3	6	0	13	675
4:15 PM	14	311	1	4	0	12	15	349	7	15	0	29	757
4:30 PM	19	345	7	1	1	17	10	329	3	9	1	19	761
4:45 PM	35	324	4	1	0	20	5	341	8	6	1	120	865
TOTAL	85	1275	15	9	1	54	50	1329	21	36	2	181	3058
5:00 PM	31	363	1	0	1	7	3	381	11	12	0	61	871
5:15 PM	21	325	1	1	0	14	4	363	7	15	0	20	771
5:30 PM	11	281	1	3	1	8	5	303	5	6	0	28	652
5:45 PM	14	216	1	9	0	14	11	267	10	9	0	16	567
TOTAL	77	1185	4	13	2	43	23	1314	33	42	0	125	2861

PEAK HOUR DATA

PEAK HR START TIME 4:30 PM

	Brent lane East			Rawson Lane North			Brent Lane West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	106	1357	13	3	2	58	22	1414	29	42	2	220	3268
% OF APPROACH	7.2%	91.9%	0.9%	4.8%	3.2%	92.1%	1.5%	96.5%	2.0%	15.9%	0.8%	83.3%	
PEAK HR FACTOR	0.934			0.750			0.927			0.520			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and PCC entrance

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	PCC entrance East			Rawson Lane North			N/A West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	7	0	2	4	15						40	25	93
7:15 AM	12	0	3	7	19						48	54	143
7:30 AM	9	0	6	12	10						48	80	165
7:45 AM	17	0	10	9	14						44	58	152
TOTAL	45	0	21	32	58						180	217	553
8:00 AM	16	0	3	7	24						15	18	83
8:15 AM	10	0	5	4	23						19	23	84
8:30 AM	10	0	3	2	16						21	15	67
8:45 AM	10	0	6	2	18						17	14	67
TOTAL	46	0	17	15	81						72	70	301

PEAK HOUR DATA

PEAK HR START TIME 7:00 AM

	PCC entrance East			Rawson Lane North			N/A West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	45	0	21	32	58						180	217	553
% OF APPROACH	68.2%	0.0%	31.8%	35.6%	64.4%						45.3%	54.7%	
PEAK HR FACTOR	0.611			0.865						0.775			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and PCC entrance

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	PCC entrance East			Rawson Lane North			N/A West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	22	0	8	2	36						51	17	136
3:15 PM	24	0	6	1	19						26	23	99
3:30 PM	20	0	5	4	22						14	21	86
3:45 PM	20	0	11	7	20						23	18	99
TOTAL	86	0	30	14	97						114	79	420
4:00 PM	32	0	6	3	34						22	11	108
4:15 PM	43	0	13	3	31						29	19	138
4:30 PM	40	0	9	1	28						35	18	131
4:45 PM	64	0	24	4	42						21	24	179
TOTAL	179	0	52	11	135						107	72	556
5:00 PM	46	0	10	9	27						30	23	145
5:15 PM	41	0	9	2	38						22	24	136
5:30 PM	26	0	7	4	22						36	11	106
5:45 PM	11	0	5	4	24						21	26	91
TOTAL	124	0	31	19	111						109	84	478

PEAK HOUR DATA

PEAK HR START TIME 4:15 PM

	PCC entrance East			Rawson Lane North			N/A West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	193	0	56	17	128						115	84	593
% OF APPROACH	77.5%	0.0%	22.5%	11.7%	88.3%						57.8%	42.2%	
PEAK HR FACTOR	0.707			0.788						0.939			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and St Eusebia

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	St Eusebia East			Rawson Lane North			Student Housing West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	0	0	16	2	15	0	7	0	0	2	93	2	137
7:15 AM	2	0	14	3	15	1	5	0	0	0	48	1	89
7:30 AM	1	0	11	2	14	0	4	0	0	0	31	0	63
7:45 AM	0	0	8	1	32	0	9	0	0	0	25	0	75
TOTAL	3	0	49	8	76	1	25	0	0	2	197	3	364
8:00 AM	3	0	1	4	28	1	0	0	1	2	32	0	72
8:15 AM	3	0	4	2	18	1	1	0	0	0	24	0	53
8:30 AM	3	0	2	0	12	1	2	0	0	0	19	1	40
8:45 AM	0	0	4	0	17	1	4	0	0	0	29	1	56
TOTAL	9	0	11	6	75	4	7	0	1	2	104	2	221

PEAK HOUR DATA

PEAK HR START TIME 7:00 AM

	St Eusebia East			Rawson Lane North			Student Housing West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	3	0	49	8	76	1	25	0	0	2	197	3	364
% OF APPROACH	5.8%	0.0%	94.2%	9.4%	89.4%	1.2%	100.0%	0.0%	0.0%	1.0%	97.5%	1.5%	
PEAK HR FACTOR	0.813			0.644			0.694			0.521			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and St Eusebia

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	St Eusebia East			Rawson Lane North			Student Housing West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	1	0	1	5	46	0	2	0	0	0	55	2	112
3:15 PM	5	0	3	4	32	1	1	0	0	0	35	0	81
3:30 PM	0	0	2	4	36	1	0	0	1	0	24	4	72
3:45 PM	3	0	1	5	29	1	1	0	2	0	32	1	75
TOTAL	9	0	7	18	143	3	4	0	3	0	146	7	340
4:00 PM	1	0	2	3	62	1	3	0	1	0	28	0	101
4:15 PM	1	0	0	6	73	0	1	0	2	0	24	0	107
4:30 PM	0	0	5	7	68	1	0	0	2	0	42	1	126
4:45 PM	0	0	3	9	76	7	3	0	1	1	36	4	140
TOTAL	2	0	10	25	279	9	7	0	6	1	130	5	474
5:00 PM	1	0	6	13	66	3	2	0	1	0	37	3	132
5:15 PM	2	0	6	10	56	6	0	0	2	2	29	0	113
5:30 PM	1	0	4	7	31	4	2	0	2	2	38	0	91
5:45 PM	0	0	4	5	27	3	3	0	1	1	32	0	76
TOTAL	4	0	20	35	180	16	7	0	6	5	136	3	412

PEAK HOUR DATA

PEAK HR START TIME 4:30 PM

	St Eusebia East			Rawson Lane North			Student Housing West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	3	0	20	39	266	17	5	0	6	3	144	8	511
% OF APPROACH	13.0%	0.0%	87.0%	12.1%	82.6%	5.3%	45.5%	0.0%	54.5%	1.9%	92.9%	5.2%	
PEAK HR FACTOR	0.719			0.875			0.688			0.901			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and St Sabas

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	St Sabas East			Rawson Lane North			N/A West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	1		6	0	15						93	0	115
7:15 AM	3		10	1	17						39	0	70
7:30 AM	2		8	1	13						23	1	48
7:45 AM	2		1	2	32						24	1	62
TOTAL	8		25	4	77						179	2	295
8:00 AM	1		4	1	32						30	0	68
8:15 AM	2		2	0	21						22	0	47
8:30 AM	0		4	0	15						16	1	36
8:45 AM	1		1	1	16						29	0	48
TOTAL	4		11	2	84						97	1	199

PEAK HOUR DATA

PEAK HR START TIME 7:00 AM

	St Sabas East			Rawson Lane North			N/A West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	8		25	4	77						179	2	295
% OF APPROACH	24.2%		75.8%	4.9%	95.1%						98.9%	1.1%	
PEAK HR FACTOR		0.635			0.596						0.487		

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Rawson Lane and St Sabas

COUNTED BY: RF/RF COUNT DATE: 9/13/2016 Rawson Traffic Study

	St Sabas East			Rawson Lane North			N/A West			Rawson Lane South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	0		5	0	47						52	1	105
3:15 PM	0		3	1	36						32	0	72
3:30 PM	0		1	2	35						27	2	67
3:45 PM	1		2	1	33						31	1	69
TOTAL	1		11	4	151						142	4	313
4:00 PM	3		0	1	63						28	1	96
4:15 PM	1		0	4	72						24	3	104
4:30 PM	0		1	2	68						42	0	113
4:45 PM	0		4	7	69						37	3	120
TOTAL	4		5	14	272						131	7	433
5:00 PM	4		3	4	64						37	2	114
5:15 PM	2		1	2	58						30	5	98
5:30 PM	2		3	2	32						37	0	76
5:45 PM	0		1	3	25						32	3	64
TOTAL	8		8	11	179						136	10	352

PEAK HOUR DATA

PEAK HR START TIME 4:15 PM

	St Sabas East			Rawson Lane North			N/A West			Rawson Lane South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	5		8	17	273						140	8	451
% OF APPROACH	38.5%	0.0%	61.5%	5.9%	94.1%						94.6%	5.4%	
PEAK HR FACTOR	0.464			0.954						0.881			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Hancock Lane and Airport Blvd final

COUNTED BY: RF COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			N/A North			Airport Blvd West			Ringold South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	2	131						93	11	20		5	262
7:15 AM	3	170						158	7	34		16	388
7:30 AM	3	216						188	9	24		16	456
7:45 AM	2	233						184	31	33		11	494
TOTAL	10	750						623	58	111		48	1600
8:00 AM	2	199						131	33	41		3	409
8:15 AM	3	153						130	41	42		3	372
8:30 AM	1	174						125	13	38		5	356
8:45 AM	4	156						135	10	20		6	331
TOTAL	10	682						521	97	141		17	1468

PEAK HOUR DATA

PEAK HR START TIME 7:15 AM

	Airport Blvd East			N/A North			Airport Blvd West			Ringold South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	10	818						661	80	132		46	1747
% OF APPROACH	1.2%	98.8%						89.2%	10.8%	74.2%		25.8%	
PEAK HR FACTOR	0.881						0.862			0.890			

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Hancock Lane and Airport Blvd final

COUNTED BY: RF COUNT DATE: 10/6/2016 Rawson Traf

	Airport Blvd East			Ringold North			Airport Blvd West			Ringold South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	9	210						200	27	14		4	464
3:15 PM	4	214						195	42	36		8	499
3:30 PM	7	146						214	34	31		6	438
3:45 PM	2	170						188	19	20		5	404
TOTAL	22	740						797	122	101		23	1805
4:00 PM	8	162						181	21	17		4	393
4:15 PM	10	216						193	26	21		8	474
4:30 PM	6	233						195	40	28		9	511
4:45 PM	10	196						173	38	31		4	452
TOTAL	34	807						742	125	97		25	1830
5:00 PM	8	238						234	27	12		6	525
5:15 PM	9	207						205	23	21		1	466
5:30 PM	11	238						200	26	17		3	495
5:45 PM	10	130						158	22	25		7	352
TOTAL	38	813						797	98	75		17	1838

PEAK HOUR DATA

PEAK HR START TIME 4:45 PM

	Airport Blvd East			Ringold North			Airport Blvd West			Ringold South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	38	879						812	114	81		14	1938
% OF APPROACH	4.1%	95.9%						87.7%	12.3%	85.3%		14.7%	
PEAK HR FACTOR		0.921						0.887			0.679		

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Ringold and Hancock

COUNTED BY: RF/RF COUNT DATE: 9/8/2016 Rawson Traffic Study

	Hancock East			Ringold North			Coleman Lane West			N/A South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
7:00 AM	0	0	39	10		2	1	0	0				52
7:15 AM	0	0	39	10		0	2	0	0				51
7:30 AM	0	0	40	11		0	1	0	0				52
7:45 AM	0	0	48	34		2	1	0	0				85
TOTAL	0	0	166	65		4	5	0	0				240
8:00 AM	0	0	44	37		0	2	0	0				83
8:15 AM	0	0	63	38		0	1	0	0				102
8:30 AM	1	0	26	16		0	0	0	0				43
8:45 AM	0	0	23	17		1	22	0	0				63
TOTAL	1	0	156	108		1	25	0	0				291

PEAK HOUR DATA

PEAK HR START TIME 7:30 AM

	Hancock East			Ringold North			Coleman Lane West			N/A South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	0	0	195	120		2	5	0	0				322
% OF APPROACH	0.0%	0.0%	100.0%	98.4%		1.6%	100.0%	0.0%	0.0%				
PEAK HR FACTOR	0.774			0.803			0.625						

Engineering & Planning Resources, PC
Pensacola, FL

INTERSECTION OF Ringold and Hancock

COUNTED BY: RF/RF COUNT DATE: 9/8/2016 Rawson Traffic Study

	Hancock East			Ringold North			Coleman Lane West			N/A South			
Time	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
3:00 PM	1	0	15	39		1	0	0	0				56
3:15 PM	0	0	44	28		0	0	0	0				72
3:30 PM	1	0	50	27		2	0	1	0				81
3:45 PM	2	0	20	25		1	1	0	0				49
TOTAL	4	0	129	119		4	1	1	0				258
4:00 PM	0	0	15	27		1	1	0	0				44
4:15 PM	0	0	25	38		0	1	1	0				65
4:30 PM	0	0	31	38		1	2	0	0				72
4:45 PM	0	0	28	44		1	0	1	0				74
TOTAL	0	0	99	147		3	4	2	0				255
5:00 PM	0	0	23	39		2	1	0	0				65
5:15 PM	0	0	19	50		0	2	0	0				71
5:30 PM	0	0	26	28		1	0	0	0				55
5:45 PM	0	0	35	33		0	0	0	0				68
TOTAL	0	0	103	150		3	3	0	0				259

PEAK HOUR DATA

PEAK HR START TIME 4:30 PM

	Hancock East			Ringold North			Coleman Lane West			N/A South			
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	TOTAL
PEAK HR TOTALS	0	0	101	171		4	5	1	0				282
% OF APPROACH	0.0%	0.0%	100.0%	97.7%		2.3%	83.3%	16.7%	0.0%				
PEAK HR FACTOR	0.815			0.875			0.750						

TRAFFIC COUNT SYNOPSIS

Engineering & Planning Resources, PC
Airport Blvd (EB) Vehicle Counts

VehicleCount-506 -- English (ENU)

Datasets:

Site:	**Airport East of Rawson - EB**
Direction:	2 - East bound, A hit first. **Lane:** 2
Survey Duration:	14:50 Tuesday, September 6, 2016 => 11:15 Monday, September 12, 2016
Zone:	
File:	Airport East of Rawson EB Dir.EC2 (Plus)
Identifier:	L897AAM6 MC56-6 [MC55] (c)Microcom 02/03/01
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, September 8, 2016 => 0:00 Friday, September 9, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 10195 / 22332 (45.65%)

*** Thursday, September 8, 2016 - Total=10154, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
42	**23**	**24**	**24**	**32**	**90**	**280**	**804**	**680**	**668**	**646**	**644**	**735**	**679**	**635**	**792**	**888**	**905**	**527**	**442**	**254**	**152**	**107**	**81**	
9	9	11	4	1	12	24	124	**213**	164	140	158	208	163	157	206	213	**269**	167	109	73	49	35	30	7
12	4	4	6	6	17	76	**172**	171	173	172	161	186	177	149	207	204	**215**	130	132	64	36	25	17	13
9	7	4	6	8	19	92	**246**	164	155	163	163	161	179	157	170	234	**257**	114	105	58	25	23	18	8
12	3	5	8	17	42	88	**262**	132	176	171	162	180	160	172	209	**237**	164	116	96	59	42	24	16	13

AM Peak 0715 - 0815 (893), AM PHF=0.85 PM Peak 1645 - 1745 (978), PM PHF=0.91

Engineering & Planning Resources, PC
Airport Blvd (WB) Vehicle Counts

VehicleCount-507 -- English (ENU)

Datasets:

Site:	**Airport East of Rawson - WB**
Direction:	4 - West bound, A hit first. **Lane:** 2
Survey Duration:	14:40 Tuesday, September 6, 2016 => 11:05 Monday, September 12, 2016
Zone:	
File:	Airport east of Rawson WB S2 0 2016-09-12 1105.EC2 (Plus)
Identifier:	L974CRHN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, September 8, 2016 => 0:00 Friday, September 9, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 9844 / 21739 (45.28%)

*** Thursday, September 8, 2016 - Total=9793, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
61	**34**	**31**	**17**	**34**	**77**	**306**	**644**	**525**	**499**	**543**	**610**	**726**	**678**	**699**	**757**	**764**	**794**	**551**	**475**	**413**	**302**	**160**	**93**	
29	9	7	1	7	15	47	108	130	88	116	148	**175**	172	175	166	**201**	203	125	152	110	89	59	32	19
15	10	10	7	6	16	59	174	142	126	144	133	**169**	176	171	184	**208**	228	150	126	112	80	43	25	16
8	7	10	6	7	21	81	176	121	143	139	172	**184**	151	174	**217**	190	187	144	98	108	71	30	19	5
9	8	4	3	14	25	119	186	132	142	144	**157**	198	179	179	**190**	165	176	132	99	83	62	28	17	11

AM Peak 1145 - 1245 (685), AM PHF=0.93 PM Peak 1530 - 1630 (816), PM PHF=0.94

Engineering & Planning Resources, PC
Brent Lane (EB) Vehicle Counts

VehicleCount-515 -- English (ENU)

Datasets:

Site:	**[S6] Brent Lane west of Rawson Lane EB traffic**
Direction:	2 - East bound, A hit first. **Lane:** 3
Survey Duration:	14:46 Tuesday, September 6, 2016 => 15:19 Friday, September 16, 2016
Zone:	
File:	S6 0 2016-09-28 0940.EC3 (Plus)
Identifier:	L489Y5VB MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**14:47 Tuesday, September 6, 2016 => 15:19 Friday, September 16, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 33758 / 34446 (98.00%)

*** Thursday, September 8, 2016 - Total=16234, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
83	**50**	**52**	**86**	**172**	**307**	**696**	**1269**	**1116**	**1097**	**924**	**966**	**1065**	**1056**	**1018**	**1041**	**1139**	**1241**	**906**	**705**	**479**	**345**	**259**	**162**	
29	13	10	16	28	35	104	226	**283**	289	211	244	282	269	231	292	270	**331**	226	221	149	83	70	57	29
25	16	12	19	32	65	142	**331**	250	269	210	219	236	268	245	232	241	**312**	223	215	105	106	76	31	34
18	9	10	26	53	114	197	**316**	295	250	244	228	287	245	235	248	281	**329**	246	160	108	79	58	36	19
11	12	20	25	59	93	253	**396**	288	289	259	275	260	274	307	269	**347**	269	211	109	117	77	55	38	9

AM Peak 0715 - 0815 (1326), AM PHF=0.84 PM Peak 1645 - 1745 (1319), PM PHF=0.95

Engineering & Planning Resources, PC
Brent Lane (WB) Vehicle Counts

VehicleCount-509 -- English (ENU)

Datasets:

Site:	**[S5] Brent west of Rawson WB lanes**
Direction:	4 - West bound, A hit first. **Lane:** 0
Survey Duration:	14:55 Tuesday, September 6, 2016 => 10:43 Monday, September 12, 2016
Zone:	
File:	S5 0 2016-09-12 1043.EC0 (Plus)
Identifier:	L8434F16 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, September 8, 2016 => 0:00 Friday, September 9, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 16480 / 34633 (47.58%)

*** Thursday, September 8, 2016 - Total=16352, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
115	**85**	**71**	**48**	**60**	**161**	**539**	**1219**	**775**	**779**	**799**	**902**	**1047**	**1059**	**1282**	**1217**	**1346**	**1184**	**904**	**847**	**741**	**605**	**335**	**232**	
42	22	21	12	15	24	82	**232**	189	208	188	188	249	234	285	318	330	**331**	232	209	188	168	114	55	47
27	16	19	10	10	33	116	**320**	171	169	198	246	256	258	300	316	340	**345**	223	224	185	151	92	51	26
22	20	22	9	15	40	152	**356**	189	197	210	226	260	276	342	276	**327**	272	219	216	189	157	58	75	26
24	27	9	17	20	64	189	**311**	226	205	203	242	282	291	355	307	**349**	236	230	198	179	129	71	51	29

