

MISSISSIPPI DRIVE CORRIDOR STUDY

Prepared with:

the City of Muscatine and the Iowa Department of Transportation

by:

DG Planning & Design and Stanley Consultants

April 11, 2007



MISSISSIPPI DRIVE

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MISSISSIPPI DRIVE

Overview

What we heard

- “Safety”
- “Less Disruption”
- “Image”

INTRODUCTION

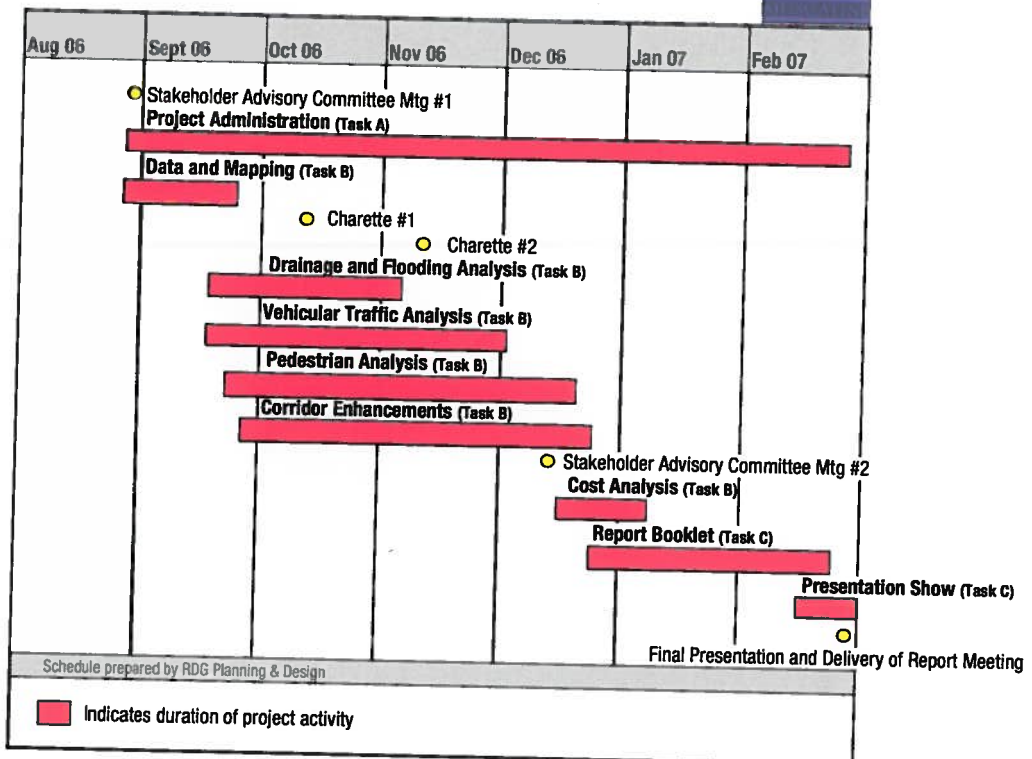
The Mississippi Drive Corridor Study was envisioned to positively impact a variety of fundamental concerns and opportunities. To the left are chartering documents, questions, and comments that were developed during the early stages of this project.

Mississippi Drive Corridor Study Schedule

City of Muscatine, IA

proj. no.: 26290.00

date: August 25, 2006

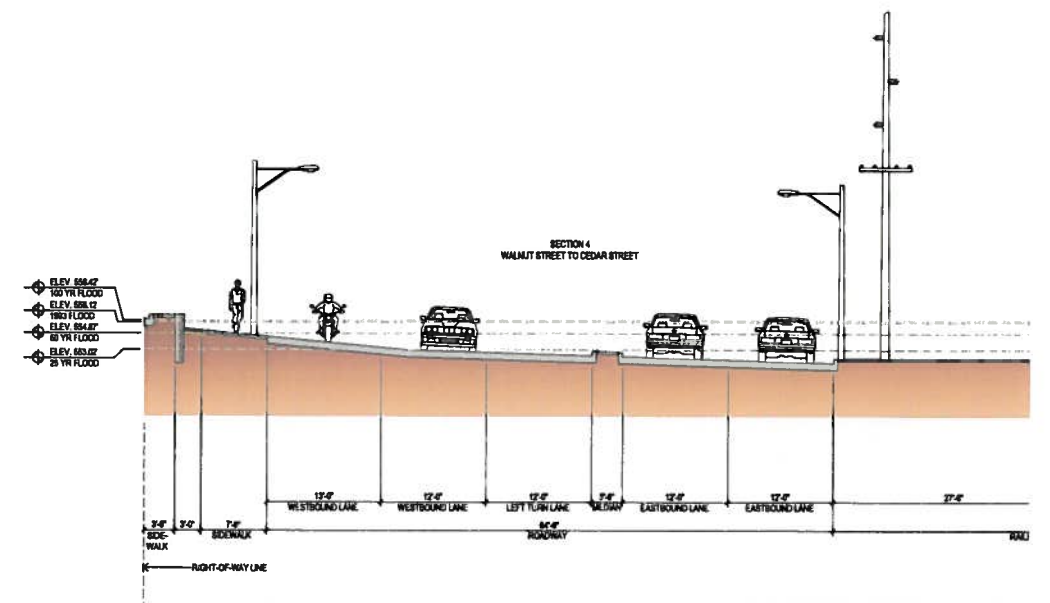
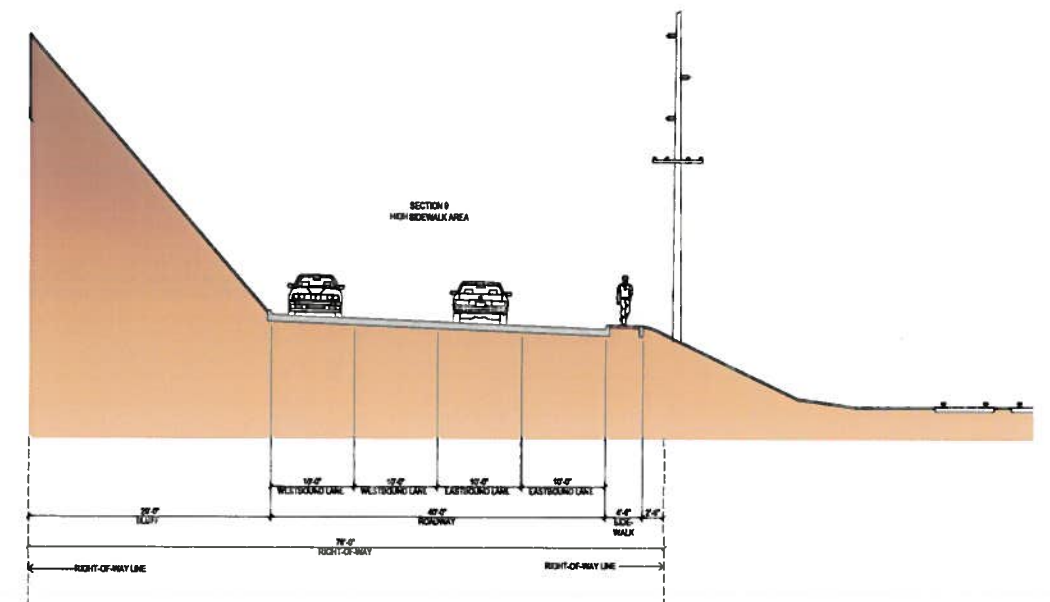
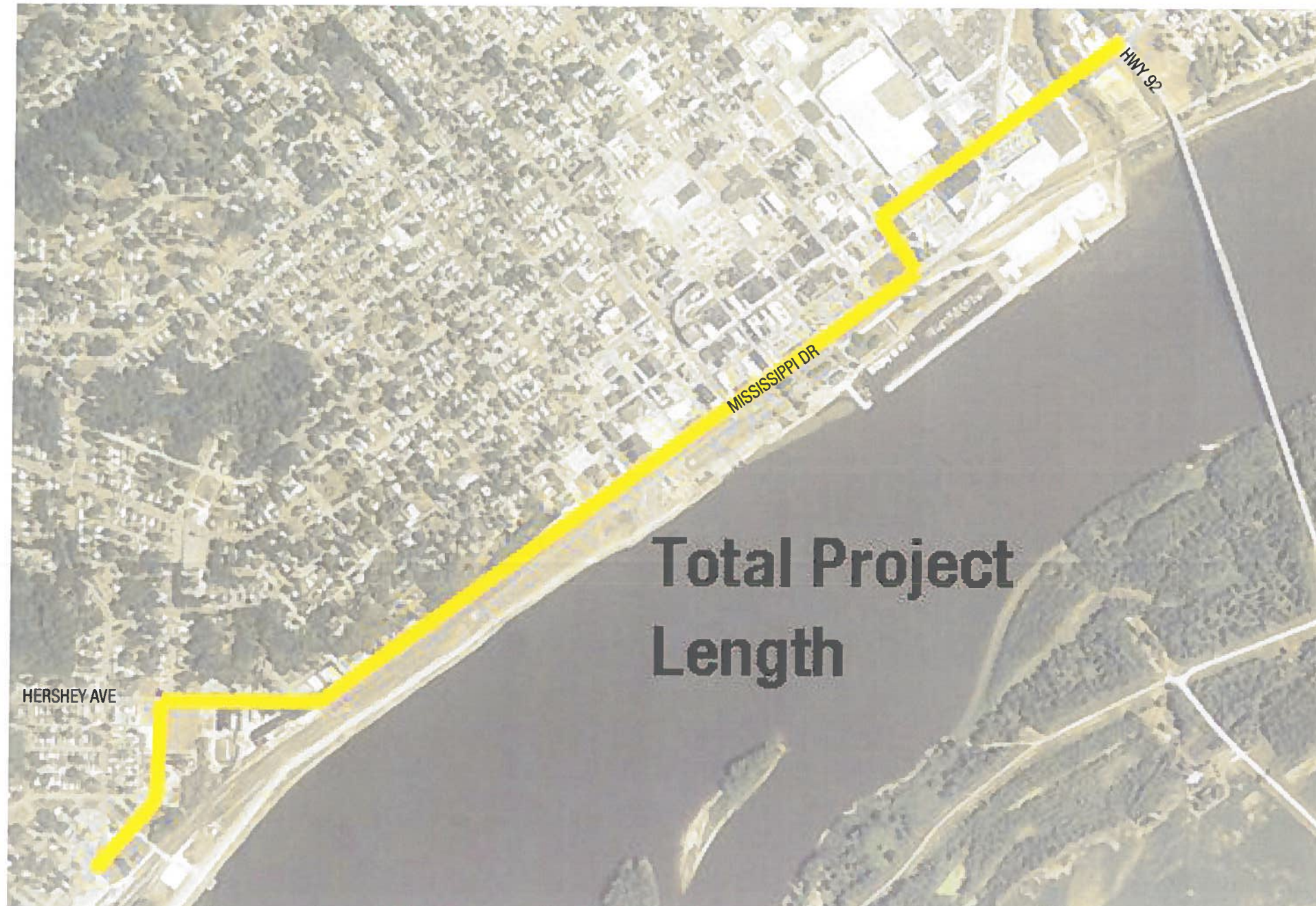


MISSISSIPPI DRIVE

Overview

EXISTING CONDITIONS

The purpose of this project is to plan for future improvements to the Mississippi Drive corridor between the Norbert Beckey Bridge and the intersection of Green Street with Grandview Avenue. This document identifies and incorporates unique aspects of the corridor, including the wide variety of existing conditions, as illustrated below in two of the typical sections of the corridor.



STAKEHOLDER COMMITTEE MEMBERS

NAME	ORGANIZATION
Steven Boka	Director of Planning, Zoning, & Building Safety, City of Muscatine Member of Mayor's Community Improvement Action Team (CIAT) Pearl of the Mississippi Project Team
Randy Hill	Director of Public Works, City of Muscatine
Richard O'Brien	Mayor, City of Muscatine
William Trent	5th Ward City Council Member Chair of the Pearl of the Mississippi Project Team Senior Vice President & General Counsel for Muscatine Foods Corporation
Robert Howard	At-Large City Council Member Private Business Consultant
George Fisher	Chairman of the Planning and Zoning Commission, City of Muscatine Manufacturing Engineer for Allsteel
Gary Carlson	Co-Chair of CIAT CEO of the Greater Muscatine Chamber of Commerce & Industry
Gary Wisekamp	Co-Chair of CIAT Director of Utility Relations, Muscatine Power & Water
Glen Stelzner	Facilities Manager, HNI Corporation
Jerry Kleindolph	Owner of Neals Vacuum & Sewing Center
James Phillips	Professional Engineer, Iowa Department of Transportation
Marie Press	Second Ward City Council Member
Fred Dean	Transportation Planner, Iowa Department of Transportation

PLANNING, DESIGN AND ENGINEERING SCOPE

1. Meetings and Charettes – Five total meetings or Charettes will be conducted as follows:

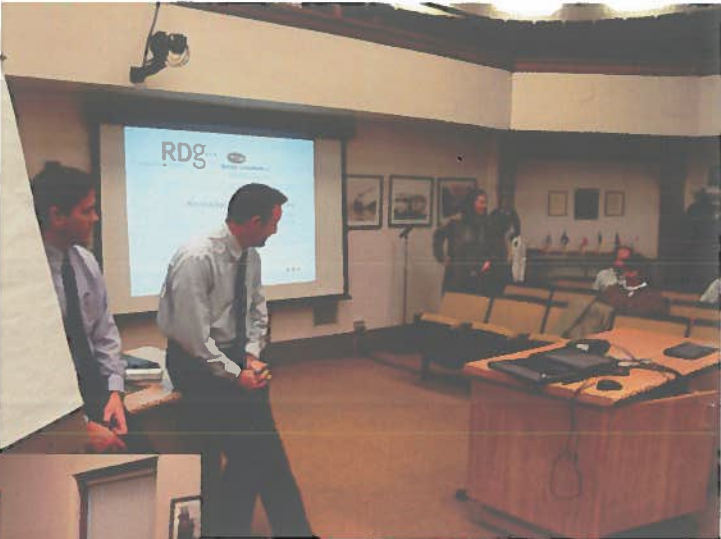
a. Stakeholder Advisory Committee Meeting #1
b. Charette #1
c. Charette #2
d. Stakeholder Advisory Committee Meeting #2
e. Final Presentation and Delivery of Report to City Council
2. Data and Mapping
3. Drainage and Flooding Analysis
4. Vehicular Traffic Analysis
5. Pedestrian Analysis
6. Corridor Enhancements
7. Cost Analysis

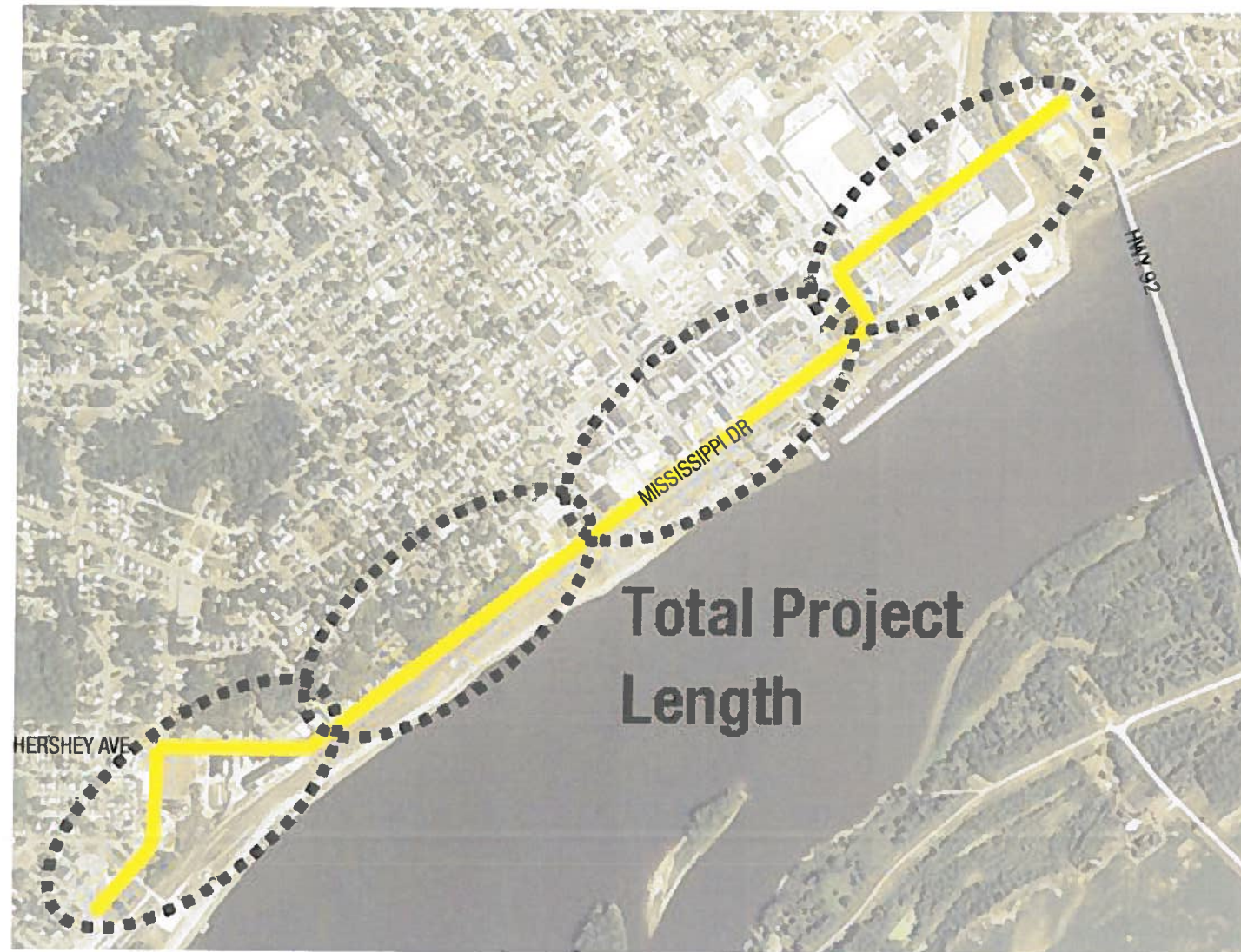
DESIGN PROCESS

A six month process included stakeholders, the public, and the primary scope as shown to the left.

SOME OF THE COMMENTS FROM PUBLIC INPUT MEETINGS

Traffic	Image	Linkages
• Address HNI semi traffic concerns • Maintain 4 lane cross-section • Carver Comer option without roundabout preferred– Amy Stanbro • Hershey Lumber building hit about once a year by errant vehicle • Address accidents in/out of Maid-Rite • No continuous center-turn ("Suicide" or Chicken") lanes • HWY 92/61 major industrial truck traffic is a reality at this intersection – This must work for industry • Mulberry / Mississippi Dr. Intersection –Negative or Positive (Traffic Calming) • Examine Lane transition into Hershey and Grandview	• Professional design services...PLEASE...to make this beautiful. Extend to signage when possible. • There must be design integration. To date aesthetic and artistic concepts are limited to "items" such as one piece of public sculpture, street signs, etc. There is a lack of continuity or planning and seriously missed opportunities. • Think transit oriented development corridor long term. Don't block that possibility. Do anything that helps lay the groundwork. Think Gomaco Trolley Company, Ida Grove. This is an opportunity for a showcase on the Mississippi. Think real "heritage" trolley. • Experience of seeing architecture and business district the other way on Second. • Relate architectural landmarks (cupolas) geographically at the riverfront. • Mississippi River replica at waterfront. • Examine ways to tie in bridge lighting.	• Trail connection along Mad Creek Green Corridor • Connection to Second St. from Mississippi Dr. Lead up into downtown (a reason to go there), make Second Street a 2-way • Extra seconds may draw people in the downtown • Two Key Access Points Iowa & Cedar • Major Pedestrian crossing at Sycamore • Raise road/ no steps at railroad pedestrian crossings • Wayfinding & Signage • Signage of business district • Pedestrian overpasses





CORRIDOR ZONES

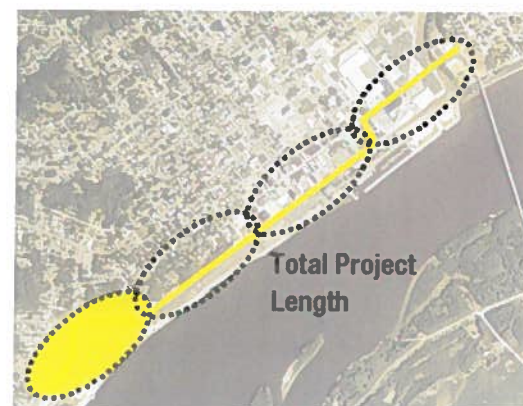
Throughout the design process and this document, four unique zones or areas helped focus concepts. These four areas have been characterized as:

HNI Campus Area (0.4 miles)

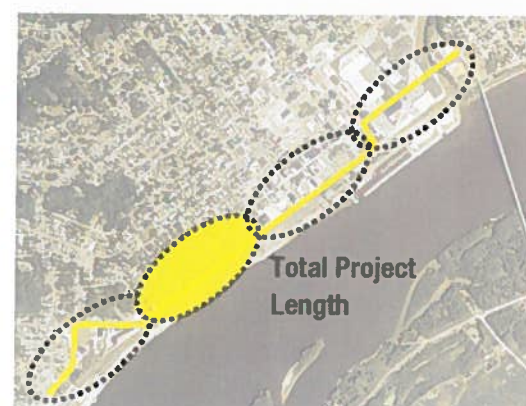
Downtown Area (0.4 miles)

High Sidewalk Area (0.4 miles)

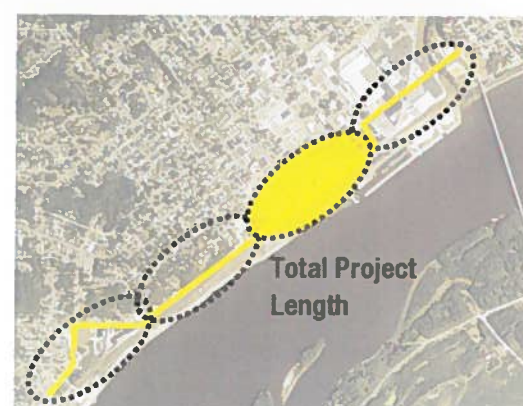
Carver Corner Area (0.4 miles)



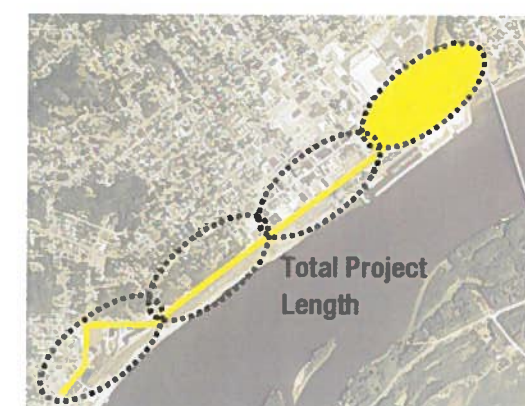
Carver Corner Area



High Sidewalk Area



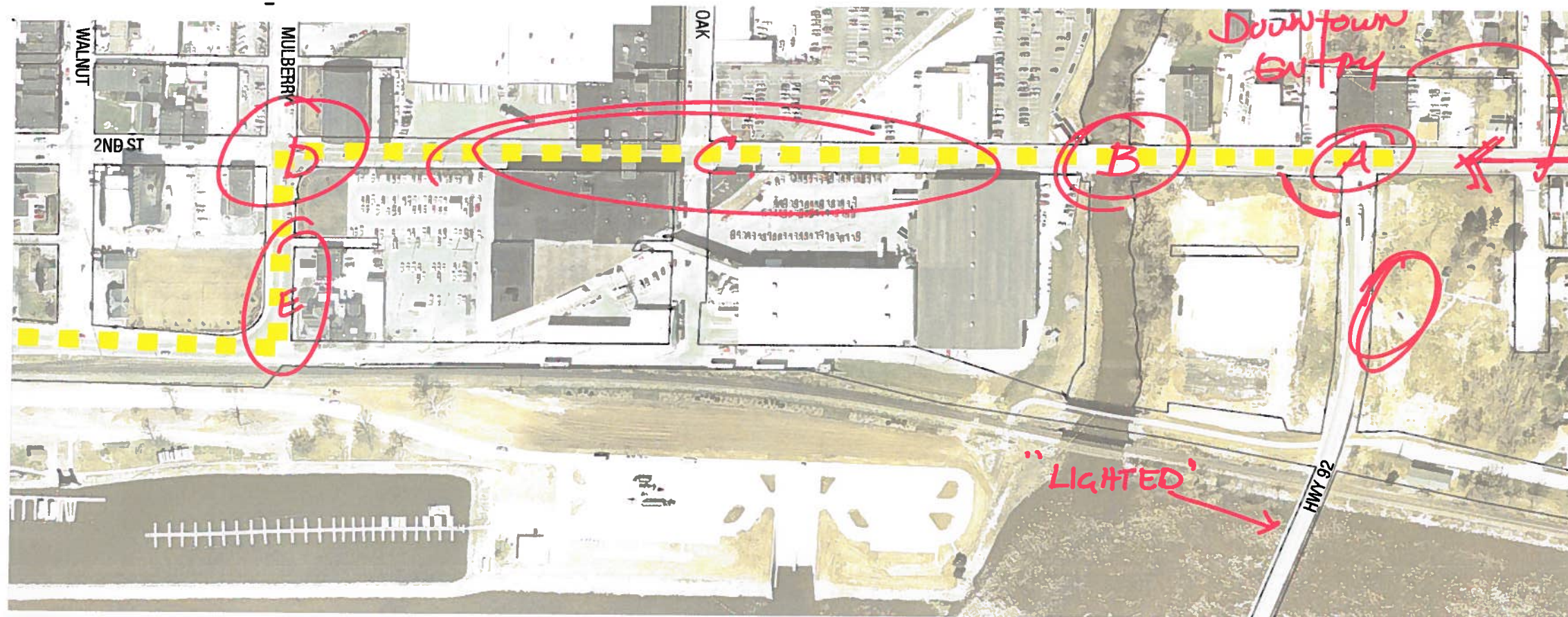
Downtown Area



HNI Campus Area

MISSISSIPPI DRIVE

Project Analysis



HNI CAMPUS AREA

During the initial stages of the project, work sessions identified the following concerns or opportunities. These items are highlighted on the photo to the left.

A. Intersection Considerations

- Trails and Pedestrian Crossings
- Consider Screening of fill area at the SE Corner
- Connect trail to Mad Creek

B. Mad Creek Considerations

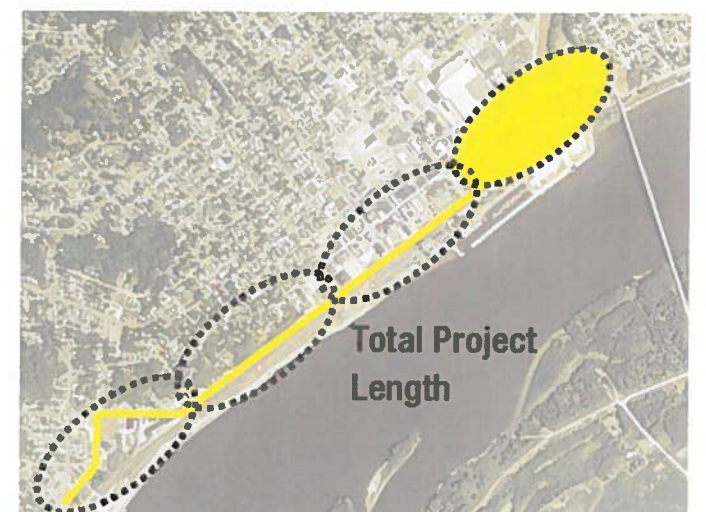
- Coordinate with Flood Study
- Potential Enhancements at Bridge

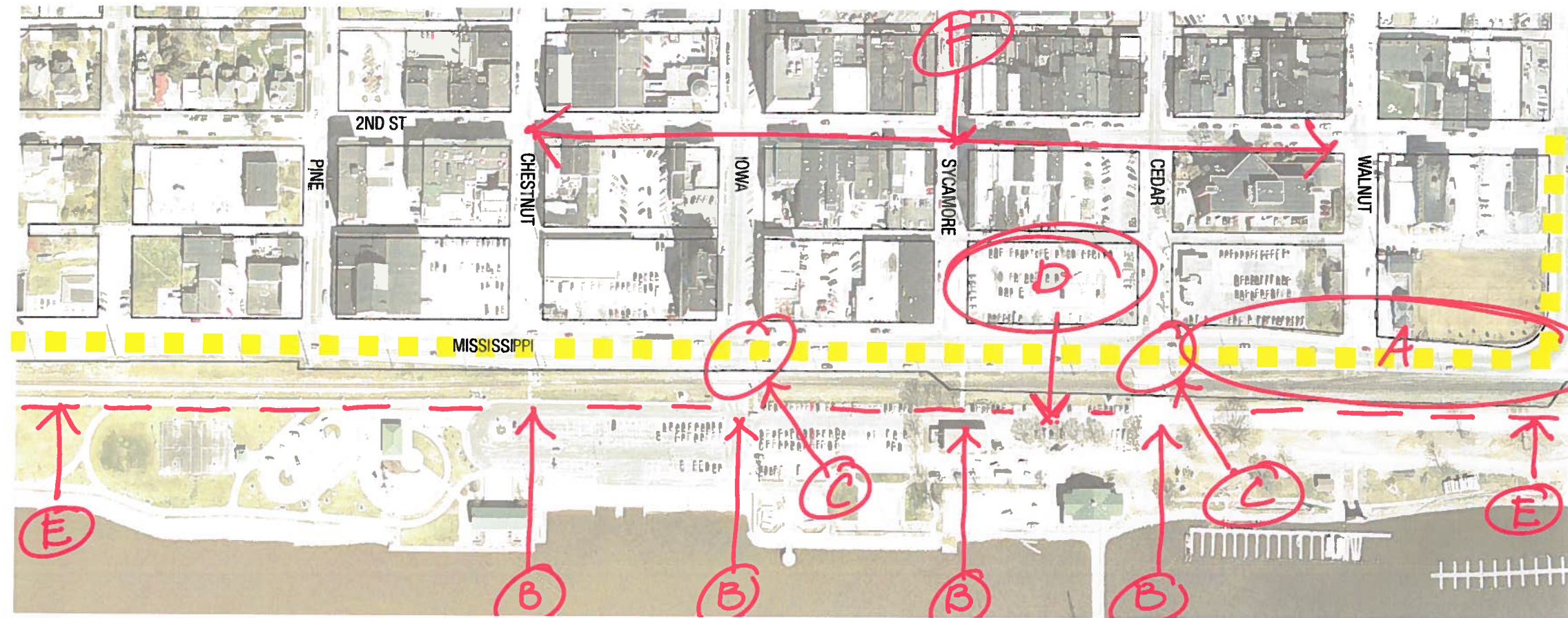
C. HNI Corridor Considerations

- Safety – Pedestrians
- Overpass – consider enhancements
- Slow Down Traffic
- Enhance Sidewalks

D. Evaluate Turning and One-Way Issues

E. Coordinate Aesthetics with Flood Control Structures

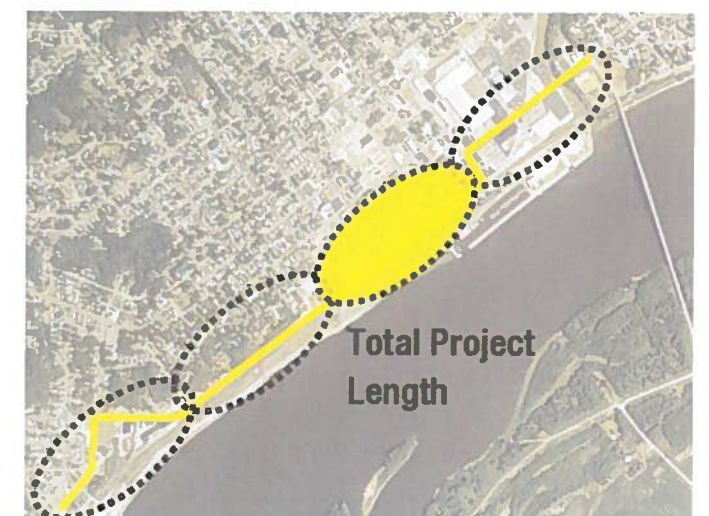




DOWNTOWN AREA

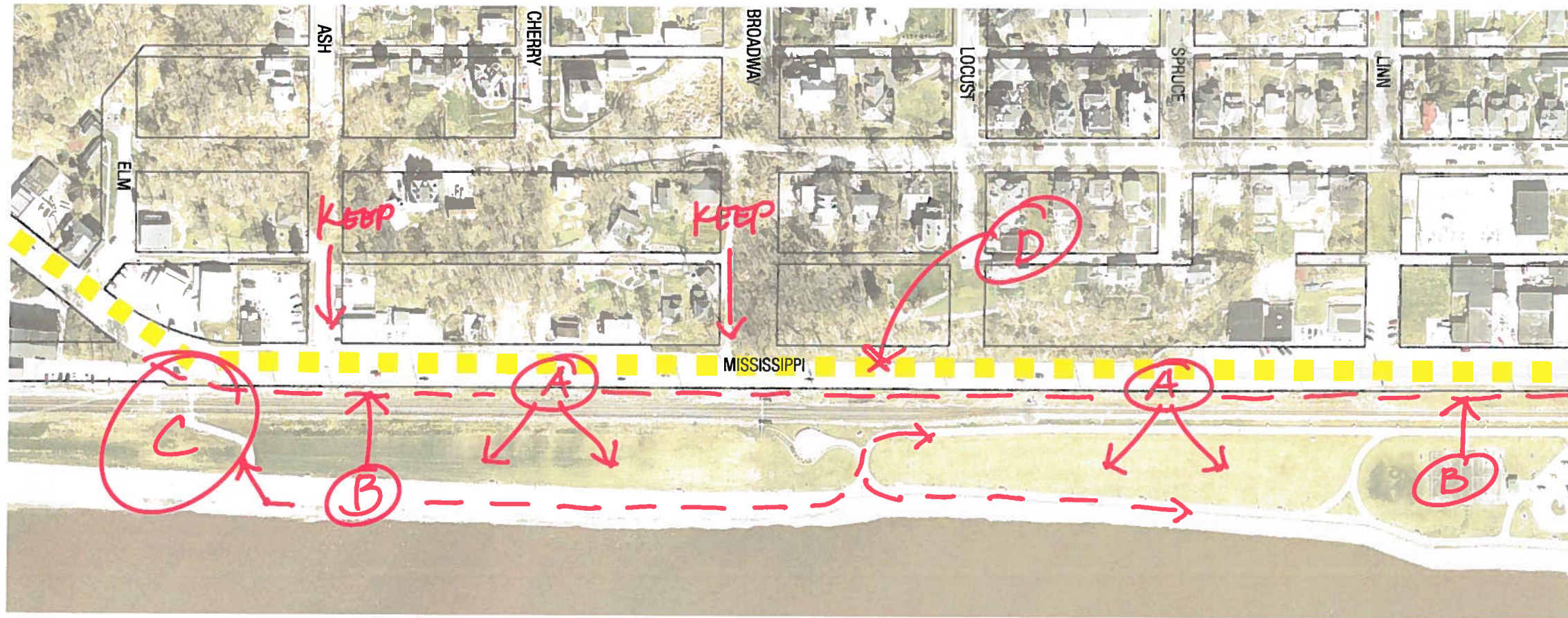
During the initial stages of the project, work sessions identified the following concerns or opportunities. These items are reflected on the photo to the left.

- A. Raise the Road or add Flood Protections Berming
- B. Pedestrian Crossings – All Important Linkages between the CBD and the Riverfront
- C. 2 Major Vehicular Crossings
- D. Potential Library, Art Center, and Performing Arts Building
- E. Trail, Fence, Lights
- F. Quick Study of Second Street as it relates to Mississippi Drive Recommendations



MISSISSIPPI DRIVE

Project Analysis



HIGH SIDEWALK AREA

During the initial stages of the project, work sessions identified the following concerns or opportunities. These items are identified on the photo to the left.

A. Great Views of the River

- Currently not able to enjoy because it feels too tight

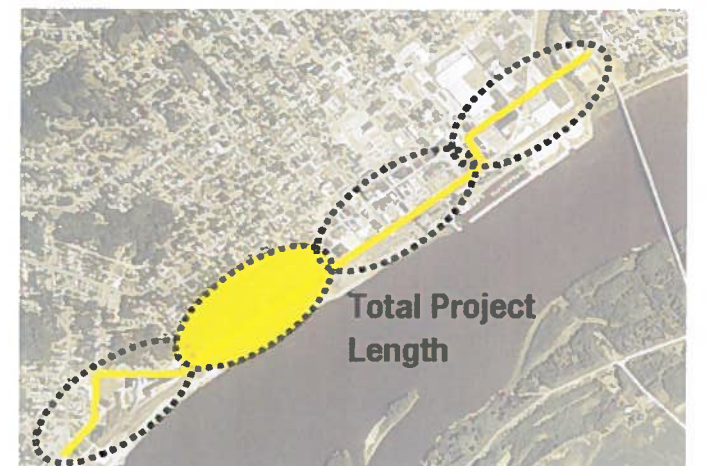
B. High Sidewalk

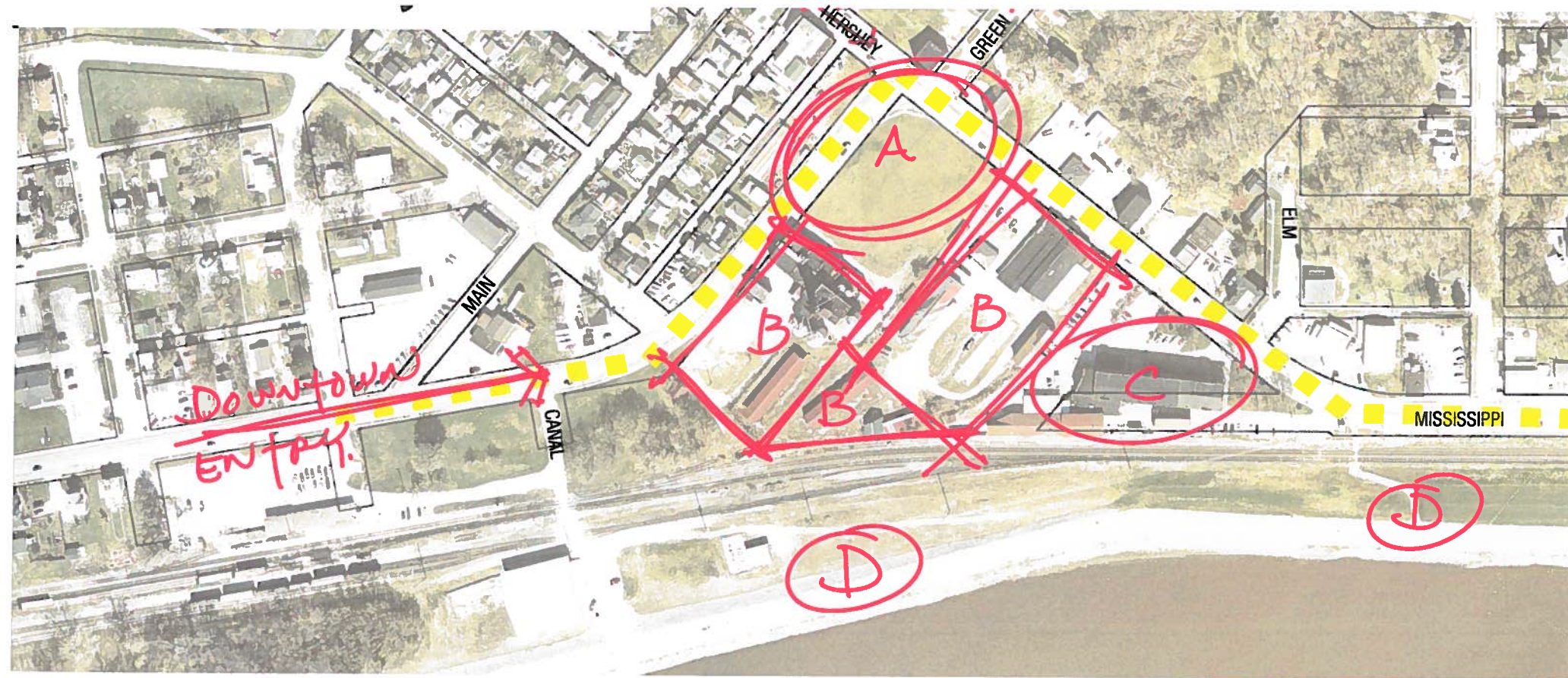
- Dangerous
- Seldom Used
- Maintenance Problems
- Lack of Space
- Improvements Cost Prohibitive (i.e. earthwork and retaining walls to widen walk and provide separation between roadway and pedestrians)
- Consider Elimination

C. Enhance Trail Connection

D. Roadway: Consider

- Alternate Lanes
- Traffic Calming Measures
- "Keep" Broadway & Ash Streets access





CARVER CORNER AREA

During the initial stages of the project, work sessions identified the following concerns or opportunities. These items are shown on the photo to the left.