AM Peak 0700 - 0800 (1219), AM PHF=0.86 PM Peak 1630 - 1730 (1352), PM PHF=0.97

Engineering & Planning Resources, PC
Hancock Lane Vehicle Counts

VehicleCount-510 -- English (ENU)

Datasets:

Site:	**[S1] Hancock Lane North of Airport west of Ringold**
Direction:	8 - East bound A>B, West bound B>A. **Lane:** 2
Survey Duration:	15:22 Tuesday, September 6, 2016 => 15:19 Friday, September 16, 2016
Zone:	
File:	S1 0 2016-09-28 0944.EC2 (Plus)
Identifier:	L8291M6D MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Thursday, September 8, 2016 => 0:00 Friday, September 9, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 2814 / 6179 (45.54%)

*** Thursday, September 8, 2016 - Total=2798, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
21	**9**	**9**	**11**	**15**	**37**	**109**	**233**	**262**	**124**	**101**	**115**	**134**	**141**	**165**	**252**	**252**	**256**	**137**	**131**	**112**	**82**	**56**	**34**	
9	1	3	3	0	7	14	50	**90**	30	25	27	30	39	34	54	47	**68**	33	34	38	21	19	12	6
3	4	3	2	3	8	20	49	**91**	29	25	30	41	30	35	75	**66**	66	48	35	24	17	18	8	4
5	2	2	2	3	11	30	**52**	39	33	29	33	27	34	49	82	**69**	53	32	33	24	25	12	5	3
4	2	1	4	9	11	45	**82**	42	32	22	25	36	38	47	41	**70**	69	24	29	26	19	7	9	3

AM Peak 0730 - 0830 (315), AM PHF=0.87 PM Peak 1615 - 1715 (273), PM PHF=0.97

Engineering & Planning Resources, PC
Rawson Lane Vehicle Counts

VehicleCount-513 -- English (ENU)

Datasets:

Site:	**[S9] North Rawson between Airport and St Sabas**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 2
Survey Duration:	10:31 Monday, September 12, 2016 => 14:01 Wednesday, September 21, 2016
Zone:	
File:	S9 0 2016-09-28 0930.EC2 (Plus)
Identifier:	L942DPT7 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, September 13, 2016 => 0:00 Wednesday, September 14, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3614 / 6917 (52.25%)

*** Tuesday, September 13, 2016 - Total=3597, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**5**	**6**	**7**	**11**	**40**	**111**	**322**	**172**	**132**	**170**	**184**	**199**	**161**	**260**	**288**	**401**	**324**	**236**	**196**	**181**	**118**	**45**	**19**	
1	2	0	4	3	4	19	**59**	54	39	23	43	60	42	58	95	92	**96**	73	49	70	31	13	6	7
2	0	1	3	4	4	24	**90**	47	28	42	47	41	39	68	68	**100**	100	68	41	52	38	11	6	2
3	2	2	0	1	8	21	**101**	37	37	51	47	50	44	68	61	**103**	71	51	51	32	21	10	3	6
3	1	3	0	3	24	47	**72**	34	28	54	47	48	36	66	64	**106**	57	44	55	27	28	11	4	2

AM Peak 0700 - 0800 (322), AM PHF=0.80 PM Peak 1615 - 1715 (405), PM PHF=0.96

Engineering & Planning Resources, PC
Rawson Lane Vehicle Counts

VehicleCount-514 -- English (ENU)

Datasets:

Site:	**[S11] South Rawson between Brent and PCC entrance**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	11:09 Monday, September 12, 2016 => 14:02 Wednesday, September 21, 2016
Zone:	
File:	S11 0 2016-09-28 0932.EC0 (Plus)
Identifier:	L974CRHN MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, September 13, 2016 => 0:00 Wednesday, September 14, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 3328 / 6161 (54.02%)

*** Tuesday, September 13, 2016 - Total=3311, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
9	**7**	**6**	**8**	**13**	**34**	**103**	**235**	**161**	**134**	**166**	**177**	**178**	**141**	**218**	**236**	**275**	**249**	**226**	**240**	**236**	**159**	**81**	**19**	
2	3	0	4	3	4	12	**54**	44	39	33	48	48	37	43	87	**67**	65	58	60	72	42	39	6	9
3	1	1	3	4	2	19	**61**	37	25	30	36	43	39	57	50	**61**	63	55	57	77	51	20	5	3
3	2	1	0	2	11	27	**68**	43	40	43	46	40	30	57	43	**71**	71	52	65	41	35	12	3	3
1	1	4	1	4	17	45	**52**	37	30	60	47	47	35	61	56	**76**	50	61	58	46	31	10	5	2

AM Peak 0700 - 0800 (235), AM PHF=0.86 PM Peak 1600 - 1700 (275), PM PHF=0.90

Engineering & Planning Resources, PC
Mid Rawson Lane Vehicle Counts

VehicleCount-512 -- English (ENU)

Datasets:

Site:	**[S10] Mid Rawson Lane South of St Eusebia**
Direction:	7 - North bound A>B, South bound B>A. **Lane:** 0
Survey Duration:	10:56 Monday, September 12, 2016 => 13:19 Tuesday, September 27, 2016
Zone:	
File:	S10 0 2016-09-28 0936.EC0 (Plus)
Identifier:	L8434F16 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default (v3.21 - 15275)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, September 13, 2016 => 0:00 Wednesday, September 14, 2016**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	5 - 100 mph.
Direction:	North, East, South, West (bound)
Separation:	All - (Headway)
Name:	Default Profile
Scheme:	Vehicle classification (Scheme F2)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)
In profile:	Vehicles = 4376 / 8063 (54.27%)

*** Tuesday, September 13, 2016 - Total=4359, 15 minute drops**

0000	0100	0200	0300	0400	0500	0600	0700	0800	0900	1000	1100	1200	1300	1400	1500	1600	1700	1800	1900	2000	2100	2200	2300	
11	**7**	**6**	**8**	**14**	**44**	**153**	**442**	**207**	**165**	**190**	**203**	**244**	**195**	**297**	**326**	**468**	**412**	**289**	**231**	**212**	**141**	**74**	**20**	
2	3	0	4	4	4	27	**73**	63	47	32	44	64	55	65	110	102	**118**	94	55	74	35	32	5	8
3	1	1	3	4	4	26	**125**	52	37	40	45	53	45	77	76	110	**125**	77	55	66	48	18	6	3
5	2	1	0	2	13	32	**141**	44	43	54	51	58	48	75	69	**118**	94	63	64	34	27	14	5	4
1	1	4	1	4	23	68	**103**	48	38	64	63	69	47	80	71	**138**	75	55	57	38	31	10	4	2

AM Peak 0700 - 0800 (442), AM PHF=0.78 PM Peak 1630 - 1730 (499), PM PHF=0.90

APPENDIX D- LOS INFORMATION

1. FDOT LOS Manual

TABLE 1

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	16,800	17,700	**
4	Divided	*	37,900	39,800	**
6	Divided	*	58,400	59,900	**
8	Divided	*	78,800	80,100	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	7,300	14,800	15,600
4	Divided	*	14,500	32,400	33,800
6	Divided	*	23,300	50,000	50,900
8	Divided	*	32,000	67,300	68,100

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,900	7,600	19,700
50-84%	2,100	6,700	19,700	>19,700
85-100%	9,300	19,700	>19,700	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,500
50-84%	*	1,600	8,700	15,800
85-100%	3,800	10,700	17,400	>19,700

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Core Urbanized

Lanes	B	C	D	E
4	47,400	64,000	77,900	84,600
6	69,900	95,200	116,600	130,600
8	92,500	126,400	154,300	176,600
10	115,100	159,700	194,500	222,700
12	162,400	216,700	256,600	268,900

Urbanized

Lanes	B	C	D	E
4	45,800	61,500	74,400	79,900
6	68,100	93,000	111,800	123,300
8	91,500	123,500	148,700	166,800
10	114,800	156,000	187,100	210,300

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	8,600	17,000	24,200	33,300
4	Divided	36,700	51,800	65,600	72,600
6	Divided	55,000	77,700	98,300	108,800

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 1
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities				Interrupted Flow Facilities					
					State Arterials				Class I	
	Freeways	Core Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS										
Area type (u,lu)	lu	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-10	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	65	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	70	55	55	50	55	35	35	50	50
Auxiliary Lanes (n,y)	n	n								
Median (n, nr, r)			n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone			80							
Exclusive left turn lane impact (n, y)			[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)					n	n	n	n	n	n
Facility length (mi)	4	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4	4								
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.090	0.085	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)			1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.91	0.97	0.98						
% left turns					12	12	12	12	12	12
% right turns					12	12	12	12	12	12
CONTROL CHARACTERISTICS										
Number of signals					4	4	10	10	4	6
Arrival type (1-6)					3	3	4	4	4	4
Signal type (a, c, p)					c	c	c	c	c	c
Cycle length (C)					120	150	120	120	120	120
Effective green ratio (g/C)					0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)									n, 50%, y	n
Outside lane width (n, t, w)									t	t
Pavement condition (d, t, u)									t	
On-street parking (n, y)										
Sidewalk (n, y)										n, 50%, y
Sidewalk/roadway separation(a, t, w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 2

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	14,400	16,200	**
4	Divided	*	34,000	35,500	**
6	Divided	*	52,100	53,500	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	6,500	13,300	14,200
4	Divided	*	9,900	28,800	31,600
6	Divided	*	16,000	44,900	47,600

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,600	6,100	19,500
50-84%	1,900	5,500	18,400	>19,500
85-100%	7,500	19,500	>19,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,800	9,400
50-84%	*	1,600	8,600	15,600
85-100%	3,800	10,500	17,100	>19,500

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	44,100	57,600	68,900	71,700
6	65,100	85,600	102,200	111,000
8	85,100	113,700	135,200	150,000
10	106,200	141,700	168,800	189,000

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 20,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	9,200	17,300	24,400	33,300
4	Divided	35,300	49,600	62,900	69,600
6	Divided	52,800	74,500	94,300	104,500

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 2
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
		Two-Lane	Multilane	Class I	Class II			
	Density	%ffs	Density	ats	ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 3

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	12,900	14,200	**
4	Divided	*	29,300	30,400	**
6	Divided	*	45,200	45,800	**

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	1,300	2,000	3,200
50-84%	1,000	2,100	3,200	10,600
85-100%	2,600	3,900	18,500	>18,500

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	2,300	4,900	15,600
50-84%	1,700	4,500	13,300	18,500
85-100%	5,900	18,500	>18,500	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	2,700	9,200
50-84%	*	1,500	8,400	14,900
85-100%	3,600	10,200	16,700	>19,200

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	28,800	43,000	52,300	60,000
6	43,000	64,000	78,300	92,500
8	57,500	85,400	104,400	123,500

Freeway Adjustments
Auxiliary Lanes
Present in Both Directions
+ 20,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	4,700	8,400	14,300	28,600
4	Divided	25,700	40,300	51,000	57,900
6	Divided	38,800	60,400	76,700	86,800

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	8,700	16,400	23,100	31,500
4	Divided	25,900	40,700	52,400	59,600
6	Divided	38,800	61,000	78,400	89,500

Passing Lane Adjustments
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as two-way annual average daily volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 3
(continued)

Generalized **Annual Average Daily** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 4

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,510	1,600	**
4	Divided	*	3,420	3,580	**
6	Divided	*	5,250	5,390	**
8	Divided	*	7,090	7,210	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	660	1,330	1,410
4	Divided	*	1,310	2,920	3,040
6	Divided	*	2,090	4,500	4,590
8	Divided	*	2,880	6,060	6,130

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	260	680	1,770
50-84%	190	600	1,770	>1,770
85-100%	830	1,770	>1,770	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,420
85-100%	340	960	1,560	>1,770

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	4,120	5,540	6,700	7,190
6	6,130	8,370	10,060	11,100
8	8,230	11,100	13,390	15,010
10	10,330	14,040	16,840	18,930
12	14,450	18,880	22,030	22,860

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	770	1,530	2,170	2,990
4	Divided	3,300	4,660	5,900	6,530
6	Divided	4,950	6,990	8,840	9,790

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 4
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 5

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	1,300	1,460	**
4	Divided	*	3,060	3,200	**
6	Divided	*	4,690	4,820	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
2	Undivided	*	580	1,200	1,280
4	Divided	*	890	2,590	2,850
6	Divided	*	1,440	4,040	4,280

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	550	1,760
50-84%	170	500	1,650	>1,760
85-100%	670	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	250	850
50-84%	*	150	780	1,410
85-100%	340	950	1,540	>1,760

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,970	5,190	6,200	6,460
6	5,860	7,710	9,190	9,990
8	7,660	10,230	12,170	13,500
10	9,550	12,750	15,190	17,010

Freeway Adjustments

Auxiliary Lanes Present in Both Directions	Ramp Metering
+ 1,800	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	3,170	4,460	5,660	6,260
6	Divided	4,750	6,700	8,480	9,400

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 5
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Transitioning Areas** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 6

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
2	Undivided	*	1,220	1,350	**
4	Divided	*	2,790	2,890	**
6	Divided	*	4,300	4,350	**

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
2	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding two-directional volumes in this table by 0.6

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	190	300
50-84%	100	200	310	>1,010
85-100%	250	370	1,760	>1,760

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	220	460	1,480
50-84%	170	430	1,270	>1,760
85-100%	560	1,760	>1,760	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	220	840
50-84%	*	120	780	1,390
85-100%	320	940	1,560	>1,820

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
4	3,020	4,510	5,490	6,300
6	4,510	6,720	8,220	9,720
8	6,040	8,970	10,960	12,970

Freeway Adjustments
Auxiliary Lanes
Present in Both Directions
+ 1,800

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
2	Undivided	440	790	1,350	2,710
4	Divided	2,440	3,820	4,840	5,500
6	Divided	3,680	5,730	7,280	8,240

Developed Areas

Lanes	Median	B	C	D	E
2	Undivided	820	1,550	2,190	2,990
4	Divided	2,460	3,860	4,970	5,660
6	Divided	3,680	5,790	7,440	8,500

Passing Lane Adjustments
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
2	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour two-way volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 6
(continued)

Generalized **Peak Hour Two-Way** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, w)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

TABLE 7

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	830	880	**
2	Divided	*	1,910	2,000	**
3	Divided	*	2,940	3,020	**
4	Divided	*	3,970	4,040	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	370	750	800
2	Divided	*	730	1,630	1,700
3	Divided	*	1,170	2,520	2,560
4	Divided	*	1,610	3,390	3,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,260	3,020	3,660	3,940
3	3,360	4,580	5,500	6,080
4	4,500	6,080	7,320	8,220
5	5,660	7,680	9,220	10,360
6	7,900	10,320	12,060	12,500

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	420	840	1,190	1,640
2	Divided	1,810	2,560	3,240	3,590
3	Divided	2,720	3,840	4,860	5,380

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	150	390	1,000
50-84%	110	340	1,000	>1,000
85-100%	470	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 7
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (lu, u)	lu	u	u	u	u	u	u	u	u
Number of through lanes (both dir.)	4-12	2	4-6	2	4-8	2	4-8	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n								
Median (n, nr, r)		n	r	n	r	n	r	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		80							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	4	5	5	2	2	1.9	1.8	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.547	0.550	0.550	0.550	0.560	0.565	0.560	0.565	0.565
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	4.0	2.0	2.0	1.0	1.0	1.0	1.0	2.5	2.0
Local adjustment factor	0.91	0.97	0.98						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				4	4	10	10	4	6
Arrival type (1-6)				3	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	120	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.44	0.44	0.44
MULTIMODAL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, w)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane %ffs	Multilane Density	Class I ats	Class II ats	Score	Score	Buses/hr.
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 8

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Class I (40 mph or higher posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	710	800	**
2	Divided	*	1,740	1,820	**
3	Divided	*	2,670	2,740	**

Class II (35 mph or slower posted speed limit)

Lanes	Median	B	C	D	E
1	Undivided	*	330	680	720
2	Divided	*	500	1,460	1,600
3	Divided	*	810	2,280	2,420

Non-State Signalized Roadway Adjustments

(Alter corresponding state volumes by the indicated percent.)

Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
2	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment

Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	140	320	1,000
50-84%	100	280	940	>1,000
85-100%	380	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	140	480
50-84%	*	80	440	800
85-100%	200	540	880	>1,000

BUS MODE (Scheduled Fixed Route)[3]

(Buses in peak hour in peak direction)

Sidewalk Coverage	B	C	D	E
0-84%	> 5	≥ 4	≥ 3	≥ 2
85-100%	> 4	≥ 3	≥ 2	≥ 1

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	2,200	2,880	3,440	3,580
3	3,260	4,280	5,100	5,540
4	4,260	5,680	6,760	7,500
5	5,300	7,080	8,440	9,440

Freeway Adjustments

Auxiliary Lane	Ramp Metering
+ 1,000	+ 5%

UNINTERRUPTED FLOW HIGHWAYS

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,740	2,450	3,110	3,440
3	Divided	2,610	3,680	4,660	5,170

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1] Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

[3] Buses per hour shown are only for the peak hour in the single direction of the higher traffic flow.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:
Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 8
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Transitioning** and **Areas Over 5,000 Not In Urbanized Areas**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities			Interrupted Flow Facilities					
				State Arterials				Class I	
	Freeways	Highways		Class I		Class II		Bicycle	Pedestrian
ROADWAY CHARACTERISTICS									
Area type (t,uo)	t	t	t	t	t	t	t	t	t
Number of through lanes (both dir.)	4-10	2	4-6	2	4-6	2	4-6	4	4
Posted speed (mph)	70	50	50	45	50	30	30	45	45
Free flow speed (mph)	75	55	55	50	55	35	35	50	50
Auxiliary lanes (n,y)	n	n	n						
Median (n, nr, r)		n	r	n	y	n	y	r	r
Terrain (l,r)	l	l	l	l	l	l	l	l	l
% no passing zone		60							
Exclusive left turn lane impact (n, y)		[n]	y	y	y	y	y	y	y
Exclusive right turn lanes (n, y)				n	n	n	n	n	n
Facility length (mi)	8	5	5	1.8	2	2	2	2	2
Number of basic segments	4								
TRAFFIC CHARACTERISTICS									
Planning analysis hour factor (K)	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090	0.090
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.570	0.570	0.565	0.570	0.570
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,100	1,950	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	9.0	4.0	4.0	2.0	3.0	2.0	3.0	3.0	3.0
Local adjustment factor	0.85	0.97	0.95						
% left turns				12	12	12	12	12	12
% right turns				12	12	12	12	12	12
CONTROL CHARACTERISTICS									
Number of signals				5	4	10	10	4	6
Arrival type (1-6)				4	3	4	4	4	4
Signal type (a, c, p)				c	c	c	c	c	c
Cycle length (C)				120	150	120	150	120	120
Effective green ratio (g/C)				0.44	0.45	0.44	0.45	0.44	0.44
CONTROL CHARACTERISTICS									
Paved shoulder/bicycle lane (n, y)								n, 50%, y	n
Outside lane width (n, t, w)								t	t
Pavement condition (d, t, u)								t	
On-street parking (n, y)								n	n
Sidewalk (n, y)									n, 50%, y
Sidewalk/roadway separation (a, t, w)									t
Sidewalk protective barrier (n, y)									n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways		Arterials		Bicycle	Ped	Bus
	Density	Two-Lane	Multilane	Class I	Class II	Score	Score	Buses/hr.
		%ffs	Density	ats	ats			
B	≤ 17	> 83.3	≤ 17	> 31 mph	> 22 mph	≤ 2.75	≤ 2.75	≤ 6
C	≤ 24	> 75.0	≤ 24	> 23 mph	> 17 mph	≤ 3.50	≤ 3.50	≤ 4
D	≤ 31	> 66.7	≤ 31	> 18 mph	> 13 mph	≤ 4.25	≤ 4.25	< 3
E	≤ 39	> 58.3	≤ 35	> 15 mph	> 10 mph	≤ 5.00	≤ 5.00	< 2

% ffs = Percent free flow speed ats = Average travel speed

TABLE 9

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**[1]

12/18/12

INTERRUPTED FLOW FACILITIES

STATE SIGNALIZED ARTERIALS

Lanes	Median	B	C	D	E
1	Undivided	*	670	740	**
2	Divided	*	1,530	1,580	**
3	Divided	*	2,360	2,400	**

Non-State Signalized Roadway Adjustments
(Alter corresponding state volumes by the indicated percent.)
Non-State Signalized Roadways - 10%

Median & Turn Lane Adjustments

Lanes	Median	Exclusive Left Lanes	Exclusive Right Lanes	Adjustment Factors
1	Divided	Yes	No	+5%
1	Undivided	No	No	-20%
Multi	Undivided	Yes	No	-5%
Multi	Undivided	No	No	-25%
–	–	–	Yes	+ 5%

One-Way Facility Adjustment
Multiply the corresponding directional volumes in this table by 1.2

BICYCLE MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Rural Undeveloped

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	70	110	170
50-84%	60	120	180	580
85-100%	140	210	1,000	>1,000

Developed Areas

Paved Shoulder/Bicycle Lane Coverage	B	C	D	E
0-49%	*	120	260	840
50-84%	100	240	720	1,000
85-100%	320	1,000	>1,000	**

PEDESTRIAN MODE[2]

(Multiply motorized vehicle volumes shown below by number of directional roadway lanes to determine two-way maximum service volumes.)

Sidewalk Coverage	B	C	D	E
0-49%	*	*	120	460
50-84%	*	80	430	770
85-100%	180	520	860	>1,000

UNINTERRUPTED FLOW FACILITIES

FREEWAYS

Lanes	B	C	D	E
2	1,680	2,500	3,040	3,500
3	2,500	3,720	4,560	5,400
4	3,360	4,980	6,080	7,200

Freeway Adjustments
Auxiliary Lanes
Present in Both Directions
+ 1,000

UNINTERRUPTED FLOW HIGHWAYS

Rural Undeveloped

Lanes	Median	B	C	D	E
1	Undivided	240	430	740	1,490
2	Divided	1,340	2,100	2,660	3,020
3	Divided	2,020	3,150	4,000	4,530

Developed Areas

Lanes	Median	B	C	D	E
1	Undivided	450	850	1,200	1,640
2	Divided	1,350	2,120	2,730	3,110
3	Divided	2,020	3,180	4,090	4,670

Passing Lane Adjustments
Alter LOS B-D volumes in proportion to the passing lane length to the highway segment length

Uninterrupted Flow Highway Adjustments

Lanes	Median	Exclusive left lanes	Adjustment factors
1	Divided	Yes	+5%
Multi	Undivided	Yes	-5%
Multi	Undivided	No	-25%

[1]Values shown are presented as peak hour directional volumes for levels of service and are for the automobile/truck modes unless specifically stated. This table does not constitute a standard and should be used only for general planning applications. The computer models from which this table is derived should be used for more specific planning applications. The table and deriving computer models should not be used for corridor or intersection design, where more refined techniques exist. Calculations are based on planning applications of the Highway Capacity Manual and the Transit Capacity and Quality of Service Manual.

[2] Level of service for the bicycle and pedestrian modes in this table is based on number of motorized vehicles, not number of bicyclists or pedestrians using the facility.

* Cannot be achieved using table input value defaults.

** Not applicable for that level of service letter grade. For the automobile mode, volumes greater than level of service D become F because intersection capacities have been reached. For the bicycle mode, the level of service letter grade (including F) is not achievable because there is no maximum vehicle volume threshold using table input value defaults.

Source:

Florida Department of Transportation
Systems Planning Office
www.dot.state.fl.us/planning/systems/sm/los/default.shtm

TABLE 9
(continued)

Generalized **Peak Hour Directional** Volumes for Florida's **Rural Undeveloped Areas** and **Developed Areas Less Than 5,000 Population**

12/18/12

INPUT VALUE ASSUMPTIONS	Uninterrupted Flow Facilities					Interrupted Flow Facilities				
	Freeways	Highways				Arterials		Bicycle		Pedestrian
ROADWAY CHARACTERISTICS										
Area type (ru, rd)	rural	ru	ru	rd	rd	rd	rd	ru	rd	rd
Number of through lanes (both dir.)	4-8	2	4-6	2	4-6	2	4-6	4	4	2
Posted speed (mph)	70	55	65	50	55	45	45	55	45	45
Free flow speed (mph)	75	60	70	55	60	50	50	60	50	50
Auxiliary lanes (n,y)	n									
Median (n, nr, r)		n	r	n	r	n	r	r	r	n
Terrain (l,r)	l	l	l	l	l	l	l	l	l	l
% no passing zone		20		60						
Exclusive left turn lanes (n, y)		[n]	y	[n]	y	y	y	y	y	y
Exclusive right turn lanes (n, y)						n	n	n	n	n
Facility length (mi)	14	10	10	5	5	1.9	2.2	4	2	2
Number of basic segments	4									
TRAFFIC CHARACTERISTICS										
Planning analysis hour factor (K)	0.105	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095	0.095
Directional distribution factor (D)	0.555	0.550	0.550	0.550	0.550	0.550	0.550	0.570	0.570	0.550
Peak hour factor (PHF)	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000	1.000
Base saturation flow rate (pcphpl)		1,700	2,300	1,700	2,200	1,950	1,950	1,950	1,950	1,950
Heavy vehicle percent	12.0	5.0	12.0	4.0	4.0	3.0	3.0	6.0	3.5	3.0
Local adjustment factor	0.84	0.88	0.73	0.97	0.82					
% left turns						12	12		12	12
% right turns						12	12		12	12
CONTROL CHARACTERISTICS										
Number of signals						5	6	2	4	4
Arrival type (1-6)						3	3	3	3	3
Signal type (a, c, p)						c	c	a	a	a
Cycle length (C)						90	90	60	90	90
Effective green ratio (g/C)						0.44	0.44	0.37	0.44	0.44
MULTIMODAL CHARACTERISTICS										
Paved shoulder/bicycle lane (n, y)								n,50%,y	n,50%,y	n
Outside lane width (n, t, w)								t	t	t
Pavement condition (d, t, u)								t	t	
Sidewalk (n, y)										n,50%,y
Sidewalk/roadway separation(a, t,w)										t
Sidewalk protective barrier (n, y)										n

LEVEL OF SERVICE THRESHOLDS

Level of Service	Freeways	Highways				
		Two-Lane ru		Two-Lane rd	Multilane ru	Multilane rd
	Density	%tsf	ats	%ffs	Density	Density
B	≤ 14	≤ 50	≤ 55	> 83.3	≤ 14	≤ 14
C	≤ 22	≤ 65	≤ 50	> 75.0	≤ 22	≤ 22
D	≤ 29	≤ 80	≤ 45	> 66.7	≤ 29	≤ 29
E	≤ 36	> 80	≤ 40	> 58.3	≤ 34	≤ 34

Level of Service	Arterials	Bicycle	Pedestrian
	Major City/Co.(ats)	Score	Score
B	> 31 mph	≤ 2.75	≤ 2.75
C	> 23 mph	≤ 3.50	≤ 3.50
D	> 18 mph	≤ 4.25	≤ 4.25
E	> 15 mph	≤ 5.00	≤ 5.00

%tsf = Percent time spent following %ffs = Percent of free flow speed ats = Average travel speed ru = Rural undeveloped rd = Rural developed

APPENDIX E – EXISTING INTERSECTION LOS AND QUEUING ANALYSIS

Intersection	
Int Delay, s/veh	2.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	916	73	196	606	3	8	0	78	3	1	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	-	-	None	-	-	Stop	-	-	None
Storage Length	165	-	-	385	-	-	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	996	79	213	659	3	9	0	85	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	662	0	0	1075	0	0	1796	2128	538	1588	2165	331
Stage 1	-	-	-	-	-	-	1040	1040	-	1086	1086	-
Stage 2	-	-	-	-	-	-	756	1088	-	502	1079	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	922	-	-	644	-	-	50	49	488	72	47	665
Stage 1	-	-	-	-	-	-	246	306	-	231	291	-
Stage 2	-	-	-	-	-	-	366	290	-	520	293	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	922	-	-	644	-	-	36	33	488	44	31	665
Mov Cap-2 Maneuver	-	-	-	-	-	-	36	33	-	44	31	-
Stage 1	-	-	-	-	-	-	245	305	-	230	195	-
Stage 2	-	-	-	-	-	-	243	194	-	429	292	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	3.2	25.1	74.8
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	36	488	922	-	-	644	-	-	58
HCM Lane V/C Ratio	0.242	0.174	0.002	-	-	0.331	-	-	0.112
HCM Control Delay (s)	134.3	13.9	8.9	-	-	13.3	-	-	74.8
HCM Lane LOS	F	B	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.8	0.6	0	-	-	1.4	-	-	0.4

Intersection	
Int Delay, s/veh	4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	697	28	142	692	6	26	2	219	3	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	-	-	None	-	-	Stop	-	-	None
Storage Length	165	-	-	385	-	-	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	758	30	154	752	7	28	2	238	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	759	0	0	788	0	0	1460	1842	394	1446	1854	379
Stage 1	-	-	-	-	-	-	775	775	-	1064	1064	-
Stage 2	-	-	-	-	-	-	685	1067	-	382	790	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	848	-	-	827	-	-	90	74	605	92	73	619
Stage 1	-	-	-	-	-	-	357	406	-	238	298	-
Stage 2	-	-	-	-	-	-	404	297	-	612	400	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	848	-	-	827	-	-	77	60	605	46	59	619
Mov Cap-2 Maneuver	-	-	-	-	-	-	77	60	-	46	59	-
Stage 1	-	-	-	-	-	-	357	406	-	238	243	-
Stage 2	-	-	-	-	-	-	328	242	-	369	400	-

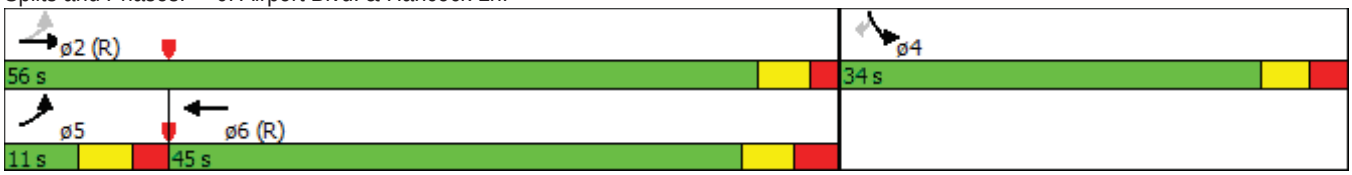
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	22.5	58.2
HCM LOS			C	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	75	605	848	-	-	827	-	-	73
HCM Lane V/C Ratio	0.406	0.393	0.001	-	-	0.187	-	-	0.074
HCM Control Delay (s)	82.5	14.8	9.3	-	-	10.3	-	-	58.2
HCM Lane LOS	F	B	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	1.6	1.9	0	-	-	0.7	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	10	843	681	82	136	47
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	55			0	0	65
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	5085	3483	0	1770	1583
Flt Permitted	0.239				0.950	
Satd. Flow (perm)	445	5085	3483	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			18			51
Link Speed (mph)		30	30		25	
Link Distance (ft)		156	276		522	
Travel Time (s)		3.5	6.3		14.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	916	829	0	148	51
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Total Split (s)	11.0	56.0	45.0		34.0	34.0
Total Lost Time (s)	6.0	5.6	6.7		5.9	5.9
Act Effct Green (s)	50.0	50.4	47.1		28.1	28.1
Actuated g/C Ratio	0.56	0.56	0.52		0.31	0.31
v/c Ratio	0.03	0.32	0.45		0.27	0.10
Control Delay	9.2	11.0	7.4		24.9	7.2
Queue Delay	0.0	0.1	0.3		0.0	0.0
Total Delay	9.2	11.1	7.7		24.9	7.2
LOS	A	B	A		C	A
Approach Delay		11.1	7.7		20.4	
Approach LOS		B	A		C	
Queue Length 50th (ft)	3	95	38		63	0
Queue Length 95th (ft)	10	121	258		112	25
Internal Link Dist (ft)		76	196		442	
Turn Bay Length (ft)	55					65
Base Capacity (vph)	320	2847	1831		552	529
Starvation Cap Reductn	0	0	418		0	0
Spillback Cap Reductn	0	582	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.03	0.40	0.59		0.27	0.10

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.45	
Intersection Signal Delay: 10.6	Intersection LOS: B
Intersection Capacity Utilization 40.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Airport Blvd. & Hancock Ln.

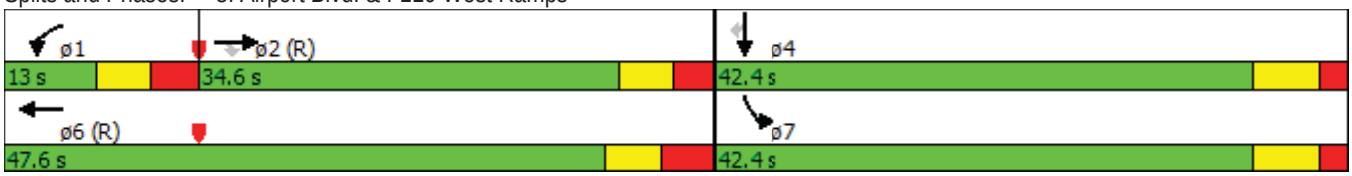


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	853	133	133	508	0	0	0	0	524	1	287
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	205		0	0		0	270		265
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3539	1583	3433	3539	0	0	0	0	1681	1686	2787
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3539	1583	3433	3539	0	0	0	0	1681	1686	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			145									312
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		276			572			349			414	
Travel Time (s)		6.3			13.0			7.9			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	927	145	145	552	0	0	0	0	285	286	312
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2									4
Total Split (s)		34.6	34.6	13.0	47.6					42.4	42.4	42.4
Total Lost Time (s)		6.5	6.5	6.9	7.4					6.4	6.4	6.4
Act Effct Green (s)		28.1	28.1	6.1	40.2					36.0	36.0	36.0
Actuated g/C Ratio		0.31	0.31	0.07	0.45					0.40	0.40	0.40
v/c Ratio		0.84	0.24	0.62	0.35					0.42	0.42	0.24
Control Delay		30.3	3.0	53.5	17.1					22.0	22.0	2.6
Queue Delay		3.6	0.4	0.0	0.1					0.0	0.0	0.0
Total Delay		33.9	3.4	53.5	17.2					22.0	22.0	2.6
LOS		C	A	D	B					C	C	A
Approach Delay		29.8			24.7						15.1	
Approach LOS		C			C						B	
Queue Length 50th (ft)		265	4	42	104					121	121	0
Queue Length 95th (ft)		#348	8	#77	143					193	193	26
Internal Link Dist (ft)		196			492			269			334	
Turn Bay Length (ft)				205						270		265
Base Capacity (vph)		1104	593	232	1580					672	674	1302
Starvation Cap Reductn		108	171	0	0					0	0	0
Spillback Cap Reductn		0	0	0	146					0	0	12
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.93	0.34	0.63	0.38					0.42	0.42	0.24

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 13 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.84	
Intersection Signal Delay: 23.6	Intersection LOS: C
Intersection Capacity Utilization 58.8%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

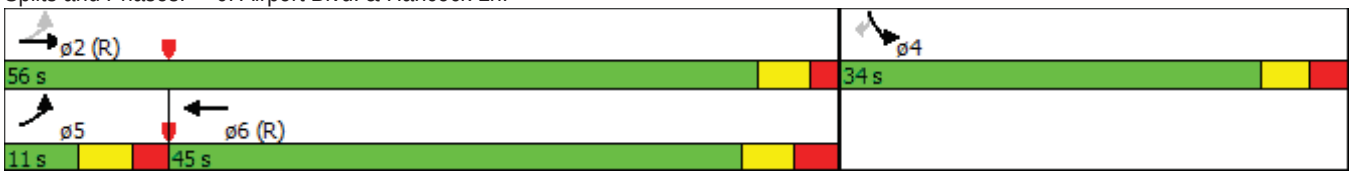
Splits and Phases: 8: Airport Blvd. & I-110 West Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	39	905	836	117	83	14
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	55			0	0	65
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	5085	3476	0	1770	1583
Flt Permitted	0.155				0.950	
Satd. Flow (perm)	289	5085	3476	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			21			15
Link Speed (mph)		30	30		25	
Link Distance (ft)		156	276		522	
Travel Time (s)		3.5	6.3		14.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	42	984	1036	0	90	15
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Total Split (s)	11.0	56.0	45.0		34.0	34.0
Total Lost Time (s)	6.0	5.6	6.7		5.9	5.9
Act Effct Green (s)	50.0	50.4	42.7		28.1	28.1
Actuated g/C Ratio	0.56	0.56	0.47		0.31	0.31
v/c Ratio	0.17	0.35	0.62		0.16	0.03
Control Delay	10.8	11.2	6.7		23.5	10.6
Queue Delay	0.0	0.1	0.1		0.0	0.0
Total Delay	10.8	11.3	6.8		23.5	10.6
LOS	B	B	A		C	B
Approach Delay		11.3	6.8		21.6	
Approach LOS		B	A		C	
Queue Length 50th (ft)	10	104	250		37	0
Queue Length 95th (ft)	25	131	234		73	14
Internal Link Dist (ft)		76	196		442	
Turn Bay Length (ft)	55					65
Base Capacity (vph)	242	2847	1660		552	504
Starvation Cap Reductn	0	0	69		0	0
Spillback Cap Reductn	0	563	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.17	0.43	0.65		0.16	0.03

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 9.6	Intersection LOS: A
Intersection Capacity Utilization 50.3%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Airport Blvd. & Hancock Ln.