A. Intersection Considerations

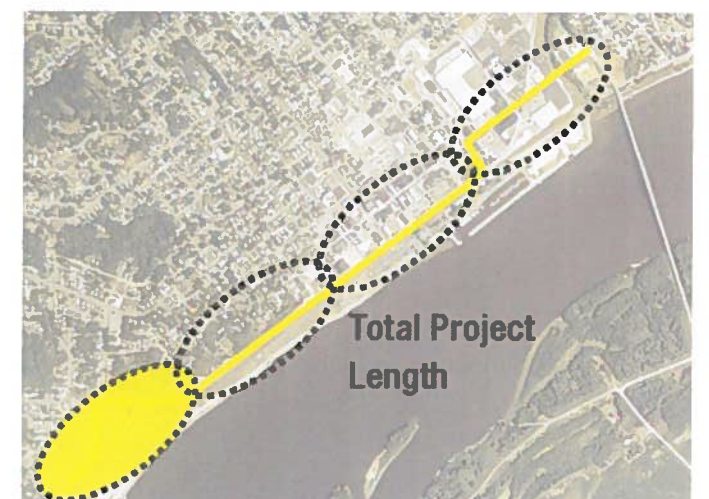
- Roundabout
- Accommodate Hershey
- S-Curve of Roadway

B. Potential Future City Land

C. Button Factory

- Architecture and Historic Significance
- Potential Focal Point

D. Opportunity to Celebrate Trail Significance



MISSISSIPPI DRIVE

Project Analysis

SITE CONTENT

HISTORICAL CONTENT

Muscatine has had a rich history as one of the first settlements in Iowa. The city has seen many industries, most tied to the Mississippi River, including agriculture, lumber, and pearl button manufacturing.

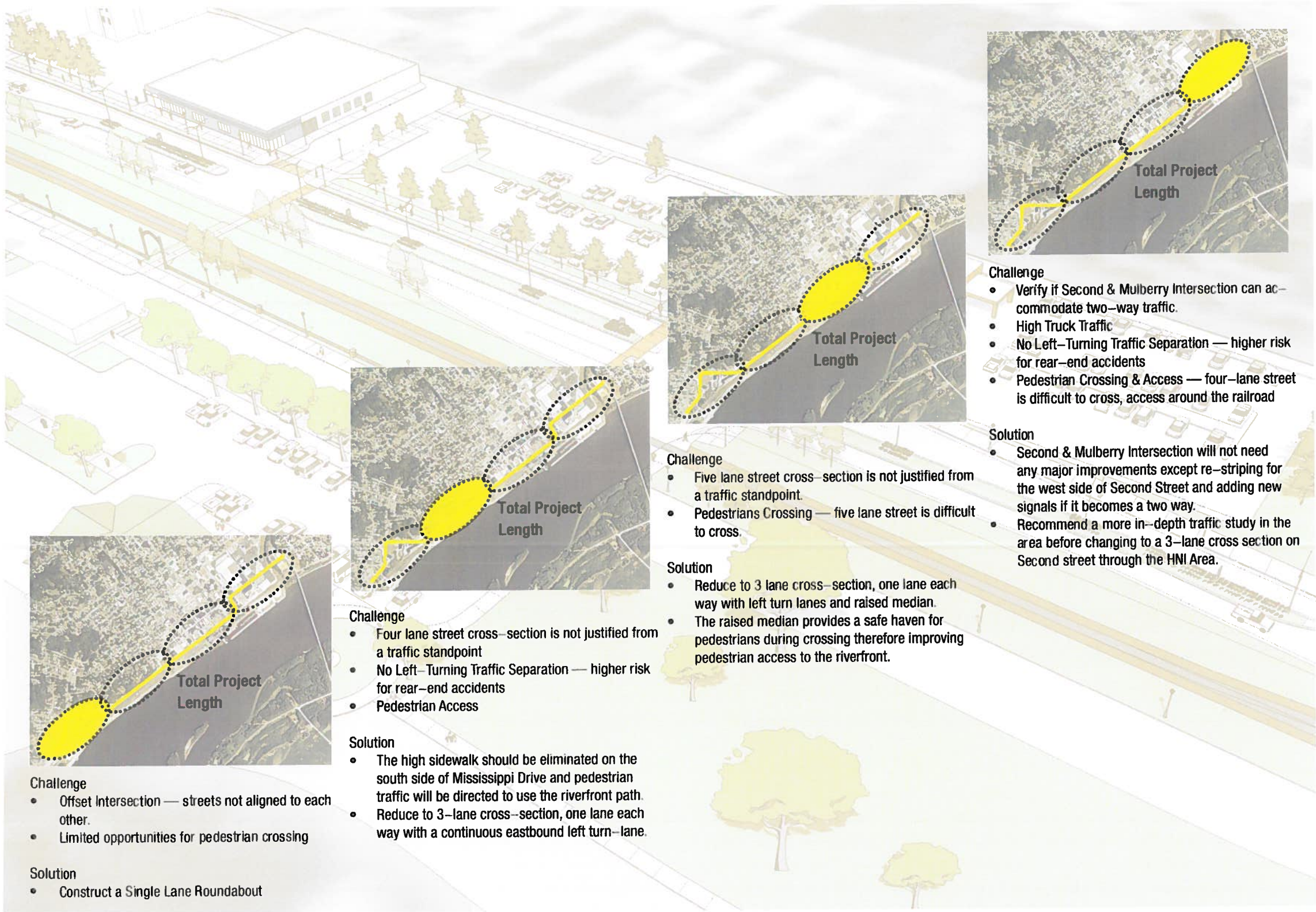
From 1890 to 1966, Muscatine's primary industry became the manufacturing of pearl buttons from mussel shells harvested from the Mississippi river. During this time period, several pearl button factories opened and made Muscatine the pearl button center of the world. Pearl buttons eventually were replaced by more durable plastic and resin buttons, and Muscatine's pearl button industry dwindled.

Today many of the buildings that once housed pearl button factories still remain. In addition, several references to Muscatine's pearl button history are incorporated into sculptures, trails, and businesses.

ARCHITECTURAL CONTENT

Muscatine's architectural context provides a spectacular array of historic architecture dating back to the mid 1800s. Varied adornments on windows, doorways, copulas, and parapets provide a rich character throughout the downtown and many residential historical districts. The building styles exhibit Italianate, Romanesque Revival, Queen Anne Victorian, Craftsman and Art Deco detailing.





TRAFFIC

The purpose of the corridor traffic analysis is to quantify the transportation impacts of existing and proposed traffic, and to identify potential improvements that may be required while maintaining acceptable capacity and levels of service.

Existing Study Area Conditions

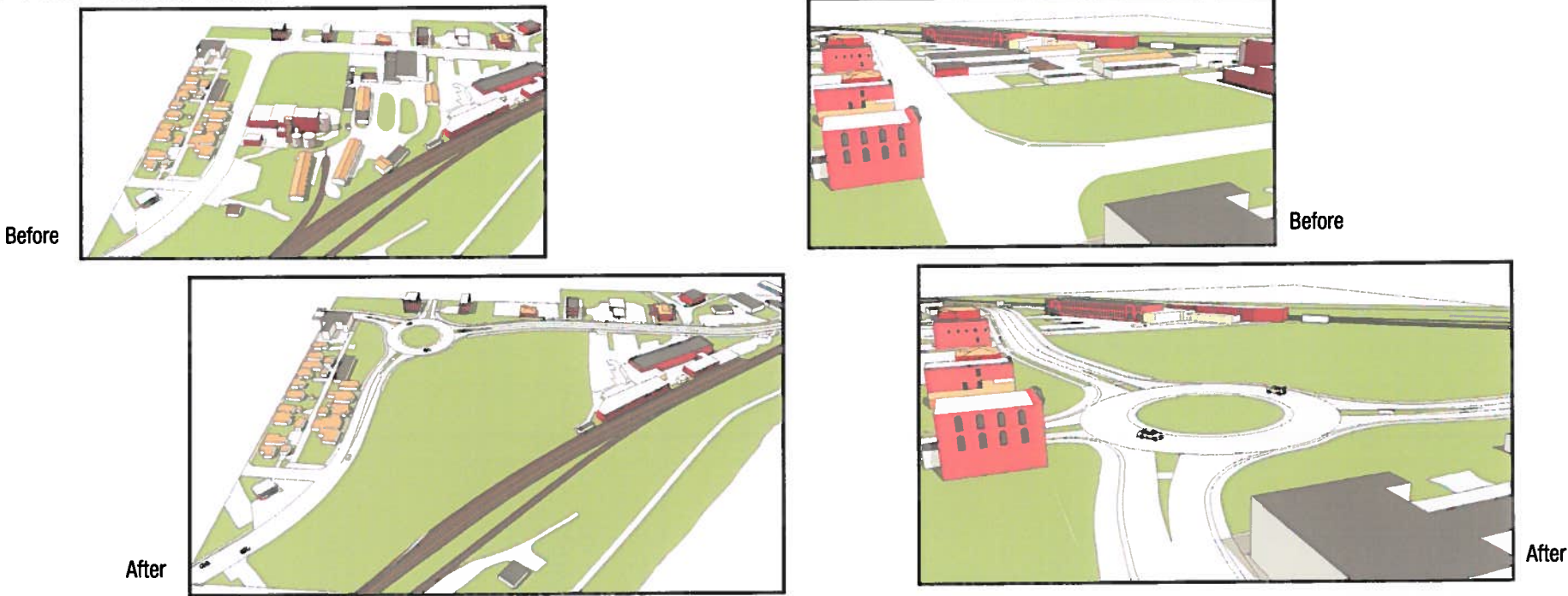
The study corridor is IA 92 and Business 61 from the Norbert Beckey Bridge intersection to the Hershey/Green intersection, which is through the City of Muscatine's Downtown Business District. For the most part, the corridor is an undivided four-lane roadway except through the downtown area where it is a four lane roadway with protected left turn lanes. The major collector streets that intersect with the study corridor are signalized, while the minor collector streets are unsignalized. The lane widths are approximately 10'. The speed limit varies from 25-35 miles-per-hour through the study corridor.

Existing and Projected Traffic

The existing Average Daily Traffic (ADT) through the study corridor is approximately 12,000 vehicles per day (VPD). The 2026 projected ADT traffic is expected to increase to over 14,000 VPD. The existing and projected ADT traffic volumes and ADT turning movements for the study corridor was provided by the Iowa Department of Transportation (IDOT) for the following intersections: Hershey/Green, Iowa Avenue, Cedar Street, Second Street/Mulberry Avenue, and Cypress Street/Second Street (US61/IA92). IDOT also provided 48 hour traffic counts for the Iowa Avenue and Cedar Street intersections. The signal timing was provided for the above intersections by Muscatine Power & Water (MPW). In addition, traffic data was downloaded from the IADOT web site: www.iowadotmaps.com. No traffic counts were collected by the consultant.

The projected peak hour traffic volumes were generated for year 2006 and 2026 by dividing the highest hourly traffic count volume by the ADT. This resulted in a peak hour percentage of 8.3% of the ADT. This percentage was then applied to the ADT turning movements to determine the peak hour turning movements.

Carver Corner Area



Capacity Analysis

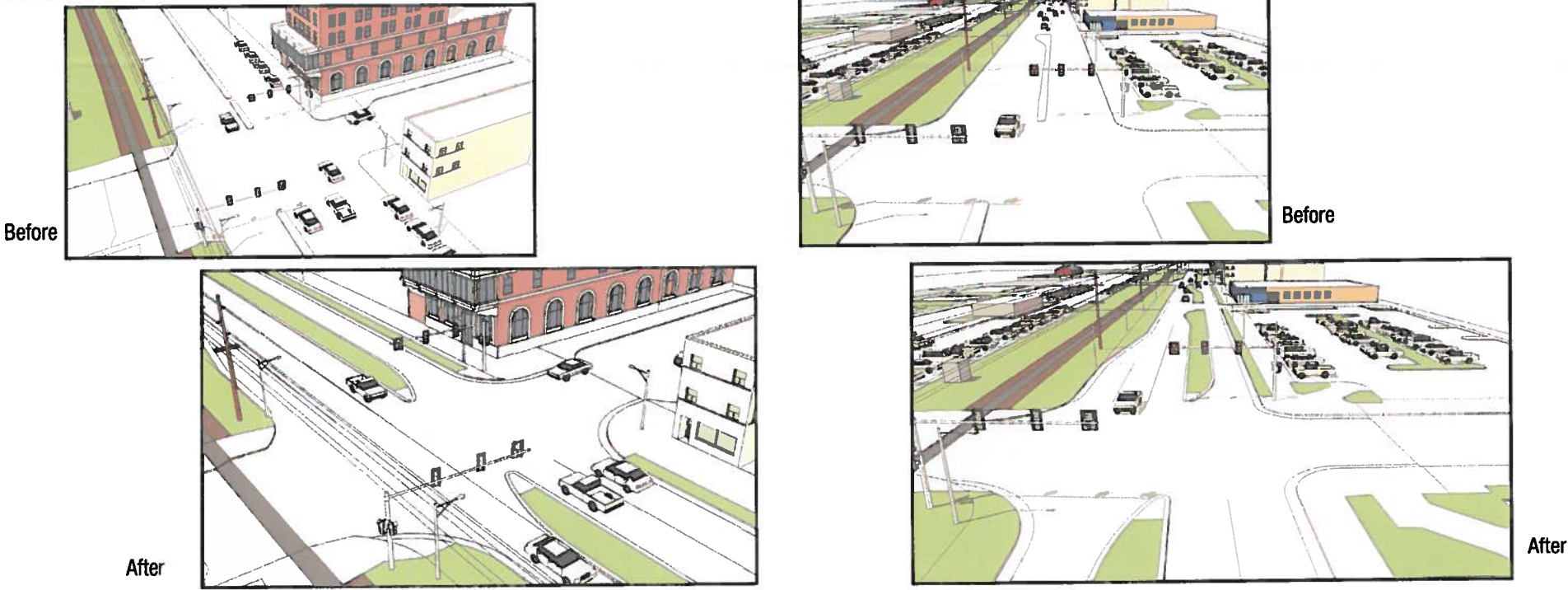
The Highway Capacity Software for signalized intersections was used to perform capacity analyses for these intersections. This software is based on the signalized analysis methodology presented in Chapter 16 of the Highway Capacity Manual, 2000.

The 2006 and 2026 peak hour traffic volumes used in these analyses were projected using the traffic counts obtained by IDOT. The 2006 and 2026-year traffic analyses for the intersections indicate more than adequate capacity can be provided with the recommended improvements. The levels of service (LOS) determined for the intersections in the study corridor are LOS A for 2006 and LOS B for 2026 in the worst case scenario. LOS A and B are the highest level of service on a scale of LOS A — LOS F.

Conclusions & Recommendations

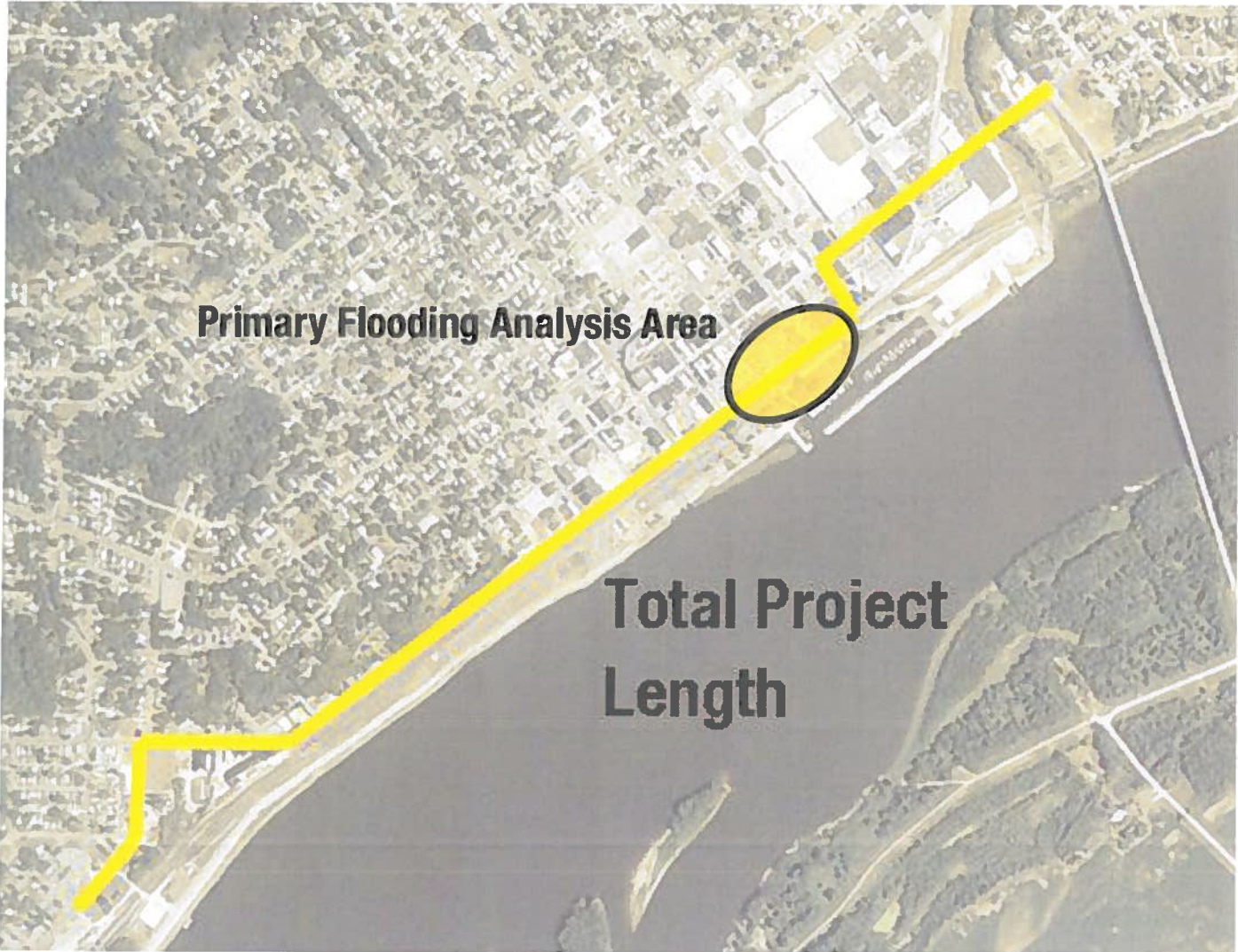
The recommendation for the Hershey/Green intersection is to construct a single lane roundabout due to the offset alignment of the side streets, Green and Grandview. The capacity of a one-lane roundabout is approximately 20,000 VPD which is greater than the approximately 14,000 VPD projected for year 2026.

Downtown Area



The traffic analysis for the study corridor between Second Street/Mulberry Avenue to the Hershey/Green intersection indicates excess capacity for a four or five lane street cross-section. A three lane cross section with a two-way left turn lane (TWLTL) is recommended from Hershey/Green to the Broadway/Mississippi Drive intersection. The three lane cross section with one lane each way, and a center lane comprised of left turn lanes, and raised medians is recommended between Pine Street and Walnut Street. Previous studies have shown that a 3-lane roadway section provides adequate capacity and levels of service when traffic volumes are less than 17,500 VPD (approximately 12,000 VPD – 2006, 14,000 VPD – 2026). Also, we recommend adding right turn lanes at the Iowa Avenue and Cedar Street intersections to maintain through-traffic during times when trains pass through the downtown area. The corridor travel time from Hershey/Green to Second/Mulberry intersections on average will be increased approximately 30 seconds. The three intersections in this section are going from a LOS A to a LOS B which is approximately 10 seconds per intersection.

Through the HNI Campus from Second Street/Mulberry Avenue to the Bridge Intersection, we recommend a more in-depth traffic study be completed due to the high number of truck turning movements before changing the existing four-lane cross section to a three-lane cross section with a two-way left turn lane (TWLTL).



River Gauge	Datum			Comments
	1912	1929	1988	
0	531.24	530.74	530.51	River never this low
5.30	536.54	536.04	535.81	Flat pool/low water
16.00	547.24	546.74	546.51	Flood Stage
18.17	549.41	548.91	548.68	Enters Walnut intersection
18.46	549.70	549.20	548.97	5-year flood
20.11	551.35	550.85	550.62	10-year flood
22.51	553.75	553.25	553.02	25-year flood
24.36	555.60	555.10	554.87	50-year flood
25.61	556.85	556.35	556.12	July 1993 flood (record)
25.91	557.15	556.65	556.42	100-year flood
27.06	558.30	557.80	557.57	200-year flood
27.96	559.20	558.70	558.47	500-year flood

This table summarizes key elevations and flood events for three sets of datum.

FLOODING & FLOOD PROTECTION

Datum

There are four (4) sets of vertical data that have been used to refer to elevations in the Muscatine area: MSL 1912, NGVD 1929, NAVD 1988, and City datum. Any reported elevations should include a reference to the datum being employed to avoid confusion. A short description of each follows:

- Mean Sea Level (MSL) 1912 —This is US Army Corps of Engineers (COE) Datum that is no longer commonly used. The River Gage located at Muscatine Power & Water’s Barge Pier (River Mile 453) is 1912 datum.
- National Geodetic Vertical Datum (NGVD) 1929 — This is the datum most commonly used by COE. It is synonymous with United States Geological Survey Datum (USGS 1929). The brass disk on the old bridge pier in Riverfront Park is USGS 1929 datum (elevation 550.33). It is also the datum used by FEMA for the Flood Insurance Studies and on FEMA’s Flood Insurance Rate Maps (FIRM). The River gauge on the Muscatine Riverfront (River Mile 455.3) is 1929 datum.
- North American Vertical Datum (NAVD) 1988 — All current survey and mapping done in the Muscatine area by the City and by local surveyors uses this datum. It is the datum used by the Muscatine Area Geographic Information Consortium (MAGIC).
- City Datum — This datum is no longer used by the City. The old 1967 sewer maps prepared by Stanley Consultants used City Datum and it is necessary to add a conversion of 249.12 to the elevations on the maps to convert to NGVD 1929 datum.

Data conversion is as follows:

- MSL 1912 to NGVD 1929: Subtract 0.50’
- NGVD 1929 to NAVD 1988: Subtract 0.23’ (This is a conversion that varies by locale and can only be determined by applying latitude and longitude to a conversion formula. The 0.23 conversion is specific to Muscatine.)
- City Datum to NAVD 1988: Add 248.89 (Add 249.12 to convert to NGVD 1929 then subtract 0.23 to convert from NGVD 1929 to NAVD 1988)

Existing Flood Conditions

All elevations listed herein after are NAVD 1988 Datum.

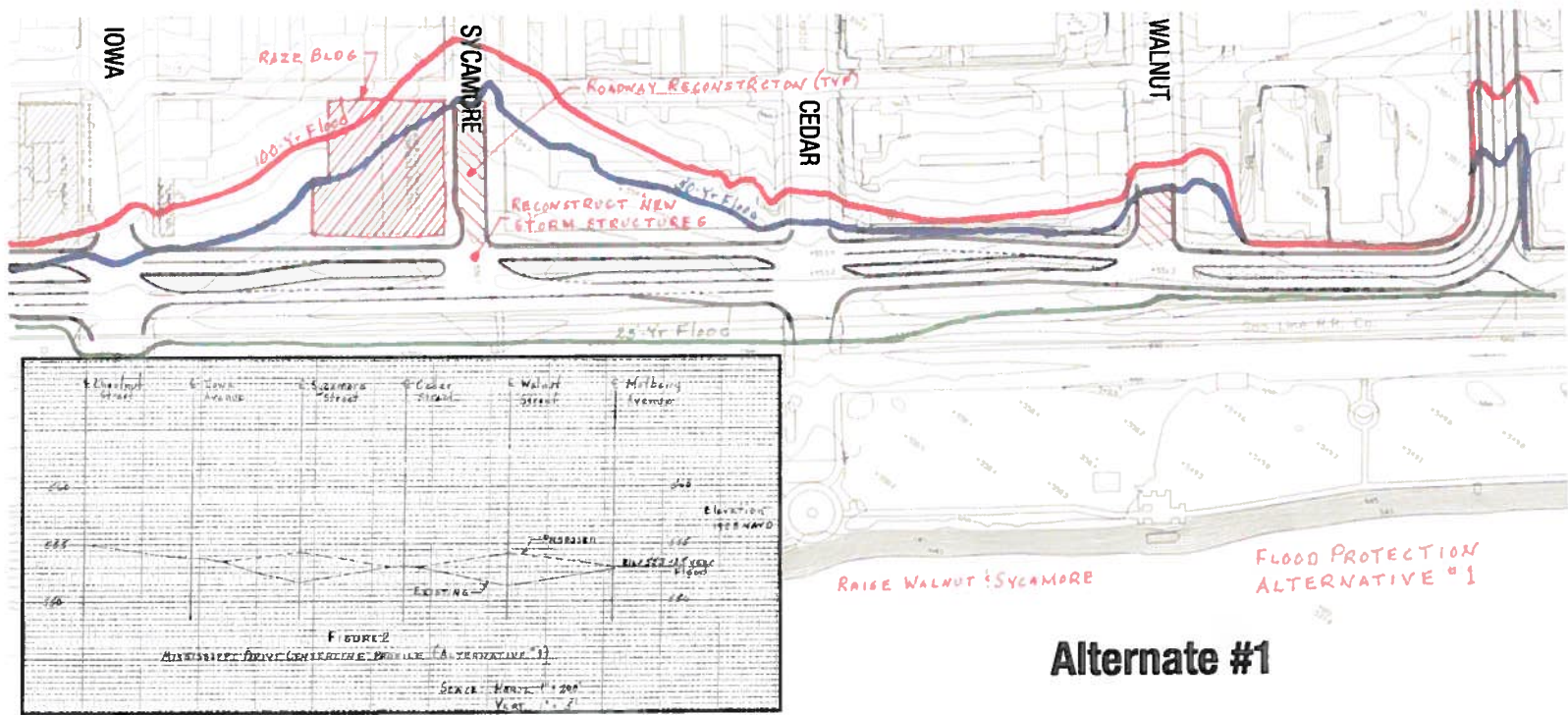
On the following page is a plan showing where various flood frequency elevations inundate Mississippi Drive and downtown Muscatine between Pine Street and Mulberry Avenue. The first intersection to flood is at Walnut. Floodwaters begin flooding this intersection from a storm inlet located at a low point in the south curb. This inlet has a direct discharge pipe to the river and water begins flooding the street when the river elevation reaches 548.7 or during a 7-year flood event. The second intersection to flood is at Sycamore Street. The south gutter line at this intersection is at elevation 551.2, but the railroad berm prevents flooding to elevation 552.3, an 18-year flood event. The intersections at Mulberry Avenue, Cedar Street, and Iowa Avenue begin flooding when they experience a flood greater than 25-year frequency (553.02). Intersections west of Iowa Avenue are considerably higher and flood much less frequently.

Flooding Improvements

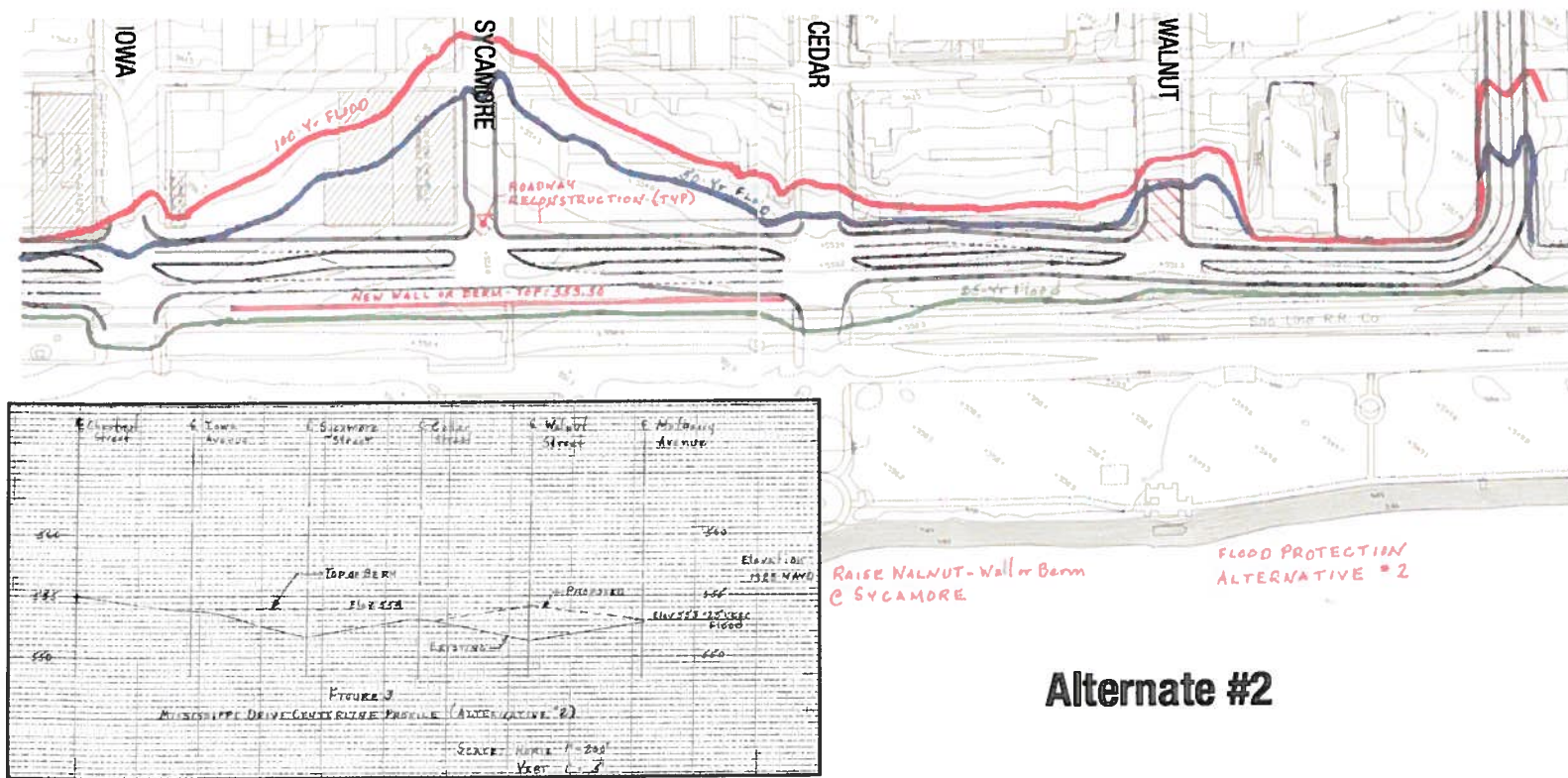
Two flood protection alternatives were evaluated:

1. Raise both the Walnut Street and Sycamore Street intersections to provide protection to a higher frequency flood event. The result would be less frequent flooding and street closings. This alternative would require the City to acquire and raze the building on the west corner of Sycamore and Mississippi Drive. It would also be necessary to raise the grade on Sycamore north to Alley No. 1 and raise/reconfigure the existing storm inlets in the intersection.

The Walnut intersection could be raised without acquiring any property. Access to the dry cleaners on the north corner of Walnut and Mississippi Drive would require minor alteration as will the intersection at Mulberry. The inlet in the south gutter line at Walnut would be eliminated and additional inlets and storm sewer would have to be constructed on Mississippi Drive between Walnut and Mulberry. The following page shows profiles for the existing and proposed centerlines for this alternative. This alternative is included in the cost estimate. No property acquisition cost is included.



Alternate #1



Alternate #2

2. Raise only the Walnut Street intersection and leave the Sycamore intersection as it is currently and provide a low berm along the railroad tracks between Iowa Avenue and Cedar Street. This berm would be only slightly higher than the top of the rails and would not impair the view of the river. The Walnut intersection would be as described in Alternative 1 above and still require storm inlet and sewer construction as indicated. Shown are profiles for the proposed centerline revision between Mulberry and Cedar and the berm between Iowa and Cedar. The cost of this alternative will be approximately \$100,000 less than Alternative #1 exclusive of property acquisition costs.

Either alternative would provide protection to a 25-year flood event (elevation 553.02). This is approximately the elevation at which closure of the flood gates at the Second Street Bridge where it crosses Mad Creek is required.

Second Street Bridge

The Mad Creek Flood Control Project, planned by the US Army Corps of Engineers (COE), includes raising the flood wall and levee two (2) feet from the end of the wall at Mulberry and Mississippi Drive to the vicinity of the 5th Street Bridge. This plan includes a new wall around the historic home at Mulberry and Mississippi Drive and minor modifications to that intersection. The grade changes proposed on Mississippi Drive from Cedar to Mulberry in this corridor study are being coordinated with the COE plans.

The Flood Control Project also evaluated flood protection alternatives at the Second Street Bridge including raising the bridge. It would be necessary to raise the bridge approximately 10' to match the elevation rise planned by the COE. The City is not interested in raising the bridge at this time, but instead prefers a "rolling door" closure.

Sewers

Both storm and sanitary sewers exist on Mississippi Drive between Mulberry and the vicinity of Broadway Avenue. Much of this sewer system is very old and in deteriorating condition. The 18" sanitary sewer between Chestnut and Iowa Avenue may be one of Muscatine's oldest sewers. It is imperative that these sewers be replaced or relined while the pavement through this stretch of Mississippi Drive is being removed and replaced. There is approximately 2,200' of sanitary sewer and 12 sanitary manholes that should be replaced on Mississippi Drive. The storm sewers that cross Mississippi Drive at Mulberry, Walnut, Iowa, Chestnut, Pine, Linn, and near Locust should all be replaced within the

limits of construction. This includes approximately 600' of storm sewer, 10 storm manholes, and 18 inlets. The cost of these sewer improvements is included in the roadway improvement costs.

A sewer separation plan has been developed for the Hershey Avenue area that includes new sewers on Hershey and Mississippi Drive that extend as far east as Broadway Avenue. A 48" storm sewer is proposed to cross through the area being considered for a roundabout at the foot of Green Street. It is assumed that these proposed sewer improvements will be in place prior to construction of the new roadway and roundabout. It will be necessary to carefully consider the roadway plans during the design of the proposed sewers and vice versa. No cost for these sewer improvements is included with those developed for the corridor improvements.

It will be important for each of the utility companies to schedule any replacement or maintenance needs required within the corridor to be done prior to installation of the new pavement.

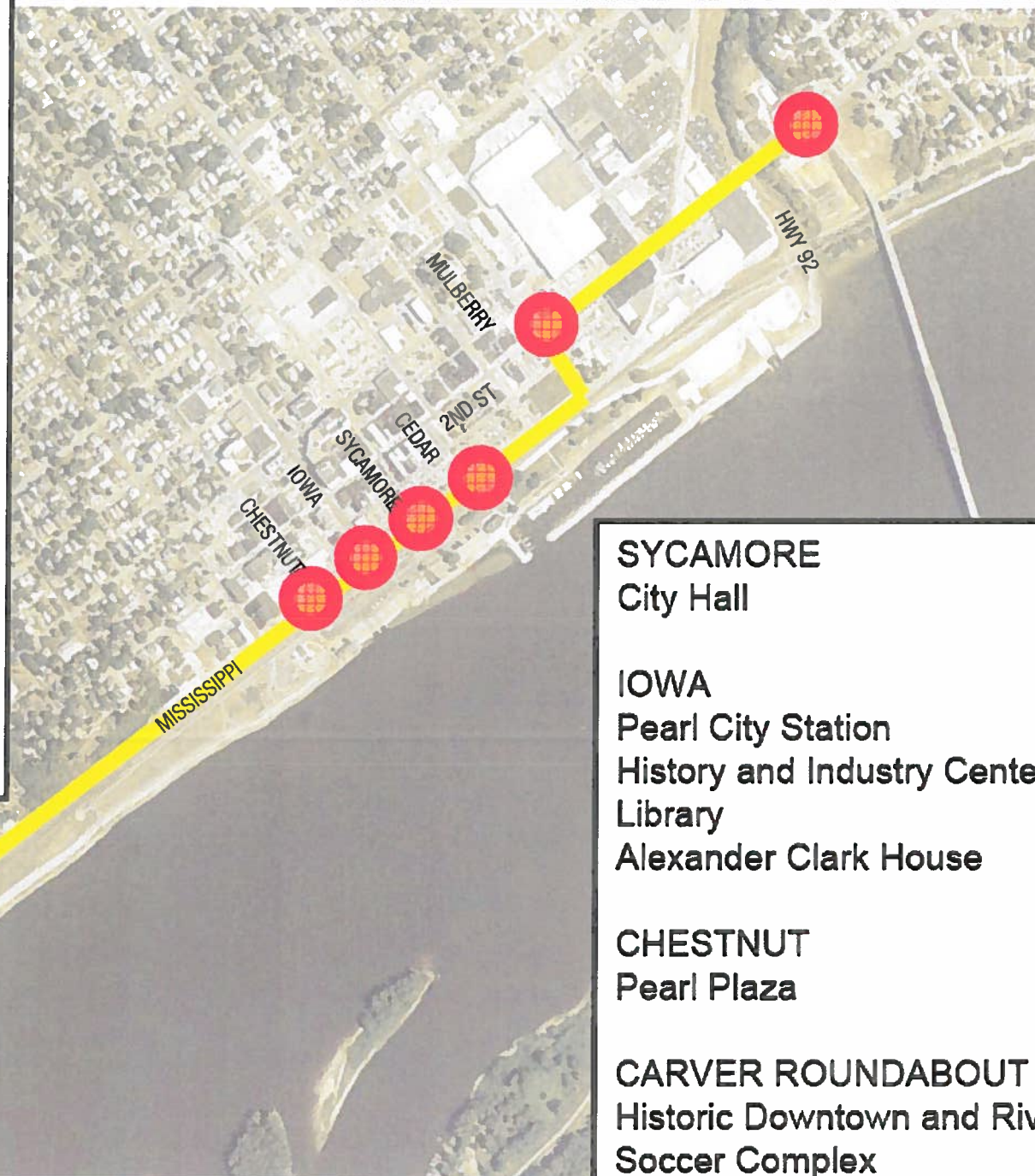
Wayfinding and Destinations

INTERSECTION 92/61 & BRIDGE
Historic Downtown and Riverfront
Municipal Golf Course
Weed Park and Aquatic Center
Mark Twain Overlook

2ND AND MULBERRY
Historic Downtown
Riverfront
Muscatine Art Center
County Court House
Hospital

CEDAR
Riverview Center
Boat Launch
Discovery Park/Arboretum/ELC*
Fuller Park
Public Safety Building
Community Center

* Environmental Learning Center



SYCAMORE
City Hall

IOWA
Pearl City Station
History and Industry Center
Library
Alexander Clark House

CHESTNUT
Pearl Plaza

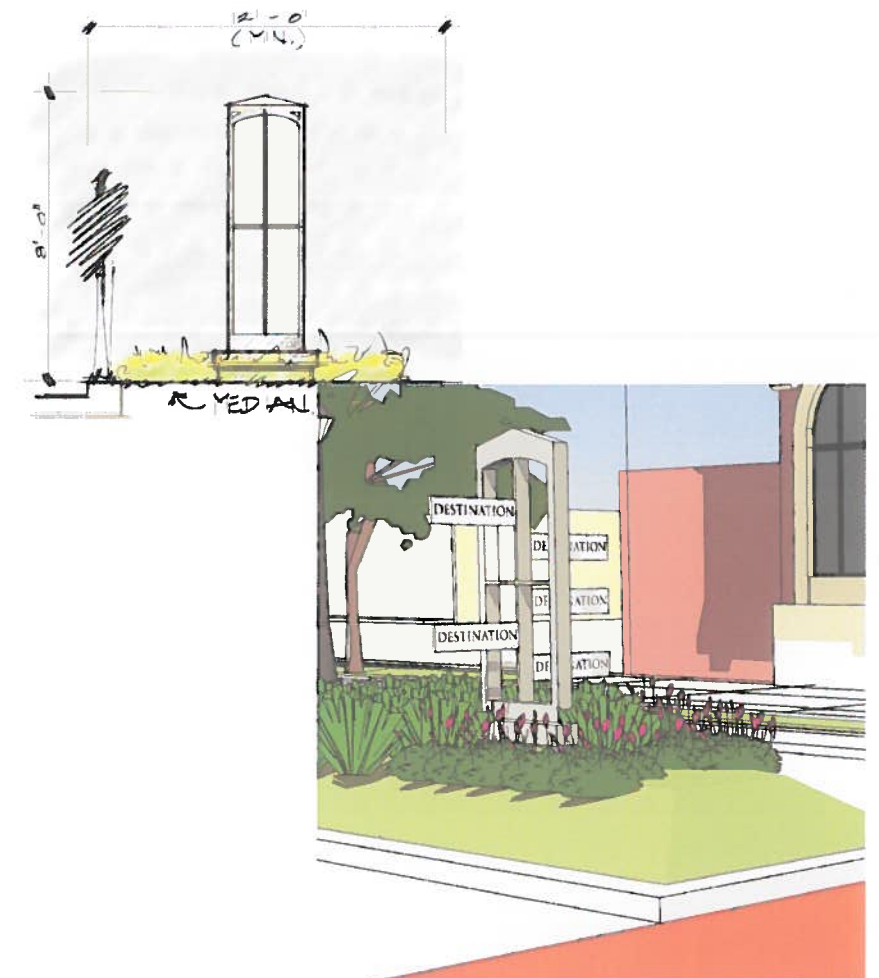
CARVER ROUNDABOUT
Historic Downtown and Riverfront
Soccer Complex
Musser Skate Board Park

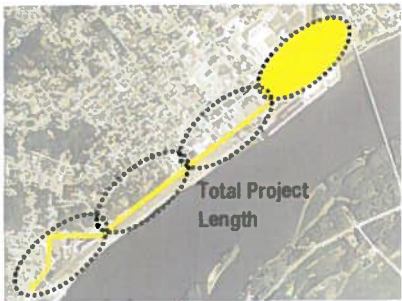
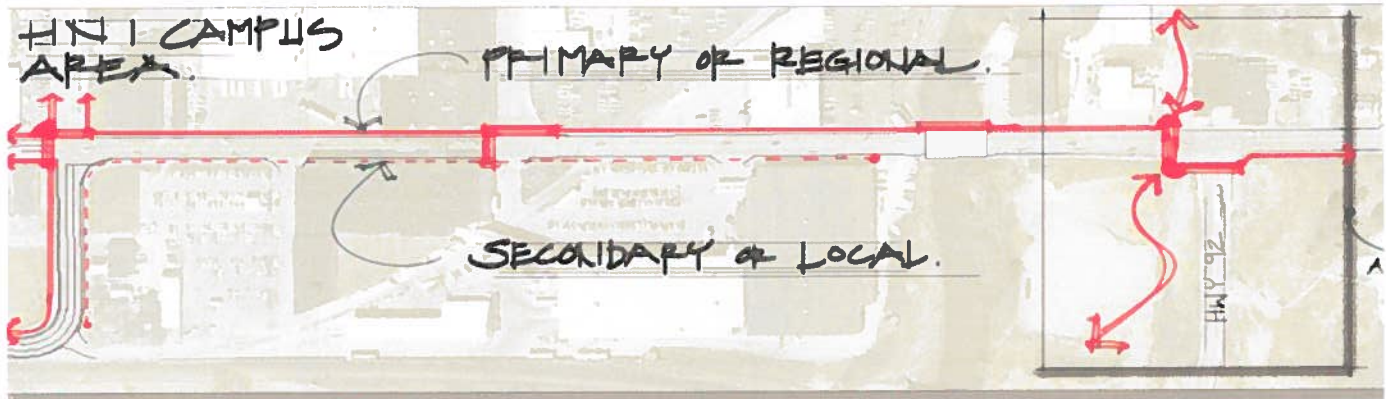
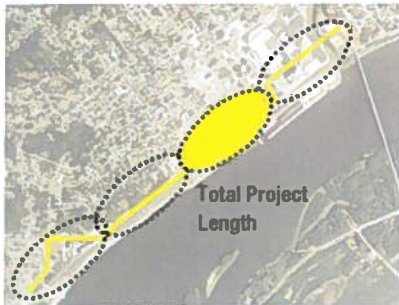
ENHANCEMENTS

WAYFINDING

As a transition from the more functional analysis and recommendations of this study to the more enhancement based recommendations, potential visitor based wayfinding and destination identification has been evaluated. These illustrations depict preliminary locations and destinations if a wayfinding system is embraced by the community. Also shown is a potential system to integrate the destination signage with a thematic artistic corridor feature element.