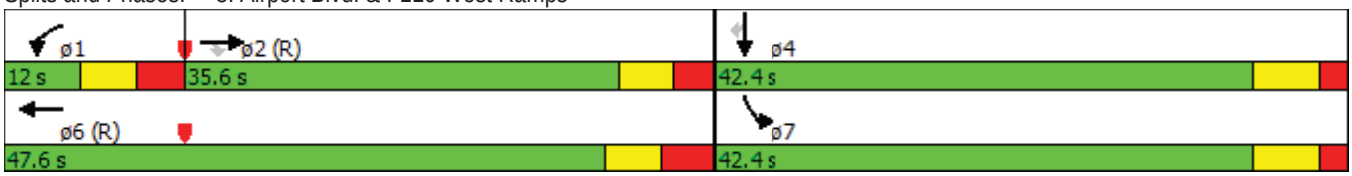


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	908	78	131	840	0	0	0	0	288	0	123
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	205		0	0		0	270		265
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3539	1583	3433	3539	0	0	0	0	1681	1681	2787
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3539	1583	3433	3539	0	0	0	0	1681	1681	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125									137
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		276			572			349			414	
Travel Time (s)		6.3			13.0			7.9			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	987	85	142	913	0	0	0	0	156	157	134
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2									4
Total Split (s)		35.6	35.6	12.0	47.6					42.4	42.4	42.4
Total Lost Time (s)		6.5	6.5	6.9	7.4					6.4	6.4	6.4
Act Effct Green (s)		29.1	29.1	5.1	40.2					36.0	36.0	36.0
Actuated g/C Ratio		0.32	0.32	0.06	0.45					0.40	0.40	0.40
v/c Ratio		0.86	0.14	0.73	0.58					0.23	0.23	0.11
Control Delay		29.5	1.6	64.6	20.4					19.0	19.1	3.3
Queue Delay		1.4	0.0	0.0	0.4					0.0	0.0	0.0
Total Delay		30.9	1.6	64.6	20.8					19.0	19.1	3.3
LOS		C	A	E	C					B	B	A
Approach Delay		28.5			26.7						14.3	
Approach LOS		C			C						B	
Queue Length 50th (ft)		281	2	41	196					60	61	0
Queue Length 95th (ft)		#386	4	#87	256					106	107	18
Internal Link Dist (ft)		196			492			269			334	
Turn Bay Length (ft)				205						270		265
Base Capacity (vph)		1144	596	194	1580					672	672	1197
Starvation Cap Reductn		51	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	241					0	0	8
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.90	0.14	0.73	0.68					0.23	0.23	0.11

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 13 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.86	
Intersection Signal Delay: 25.3	Intersection LOS: C
Intersection Capacity Utilization 53.7%	ICU Level of Service A
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Airport Blvd. & I-110 West Ramps



APPENDIX F– TRAVEL TIME FIELD DATA

MAP 1
I-110 Alternate (NE/SW)
Airport Boulevard
ALT B
Airport Boulevard
St. Sabas Street
St. Eusebia Street
Rawson Lane
Interstate 110
ALT A
Hancock Lane
Interstate 110
Airport Boulevard
E Brent Lane
Rawson Lane
LEGEND
Rawson Lane (North/Southbound)
I-110 Alternative A
I-110 Alternative B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

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SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 7:16 AM To: 8:10 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 1, Rawson Lane Southbound

Sheet 1 of 8

DELAY CODES					
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
	OTHER:				

RUN NUMBER		CONTROL PT	mech shop	DELAY		ts 110	DELAY		ts Brent	DELAY		ts PCC	DELAY		rr trax	DELAY		
		LOCATION	Airport W			Rawson S			Brent W			Brent W			Brent W			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		14	TS	Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				6	TS	0:01:01			0:02:57			0:03:25			0:03:33			
		7:16 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:20			0:00:09									
	2	Time		33	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				28	LT	0:02:00			0:03:31			0:04:13			0:04:21			
		7:24 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:01			0:00:14									
	3	Time		30	TS	Cum Time (s)	75	TS	Cum Time (s)	12	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				49	LT	0:02:10			0:05:04			0:05:34			0:06:06			
		7:34 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:19			0:01:15			0:00:12						
	4	Time		3	TS	Cum Time (s)	8	P	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:18	11	TS	0:02:42			0:03:22			0:03:30			
		7:46 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:19									
	5	Time		4	TS	Cum Time (s)	8	P	Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:25			0:02:01			0:02:58			0:03:34			
		7:56 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04			0:00:08			0:00:09						
	6	Time		28	LT	Cum Time (s)	8	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:24			0:02:49			0:03:15			0:03:23			
		8:07 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:28			0:00:08									

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 7:12 AM To: 8:05 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 1, Rawson Lane Northbound

Sheet 2 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER	CONTROL PT	rr trax	DELAY		ts Rawson	DELAY		ss Airport	DELAY		ts ringold	DELAY		ts 110n	DELAY		
	LOCATION	Brent E			Rawson N			Airport E			Airport E			Airport E			
	MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
1	Time				Cum Time (s)	4	SS	Cum Time (s)	26	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:42			0:02:05			0:02:52			0:03:30			
	7:12 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:04			0:00:26						
2	Time		2	TS	Cum Time (s)	66	SS	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			19	TS	0:01:03			0:02:32			0:02:51			0:03:29			
	7:20 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:21			0:01:06			0:00:02						
3	Time		8	TS	Cum Time (s)	7	SS	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			29	LT	0:01:20			0:02:46	8	TS	0:03:29			0:04:10			
	7:29 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:37			0:00:07			0:00:19						
4	Time		20	TS	Cum Time (s)	15	SS	Cum Time (s)	40	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			26	LT	0:01:26			0:03:03			0:03:58			0:04:42			
	7:40 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:46			0:00:15			0:00:40						
5	Time		8	LT	Cum Time (s)	10	SS	Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:48			0:02:20	16	C	0:04:10			0:04:35			
	7:51 AM				Lapse (s)			Lapse (s)	3	C	Lapse (s)			Lapse (s)			Lapse (s)
					0:00:08			0:00:10	15	TS	0:01:02						
6	Time		20	C	Cum Time (s)	3	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:38			0:02:29			0:02:55			0:03:25			
	8:02 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:20			0:00:03									

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 4:02 PM To: 4:57 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 1, Rawson Lane Southbound

Sheet 3 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION

OTHER: The intersection at Brent and Davis took upwards of 6:00 to make the U-turn and head West on Brent to start the next run.

RUN NUMBER		CONTROL PT	mech shop	DELAY		lt Rawson	DELAY		ts Brent	DELAY		ts PCC	DELAY		rr trax	DELAY		
		LOCATION	Airport W			Rawson S			Brent W			Brent W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		38	LT	Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:28			0:03:16			0:03:35			0:03:54			
		4:02 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:38			0:00:28									
	2	Time		9	TS	Cum Time (s)	6	C	Cum Time (s)	17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				3	LT	0:01:08			0:01:37			0:02:52			0:03:32			
		4:12 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:12			0:00:06			0:00:17						
	3	Time				Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:56			0:02:25			0:02:43			0:03:01			
		4:23 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:09									
	4	Time		13	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:38			0:02:46			0:03:10			0:03:34			
		4:32 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:03									
	5	Time		15	TS	Cum Time (s)	8	TS	Cum Time (s)	39	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				11	TS	0:01:08			0:03:07			0:03:59			0:04:27			
		4:41 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:26			0:00:08			0:00:39						
	6	Time		28	LT	Cum Time (s)	19	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:28			0:03:13	37	C	0:04:39			0:04:39			
		4:52 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:28			0:00:19			0:00:40						

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 4:08 PM To: 5:04 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 1, Rawson Lane Northbound

Sheet 4 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION

OTHER: The intersection at Brent and Davis took upwards of 6:00 to make the U-turn and head West on Brent to start the next run.

RUN NUMBER		CONTROL PT	rr trax	DELAY		ts Rawson	DELAY		ss Airport	DELAY		ts 110	DELAY		mech shop	DELAY		
		LOCATION	Brent E			Rawson N			Airport E			Airport E			Airport E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		38	LT	Cum Time (s)	6	SS	Cum Time (s)	5	C	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:14			0:02:41	3	C	0:03:29			0:03:43			
		4:08 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:38			0:00:06			0:00:08						
	2	Time		9	C	Cum Time (s)	3	P	Cum Time (s)	18	C	Cum Time (s)			Cum Time (s)			Cum Time (s)
				8	C	0:0:37	19	SS	0:02:48			0:03:20			0:03:57			
		4:18 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:17			0:00:22			0:00:08						
	3	Time		14	TS	Cum Time (s)	26	SS	Cum Time (s)	49	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				28	TS	0:01:29			0:03:17			0:04:09			0:04:53			
		4:27 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:42			0:00:26			0:00:49						
	4	Time		28	TS	Cum Time (s)	7	SS	Cum Time (s)	23	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:02			0:02:34			0:03:12			0:03:57			
		4:37 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:28			0:00:07			0:00:23						
	5	Time		64	LT	Cum Time (s)	46	SS	Cum Time (s)	32	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:39			0:03:40			0:04:25			0:05:17			
		4:47 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:04			0:00:46			0:00:32						
	6	Time		23	LT	Cum Time (s)	28	SS	Cum Time (s)	8	C	Cum Time (s)			Cum Time (s)			Cum Time (s)
				63	TS	0:02:01			0:03:46	28	TS	0:04:49			0:05:35			
		4:58 PM				Lapse (s)			Lapse (s)	14	C	Lapse (s)			Lapse (s)			Lapse (s)
						0:01:03			0:00:28			0:00:50						

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SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:13 AM To: 8:51 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 1, Alternative B- NB Route

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DELAY CODES				
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
	OTHER:			

RUN NUMBER		CONTROL PT	rr trax	DELAY		ts mulitple	DELAY		Airport	DELAY		mech shop	DELAY			DELAY		
		LOCATION	Brent E			I-110 N			Airport E			Airport E						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		90	TS	Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:30			0:03:41			0:03:58						
		7:13 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:00:90			0:00:04			0:00:00						
	2	Time		44	TS	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:50			0:03:01			0:03:23						
		7:26 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:44			0:00:02									
	3	Time		43	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:49			0:02:54			0:03:14						
		7:39 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:43												
	4	Time		10	TS	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				3	TS	0:03:08			0:04:12			4:32			0:04:32			
		8:11 AM		96	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:49			0:00:02									
	5	Time		37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:37			0:02:43			0:02:59						
		8:34 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:37												
	6	Time		36	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:38			2:42			0:02:59						
		8:48 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:36												

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/I110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:20 AM To: 8:44 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 1, Alternative A - SB Route

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DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	mech shop	DELAY		ts 110	DELAY		ts brent	DELAY		rr trax	DELAY			DELAY		
		LOCATION	Airport W			I-110 S			Brent W			Brent W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	1	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:32			0:01:37			0:02:32						
		7:20 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:01									
	2	Time		17	TS	Cum Time (s)	13	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:50			0:02:09			0:03:01						
		7:33 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:17			0:00:13									
	3	Time		9	TS	Cum Time (s)	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				67	TS	0:01:58			0:03:35			0:04:27						
		7:46 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:16			0:00:33			0:00:33			n/a			
	4	Time		7	TS	Cum Time (s)			Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				31	TS	0:01:23			0:02:30			0:03:34						
		8:02 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:38			n/a			0:00:03			n/a			
	5	Time		3	TS	Cum Time (s)	6	TS	Cum Time (s)	16	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:36			0:01:49			0:03:04						
		8:21 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:06			0:00:16			n/a			
	6	Time		12	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				52	TS	0:01:46			0:02:53			0:03:44						
		8:40 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:04			0:00:03			0:00:03			n/a			

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR/RF
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 1, 2016
County:	Escambia	Time Period:	From: 4:09 PM To: 5:18 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 1, Alternative B - NB Route

Sheet 7 of 8

DELAY CODES				
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
	OTHER:			

CONTROL PT		rr trax	DELAY		ts 110	DELAY		ts airport	DELAY		mech shop	DELAY			DELAY		
LOCATION		Brent E			I-110 N			Airport E			Airport E						
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	64	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			155		0:04:43			0:05:42			0:06:02						
		4:09 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:03:39			0:00:00									
	2	Time	107	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:41			0:03:55			0:04:16						
		4:22 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:47			0:00:06									
	3	Time	13	C	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			91	TS	0:02:53			0:04:06			0:04:26						
		4:32 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:44			0:00:02									
	4	Time	12	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			14	TS	0:04:38			0:05:46			0:06:05						
		4:44 PM	17	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
			150	TS	0:03:10			0:00:06									
	5	Time	67	TS	Cum Time (s)	23	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			162	TS	0:04:53			0:06:18			0:06:41						
		4:58 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:03:49			0:00:23									
	6	Time	12	C	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			50	TS	0:05:17			0:06:30			0:06:51						
		5:11 PM	179	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:04:01			0:00:11									

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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR/RF
Site:	Airport/I110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 1, 2016
County:	Escambia	Time Period:	From: 4:17 PM To: 5:25 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 1, Alternative A - SB Route

Sheet 8 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	mech shop	DELAY		ts I-110	DELAY		ts Brent	DELAY		rr trax	DELAY			DELAY		
		LOCATION	Airport W			I-110 S			Brent W			Brent W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		30	TS	Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:55			0:02:13			0:03:00						
		4:17 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:30			0:00:04									
	2	Time		23	TS	Cum Time (s)	20	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:57			0:02:24			0:03:09						
		4:27 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:23			0:00:20									
	3	Time		29	TS	Cum Time (s)	7	TS	Cum Time (s)	36	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				68	TS	0:02:18			0:03:31			0:05:02						
		4:38 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:37			0:00:07			0:00:36						
	4	Time		32	TS	Cum Time (s)	9	TS	Cum Time (s)	30	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				67	TS	0:02:17			0:03:31			0:04:57						
		4:51 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:39			0:00:09			0:00:30						
	5	Time		18	TS	Cum Time (s)	6	TS	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				53	TS	0:01:55			0:03:14			0:04:20						
		5:06 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:11			0:00:06			0:00:11						
	6	Time		17	TS	Cum Time (s)	1	TS	Cum Time (s)	31	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				47	TS	0:01:38			0:2:52	12	TS	0:04:42						
		5:20 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:04			0:00:01			0:00:43						

MAP 2
I-110 Alternate (NW/SE)
Airport Boulevard
Airport Boulevard
St. Sabas Street
St. Eusebia Street
Rawson Lane
Interstate 110
ALT A
ALT B
Hancock Lane
Interstate 110
Airport Boulevard
E Brent Lane
Rawson Lane
LEGEND
Rawson Lane (North/Southbound)
NW-to-SE I-110 Alternate A
SE-to-NW I-110 Alternate B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 7:44 AM To: 8:48 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Rawson Northbound Current

Sheet 1 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts 110	DELAY		ss Airport	DELAY		st amatus	DELAY			DELAY		
		LOCATION	Brent W			Rawson N			Airport W			Airport W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	33	TS	Cum Time (s)	54	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:03:54						
			7:44 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:33			0:00:54									
	2		Time			Cum Time (s)	48	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:03:02						
			7:57 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:48									
	3		Time	19	TS	Cum Time (s)	9	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:02:49						
			8:10 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:19			0:00:09									
	4		Time	13	TS	Cum Time (s)	9	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:02:49						
			8:19 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:09									
	5		Time	40	TS	Cum Time (s)	25	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:03:20						
			8:31 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:40			0:00:25									
	6		Time	23	TS	Cum Time (s)	103	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:04:33						
			8:42 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:23			0:01:43									

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 7:50 AM To: 8:48 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Rawson Southbound Current

Sheet 2 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	rr trax	DELAY			DELAY		ts Brent	DELAY		ts 110	DELAY		Mc D's	DELAY		
		LOCATION	Airport E			Rawson S			Brent E			Brent E			Brent E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	41	TS	Cum Time (s)	47	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:04:16			
		7:50 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:41			0:00:47						
	2	Time				Cum Time (s)	68	TS	Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:04:26			
		8:02 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:68			0:00:50						
	3	Time				Cum Time (s)	22	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:03:35			
		8:14 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:22			0:00:41						
	4	Time				Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:02:57			
		8:24 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:28									
	5	Time				Cum Time (s)			Cum Time (s)	39	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:03:24			
		8:35 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:39						
	6	Time				Cum Time (s)	55	TS	Cum Time (s)	37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:04:06			
		8:48 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:55			0:00:37						

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10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 4:11 PM To: 5:27 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Rawson Northbound Current

Sheet 3 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts Rawson	DELAY		ss Airport	DELAY		st amatus	DELAY			DELAY		
		LOCATION	Brent W			Rawson N			Airport W			Airport W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	78	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:03:19			4:18						
		4:11 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:01:18									
	2	Time				Cum Time (s)	7	P	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
							193	SS	0:05:25			6:05						
		4:29 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:03:20									
	3	Time		5	TS	Cum Time (s)	21	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:19			0:02:29			4:46						
		4:42 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:05			0:00:21									
	4	Time				Cum Time (s)	80	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:03:16			3:17						
		4:57 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:01:20									
	5	Time		11	TS	Cum Time (s)	131	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:23			0:04:25			5:04						
		5:10 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:11			0:02:11									
	6	Time		21	TS	Cum Time (s)	6	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:34			0:02:21			2:59						
		5:24 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:21			0:00:06									

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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 4:16 PM To: 5:32 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Rawson Southbound Current

Sheet 4 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME				

RUN NUMBER	CONTROL PT	rr trax	DELAY		rt rawson	DELAY		ts Brent	DELAY		ts 110	DELAY		Mc D's	DELAY		
	LOCATION	Airport E			Rawson S			Brent E			Brent E			Brent E			
	MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
1	Time				Cum Time (s)	150	TS	Cum Time (s)	48	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:04:24			0:05:26			0:05:52			
	4:16 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:02:30			0:00:48						
2	Time				Cum Time (s)	21	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:02:31						0:02:52			
	4:37 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:21									
3	Time				Cum Time (s)	184	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:05:07			0:06:05			0:06:33			
	4:47 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:03:04			0:00:41						
4	Time				Cum Time (s)	108	TS	Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:03:51			0:04:58			0:05:20			
	5:02 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:01:48			0:00:50						
5	Time				Cum Time (s)	43	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:02:52			0:03:46			0:04:11			
	5:17 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:43			0:00:41						
6	Time				Cum Time (s)	26	TS	Cum Time (s)	46	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
								0:02:24			0:03:24			0:03:57			
	5:28 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:26			0:00:46						

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TRAFFIC ENGINEERING
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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR/RR
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:09 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 2, Alternative A - SB Route

Sheet 5 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	st amatus	DELAY		ts airport	DELAY		ts brent	DELAY		ts 110	DELAY		Mc D's	DELAY		
		LOCATION	Airport E			I-110S			Brent E			Brent E			Brent E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:03:22			
		7:15 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	2	Time		23	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:19									0:03:10			
		7:24 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:23												
	3	Time				Cum Time (s)	136	TS	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:04:01			0:04:30			0:04:49			
		7:34 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:02:16			0:00:11						
	4	Time		5	TS	Cum Time (s)	75	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:00			0:02:40			0:03:07			0:03:27			
		7:44 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:05			0:01:15			0:00:06						
	5	Time		2	C	Cum Time (s)	71	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:48	148	TS	0:05:58			0:06:22			0:06:39			
		7:54 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:02			0:03:39			0:00:05						
	6	Time				Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:02:28						0:03:14			
		8:06 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:50									

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/I-110-Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:20 AM To: 8:15 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Alternative B - NB Route

Sheet 6 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts 110	DELAY		ts airport	DELAY		st amatus	DELAY			DELAY		
		LOCATION	Brent W			I-110 N			Airport W			Airport W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	15	RT	Cum Time (s)	2	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						2:19			2:48			3:31						
			7:20 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:15			0:00:02									
	2		Time	91	RT	Cum Time (s)	8	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:45			0:03:12			0:03:55						
			7:29 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:31			0:00:08									
	3		Time	14	RT	Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:19			0:01:46			0:01:59						
			7:40 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:14			0:00:19									
	4		Time	54	RT	Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:55			0:02:24			0:03:04						
			7:50 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:54			0:00:04									
	5		Time	30	RT	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:34	4	C	0:02:09			0:02:45						
			8:02 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:30			0:00:10									
	6		Time	25	RT	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:29			0:02:56			0:03:35						
			8:11 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:25			0:00:11									

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	
County:	Escambia	Time Period:	From: 4:24PM To: 5:52PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 2, Alternative A - SB Route

Sheet 7 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	St Amatus	DELAY		110 SB	DELAY		Brent	DELAY		Mc D's	DELAY			DELAY		
		LOCATION	Airport E			I-110S			Brent E			Brent E						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		1	TS	Cum Time (s)	33	TS	Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:39			2:15			3:07						
		4:24 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:01			:33			:10						
	2	Time				Cum Time (s)	173	TS	Cum Time (s)	24	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:39			4:33			5:34						
		4:40 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									2:53			:24						
	3	Time				Cum Time (s)	129	TS	Cum Time (s)	17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:38			3:48			4:44						
		4:58 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									2:09:00			:17						
	4	Time		2	TS	Cum Time (s)	14	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:39			1:52			3:01						
		5:25 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:02			:14			:22						
	5	Time				Cum Time (s)	49	TS	Cum Time (s)	8	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:41			2:29			3:16						
		5:38 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:49			:08						
	6	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						:40			1:39			2:05						
		5:50 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I-110-Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 4:17PM To: 5:48 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 2, Alternative B - NB Route

Sheet 8 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts 110 NB	DELAY		ts Airport	DELAY		St Amatus	DELAY			DELAY		
		LOCATION	Brent W			I-110 N			Airport W			Airport W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		5	RT	Cum Time (s)			Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:17			1:15			2:22						
		4:17 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:12						:04						
	2	Time				Cum Time (s)	34	TS	Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:12			1:43			2:50						
		4:30 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:34			:04						
	3	Time				Cum Time (s)	105	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:11			2:53			3:58						
		4:49 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									1:45:00			:02						
	4	Time				Cum Time (s)	111	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:10			2:58			4:11						
		5:05 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									1:51:00			:05						
	5	Time				Cum Time (s)	33	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:12			1:42			2:52						
		5:31 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:33			:06						
	6	Time				Cum Time (s)			Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:15			1:12			2:20						
		5:45 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												:06						

MAP 3
I-110 Alternate (NE/SE)
Airport Boulevard
Rawson Lane
St. Sabas Street
St. Elisabeta Street
Interstate 110
ALT A
ALT B
Rawson Lane
E Brent Lane
Airport Boulevard
Hancock Lane
Interstate 110
LEGEND
Rawson Lane (North/Southbound)
NE-to-SE I-110 Alternate A
SE-to-NE I-110 Alternate B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Friday, December 16, 2016
County:	Escambia	Time Period:	From: 7:18 AM To: 8:15 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 3, Rawson Lane Northbound Current

Sheet 1 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts 110	DELAY		ss Airport	DELAY		ts 110	DELAY		mech shop	DELAY		
		LOCATION	Brent W			Rawson N			Airport E			Airport E			Airport E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		13	TS	Cum Time (s)	9	SS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:56			0:02:27	52	TS	0:04:15			0:04:47			
		7:18 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:09			0:01:14						
	2	Time		22	TS	Cum Time (s)	2	SS	Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:04			0:02:30	17	TS	0:03:44			0:04:03			
		7:27 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:22			0:00:02			0:00:27						
	3	Time		13	TS	Cum Time (s)	10	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:55			0:02:30			0:03:26			0:03:26			
		7:36 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:10									
	4	Time		12	TS	Cum Time (s)	17	SS	Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:54			0:02:34	21	C	0:04:20			0:04:35			
		7:43 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:12			0:00:17			0:00:49						
	5	Time		20	TS	Cum Time (s)	2	SS	Cum Time (s)	24	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:03			0:02:29	11	TS	0:03:48			0:04:16			
		7:55 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:20			0:00:02			0:00:35						
	6	Time		5	TS	Cum Time (s)	4	SS	Cum Time (s)	24	TS	Cum Time (s)	18	C	Cum Time (s)			Cum Time (s)
						0:00:47			0:02:13	36	TS	0:03:55			0:04:56			
		8:09 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:05			0:00:04			0:01:00			0:00:18			

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Airport/Rawson/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 7:36 AM To: 7:41 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 3, Rawson Lane Southbound Current

Sheet 2 of 8

DELAY CODES																	
			TS = TRAFFIC SIGNAL			SS = STOP SIGN			LT = LEFT TURNS			P=PARKING CARS					
			PED = PEDESTRIANS			I = INCIDENT			B = BUS STOPPING			C = CONGESTION					
			OTHER:														
CONTROL PT		mech shop	DELAY		ts 110	DELAY		ts brent	DELAY		ts 110	DELAY		Mc D's	DELAY		
LOCATION		Airport W			Rawson S			Brent E			Brent E			Brent E			
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	14	TS	Cum Time (s)	80	TS	Cum Time (s)	51	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			4	TS	1:28			4:22			5:25			5:46			
		7:30 AM	7	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:25			0:01:20			0:00:51						
	2	Time	38	TS	Cum Time (s)	68	TS	Cum Time (s)	40	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			8	LT	1:53			4:24			5:19			5:45			
		7:44 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:46			1:08			:40						
	3	Time	18	TS	Cum Time (s)	93	TS	Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			5	LT	1:21			4:17			5:23			5:56			
		7:58 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:23			1:33			:50						
	4	Time	3	LT	Cum Time (s)	69	TS	Cum Time (s)	20	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					:59			3:31			4:16			4:46			
		8:10 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:03			1:09			:20						
	5	Time	5	LT	Cum Time (s)	58	TS	Cum Time (s)	38	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					:52			3:04			5:58			4:24			
		8:22 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:05			:58			:38						
	6	Time	4	TS	Cum Time (s)	59	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
			11	TS	:47			3:28						4:59			
		8:34 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					:15			:59									

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 5:43 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 3, Rawson Lane Northbound Current

Sheet 3 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION

OTHER: The intersection at Brent and Davis took upwards of 6:00 to make the U-turn and head West on Brent to start the next run.

RUN NUMBER	CONTROL PT	Mc D's	DELAY		ts 110	DELAY		ss Airport	DELAY		mech shop	DELAY			DELAY		
	LOCATION	Brent W			Rawson N			Airport E			Airport E						
	MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
1	Time		87	TS	Cum Time (s)	4	SS	Cum Time (s)	40	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:09			0:03:35			0:05:17						
	4:25 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:27			0:00:04			0:40:00						
2	Time		16	TS	Cum Time (s)	2	SS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:57:00			0:02:18			0:03:09						
	4:43 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:16			0:00:02			0:00:00						
3	Time		4	TS	Cum Time (s)	6	PED	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:49	13	LT	0:02:46			0:03:40						
	4:56 PM				Lapse (s)	4	SS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:04			0:00:23			0:00:00						
4	Time		10	TS	Cum Time (s)	5	SS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:53			0:02:19			0:03:34						
	5:14 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:10			0:00:05			0:00:06						
5	Time		66	TS	Cum Time (s)	6	SS	Cum Time (s)	15	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:20			0:03:07	15	C	0:04:35						
	5:27 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:06			0:00:06			0:30:00						
6	Time		19	TS	Cum Time (s)	6	SS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:59			0:02:27			0:04:08						
	5:31 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:19			0:00:06			0:00:41						

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/Rawson/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 4:31 PM To: 5:43 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 3, Rawson Lane Southbound Current

Sheet 4 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION

OTHER: The intersection at Brent and Davis took upwards of 6:00 to make the U-turn and head West on Brent to start the next run.

RUN NUMBER		CONTROL PT	mech shop	DELAY		ts 110	DELAY		ts Brent	DELAY		ts 110	DELAY			DELAY		
		LOCATION	Airport W			Rawson S			Brent E			Brent E						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		31	TS	Cum Time (s)	198	TS	Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:40			0:06:20			0:07:57			0:00:00			0:00:00
		4:31 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:31			0:03:18			0:00:50			0:00:00			0:00:00
	2	Time		26	TS	Cum Time (s)	12	I	Cum Time (s)	26	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				85	LT	0:02:52			0:04:36			0:05:53			0:00:00			0:00:00
		4:48 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:51			0:00:12			0:00:26			0:00:00			0:00:00
	3	Time				Cum Time (s)	75	TS	Cum Time (s)	56	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:57			0:03:33			0:05:12			0:00:00			0:00:00
		5:03 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:01:15			0:00:56			0:00:00			0:00:00
	4	Time		7	TS	Cum Time (s)	41	TS	Cum Time (s)	39	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				9	LT	0:01:25			0:03:30			0:04:57			0:00:00			0:00:00
		5:20 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:16			0:00:41			0:00:00			0:00:00			0:00:00
	5	Time		41	TS	Cum Time (s)	188	TS	Cum Time (s)	58	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:59			0:05:50			0:07:28			0:00:00			0:00:00
		5:32 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:41			0:03:08			0:00:58			0:00:00			0:00:00
	6	Time		7	TS	Cum Time (s)	7	TS	Cum Time (s)	27	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				5	TS	0:01:38			0:03:07			0:04:15			0:00:00			0:00:00
		5:38 PM		16	LT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:28			0:00:07			0:00:27			0:00:00			0:00:00

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP/BP
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:20 AM To: 8:20 AM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 3, Alternative A - SB Route

Sheet 7 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME				

RUN NUMBER		CONTROL PT	mech shop	DELAY		ts 110	DELAY		ts brent	DELAY		ts 119	DELAY		Mc D's	DELAY		
		LOCATION	Airport W			I-110 S			Brent E			Brent E			Brent E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		15	TS	Cum Time (s)	96	TS	Cum Time (s)	4	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				48	TS	1:31			4:09			0:04:41			0:04:55			
		7:20 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:03			0:01:36			0:00:04						
	2	Time		47	TS	Cum Time (s)	80	TS	Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:46			0:04:08			0:04:36			0:04:53			
		7:32 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:47			0:01:20			0:00:09						
	3	Time		44	TS	Cum Time (s)	31	TS	Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:16			0:02:41			0:03:20			0:03:33			
		7:41 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:44			0:00:31			0:00:10						
	4	Time		19	TS	Cum Time (s)	121	TS	Cum Time (s)	32	TS	Cum Time (s)	3	C	Cum Time (s)			Cum Time (s)
						0:00:45			0:03:41			0:04:23			0:04:48			
		7:51 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:19			0:02:01			0:00:32			0:00:03			
	5	Time		38	TS	Cum Time (s)	123	TS	Cum Time (s)	12	C	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:00			0:03:58	30	TS	0:04:47			0:05:06			
		8:01 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:38			0:02:03			0:00:42						
	6	Time				Cum Time (s)			Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:01:45			0:02:04			
		8:17 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:09						

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TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP/BP
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 7:18 AM To: 8:12 AM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 3, Alternative B - NB Route

Sheet 6 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Mc D's	DELAY		airport	DELAY		mech shop	DELAY			DELAY			DELAY		
		LOCATION	Brent W			I-110 N			Airport E									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
															0:01:55			
		7:18 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	2	Time		4	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:10									0:01:22			
		7:25 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04												
	3	Time		6	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:15									0:01:26			
		7:39 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06												
	4	Time		3	RT	Cum Time (s)	24	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:15			0:01:32						0:01:48			
		7:46 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:24									
	5	Time		8	RT	Cum Time (s)	25	TS	Cum Time (s)	5	C	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:41			0:01:53			0:01:57			
		7:59 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:08			0:00:25			0:00:05						
	6	Time		15	RT	Cum Time (s)	62	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:25			0:02:20						0:02:30			
		8:10 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:15			0:01:02									

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TRAFFIC ENGINEERING
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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 4:33 PM To: 5:28 PM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 2, Alternative A - SB Route

Sheet 7 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

CONTROL PT		mech shop	DELAY		ts 110	DELAY		ts brent	DELAY		ts 110	DELAY		Mc D's	DELAY		
LOCATION		Airport W			I-110 S			Brent E			Brent E			Brent E			
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	2	C	Cum Time (s)	82	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			59	TS	1:42			4:08			0:04:43			0:05:03			
		4:33 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:01			0:01:22			0:00:22						
	2	Time	25	TS	Cum Time (s)	88	TS	Cum Time (s)	38	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			38	TS	0:01:49			0:04:25			0:05:20			0:05:25			
		4:44 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:03			0:01:28			0:00:38						
	3	Time	13	TS	Cum Time (s)	114	TS	Cum Time (s)	19	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
			52	TS	0:02:08			0:05:00			0:05:36			0:05:56			
		4:57 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:05			0:01:54			0:00:19						
	4	Time	2	C	Cum Time (s)	130	TS	Cum Time (s)	15	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:30			0:03:44			0:04:18			0:04:38			
		5:09 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:02			0:02:10			0:00:15						
	5	Time	13	TS	Cum Time (s)	67	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:33			0:02:38			0:03:21			0:03:41			
		5:17 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:13			0:01:07			0:00:22						
	6	Time	21	TS	Cum Time (s)	33	TS	Cum Time (s)	26	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:54			0:02:26			0:03:07						
		5:24 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:21			0:00:33			0:00:26						

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 4:31 PM To: 5:24 PM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Figure 7D, Alternative B - NB Route

Sheet 8 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME				

RUN NUMBER		CONTROL PT	Mc D's	DELAY		ts 110	DELAY		ts airport	DELAY		mech shop	DELAY			DELAY		
		LOCATION	Brent W			I-110 N			Airport E			Airport E						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	6	RT	Cum Time (s)	21	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:31			0:01:45			2:05						
			4:31 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			0:00:21									
	2		Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												1:20						
			4:41 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	3		Time			Cum Time (s)	75	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:02:20			2:30						
			4:53 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:01:15									
	4		Time			Cum Time (s)	35	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									1:37			1:54						
			5:05 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:35			0:00:35						
	5		Time			Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:01:00			1:30						
			5:15 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:14									
	6		Time			Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
									0:01:12			1:35						
			5:22 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:06									

MAP 4
I-110 Alternate (NW/SW)
Airport Boulevard
Airport Boulevard
St. Sabas Street
St. Eusebia Street
Rawson Lane
Interstate 110
ALT A
ALT B
E Brent Lane
Rawson Lane
LEGEND
Rawson Lane (North/Southbound)
NW-to-SW I-110 Alternate A
SW-to-NW I-110 Alternate B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

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TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR/RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:23 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30-40	Remarks:	Map 4, Rawson Lane Southbound Current

Sheet 1 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: No delays on run #1, 2			

RUN NUMBER		CONTROL PT	st amatus	DELAY		N/A	DELAY		ts Brent	DELAY		ts PCC	DELAY			DELAY		
		LOCATION	Airport E			Rawson S			Brent W			Brent W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:23			0:01:22			0:02:30						
			7:20 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	2		Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:01:45			0:02:27						
			7:31 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	3		Time			Cum Time (s)			Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:01:51			0:02:54						
			7:42 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:11						
	4		Time			Cum Time (s)			Cum Time (s)	12	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:01:54			0:02:50						
			7:57 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:12						
	5		Time			Cum Time (s)			Cum Time (s)	9	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:46			0:02:38						
			8:09 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:09						
	6		Time			Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:46			0:02:30						
			8:21 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:02									

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 15, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:23 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30-40	Remarks:	Map 4, Rawson Lane Northbound Current

Sheet 2 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

CONTROL PT		rr trax	DELAY		lt Rawson	DELAY		lt Airport	DELAY		st amatus	DELAY			DELAY		
LOCATION		Brent E			Rawson N			Airport W			Airport W						
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	15	LT	Cum Time (s)	10	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:58			2:34			2:57						
		7:15 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:15			0:00:10									
	2	Time	21	LT	Cum Time (s)	8	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					1:07			2:41			3:05						
		7:25 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:21			0:00:08									
	3	Time	22	LT	Cum Time (s)	:46	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					1:04			3:19			3:41						
		7:36 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:22			0:00:46									
	4	Time	5	LT	Cum Time (s)	46	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					:48.09			3:01			0:03:25						
		7:51 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:05			0:00:46									
	5	Time	4	TS	Cum Time (s)	7	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:46:46			0:02:19			0:02:43						
		8:04 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:04			0:00:07									
	6	Time			Cum Time (s)	13	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:43:21			0:02:22			0:02:45						
		8:24 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:13									

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TRAFFIC ENGINEERING
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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 4:11 PM To: 5:08 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 4, Rawson Lane Southbound Current

Sheet 3 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	st amatus	DELAY			DELAY		ts Brent	DELAY		ts PCC	DELAY			DELAY		
		LOCATION	Airport E			Rawson S			Brent W			rr trax						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:47			0:02:29						
		4:11 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:02									
	2	Time				Cum Time (s)	5	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:20			0:01:49			0:02:46						
		4:22 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:05			0:00:05						
	3	Time				Cum Time (s)	29	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:02:13			0:03:14						
		4:32 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:29			0:00:05						
	4	Time				Cum Time (s)			Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:41			0:02:33						
		4:44 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:03						
	5	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:01:45			0:02:29						
		4:54 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	6	Time				Cum Time (s)			Cum Time (s)	29	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:01:42			0:02:54						
		5:05 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 4:05 PM To: 5:02 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35-45	Remarks:	Map 4, Rawson Lane Northbound Current

Sheet 4 of 8

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

CONTROL PT		rr trax	DELAY		ts Rawson	DELAY		lt Airport	DELAY		st amatus	DELAY			DELAY		
LOCATION		Brent E			Rawson N			Airport W			Airport						
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	22	TS	Cum Time (s)	36	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:04			0:03:06			0:03:28						
		4:05 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:22			0:00:36									
	2	Time	10	TS	Cum Time (s)	11	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:55			0:02:31			0:02:54						
		4:16 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:10			0:00:11									
	3	Time	16	TS	Cum Time (s)	10	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:58			0:02:34			0:02:58						
		4:27 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:16			0:00:10									
	4	Time	57	TS	Cum Time (s)	19	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:38			0:03:30			0:03:51						
		4:38 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:57			0:00:19									
	5	Time	5	LT	Cum Time (s)	9	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:57			0:02:32			0:02:54						
		4:49 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:05			0:00:09									
	6	Time			Cum Time (s)	5	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:51			0:02:19			0:02:52						
		4:59 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
								0:00:05									

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TRAFFIC ENGINEERING
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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 7:10 AM To: 8:42 AM
Milepost (MP):	BMP: 0.000 EMP: 2.000	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 4, Alternative B - NB Route

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DELAY CODES					
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
	OTHER:				

RUN NUMBER		CONTROL PT	rr trax	DELAY		ts 110	DELAY		ts airport	DELAY		st amatus	DELAY			DELAY		
		LOCATION	Brent E			I-110 N			Airport W			Airport W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		48	TS	Cum Time (s)	84	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:38			0:04:16			0:05:27						
		7:10 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:48			0:01:24			0:00:03						
	2	Time		50	TS	Cum Time (s)	96	TS	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				92	TS	0:03:30			0:06:11			0:07:21						
		7:24 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:02:22			0:01:36			0:00:02						
	3	Time		41	TS	Cum Time (s)	83	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:42			0:04:15			0:05:19						
		7:40 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:41			0:01:23									
	4	Time		91	TS	Cum Time (s)	83	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:37			0:05:07			0:06:22						
		7:53 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:30			0:01:23			0:00:03						
	5	Time		5	TS	Cum Time (s)	83	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				118	TS	0:02:44			0:05:13			0:06:32						
		8:07 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:02:03			0:01:23			0:00:06						
	6	Time		7	TS	Cum Time (s)	85	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
				21	TS	0:03:12			0:05:42			0:06:47						
		8:35 AM		85	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:53			0:01:25			0:00:05						

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 3, 2016
County:	Escambia	Time Period:	From: 7:18 AM To: 8:43 AM
Milepost (MP):	BMP: 0.000 EMP: 1.800	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 4, Alternative A - SB Route

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DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	st amatus	DELAY		ts 110	DELAY		ts brent	DELAY		ts Rawson	DELAY			DELAY		
		LOCATION	Airport E			I-110S			Brent W			Brent W						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	27	TS	Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:41			1:42	10	TS	3:39						
		7:18 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:27			:20						
	2	Time				Cum Time (s)	38	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:41			2:18			3:48						
		7:34 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									:38			:22						
	3	Time		2	TS	Cum Time (s)	54	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:40			2:34			3:44						
		7:42 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:02			:54			:14						
	4	Time		5	TS	Cum Time (s)	2	TS	Cum Time (s)	10	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						:51			1:55			3:05						
		8:02 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:05			:02			:10						
	5	Time		2	TS	Cum Time (s)	TS	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						:41			1:47			2:38						
		8:29 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						:02			:02									
	6	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						:41			1:40			2:31						
		8:43 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)

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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	BP/SR
Site:	Brent/I110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Tuesday, November 1, 2016
County:	Escambia	Time Period:	From: 4:30 PM To: 6:44 PM
Milepost (MP):	BMP: 0.000 EMP: 2.000	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 4, Alternative B - NB Route

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DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

CONTROL PT		rr trax	DELAY		ts 110	DELAY		ts airport	DELAY		st amatus	DELAY			DELAY		
LOCATION		Brent E			I-110 N			Airport W			Airport W						
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	2	TS	Cum Time (s)	83	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:20			0:02:44			4:15						
		4:30 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:02			0:01:23									
	2	Time	42	TS	Cum Time (s)	62	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:37			0:04:45			4:37						
		4:49 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:42			0:01:02									
	3	Time	89	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:33			0:03:53			4:51						
		5:04 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:29			0:00:22									
	4	Time	59	TS	Cum Time (s)	51	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:30			0:03:49			5:37						
		6:13 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:59			0:00:51									
	5	Time	12	TS	Cum Time (s)	93	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:34			0:03:20			5:00						
		6:27 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:12			0:01:33									
	6	Time	36	TS	Cum Time (s)	69	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:30			0:03:31			5:14						
		6:39 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:36			0:01:09									