The points of attraction listed to the left are a preliminary list. If the community wishes to pursue a wayfinding system, a more in-depth study should be undertaken to better identify points of interests to be included. Also at that time more detail design of the wayfinding system, including location, vehicle horizontal sight distances, clear zones, and vertical clearance will need to be considered.



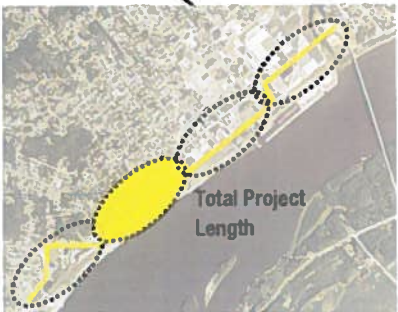
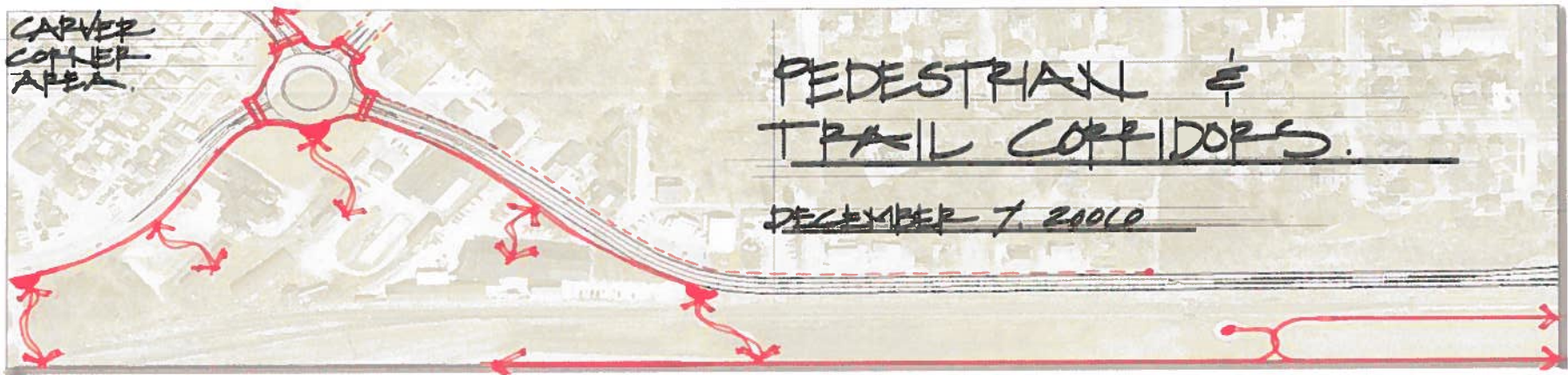
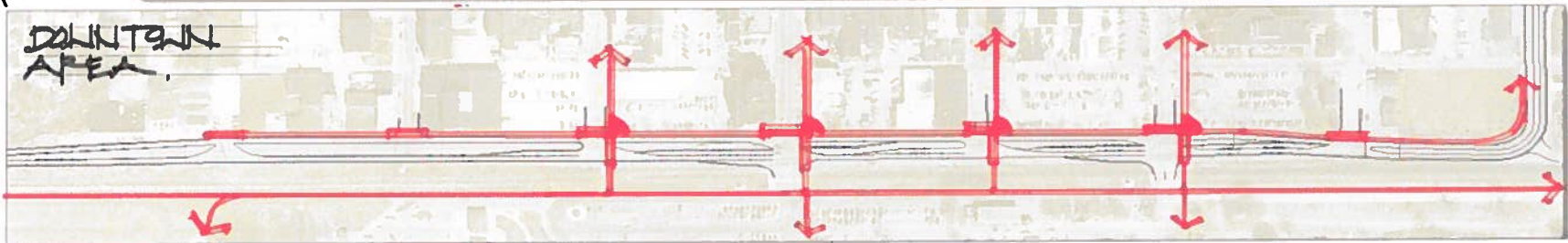


PEDESTRIAN AND TRAIL CORRIDORS

Providing a significantly safer corridor for pedestrians is part of the core purpose of this project. To that end, the illustrations to the left depict primary and secondary pedestrian and trail corridors.

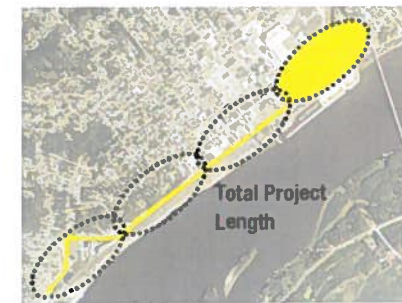
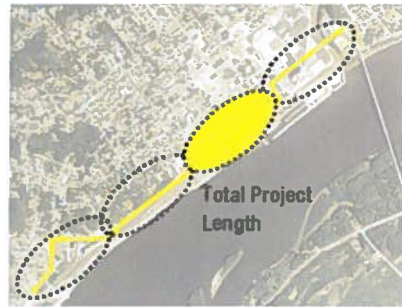
The primary or regional sidewalk/trail should be 5' to 10' (or match the municipal standard) in width depending on the available right of way. The secondary or local width should be 4' to 6' (or match the municipal standard).

Connections to existing and proposed trails are indicated and needs to be coordinated with adjacent initiatives.



MISSISSIPPI DRIVE

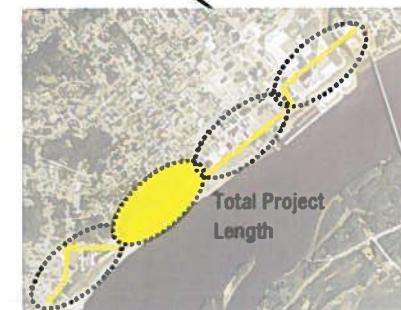
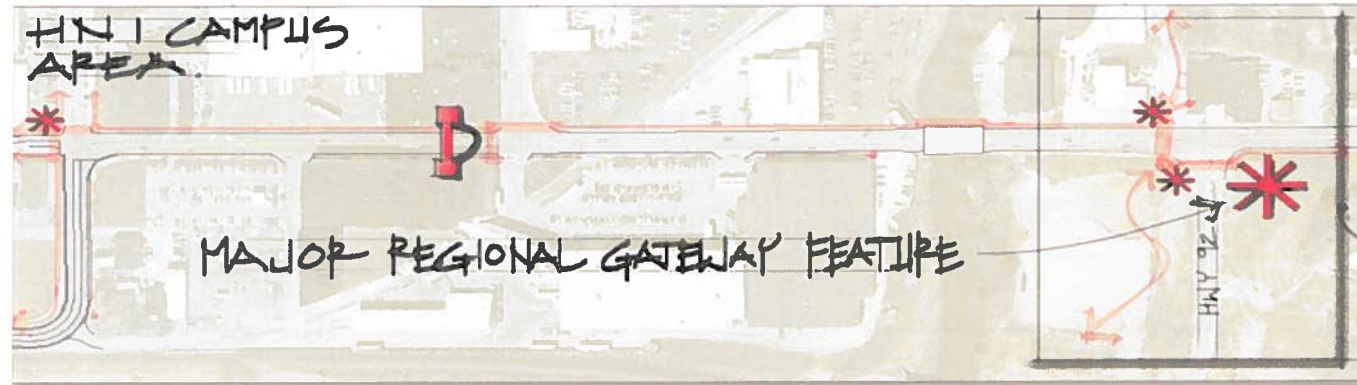
Design Recommendations



GATEWAYS AND INTERPRETIVE ELEMENTS

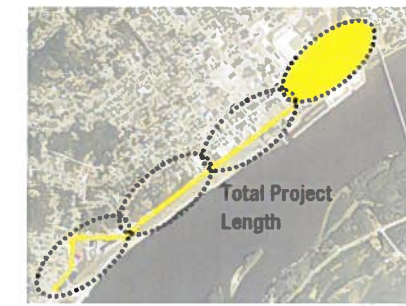
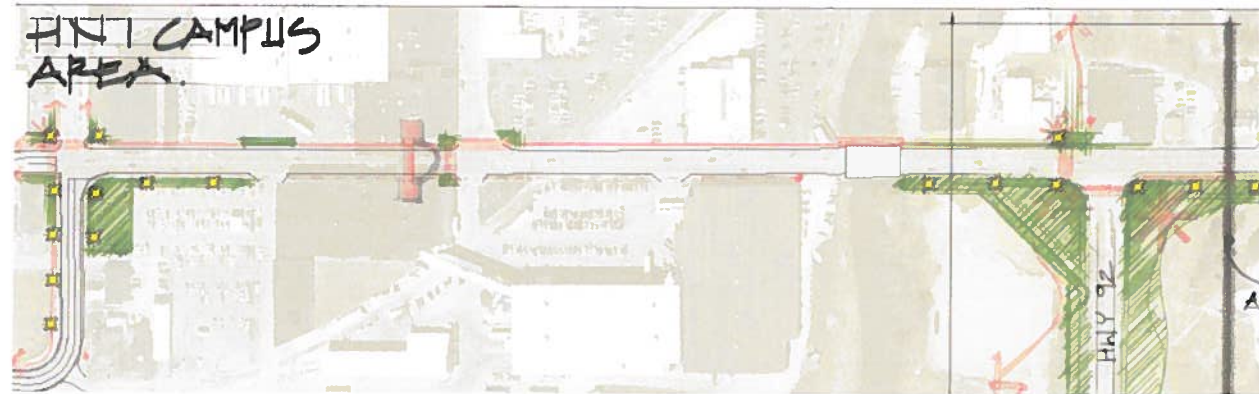
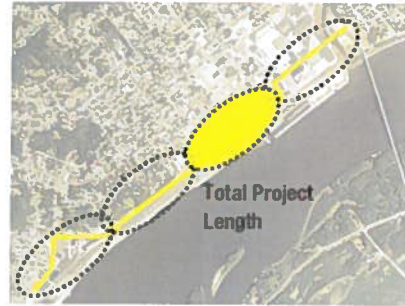
As a way to significantly influence the image and character of the corridor, the illustration to the left conceptualizes major opportunity areas for gateway and interpretive corridor features and site specific elements.

This conceptual diagram is supplemented by additional graphics, illustrations, and animations contained within the following pages of this document.



MISSISSIPPI DRIVE

Design Recommendations

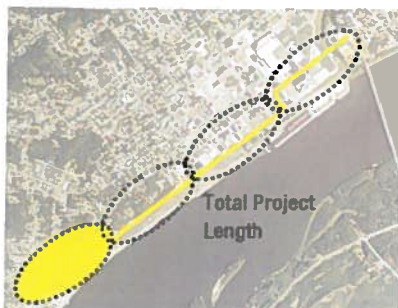
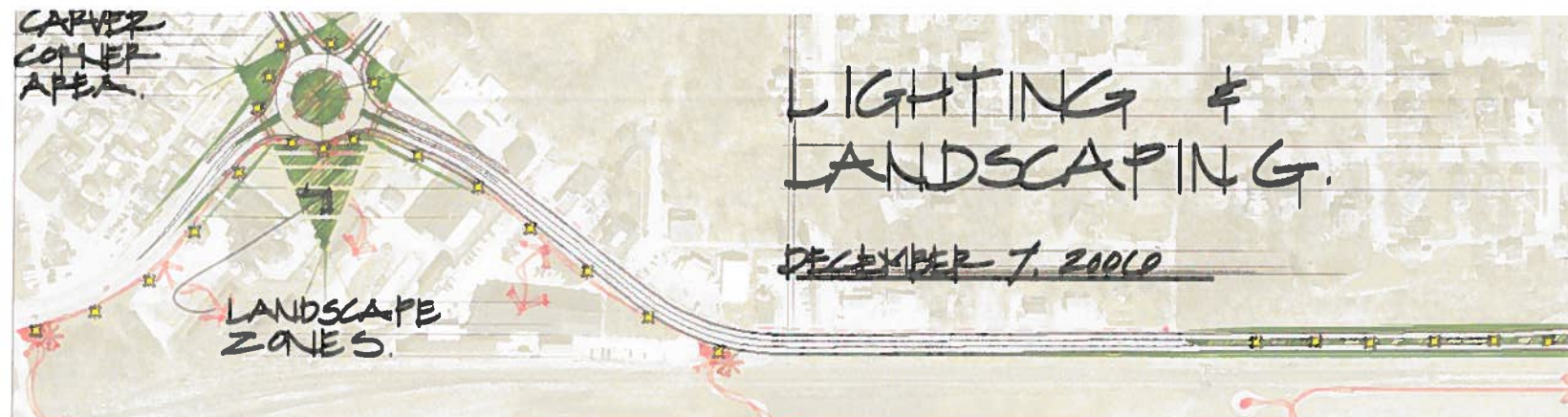
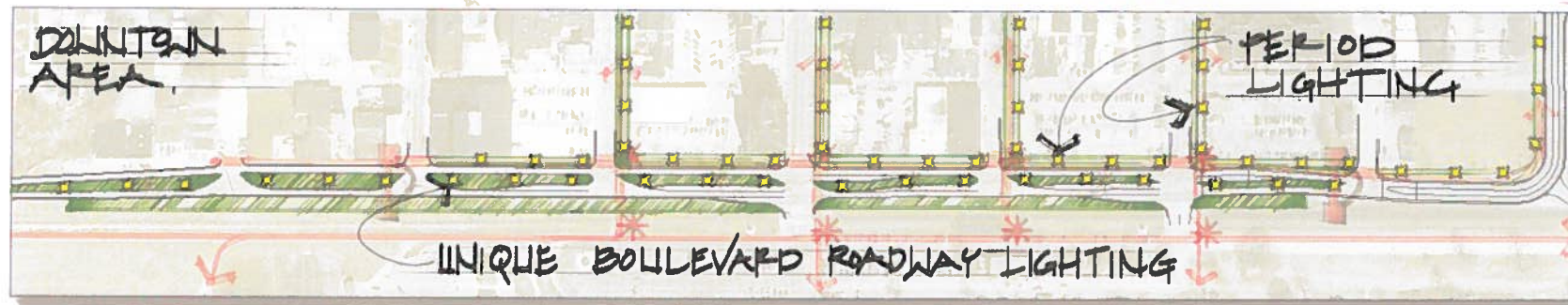


LIGHTING AND LANDSCAPING

Roadway and pedestrian lighting improvements not only address functional visibility standards, but also significantly influence the image and character of the corridor. The success of the downtown period style lighting program is a clear indicator of just this type of positive influence.

As a parallel to lighting, landscaping provides both functional and image enhancements. Properly designed and detailed landscaping can beautify the corridor, can provide the visual cues necessary to slow vehicular traffic, and can filter and conceal roadway related dirt, debris, and storm water.

This conceptual diagram to the left is supplemented by additional graphics, illustrations, and animations contained within the following pages of this document.



HNI CAMPUS AREA

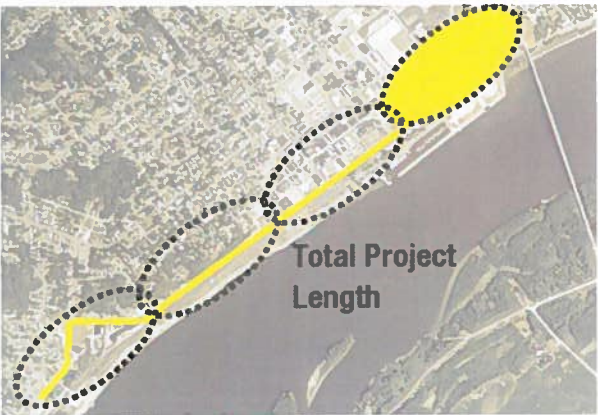
To the left is a collection of sketches, images, and concepts that should be considered during future planning for enhancements within this segment of the corridor.

It is not the intent of this study to specifically identify a singular enhancement recommendation. Many of the ideas generated, and ultimately depicted, during this process may or may not prove to be feasible and embraced, however, their inclusion within this document allows future design teams to understand the breadth of concepts resulting from this process.

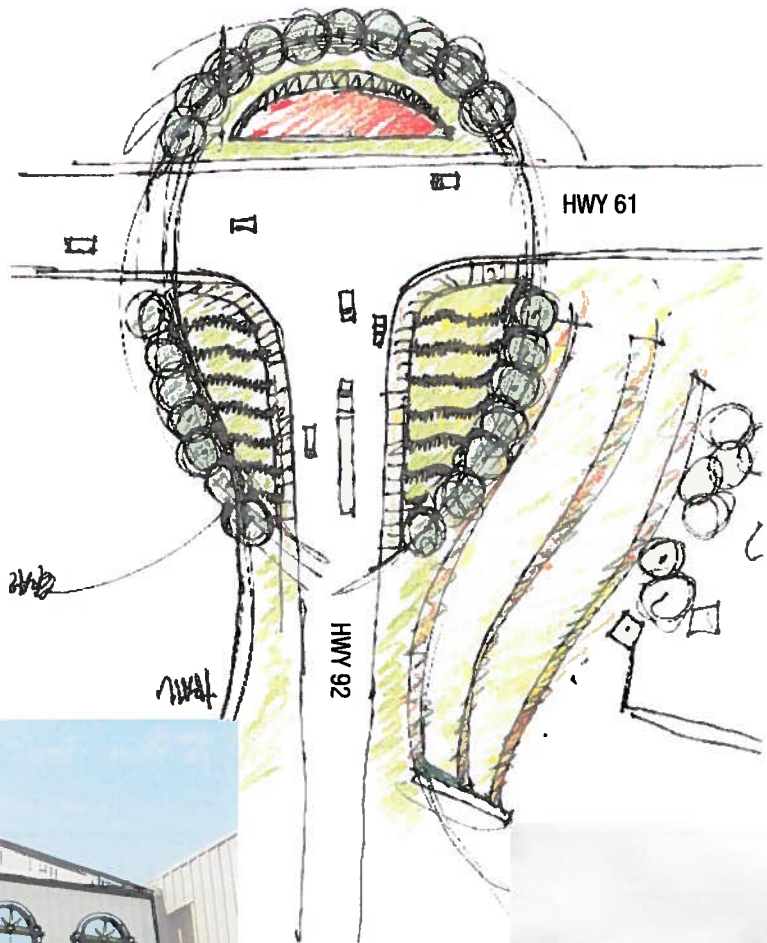
(The previous text is also applicable to pages 20 thru 22)

Out of all the enhancement based concepts discussed, the following appear to best support the original project purpose:

- Develop better pedestrian crossing accommodations at the intersection of 92/61 and the Bridge . Plans are underway to route a multi-use trail through this intersection.
- Expand the existing state and city signage located just below the Mark Twain overlook area. Careful landscape development can embrace this hillside and key focal point for motorists crossing the river.
- Look for opportunities to redevelop or partially screen with landscaping/signage the north side of the 92/61 and Bridge intersection.
- Consider enhancing the existing overhead HNI structure.
- Incorporate some street trees within potential landscape islands along HNI's truck dock access zones.
- Incorporate wayfinding signage at both the 92/61 Bridge and Second/Mulberry intersections.
- Incorporate bridge enhancements at Mad Creek*



HNI CAMPUS



HWY 61/92



HNI CAMPUS

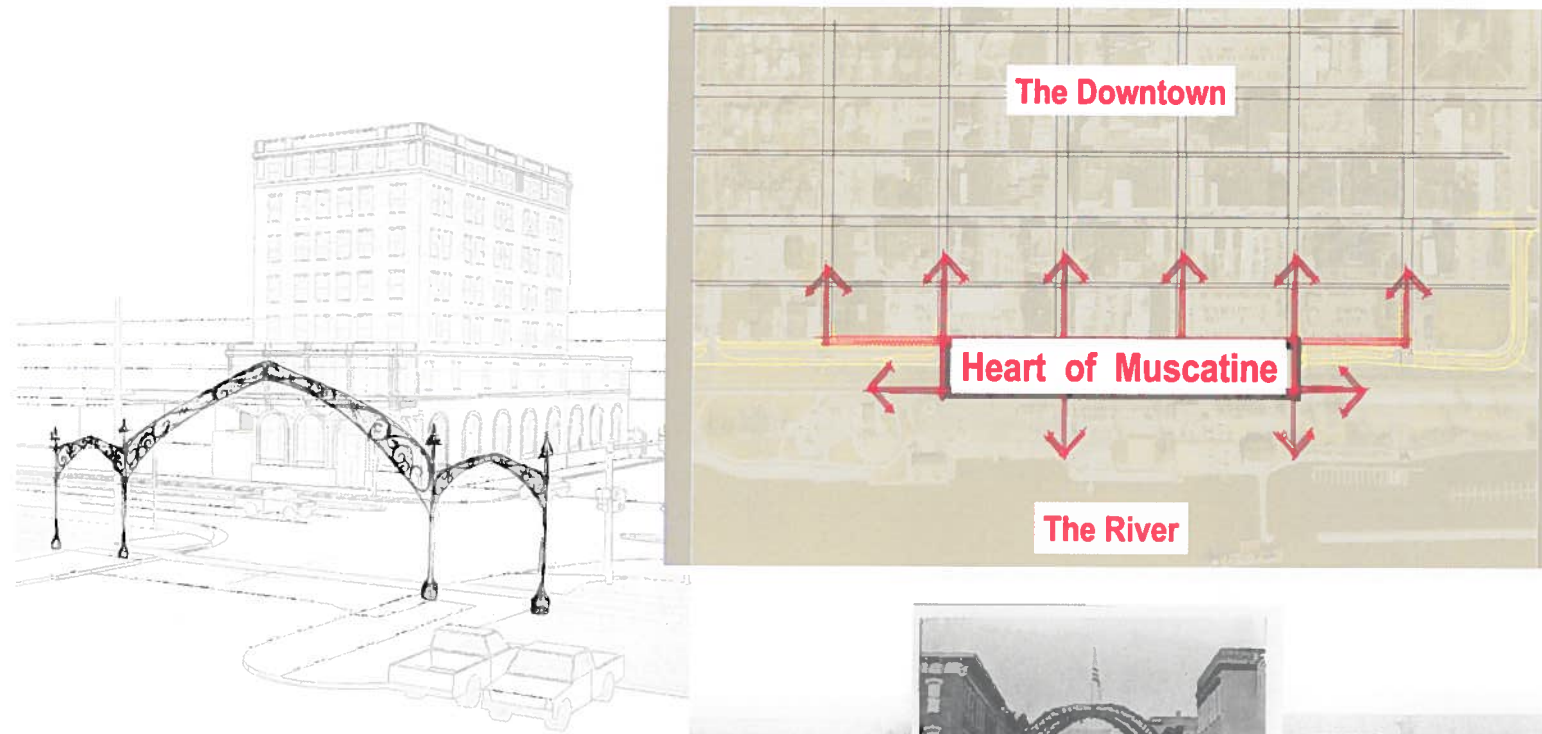


HWY 61/92

* At the time of this study the City expressed a desire to maintain the existing Mad Creek bridge. If the city decides improvements to the bridge are warranted, enhancements such as period lighting, entry plazas, railings, etc should also be considered at that time.

MISSISSIPPI DRIVE

Design Recommendations



Mississippi Drive at Iowa Avenue

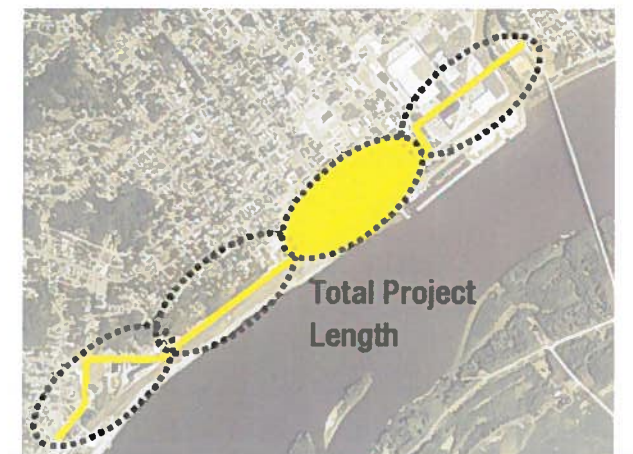
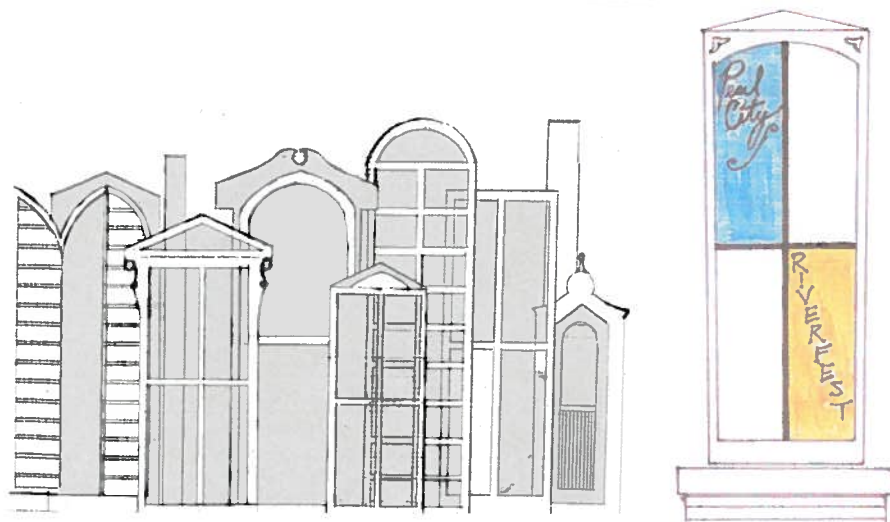
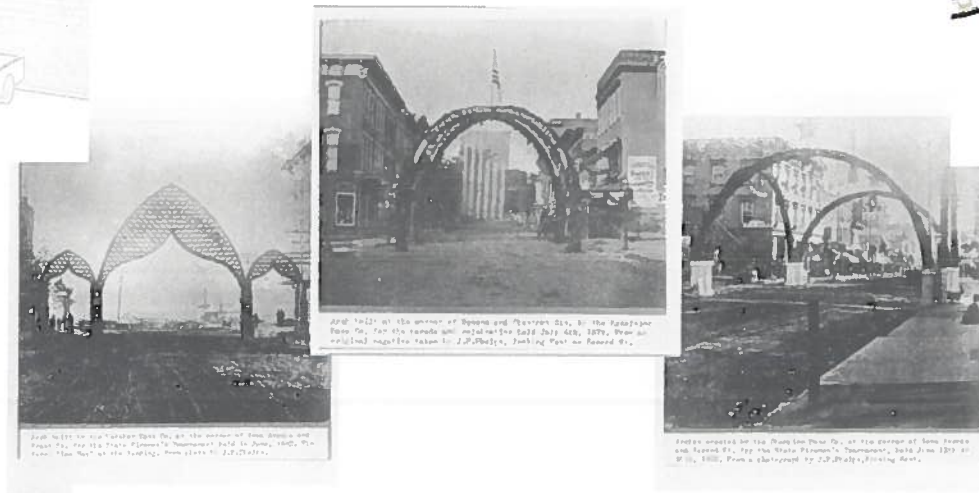
Mississippi Drive at Sycamore and Cedar Streets

DOWNTOWN AREA

Out of all the enhancement based concepts discussed, the following appear to best support the original project purpose:

- Celebrate the history of downtown Muscatine's intersection archways by reintroducing these threshold elements at key locations. (Consideration of vertical and horizontal vehicle clearances will be required.)
- Develop pedestrian centered intersections at 4 key locations. Within these areas, special paving, signage, landscape, and archways will better encourage the linking of downtown with the riverfront.
- Search for options to relocate a portion of the overhead high voltage power lines and poles to an underground facility.
- Increase the use of Muscatine's downtown period style lighting along this corridor and eliminate all lighting elements directly adjacent to the river side of the corridor.
- Work with the local art community to integrate unique, inherently valid corridor feature elements. Muscatine's wealth of window stylings may be one feasible concept.

(continued on next page)





Mississippi Drive & Riverfront



Mississippi Drive & Cedar Street



Mississippi Drive & Chestnut Street



Mississippi Drive & Sycamore Street



Mississippi Drive & Pine Street



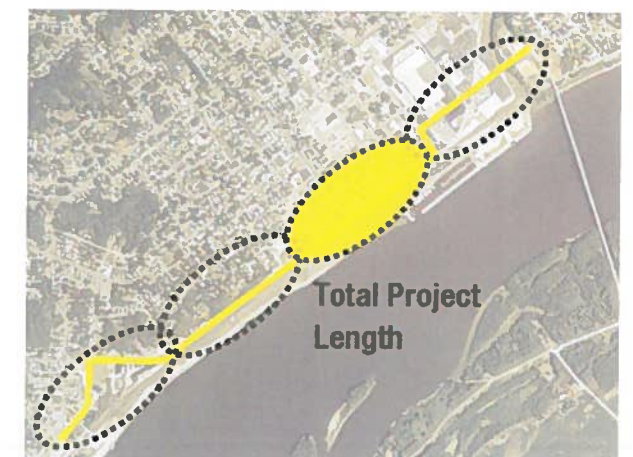
Mississippi Drive

DOWNTOWN AREA

Out of all the enhancement based concepts discussed, the following appear to best support the original project purpose:

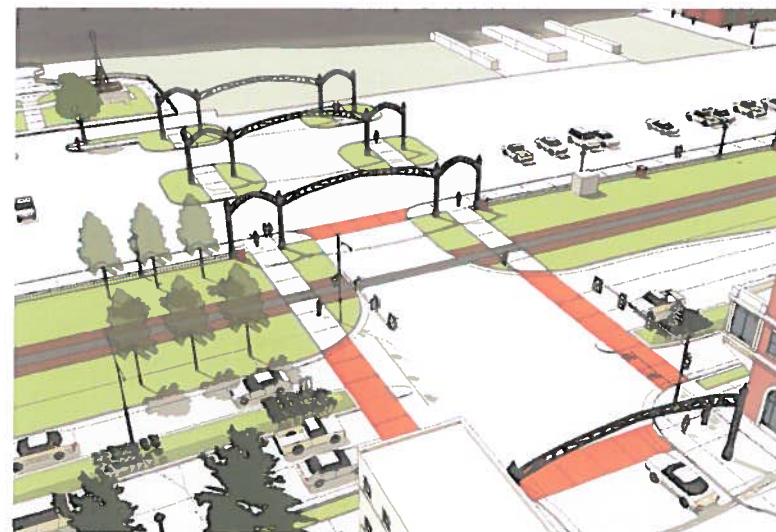
(continued from previous page)

- Inventory and analyze the existing trees and tree health along the corridor resulting in a management approach.
- Incorporate some new street trees at key locations to reinforce the pedestrian environment yet respecting and accommodating the beloved views of the river.
- Carefully design the proposed median with hardy, low height landscape to minimize maintenance and accommodate river and safety viewing needs.
- Incorporate vehicular and pedestrian wayfinding signage at the four major intersections.





Mississippi Drive & Iowa Avenue



Mississippi Drive & Iowa Avenue



Mississippi Drive & Iowa Avenue



Mississippi Drive & Iowa Avenue



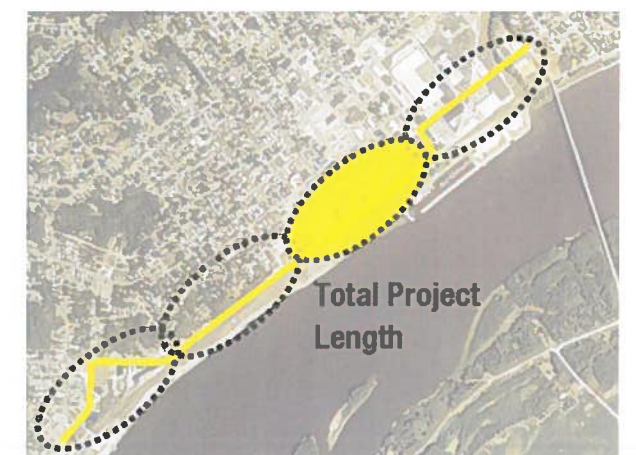
Mississippi Drive & Iowa Avenue



Mississippi Drive

DOWNTOWN AREA

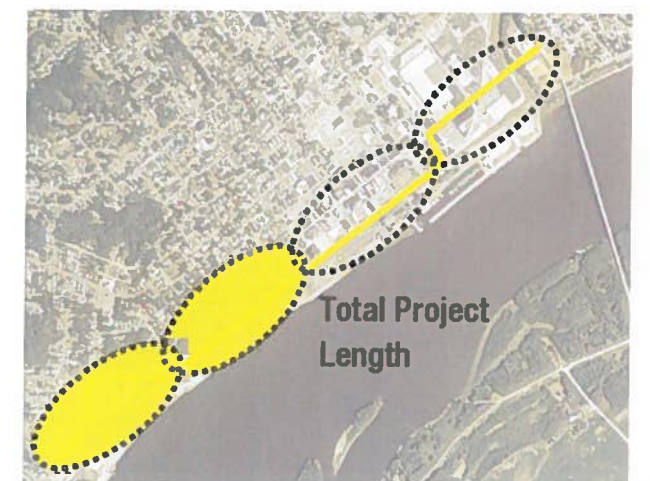
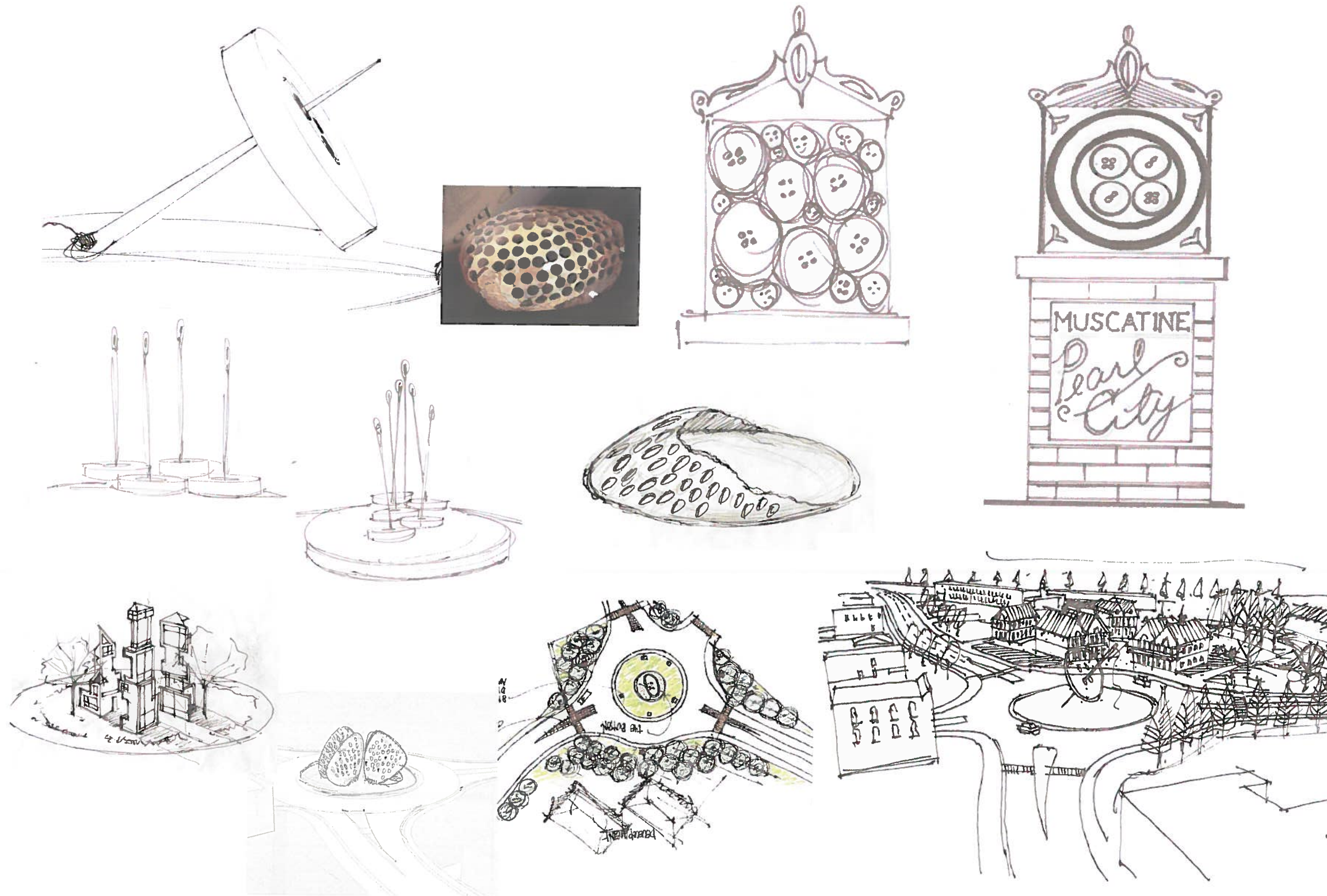
(Images continued from previous page)

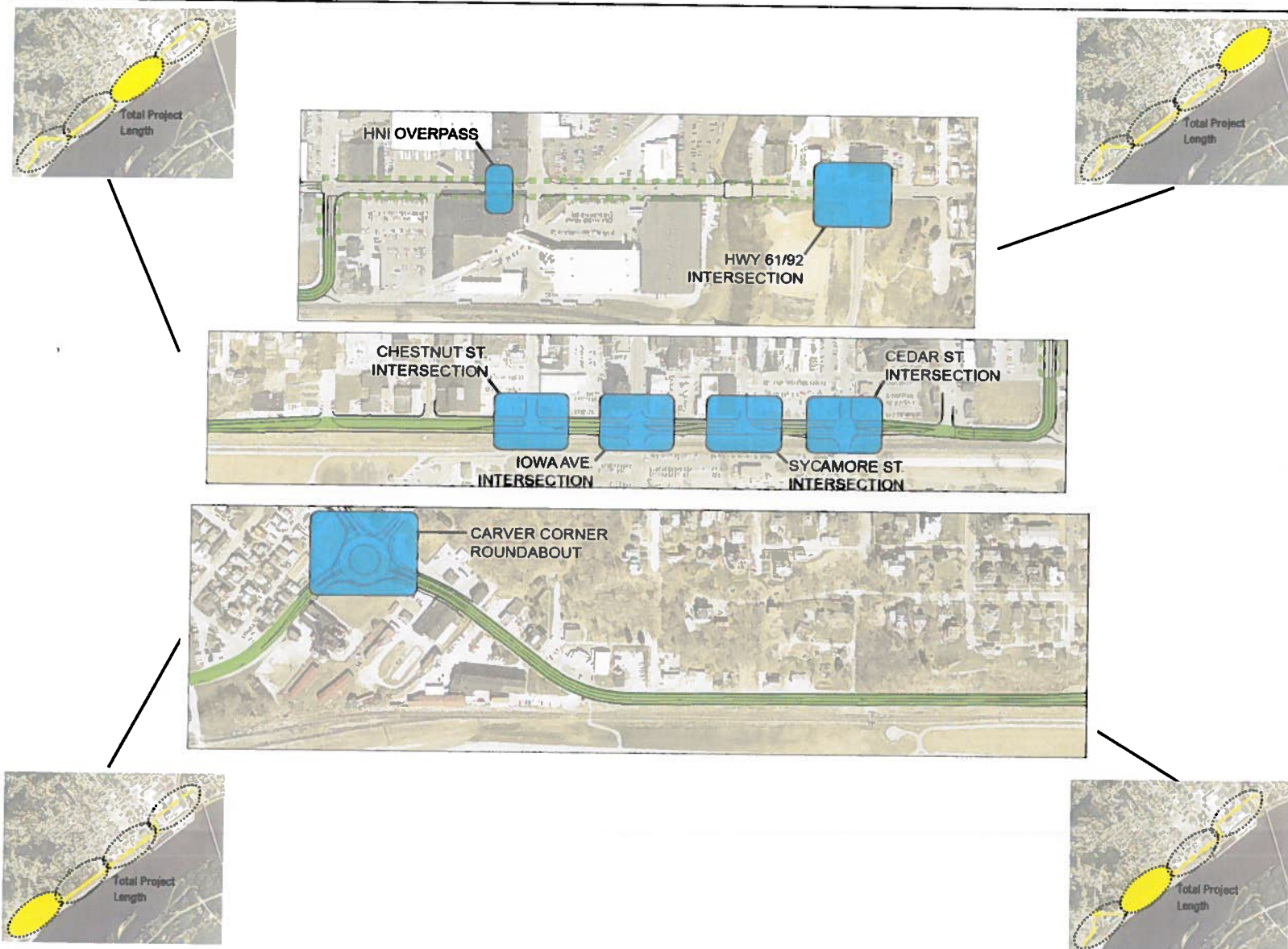


Design Recommendations

Out of all the enhancement based concepts discussed, the following appear to best support the original project purpose:

- Utilize the roundabout not only as a downtown gateway, but also as a focal point to the Carver Corner and McKee Button Factory area redevelopment
- Work with the local art community to integrate appropriate elements. Button related themes or iconography may be one feasible concept.