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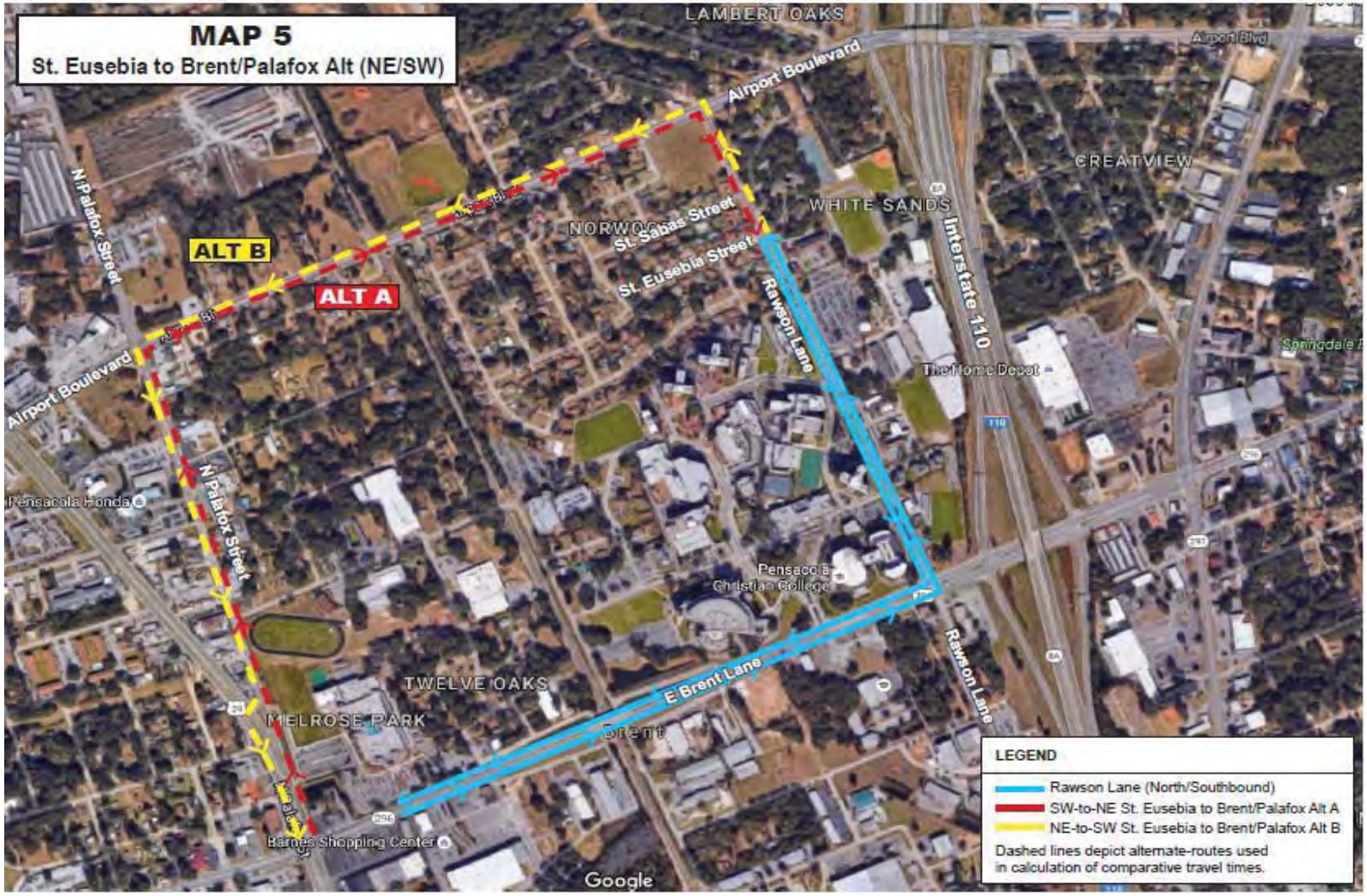
TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	BP/SP
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 2, 2016
County:	Escambia	Time Period:	From: 4:41 PM To: 6:37 PM
Milepost (MP):	BMP: 0.000 EMP: 1.800	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 4, Alternative A - SB Route

Sheet 8 of 8

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATIONG TIME			

RUN NUMBER		CONTROL PT	st amatus	DELAY		ts 110	DELAY		ts brent	DELAY		ts rawson	DELAY		rr trax	DELAY		
		LOCATION	Airport E			I-110S			Brent W			Brent W			Brent W			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:00			0:00:00	35	TS	0:02:43			0:03:29			
		4:41 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:00:35						
	2	Time		20	TS	Cum Time (s)	12	TS	Cum Time (s)	46	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:50			0:02:09			0:02:58			0:05:03			
		4:59 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:20			0:00:12			0:00:46						
	3	Time		56	TS	Cum Time (s)	7	TS	Cum Time (s)	60	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:59			0:02:05	20	TS	0:04:06			0:05:27			
		5:22 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:56			0:00:07			0:01:20						
	4	Time		58	TS	Cum Time (s)	17	TS	Cum Time (s)	81	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:01			0:02:15	30	TS	0:04:37			0:06:11			
		6:05 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:58			0:00:17			0:01:51						
	5	Time		56	TS	Cum Time (s)	6	TS	Cum Time (s)	63	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:59			0:02:04	21	TS	0:04:10			0:05:31			
		6:19 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:56			0:00:06			0:01:24						
	6	Time		17	TS	Cum Time (s)	10	TS	Cum Time (s)	44	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:55			0:02:04			0:02:52			0:04:56			
		6:33 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:17			0:00:10			0:00:44						


MAP 5
St. Eusebia to Brent/Palafox Alt (NE/SW)
LAMBERT OAKS
Airport Boulevard
CREATVIEW
WHITE SANDS
NORWOOD
St. Sabas Street
St. Eusebia Street
Rawson Lane
Interstate 110
The Home Depot
ALT B
ALT A
N Palafox Street
Airport Boulevard
Pensacola Honda
N Palafox Street
Pensacola Christian College
TWELVE OAKS
MELROSE PARK
E Brent Lane
Brent
Rawson Lane
Barnes Shopping Center
Google
LEGEND
Rawson Lane (North/Southbound)
SW-to-NE St. Eusebia to Brent/Palafox Alt A
NE-to-SW St. Eusebia to Brent/Palafox Alt B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	BRENT/RAWSON	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:08 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Rawson North Current

Sheet 1 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Palafox	DELAY		ts Rawson	DELAY		c PCC	DELAY		St eusebia	DELAY			DELAY		
		LOCATION	BRENT E			Rawson N			Rawson N			Rawson N						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		18	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				19	LT	0:01:59						0:03:00						
		7:15 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:37												
	2	Time		24	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				15	LT	0:01:45						0:02:49						
		7:22 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:39												
	3	Time		25	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:53						0:03:00						
		7:29 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:25												
	4	Time		5	TS	Cum Time (s)	5	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				73	LT	0:02:52			0:03:40			0:04:04						
		7:41 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:18			0:00:05									
	5	Time		21	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				29	C	0:02:46						0:03:47						
		7:54 AM		32	LT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:22												
	6	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:02:24						
		8:06 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)

Form 750-020-14
TRAFFIC ENGINEERING
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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:19 AM To: 7:55 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Rawson South Current

Sheet 2 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	st euaebia	DELAY		RT brent	DELAY		Palafox	DELAY			DELAY			DELAY		
		LOCATION	Rawson S			Brent W			Brent W									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time			Cum Time (s)	17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:55			0:01:44									
			7:19 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:17									
	2		Time	5	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:00			0:02:23									
			7:25 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:05												
	3		Time	9	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:14			0:02:28									
			7:30 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09												
	4		Time	8	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:00			0:02:17									
			7:38 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:08												
	5		Time	29	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:26			0:02:44									
			7:45 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:29												
	6		Time	6	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:02			0:02:21									
			7:53 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06												

Form 750-020-14
TRAFFIC ENGINEERING
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State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Airport/I110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 4:15 PM To: 5:11 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Rawson North Current

Sheet 3 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TECH USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Palafox	DELAY		ts Rawson	DELAY		PED	DELAY		st eusebia	DELAY			DELAY		
		LOCATION	Brent-E			Rawson N			Rawson N			Rawson N						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
												0:02:25						
			4:15 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	2		Time	8	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				20	C	0:02:34						0:03:40						
			4:24 PM	42	LT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:10												
	3		Time	19	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				7	LT	0:01:50						0:03:03						
			4:34 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:25												
	4		Time	36	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:58						0:03:07						
			4:45 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	5		Time	12	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:46						0:03:03						
			4:55 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:12												
	6		Time	6	C	Cum Time (s)	18	P	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				55	LT	0:02:32			0:03:15			0:04:00						
			5:06 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:01			0:00:18									

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:13 PM To: 4:48 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Rawson South Current

Sheet 4 of 4

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	st eusebia	DELAY		rt Brent	DELAY		Palafox	DELAY			DELAY			DELAY		
		LOCATION	Rawson S			Brent W			Brent W									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	6	RT	Cum Time (s)	21	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:12			0:03:47									
			4:13 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			0:00:21									
	2		Time	4	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:12			0:02:34									
			4:19 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04												
	3		Time	6	RT	Cum Time (s)	82	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:10			0:03:45									
			4:26 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			0:01:22									
	4		Time	4	RT	Cum Time (s)	6	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:33			0:03:02									
			4:33 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04			0:00:06									
	5		Time	7	RT	Cum Time (s)	16	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:10			0:02:43									
			4:40 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:07			0:00:06									
	6		Time	9	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:12			0:02:26									
			4:46 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09												

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Rawson/Airport/HWY29	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:14 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Palafox to Airport SB Alt B

Sheet 4 of 10

DELAY CODES																	
			TS = TRAFFIC SIGNAL			SS = STOP SIGN				LT = LEFT TURNS				P=PARKING CARS			
			PED = PEDESTRIANS			I = INCIDENT				B = BUS STOPPING				C = CONGESTION			
			OTHER:														
CONTROL PT		st eusebia	DELAY		ss airport	DELAY		ts 29	DELAY		Brent	DELAY			DELAY		
LOCATION		Rawson N			Airport W			H29 S			H29 S			END			
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	20	LT	Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:40			0:02:17			4:35						
		7:15 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:20			0:00:28									
	2	Time	22	LT	Cum Time (s)	16	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:40			0:02:20			3:30						
		7:26 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:22			0:00:16									
	3	Time	132	LT	Cum Time (s)	152	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:35	50	TS	0:06:22			7:27						
		7:33 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:02:12			0:03:22									
	4	Time	215	LT	Cum Time (s)	7	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:03:55	12	TS	0:05:45			6:58						
		7:45 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:03:35			0:00:19									
	5	Time	146	LT	Cum Time (s)	106	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:48			0:05:56			6:58						
		7:58 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:02:26			0:02:26									
	6	Time	3	LT	Cum Time (s)	42	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:00	125	TS	0:04:42			5:36						
		8:08 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:03			0:01:47									

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TRAFFIC ENGINEERING
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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Palafox/Airport/Rawson	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:16 AM To: 7:53 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Palafox to Airport NB Alt A

Sheet 3 of 10

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER: JUNIOR TEC H USED DIFFERENT WAY OF CALCULATING TIME			

RUN NUMBER		CONTROL PT	Brent	DELAY		ts airport	DELAY		rt rawson	DELAY		st eusebia	DELAY			DELAY		
		LOCATION	Palafox			Airport E			Rawson S			Rawson S			END			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:04			0:02:13			0:02:35						
		7:16 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
	2	Time		9	I	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:21			0:02:28			0:02:56						
		7:22 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09												
	3	Time		17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:26			0:02:32			0:02:54						
		7:28 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:17												
	4	Time		24	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				11	C	0:01:51			0:03:01			0:03:26						
		7:34 AM		8	RT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:43												
	5	Time		7	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				21	C	0:02:10			0:03:24			0:03:48						
		7:42 AM		30	RT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:58												
	6	Time		25	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				23	RT	0:01:56			0:03:04			0:03:27						
		7:49 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:48												

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Rawson/AirportW/H29S	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 4:18 PM To: 5:15 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Palafox to Airport SB Alt B

Sheet 4 of 10

DELAY CODES					
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
	OTHER:				

RUN NUMBER		CONTROL PT	st eusebia	DELAY		LT airport	DELAY		ts H29	DELAY		Brent	DELAY			DELAY		
		LOCATION	Rawson N			Airport W			H 29 S			H 29 S						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	6	LT	Cum Time (s)	21	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:25	139	TS	0:04:52			0:05:52						
			4:18 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			12:02:30AM									
	2		Time	41	LT	Cum Time (s)	68	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:41	33	TS	0:04:01			0:05:04						
			4:25 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:41			0:01:41									
	3		Time	20	LT	Cum Time (s)	60	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:36			0:03:06			0:04:24						
			4:38 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:20			12:00:60 AM									
	4		Time	47	LT	Cum Time (s)	103	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:10	12	TS	0:04:40			0:05:46						
			4:48 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:47			0:01:55									
	5		Time	44	LT	Cum Time (s)	42	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:44			0:03:07			0:04:15						
			4:58 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09			0:00:42									
	6		Time	9	LT	Cum Time (s)	11	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:24	111	TS	0:03:52			0:05:01						
			5:11 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09			0:02:02									

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SR
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:07 PM To: 4:45 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 5, Palafox to Airport NB Alt A

Sheet 3 of 10

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	brent	DELAY		ts airport	DELAY		rt rawson	DELAY		st eusebia	DELAY			DELAY		
		LOCATION	Palafox N			Airport E			Rawson S			Rawson S						
	MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		5	C	Cum Time (s)	7	C	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				142	RT	0:03:32			0:04:52			0:05:12						
		4:07 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:02:27			0:00:07									
	2	Time		6	C	Cum Time (s)	6	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				19	RT	0:01:27			0:02:37			0:03:00						
		4:17 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:24			0:00:06									
	3	Time		3	C	Cum Time (s)	4	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
				79	C	0:02:13			0:03:24			0:03:43						
		4:23 PM		6	RT	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:28			0:00:04									
	4	Time		13	RT	Cum Time (s)	3	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:26			0:02:36			0:02:57						
		4:30 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:03									
	5	Time		7	RT	Cum Time (s)	4	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:17			0:02:34			0:02:54						
		4:37 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:07			0:00:04									
	6	Time		7	RT	Cum Time (s)	5	RT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:18			0:02:28			0:02:48						
		4:43 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:07			0:00:05									

MAP 6
St. Eusebia to Brent/Davis Alt (Davis)
Airport Boulevard
Davis Highway
ALT B
ALT A
Interstate 110
Rawson Lane
St. Sabas Street
St. Eusebia Street
Rawson Lane
E Brent Lane
Interstate 110
Hancock Lane
Airport Boulevard
LEGEND
Rawson Lane (North/Southbound)
NW-to-SE St. Eusebia to Brent/Davis Alt A
SE-to-NW St. Eusebia to Brent/Davis Alt B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Rawson/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:16 AM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6, Rawson South Current

Sheet 1 of 2

DELAY CODES					
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
	OTHER:				

RUN NUMBER		CONTROL PT	st eusebia			ts brent			ts 110									
		LOCATION	Rawson S	DELAY		Brent E	DELAY		Brent E	DELAY			DELAY			DELAY		
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		104	TS	Cum Time (s)	38	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:45			0:04:12			0:00:00			0:00:00			
		7:15 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:44			0:00:38			0:00:00			0:00:00			
	2	Time		61	TS	Cum Time (s)	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:01			0:03:30			0:00:00			0:00:00			
		7:27 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:01			0:00:33			0:00:00			0:00:00			
	3	Time		114	TS	Cum Time (s)	57	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:03:02	22	C	0:05:22			0:00:00			0:00:00			
		7:41 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:54			0:01:21			0:00:00			0:00:00			
	4	Time		77	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:22	8	TS	0:04:12			0:00:00			0:00:00			
		7:53 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:17			0:00:49			0:00:00			0:00:00			
	5	Time		19	TS	Cum Time (s)	37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:21			0:02:57			0:00:00			0:00:00			
		8:03 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:19			0:00:37			0:00:00			0:00:00			
	6	Time				Cum Time (s)	31	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:01			0:02:20			0:00:00			0:00:00			
		8:13 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:31			0:00:00			0:00:00			

State of Florida Department of Transportation

Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:23 AM To: 8:04 AM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6, Rawson North Current

Sheet 2 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

CONTROL PT			DELAY			DELAY		st Eusebia	DELAY			DELAY			DELAY		
LOCATION		Davis			ts 110			Rawson N									
MP		Brent W	Sec.	Cause	Rawson N	Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:04			0:01:59			0:00:00			0:00:00			
		7:23 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:11			0:00:00			0:00:00			0:00:00			
	2	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:38			0:01:34			0:00:00			0:00:00			
		7:30 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:00			0:00:00			0:00:00			0:00:00			
	3	Time	8	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:56			0:01:54			0:00:00			0:00:00			
		7:37 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:08			0:00:00			0:00:00			0:00:00			
	4	Time	16	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:02			0:01:59			0:00:00			0:00:00			
		7:44 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:16			0:00:00			0:00:00			0:00:00			
	5	Time	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:17			0:02:16			0:00:00			0:00:00			
		7:53 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:33			0:00:00			0:00:00			0:00:00			
	6	Time	19	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:07			0:02:06			0:00:00			0:00:00			
		8:02 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:19			0:00:00			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 5:22 PM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6,Rawson South Current

Sheet 3 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

CONTROL PT		St Eusebia	DELAY		ts Brent	DELAY		ts 110	DELAY			DELAY			DELAY		
LOCATION		Rawson S			Brent E			Brent E									
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	114	TS	Cum Time (s)	49	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:59	11	TS	0:08:05			0:00:00			0:00:00			
		4:24 PM			Lapse (s)	20	C	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:54	173	TS	0:04:13			0:00:00			0:00:00			
	2	Time	68	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:08	210	TS	0:03:55			0:00:00			0:00:00			
		4:36 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:08			0:04:12			0:00:00			0:00:00			
	3	Time	89	TS	Cum Time (s)	63	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:29			0:04:24			0:00:00			0:00:00			
		4:42 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:29			0:01:03			0:00:00			0:00:00			
	4	Time	33	TS	Cum Time (s)	47	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:32			0:03:15			0:00:00			0:00:00			
		4:54 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:33			0:00:47			0:00:00			0:00:00			
	5	Time	58	TS	Cum Time (s)	44	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:02	5	TS	0:03:52			0:00:00			0:00:00			
		5:04 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:58			0:00:49			0:00:00			0:00:00			
	6	Time	142	TS	Cum Time (s)	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:03:24	10	TS	0:05:21			0:00:00			0:00:00			
		5:16 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:02:22			0:00:43			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 5:13 PM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6, Rawson North Current

Sheet 4 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	Davis	DELAY		ts 110	DELAY		st Eusebia	DELAY			DELAY			DELAY		
		LOCATION	Brent W			Rawson N			Rawson N									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:46			0:01:47			0:00:00			0:00:00			
			4:24 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:02			0:00:00			0:00:00			0:00:00			
	2		Time	66	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:56			0:03:03			0:00:00			0:00:00			
			4:42 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:06			0:00:00			0:00:00			0:00:00			
	3		Time	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:53			0:02:00			0:00:00			0:00:00			
			4:50 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:00			0:00:00			0:00:00			
	4		Time			Cum Time (s)	3	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:40			0:01:50			0:00:00			0:00:00			
			4:56 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:03			0:00:00			0:00:00			
	5		Time	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:55			0:01:55			0:00:00			0:00:00			
			5:03 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:00			0:00:00			0:00:00			
	6		Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:39			0:01:43			0:00:00			0:00:00			
			5:11 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:00			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:	Rawson/Airport/Davis	Analyst/Observer:	SR
Site:	Brent/I-110-Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:18 AM To: 8:04 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 6, Davis to Airport SB Alternative A

Sheet 1 of 4

DELAY CODES																	
			TS = TRAFFIC SIGNAL			SS = STOP SIGN			LT = LEFT TURNS			P=PARKING CARS					
			PED = PEDESTRIANS			I = INCIDENT			B = BUS STOPPING			C = CONGESTION					
			OTHER:														
CONTROL PT		st eusebia	DELAY		ss	DELAY		ts davis	DELAY		ts brent	DELAY			DELAY		
LOCATION		Rawson-N			Airport-E			Davis-S			Davis						
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	2	SS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:24:36			0:02:15			0:03:22			0:00:00			
		7:18 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:02			0:00:41			0:00:00			0:00:00			
	2	Time	2	SS	Cum Time (s)	49	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:25	108	TS	0:04:27			5:28			0:00:00			
		7:25 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:02			0:02:37			0:00:00			0:00:00			
	3	Time	3	SS	Cum Time (s)	101	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:24			0:03:45			0:04:44			0:00:00			
		7:32 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:03			0:01:41			0:00:00			0:00:00			
	4	Time	7	SS	Cum Time (s)	50	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:31	45	TS	0:03:48			0:04:48			0:00:00			
		7:39 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:07			0:01:35			0:00:00			0:00:00			
	5	Time	4	SS	Cum Time (s)	37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:30	16	TS	0:02:55			0:03:54			0:00:00			
		7:49 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:04			0:00:53			0:00:00			0:00:00			
	6	Time	17	SS	Cum Time (s)	28	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:40	53	TS	0:05:52			0:06:52			0:00:00			
		7:55 AM			Lapse (s)	118	TS	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:17			0:03:19			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Davis/Airport/Rawson	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 7:36 AM To: 7:41 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6, Davis to Airport NB Alternative B

Sheet 2 of 4

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	brent	DELAY		ts airport	DELAY		lt rawson	DELAY		st eusebia	DELAY			DELAY		
		LOCATION	Davis-N			Airport-W			Rawson-S									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		13	TS	Cum Time (s)	11	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:15			0:02:44			0:03:08			0:00:00			
		7:20 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:13			0:00:11			0:00:00			0:00:00			
	2	Time		131	TS	Cum Time (s)	46	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:03:12			0:05:28			5:52			0:00:00			
		7:33 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:02:11			0:46:00			0:00:00			0:00:00			
	3	Time				Cum Time (s)	17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:06			0:02:51			0:03:12			0:00:00			
		7:46 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:17			0:00:00			0:00:00			
	4	Time		42	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:45			0:03:05			0:03:26			0:00:00			
		7:59 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:42			0:00:00			0:00:00			0:00:00			
	5	Time		21	TS	Cum Time (s)	31	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:28			0:03:31			0:03:52			0:00:00			
		8:08 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:21			0:00:31			0:00:00			0:00:00			
	6	Time		6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:09			0:02:29			0:02:52			0:00:00			
		8:17 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			0:00:00			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I-110-Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:19 PM To: 5:09 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 6, Davis to Airport SB Alternative A

Sheet 3 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	st Eusebia	DELAY		ss Airport	DELAY		ts Davis	DELAY		Brent	DELAY			DELAY		
		LOCATION	Rawson-N			Airport-E			Davis-S			Davis						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		7	SS	Cum Time (s)	37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:32	46	TS	0:03:37			0:04:37			0:00:00			
		4:19 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:07			0:01:23			0:00:00			0:00:00			
	2	Time		5	SS	Cum Time (s)	1:08	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:29			0:03:08			0:04:07			0:00:00			
		4:26 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:05			0:01:08			0:00:00			0:00:00			
	3	Time		4	SS	Cum Time (s)	1:48	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:00			0:03:44			0:04:46			0:00:00			
		4:35 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04			0:01:48			0:00:00			0:00:00			
	4	Time		3	SS	Cum Time (s)	29	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:21			0:02:12			3:13			0:00:00			
		4:45 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:29			0:00:00			0:00:00			
	5	Time		4	SS	Cum Time (s)	19	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:27			0:02:12			0:03:13			0:00:00			
		4:52 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:04			0:00:19			0:00:00			0:00:00			
	6	Time		16	SS	Cum Time (s)	34	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:39	13	TS	0:03:04			0:04:08			0:00:00			
		5:05 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:16			0:00:47			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

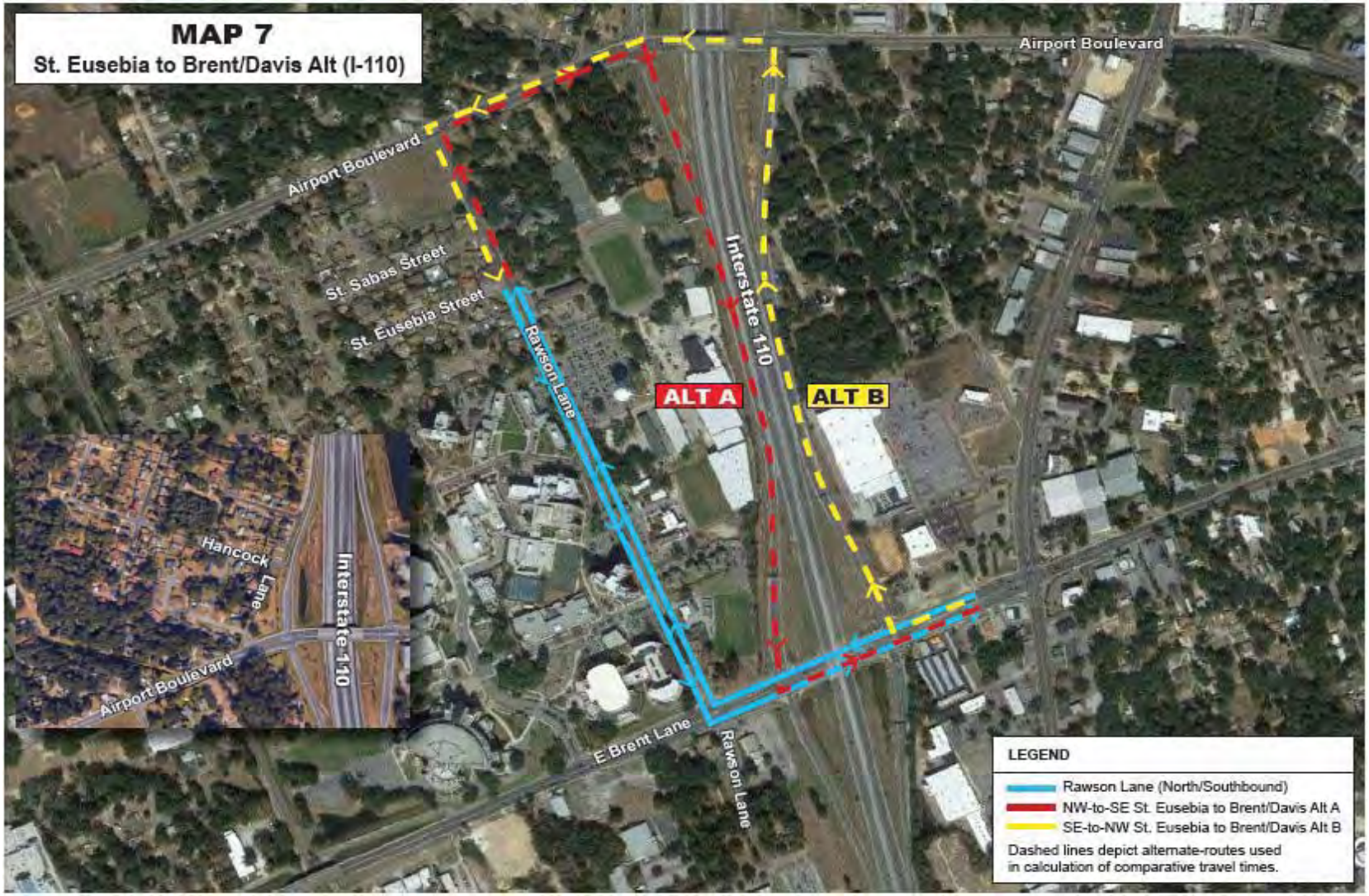
TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/Rawson/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 4:40 PM To: 5:43 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 6, Davis to Airport NB Alternative B

Sheet 4 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	Brent	DELAY		ts Airport	DELAY		ts 110	DELAY		st Eusebia	DELAY			DELAY		
		LOCATION	Davis N			Airport W			Rawson S			Rawson S						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:02			0:02:19			0:02:42			0:00:00			
		4:40 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:00			0:00:00			0:00:00			
	2	Time		35	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:38	24	LT	0:03:55			0:04:17			0:00:00			
		4:47 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:35			0:00:38			0:00:00			0:00:00			
	3	Time		46	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:49			0:03:12			0:03:35			0:00:00			
		5:00 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:46			0:00:00			0:00:00			0:00:00			
	4	Time		75	TS	Cum Time (s)	38	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:14	46	TS	0:05:16			0:05:40			0:00:00			
		5:11 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:15			0:01:24			0:00:00			0:00:00			
	5	Time		97	TS	Cum Time (s)	32	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:29			0:04:35			0:04:59			0:00:00			
		5:25 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:27			0:00:32			0:00:00			0:00:00			
	6	Time		68	TS	Cum Time (s)	22	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:08			0:04:07			0:04:35			0:00:00			
		5:39 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:08			0:00:22			0:00:00			0:00:00			


MAP 7
St. Eusebia to Brent/Davis Alt (I-110)
Airport Boulevard
Airport Boulevard
St. Sabas Street
St. Eusebia Street
Rawson Lane
Interstate 110
ALT A
ALT B
Hancock Lane
Interstate 110
Airport Boulevard
E Brent Lane
Rawson Lane
LEGEND
Rawson Lane (North/Southbound)
NW-to-SE St. Eusebia to Brent/Davis Alt A
SE-to-NW St. Eusebia to Brent/Davis Alt B
Dashed lines depict alternate-routes used in calculation of comparative travel times.

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Rawson/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 7:15 AM To: 8:16 AM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7, Rawson South Current

Sheet 1 of 2

DELAY CODES				
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
OTHER:				

RUN NUMBER		CONTROL PT	st eusebia	DELAY		ts brent	DELAY		ts 110	DELAY			DELAY			DELAY		
		LOCATION	Rawson S			Brent E			Brent E									
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1		Time	104	TS	Cum Time (s)	38	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:45			0:04:12			0:00:00			0:00:00			
			7:15 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:44			0:00:38			0:00:00			0:00:00			
	2		Time	61	TS	Cum Time (s)	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:01			0:03:30			0:00:00			0:00:00			
			7:27 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:01			0:00:33			0:00:00			0:00:00			
	3		Time	114	TS	Cum Time (s)	57	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:03:02	22	C	0:05:22			0:00:00			0:00:00			
			7:41 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:54			0:01:21			0:00:00			0:00:00			
	4		Time	77	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:02:22	8	TS	0:04:12			0:00:00			0:00:00			
			7:53 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:01:17			0:00:49			0:00:00			0:00:00			
	5		Time	19	TS	Cum Time (s)	37	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:21			0:02:57			0:00:00			0:00:00			
			8:03 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:19			0:00:37			0:00:00			0:00:00			
	6		Time			Cum Time (s)	31	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:01:01			0:02:20			0:00:00			0:00:00			
			8:13 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:31			0:00:00			0:00:00			

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Form 750-020-14
TRAFFIC ENGINEERING
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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/Rawson	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:23 AM To: 8:04 AM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7, Rawson North Current

Sheet 2 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

CONTROL PT			DELAY			DELAY		st Eusebia	DELAY			DELAY			DELAY		
LOCATION		Davis			ts 110			Rawson N									
MP		Brent W	Sec.	Cause	Rawson N	Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	11	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:04			0:01:59			0:00:00			0:00:00			
		7:23 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:11			0:00:00			0:00:00			0:00:00			
	2	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:38			0:01:34			0:00:00			0:00:00			
		7:30 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:00			0:00:00			0:00:00			0:00:00			
	3	Time	8	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:56			0:01:54			0:00:00			0:00:00			
		7:37 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:08			0:00:00			0:00:00			0:00:00			
	4	Time	16	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:02			0:01:59			0:00:00			0:00:00			
		7:44 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:16			0:00:00			0:00:00			0:00:00			
	5	Time	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:17			0:02:16			0:00:00			0:00:00			
		7:53 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:33			0:00:00			0:00:00			0:00:00			
	6	Time	19	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:07			0:02:06			0:00:00			0:00:00			
		8:02 AM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:19			0:00:00			0:00:00			0:00:00			

State of Florida Department of Transportation

Form 750-020-14
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TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Wednesday, November 16, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 5:22 PM
Milepost (MP):	BMP: 0.000 EMP: 1.100	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7,Rawson SB Current

Sheet 3 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

CONTROL PT		St Eusebia	DELAY		ts Brent	DELAY		ts 110	DELAY			DELAY			DELAY		
LOCATION		Rawson S			Brent E			Brent E									
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	114	TS	Cum Time (s)	49	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:59	11	TS	0:08:05			0:00:00			0:00:00			
		4:24 PM			Lapse (s)	20	C	Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:54	173	TS	0:04:13			0:00:00			0:00:00			
	2	Time	68	TS	Cum Time (s)	41	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:08	210	TS	0:03:55			0:00:00			0:00:00			
		4:36 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:08			0:04:12			0:00:00			0:00:00			
	3	Time	89	TS	Cum Time (s)	63	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:29			0:04:24			0:00:00			0:00:00			
		4:42 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:29			0:01:03			0:00:00			0:00:00			
	4	Time	33	TS	Cum Time (s)	47	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:32			0:03:15			0:00:00			0:00:00			
		4:54 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:33			0:00:47			0:00:00			0:00:00			
	5	Time	58	TS	Cum Time (s)	44	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:02:02	5	TS	0:03:52			0:00:00			0:00:00			
		5:04 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:58			0:00:49			0:00:00			0:00:00			
	6	Time	142	TS	Cum Time (s)	33	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:03:24	10	TS	0:05:21			0:00:00			0:00:00			
		5:16 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:02:22			0:00:43			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	RF
Site:	Brent/I-110/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 5:13 PM
Milepost (MP):	BMP: 0.000 EMP: 0.080	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7, Rawson North Current

Sheet 4 of 4

DELAY CODES																	
			TS = TRAFFIC SIGNAL			SS = STOP SIGN				LT = LEFT TURNS				P=PARKING CARS			
			PED = PEDESTRIANS			I = INCIDENT				B = BUS STOPPING				C = CONGESTION			
			OTHER:														
CONTROL PT		Davis	DELAY		ts 110	DELAY		st Eusebia	DELAY			DELAY			DELAY		
LOCATION		Brent W			Rawson N			Rawson N									
MP			Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
RUN NUMBER	1	Time	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:46			0:01:47			0:00:00			0:00:00			
		4:24 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:02			0:00:00			0:00:00			0:00:00			
	2	Time	66	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:01:56			0:03:03			0:00:00			0:00:00			
		4:42 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:01:06			0:00:00			0:00:00			0:00:00			
	3	Time	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:53			0:02:00			0:00:00			0:00:00			
		4:50 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:03			0:00:00			0:00:00			0:00:00			
	4	Time			Cum Time (s)	3	LT	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:40			0:01:50			0:00:00			0:00:00			
		4:56 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:00			0:00:03			0:00:00			0:00:00			
	5	Time	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:55			0:01:55			0:00:00			0:00:00			
		5:03 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:03			0:00:00			0:00:00			0:00:00			
	6	Time			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
					0:00:39			0:01:43			0:00:00			0:00:00			
		5:11 PM			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
					0:00:00			0:00:00			0:00:00			0:00:00			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Rawson/Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:17 AM To: 8:20 AM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7,Davis to Airport (via I110) SB Alt A

Sheet 1 of 4

DELAY CODES					
	TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS	
	PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION	
	OTHER:				

RUN NUMBER		CONTROL PT	St Eusebia	DELAY		ts 110 SB	DELAY		ts Brent	DELAY		ts 110	DELAY		Davis	DELAY		
		LOCATION	Rawson-N			Airport-E			I-110-SB			Brent-E			Brent-E			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		9	SS	Cum Time (s)	7	TS	Cum Time (s)	83	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)
						0:00:31			0:00:58			0:03:19			0:04:06			
		7:17 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:09			0:00:07			0:01:23			0:00:03			
	2	Time		3	SS	Cum Time (s)	9	TS	Cum Time (s)	28	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)
						0:00:27			0:01:01			0:02:30			0:03:29			
		7:29 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:09			0:00:28			0:00:14			
	3	Time		14	SS	Cum Time (s)			Cum Time (s)	90	TS	Cum Time (s)	12	TS	Cum Time (s)			Cum Time (s)
						0:00:38			0:01:09			0:03:41			0:04:52			
		7:40 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:14						0:01:30			0:00:12			
	4	Time				Cum Time (s)			Cum Time (s)	69	TS	Cum Time (s)	11	TS	Cum Time (s)			Cum Time (s)
						0:00:29			0:00:52			0:03:02			0:04:05			
		7:52 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
												0:01:09			0:00:11			
	5	Time		10	SS	Cum Time (s)	12	TS	Cum Time (s)	55	TS	Cum Time (s)	15	TS	Cum Time (s)			Cum Time (s)
						0:00:35			0:01:17			0:03:12			0:04:30			
		8:04 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:10			0:00:12			0:00:55			0:00:15			
	6	Time		12	SS	Cum Time (s)	15	TS	Cum Time (s)	63	TS	Cum Time (s)	19	TS	Cum Time (s)			Cum Time (s)
						0:00:40			0:01:20			0:03:25			0:04:33			
		8:15 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:12			0:00:15			0:01:03			0:00:19			

Form 750-020-14
TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Brent/I-110/Airport/Rawson	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 7:23 AM To: 8:26 AM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 7,Davis to Airport (via I110) NB Alt B

Sheet 2 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	Davis	DELAY		ts 110	DELAY		ts Airport	DELAY		lt Rawson	DELAY			DELAY		
		LOCATION	Brent W			I-110-N			Airport W			Rawson-S						
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)	162	TS	Cum Time (s)	7	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:15			0:02:58			0:03:25			0:04:24			
		7:23 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:01:42			0:00:07						
	2	Time				Cum Time (s)	14	TS	Cum Time (s)	2	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:19			0:01:23	13	LT	0:02:28			0:03:04			
		7:35 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:14			0:00:15						
	3	Time		15	RT	Cum Time (s)	20	TS	Cum Time (s)	17	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:34			0:01:55			0:02:33			0:03:34			
		7:46 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:15			0:00:20			0:00:17						
	4	Time		11	RT	Cum Time (s)	52	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:30			0:02:22			0:02:49			0:03:43			
		7:58 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:11			0:00:52			0:00:06						
	5	Time				Cum Time (s)	57	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:20			0:02:19	25	LT	0:03:42			0:04:07			
		8:10 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
									0:00:57			0:00:31						
	6	Time		8	RT	Cum Time (s)	91	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:28			0:02:54			0:03:49			0:04:20			
		8:21 AM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:08			0:01:31			0:00:06						

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Form 750-020-14
TRAFFIC ENGINEERING
10/15

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	CP
Site:	Rawson/Airport/I-110/Brent	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:12 PM To: 5:28 PM
Milepost (MP):	BMP: 0.000 EMP: 1.400	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	35 to 45	Remarks:	Map 7,Davis to Airport (via I110) SB Alt A