- NOTES:**
1. Solid green line represents area of major corridor reconstruction and costs.
 2. Dashed green line represents minor corridor enhancements and costs.
 3. Blue areas correspond to site specific costs.
 4. Earthwork, pavement & driveway removal, pavement, driveway, curb & gutter, & aggregate base replacement costs reflect the area from the Carver Corner roundabout to the alley just below the 2nd Avenue & Mulberry intersection.
 5. The sewer replacement cost includes materials and installation of new sanitary and new storm sewers with manholes, inlets, inlet piping, sanitary service connections, excavation, pipe bedding, and backfilling with select material. It does not include any surface restoration.
 6. The flood protection cost for Alternative 1 includes modifying the storm sewer, inlets, and odor control structures at the Sycamore intersection and new pavement for 1/2 block up Sycamore. The new pavement cost included earthwork, aggregate base, pavement, sidewalk and curb & gutter. It does not include property acquisition.
 7. Flood protection for Alternate #2 would cost approximately \$100,000 less than Alternate 1. The flood protection cost for Alternate 2 includes approximately 680' of new earthen berm and storm sewer between Walnut and Mulberry.
 8. The traffic signals cost includes material and installation of mast arms, signal heads, foundations, conduit, wire, handholes, cameras, and controller at Cedar and Iowa Avenues.
 9. The utility companies may elect to replace old piping and services within the corridor before new pavement is installed. This work would be at their expense and is not included in this cost summary.
 10. Costs reflect probable construction costs and do not account for future inflation, or include design fees.
 11. Costs are in 2007 Dollars.

ANTICIPATED COST RANGE

CORRIDOR COSTS:

- Borrow, Embankment, Excavation
- Pavement, Driveway, Sidewalk Removal
- Concrete Pavement, Curb & Gutter, Driveways
- Sidewalk Improvements
- Landscape Enhancements
- Storm & Sanitary Sewer Replacement
- Flood Protection (Alternate #1)
- Roadway Lighting
- Decorative Lighting
- Traffic Signals

Does Not Include:
Site Specific Costs which are in Addition to Corridor Costs.

TOTAL CORRIDOR COSTS ----- \$ 4,600,000 TO \$ 5,800,00

SITE SPECIFIC COSTS

HNI Area: ----- \$ 284,800 TO \$ 427,200

- HWY 61/92 Intersection Gateway Feature
- HWY 61/92 Intersection Landscape
- HWY 61/92 Intersection Crosswalks
- HNI Overpass Aesthetic Improvements
- Wayfinding

Downtown Area
(Cedar, Sycamore, Iowa, Chestnut Intersections): ---- \$ 352,000 TO \$ 528,000

- Street Arches
- Pedestrian Arches
- Crosswalks
- Interpretive / Art Elements
- Wayfinding

Carver Corner Area: ----- \$ 260,800 TO \$ 391,200

- Roundabout Gateway Feature
- Roundabout Landscape
- Roundabout Crosswalks
- Wayfinding

TOTAL SITE SPECIFIC COSTS ----- \$ 900,000 TO \$ 1,350,000

ELECTRIC TRANSMISSION LINE BURIAL ----- \$ 1,000,000 TO \$ 1,500,000

GRAND TOTAL CORRIDOR IMPROVEMENTS ----- \$ 6,500,00 TO \$ 8,650,000

SUMMARY

The recommendations of this report provide a preliminary framework for the Mississippi Drive Corridor. As ideas from this report advance, there will be a great opportunity for the community to work together with various interested parties to create a corridor that will showcase the City of Muscatine and all that it has to offer.

Appendix A

Traffic Counts

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/23/2011

DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT 120TH AVENUE																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	32	6	1	0	0	22	0	9	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0	0	0	27	6	0	0	0	25	0	18	0	0	0	5	61	0	0	0	0	135
7:45 AM	0	0	0	0	0	0	0	34	8	0	0	0	36	0	28	0	0	0	7	69	0	0	0	0	150
8:00 AM	0	0	0	0	0	0	0	47	10	0	0	0	43	0	16	0	0	0	6	102	0	0	0	0	215
8:15 AM	0	0	0	0	0	0	0	58	6	0	0	0	25	0	18	0	0	0	3	129	0	0	0	0	251
8:30 AM	0	0	0	0	0	0	0	44	12	0	0	0	17	0	17	0	0	0	5	78	0	0	0	0	188
8:45 AM	0	0	0	0	0	0	0	41	9	0	0	0	21	0	8	0	0	0	6	68	0	0	0	0	163
9:00 AM	0	0	0	0	0	0	0	51	5	0	0	0	12	0	12	0	0	0	6	62	0	0	0	0	147
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7	66	1	0	0	0	154
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	78	16	0	0	0	13	0	12	0	0	0	9	65	0	0	0	0	0
11:30 AM	0	0	0	1	0	0	0	74	7	0	0	0	11	0	13	0	0	0	10	73	0	0	0	0	193
11:45 AM	0	0	0	0	0	0	0	74	8	0	0	0	11	0	17	0	0	0	16	71	0	1	0	0	188
PEAK HOUR	0	0	0	0	0	0	0	183	36	0	0	0	121	0	79	0	0	0	10	78	0	1	0	0	197
TOTALS	0	0	0	0	0	0	0	219	98	0	0	0	249	0	177	0	0	0	21	377	0	0	0	0	817
SUM	0.0	0.0	0.0	1	0	0	0	635	98	1	0	0	249	0	177	0	0	0	89	922	1	1	0	0	
PEAK HOUR TRUCK %	0.0	0.0	0.0				0.0	7.7	13.9				4.1	0.0	6.3				9.5	6.1	0.0				
PHF	0.00	0.00	0.00				0.00	0.79	0.75				0.70	0.00	0.71				0.75	0.73	0.00				

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 8/29/2000

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT 120TH AVENUE																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
12:00 PM	0	0	0	0	0	0	0	96	8	0	0	0	15	0	7	0	0	0	16	84	0	0	0	0	226
12:15 PM	0	0	0	0	0	0	0	72	6	0	0	0	7	0	11	0	0	0	13	79	0	0	0	0	188
12:30 PM	0	0	0	0	0	0	0	55	7	0	0	0	14	0	10	0	0	0	14	81	0	0	0	0	181
12:45 PM	0	0	0	0	0	0	0	79	10	0	0	0	15	0	18	0	0	0	14	116	0	0	0	0	252
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	1	0	0	0	93	23	0	0	0	15	0	10	0	0	0	22	60	0	0	0	0	223
3:15 PM	0	0	0	2	1	0	0	78	28	0	0	0	5	0	18	0	0	0	22	76	0	0	0	0	227
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3:45 PM	0	0	0	0	0	0	0	93	23	0	0	0	7	0	5	0	0	0	20	76	0	0	0	0	224
4:00 PM	0	0	0	1	0	0	0	114	30	0	0	0	6	0	12	0	0	0	36	77	0	0	0	0	275
4:15 PM	0	0	0	0	1	0	0	79	33	0	0	0	14	0	16	0	0	0	32	78	0	0	0	0	252
4:30 PM	0	0	0	0	0	0	0	92	36	0	0	0	11	0	9	0	0	0	27	77	0	0	0	0	252
4:45 PM	0	0	0	0	0	0	0	89	30	0	0	0	11	0	5	0	0	0	14	75	0	0	0	0	224
5:00 PM	0	0	0	0	0	0	0	157	38	0	0	0	9	0	9	0	0	0	27	75	0	0	0	0	315
5:15 PM	0	0	0	0	0	0	0	109	43	0	0	0	11	0	12	0	0	0	24	57	1	0	0	0	257
5:30 PM	0	0	0	0	0	0	0	63	20	0	0	0	9	0	15	0	0	0	27	50	0	0	0	0	184
5:45 PM	0	0	0	0	0	0	0	76	7	0	0	0	8	0	6	0	0	0	25	54	0	0	0	0	176
6:00 PM	0	0	0	0	0	0	0	51	5	0	0	0	13	0	8	0	0	0	17	57	0	0	0	0	151
6:15 PM	0	0	0	0	0	0	0	48	16	0	0	0	16	0	8	0	0	0	9	43	0	0	0	0	140
6:30 PM	0	0	0	0	0	0	0	48	6	0	0	0	6	0	5	0	0	0	11	57	0	0	0	0	133
6:45 PM	0	0	0	0	0	0	0	50	7	0	0	0	6	0	4	0	0	0	17	31	0	0	0	0	115
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR	0	0	0	0	0	0	0	447	147	0	0	0	42	0	35	0	0	0	92	284	1	0	0	0	1048
TOTALS	0						594						77						377						
SUM	0	0	0	4	2	0	0	1449	381	0	0	0	167	0	175	0	0	0	360	1190	1	0	0	0	
AADT	0						5064						1518						5064						
AADT outbound	1834						4814						4						4996						
PEAK HOUR	0.0	0.0	0.0				0.0	0.4	2.7				4.8	0.0	0.0				0.0	2.5	0.0				
TRUCK %	0.0						1.0						2.6						1.9						
PHF	0.00	0.00	0.00				0.00	0.71	0.85				0.95	0.00	0.73				0.85	0.92	0.25				

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) **MISSISSIPPI DRIVE CORRIDOR STUDY** **CITY OF MUSCATINE**

DATE: 8/29/2000

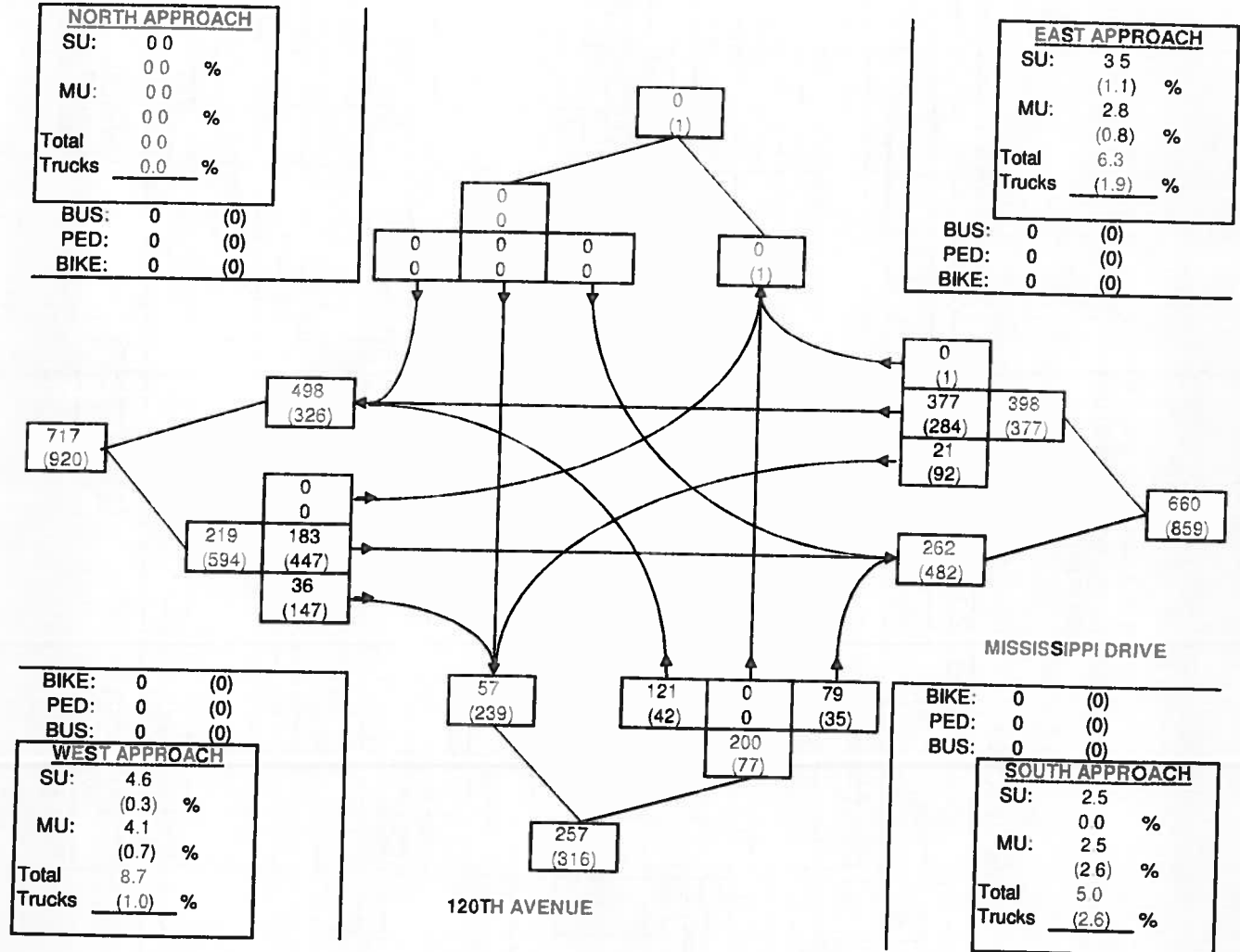
DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT 120TH AVENUE																								TOTAL
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU			
12:00 PM	0	0	0	0	0	0	0	0	3	1	0	1	0	0	0	0	0	1	0	0	2	3	0	0	11
12:15 PM	0	0	0	0	0	0	0	0	2	2	0	1	0	1	0	0	0	0	1	0	4	1	0	0	12
12:30 PM	0	0	0	0	0	0	0	0	1	1	1	0	0	0	0	0	0	0	1	1	3	0	0	8	
12:45 PM	0	0	0	0	0	0	0	0	3	2	1	1	0	1	0	0	4	0	1	0	6	2	0	0	21
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	2	3	1	3	0	0	0	0	1	0	0	0	3	1	0	0	10
3:30 PM	0	0	0	0	0	0	0	0	2	1	0	4	0	1	0	0	0	0	0	4	5	0	0	0	20
3:45 PM	0	0	0	0	0	0	0	0	2	5	1	1	0	0	0	0	0	0	0	1	1	0	0	0	10
4:00 PM	0	0	0	0	0	0	0	0	3	4	1	0	1	0	0	0	0	0	1	0	1	2	0	0	13
4:15 PM	0	0	0	0	0	0	0	0	2	3	0	2	0	1	0	0	0	0	1	1	1	1	0	0	13
4:30 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	2	1	0	0	0	12
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	1	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	2
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	1	0	0	0	1	0	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	0	0	0	5
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1	2	0	0	0	8
6:45 PM	0	0	0	0	0	0	0	0	2	1	1	2	0	1	0	0	0	0	0	2	2	0	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	8
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	0	0	0	0	1	1	1	3	0	2	0	0	0	0	0	0	0	0	0	0	0
PEAK TRAFFIC	0	0	0	0	0	0	0	0	447	447	147	147	42	42	0	0	35	35	92	92	284	284	1	1	15
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.2	0.2	0.7	2.0	0.0	4.8	0.0	0.0	0.0	0.0	0.0	0.0	1.4	1.1	0.0	0.0		
PEAK TOTAL	0	0	0	0	0	0	0	0	2	4	2	4.8	0	0	0	0	0	0	0	7	0				
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.4	2.7	2.7	4.8	0	0	0	0	0	0	0	0	7	0				
APPR. PEAK SU	0	0.0			PERCENT	2	0.3		PERCENT	0	0.0		PERCENT	0	0.0		PERCENT	4	1.1		PERCENT				
APPR. PEAK MU	0	0.0			PERCENT	4	0.7		PERCENT	2	2.6		PERCENT	3	0.8		PERCENT								

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: 120TH AVENUE E/W: MISSISSIPPI DRIVE
 DATE: 2/23/2011 DAY: WEDNESDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 8/29/2000 DAY: TUESDAY TIME: 4:30 PM TO: 5:30 PM



LEGEND

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/15/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT OAK STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	5	0	1	0	0	0	4	36	0	0	0	0	0	0	0	0	0	0	0	69	6	0	0	0	121
7:15 AM	2	1	1	0	0	0	3	19	2	1	0	0	0	1	0	1	0	0	2	79	4	0	0	0	114
7:30 AM	3	0	3	0	0	0	2	49	1	0	0	0	0	1	0	0	0	0	0	113	7	0	0	0	179
7:45 AM	1	0	6	0	0	0	6	63	0	0	0	0	0	0	0	0	0	0	0	146	11	0	0	0	233
8:00 AM	5	0	7	0	0	0	0	52	1	0	0	0	0	0	0	0	0	0	1	90	5	0	0	0	161
8:15 AM	4	0	5	1	0	0	5	34	0	0	0	0	0	0	0	0	0	0	0	74	2	0	0	0	124
8:30 AM	1	1	2	0	0	0	5	51	0	0	0	0	1	0	0	0	0	0	0	73	3	0	0	0	137
8:45 AM	3	0	2	0	0	0	3	45	1	0	0	0	0	1	0	0	0	0	0	70	6	3	0	0	131
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	8	0	2	0	0	0	5	68	0	0	0	0	2	1	0	0	0	0	1	63	8	0	0	0	158
11:15 AM	9	1	4	0	0	0	3	71	1	1	0	0	3	1	0	0	0	0	1	91	5	0	0	0	190
11:30 AM	6	1	6	0	0	0	7	70	1	0	0	0	0	2	1	0	0	0	1	84	6	0	0	0	185
11:45 AM	7	1	2	0	0	0	6	73	0	0	0	0	2	1	0	0	0	0	0	95	4	0	0	0	191
PEAK HOUR	13	0	21	1	0	0	13	198	2	0	0	0	0	1	0	0	0	0	1	423	25	0	0	0	697
TOTALS	34						213						1						449						
SUM	54	5	41	1	0	0	49	631	7	2	0	0	8	8	1	1	0	0	6	1047	67	3	0	0	
PEAK HOUR TRUCK %	38.5	0.0	28.6				23.1	11.1	50.0				0.0	100.0	0.0				100.0	4.5	8.0				
	32.4						12.2						100.0						4.9						
PHF	0.65	0.00	0.75				0.54	0.79	0.50				0.00	0.25	0.00				0.25	0.72	0.57				

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/15/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT OAK STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	11	0	2	0	0	0	5	96	1	0	0	0	1	0	0	0	0	0	0	92	6	2	0	0	0	214
12:15 PM	2	0	5	0	0	0	4	97	2	0	0	0	2	1	1	0	0	0	0	92	2	0	0	0	0	208
12:30 PM	8	0	6	0	0	0	6	91	0	0	0	0	0	0	0	0	0	0	0	75	9	0	0	0	0	195
12:45 PM	7	1	10	0	0	0	9	68	0	0	0	0	0	1	0	0	0	0	0	101	8	0	0	0	0	205
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	5	1	2	0	0	0	5	103	0	1	0	0	1	5	0	0	0	0	0	94	6	0	0	0	0	222
3:15 PM	10	0	2	1	0	0	5	103	0	0	0	0	0	0	0	0	0	0	0	78	3	0	0	0	0	201
3:30 PM	12	0	3	1	0	0	4	115	0	0	0	0	0	0	0	0	0	0	0	78	5	0	0	0	0	219
3:45 PM	10	0	0	0	0	0	2	38	0	0	0	0	0	0	0	0	0	0	1	87	5	0	0	0	0	192
4:00 PM	10	0	4	0	0	0	2	113	0	0	0	0	0	0	0	0	0	0	0	80	2	0	0	0	0	203
4:15 PM	3	1	0	0	0	0	3	94	1	0	0	0	1	0	0	0	0	0	2	64	3	0	0	0	0	187
4:30 PM	10	1	2	0	0	0	6	89	2	0	0	0	0	0	0	0	0	0	0	70	2	1	0	0	0	200
4:45 PM	8	1	2	1	0	0	3	112	1	0	0	0	0	1	1	0	0	0	0	109	6	0	0	0	0	289
5:00 PM	11	0	7	0	0	0	5	149	0	0	0	0	0	0	0	0	0	0	0	82	5	0	0	0	0	239
5:15 PM	12	0	1	0	0	0	5	134	0	0	0	0	0	0	0	0	0	0	0	53	2	0	0	0	0	178
5:30 PM	15	0	3	0	0	0	1	103	0	0	0	0	1	0	1	0	0	0	0	56	4	0	0	0	0	139
5:45 PM	2	0	2	0	0	0	0	73	0	0	0	0	0	0	0	0	0	0	0	49	1	0	0	0	0	156
6:00 PM	4	0	4	0	0	0	2	73	0	0	0	0	0	0	0	0	0	0	0	61	10	0	0	0	0	120
6:15 PM	5	0	1	0	0	0	7	57	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	125
6:30 PM	5	0	0	0	0	0	0	49	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124
6:45 PM	2	0	2	0	0	0	1	63	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	41	2	12	1	0	0	19	484	3	0	0	0	0	1	2	0	0	0	0	325	16	1	0	0	0	0
SUM	55						506						3						341						905	
AADT	136	5	51	3	0	0	65	1628	7	1	0	0	7	8	5	0	0	0	4	1276	76	3	0	0	0	0
AADT sub-study	67						4717						73.1						4893						0	
PEAK HOUR TRUCK %	7.3	0.0	0.0				21.1	1.4	33.3				0.0	0.0	0.0				0.0	1.8	12.5					
PHF	0.85	0.50	0.43				0.79	0.81	0.38				0.00	0.25	0.50				0.00	0.75	0.67					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)

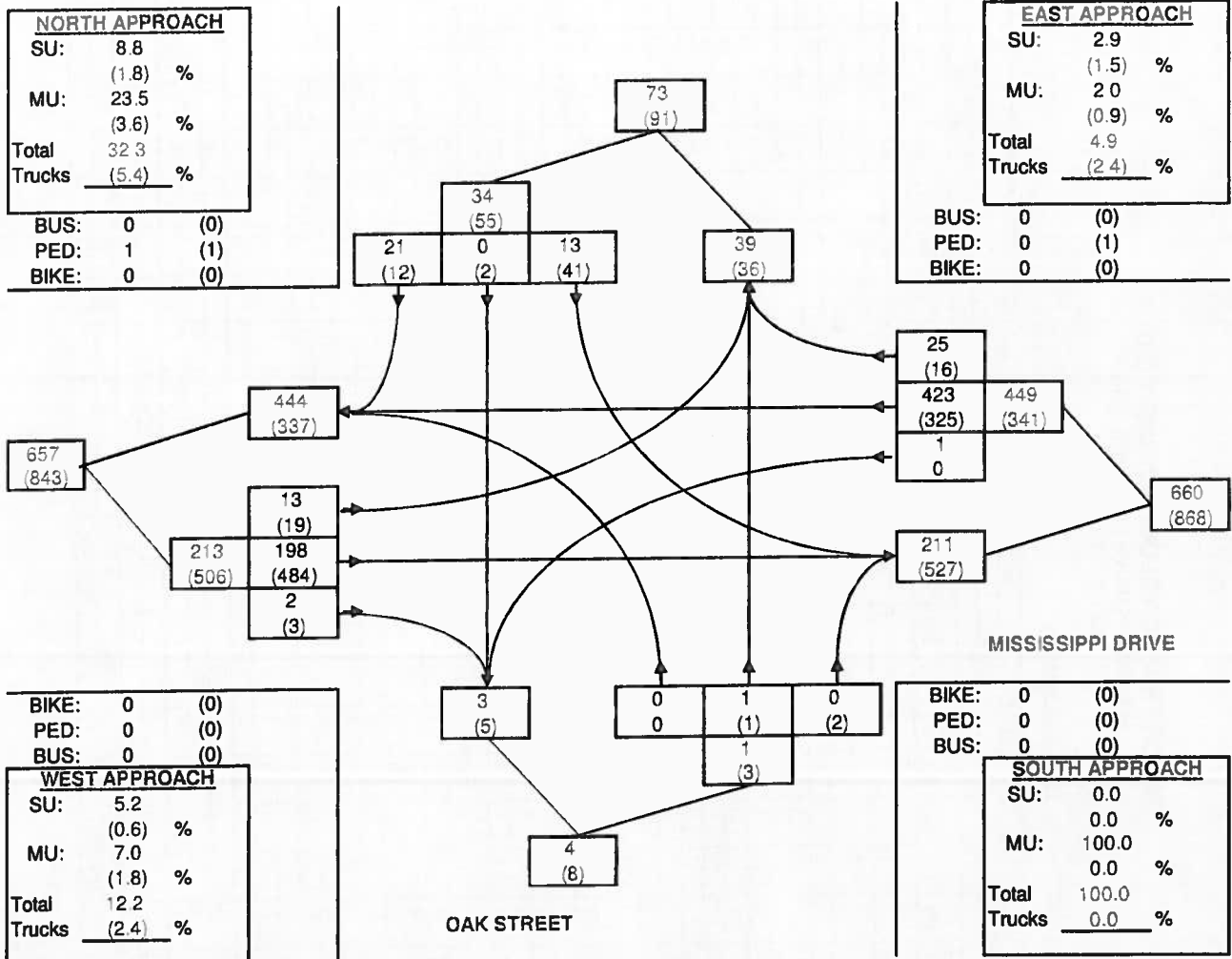
MISSISSIPPI DRIVE CORRIDOR STUDY

CITY OF MUSCATINE

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S:	OAK STREET	E/W:	MISSISSIPPI DRIVE
DATE:	2/15/2011	DAY:	TUESDAY
TIME:	7:15 AM	TO:	8:15 AM
DATE:	2/15/2011	DAY:	TUESDAY
TIME:	4:30 PM	TO:	5:30 PM

**LEGEND**

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/16/2011

DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MULBERRY AVENUE																								TOTAL									
	S/B						E/B						N/B						W/B															
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS										
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:00 AM	6	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
7:15 AM	10	4	6	1	0	0	0	0	0	0	0	0	0	3	36	0	0	0	0	49	12	15	0	0	0	0								
7:30 AM	9	9	5	0	0	0	0	0	0	0	0	0	0	4	32	0	0	0	0	41	13	15	0	0	0	125								
7:45 AM	14	12	8	0	0	0	0	0	0	0	0	0	0	5	28	0	0	0	0	59	26	25	0	0	0	125								
8:00 AM	14	12	5	0	0	0	0	0	0	0	0	0	1	6	48	0	0	0	0	71	27	33	0	0	0	166								
8:15 AM	8	9	10	0	0	0	0	0	0	0	0	0	0	10	43	0	0	0	0	68	23	15	0	0	0	220								
8:30 AM	11	3	6	0	0	0	0	0	0	0	0	0	1	9	31	0	0	0	0	40	36	17	0	0	0	190								
8:45 AM	7	5	9	0	0	0	0	0	0	1	0	0	1	5	45	1	0	0	0	33	28	12	1	0	0	161								
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	47	0	0	0	0	43	27	13	0	0	0	144								
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	156								
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
11:00 AM	18	10	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0								
11:15 AM	14	9	7	0	0	0	0	0	0	0	0	0	0	11	61	0	0	0	0	32	21	19	1	0	0	180								
11:30 AM	20	12	4	0	0	0	0	0	0	0	0	0	1	11	51	0	0	0	0	36	29	11	0	0	0	169								
11:45 AM	12	13	10	0	0	0	0	0	0	0	0	0	0	5	53	1	0	0	0	50	33	6	0	0	0	183								
PEAK HOUR	45	42	28	0	0	0	0	0	0	0	0	0	2	11	66	0	0	0	0	48	30	14	0	0	0	206								
TOTALS	115						0						182						238						90						0	0	0	737
SUM	143	100	80	1	0	0	0	0	0	2	0	0	6	85	541	2	0	0	570	305	195	2	0	0										
PEAK HOUR TRUCK %	4.4	7.1	0.0				0.0	0.0	0.0				0.0	3.3	8.7				8.0	1.8	3.3													
PHF	0.80	0.88	0.70				0.00	0.00	0.00				0.50	0.75	0.78				0.84	0.78	0.68													

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/16/2011

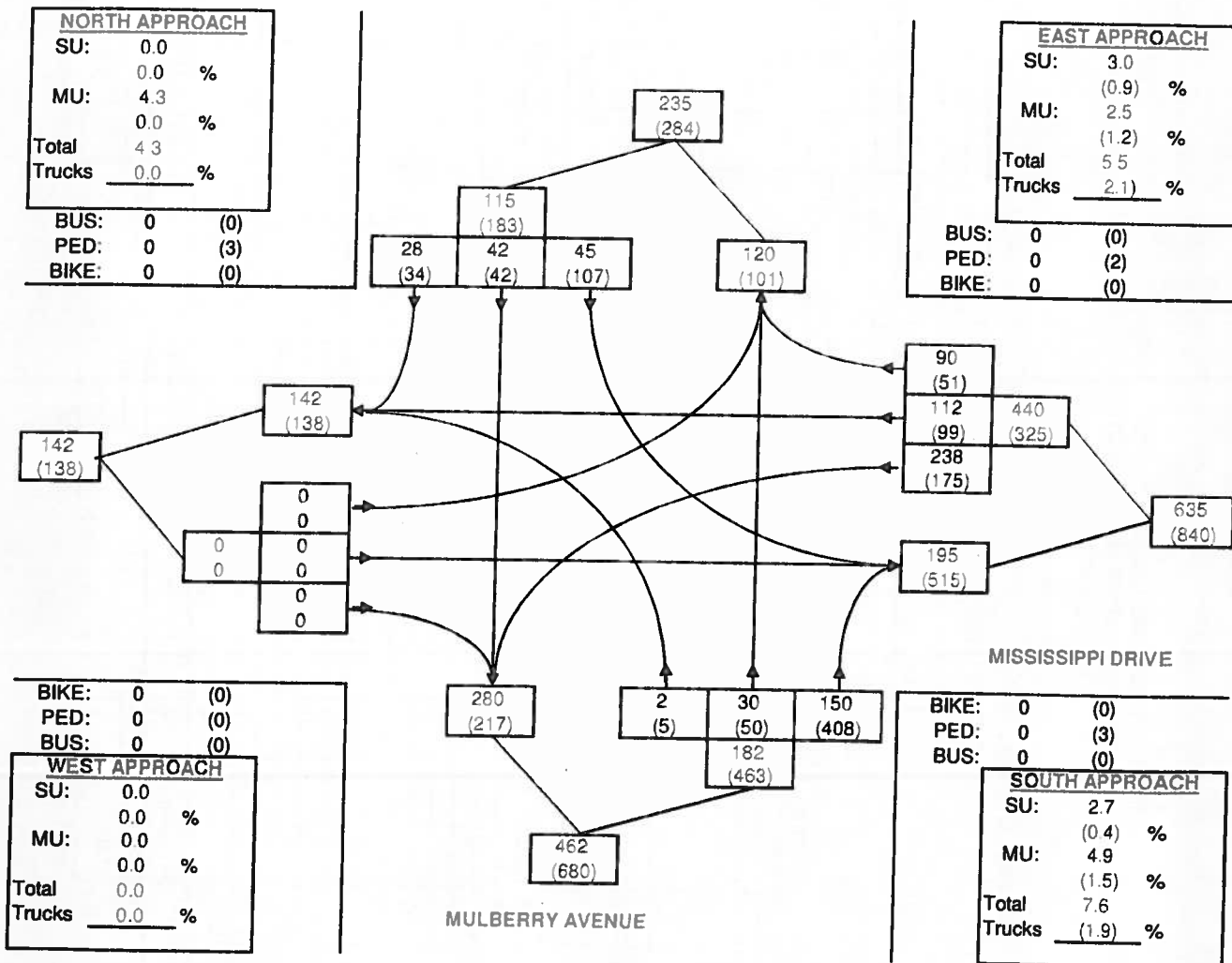
DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MULBERRY AVENUE																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
12:00 PM	11	10	19	2	0	0	0	0	0	0	0	0	3	23	95	0	0	0	47	37	11	0	0	0	256
12:15 PM	19	11	13	0	0	0	0	0	0	0	0	0	0	14	68	0	0	0	42	38	15	0	0	0	220
12:30 PM	14	9	17	2	0	0	0	0	0	1	0	0	0	6	65	0	0	0	48	37	10	0	0	0	206
12:45 PM	16	13	16	3	0	0	0	0	0	0	0	0	1	6	61	0	0	0	66	42	18	0	0	0	239
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	18	13	9	0	0	0	0	0	0	0	0	0	2	13	95	0	0	0	48	28	24	0	0	0	250
3:15 PM	23	9	9	0	0	0	0	0	0	0	0	0	2	13	90	0	0	0	41	26	12	1	0	0	225
3:30 PM	24	17	9	0	0	0	0	0	0	0	0	0	0	8	85	0	0	0	55	20	13	0	0	0	231
3:45 PM	30	12	3	1	0	0	0	0	0	0	0	0	0	18	68	0	0	0	50	27	14	3	0	0	222
4:00 PM	24	7	10	2	0	0	0	0	0	0	0	0	1	15	63	0	0	0	34	21	17	0	0	0	192
4:15 PM	16	6	7	4	0	0	0	0	0	1	0	0	0	11	71	0	0	0	37	29	16	0	0	0	193
4:30 PM	26	9	12	1	0	0	0	0	0	0	0	0	3	7	86	0	0	0	36	23	9	1	0	0	211
4:45 PM	23	8	6	2	0	0	0	0	0	0	0	0	0	14	80	0	0	0	54	22	11	0	0	0	218
5:00 PM	37	14	12	0	0	0	0	0	0	0	0	0	0	14	120	1	0	0	42	26	12	0	0	0	277
5:15 PM	21	11	4	0	0	0	0	0	0	0	0	0	2	15	122	2	0	0	43	28	19	1	0	0	265
5:30 PM	18	9	6	3	0	0	0	0	0	0	0	0	2	15	78	0	0	0	39	25	18	2	0	0	210
5:45 PM	13	11	12	1	0	0	0	0	0	0	0	0	1	11	60	2	0	0	39	24	4	0	0	0	175
6:00 PM	6	4	4	1	0	0	0	0	0	0	0	0	1	8	46	0	0	0	34	13	12	0	0	0	128
6:15 PM	16	8	3	0	0	0	0	0	0	0	0	0	0	2	45	0	0	0	35	12	10	0	0	0	131
6:30 PM	9	6	2	1	0	0	0	0	0	0	0	0	1	11	41	0	0	0	28	21	5	0	0	0	124
6:45 PM	9	4	5	10	0	0	0	0	0	0	0	0	1	6	31	0	0	0	26	9	8	2	0	0	99
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	107	42	34	3	0	0	0	0	0	0	0	0	5	50	408	3	0	0	175	99	51	2	0	0	971
SUM	333	169	164	21	0	0	0	0	0	2	0	0	17	203	1307	5	0	0	721	453	223	8	0	0	
AADT	1954						0						4266						4875						
AADT sub-sund	3083						4593						1396						2026						
PEAK HOUR TRUCK %	0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	2.2				3.4	0.0	2.0				
PHF	0.72	0.75	0.71				0.00	0.00	0.00				0.42	0.83	0.84				0.81	0.88	0.67				

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: MULBERRY AVENUE E/W: MISSISSIPPI DRIVE
 DATE: 2/16/2011 DAY: WEDNESDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 2/16/2011 DAY: WEDNESDAY TIME: 4:30 PM TO: 5:30 PM



LEGEND

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/9/2011

DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT WALNUT STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	1	0	0	0	1	35	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	86
7:15 AM	0	0	0	0	0	0	7	26	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	85
7:30 AM	0	0	2	0	0	0	7	35	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	111
7:45 AM	0	0	0	0	0	0	7	50	0	0	0	0	0	0	0	0	0	0	0	61	2	0	0	0	120
8:00 AM	1	0	2	0	0	0	4	47	0	0	0	0	0	0	0	0	0	0	0	48	0	0	0	0	102
8:15 AM	2	0	0	0	0	0	3	51	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	105
8:30 AM	1	0	1	0	0	0	0	33	0	0	0	0	0	0	0	0	0	0	0	31	0	1	0	0	66
8:45 AM	0	0	0	1	0	0	4	44	0	0	0	0	0	0	0	0	0	0	0	45	0	0	0	0	93
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	3	0	2	0	0	0	1	64	0	0	0	0	0	0	0	0	0	0	0	39	0	0	0	0	109
11:15 AM	3	0	7	0	0	0	2	64	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	122
11:30 AM	2	0	0	0	0	0	5	63	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	117
11:45 AM	3	0	4	0	0	0	4	69	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	121
PEAK HOUR	3	0	4	0	0	0	21	183	0	0	0	0	0	0	0	0	0	0	0	225	2	0	0	0	438
TOTALS	7						204						0						227						
SUM	15	0	19	1	0	0	45	581	0	0	0	0	0	0	0	0	0	0	0	575	2	1	0	0	
PEAK HOUR TRUCK %	0.0						0.0						0.0						0.0						
PHF	0.38	0.00	0.50				0.75	0.90	0.00				0.00	0.00	0.00				0.00	0.84	0.25				

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/15/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT WALNUT STREET																										TOTAL
	S/B						E/B						N/B						W/B								
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS			
12:00 PM	2	0	6	0	0	0	2	75	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	143	
12:15 PM	2	0	2	0	0	0	3	86	1	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	143	
12:30 PM	1	0	0	1	0	0	1	58	0	0	0	0	0	0	0	0	0	0	0	53	0	0	0	0	0	113	
12:45 PM	4	0	3	0	0	0	5	55	0	0	0	0	0	0	0	0	0	0	0	57	1	0	0	0	0	125	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	2	0	5	0	0	0	3	91	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	2	0	1	0	0	0	4	76	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	153	
3:30 PM	4	0	3	0	0	0	8	108	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	0	138	
3:45 PM	2	0	3	0	0	0	4	82	0	0	1	0	0	0	0	0	0	0	0	60	1	0	0	0	0	184	
4:00 PM	1	0	1	0	0	0	5	84	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	142	
4:15 PM	2	0	2	0	0	0	1	73	0	0	0	0	0	0	0	0	0	0	0	50	0	0	0	0	0	141	
4:30 PM	1	0	6	0	0	0	6	77	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	130	
4:45 PM	0	0	1	0	0	0	7	73	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	136	
5:00 PM	4	0	4	0	0	0	1	102	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	137	
5:15 PM	0	0	4	0	0	0	12	75	0	0	0	0	0	0	0	0	0	0	0	57	0	0	0	0	0	168	
5:30 PM	3	0	4	0	0	0	2	66	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	142	
5:45 PM	0	0	2	0	0	0	2	59	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	113	
6:00 PM	1	0	0	0	0	0	1	47	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	112	
6:15 PM	1	0	1	0	0	0	2	53	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	91	
6:30 PM	0	0	1	0	0	0	1	43	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	103	
6:45 PM	2	0	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	82	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	69	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HOUR TOTALS	5	0	15	0	0	0	26	327	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SUM	20						353						0						210						583		
AADT	219						1240						0						834								
AA T outbound	2						3820						0						2792								
PEAK HOUR TRUCK %	0.0 0.0 6.7						3.8 2.4 0.0						0.0 0.0 0.0						0.0 2.4 0.0								
PHF	0.31 0.00 0.63						0.54 0.80 0.00						0.00 0.00 0.00						0.00 0.92 0.00								

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 2/9/2011

DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT WALNUT STREET																				TOTAL				
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT			ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	1	3	0	0	6	6
7:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	2	3	0	0	8	8	8
7:30 AM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	6	6	6
7:45 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	1	2	0	0	8	8	8
8:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	3	1	0	0	8	8	8
8:15 AM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	2	3	0	0	8	8	8
8:30 AM	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	3	2	0	0	11	11	11
8:45 AM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	3	3	0	0	10	10	10
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	3	0	0	0	8	8	8
11:15 AM	0	0	0	0	0	0	0	0	4	6	0	0	0	0	0	0	0	0	1	1	0	0	12	12	12
11:30 AM	0	0	0	0	0	0	1	0	4	3	0	0	0	0	0	0	0	0	5	0	0	0	13	13	13
11:45 AM	0	0	0	0	0	0	0	0	4	4	0	0	0	0	0	0	0	0	3	4	0	0	15	15	15
PEAK TRUCKS	0	0	0	0	0	0	0	0	5	9	0	0	0	0	0	0	0	0	10	6	0	0	30	30	30
PEAK TRAFFIC	3	3	0	0	4	4	21	21	183	183	0	0	0	0	0	0	0	0	225	225	2	2			
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.7	4.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	4.4	2.7	0.0	0.0			
PEAK TOTAL	0		0		0		0		14		0		0		0		0		16		0				
TRUCK %	0.0		0.0		0.0		0.0		7.7		0.0		0.0		0.0		0.0		7.1		0.0				
APPR. PEAK SU	0		0.0		PERCENT		5		2.5		PERCENT		0		0.0		PERCENT		10		4.4		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		9		4.4		PERCENT		0		0.0		PERCENT		6		2.6		PERCENT		

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) **MISSISSIPPI DRIVE CORRIDOR STUDY** **CITY OF MUSCATINE**

DATE: 2/15/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT WALNUT STREET																							TOTAL	
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU			
12:00 PM	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	1	4	0	0	
12:15 PM	0	0	0	0	0	0	0	0	1	3	1	0	0	0	0	0	0	0	0	0	1	2	0	0	
12:30 PM	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
12:45 PM	0	0	0	0	0	1	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	0	0	0	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
3:30 PM	1	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	
3:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	
4:00 PM	0	0	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
4:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
4:30 PM	0	0	0	0	0	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	4	0	0	0	
4:45 PM	0	0	0	0	0	1	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	
5:45 PM	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	
6:45 PM	1	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK TRUCKS	0	0	0	0	0	1	1	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK TRAFFIC	5	5	0	0	15	15	26	26	327	327	0	0	0	0	0	0	0	0	0	0	4	1	0	0	
TRUCK %	0.0	0.0	0.0	0.0	6.7	3.8	0.0	1.5	0.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.5	0.0	0.0	
PEAK TOTAL	0	0	0	0	1	1	8	8	0	0	0	0	0	0	0	0	0	0	0	0	5	5	0	0	
TRUCK %	0.0	0.0	0.0	0.0	6.7	3.8	2.4	2.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.4	2.4	0.0	0.0	
APPR. PEAK SU	0	0	0	0	PERCENT	6	1.7	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	4	1.9	PERCENT	0.0	
APPR. PEAK MU	1	1	0	0	PERCENT	3	0.8	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	1	0.5	PERCENT	0.0	

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: WALNUT STREET E/W: MISSISSIPPI DRIVE

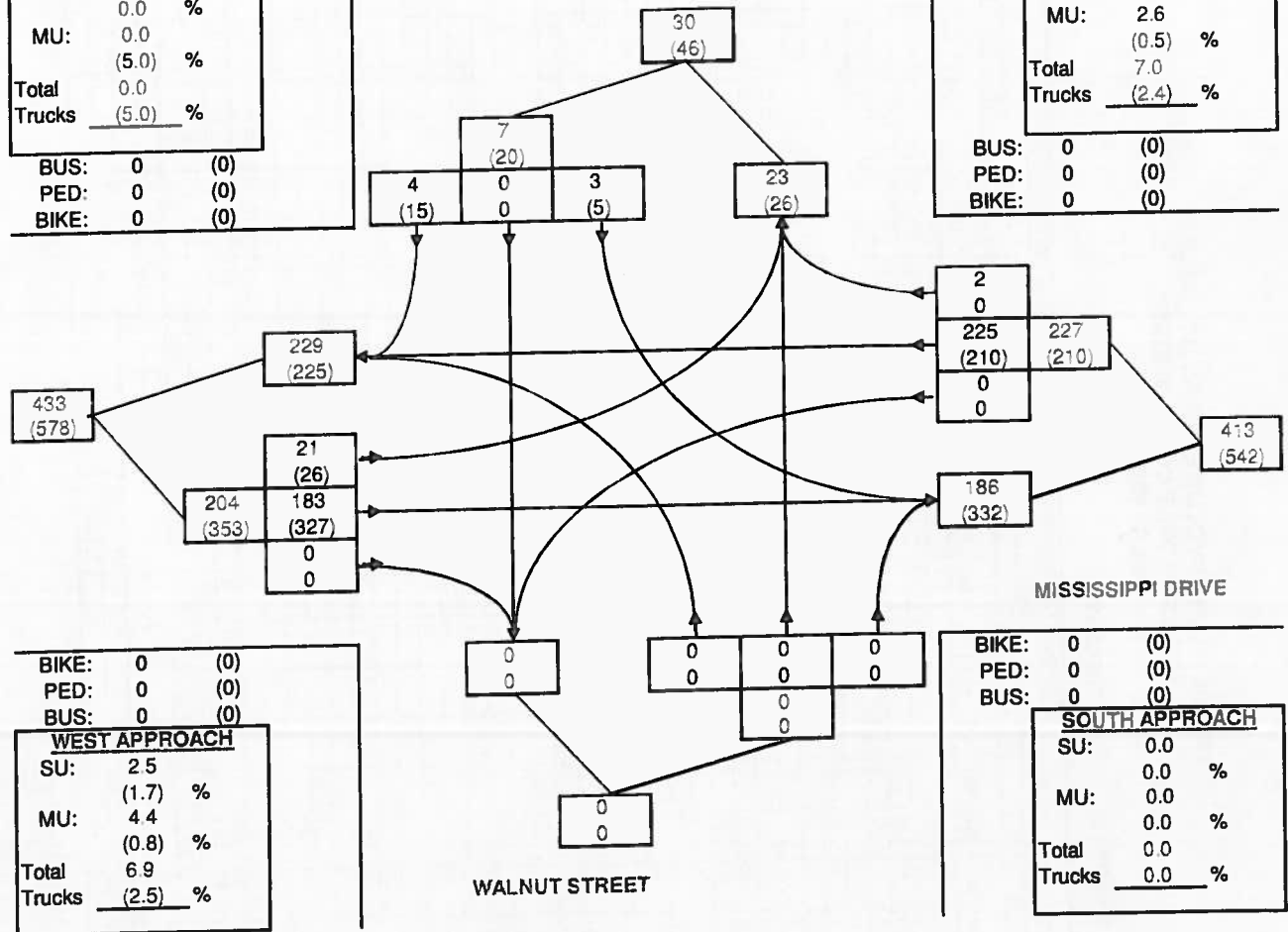
DATE: 2/9/2011 DAY: WEDNESDAY TIME: 7:15 AM TO: 8:15 AM

DATE: 2/15/2011 DAY: TUESDAY TIME: 4:30 PM TO: 5:30 PM



NORTH APPROACH		
SU:	0.0	
	0.0	%
MU:	0.0	
	(5.0)	%
Total	0.0	
Trucks	(5.0)	%
BUS:	0	(0)
PED:	0	(0)
BIKE:	0	(0)

EAST APPROACH		
SU:	4.4	
	(1.9)	%
MU:	2.6	
	(0.5)	%
Total	7.0	
Trucks	(2.4)	%
BUS:	0	(0)
PED:	0	(0)
BIKE:	0	(0)

**LEGEND**

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

c:\projects\data\source-1\common\dm23438\04_Traffic_Count_Walnut ST.dwg\EX. Table STREET1

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/17/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CEDAR STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	2	1	0	0	1	36	2	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	1	4	0	0	0	5	36	0	0	0	0	0	0	1	0	0	0	2	49	1	0	0	0	95
7:30 AM	2	0	8	0	0	0	9	43	0	1	0	0	0	2	0	0	0	0	2	38	2	1	0	0	90
7:45 AM	2	1	8	0	0	0	16	72	3	1	0	0	1	0	3	0	0	0	5	75	0	0	0	0	146
8:00 AM	1	0	14	1	0	0	11	60	0	1	0	0	0	1	2	0	0	0	9	69	2	1	0	0	185
8:15 AM	1	5	7	0	1	0	9	49	1	0	1	0	0	0	1	0	0	0	6	58	0	0	0	0	151
8:30 AM	2	0	2	1	0	0	7	52	0	1	0	0	0	0	2	0	1	0	5	42	1	1	1	0	122
8:45 AM	1	2	3	0	0	0	8	55	1	0	0	0	0	0	0	0	0	0	4	51	0	0	0	0	118
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	2	2	0	0	0	2	54	1	1	0	0	132
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	3	1	9	0	0	0	14	55	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	2	1	9	0	0	0	14	61	1	0	0	0	1	1	0	0	0	0	3	54	0	0	0	0	141
11:30 AM	3	2	8	0	0	0	11	62	0	0	1	0	0	1	1	0	0	0	2	54	0	1	0	0	147
11:45 AM	5	4	6	0	0	0	5	69	0	0	0	0	2	1	2	0	0	0	8	51	1	1	1	0	154
PEAK HOUR	6	6	37	1	1	0	45	224	4	3	1	0	1	1	8	0	1	0	25	244	3	2	1	0	
TOTALS	49						273						10						272						
SUM	22	18	80	3	1	0	110	650	8	7	2	0	6	8	15	0	1	0	50	652	8	7	2	0	604
PEAK HOUR TRUCK %	0.0	0.0	10.8				2.2	8.5	0.0				0.0	0.0	0.0				0.0	4.9	0.0				
PHF	0.75	0.30	0.66				0.70	0.78	0.33				0.25	0.25	0.67				0.69	0.81	0.38				

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/15/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CEDAR STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	
12:00 PM	9	0	12	0	0	0	10	89	3	0	0	0	1	3	3	0	0	0	2	63	1	0	0	0	196
12:15 PM	2	2	11	0	0	0	13	75	0	5	0	0	0	4	3	0	0	0	3	71	0	0	0	0	184
12:30 PM	3	1	17	0	0	0	8	65	1	1	0	0	1	1	3	0	0	0	4	65	0	1	0	0	169
12:45 PM	2	3	5	0	0	0	10	75	1	0	0	0	1	3	2	0	0	0	2	59	3	1	0	0	166
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4	1	12	0	0	0	9	84	1	3	0	0	2	2	5	0	0	0	4	61	0	0	0	0	185
3:15 PM	5	1	7	0	0	0	18	97	0	1	0	0	1	0	1	0	0	0	3	53	1	0	0	0	187
3:30 PM	1	2	9	0	0	0	7	100	0	7	0	0	1	4	4	0	0	0	4	56	1	2	0	0	189
3:45 PM	3	1	16	0	0	0	11	93	1	0	0	0	0	4	7	0	0	0	2	50	0	0	0	0	188
4:00 PM	5	1	4	0	0	0	7	97	2	0	0	0	1	0	5	0	0	0	1	66	1	1	0	0	190
4:15 PM	2	3	11	1	0	0	10	94	0	1	0	0	0	8	5	0	0	0	5	54	0	0	0	0	192
4:30 PM	3	3	12	0	0	0	18	107	0	0	0	0	1	1	3	0	0	0	3	58	0	0	0	0	209
4:45 PM	3	0	7	0	0	0	10	86	0	0	0	0	0	2	5	0	0	0	1	54	1	5	2	0	169
5:00 PM	15	2	19	0	0	0	13	112	1	2	0	0	1	4	5	0	0	0	3	67	0	1	0	0	242
5:15 PM	5	0	8	0	0	0	8	99	0	0	3	0	0	4	7	0	0	0	3	60	0	0	0	0	194
5:30 PM	5	0	13	0	0	0	7	86	1	0	0	0	1	3	12	0	0	0	5	42	1	4	0	0	176
5:45 PM	10	2	14	1	0	0	4	70	1	1	1	0	1	3	2	0	0	0	7	60	1	2	2	0	175
6:00 PM	1	2	8	0	0	0	8	71	0	1	0	0	1	4	5	0	0	0	4	51	0	3	0	0	155
6:15 PM	3	2	8	0	0	0	8	47	0	0	0	0	0	4	2	0	0	0	1	38	0	2	1	0	113
6:30 PM	3	0	5	3	0	0	7	44	0	2	0	0	0	0	4	0	0	0	1	33	0	0	3	0	97
6:45 PM	1	0	5	2	0	0	6	50	1	0	1	0	0	1	0	0	0	0	0	35	0	2	0	0	99
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	26	5	46	0	0	0	49	404	1	2	3	0	2	11	20	0	0	0	10	239	1	6	2	0	814
TOTALS	77	22	177	2	0	0	163	1429	12	21	4	0	12	46	72	0	0	0	52	939	10	17	4	0	
SUM	77	22	177	2	0	0	163	1429	12	21	4	0	12	46	72	0	0	0	52	939	10	17	4	0	
AADT	782						4687						314						3381						
AADT outbound	320						4476						682						3688						
PEAK HOUR TRUCK %	0.0	0.0	0.0				2.0	1.2	0.0				0.0	0.0	0.0				0.0	2.5	0.0				
PHF	0.43	0.42	0.61				0.68	0.90	0.25				0.50	0.69	0.71				0.83	0.89	0.25				

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) MISSISSIPPI DRIVE CORRIDOR STUDY CITY OF MUSCATINE

DATE: 2/17/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CEDAR STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
7:30 AM	0	0	0	0	1	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	8
7:45 AM	0	0	0	0	2	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	0	0	8
8:00 AM	0	0	0	0	0	0	1	0	6	2	0	0	0	0	0	0	0	0	0	3	3	0	0	0	10
8:15 AM	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	2	1	0	0	0	12
8:30 AM	0	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	1	1	0	0	0	6
8:45 AM	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	4	0	0	0	14
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	1	0	0	0	4	3	0	0	0	0	0	0	0	0	0	0	2	2	0	0	9
11:30 AM	0	0	0	0	0	0	1	0	0	2	0	0	0	0	0	0	0	0	0	2	1	0	0	0	11
11:45 AM	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	0	8
PEAK TRUCKS	0	0	0	0	4	0	1	0	12	7	0	0	0	0	0	0	0	0	0	3	3	0	0	0	10
PEAK TRAFFIC	6	6	6	6	37	37	45	45	224	224	4	4	1	1	1	1	8	8	25	25	244	244	3	3	36
TRUCK %	0.0	0.0	0.0	0.0	10.8	0.0	2.2	0.0	5.4	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.9	2.0	0.0	0.0		
PEAK TOTAL	0		0		4		1		19		0		0		0		0		0		12		0		
TRUCK %	0.0		0.0		10.8		2.2		8.5		0.0		0.0		0.0		0.0		0.0		4.9		0.0		
APPR. PEAK SU	4		8.2		PERCENT		13		4.8		PERCENT		0		0.0		PERCENT		7		2.6		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		7		2.6		PERCENT		0		0.0		PERCENT		5		1.8		PERCENT		

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 2/15/2011

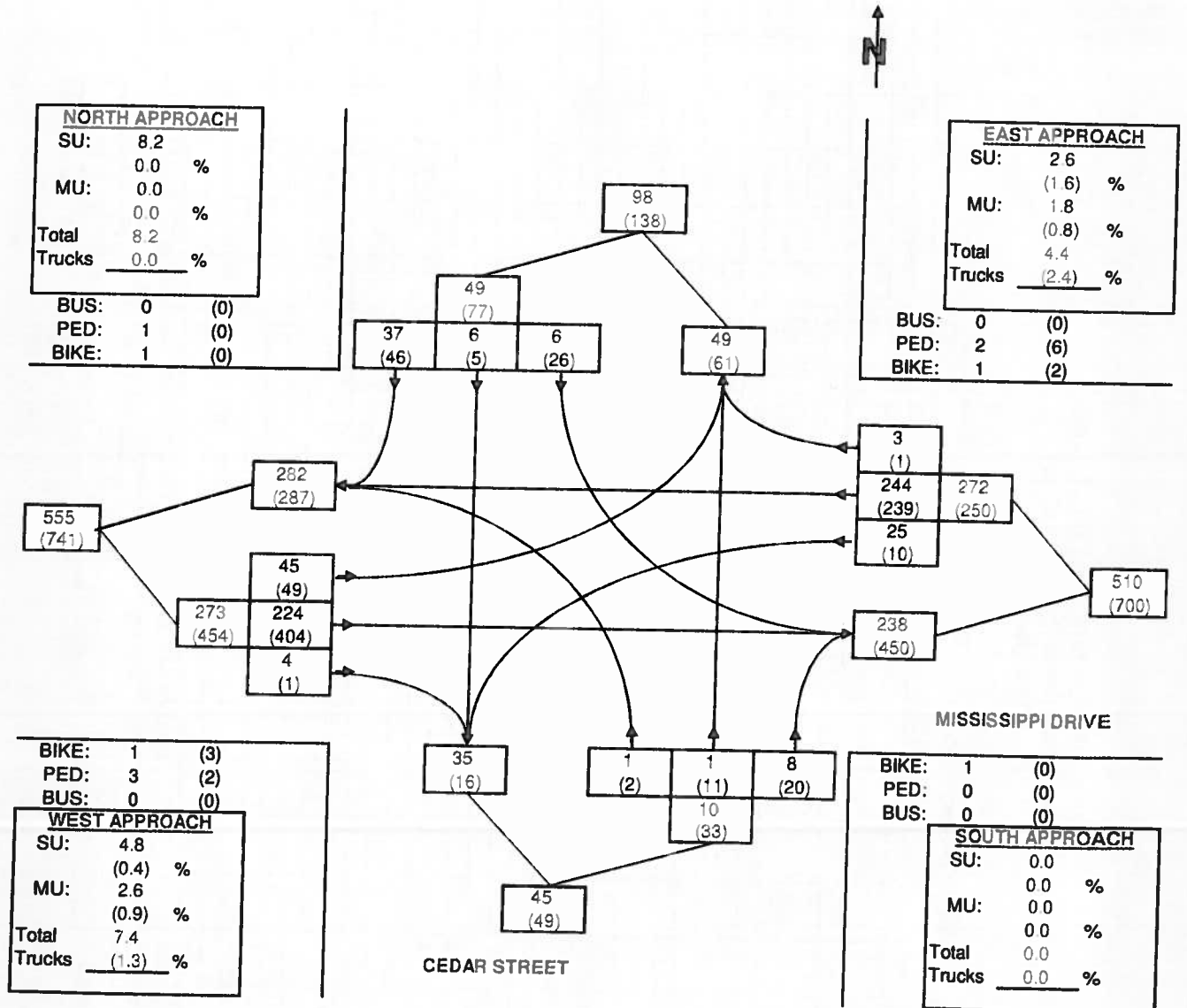
DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CEDAR STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	
12:00 PM	1	1	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	1	3	0	0	14
12:15 PM	0	0	0	0	1	0	1	0	2	3	0	0	0	0	0	0	0	0	0	0	3	2	0	0	12
12:30 PM	0	0	0	0	0	0	0	0	1	1	3	0	0	0	0	0	0	0	0	0	1	3	0	0	9
12:45 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	1	3	0	0	9
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	4	0	0	0	6
3:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	2	0	0	6
3:30 PM	0	0	0	0	0	0	0	0	1	4	0	0	0	0	0	0	1	0	0	0	0	0	0	0	6
3:45 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	5
4:00 PM	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6
4:15 PM	0	0	0	0	1	0	1	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	6
4:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
4:45 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	4
5:00 PM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
5:30 PM	0	0	0	0	1	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
5:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	2	0	0	5
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:30 PM	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	0	0	1	0	1	4	0	0	0	0	0	0	0	0	0	0	4	2	0	0	12
PEAK TRAFFIC	26	26	5	5	46	46	49	49	404	404	1	1	2	2	11	11	20	20	10	10	239	239	1	1	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	2.0	0.0	0.2	1.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	0.8	0.0	0.0	
PEAK TOTAL	0				0		1		5		0		0		0		0		0		6		0		
TRUCK %	0.0				0.0		2.0		1.2		0.0		0.0		0.0		0.0		0.0		2.5		0.0		
APPR. PEAK SU	0		0.0		PERCENT		2		0.4		PERCENT		0		0.0		PERCENT		4		1.6		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		4		0.9		PERCENT		0		0.0		PERCENT		2		0.8		PERCENT		

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: CEDAR STREET E/W: MISSISSIPPI DRIVE
 DATE: 2/17/2011 DAY: THURSDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 2/15/2011 DAY: TUESDAY TIME: 4:30 PM TO: 5:30 PM



TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/8/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT SYCAMORE STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	2	36	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	78
7:15 AM	0	0	1	0	0	0	1	43	0	0	0	0	0	0	0	1	0	0	0	0	72	0	0	0	0	117
7:30 AM	2	0	0	0	0	0	6	59	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	134
7:45 AM	1	0	5	0	0	0	4	66	0	0	0	0	0	0	0	2	0	0	0	0	79	1	0	0	0	156
8:00 AM	1	0	2	0	0	0	2	59	0	0	0	0	0	0	0	4	0	0	0	0	45	1	0	0	0	110
8:15 AM	1	0	1	0	0	0	4	52	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	95
8:30 AM	3	0	0	0	0	0	0	47	0	0	0	0	0	0	0	0	0	0	0	0	34	3	0	0	0	87
8:45 AM	0	0	0	0	0	0	3	69	0	0	0	0	0	0	0	0	0	0	0	0	34	0	0	0	0	106
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	6	0	6	0	0	0	3	63	0	0	0	0	0	0	0	0	0	0	0	0	50	1	0	0	0	129
11:15 AM	2	0	2	0	0	0	5	61	0	0	0	0	0	0	0	0	0	0	0	0	52	3	0	0	0	125
11:30 AM	2	0	1	0	0	0	7	60	0	0	0	0	0	0	0	0	0	0	0	0	65	0	1	0	0	135
11:45 AM	5	0	1	0	0	0	4	72	0	0	0	0	0	0	0	0	0	0	0	0	56	4	0	0	0	142
PEAK HOUR TOTALS	5	0	8	0	0	0	16	236	0	0	0	0	0	0	0	6	0	0	0	0	228	2	0	0	0	495
SUM	13						252						0						230							
PEAK HOUR TRUCK %	0.0 0.0 0.0						6.3 7.2 0.0						0.0 0.0 0.0						0.0 11.4 50.0							
TRUCK %	0.0						7.1						0.0						11.7							
PHF	0.63 0.00 0.40						0.67 0.89 0.00						0.00 0.00 0.00						0.00 0.72 0.50							

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/8/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT SYCAMORE STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	8	0	5	0	0	0	7	65	0	0	0	0	0	0	0	0	0	0	0	50	1	0	0	0	0	136
12:15 PM	5	0	8	0	0	0	4	58	0	0	0	0	0	0	0	0	0	0	0	67	0	1	0	0	0	142
12:30 PM	4	0	3	0	0	0	1	67	0	0	0	0	0	0	0	0	0	0	0	58	3	0	0	0	0	136
12:45 PM	5	0	2	0	0	0	4	76	0	0	0	0	0	0	0	0	0	0	0	73	2	0	0	0	0	162
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	2	0	3	0	0	0	7	107	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	2	0	4	0	0	0	1	82	0	0	0	0	0	0	0	0	0	0	0	64	1	0	0	0	0	184
3:30 PM	3	0	2	1	0	0	2	91	0	0	0	0	0	0	0	0	0	0	0	58	0	1	0	0	0	147
3:45 PM	2	0	10	0	0	0	5	96	0	0	0	0	0	0	0	0	0	0	0	60	2	1	0	0	0	160
4:00 PM	5	0	5	0	0	0	4	96	0	0	0	0	0	0	0	0	0	0	0	68	1	0	0	0	0	182
4:15 PM	5	0	1	0	0	0	6	82	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	0	182
4:30 PM	1	0	4	0	0	0	4	103	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	0	148
4:45 PM	2	0	7	0	0	0	2	83	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	0	172
5:00 PM	6	0	9	1	0	0	5	86	0	0	0	0	0	0	0	0	0	0	0	58	1	2	0	0	0	153
5:15 PM	4	0	4	0	0	0	2	120	0	0	0	0	0	0	0	0	0	0	0	63	0	4	0	0	0	169
5:30 PM	2	0	2	0	0	0	1	74	0	0	0	0	0	0	0	0	0	0	0	50	1	2	0	0	0	181
5:45 PM	3	0	6	0	0	0	1	62	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	121
6:00 PM	1	0	4	0	0	0	0	62	0	0	0	0	0	0	0	1	0	0	0	49	1	0	0	0	0	122
6:15 PM	3	0	3	1	0	0	2	41	0	0	0	0	0	0	0	0	0	0	0	51	1	0	0	0	0	119
6:30 PM	0	0	1	0	0	0	4	42	0	0	0	0	0	0	0	0	0	0	0	45	0	1	0	0	0	94
6:45 PM	6	0	5	0	0	0	4	48	0	0	0	0	0	0	0	1	0	0	0	45	0	2	0	0	0	92
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	28	0	1	0	0	0	91
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	13	0	24	1	0	0	13	392	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SUM	59	0	75	2	0	0	56	1348	0	0	0	0	0	0	0	0	0	0	0	233	2	8	0	0	0	675
AADT	348						4213						0							946	13	11	0	0		3168
AADT outbound	0						4184						0							3302						3168
PEAK HOUR TRUCK %	7.7	0.0	4.2				0.0	2.8	0.0				0.0	0.0	0.0				0.0	2.6	0.0				2.6	
PHF	0.54	0.00	0.67				0.65	0.82	0.00				0.00	0.00	0.00				0.00	0.92	0.50					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 2/8/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT SYCAMORE STREET																								TOTAL
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2	2	0	5
7:15 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	6	1	0	0	11
7:30 AM	0	0	0	0	0	0	0	0	5	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	10
7:45 AM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	6	1	0	13
8:00 AM	0	0	0	0	0	0	1	0	2	4	0	0	0	0	0	0	0	0	0	0	2	6	0	0	15
8:15 AM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3	1	0	0	7
8:30 AM	1	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5	3	0	0	14
8:45 AM	0	0	0	0	0	0	0	0	7	5	0	0	0	0	0	0	0	0	0	0	2	2	0	0	16
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	1	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	10
11:15 AM	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	2	0	2	0	10
11:30 AM	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	5	2	0	0	13
11:45 AM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	2	1	0	0	8
PEAK TRUCKS	0	0	0	0	0	0	1	0	11	6	0	0	0	0	0	0	0	0	0	0	13	13	1	0	45
PEAK TRAFFIC	5	5	0	0	8	8	16	16	236	236	0	0	0	0	0	0	0	0	0	0	228	228	2	2	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	6.3	0.0	4.7	2.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.7	5.7	50.0	0.0	
PEAK TOTAL	0		0		0		1		17		0		0		0		0		0		26		1		
TRUCK %	0.0		0.0		0.0		6.3		7.2		0.0		0.0		0.0		0.0		0.0		11.4		50.0		
APPR. PEAK SU	0		0.0		PERCENT		12		4.8		PERCENT		0		0.0		PERCENT		14		6.1		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		6		2.4		PERCENT		0		0.0		PERCENT		13		5.7		PERCENT		

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) MISSISSIPPI DRIVE CORRIDOR STUDY CITY OF MUSCATINE

DATE: 2/8/2011

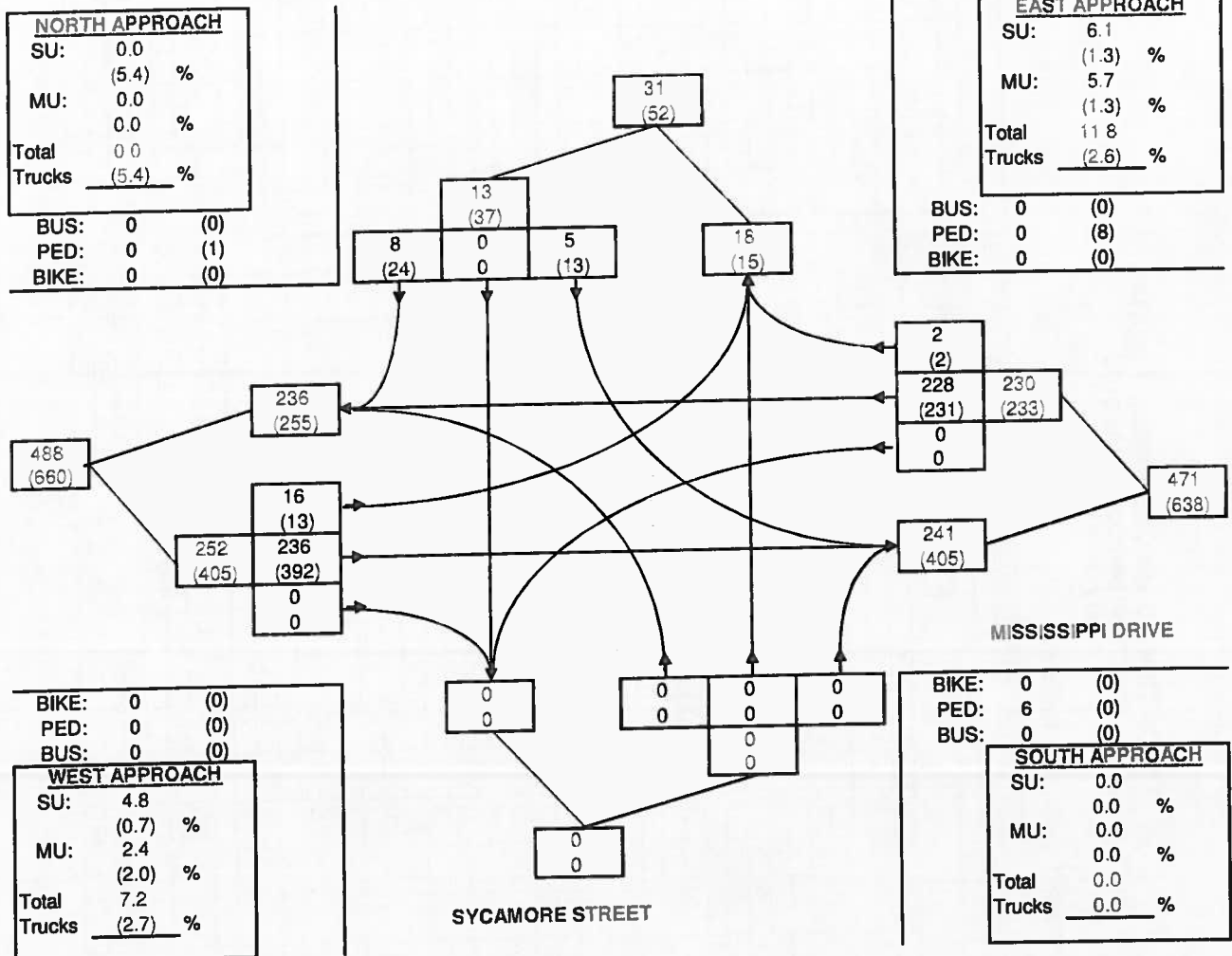
DAY: TUESDAY

BEGIN TIME (15 min. interval)		INTERSECTION OF MISSISSIPPI DRIVE AT SYCAMORE STREET																								TOTAL	
		S/B						E/B						N/B						W/B							
		LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT			
		SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		
12:00 PM	0	0	0	0	0	0	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	8
12:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	3	4	0	0	11
12:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	5
12:45 PM	0	0	0	0	0	0	0	0	0	2	6	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	10
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
3:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	0	5
4:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	7
4:15 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	0	9
5:00 PM	1	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	6
5:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	0	8
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	4
6:45 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	2
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	1	0	0	0	1	0	0	0	3	8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRAFFIC	13	13	0	0	24	24	13	13	392	392	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	0	0
TRUCK %	7.7	0.0	0.0	0.0	4.2	0.0	0.0	0.0	0.8	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	0	231	231	2	2	
PEAK TOTAL	1	0	0	0	1	0	0	0	11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TRUCK %	7.7	0.0	0.0	0.0	4.2	0.0	0.0	0.0	2.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0	6	0	0	0		
APPR. PEAK SU	2	5.4	PERCENT		3	0.7	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		3	1.3	PERCENT		0	2.6	0.0				
APPR. PEAK MU	0	0.0	PERCENT		8	2.0	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		3	1.3	PERCENT		0	1.3	PERCENT				

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S:	SYCAMORE STREET	E/W:	MISSISSIPPI DRIVE
DATE:	2/8/2011	DAY:	TUESDAY
TIME:	7:15 AM	TO:	8:15 AM
DATE:	2/8/2011	DAY:	TUESDAY
TIME:	4:30 PM	TO:	5:30 PM

**LEGEND**

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

c:\projects\data\source-1\common\kms23438\06_Traffic_Count_Sycamore.xlsx\EX. Table STREET1

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/10/2011

DAY: THURSDAY

BEGIN TIME (15 min. Interval)	INTERSECTION OF MISSISSIPPI DRIVE AT IOWA STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	1	0	0	0	0	0	1	37	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	2	3	4	0	0	0	5	35	5	0	0	0	0	0	0	6	0	0	3	54	0	0	0	0	0	0
7:30 AM	0	2	3	0	0	0	7	58	4	4	0	0	0	0	0	6	0	0	1	45	0	0	0	0	0	97
7:45 AM	2	1	7	0	0	0	8	98	4	1	0	0	0	0	0	10	0	0	4	67	0	0	0	0	0	100
8:00 AM	1	10	4	0	0	0	6	77	4	7	0	0	0	1	0	13	0	0	5	71	0	0	0	0	0	145
8:15 AM	2	2	5	0	0	0	5	57	1	2	0	0	0	1	1	19	0	0	11	46	2	0	0	0	0	199
8:30 AM	3	2	3	0	0	0	2	54	1	2	0	0	0	0	1	6	0	0	5	43	2	0	0	0	0	163
8:45 AM	4	1	5	0	0	0	6	41	3	0	0	0	0	1	0	2	0	0	0	37	0	1	0	0	0	123
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	41	2	1	0	0	0	103
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	1	1	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	4	1	8	0	0	0	9	49	3	0	0	0	1	0	0	0	0	0	0	46	3	0	0	0	0	0
11:30 AM	8	2	11	0	0	0	3	65	0	0	0	0	2	1	2	1	0	0	1	45	3	1	0	0	0	119
11:45 AM	3	1	5	0	0	0	4	62	3	0	0	0	0	1	0	0	0	0	0	43	2	1	0	0	0	128
PEAK HOUR TOTALS	5	15	19	0	0	0	26	290	13	14	0	0	0	3	1	2	0	0	1	62	6	7	0	0	0	151
TOTALS	39						329						4						258						630	
SUM	30	27	58	0	0	0	58	694	30	17	0	0	3	8	5	65	0	0	25	227	6	0	0	0	0	0
PEAK HOUR TRUCK %	5.1						4.0						0.0						7.4							
PHF	0.63	0.38	0.68				0.81	0.74	0.81				0.00	0.50	0.50				0.57	0.80	0.75					

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/10/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT IOWA STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	6	6	6	0	0	0	11	75	1	0	0	0	4	1	3	2	0	0	0	0	71	3	4	0	0	187
12:15 PM	4	1	8	0	0	0	6	66	3	1	0	0	0	0	2	1	0	0	0	52	4	0	0	0	146	
12:30 PM	2	0	5	1	0	0	10	80	3	0	0	0	2	1	1	2	0	0	2	69	2	1	0	0	177	
12:45 PM	7	1	5	0	0	0	4	57	5	2	0	0	0	0	0	3	0	0	2	60	3	0	0	0	144	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	0	0	5	1	0	0	13	94	1	0	0	0	1	2	1	0	0	0	0	65	3	3	0	0	185	
3:15 PM	3	1	3	0	0	0	8	84	0	0	0	0	0	1	0	0	0	0	1	66	0	0	0	0	167	
3:30 PM	5	0	5	0	0	0	6	116	1	0	0	0	0	0	0	0	0	0	2	65	1	0	0	0	201	
3:45 PM	3	2	9	0	0	0	3	85	1	0	1	0	0	2	0	1	0	0	0	59	3	2	0	0	167	
4:00 PM	5	0	2	2	0	0	5	92	0	0	0	0	2	2	4	0	0	0	1	76	3	10	0	0	192	
4:15 PM	6	1	10	0	0	0	5	78	0	0	0	0	3	4	0	0	0	0	0	66	0	4	0	0	173	
4:30 PM	3	1	8	0	0	0	4	101	0	0	0	0	0	0	2	0	0	0	0	64	0	7	0	0	183	
4:45 PM	4	1	7	0	0	0	11	78	1	0	0	0	3	2	2	0	0	0	0	75	1	11	0	0	185	
5:00 PM	7	2	9	2	0	0	7	106	0	0	0	0	4	7	3	0	0	0	1	68	2	18	0	0	216	
5:15 PM	3	1	10	2	0	0	5	108	0	0	0	0	3	1	4	0	0	0	2	63	1	10	0	0	201	
5:30 PM	3	0	9	2	0	0	5	87	0	0	0	0	0	1	2	0	0	0	0	61	0	5	0	0	168	
5:45 PM	6	0	13	2	0	0	6	88	0	0	0	0	0	1	2	1	0	0	1	60	4	4	0	0	181	
6:00 PM	3	0	6	2	0	0	10	54	0	0	0	0	0	1	0	1	0	0	1	54	6	2	0	0	135	
6:15 PM	6	1	5	0	0	0	7	51	0	0	0	0	0	1	1	2	0	0	0	49	3	2	0	0	104	
6:30 PM	2	1	6	1	0	0	2	39	0	0	0	0	0	1	1	0	0	0	0	54	2	1	0	0	106	
6:45 PM	2	0	2	2	0	0	6	40	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HOUR	17	5	34	4	0	0	27	383	1	0	0	0	10	10	11	0	0	0	3	270	4	46	0	0	785	
TOTALS	56						421						31						277							
SUM	67	17	114	12	0	0	109	1395	16	3	1	0	22	25	26	10	0	0	12	1040	30	79	0	0		
AADT	618						4549						176						3428							
AADT outbound	263						4381						498						3630							
PEAK HOUR	0.0	0.0	0.0				0.0	3.1	0.0				0.0	0.0	0.0				0.0	2.2	0.0					
TRUCK %	0.0						2.9						0.0						2.2							
PHF	0.61	0.63	0.85				0.61	0.91	0.25				0.63	0.36	0.69				0.38	0.90	0.50					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 2/10/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT IOWA STREET																		TOTAL						
	S/B						E/B						N/B							W/B					
	LT		ST		RT		LT		ST		RT		LT		ST		RT			LT		ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU	SU	MU
12:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	2	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	0	3	0	0	8
12:30 PM	1	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	2	0	0	9
12:45 PM	0	0	0	0	1	0	0	0	6	0	0	0	0	0	0	0	0	0	0	0	3	2	0	0	12
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
3:15 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
3:30 PM	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
4:00 PM	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	3	0	0	0	9
4:15 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	0	0	0	5
4:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
4:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	3
5:15 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
5:30 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	5
5:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	3
6:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	4
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3	1	1	0	6
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	0	0	0	0	5	7	0	0	0	0	0	0	0	0	0	0	5	1	0	0	18
PEAK TRAFFIC	17	17	5	5	34	34	27	27	393	393	1	1	10	10	10	10	11	11	3	3	270	270	4	4	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.3	1.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.9	0.4	0.0	0.0	
PEAK TOTAL	0		0		0		0		12		0		0		0		0		0		6		0		
TRUCK %	0.0		0.0		0.0		0.0		3.1		0.0		0.0		0.0		0.0		0.0		2.2		0.0		
APPR. PEAK SU	0		0.0		PERCENT		5		1.2		PERCENT		0		0.0		PERCENT		5		1.8		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		7		1.7		PERCENT		0		0.0		PERCENT		1		0.4		PERCENT		