Sheet 3 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	st Eusebia	DELAY		ss Airport	DELAY		ts 110	DELAY		ts Brent	DELAY		ts 110	DELAY		Davis
		LOCATION	Rawson-N			Airport-E			I-110-S			Brent-E			Brent-E			Brent-E
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time		6	SS	Cum Time (s)			Cum Time (s)	147	TS	Cum Time (s)	25	TS	Cum Time (s)			Cum Time (s)
						0:00:30			0:00:51			0:04:16	40	TS	6:05			
		4:12 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:06			0:00:00			0:02:27			0:01:05			
	2	Time		3	SS	Cum Time (s)	9	TS	Cum Time (s)	61	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)
						0:00:25			0:01:01			0:02:56			4:32			
		4:28 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:03			0:00:09			12:01:01AM			0:00:14			
	3	Time		10	SS	Cum Time (s)			Cum Time (s)	170	TS	Cum Time (s)	44	TS	Cum Time (s)			Cum Time (s)
						0:00:33			0:00:59			0:04:55	4	TS	0:06:29			
		4:40 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:10			0:00:00			0:02:50			0:00:48			
	4	Time		55	SS	Cum Time (s)			Cum Time (s)	70	TS	Cum Time (s)	20	TS	Cum Time (s)			Cum Time (s)
						0:01:19			0:01:47			0:03:54			0:05:20			
		4:55 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:55			0:00:00			0:01:10			0:00:20			
	5	Time		18	SS	Cum Time (s)			Cum Time (s)	48	TS	Cum Time (s)	60	TS	Cum Time (s)			Cum Time (s)
						0:00:43			0:01:06			0:03:02	173	TS	0:07:51			
		5:10 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:18			0:00:00			0:00:48			0:03:53			
	6	Time		15	SS	Cum Time (s)	16	TS	Cum Time (s)	14	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:42			0:01:22			0:02:35			0:03:35			
		5:25 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:15			0:00:16			0:00:14			0:00:00			

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TRAFFIC ENGINEERING
10/15

State of Florida Department of Transportation

TRAVEL TIME AND DELAY STUDY FIELD DATA

SITE INFORMATION		GENERAL INFORMATION	
Roadway ID:		Analyst/Observer:	SP
Site:	Brent/Rawson/Airport	Agency or Company:	Engineering and Planning Resources
City:	Pensacola	Date:	Thursday, November 17, 2016
County:	Escambia	Time Period:	From: 4:24 PM To: 8:05 PM
Milepost (MP):	BMP: 0.000 EMP: 1.300	Weather/Road Condition:	Dry/Clear
Posted Speed (mph):	30 to 45	Remarks:	Map 7,Davis to Airport (via I110) NB Alt B

Sheet 4 of 4

DELAY CODES			
TS = TRAFFIC SIGNAL	SS = STOP SIGN	LT = LEFT TURNS	P=PARKING CARS
PED = PEDESTRIANS	I = INCIDENT	B = BUS STOPPING	C = CONGESTION
OTHER:			

RUN NUMBER		CONTROL PT	Davis	DELAY		ts 110	DELAY		ts airport	DELAY		lt Rawson	DELAY		st Eusubia	DELAY		
		LOCATION	Brent W			I-110-N			Airport W			Rawson-S			Rawson-S			
		MP		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause		Sec.	Cause	
	1	Time				Cum Time (s)			Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:33			0:01:31			0:02:20			0:02:40			
		4:24 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:00			0:00:05			0:00:00			
	2	Time		8	RT	Cum Time (s)	84	TS	Cum Time (s)	5	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:26			0:02:57	15	LT	0:04:09			0:04:33			
		4:35 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:08			0:01:24			0:00:20			0:00:00			
	3	Time				Cum Time (s)	55	TS	Cum Time (s)	3	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:22			0:02:15	49	LT	0:03:57			0:04:23			
		4:50 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:55			0:00:52			0:00:00			
	4	Time		10	RT	Cum Time (s)	8	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:31			0:01:36	3	LT	0:02:37			0:03:04			
		5:06 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:10			0:00:08			0:00:09			0:00:00			
	5	Time				Cum Time (s)	18	TS	Cum Time (s)	6	TS	Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:20			0:01:16	18	LT	0:02:48			0:03:12			
		5:20 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:18			0:00:24			0:00:00			
	6	Time				Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)			Cum Time (s)
						0:00:23			0:01:21			0:02:09			0:02:31			
		5:31 PM				Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)			Lapse (s)
						0:00:00			0:00:00			0:00:00			0:00:00			

APPENDIX G– FUTURE DEVELOPMENT INTERSECTION LOS AND QUEUING ANALYSIS

Intersection	
Int Delay, s/veh	4.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	2	906	53	108	638	4	38	0	42	3	1	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	-	-	None	-	-	Stop	-	-	None
Storage Length	165	-	-	385	-	-	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	2	985	58	117	693	4	41	0	46	3	1	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	698	0	0	1042	0	0	1600	1951	521	1427	1977	349
Stage 1	-	-	-	-	-	-	1018	1018	-	930	930	-
Stage 2	-	-	-	-	-	-	582	933	-	497	1047	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	894	-	-	663	-	-	71	64	500	96	61	647
Stage 1	-	-	-	-	-	-	254	313	-	287	344	-
Stage 2	-	-	-	-	-	-	466	343	-	523	303	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	894	-	-	663	-	-	60	53	500	75	50	647
Mov Cap-2 Maneuver	-	-	-	-	-	-	60	53	-	75	50	-
Stage 1	-	-	-	-	-	-	253	312	-	286	283	-
Stage 2	-	-	-	-	-	-	381	282	-	474	302	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.7	77.2	45.7
HCM LOS			F	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	60	500	894	-	-	663	-	-	95
HCM Lane V/C Ratio	0.688	0.091	0.002	-	-	0.177	-	-	0.069
HCM Control Delay (s)	148.2	12.9	9	-	-	11.6	-	-	45.7
HCM Lane LOS	F	B	A	-	-	B	-	-	E
HCM 95th %tile Q(veh)	2.9	0.3	0	-	-	0.6	-	-	0.2

Intersection	
Int Delay, s/veh	3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Vol, veh/h	1	681	23	88	765	9	32	2	153	3	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	-	-	None	-	-	Stop	-	-	None
Storage Length	165	-	-	385	-	-	-	-	250	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	740	25	96	832	10	35	2	166	3	0	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	841	0	0	765	0	0	1362	1788	383	1401	1795	421
Stage 1	-	-	-	-	-	-	755	755	-	1028	1028	-
Stage 2	-	-	-	-	-	-	607	1033	-	373	767	-
Critical Hdwy	4.14	-	-	4.14	-	-	7.54	6.54	6.94	7.54	6.54	6.94
Critical Hdwy Stg 1	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.54	5.54	-	6.54	5.54	-
Follow-up Hdwy	2.22	-	-	2.22	-	-	3.52	4.02	3.32	3.52	4.02	3.32
Pot Cap-1 Maneuver	790	-	-	844	-	-	107	80	615	100	80	581
Stage 1	-	-	-	-	-	-	367	415	-	251	310	-
Stage 2	-	-	-	-	-	-	450	308	-	620	410	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	790	-	-	844	-	-	97	71	615	65	71	581
Mov Cap-2 Maneuver	-	-	-	-	-	-	97	71	-	65	71	-
Stage 1	-	-	-	-	-	-	367	414	-	251	275	-
Stage 2	-	-	-	-	-	-	397	273	-	449	409	-

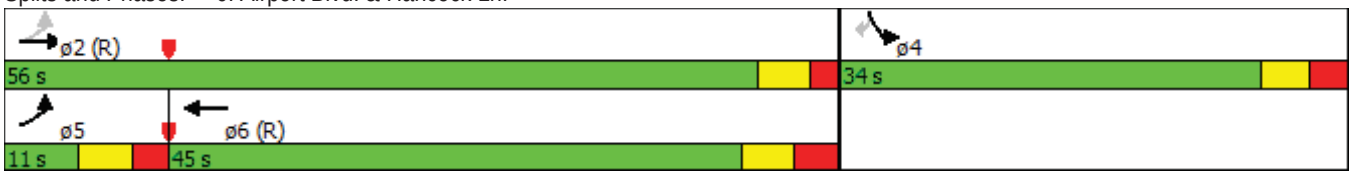
Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	22.5	42.7
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	95	615	790	-	-	844	-	-	101
HCM Lane V/C Ratio	0.389	0.27	0.001	-	-	0.113	-	-	0.054
HCM Control Delay (s)	65.2	13	9.6	-	-	9.8	-	-	42.7
HCM Lane LOS	F	B	A	-	-	A	-	-	E
HCM 95th %tile Q(veh)	1.6	1.1	0	-	-	0.4	-	-	0.2

Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	10	798	713	81	178	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	55			0	0	65
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	5085	3486	0	1770	1583
Flt Permitted	0.226				0.950	
Satd. Flow (perm)	421	5085	3486	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			17			1
Link Speed (mph)		30	30		25	
Link Distance (ft)		156	276		522	
Travel Time (s)		3.5	6.3		14.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	11	867	863	0	193	1
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Total Split (s)	11.0	56.0	45.0		34.0	34.0
Total Lost Time (s)	6.0	5.6	6.7		5.9	5.9
Act Effct Green (s)	50.0	50.4	47.1		28.1	28.1
Actuated g/C Ratio	0.56	0.56	0.52		0.31	0.31
v/c Ratio	0.04	0.30	0.47		0.35	0.00
Control Delay	9.2	10.9	7.6		26.1	17.0
Queue Delay	0.0	0.1	0.3		0.0	0.0
Total Delay	9.2	10.9	7.9		26.1	17.0
LOS	A	B	A		C	B
Approach Delay		10.9	7.9		26.1	
Approach LOS		B	A		C	
Queue Length 50th (ft)	3	89	38		84	0
Queue Length 95th (ft)	10	113	274		143	4
Internal Link Dist (ft)		76	196		442	
Turn Bay Length (ft)	55					65
Base Capacity (vph)	308	2847	1832		552	494
Starvation Cap Reductn	0	0	398		0	0
Spillback Cap Reductn	0	603	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.04	0.39	0.60		0.35	0.00

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.47	
Intersection Signal Delay: 11.1	Intersection LOS: B
Intersection Capacity Utilization 42.7%	ICU Level of Service A
Analysis Period (min) 15	

Splits and Phases: 6: Airport Blvd. & Hancock Ln.

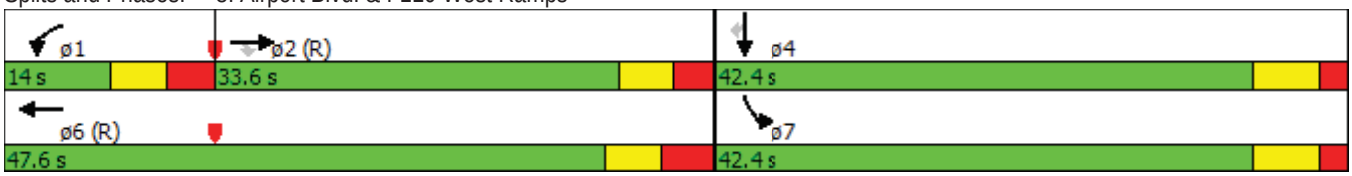


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	818	229	232	532	0	0	0	0	509	1	279
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	205		0	0		0	270		265
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3539	1583	3433	3539	0	0	0	0	1681	1686	2787
Flt Permitted				0.950						0.950	0.953	
Satd. Flow (perm)	0	3539	1583	3433	3539	0	0	0	0	1681	1686	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			249									303
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		276			572			349			414	
Travel Time (s)		6.3			13.0			7.9			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	889	249	252	578	0	0	0	0	276	278	303
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2									4
Total Split (s)		33.6	33.6	14.0	47.6					42.4	42.4	42.4
Total Lost Time (s)		6.5	6.5	6.9	7.4					6.4	6.4	6.4
Act Effct Green (s)		27.1	27.1	7.1	40.2					36.0	36.0	36.0
Actuated g/C Ratio		0.30	0.30	0.08	0.45					0.40	0.40	0.40
v/c Ratio		0.83	0.38	0.93	0.37					0.41	0.41	0.23
Control Delay		32.2	4.0	83.2	17.3					21.7	21.8	2.7
Queue Delay		8.6	0.5	0.0	0.1					0.0	0.0	0.0
Total Delay		40.8	4.5	83.2	17.4					21.7	21.8	2.7
LOS		D	A	F	B					C	C	A
Approach Delay		32.8			37.4						15.0	
Approach LOS		C			D						B	
Queue Length 50th (ft)		256	10	74	110					115	116	0
Queue Length 95th (ft)		#337	18	#147	151					186	187	26
Internal Link Dist (ft)		196			492			269			334	
Turn Bay Length (ft)				205						270		265
Base Capacity (vph)		1065	650	270	1580					672	674	1296
Starvation Cap Reductn		151	135	0	0					0	0	0
Spillback Cap Reductn		0	0	0	158					0	0	13
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.97	0.48	0.93	0.41					0.41	0.41	0.24

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 13 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 28.8	Intersection LOS: C
Intersection Capacity Utilization 59.9%	ICU Level of Service B
Analysis Period (min) 15	

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

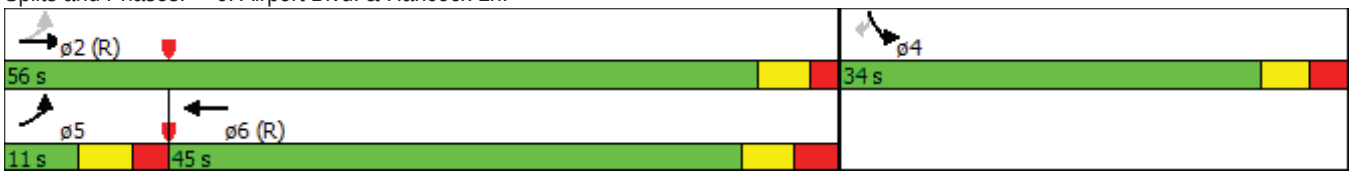
Splits and Phases: 8: Airport Blvd. & I-110 West Ramps



Lane Group	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Volume (vph)	34	897	801	131	83	27
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12
Grade (%)		0%	0%		0%	
Storage Length (ft)	55			0	0	65
Storage Lanes	1			0	1	1
Taper Length (ft)	25				25	
Satd. Flow (prot)	1770	5085	3465	0	1770	1583
Flt Permitted	0.162				0.950	
Satd. Flow (perm)	302	5085	3465	0	1770	1583
Right Turn on Red				Yes		Yes
Satd. Flow (RTOR)			25			29
Link Speed (mph)		30	30		25	
Link Distance (ft)		156	276		522	
Travel Time (s)		3.5	6.3		14.2	
Confl. Peds. (#/hr)						
Confl. Bikes (#/hr)						
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0
Parking (#/hr)						
Mid-Block Traffic (%)		0%	0%		0%	
Shared Lane Traffic (%)						
Lane Group Flow (vph)	37	975	1013	0	90	29
Turn Type	pm+pt	NA	NA		Prot	Perm
Protected Phases	5	2	6		4	
Permitted Phases	2					4
Total Split (s)	11.0	56.0	45.0		34.0	34.0
Total Lost Time (s)	6.0	5.6	6.7		5.9	5.9
Act Effct Green (s)	50.0	50.4	42.7		28.1	28.1
Actuated g/C Ratio	0.56	0.56	0.47		0.31	0.31
v/c Ratio	0.15	0.34	0.61		0.16	0.06
Control Delay	10.5	11.2	4.9		23.5	8.7
Queue Delay	0.0	0.1	0.2		0.0	0.0
Total Delay	10.5	11.3	5.1		23.5	8.7
LOS	B	B	A		C	A
Approach Delay		11.2	5.1		19.9	
Approach LOS		B	A		B	
Queue Length 50th (ft)	9	102	13		37	0
Queue Length 95th (ft)	22	130	22		73	19
Internal Link Dist (ft)		76	196		442	
Turn Bay Length (ft)	55					65
Base Capacity (vph)	249	2847	1656		552	514
Starvation Cap Reductn	0	0	141		0	0
Spillback Cap Reductn	0	576	0		0	0
Storage Cap Reductn	0	0	0		0	0
Reduced v/c Ratio	0.15	0.43	0.67		0.16	0.06

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 11 (12%), Referenced to phase 2:EBTL and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.61	
Intersection Signal Delay: 8.8	Intersection LOS: A
Intersection Capacity Utilization 46.2%	ICU Level of Service A
Analysis Period (min) 15	

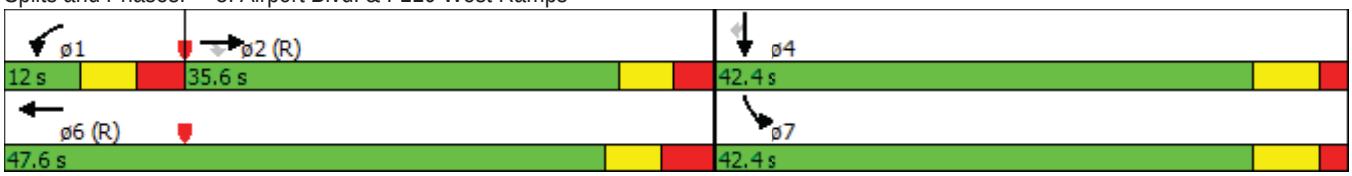
Splits and Phases: 6: Airport Blvd. & Hancock Ln.



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	926	85	209	943	0	0	0	0	279	0	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	205		0	0		0	270		265
Storage Lanes	0		1	2		0	0		0	1		2
Taper Length (ft)	25			25			25			25		
Satd. Flow (prot)	0	3539	1583	3433	3539	0	0	0	0	1681	1681	2787
Flt Permitted				0.950						0.950	0.950	
Satd. Flow (perm)	0	3539	1583	3433	3539	0	0	0	0	1681	1681	2787
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			125									137
Link Speed (mph)		30			30			30			40	
Link Distance (ft)		276			572			349			414	
Travel Time (s)		6.3			13.0			7.9			7.1	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)										50%		
Lane Group Flow (vph)	0	1007	92	227	1025	0	0	0	0	151	152	114
Turn Type		NA	Perm	Prot	NA					Prot	NA	Perm
Protected Phases		2		1	6					7	4	
Permitted Phases			2									4
Total Split (s)		35.6	35.6	12.0	47.6					42.4	42.4	42.4
Total Lost Time (s)		6.5	6.5	6.9	7.4					6.4	6.4	6.4
Act Effct Green (s)		29.1	29.1	5.1	40.2					36.0	36.0	36.0
Actuated g/C Ratio		0.32	0.32	0.06	0.45					0.40	0.40	0.40
v/c Ratio		0.88	0.15	1.17	0.65					0.22	0.23	0.10
Control Delay		31.2	1.7	157.7	21.8					18.9	19.0	2.4
Queue Delay		1.8	0.0	0.0	0.3					0.0	0.0	0.0
Total Delay		33.1	1.7	157.7	22.1					18.9	19.0	2.4
LOS		C	A	F	C					B	B	A
Approach Delay		30.4			46.7						14.4	
Approach LOS		C			D						B	
Queue Length 50th (ft)		287	2	~79	231					57	58	0
Queue Length 95th (ft)		#399	4	#153	298					103	104	13
Internal Link Dist (ft)		196			492			269			334	
Turn Bay Length (ft)				205						270		265
Base Capacity (vph)		1144	596	194	1580					672	672	1197
Starvation Cap Reductn		52	0	0	0					0	0	0
Spillback Cap Reductn		0	0	0	160					0	0	5
Storage Cap Reductn		0	0	0	0					0	0	0
Reduced v/c Ratio		0.92	0.15	1.17	0.72					0.22	0.23	0.10

Intersection Summary	
Area Type: Other	
Cycle Length: 90	
Actuated Cycle Length: 90	
Offset: 13 (14%), Referenced to phase 2:EBT and 6:WBT, Start of Green	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 1.17	
Intersection Signal Delay: 35.4	Intersection LOS: D
Intersection Capacity Utilization 55.8%	ICU Level of Service B
Analysis Period (min) 15	

~ Volume exceeds capacity, queue is theoretically infinite.
Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 8: Airport Blvd. & I-110 West Ramps