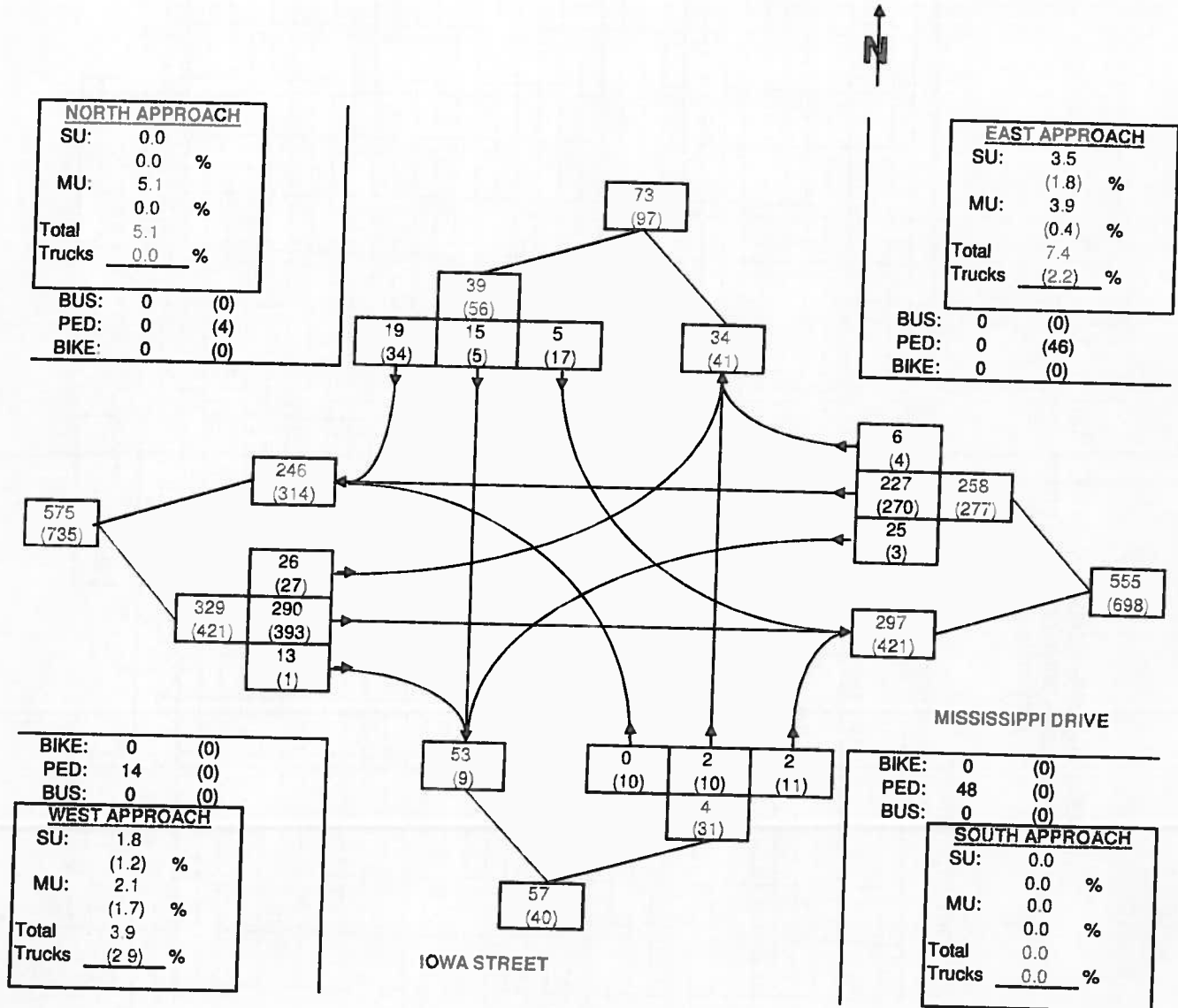
7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: IOWA STREET E/W: MISSISSIPPI DRIVE

DATE: 2/10/2011 DAY: THURSDAY TIME: 7:15 AM TO: 8:15 AM

DATE: 2/10/2011 DAY: THURSDAY TIME: 4:30 PM TO: 5:30 PM



LEGEND

XX - AM Peak Hour Traffic

(XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/2/2011

DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CHESTNUT STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	1	0	1	0	0	0	2	57	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	0	0	108
7:15 AM	2	0	2	0	0	0	1	42	0	1	0	0	0	0	0	0	0	0	0	48	1	4	0	0	0	96
7:30 AM	1	0	4	0	0	0	2	54	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	0	128
7:45 AM	3	0	3	0	0	0	4	108	0	0	0	0	0	0	0	0	0	0	0	76	1	0	0	0	0	195
8:00 AM	0	0	1	0	0	0	2	85	0	0	0	0	0	0	0	0	0	0	0	57	3	0	0	0	0	148
8:15 AM	0	0	1	1	0	0	2	52	0	0	0	0	0	0	0	0	0	0	0	49	2	3	0	0	0	106
8:30 AM	1	0	2	0	0	0	1	56	0	0	0	0	0	0	0	0	0	0	0	31	0	0	0	0	0	91
8:45 AM	2	0	0	0	0	0	2	68	0	0	0	0	0	0	0	0	0	0	0	53	3	0	0	0	0	128
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	2	0	1	0	0	0	1	72	0	0	0	0	0	0	0	0	0	0	0	56	4	0	0	0	0	136
11:15 AM	2	0	7	0	0	0	5	80	0	0	0	0	0	0	0	0	0	0	0	58	2	1	0	0	0	154
11:30 AM	1	0	2	0	0	0	6	76	0	0	0	0	0	0	0	0	0	0	0	64	1	1	0	0	0	150
11:45 AM	4	0	4	0	0	0	1	80	0	0	0	0	0	0	0	0	0	0	0	74	6	1	0	0	0	169
PEAK HOUR	4	0	9	1	0	0	10	289	0	0	0	0	0	0	0	0	0	0	0	249	6	3	0	0	0	577
TOTALS	13						309						0						255							
SUM	19	0	28	1	0	0	29	830	0	1	0	0	0	0	0	0	0	0	0	680	23	10	0	0		
PEAK HOUR	0.0	0.0	0.0				0.0	3.0	0.0				0.0	0.0	0.0				0.0	7.6	0.0					
TRUCK %	0.0						2.9						0.0						7.5							
PHF	0.33	0.00	0.56				0.63	0.69	0.00				0.00	0.00	0.00				0.00	0.82	0.50					

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/2/2011

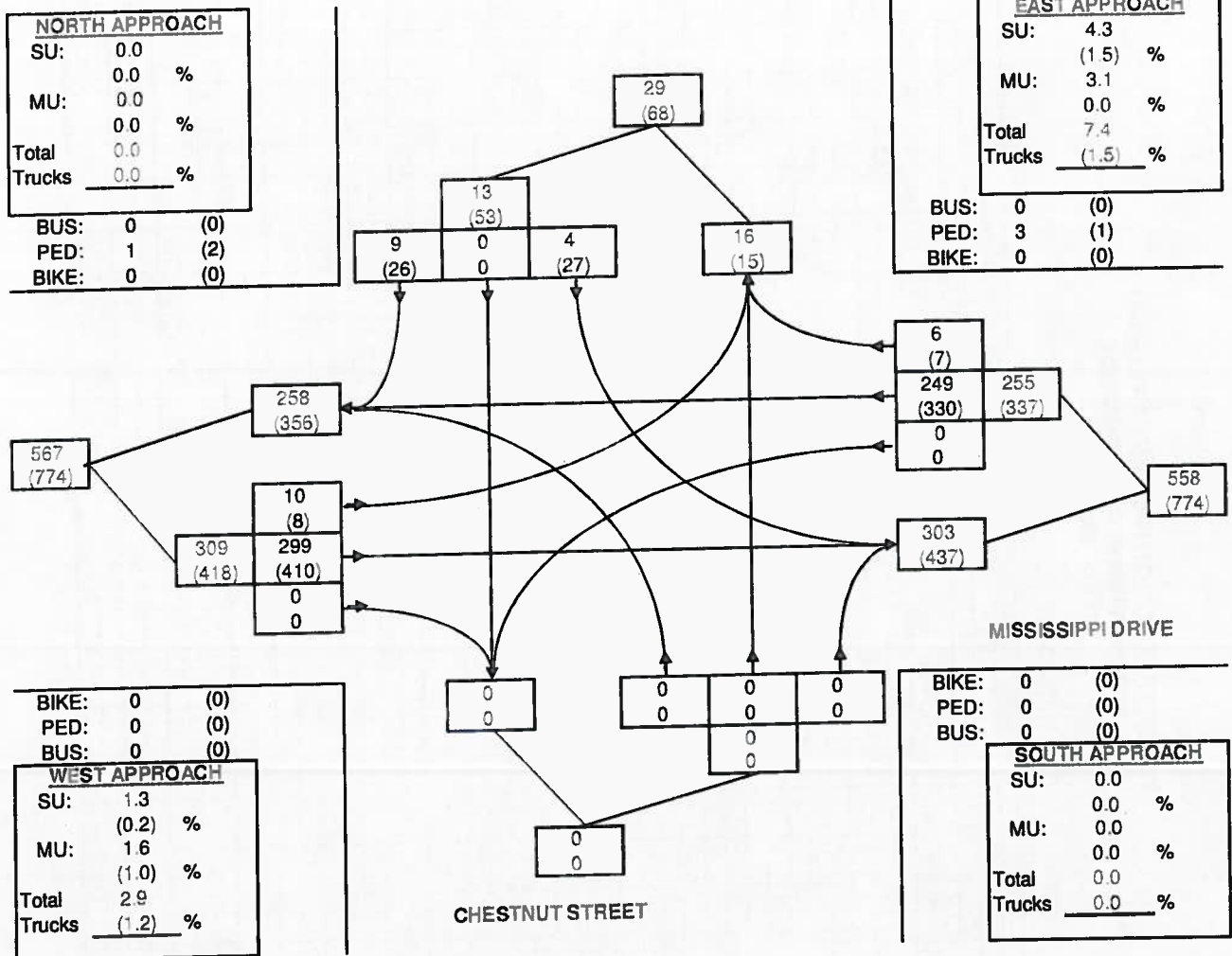
DAY: WEDNESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT CHESTNUT STREET																								TOTAL		
	S/B						E/B						N/B						W/B								
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS			
12:00 PM	3	0	5	0	0	0	5	101	0	0	0	0	0	0	0	0	0	0	0	0	67	4	1	0	0	0	185
12:15 PM	6	0	2	0	0	0	4	89	0	0	0	0	0	0	0	0	0	0	0	0	77	3	0	0	0	0	181
12:30 PM	6	0	7	0	0	0	1	65	0	0	0	0	0	0	0	0	0	0	0	0	72	2	0	0	0	0	153
12:45 PM	3	0	3	0	0	0	5	73	0	0	0	0	0	0	0	0	0	0	0	0	82	1	2	0	0	0	167
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	3	0	6	0	0	0	3	109	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	4	0	1	0	1	0	3	74	0	0	0	0	0	0	0	0	0	0	0	0	65	1	0	0	0	0	187
3:30 PM	6	0	1	0	0	0	5	128	0	0	0	0	0	0	0	0	0	0	0	0	77	1	1	1	0	0	160
3:45 PM	4	1	4	1	0	0	1	112	0	0	0	0	0	0	0	0	0	0	0	0	74	2	0	0	0	0	216
4:00 PM	8	0	3	0	0	0	7	109	0	0	0	0	0	0	0	0	0	0	0	0	65	3	1	0	0	0	190
4:15 PM	2	0	7	0	0	0	3	94	0	0	0	0	0	0	0	0	0	0	0	0	75	2	1	2	0	0	204
4:30 PM	9	0	4	0	0	0	1	103	0	0	0	0	0	0	0	0	0	0	0	0	61	4	0	0	0	0	171
4:45 PM	2	0	4	0	0	0	2	93	0	0	0	0	0	0	0	0	0	0	0	0	66	3	1	0	0	0	186
5:00 PM	11	0	12	2	0	0	3	100	0	0	0	0	0	0	0	0	0	0	0	0	84	2	0	0	0	0	187
5:15 PM	5	0	6	0	0	0	2	114	0	0	0	0	0	0	0	0	0	0	0	0	100	2	0	0	0	0	228
5:30 PM	0	0	5	13	0	0	3	82	0	0	0	0	0	0	0	0	0	0	0	0	80	0	0	0	0	0	207
5:45 PM	2	0	3	0	0	0	3	84	0	0	0	0	0	0	0	0	0	0	0	0	76	1	0	0	0	0	167
6:00 PM	5	0	0	0	0	0	2	58	0	0	0	0	0	0	0	0	0	0	0	0	52	1	2	0	0	0	145
6:15 PM	0	0	0	1	0	0	3	45	0	0	0	0	0	0	0	0	0	0	0	0	62	2	0	0	0	0	129
6:30 PM	2	0	7	0	0	0	3	49	0	0	0	0	0	0	0	0	0	0	0	4	61	1	0	0	0	0	114
6:45 PM	4	0	0	0	0	0	3	55	0	0	0	0	0	0	0	0	0	0	0	0	55	4	0	0	0	0	120
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	1	0	0	0	0	100
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	27	0	26	2	0	0	8	410	0	0	0	0	0	0	0	0	0	0	0	0	330	7	1	0	0	0	0
SUM	74	1	73	16	1	0	51	1530	0	0	0	0	0	0	0	0	0	0	0	0	1173	32	9	3	0	0	808
AADT	385						4821						0							337							
AADT outbound	2						4848						0							3770							
PEAK HOUR TRUCK %	0.0	0.0	0.0				0.0	1.2	0.0				0.0	0.0	0.0				0.0	1.5	0.0						
PHF	0.61	0.00	0.54				0.67	0.90	0.00				0.00	0.00	0.00				0.00	0.83	0.58						

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: CHESTNUT STREET E/W: MISSISSIPPI DRIVE
 DATE: 3/2/2011 DAY: WEDNESDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 3/2/2011 DAY: WEDNESDAY TIME: 4:30 PM TO: 5:30 PM

**LEGEND**

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/3/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT PINE STREET																								TOTAL																													
	S/B						E/B						N/B						W/B																																			
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS																														
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
7:00 AM	2	0	3	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
7:15 AM	5	0	3	0	0	0	1	47	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
7:30 AM	2	0	0	0	0	0	2	63	0	0	0	0	0	0	0	0	0	0	0	45	1	0	0	0	0	100																												
7:45 AM	3	0	2	0	0	0	2	63	0	0	0	0	0	0	0	0	0	0	0	50	1	0	0	0	0	98																												
8:00 AM	0	0	3	0	0	0	2	114	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	132																												
8:15 AM	2	0	1	0	0	0	0	74	0	0	0	0	0	0	0	0	0	0	0	98	0	0	0	0	0	219																												
8:30 AM	4	0	4	1	0	0	1	48	0	0	0	0	0	0	0	0	0	0	0	52	1	0	0	0	0	147																												
8:45 AM	2	0	3	0	0	0	2	55	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	134																												
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	108																												
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	58	0	0	0	0	0	121																												
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
11:00 AM	8	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
11:15 AM	5	0	5	0	0	0	2	73	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0																												
11:30 AM	2	0	5	0	0	0	1	94	0	0	0	0	0	0	0	0	0	0	0	64	0	0	0	0	0	0																												
11:45 AM	4	0	5	0	0	0	1	99	0	0	0	0	0	0	0	0	0	0	0	81	1	0	0	0	0	149																												
PEAK HOUR TOTALS	7	0	6	0	0	0	7	72	0	0	0	0	0	0	0	0	0	0	0	64	3	0	0	0	0	174																												
TOTALS	13						7						326						0						0						284						2						0						632					
SUM	39 0 36						18 852 0						0 0 0 0						0 0 0 0						286						1 780 10						0 0 0																	
PEAK HOUR TRUCK %	14.3 0.0 0.0						0.0 5.8 0.0						0.0 0.0 0.0						0 0 0						0.0 8.5 0.0						0 0 0																							
PHF	0.58 0.00 0.50						0.58 0.71 0.00						0.00 0.00 0.00						0.00 0.72 0.50						0.00 0.72 0.50						0.00 0.72 0.50																							

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/3/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT PINE STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	7	0	4	0	0	0	1	106	0	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0	187
12:15 PM	5	0	5	0	1	0	2	73	0	0	0	0	0	0	0	0	0	0	0	0	71	1	0	0	0	157
12:30 PM	3	0	9	0	0	0	0	82	0	0	0	0	0	0	0	0	0	1	0	0	95	3	0	0	0	192
12:45 PM	3	0	3	0	0	0	3	79	0	0	0	0	0	0	0	0	0	0	0	0	88	0	0	0	0	176
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	4	0	4	0	0	0	2	124	0	0	0	0	0	0	0	0	0	0	0	0	80	2	0	0	0	216
3:15 PM	0	0	4	0	0	0	3	104	0	0	0	0	0	0	0	0	0	0	0	0	74	1	0	0	0	186
3:30 PM	6	0	6	0	0	0	2	137	0	0	0	0	0	0	0	0	0	0	0	0	91	0	0	0	0	242
3:45 PM	3	0	4	1	0	0	3	116	0	0	0	0	0	0	0	0	0	0	0	0	83	1	0	0	0	210
4:00 PM	3	0	4	0	0	0	1	107	0	0	0	0	0	0	0	0	0	0	0	0	85	1	0	0	0	201
4:15 PM	4	0	3	0	0	0	3	91	0	0	0	0	0	0	0	0	0	0	0	0	70	0	0	0	0	171
4:30 PM	5	0	4	0	0	0	3	84	0	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	0	183
4:45 PM	5	0	1	0	0	0	2	95	0	0	0	0	0	0	0	0	0	0	0	0	78	3	0	0	0	184
5:00 PM	1	0	7	0	0	0	4	98	0	0	0	0	0	0	0	0	0	0	0	0	103	2	0	0	0	215
5:15 PM	1	0	5	0	0	0	1	120	0	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	213
5:30 PM	0	0	8	0	0	0	1	81	1	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	163
5:45 PM	3	0	3	0	0	0	2	81	0	0	0	0	0	0	0	0	0	0	0	0	67	0	0	0	0	156
6:00 PM	2	0	3	0	0	0	0	70	0	0	0	0	0	0	0	0	0	0	0	0	60	0	0	0	0	135
6:15 PM	2	0	1	0	0	0	1	58	0	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	100
6:30 PM	4	0	3	0	0	0	0	46	0	0	0	0	0	0	0	0	0	0	0	0	54	0	0	0	0	107
6:45 PM	3	0	3	0	0	0	3	47	0	0	0	0	0	0	0	0	0	0	0	0	55	0	0	0	0	111
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR TOTALS	12	0	17	0	0	0	10	397	0	0	0	0	0	0	0	0	0	0	0	0	354	5	0	0	0	795
SUM	29						407						0						359							
AADT	53	0	74	1	1	0	33	1578	1	0	0	0	0	0	0	0	1	0	0	1299	14	0	0	0	0	
AADT outbound	4						4984						149						4326							
PEAK HOUR TRUCK %	0.0	0.0	5.9				0.0	2.0	0.0				0.0	0.0	0.0				0.0	2.8	0.0					
PHF	0.60	0.00	0.61				0.63	0.83	0.00				0.00	0.00	0.00				0.00	0.86	0.42					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) **MISSISSIPPI DRIVE CORRIDOR STUDY** **CITY OF MUSCATINE**

DATE: 3/3/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT PINE STREET																				TOTAL				
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT			ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM	0	1	0	0	0	0	0	0	3	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
7:45 AM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	6	0	0	14
8:00 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	3	2	0	0	10
8:15 AM	0	0	0	0	0	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	3	3	0	0	10
8:30 AM	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	3	1	0	0	10
8:45 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	5	4	0	0	14
9:00 AM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	5	1	0	0	10
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	0	0	10
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:15 AM	0	0	0	0	0	0	0	0	5	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:30 AM	0	0	0	0	1	0	1	0	5	2	0	0	0	0	0	0	0	0	0	0	2	5	0	0	15
11:45 AM	0	0	0	0	1	0	0	0	3	4	0	0	0	0	0	0	0	0	0	0	0	6	2	0	0
PEAK TRUCKS	0	1	0	0	0	0	0	0	9	10	0	0	0	0	0	0	0	0	0	0	0	1	0	0	9
PEAK TRAFFIC	7	7	0	0	6	6	7	7	326	326	0	0	0	0	0	0	0	0	0	0	14	10	0	0	44
TRUCK %	0.0	14.3	0.0	0.0	0.0	0.0	0.0	0.0	2.8	3.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	284	284	2	2	
PEAK TOTAL	1	0	0	0	0	0	0	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TRUCK %	14.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	5.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	24	8.5	0.0	0.0	
APPR. PEAK SU	0	0.0	PERCENT	9	2.7	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	14	4.9	PERCENT	10	3.5	PERCENT							
APPR. PEAK MU	1	7.7	PERCENT	10	3.0	PERCENT	0	0.0	PERCENT	0	0.0	PERCENT	10	3.5	PERCENT			PERCENT							

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 3/3/2011

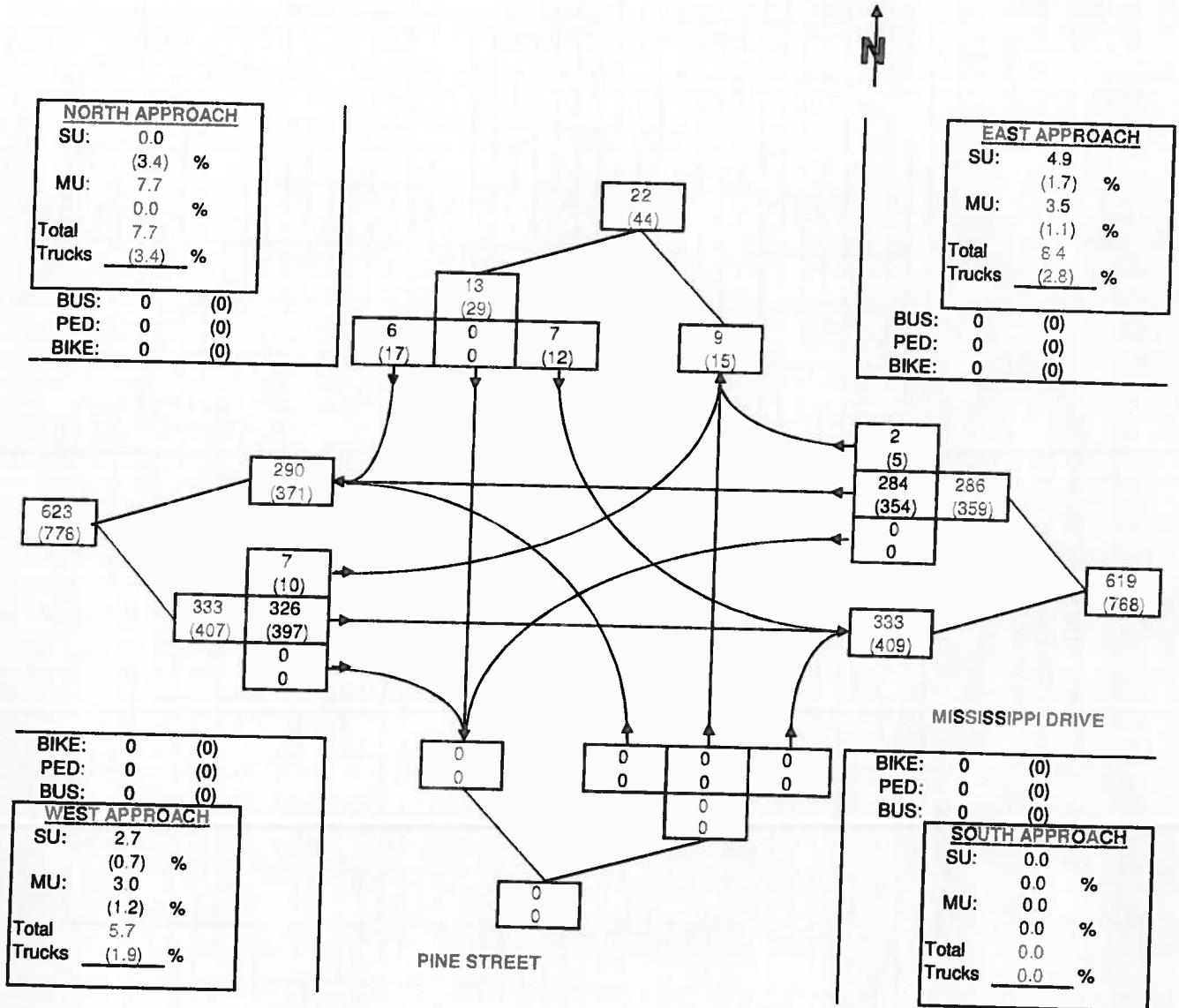
DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT PINE STREET																		TOTAL						
	S/B						E/B						N/B							W/B					
	LT		ST		RT		LT		ST		RT		LT		ST		RT			LT		ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU	SU	MU
12:00 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	2	3	0	0	9
12:15 PM	0	1	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4	1	0	0	10
12:30 PM	0	0	0	0	1	0	0	0	2	4	0	0	0	0	0	0	0	0	0	0	4	3	0	0	14
12:45 PM	0	0	0	0	0	0	0	0	6	1	0	0	0	0	0	0	0	0	0	0	4	4	0	0	15
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	5	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	9
3:15 PM	0	0	0	0	1	0	0	0	4	5	0	0	0	0	0	0	0	0	0	0	1	2	0	0	13
3:30 PM	1	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1	0	0	9
3:45 PM	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	4
4:00 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	5
4:15 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	1	0	0	0	5
4:30 PM	0	0	0	0	1	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	6
4:45 PM	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	2	0	0	0	6
5:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	6
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	1	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
5:45 PM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	4
6:00 PM	0	0	0	0	0	0	0	0	3	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
6:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	1	3	0	0	7
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	1	0	0	0	3	5	0	0	0	0	0	0	0	0	0	0	6	4	0	0	19
PEAK TRAFFIC	12	12	0	0	17	17	10	10	397	397	0	0	0	0	0	0	0	0	0	0	354	354	5	5	
TRUCK %	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	0.8	1.3	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.7	1.1	0.0	0.0	
PEAK TOTAL	0	0	0	0	1	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	10	0	0	0	
TRUCK %	0.0	0.0	0.0	0.0	5.9	0.0	0.0	0.0	2.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	2.8	0.0	0.0	0.0	
APPR. PEAK SU	1	3.4	PERCENT	3	0.7	PERCENT	0	0.0	PERCENT	6	1.7	PERCENT	4	1.1	PERCENT										
APPR. PEAK MU	0	0.0	PERCENT	5	1.2	PERCENT	0	0.0	PERCENT	4	1.1	PERCENT													

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: PINE STREET E/W: MISSISSIPPI DRIVE
 DATE: 3/3/2011 DAY: THURSDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 3/3/2011 DAY: THURSDAY TIME: 4:30 PM TO: 5:30 PM



LEGEND

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/24/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT GREEN ST/HERSHEY AVE																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:00 AM	0	2	0	0	0	0	0	5	1	0	0	0	0	0	53	0	0	0	44	3	1	0	0	0	0	109
7:15 AM	1	1	1	0	0	0	0	8	0	0	0	0	0	1	35	0	0	0	58	5	0	0	0	0	0	110
7:30 AM	1	2	1	0	0	0	0	25	0	0	0	0	0	1	57	1	0	0	66	9	1	0	0	0	0	163
7:45 AM	1	3	0	0	0	0	1	26	0	1	0	0	1	0	88	0	0	0	57	8	1	0	0	0	0	186
8:00 AM	2	0	1	0	0	0	0	22	0	0	0	0	1	0	75	0	0	0	45	13	1	0	0	0	0	160
8:15 AM	2	1	1	0	0	0	0	9	0	0	0	0	0	1	46	0	0	0	38	7	0	0	0	0	0	105
8:30 AM	0	2	0	0	0	0	0	8	0	0	0	0	0	0	56	0	0	0	26	9	0	0	0	0	0	101
8:45 AM	0	0	1	0	0	0	0	10	0	0	0	0	0	0	40	0	0	0	48	13	0	0	0	0	0	112
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	14	0	0	0	0	0	0	63	0	1	0	40	16	0	0	0	0	0	133
11:15 AM	1	2	0	0	0	0	0	6	0	0	0	0	1	0	52	0	0	0	60	8	0	0	0	0	0	130
11:30 AM	0	1	0	1	0	0	0	12	1	0	0	0	1	0	61	1	0	0	61	14	0	0	0	0	0	151
11:45 AM	0	1	0	0	0	0	0	8	2	0	0	0	1	0	57	1	1	0	56	13	1	0	0	0	0	139
PEAK HOUR	6	6	3	0	0	0	1	82	0	1	0	0	2	2	266	1	0	0	206	37	3	0	0	0	0	614
TOTALS	15						83						270						246							
SUM	8	15	5	1	0	0	1	153	4	1	0	0	5	3	683	3	2	0	599	118	5	0	0	0	0	
PEAK HOUR	0.0	0.0	0.0				0.0	3.7	0.0				0.0	0.0	5.6				10.7	0.0	0.0					
TRUCK %	0.0						3.6						5.6						8.9							
PHF	0.75	0.50	0.75				0.25	0.79	0.00				0.50	0.50	0.76				0.78	0.71	0.75					

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 2/24/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT GREEN ST/HERSHEY AVE																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	0	1	0	0	0	0	0	8	0	0	0	0	0	2	86	0	0	0	82	14	2	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	9	1	0	0	0	0	0	66	0	0	0	60	11	0	0	0	0	0	
12:30 PM	0	4	0	0	0	0	0	10	1	0	0	0	1	0	80	0	0	0	70	13	1	0	0	0	0	
12:45 PM	0	0	0	0	0	0	0	9	2	0	0	0	2	0	78	0	0	0	69	10	3	0	0	0	0	
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM	1	2	2	0	0	0	0	8	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:15 PM	1	1	1	0	0	0	0	13	0	0	0	0	1	0	84	0	0	0	70	17	1	0	0	0	0	
3:30 PM	1	1	0	0	0	0	2	10	0	0	0	0	0	1	67	0	0	0	54	16	0	0	0	0	0	
3:45 PM	0	3	0	0	0	0	0	12	0	0	0	0	0	0	104	0	0	0	74	9	1	0	0	0	0	
4:00 PM	1	1	0	1	0	0	0	7	0	0	0	0	0	0	70	0	0	0	70	21	0	0	0	0	0	
4:15 PM	1	1	0	0	0	0	0	22	0	0	0	0	2	4	67	0	0	0	60	11	3	0	0	0	0	
4:30 PM	0	2	1	0	0	0	0	11	1	0	0	0	0	0	74	0	0	0	60	12	1	0	0	0	0	
4:45 PM	1	2	1	0	0	0	2	11	0	0	0	0	0	0	93	0	0	0	56	12	2	0	0	0	0	
5:00 PM	2	3	1	0	0	0	0	12	1	0	0	0	0	1	66	0	0	0	69	17	0	0	0	0	0	
5:15 PM	0	4	1	0	0	0	1	11	0	0	0	0	1	0	96	0	0	0	71	15	3	0	0	0	0	
5:30 PM	1	1	1	0	0	0	0	7	0	0	0	0	1	1	56	0	0	0	58	16	1	0	0	0	0	
5:45 PM	0	3	0	0	0	0	1	11	0	0	0	0	1	0	62	0	0	0	60	12	0	0	0	0	0	
6:00 PM	0	2	0	0	0	0	0	8	0	0	0	0	0	0	48	0	0	0	42	9	1	0	0	0	0	
6:15 PM	0	1	0	0	0	0	0	10	0	0	0	0	0	1	38	0	0	0	45	13	1	0	0	0	0	
6:30 PM	0	4	0	0	0	0	0	5	0	0	0	0	1	1	38	0	0	0	37	19	1	0	0	0	0	
6:45 PM	0	0	1	0	0	0	0	10	0	0	0	0	0	0	32	0	0	0	35	8	0	0	0	0	0	
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	26	14	1	0	0	0	0	
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
PEAK HOUR TOTALS	3	11	4	0	0	0	3	45	2	0	0	0	2	2	311	0	0	0	254	60	6	0	0	0	0	0
SUM	9	29	8	1	0	0	6	171	7	0	0	0	9	9	1197	0	0	0	1025	215	19	0	0	0	0	0
AADT		146.2						675.8							3766					3914						
AADT southbound		3318						4389							85					712						
PEAK HOUR TRUCK %	0.0	0.0	0.0				0.0	0.0	0.0				0.0	0.0	1.6				2.0	0.0	0.0					
PHF	0.38	0.69	1.00				0.38	0.94	0.50				0.50	0.50	0.81				0.89	0.88	0.50					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) **MISSISSIPPI DRIVE CORRIDOR STUDY** **CITY OF MUSCATINE**

DATE: 2/24/2011

DAY: THURSDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT GREEN ST/HERSHEY AVE																				TOTAL				
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT			ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU
12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	1	7	0	0	0	0	
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3	1	0	0	0	0	14
12:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	3	3	4	0	0	0	0	0	6
12:45 PM	0	0	0	0	0	0	0	0	0	1	0	2	0	0	0	0	3	3	4	0	0	0	0	0	11
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	2	2	2	2	0	0	0	16
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	1	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	2	2	0	0	0	0	0
3:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	4	2	0	0	0	0	10
3:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	1	1	0	0	0	0	8
4:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	2	1	0	0	0	0	6
4:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3	0	2	1	1	0	0	0	8
4:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	2	0	1	1	0	0	0	8
4:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	1	0	1	0	0	0	10
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	4
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	3
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
5:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	2	0	1	0	0	0	0	2
6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	3
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	2
6:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	1	1	0	0	0	0	1
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	4	1	0	0	0	0
PEAK TRAFFIC	3	3	11	11	4	4	3	3	45	45	2	2	2	2	2	2	311	311	254	254	60	60	6	6	10
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.6	1.6	0.4	0.0	0.0	0.0	0.0	
PEAK TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5	5	0	0	0	0	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.0	0.6	1.6	0.4	0.0	0.0	0.0	0.0	
APPR. PEAK SU	0	0.0	PERCENT		0	0.0	PERCENT		3	1.0	PERCENT		4	1.3	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		
APPR. PEAK MU	0	0.0	PERCENT		0	0.0	PERCENT		2	0.6	PERCENT		1	0.3	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		

7/12/2011

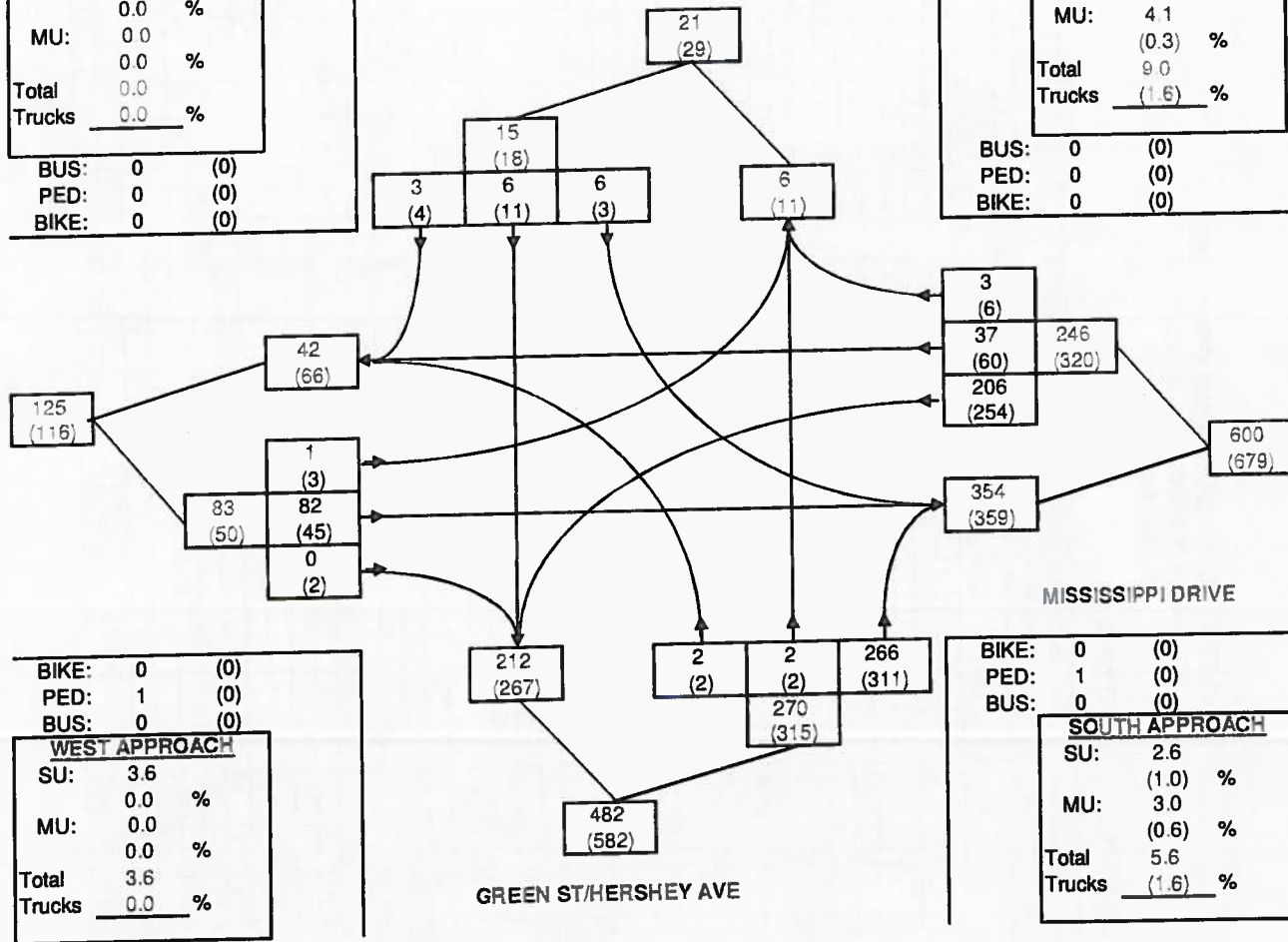
PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: GREEN ST/HERSHEY AVE E/W: MISSISSIPPI DRIVE
 DATE: 2/24/2011 DAY: THURSDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 2/24/2011 DAY: THURSDAY TIME: 4:30 PM TO: 5:30 PM



NORTH APPROACH		
SU:	0.0	%
MU:	0.0	%
Total	0.0	%
Trucks	0.0	%
BUS:	0	(0)
PED:	0	(0)
BIKE:	0	(0)

EAST APPROACH		
SU:	4.9	(1.3) %
MU:	4.1	(0.3) %
Total	9.0	%
Trucks	1.6	%
BUS:	0	(0)
PED:	0	(0)
BIKE:	0	(0)



LEGEND

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/1/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MAIN STREET																								TOTAL				
	S/B						E/B						N/B						W/B										
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS					
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:00 AM	0	0	12	0	0	0	21	52	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
7:15 AM	0	0	19	0	0	0	15	46	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	0			
7:30 AM	0	0	20	0	0	0	15	48	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	127			
7:45 AM	0	0	21	0	0	0	19	93	0	0	0	0	0	0	0	0	0	0	0	51	0	0	0	0	0	121			
8:00 AM	0	0	33	0	0	0	14	64	0	0	0	0	0	0	0	0	0	0	0	65	0	0	0	0	0	134			
8:15 AM	0	0	16	0	0	0	19	49	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	198			
8:30 AM	0	0	17	0	0	0	14	36	0	0	0	0	0	0	0	0	0	0	0	41	0	0	0	0	0	160			
8:45 AM	0	0	19	0	0	0	13	47	0	0	0	0	0	0	0	0	0	0	0	40	0	0	0	0	0	125			
9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	37	0	0	0	0	0	107			
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	116			
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:00 AM	0	0	21	0	0	0	5	57	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
11:15 AM	1	0	23	0	0	0	15	63	0	0	0	0	0	0	0	0	0	0	0	49	0	0	0	0	0	0			
11:30 AM	0	0	18	0	0	0	15	65	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	132			
11:45 AM	0	0	24	0	0	0	21	66	0	0	0	0	0	0	0	0	0	0	0	46	0	0	0	0	0	154			
PEAK HOUR	0	0	90	0	0	0	67	254	0	0	0	0	0	0	0	0	0	0	0	69	0	0	0	0	0	144			
TOTALS	90						321						0						206						0	0	0	0	617
SUM	1	0	243	0	0	0	186	686	0	0	0	0	0	0	0	0	0	0	0	206	0	0	0	0	0	0			
PEAK HOUR	0.0	0.0	0.0				4.5	5.5	0.0				0.0	0.0	0.0				0.0	582	0	0	0	0					
TRUCK %	0.0						5.3						0.0						0.0			11.2	0.0						
PHF	0.00	0.00	0.68				0.88	0.68	0.00				0.00	0.00	0.00				0.00	0.79	0.00								

TRAFFIC VOLUME SUMMARY (PC+SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE 3/1/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MAIN STREET																								TOTAL	
	S/B						E/B						N/B						W/B							
	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS	L	ST	R	PED	BIKE	BUS		
12:00 PM	0	0	14	0	0	0	25	94	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	201
12:15 PM	0	0	13	0	0	0	19	69	0	0	0	0	0	0	0	0	0	0	0	67	1	0	0	0	0	169
12:30 PM	0	0	36	0	0	0	20	79	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	191
12:45 PM	0	0	22	0	0	0	24	70	0	0	0	0	0	0	0	0	0	0	0	77	0	0	0	0	0	193
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	22	0	0	0	50	103	0	0	0	0	0	0	0	0	0	0	0	63	0	0	0	0	0	238
3:15 PM	0	0	27	0	0	0	31	62	0	0	0	0	0	0	0	0	0	0	0	68	1	0	0	0	0	189
3:30 PM	0	0	35	0	0	0	44	131	0	0	0	0	0	0	0	0	0	0	0	74	0	0	0	0	0	284
3:45 PM	0	0	29	0	0	0	31	98	0	0	0	0	0	0	0	0	0	0	0	78	0	0	0	0	0	236
4:00 PM	0	0	32	0	0	0	25	96	0	0	0	0	0	0	0	0	0	0	0	86	0	0	0	0	0	239
4:15 PM	0	0	20	0	0	0	32	77	0	0	0	0	0	0	0	0	0	0	0	72	0	0	0	0	0	201
4:30 PM	0	0	22	0	0	0	32	83	0	0	0	0	0	0	0	0	0	0	0	71	0	0	0	0	0	208
4:45 PM	0	0	35	0	0	0	20	63	0	0	0	0	0	0	0	0	0	0	0	68	0	0	0	0	0	186
5:00 PM	0	0	26	0	0	0	30	108	0	0	0	0	0	0	0	0	0	0	0	89	0	0	0	0	0	253
5:15 PM	0	0	26	0	0	0	32	87	0	0	0	0	0	0	0	0	0	0	0	87	0	0	0	0	0	232
5:30 PM	0	0	43	0	0	0	41	84	1	0	0	0	0	0	0	0	0	0	0	62	0	0	0	0	0	231
5:45 PM	0	0	37	0	0	0	28	58	0	0	0	0	0	0	0	0	0	0	0	56	0	0	0	0	0	179
6:00 PM	0	0	22	0	0	0	30	63	0	0	0	0	0	0	0	0	0	0	0	58	0	0	0	0	0	173
6:15 PM	0	0	29	0	0	0	17	61	0	0	0	0	0	0	0	0	0	0	0	52	0	0	0	0	0	159
6:30 PM	0	0	31	0	0	0	24	58	0	0	0	0	0	0	0	0	0	0	0	42	0	0	0	0	0	155
6:45 PM	0	0	16	0	0	0	12	46	0	0	0	0	0	0	0	0	0	0	0	38	0	0	0	0	0	112
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK HOUR	0	0	109	0	0	0	114	341	0	0	0	0	0	0	0	0	0	0	0	315	0	0	0	0	0	879
TOTALS	109						455						0						315							
SUM	0	0	439	0	0	0	484	1362	1	0	0	0	0	0	0	0	0	0	0	1142	2	0	0	0	0	
AADT	1350						5373						0						3410.6							
AADT sub-band	2						4049						1328						4755							
PEAK HOUR TRUCK %	0.0	0.0	0.0				0.9	3.8	0.0				0.0	0.0	0.0				0.0	1.9	0.0					
	0.0						3.1						0.0						1.9							
PHF	0.00	0.00	0.78				0.89	0.79	0.00				0.00	0.00	0.00				0.00	0.88	0.00					

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU) MISSISSIPPI DRIVE CORRIDOR STUDY CITY OF MUSCATINE

DATE: 3/1/2011

DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MAIN STREET																					TOTAL			
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT		ST		RT		
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU		MU	SU	MU
4:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:15 AM	0	0	0	0	0	0	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	0	0	4	
7:45 AM	0	0	0	0	0	0	2	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1	0	6	
8:00 AM	0	0	0	0	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	5	2	0	11	
8:15 AM	0	0	0	0	0	0	0	0	0	5	0	0	0	0	0	0	0	0	0	0	2	1	0	6	
8:30 AM	0	0	0	0	1	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	5	1	0	11	
8:45 AM	0	0	0	0	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	5	2	0	12	
9:00 AM	0	0	0	0	0	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3	1	0	8	
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	2	0	9	
9:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
10:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:15 AM	0	0	0	0	1	0	0	0	6	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
11:30 AM	0	0	0	0	1	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	4	2	0	15	
11:45 AM	0	0	0	0	1	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	2	5	0	13	
PEAK TRUCKS	0	0	0	0	0	0	3	0	4	10	0	0	0	0	0	0	0	0	0	0	6	1	0	13	
PEAK TRAFFIC	0	0	0	0	90	90	67	67	254	254	0	0	0	0	0	0	0	0	0	0	17	6	0	40	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	1.6	3.9	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	8.3	2.9	0.0	0.0	
PEAK TOTAL	0	0	0	0	0	0	3	0	14	0	0	0	0	0	0	0	0	0	0	0	23	0	0	0	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	4.5	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	11.2	0.0	0.0	0.0	
APPR. PEAK SU	0	0.0	PERCENT		7	2.2	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		17	8.3	PERCENT		6	2.9	PERCENT		
APPR. PEAK MU	0	0.0	PERCENT		10	3.1	PERCENT		0	0.0	PERCENT		0	0.0	PERCENT		6	2.9	PERCENT		0	0.0	PERCENT		

TRUCK TRAFFIC VOLUME SUMMARY (SU+MU)
MISSISSIPPI DRIVE CORRIDOR STUDY
CITY OF MUSCATINE

DATE: 3/1/2011

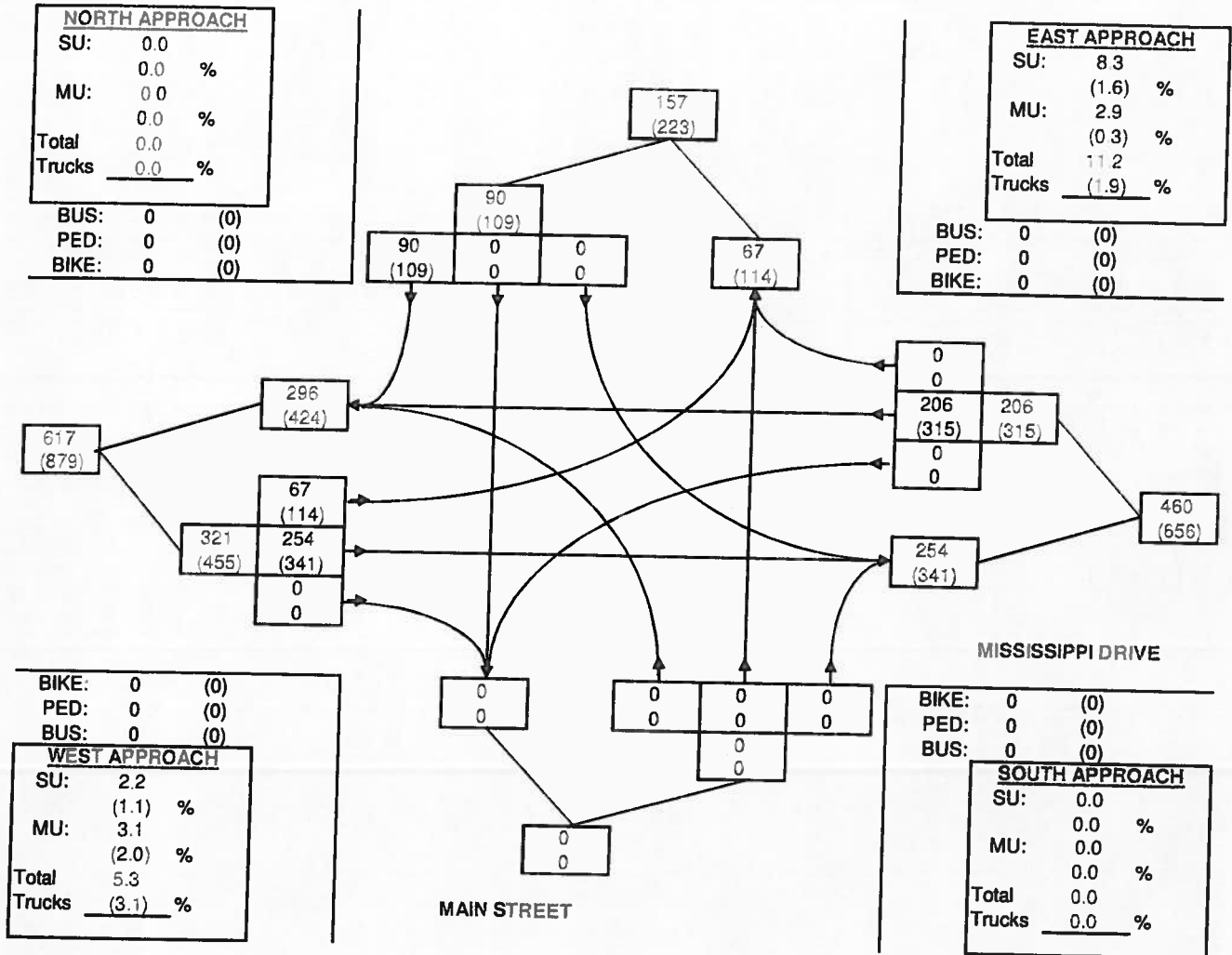
DAY: TUESDAY

BEGIN TIME (15 min. interval)	INTERSECTION OF MISSISSIPPI DRIVE AT MAIN STREET																				TOTAL				
	S/B						E/B						N/B						W/B						
	LT		ST		RT		LT		ST		RT		LT		ST		RT		LT			ST		RT	
	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU	SU	MU		SU	MU	SU	MU
12:00 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	2	0	0	6
12:15 PM	0	0	0	0	0	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	2	0	1	0	10
12:30 PM	0	0	0	0	1	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	2	3	0	0	11
12:45 PM	0	0	0	0	0	0	2	0	2	5	0	0	0	0	0	0	0	0	0	0	4	4	0	0	17
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	1	3	0	0	8
3:15 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	1	3	0	0	9
3:30 PM	0	0	0	0	0	0	0	0	2	3	0	0	0	0	0	0	0	0	0	0	2	4	0	0	11
3:45 PM	0	0	0	0	1	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	2	0	0	0	7
4:00 PM	0	0	0	0	0	0	0	0	4	2	0	0	0	0	0	0	0	0	0	0	1	4	0	0	11
4:15 PM	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	1	1	0	0	6
4:30 PM	0	0	0	0	0	0	1	0	0	4	0	0	0	0	0	0	0	0	0	0	1	1	0	0	7
4:45 PM	0	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	5
5:00 PM	0	0	0	0	0	0	0	0	2	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	1	0	0	3
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	0	0	3
6:00 PM	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
6:15 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	2
6:30 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
6:45 PM	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2	1	0	0	5
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
PEAK TRUCKS	0	0	0	0	0	0	1	0	4	9	0	0	0	0	0	0	0	0	0	0	5	1	0	0	20
PEAK TRAFFIC	0	0	0	0	109	109	114	114	341	341	0	0	0	0	0	0	0	0	0	0	315	315	0	0	
TRUCK %	0.0	0.0	0.0	0.0	0.0	0.0	0.9	0.0	1.2	2.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.6	0.3	0.0	0.0	
PEAK TOTAL	0		0		0		1		13		0		0		0		0		0		6		0		
TRUCK %	0.0		0.0		0.0		0.9		3.8		0.0		0.0		0.0		0.0		0.0		1.9		0.0		
APPR. PEAK SU	0		0.0		PERCENT		5		1.1		PERCENT		0		0.0		PERCENT		5		1.6		PERCENT		
APPR. PEAK MU	0		0.0		PERCENT		9		2.0		PERCENT		0		0.0		PERCENT		1		0.3		PERCENT		

7/12/2011

PEAK HOUR TRAFFIC VOLUME SUMMARY

N/S: MAIN STREET E/W: MISSISSIPPI DRIVE
 DATE: 3/1/2011 DAY: TUESDAY TIME: 7:15 AM TO: 8:15 AM
 DATE: 3/1/2011 DAY: TUESDAY TIME: 4:30 PM TO: 5:30 PM



LEGEND

XX - AM Peak Hour Traffic
 (XX) - PM Peak Hour Traffic

Appendix B

Capacity Analyses Results

Lanes, Volumes, Timings 8: Co Hwy G28 & Green Street

7/14/2011

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	45	2	280	60	6	2	2	355	3	11	4
Satd. Flow (prot)	0	1850	1583	1770	1822	0	0	1818	1583	0	1802	0
Flt Permitted		0.970		0.606				0.905			0.937	
Satd. Flow (perm)	0	1807	1583	1129	1822	0	0	1686	1583	0	1712	0
Satd. Flow (RTOR)			4		12				438		4	
Lane Group Flow (vph)	0	56	4	315	80	0	0	8	438	0	28	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	30.0	30.0	30.0	34.0	64.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		37.2	37.2	57.0	57.0			19.0	90.0		19.0	
Actuated g/C Ratio		0.41	0.41	0.63	0.63			0.21	1.00		0.21	
v/c Ratio		0.07	0.01	0.39	0.07			0.02	0.28		0.08	
Control Delay		17.7	11.5	5.6	2.8			28.5	0.4		26.2	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		17.7	11.5	5.6	2.8			28.5	0.4		26.2	
LOS		B	B	A	A			C	A		C	
Approach Delay		17.3			5.0			0.9			26.2	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 58 (64%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 4.5

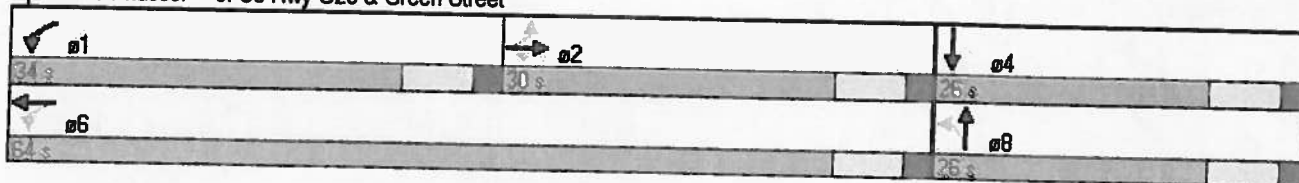
Intersection LOS: A

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street



Lanes, Volumes, Timings
11: Cedar St & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↖	↑		↖	↑	↖	↖	↑	
Volume (vph)	26	5	46	2	11	20	49	388	1	10	230	1
Satd. Flow (prot)	0	1535	0	1805	1693	0	1770	1881	1615	1805	1860	0
Flt Permitted		0.847		0.636			0.553			0.512		
Satd. Flow (perm)	0	1325	0	1197	1693	0	1030	1881	1615	973	1860	0
Satd. Flow (RTOR)		58			28				3		1	
Lane Group Flow (vph)	0	147	0	4	44	0	72	431	4	12	262	0
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2		2	6		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	0.0	11.0	47.0	47.0	11.0	47.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)		11.8		11.8	11.8		65.6	61.9	61.9	61.5	54.6	
Actuated g/C Ratio		0.13		0.13	0.13		0.73	0.69	0.69	0.68	0.61	
v/c Ratio		0.65		0.03	0.18		0.09	0.33	0.00	0.02	0.23	
Control Delay		35.6		31.0	18.4		2.6	5.1	3.0	1.6	3.5	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		35.6		31.0	18.4		2.6	5.1	3.0	1.6	3.5	
LOS		D		C	B		A	A	A	A	A	
Approach Delay		35.6			19.4			4.8			3.4	
Approach LOS		D			B			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 50 (56%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.65

Intersection Signal Delay: 9.7

Intersection Capacity Utilization 54.2%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 11: Cedar St & US 61

		
ø1	ø2	ø4
11 s	47 s	32 s
		
ø5	ø6	ø8
11 s	47 s	32 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	17	5	36	10	10	11	27	410	1	3	285	4
Satd. Flow (prot)	1805	1368	0	1805	1900	1615	1805	1845	1615	1805	1856	0
Flt Permitted	0.739			0.724			0.541			0.502		
Satd. Flow (perm)	1404	1368	0	1269	1900	1615	1028	1845	1576	950	1856	0
Satd. Flow (RTOR)		42				16			4		2	
Lane Group Flow (vph)	28	50	0	16	28	16	44	451	4	8	325	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2		2	6		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	32.0	11.0	47.0	47.0	11.0	47.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)	7.5	7.5		7.5	7.5	7.5	72.2	70.3	70.3	69.9	65.7	
Actuated g/C Ratio	0.08	0.08		0.08	0.08	0.08	0.80	0.78	0.78	0.78	0.73	
v/c Ratio	0.24	0.33		0.15	0.18	0.11	0.05	0.31	0.00	0.01	0.24	
Control Delay	42.9	20.9		40.6	40.2	18.6	2.5	5.1	4.0	2.3	5.6	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	42.9	20.9		40.6	40.2	18.6	2.5	5.1	4.0	2.3	5.6	
LOS	D	C		D	D	B	A	A	A	A	A	
Approach Delay		28.8			34.6			4.9			5.5	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 40 (44%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 8.8

Intersection LOS: A

Intersection Capacity Utilization 52.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

11 s	7 s	32 s
11 s	47 s	32 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	42	34	5	50	408	0	0	0	170	99	51
Satd. Flow (prot)	1925	1592	0	0	1885	1583	0	0	0	1869	1770	0
Flt Permitted	0.615				0.955					0.950		
Satd. Flow (perm)	1246	1592	0	0	1814	1583	0	0	0	1869	1770	0
Satd. Flow (RTOR)		48				486					41	
Lane Group Flow (vph)	149	104	0	0	72	486	0	0	0	210	188	0
Turn Type	pm+pt			Perm		pt+ov				Prot		
Protected Phases	1	6			2	2.3				3	8	
Permitted Phases	6	6		2								
Total Split (s)	15.0	53.0	0.0	38.0	38.0	75.0	0.0	0.0	0.0	37.0	37.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	48.0	46.0			32.3	69.3				30.0	30.0	
Actuated g/C Ratio	0.53	0.51			0.36	0.77				0.33	0.33	
v/c Ratio	0.20	0.12			0.11	0.37				0.34	0.30	
Control Delay	11.4	7.1			16.6	2.6				20.5	15.0	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	11.4	7.1			16.6	2.6				20.5	15.0	
LOS	B	A			B	A				C	B	
Approach Delay		9.7			4.4						17.9	
Approach LOS		A			A						B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 3:SWL and 8:SWT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 10.0

Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61

		
15 s	38 s	37 s
		
15 s		37 s

Lanes, Volumes, Timings
27: Oak St & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	41	2	12	0	1	2	19	484	3	0	325	16
Satd. Flow (prot)	0	1687	0	0	1771	0	1591	1870	0	2027	1838	0
Flt Permitted		0.812					0.496					
Satd. Flow (perm)	0	1411	0	0	1771	0	831	1870	0	2027	1838	0
Satd. Flow (RTOR)		28			4			1			6	
Lane Group Flow (vph)	0	80	0	0	8	0	24	606	0	0	457	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8						6					
Total Split (s)	27.0	27.0	0.0	0.0	27.0	0.0	63.0	63.0	0.0	63.0	63.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		9.1			9.1		70.9	70.9			70.9	
Actuated g/C Ratio		0.10			0.10		0.79	0.79			0.79	
v/c Ratio		0.48			0.04		0.04	0.41			0.32	
Control Delay		35.4			27.3		2.2	2.8			4.3	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		35.4			27.3		2.2	2.8			4.3	
LOS		D			C		A	A			A	
Approach Delay		35.4			27.3			2.8			4.3	
Approach LOS		D			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 74 (82%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 5.8

Intersection LOS: A

Intersection Capacity Utilization 47.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

↖ 2		↖ 4	
↖ 6		↖ 8	

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/14/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	42	35	447	147	92	284
Satd. Flow (prot)	1686	0	1833	0	1805	1863
Flt Permitted	0.977				0.310	
Satd. Flow (perm)	1686	0	1833	0	589	1863
Satd. Flow (RTOR)	48		34			
Lane Group Flow (vph)	92	0	803	0	108	309
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	22.0	0.0	68.0	0.0	68.0	68.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	8.3		71.7		71.7	71.7
Actuated g/C Ratio	0.09		0.80		0.80	0.80
v/c Ratio	0.46		0.55		0.23	0.21
Control Delay	28.2		3.4		5.2	3.7
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	28.2		3.4		5.2	3.7
LOS	C		A		A	A
Approach Delay	28.2		3.4			4.1
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 5.4

Intersection LOS: A

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61

	02				
58 s					
	06				
58 s					
					08
				22 s	

Lanes, Volumes, Timings 8: Co Hwy G28 & Green Street

7/14/2011

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑			↑	↑		↑	
Volume (vph)	1	82	0	215	37	3	2	2	230	6	6	3
Satd. Flow (prot)	0	1859	1863	1770	1842	0	0	1818	1583	0	1793	0
Flt Permitted		0.994		0.584				0.903			0.925	
Satd. Flow (perm)	0	1852	1863	1088	1842	0	0	1682	1583	0	1685	0
Satd. Flow (RTOR)					4				303		4	
Lane Group Flow (vph)	0	108	0	276	56	0	0	8	303	0	24	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	33.0	33.0	33.0	32.0	65.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		39.5		58.0	58.0			18.0	90.0		18.0	
Actuated g/C Ratio		0.44		0.64	0.64			0.20	1.00		0.20	
v/c Ratio		0.13		0.35	0.05			0.02	0.19		0.07	
Control Delay		16.5		5.1	3.2			29.2	0.3		26.5	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		16.5		5.1	3.2			29.2	0.3		26.5	
LOS		B		A	A			C	A		C	
Approach Delay		16.5			4.8			1.0			26.5	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 5.6

Intersection LOS: A

Intersection Capacity Utilization 36.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street

 01	 02	 04
32 s	33 s	25 s
 06		 08
35 s		25 s

Lanes, Volumes, Timings
11: Cedar St & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↖	↑		↖	↑	↖	↖	↑	
Volume (vph)	6	6	37	1	1	8	45	215	4	25	203	3
Satd. Flow (prot)	0	1429	0	1805	1655	0	1770	1759	1615	1805	1803	0
Flt Permitted		0.963		0.884			0.584			0.590		
Satd. Flow (perm)	0	1382	0	1676	1655	0	1088	1759	1581	1119	1803	0
Satd. Flow (RTOR)		56			12				12		2	
Lane Group Flow (vph)	0	84	0	4	16	0	64	276	12	36	259	0
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2		2	6		
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	13.0	43.0	43.0	13.0	43.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)		8.1		8.1	8.1		69.8	65.1	65.1	68.2	62.7	
Actuated g/C Ratio		0.09		0.09	0.09		0.78	0.72	0.72	0.76	0.70	
v/c Ratio		0.48		0.03	0.10		0.07	0.22	0.01	0.04	0.21	
Control Delay		25.7		36.0	22.2		1.0	2.3	0.2	1.3	3.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		25.7		36.0	22.2		1.0	2.3	0.2	1.3	3.3	
LOS		C		D	C		A	A	A	A	A	
Approach Delay		25.7			25.0			2.0			3.1	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 76 (84%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 5.7

Intersection LOS: A

Intersection Capacity Utilization 43.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

 01	 02	 04
13 s	43 s	34 s
 05	 06	 08
13 s	43 s	34 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	15	19	0	2	2	26	268	13	25	227	6
Satd. Flow (prot)	1289	1525	0	1900	1900	1615	1805	1827	1615	1805	1749	0
Flt Permitted	0.756						0.581			0.539		
Satd. Flow (perm)	1025	1525	0	1900	1900	1615	1024	1827	1615	1024	1749	0
Satd. Flow (RTOR)		50				4			16		2	
Lane Group Flow (vph)	8	89	0	0	4	4	32	362	16	44	292	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2		2	6		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	32.0	11.0	46.0	46.0	12.0	47.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)	8.3	8.3			8.3	8.3	69.2	64.8	64.8	69.4	64.9	
Actuated g/C Ratio	0.09	0.09			0.09	0.09	0.77	0.72	0.72	0.77	0.72	
v/c Ratio	0.08	0.48			0.02	0.03	0.04	0.28	0.01	0.05	0.23	
Control Delay	37.4	27.9			35.0	23.0	2.7	6.5	2.8	2.4	5.1	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.4	27.9			35.0	23.0	2.7	6.5	2.8	2.4	5.1	
LOS	D	C			C	C	A	A	A	A	A	
Approach Delay		28.7			29.0			6.0			4.7	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 58 (64%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 8.3

Intersection LOS: A

Intersection Capacity Utilization 43.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

12 s	46 s	32 s
11 s	47 s	32 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	45	42	28	2	30	150	0	0	0	228	112	90
Satd. Flow (prot)	1736	1535	0	0	1840	1482	0	0	0	1783	1721	0
Flt Permitted	0.950				0.981					0.950		
Satd. Flow (perm)	1736	1535	0	0	1814	1482	0	0	0	1783	1721	0
Satd. Flow (RTOR)		40				192					60	
Lane Group Flow (vph)	56	88	0	0	44	192	0	0	0	271	276	0
Turn Type	Prot			Perm		Perm				Perm		
Protected Phases	1	6			2					8		
Permitted Phases		6		2		2						
Total Split (s)	20.0	48.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0	42.0	42.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	8.4	41.0			29.8	29.8						
Actuated g/C Ratio	0.09	0.46			0.33	0.33				0.39	0.39	
v/c Ratio	0.35	0.12			0.07	0.31				0.39	0.39	
Control Delay	43.3	9.0			17.3	2.9				16.7	12.1	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	43.3	9.0			17.3	2.9				16.7	12.1	
LOS	D	A			B	A				B	B	
Approach Delay		22.4			5.6						14.4	
Approach LOS		C			A						B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 30 (33%), Referenced to phase 8:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 13.4

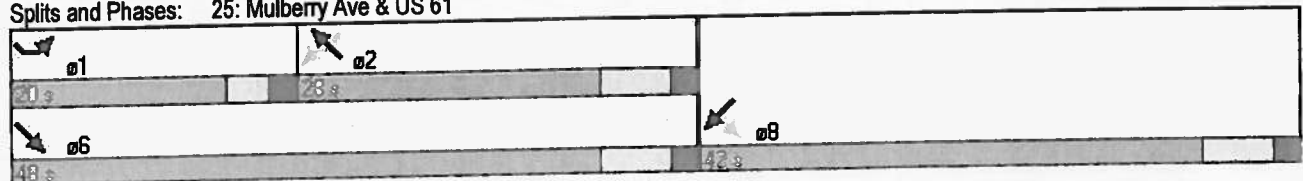
Intersection LOS: B

Intersection Capacity Utilization 33.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61



Lanes, Volumes, Timings
27: Oak St & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	13	0	21	0	1	0	13	198	2	1	423	25
Satd. Flow (prot)	0	1292	0	0	950	0	1565	1699	0	963	1804	0
Flt Permitted		0.863					0.404			0.601		
Satd. Flow (perm)	0	1138	0	0	950	0	666	1699	0	609	1804	0
Satd. Flow (RTOR)		28						2			7	
Lane Group Flow (vph)	0	48	0	0	4	0	24	255	0	4	632	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8						6			2		
Total Split (s)	29.0	29.0	0.0	0.0	29.0	0.0	61.0	61.0	0.0	61.0	61.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		7.8			7.8		76.2	76.2		76.2	76.2	
Actuated g/C Ratio		0.09			0.09		0.85	0.85		0.85	0.85	
v/c Ratio		0.39			0.05		0.04	0.18		0.01	0.41	
Control Delay		30.0			37.0		1.9	1.8		2.0	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.0			37.0		1.9	1.8		2.0	3.0	
LOS		C			D		A	A		A	A	
Approach Delay		30.0			37.0			1.8			3.0	
Approach LOS		C			D			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 4.1

Intersection LOS: A

Intersection Capacity Utilization 44.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

 2	 4
 6	 8

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/14/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	121	79	183	36	21	377
Satd. Flow (prot)	1666	0	1703	0	1641	1792
Flt Permitted	0.970				0.588	
Satd. Flow (perm)	1666	0	1703	0	1016	1792
Satd. Flow (RTOR)	37		18			
Lane Group Flow (vph)	284	0	280	0	28	516
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	35.0	0.0	55.0	0.0	55.0	55.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	18.9		57.1		57.1	57.1
Actuated g/C Ratio	0.21		0.63		0.63	0.63
v/c Ratio	0.75		0.26		0.04	0.45
Control Delay	40.8		7.0		8.2	11.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	40.8		7.0		8.2	11.1
LOS	D		A		A	B
Approach Delay	40.8		7.0			11.0
Approach LOS	D		A			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 17.6

Intersection LOS: B

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61

	02		
	06		
	08		

Lanes, Volumes, Timings
8: Co Hwy G28 & Green Street

7/13/2011

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑			↑	↗		↑	
Volume (vph)	3	45	2	280	60	6	2	2	355	3	11	4
Satd. Flow (prot)	0	1850	1583	1770	1822	0	0	1818	1583	0	1802	0
Flt Permitted		0.957		0.519				0.903			0.936	
Satd. Flow (perm)	0	1783	1583	967	1822	0	0	1682	1583	0	1710	0
Satd. Flow (RTOR)			4		12				438		4	
Lane Group Flow (vph)	0	56	4	315	80	0	0	8	438	0	28	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	25.0	25.0	25.0	30.0	55.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effect Green (s)		18.0	18.0	48.0	48.0			18.0	80.0		18.0	
Actuated g/C Ratio		0.22	0.22	0.60	0.60			0.22	1.00		0.22	
v/c Ratio		0.14	0.01	0.39	0.07			0.02	0.28		0.07	
Control Delay		26.0	16.0	5.8	2.8			24.5	0.4		22.6	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		26.0	16.0	5.8	2.8			24.5	0.4		22.6	
LOS	C		B	A	A			C	A		C	
Approach Delay		25.3			5.2			0.9			22.6	
Approach LOS	C				A			A			C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 62 (78%), Referenced to phase 1:WBL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 4.9

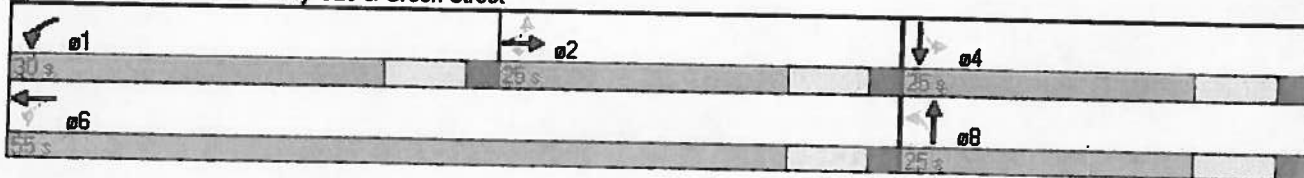
Intersection LOS: A

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street



Lanes, Volumes, Timings
11: Cedar St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↙	↑		↙	↑↑		↙	↑↑	
Volume (vph)	26	5	46	2	11	20	49	388	1	10	230	1
Satd. Flow (prot)	0	1546	0	1805	1704	0	1770	3571	0	1805	3533	0
Flt Permitted		0.847		0.669			0.538			0.499		
Satd. Flow (perm)	0	1335	0	1265	1704	0	1002	3571	0	948	3533	0
Satd. Flow (RTOR)		71			28			1			2	
Lane Group Flow (vph)	0	147	0	4	44	0	72	435	0	12	262	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	13.0	35.0	0.0	11.0	33.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)		10.5		10.5	10.5		56.8	53.2		52.8	46.0	
Actuated g/C Ratio		0.13		0.13	0.13		0.71	0.66		0.66	0.58	
v/c Ratio		0.62		0.02	0.18		0.09	0.18		0.02	0.13	
Control Delay		28.6		27.5	16.7		3.6	4.9		1.7	3.4	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		28.6		27.5	16.7		3.6	4.9		1.7	3.4	
LOS		C		C	B		A	A		A	A	
Approach Delay		28.6			17.6			4.7			3.3	
Approach LOS		C			B			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 58 (73%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.62

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 44.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

 #1	 #2	 #4
11 s	35 s	34 s
 #5	 #6	 #8
19 s	33 s	34 s

Lanes, Volumes, Timings 17: Iowa Ave & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	17	6	36	10	10	11	27	410	1	3	285	4
Satd. Flow (prot)	1805	1425	0	1805	1900	1615	1805	3501	0	1805	3527	0
Flt Permitted	0.739			0.724			0.528			0.490		
Satd. Flow (perm)	1404	1425	0	1319	1900	1615	1003	3501	0	927	3527	0
Satd. Flow (RTOR)		42				16		1			3	
Lane Group Flow (vph)	28	50	0	16	28	16	44	455	0	8	325	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2			6		
Total Split (s)	34.0	34.0	0.0	34.0	34.0	34.0	12.0	34.0	0.0	12.0	34.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)	7.3	7.3		7.3	7.3	7.3	62.4	60.5		60.1	55.9	
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.09	0.78	0.76		0.75	0.70	
v/c Ratio	0.22	0.30		0.13	0.16	0.10	0.05	0.17		0.01	0.13	
Control Delay	37.1	18.2		35.0	34.8	16.8	2.9	4.9		1.7	4.1	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.1	18.2		35.0	34.8	16.8	2.9	4.9		1.7	4.1	
LOS	D	B		C	C	B	A	A		A	A	
Approach Delay		25.0			30.1			4.7			4.0	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 60 (75%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.30

Intersection Signal Delay: 7.6

Intersection LOS: A

Intersection Capacity Utilization 52.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

12 s	34 s	34 s
12 s	34 s	34 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	107	42	34	5	50	408	0	0	0	170	99	51
Satd. Flow (prot)	1925	1592	0	0	1885	1583	0	0	0	1869	1770	0
Flt Permitted	0.593				0.952					0.950		
Satd. Flow (perm)	1202	1592	0	0	1809	1583	0	0	0	1869	1770	0
Satd. Flow (RTOR)		48				486					47	
Lane Group Flow (vph)	149	104	0	0	72	486	0	0	0	210	188	0
Turn Type	pm+pt			Perm		pt+ov				Prot		
Protected Phases	1	6			2	2.3				3	8	
Permitted Phases	6	6		2								
Total Split (s)	13.0	45.0	0.0	32.0	32.0	67.0	0.0	0.0	0.0	35.0	35.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	40.0	38.0			25.4	60.4				28.0	28.0	
Actuated g/C Ratio	0.50	0.48			0.32	0.76				0.35	0.35	
v/c Ratio	0.22	0.13			0.13	0.37				0.32	0.29	
Control Delay	11.8	7.4			15.3	2.2				16.7	11.4	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	11.8	7.4			15.3	2.2				16.7	11.4	
LOS	B	A			B	A				B	B	
Approach Delay		10.0			3.9						14.2	
Approach LOS		B			A						B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 20 (25%), Referenced to phase 3:SWL and 8:SWT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.37

Intersection Signal Delay: 8.6

Intersection LOS: A

Intersection Capacity Utilization 42.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61

		
ø1	ø2	ø3
35 s	32 s	35 s
		
ø6		ø8
45 s		35 s

Lanes, Volumes, Timings
27: Oak St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	41	2	12	0	1	2	19	484	3	0	325	16
Satd. Flow (prot)	0	1687	0	0	1771	0	1591	1870	0	2027	1838	0
Flt Permitted		0.812					0.497					
Satd. Flow (perm)	0	1411	0	0	1771	0	832	1870	0	2027	1838	0
Satd. Flow (RTOR)		28			4			2			6	
Lane Group Flow (vph)	0	80	0	0	8	0	24	606	0	0	457	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8						6			2		
Total Split (s)	25.0	25.0	0.0	0.0	25.0	0.0	55.0	55.0	0.0	55.0	55.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		8.7			8.7		61.3	61.3			61.3	
Actuated g/C Ratio		0.11			0.11		0.77	0.77			0.77	
v/c Ratio		0.45			0.04		0.04	0.42			0.32	
Control Delay		30.8			24.0		2.7	3.5			4.7	
Queue Delay		0.0			0.0		0.0	0.0			0.0	
Total Delay		30.8			24.0		2.7	3.5			4.7	
LOS		C			C		A	A			A	
Approach Delay		30.8			24.0			3.5			4.7	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 66 (83%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 5.9

Intersection LOS: A

Intersection Capacity Utilization 47.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

 02	 04
 06	 08

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/13/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	42	35	447	147	92	284
Satd. Flow (prot)	1686	0	1833	0	1805	1863
Flt Permitted	0.977				0.303	
Satd. Flow (perm)	1686	0	1833	0	576	1863
Satd. Flow (RTOR)	48		34			
Lane Group Flow (vph)	92	0	803	0	108	309
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	22.0	0.0	58.0	0.0	58.0	58.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	8.0		62.0		62.0	62.0
Actuated g/C Ratio	0.10		0.78		0.78	0.78
v/c Ratio	0.43		0.56		0.24	0.21
Control Delay	24.7		4.6		5.8	4.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	24.7		4.6		5.8	4.1
LOS	C		A		A	A
Approach Delay	24.7		4.6			4.5
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.56

Intersection Signal Delay: 6.0

Intersection LOS: A

Intersection Capacity Utilization 60.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61

	02		
			
	06		
			
			08
			

Lanes, Volumes, Timings
8: Co Hwy G28 & Green Street

7/13/2011

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↑	↑	↑			↑	↑		↑	
Volume (vph)	1	82	0	215	37	3	2	2	230	6	6	3
Satd. Flow (prot)	0	1859	1863	1770	1842	0	0	1818	1583	0	1793	0
Flt Permitted		0.994		0.584				0.903			0.926	
Satd. Flow (perm)	0	1852	1863	1088	1842	0	0	1682	1583	0	1685	0
Satd. Flow (RTOR)					4				303		4	
Lane Group Flow (vph)	0	108	0	276	56	0	0	8	303	0	24	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	33.0	33.0	33.0	32.0	65.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		39.5		58.0	58.0			18.0	90.0		18.0	
Actuated g/C Ratio		0.44		0.64	0.64			0.20	1.00		0.20	
v/c Ratio		0.13		0.35	0.05			0.02	0.19		0.07	
Control Delay		16.5		5.3	3.1			29.2	0.3		26.5	
Queue Delay		0.0		0.0	0.0			0.0	0.0		0.0	
Total Delay		16.5		5.3	3.1			29.2	0.3		26.5	
LOS		B		A	A			C	A		C	
Approach Delay		16.5			5.0			1.0			26.5	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.35

Intersection Signal Delay: 5.7

Intersection LOS: A

Intersection Capacity Utilization 36.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street

 01	 02	 04
32 s	33 s	25 s
 06		 08
05 s		25 s

Lanes, Volumes, Timings
11: Cedar St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↙	↑		↙	↑↑		↙	↑↑	
Volume (vph)	6	6	37	1	1	8	45	215	4	25	203	3
Satd. Flow (prot)	0	1429	0	1805	1668	0	1770	3330	0	1805	3426	0
Flt Permitted		0.963		0.884			0.577			0.575		
Satd. Flow (perm)	0	1382	0	1676	1668	0	1075	3330	0	1091	3426	0
Satd. Flow (RTOR)		56			12			5			4	
Lane Group Flow (vph)	0	84	0	4	16	0	64	288	0	36	259	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	37.0	37.0	0.0	37.0	37.0	0.0	16.0	39.0	0.0	14.0	37.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)		8.1		8.1	8.1		69.8	65.1		68.2	62.7	
Actuated g/C Ratio		0.09		0.09	0.09		0.78	0.72		0.76	0.70	
v/c Ratio		0.48		0.03	0.10		0.07	0.12		0.04	0.11	
Control Delay		25.7		36.0	22.2		1.0	1.7		1.3	2.3	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		25.7		36.0	22.2		1.0	1.7		1.3	2.3	
LOS		C		D	C		A	A		A	A	
Approach Delay		25.7			25.0			1.6			2.2	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 82 (91%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 43.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

 01	 02	 04
14 s	33 s	37 s
 05	 06	 08
16 s	37 s	37 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	15	19	0	2	2	26	268	13	25	227	6
Satd. Flow (prot)	1289	1542	0	1900	1900	1615	1805	3456	0	1805	3324	0
Flt Permitted	0.755						0.573			0.527		
Satd. Flow (perm)	1025	1542	0	1900	1900	1615	1006	3456	0	1001	3324	0
Satd. Flow (RTOR)		50				4		5			3	
Lane Group Flow (vph)	8	89	0	0	4	4	32	378	0	44	292	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2			6		
Total Split (s)	36.0	36.0	0.0	36.0	36.0	36.0	14.0	39.0	0.0	15.0	40.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)	8.3	8.3			8.3	8.3	69.2	64.9		69.4	65.0	
Actuated g/C Ratio	0.09	0.09			0.09	0.09	0.77	0.72		0.77	0.72	
v/c Ratio	0.08	0.47			0.02	0.03	0.04	0.15		0.05	0.12	
Control Delay	37.4	27.7			35.5	23.0	2.7	5.4		2.4	4.5	
Queue Delay	0.0	0.0			0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	37.4	27.7			35.5	23.0	2.7	5.4		2.4	4.5	
LOS	D	C			D	C	A	A		A	A	
Approach Delay		28.5			29.3			5.2			4.2	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 64 (71%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.47

Intersection Signal Delay: 7.7

Intersection LOS: A

Intersection Capacity Utilization 43.6%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

15 s	39 s	26 s
14 s	41 s	36 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	45	42	28	2	30	150	0	0	0	228	112	90
Satd. Flow (prot)	1736	1535	0	0	1840	1482	0	0	0	1783	1721	0
Flt Permitted	0.950				0.981					0.950		
Satd. Flow (perm)	1736	1535	0	0	1814	1482	0	0	0	1783	1721	0
Satd. Flow (RTOR)		40				192					60	
Lane Group Flow (vph)	56	88	0	0	44	192	0	0	0	271	276	0
Turn Type	Prot			Perm		Perm				Perm		
Protected Phases	1	6			2					8		
Permitted Phases		6		2		2						
Total Split (s)	20.0	48.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0	42.0	42.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	8.4	41.0			29.8	29.8				35.0	35.0	
Actuated g/C Ratio	0.09	0.46			0.33	0.33				0.39	0.39	
v/c Ratio	0.35	0.12			0.07	0.31				0.39	0.39	
Control Delay	43.3	9.0			18.0	3.4				16.7	12.1	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	43.3	9.0			18.0	3.4				16.7	12.1	
LOS	D	A			B	A				B	B	
Approach Delay		22.4			6.2						14.4	
Approach LOS		C			A						B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 30 (33%), Referenced to phase 8:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.39

Intersection Signal Delay: 13.5

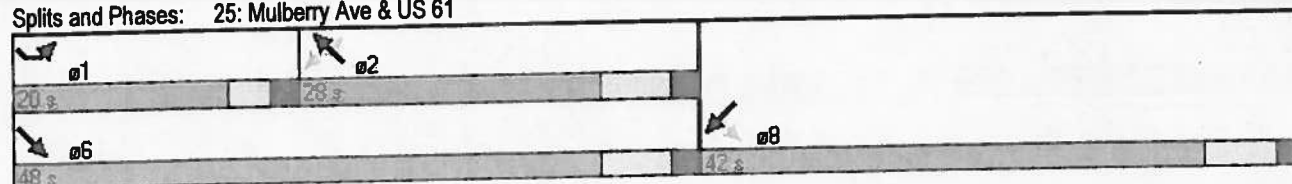
Intersection Capacity Utilization 33.5%

Analysis Period (min) 15

Intersection LOS: B

ICU Level of Service A

Splits and Phases: 25: Mulberry Ave & US 61



Lanes, Volumes, Timings
27: Oak St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↑	↑		↑	↑	
Volume (vph)	13	0	21	0	1	0	13	198	2	1	423	25
Satd. Flow (prot)	0	1292	0	0	950	0	1565	1699	0	963	1804	0
Flt Permitted		0.863					0.404			0.601		
Satd. Flow (perm)	0	1138	0	0	950	0	666	1699	0	609	1804	0
Satd. Flow (RTOR)		28						2			7	
Lane Group Flow (vph)	0	48	0	0	4	0	24	255	0	4	632	0
Turn Type	Perm						Perm					
Protected Phases		8			4			6		Perm		
Permitted Phases	8						6				2	
Total Split (s)	29.0	29.0	0.0	0.0	29.0	0.0	61.0	61.0	0.0	61.0	61.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		7.8			7.8		76.2	76.2		76.2	76.2	
Actuated g/C Ratio		0.09			0.09		0.85	0.85		0.85	0.85	
v/c Ratio		0.39			0.05		0.04	0.18		0.01	0.41	
Control Delay		30.0			37.0		1.9	1.8		2.0	3.0	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.0			37.0		1.9	1.8		2.0	3.0	
LOS	C				D		A	A		A	A	
Approach Delay		30.0			37.0			1.8			3.0	
Approach LOS	C				D			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 8 (9%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.41

Intersection Signal Delay: 4.2

Intersection LOS: A

Intersection Capacity Utilization 44.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

 #2	 #4
 #6	 #8

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/13/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	121	79	183	36	21	377
Satd. Flow (prot)	1666	0	1703	0	1641	1792
Flt Permitted	0.970				0.588	
Satd. Flow (perm)	1666	0	1703	0	1016	1792
Satd. Flow (RTOR)	37		18			
Lane Group Flow (vph)	284	0	280	0	28	516
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	35.0	0.0	55.0	0.0	55.0	55.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	18.9		57.1		57.1	57.1
Actuated g/C Ratio	0.21		0.63		0.63	0.63
v/c Ratio	0.75		0.26		0.04	0.45
Control Delay	40.8		6.5		8.2	11.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	40.8		6.5		8.2	11.1
LOS	D		A		A	B
Approach Delay	40.8		6.5			11.0
Approach LOS	D		A			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.75

Intersection Signal Delay: 17.5

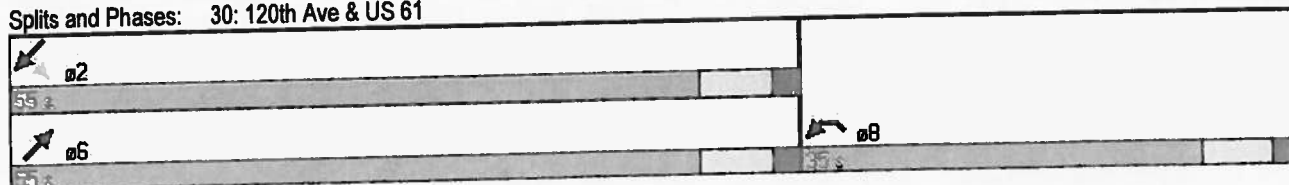
Intersection LOS: B

Intersection Capacity Utilization 43.0%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61



Lanes, Volumes, Timings 8: Co Hwy G28 & Green Street

7/14/2011

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↙
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑			↑	↗		↑	
Volume (vph)	5	45	5	325	60	10	5	5	413	5	15	5
Satd. Flow (prot)	0	1842	1583	1770	1799	0	0	1818	1583	0	1802	0
Flt Permitted		0.948		0.603				0.876			0.915	
Satd. Flow (perm)	0	1766	1583	1123	1799	0	0	1632	1583	0	1675	0
Satd. Flow (RTOR)			10		20				510		5	
Lane Group Flow (vph)	0	61	10	365	88	0	0	20	510	0	40	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	30.0	30.0	30.0	35.0	65.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effect Green (s)		37.0	37.0	58.0	58.0			18.0	90.0		18.0	
Actuated g/C Ratio		0.41	0.41	0.64	0.64			0.20	1.00		0.20	
v/c Ratio		0.08	0.02	0.44	0.08			0.06	0.32		0.12	
Control Delay		18.1	10.0	5.1	2.0			29.9	0.5		27.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		18.1	10.0	5.1	2.0			29.9	0.5		27.8	
LOS	B		A	A	A			C	A		C	
Approach Delay		17.0			4.5			1.6			27.8	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 4.8

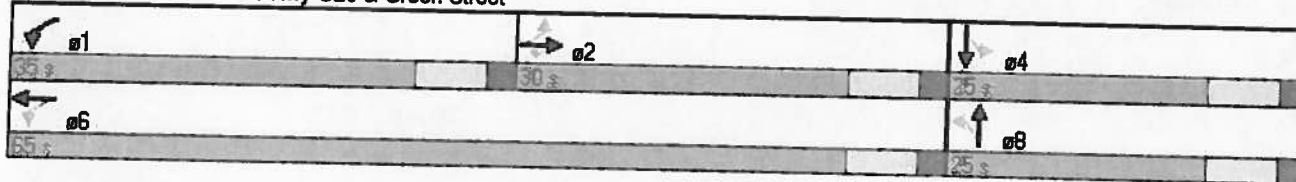
Intersection LOS: A

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street



Lanes, Volumes, Timings
11: Cedar St & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↖	↑		↖	↑	↖	↖	↑	
Volume (vph)	30	5	50	2	11	20	50	454	5	10	280	5
Satd. Flow (prot)	0	1536	0	1805	1693	0	1770	1881	1615	1805	1848	0
Flt Permitted		0.841		0.614			0.499			0.464		
Satd. Flow (perm)	0	1317	0	1157	1693	0	930	1881	1615	882	1848	0
Satd. Flow (RTOR)		55			28				14		5	
Lane Group Flow (vph)	0	164	0	4	44	0	74	504	20	12	335	0
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2		2	6		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	0.0	11.0	48.0	48.0	11.0	48.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)		13.1		13.1	13.1		64.3	60.7	60.7	60.1	53.3	
Actuated g/C Ratio		0.15		0.15	0.15		0.71	0.67	0.67	0.67	0.59	
v/c Ratio		0.69		0.02	0.16		0.10	0.40	0.02	0.02	0.31	
Control Delay		37.8		29.5	17.3		4.4	7.2	4.0	2.2	5.0	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		37.8		29.5	17.3		4.4	7.2	4.0	2.2	5.0	
LOS		D		C	B		A	A	A	A	A	
Approach Delay		37.8			18.3			6.7			4.9	
Approach LOS		D			B			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 46 (51%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.69

Intersection Signal Delay: 11.1

Intersection LOS: B

Intersection Capacity Utilization 58.1%

ICU Level of Service B

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

		
11 s	48 s	31 s
		
11 s	48 s	31 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	5	40	10	10	11	30	476	1	5	343	5
Satd. Flow (prot)	1805	1362	0	1805	1900	1615	1805	1845	1615	1805	1856	5
Flt Permitted	0.739			0.721			0.499			0.459		0
Satd. Flow (perm)	1404	1362	0	1265	1900	1615	948	1845	1576	870	1856	0
Satd. Flow (RTOR)		47				16			4		2	
Lane Group Flow (vph)	33	55	0	16	28	16	49	523	4	13	391	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2		2	6		
Total Split (s)	32.0	32.0	0.0	32.0	32.0	32.0	11.0	47.0	47.0	11.0	47.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)	7.8	7.8		7.8	7.8	7.8	72.0	70.0	70.0	69.6	65.4	
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.09	0.80	0.78	0.78	0.77	0.73	
v/c Ratio	0.27	0.34		0.15	0.17	0.10	0.06	0.36	0.00	0.02	0.29	
Control Delay	43.3	20.2		40.0	39.5	18.3	2.7	5.8	4.0	1.6	4.4	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	43.3	20.2		40.0	39.5	18.3	2.7	5.8	4.0	1.6	4.4	
LOS	D	C		D	D	B	A	A	A	A	A	
Approach Delay		28.9			34.0			5.5			4.4	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 54 (60%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.36

Intersection Signal Delay: 8.4

Intersection Capacity Utilization 54.7%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 17: Iowa Ave & US 61

11 s	47 s	32 s
11 s	47 s	32 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	124	45	35	5	50	474	0	0	0	198	100	55
Satd. Flow (prot)	1925	1595	0	0	1885	1583	0	0	0	1869	1766	0
Flt Permitted	0.615				0.954					0.950		
Satd. Flow (perm)	1246	1595	0	0	1813	1583	0	0	0	1869	1766	0
Satd. Flow (RTOR)		49				564					43	
Lane Group Flow (vph)	172	109	0	0	72	564	0	0	0	244	196	0
Turn Type	pm+pt			Perm		pt+ov				Prot		
Protected Phases	1	6			2	23				3	8	
Permitted Phases	6	6		2								
Total Split (s)	14.0	53.0	0.0	39.0	39.0	76.0	0.0	0.0	0.0	37.0	37.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	48.0	46.0			32.5	69.5				30.0	30.0	
Actuated g/C Ratio	0.53	0.51			0.36	0.77				0.33	0.33	
v/c Ratio	0.24	0.13			0.11	0.42				0.39	0.32	
Control Delay	11.7	7.2			15.1	2.4				20.9	14.7	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	11.7	7.2			15.1	2.4				20.9	14.7	
LOS	B	A			B	A				C	B	
Approach Delay		10.0			3.8						18.1	
Approach LOS		A			A						B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 22 (24%), Referenced to phase 3:SWL and 8:SWT, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 9.7

Intersection LOS: A

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61

ø1	ø2	ø3
14 s	39 s	37 s
ø6		ø8
23 s		37 s

Lanes, Volumes, Timings
27: Oak St & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	45	5	15	0	5	5	20	562	5	5	378	20
Satd. Flow (prot)	0	1698	0	0	1814	0	1591	1865	0	1925	1838	0
Flt Permitted		0.815					0.447			0.350		
Satd. Flow (perm)	0	1420	0	0	1814	0	749	1865	0	709	1838	0
Satd. Flow (RTOR)		28			10			2			6	
Lane Group Flow (vph)	0	98	0	0	30	0	25	707	0	20	533	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6		Perm		
Permitted Phases	8						6				2	
Total Split (s)	25.0	25.0	0.0	0.0	25.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		10.1			10.1		69.9	69.9		69.9	69.9	
Actuated g/C Ratio		0.11			0.11		0.78	0.78		0.78	0.78	
v/c Ratio		0.53			0.14		0.04	0.49		0.04	0.37	
Control Delay		37.3			26.9		2.4	3.4		4.2	5.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		37.3			26.9		2.4	3.4		4.2	5.1	
LOS		D			C		A	A		A	A	
Approach Delay		37.3			26.9			3.4			5.1	
Approach LOS		D			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 6.9

Intersection Capacity Utilization 51.9%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 27: Oak St & US 61

 	 
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Lanes, Volumes, Timings
30: 120th Ave & US 61

7/14/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	49	35	519	171	95	330
Satd. Flow (prot)	1688	0	1833	0	1805	1863
Flt Permitted	0.975				0.245	
Satd. Flow (perm)	1688	0	1833	0	466	1863
Satd. Flow (RTOR)	44		34			
Lane Group Flow (vph)	100	0	932	0	112	359
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	22.0	0.0	68.0	0.0	68.0	68.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	8.8		71.2		71.2	71.2
Actuated g/C Ratio	0.10		0.79		0.79	0.79
v/c Ratio	0.49		0.64		0.30	0.24
Control Delay	30.8		4.2		6.9	4.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	30.8		4.2		6.9	4.1
LOS	C		A		A	A
Approach Delay	30.8		4.2			4.8
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 6.1

Intersection LOS: A

Intersection Capacity Utilization 65.5%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61



Lanes, Volumes, Timings

8: Co Hwy G28 & Green Street

7/14/2011

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	85	5	250	40	5	5	5	267	10	10	5
Satd. Flow (prot)	0	1848	1583	1770	1831	0	0	1818	1583	0	1789	0
Flt Permitted		0.958		0.568				0.880			0.917	
Satd. Flow (perm)	0	1785	1583	1058	1831	0	0	1639	1583	0	1667	0
Satd. Flow (RTOR)			5		7				351		7	
Lane Group Flow (vph)	0	128	6	321	63	0	0	20	351	0	40	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	32.0	32.0	32.0	32.0	64.0	0.0	26.0	26.0	0.0	26.0	26.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		37.0	37.0	57.0	57.0			19.0	90.0		19.0	
Actuated g/C Ratio		0.41	0.41	0.63	0.63			0.21	1.00		0.21	
v/c Ratio		0.17	0.01	0.42	0.05			0.06	0.22		0.11	
Control Delay		18.6	12.0	6.5	3.8			29.0	0.3		25.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		18.6	12.0	6.5	3.8			29.0	0.3		25.8	
LOS		B	B	A	A			C	A		C	
Approach Delay		18.3			6.0			1.9			25.8	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 68 (76%), Referenced to phase 2:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 7.0

Intersection LOS: A

Intersection Capacity Utilization 41.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street

		
32s	32s	26s
		
64s		26s

Lanes, Volumes, Timings
11: Cedar St & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↙	↑		↙	↑	↗	↙	↑	
Volume (vph)	10	10	40	5	5	10	45	262	5	25	271	5
Satd. Flow (prot)	0	1464	0	1805	1759	0	1770	1759	1615	1805	1802	0
Flt Permitted		0.951		0.728			0.532			0.558		
Satd. Flow (perm)	0	1400	0	1380	1759	0	991	1759	1581	1059	1802	0
Satd. Flow (RTOR)		61			15				15		3	
Lane Group Flow (vph)	0	107	0	20	35	0	64	336	15	36	348	0
Turn Type	Perm			Perm			pm+pt		Perm	pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2		2	6		
Total Split (s)	33.0	33.0	0.0	33.0	33.0	0.0	13.0	45.0	45.0	12.0	44.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)		9.0		9.0	9.0		68.9	64.2	64.2	67.3	61.7	
Actuated g/C Ratio		0.10		0.10	0.10		0.77	0.71	0.71	0.75	0.69	
v/c Ratio		0.55		0.14	0.18		0.08	0.27	0.01	0.04	0.28	
Control Delay		29.0		37.4	25.9		1.6	3.4	0.6	1.0	2.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	
Total Delay		29.0		37.4	25.9		1.6	3.4	0.6	1.0	2.8	
LOS		C		D	C		A	A	A	A	A	
Approach Delay		29.0			30.1			3.0			2.6	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 68 (76%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.55

Intersection Signal Delay: 7.3

Intersection LOS: A

Intersection Capacity Utilization 46.3%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

		
12%	45%	33%
		
13%	44%	33%

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	15	20	5	5	5	30	317	13	25	286	10
Satd. Flow (prot)	1289	1521	0	1805	1900	1615	1805	1827	1615	1805	1747	0
Flt Permitted	0.751			0.697			0.534			0.493		
Satd. Flow (perm)	1019	1521	0	1292	1900	1615	956	1827	1615	937	1747	0
Satd. Flow (RTOR)		53				10			16		3	
Lane Group Flow (vph)	8	92	0	20	10	10	37	428	16	44	371	0
Turn Type	Perm			Perm		Perm	pm+pt		Perm	pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2		2	6		
Total Split (s)	31.0	31.0	0.0	31.0	31.0	31.0	11.0	48.0	48.0	11.0	48.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	7.0	5.0	7.0	4.0
Act Effct Green (s)	8.4	8.4		8.4	8.4	8.4	69.1	64.8	64.8	69.3	64.8	
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.09	0.77	0.72	0.72	0.77	0.72	
v/c Ratio	0.08	0.48		0.17	0.06	0.06	0.05	0.33	0.01	0.06	0.29	
Control Delay	37.2	27.5		39.2	35.8	19.6	2.8	7.0	3.1	2.6	5.9	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay	37.2	27.5		39.2	35.8	19.6	2.8	7.0	3.1	2.6	5.9	
LOS	D	C		D	D	B	A	A	A	A	A	
Approach Delay		28.2			33.5			6.5			5.5	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 52 (58%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.48

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

11 s	48 s	31 s
11 s	48 s	31 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/14/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	52	45	30	5	30	174	0	0	0	265	115	90
Satd. Flow (prot)	1736	1534	0	0	1837	1482	0	0	0	1783	1723	0
Flt Permitted	0.950				0.949					0.950		
Satd. Flow (perm)	1736	1534	0	0	1761	1482	0	0	0	1783	1723	0
Satd. Flow (RTOR)		43				223					59	
Lane Group Flow (vph)	65	94	0	0	50	223	0	0	0	315	279	0
Turn Type	Prot			Perm		Perm				Perm		
Protected Phases	1	6			2					8		
Permitted Phases		6		2		2						
Total Split (s)	20.0	48.0	0.0	28.0	28.0	28.0	0.0	0.0	0.0	42.0	42.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	8.8	41.0			29.4	29.4				0.39	0.39	
Actuated g/C Ratio	0.10	0.46			0.33	0.33				0.45	0.40	
v/c Ratio	0.38	0.13			0.09	0.35				17.8	12.5	
Control Delay	43.7	8.9			17.1	3.8				0.0	0.0	
Queue Delay	0.0	0.0			0.0	0.0				17.8	12.5	
Total Delay	43.7	8.9			17.1	3.8				17.8	12.5	
LOS	D	A			B	A				B	B	
Approach Delay		23.2			6.2						B	
Approach LOS		C			A							

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 30 (33%), Referenced to phase 8:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 14.1

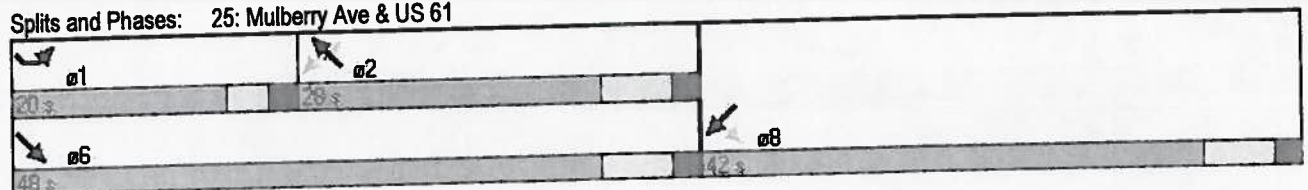
Intersection LOS: B

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61



Lanes, Volumes, Timings
27: Oak St & US 61

7/14/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	15	0	25	0	5	5	15	230	5	5	492	25
Satd. Flow (prot)	0	1291	0	0	1181	0	1565	1684	0	963	1806	0
Flt Permitted		0.848					0.349			0.577		
Satd. Flow (perm)	0	1117	0	0	1181	0	575	1684	0	585	1806	0
Satd. Flow (RTOR)		33			20			4			7	
Lane Group Flow (vph)	0	56	0	0	40	0	28	301	0	20	727	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8						6			2		
Total Split (s)	27.0	27.0	0.0	0.0	27.0	0.0	63.0	63.0	0.0	63.0	63.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effect Green (s)		8.1			8.1		71.9	71.9		71.9	71.9	
Actuated g/C Ratio		0.09			0.09		0.80	0.80		0.80	0.80	
v/c Ratio		0.43			0.32		0.06	0.22		0.04	0.50	
Control Delay		30.3			29.8		2.1	2.2		2.4	4.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		30.3			29.8		2.1	2.2		2.4	4.1	
LOS		C			C		A	A		A	A	
Approach Delay		30.3			29.8			2.2			4.0	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 10 (11%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.50

Intersection Signal Delay: 5.6

Intersection LOS: A

Intersection Capacity Utilization 48.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

↖ #2	↖ #4
63 s	27 s
↖ #6	↖ #8
63 s	27 s

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/14/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	141	80	213	42	25	438
Satd. Flow (prot)	1672	0	1703	0	1641	1792
Flt Permitted	0.969				0.557	
Satd. Flow (perm)	1672	0	1703	0	962	1792
Satd. Flow (RTOR)	32		18			
Lane Group Flow (vph)	314	0	326	0	33	600
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	34.0	0.0	56.0	0.0	56.0	56.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	20.4		55.6		55.6	55.6
Actuated g/C Ratio	0.23		0.62		0.62	0.62
v/c Ratio	0.78		0.31		0.06	0.54
Control Delay	42.3		7.5		8.9	13.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	42.3		7.5		8.9	13.3
LOS	D		A		A	B
Approach Delay	42.3		7.5			13.1
Approach LOS	D		A			B

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.78

Intersection Signal Delay: 18.9

Intersection LOS: B

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61

	02				
56 s					
	06				08
55 s				34 s	

Lanes, Volumes, Timings
8: Co Hwy G28 & Green Street

7/13/2011

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	5	45	5	325	60	10	5	5	413	5	15	5
Satd. Flow (prot)	0	1842	1583	1770	1799	0	0	1818	1583	0	1802	0
Flt Permitted		0.948		0.603				0.876			0.915	
Satd. Flow (perm)	0	1766	1583	1123	1799	0	0	1632	1583	0	1675	0
Satd. Flow (RTOR)			10		20				510		5	
Lane Group Flow (vph)	0	61	10	365	88	0	0	20	510	0	40	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	30.0	30.0	30.0	35.0	65.0	0.0	25.0	25.0	0.0	25.0	25.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		37.0	37.0	58.0	58.0			18.0	90.0		18.0	
Actuated g/C Ratio		0.41	0.41	0.64	0.64			0.20	1.00		0.20	
v/c Ratio		0.08	0.02	0.44	0.08			0.06	0.32		0.12	
Control Delay		18.1	10.0	5.9	2.0			29.9	0.5		27.8	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		18.1	10.0	5.9	2.0			29.9	0.5		27.8	
LOS		B	A	A	A			C	A		C	
Approach Delay		17.0			5.2			1.6			27.8	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 62 (69%), Referenced to phase 2:EBTL and 6:WBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.44

Intersection Signal Delay: 5.1

Intersection LOS: A

Intersection Capacity Utilization 45.5%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street

 ø1	 ø2	 ø4
35 s	30 s	25 s
 ø6		 ø8
35 s		25 s

Lanes, Volumes, Timings
11: Cedar St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	30	5	50	2	11	20	50	454	5	10	280	5
Satd. Flow (prot)	0	1546	0	1805	1704	0	1770	3554	0	1805	3511	0
Flt Permitted		0.841		0.611			0.508			0.458		
Satd. Flow (perm)	0	1326	0	1155	1704	0	946	3554	0	870	3511	0
Satd. Flow (RTOR)		62			28			5			8	
Lane Group Flow (vph)	0	164	0	4	44	0	74	524	0	12	335	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	39.0	39.0	0.0	39.0	39.0	0.0	15.0	38.0	0.0	13.0	36.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)		12.7		12.7	12.7		64.7	61.1		60.5	53.7	
Actuated g/C Ratio		0.14		0.14	0.14		0.72	0.68		0.67	0.60	
v/c Ratio		0.68		0.02	0.17		0.10	0.22		0.02	0.16	
Control Delay		36.2		29.5	17.5		3.2	4.5		2.1	3.8	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		36.2		29.5	17.5		3.2	4.5		2.1	3.8	
LOS		D		C	B		A	A		A	A	
Approach Delay		36.2			18.5			4.4			3.7	
Approach LOS		D			B			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 60 (67%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.68

Intersection Signal Delay: 9.3

Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

 01	 02	 04
13 s	38 s	38 s
 05	 06	 08
15 s	36 s	39 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	20	5	40	10	10	11	30	476	1	5	343	5
Satd. Flow (prot)	1805	1414	0	1805	1900	1615	1805	3501	0	1805	3527	0
Flt Permitted	0.739			0.721			0.499			0.456		
Satd. Flow (perm)	1404	1414	0	1307	1900	1615	948	3501	0	863	3527	0
Satd. Flow (RTOR)		47				16		1			3	
Lane Group Flow (vph)	33	55	0	16	28	16	49	527	0	13	391	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2			6		
Total Split (s)	36.0	36.0	0.0	36.0	36.0	36.0	13.0	41.0	0.0	13.0	41.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)	7.8	7.8		7.8	7.8	7.8	72.0	70.0		69.6	65.4	
Actuated g/C Ratio	0.09	0.09		0.09	0.09	0.09	0.80	0.78		0.77	0.73	
v/c Ratio	0.27	0.33		0.14	0.17	0.10	0.06	0.19		0.02	0.15	
Control Delay	43.3	19.8		39.8	39.5	18.3	2.7	4.3		2.6	4.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	43.3	19.8		39.8	39.5	18.3	2.7	4.3		2.6	4.8	
LOS	D	B		D	D	B	A	A		A	A	
Approach Delay		28.6			33.9			4.1			4.7	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 48 (53%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.33

Intersection Signal Delay: 7.8

Intersection LOS: A

Intersection Capacity Utilization 52.2%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

13 s	41 s	36 s
13 s	41 s	36 s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	124	45	35	5	50	474	0	0	0	198	100	55
Satd. Flow (prot)	1925	1595	0	0	1885	1583	0	0	0	1869	1766	0
Flt Permitted	0.615				0.954					0.950		
Satd. Flow (perm)	1246	1595	0	0	1813	1583	0	0	0	1869	1766	0
Satd. Flow (RTOR)		49				564					43	
Lane Group Flow (vph)	172	109	0	0	72	564	0	0	0	244	196	0
Turn Type	pm+pt			Perm		pt+ov				Prot		
Protected Phases	1	6			2	2 3				3	8	
Permitted Phases	6	6		2								
Total Split (s)	14.0	53.0	0.0	39.0	39.0	76.0	0.0	0.0	0.0	37.0	37.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	48.0	46.0			32.5	69.5				30.0	30.0	
Actuated g/C Ratio	0.53	0.51			0.36	0.77				0.33	0.33	
v/c Ratio	0.24	0.13			0.11	0.42				0.39	0.32	
Control Delay	11.7	7.2			16.4	3.8				20.8	14.7	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	11.7	7.2			16.4	3.8				20.8	14.7	
LOS	B	A			B	A				C	B	
Approach Delay		10.0			5.2						18.1	
Approach LOS		A			A						B	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 24 (27%), Referenced to phase 3:SWL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.42

Intersection Signal Delay: 10.4

Intersection LOS: B

Intersection Capacity Utilization 47.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61

		
ø1	ø2	ø3
14 s	33 s	37 s
		
ø6		ø8
53 s		67 s

Lanes, Volumes, Timings
27: Oak St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	45	5	15	0	5	5	20	562	5	5	378	20
Satd. Flow (prot)	0	1698	0	0	1814	0	1591	1865	0	1925	1838	0
Flt Permitted		0.815					0.447			0.350		
Satd. Flow (perm)	0	1420	0	0	1814	0	749	1865	0	709	1838	0
Satd. Flow (RTOR)		28			10			2			6	
Lane Group Flow (vph)	0	98	0	0	30	0	25	707	0	20	533	0
Turn Type	Perm			Perm			Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8			4			6			2		
Total Split (s)	25.0	25.0	0.0	25.0	25.0	0.0	65.0	65.0	0.0	65.0	65.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effect Green (s)		10.1			10.1		69.9	69.9		69.9	69.9	
Actuated g/C Ratio		0.11			0.11		0.78	0.78		0.78	0.78	
v/c Ratio		0.53			0.14		0.04	0.49		0.04	0.37	
Control Delay		37.3			26.9		2.4	3.3		4.2	5.1	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		37.3			26.9		2.4	3.3		4.2	5.1	
LOS		D			C		A	A		A	A	
Approach Delay		37.3			26.9			3.3			5.1	
Approach LOS		D			C			A			A	

Intersection Summary

Cycle Length: 90

Actuated Cycle Length: 90

Offset: 72 (80%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.53

Intersection Signal Delay: 6.9

Intersection LOS: A

Intersection Capacity Utilization 51.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 27: Oak St & US 61

 02	 04
 25 s	 25 s
 06	 08
 25 s	 25 s

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/13/2011

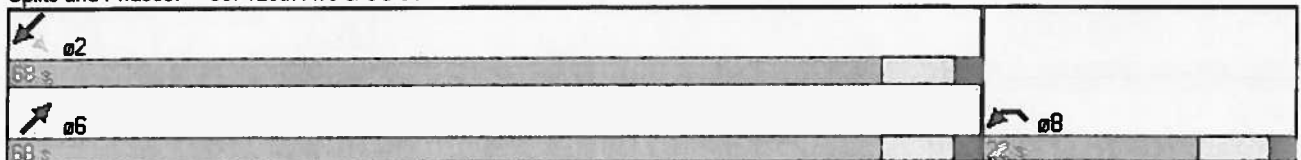
						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	49	35	519	171	95	330
Satd. Flow (prot)	1688	0	1833	0	1805	1863
Flt Permitted	0.975				0.245	
Satd. Flow (perm)	1688	0	1833	0	466	1863
Satd. Flow (RTOR)	44		34			
Lane Group Flow (vph)	100	0	932	0	112	359
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	22.0	0.0	68.0	0.0	68.0	68.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	8.8		71.2		71.2	71.2
Actuated g/C Ratio	0.10		0.79		0.79	0.79
v/c Ratio	0.49		0.64		0.30	0.24
Control Delay	30.8		4.4		6.9	4.1
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	30.8		4.4		6.9	4.1
LOS	C		A		A	A
Approach Delay	30.8		4.4			4.8
Approach LOS	C		A			A

Intersection Summary

Cycle Length: 90
 Actuated Cycle Length: 90
 Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.64
 Intersection Signal Delay: 6.3
 Intersection Capacity Utilization 65.5%
 Analysis Period (min) 15

Intersection LOS: A
 ICU Level of Service C

Splits and Phases: 30: 120th Ave & US 61



Lanes, Volumes, Timings
8: Co Hwy G28 & Green Street

7/13/2011

	↖	→	↗	↖	←	↖	↖	↑	↗	↘	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗	↖	↑			↑	↗		↑	
Volume (vph)	5	85	5	250	40	5	5	5	267	10	10	5
Satd. Flow (prot)	0	1848	1583	1770	1831	0	0	1818	1583	0	1789	0
Flt Permitted		0.956		0.546				0.876			0.914	
Satd. Flow (perm)	0	1781	1583	1017	1831	0	0	1632	1583	0	1662	0
Satd. Flow (RTOR)			6		7				351		7	
Lane Group Flow (vph)	0	128	6	321	63	0	0	20	351	0	40	0
Turn Type	Perm		Perm	pm+pt			Perm		Free	Perm		
Protected Phases		2		1	6			8			4	
Permitted Phases	2		2	6			8		Free	4		
Total Split (s)	29.0	29.0	29.0	27.0	56.0	0.0	24.0	24.0	0.0	24.0	24.0	0.0
Total Lost Time (s)	7.0	7.0	7.0	7.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		29.5	29.5	49.0	49.0			17.0	80.0		17.0	
Actuated g/C Ratio		0.37	0.37	0.61	0.61			0.21	1.00		0.21	
v/c Ratio		0.19	0.01	0.43	0.06			0.06	0.22		0.11	
Control Delay		19.3	11.6	9.7	3.7			25.8	0.3		23.0	
Queue Delay		0.0	0.0	0.0	0.0			0.0	0.0		0.0	
Total Delay		19.3	11.6	9.7	3.7			25.8	0.3		23.0	
LOS		B	B	A	A			C	A		C	
Approach Delay		19.0			8.7			1.7			23.0	
Approach LOS		B			A			A			C	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 54 (68%), Referenced to phase 2:EBTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.43

Intersection Signal Delay: 8.0

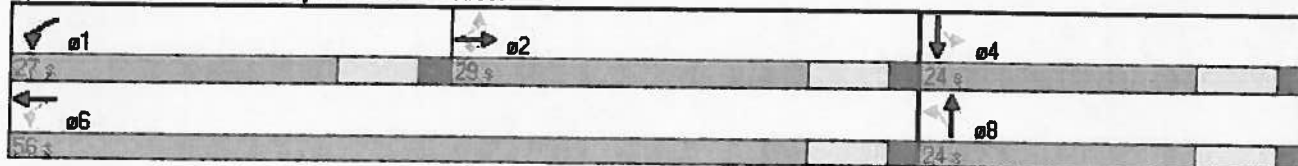
Intersection LOS: A

Intersection Capacity Utilization 41.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 8: Co Hwy G28 & Green Street



Lanes, Volumes, Timings
11: Cedar St & US 61

7/13/2011

												
Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑		↙	↑		↙	↑↑		↙	↑↑	
Volume (vph)	10	10	40	5	5	10	45	262	5	25	271	5
Satd. Flow (prot)	0	1464	0	1805	1767	0	1770	3330	0	1805	3424	0
Flt Permitted		0.951		0.803			0.527			0.541		
Satd. Flow (perm)	0	1401	0	1523	1767	0	982	3330	0	1027	3424	0
Satd. Flow (RTOR)		61			15			6			5	
Lane Group Flow (vph)	0	107	0	20	35	0	64	351	0	36	348	0
Turn Type	Perm			Perm			pm+pt			pm+pt		
Protected Phases		8			4		5	2		1	6	
Permitted Phases	8			4			2			6		
Total Split (s)	34.0	34.0	0.0	34.0	34.0	0.0	13.0	33.0	0.0	13.0	33.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	4.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)		8.7		8.7	8.7		59.2	54.5		57.6	52.0	
Actuated g/C Ratio		0.11		0.11	0.11		0.74	0.68		0.72	0.65	
v/c Ratio		0.52		0.12	0.17		0.08	0.15		0.04	0.16	
Control Delay		25.3		32.0	22.7		1.2	2.3		1.7	3.6	
Queue Delay		0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay		25.3		32.0	22.7		1.2	2.3		1.7	3.6	
LOS		C		C	C		A	A		A	A	
Approach Delay		25.3			26.1			2.1			3.4	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 10 (13%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.52

Intersection Signal Delay: 6.6

Intersection LOS: A

Intersection Capacity Utilization 45.1%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 11: Cedar St & US 61

 01	 02	 04
13 s	33 s	34 s
 05	 06	 08
13 s	32 s	34 s

Lanes, Volumes, Timings
17: Iowa Ave & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	5	15	20	5	5	5	30	317	13	25	286	10
Satd. Flow (prot)	1289	1539	0	1805	1900	1615	1805	3459	0	1805	3321	0
Flt Permitted	0.751			0.697			0.531			0.495		
Satd. Flow (perm)	1019	1539	0	1307	1900	1615	948	3459	0	940	3321	0
Satd. Flow (RTOR)		53				10		5			5	
Lane Group Flow (vph)	8	92	0	20	10	10	37	444	0	44	371	0
Turn Type	Perm			Perm		Perm	pm+pt			pm+pt		
Protected Phases		7			3		5	2		1	6	
Permitted Phases	7			3		3	2			6		
Total Split (s)	33.0	33.0	0.0	33.0	33.0	33.0	13.0	34.0	0.0	13.0	34.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	7.0	7.0	7.0	5.0	7.0	4.0	5.0	7.0	4.0
Act Effct Green (s)	8.1	8.1		8.1	8.1	8.1	59.4	55.0		59.5	55.1	
Actuated g/C Ratio	0.10	0.10		0.10	0.10	0.10	0.74	0.69		0.74	0.69	
v/c Ratio	0.08	0.45		0.15	0.05	0.06	0.05	0.19		0.06	0.16	
Control Delay	32.4	23.9		34.0	31.2	17.4	2.8	5.7		2.5	4.8	
Queue Delay	0.0	0.0		0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Total Delay	32.4	23.9		34.0	31.2	17.4	2.8	5.7		2.5	4.8	
LOS	C	C		C	C	B	A	A		A	A	
Approach Delay		24.5			29.1			5.5			4.5	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 74 (93%), Referenced to phase 2:NETL and 6:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.45

Intersection Signal Delay: 7.8

Intersection LOS: A

Intersection Capacity Utilization 46.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 17: Iowa Ave & US 61

33s	34s	33s
33s	34s	33s

Lanes, Volumes, Timings
25: Mulberry Ave & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Volume (vph)	52	45	30	5	30	174	0	0	0	265	115	90
Satd. Flow (prot)	1736	1534	0	0	1837	1482	0	0	0	1783	1723	0
Flt Permitted	0.950				0.948					0.950		
Satd. Flow (perm)	1736	1534	0	0	1759	1482	0	0	0	1783	1723	0
Satd. Flow (RTOR)		43				223					63	
Lane Group Flow (vph)	65	94	0	0	50	223	0	0	0	315	279	0
Turn Type	Prot			Perm		Perm				Perm		
Protected Phases	1	6			2					8		
Permitted Phases		6		2		2						
Total Split (s)	19.0	44.0	0.0	25.0	25.0	25.0	0.0	0.0	0.0	36.0	36.0	0.0
Total Lost Time (s)	5.0	7.0	4.0	7.0	7.0	7.0	4.0	4.0	4.0	7.0	7.0	4.0
Act Effct Green (s)	8.5	37.0			25.7	25.7						
Actuated g/C Ratio	0.11	0.46			0.32	0.32				0.36	0.36	
v/c Ratio	0.35	0.13			0.09	0.36				0.49	0.42	
Control Delay	37.9	7.9			16.4	2.7				17.2	11.3	
Queue Delay	0.0	0.0			0.0	0.0				0.0	0.0	
Total Delay	37.9	7.9			16.4	2.7				17.2	11.3	
LOS	D	A			B	A				B	B	
Approach Delay		20.2			5.2						14.4	
Approach LOS		C			A						B	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 42 (53%), Referenced to phase 8:SWTL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 12.9

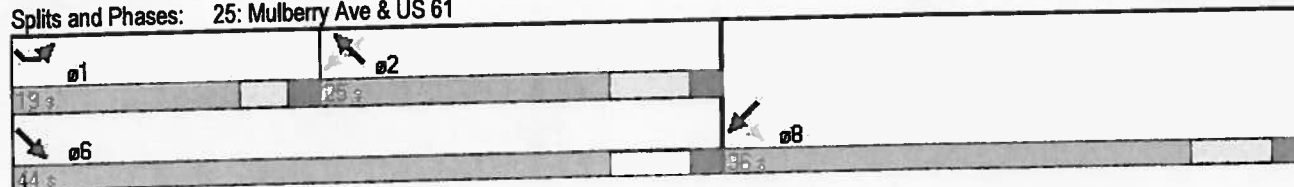
Intersection LOS: B

Intersection Capacity Utilization 35.9%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 25: Mulberry Ave & US 61



Lanes, Volumes, Timings
27: Oak St & US 61

7/13/2011

Lane Group	SEL	SET	SER	NWL	NWT	NWR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↑			↑		↖	↑		↖	↑	
Volume (vph)	15	0	25	0	5	5	15	230	5	5	492	25
Satd. Flow (prot)	0	1291	0	0	1181	0	1565	1684	0	963	1806	0
Flt Permitted		0.848					0.350			0.577		
Satd. Flow (perm)	0	1117	0	0	1181	0	577	1684	0	585	1806	0
Satd. Flow (RTOR)		33			20			4			7	
Lane Group Flow (vph)	0	56	0	0	40	0	28	301	0	20	727	0
Turn Type	Perm						Perm			Perm		
Protected Phases		8			4			6			2	
Permitted Phases	8						6					2
Total Split (s)	27.0	27.0	0.0	0.0	27.0	0.0	53.0	53.0	0.0	53.0	53.0	0.0
Total Lost Time (s)	7.0	7.0	4.0	4.0	7.0	4.0	7.0	7.0	4.0	7.0	7.0	4.0
Act Effct Green (s)		7.8			7.8		66.2	66.2		66.2	66.2	
Actuated g/C Ratio		0.10			0.10		0.83	0.83		0.83	0.83	
v/c Ratio		0.40			0.30		0.06	0.22		0.04	0.49	
Control Delay		26.5			26.1		2.6	2.3		2.6	3.7	
Queue Delay		0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay		26.5			26.1		2.6	2.3		2.6	3.7	
LOS		C			C		A	A		A	A	
Approach Delay		26.5			26.1			2.4			3.6	
Approach LOS		C			C			A			A	

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 16 (20%), Referenced to phase 2:SWTL and 6:NETL, Start of Green

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.49

Intersection Signal Delay: 5.1

Intersection Capacity Utilization 48.1%

Analysis Period (min) 15

Intersection LOS: A

ICU Level of Service A

Splits and Phases: 27: Oak St & US 61

 02	 04
 06	 08

Lanes, Volumes, Timings
30: 120th Ave & US 61

7/13/2011

						
Lane Group	NWL	NWR	NET	NER	SWL	SWT
Lane Configurations						
Volume (vph)	141	80	213	42	25	438
Satd. Flow (prot)	1672	0	1703	0	1641	1792
Flt Permitted	0.969				0.562	
Satd. Flow (perm)	1672	0	1703	0	971	1792
Satd. Flow (RTOR)	36		20			
Lane Group Flow (vph)	314	0	326	0	33	600
Turn Type					Perm	
Protected Phases	8		6			2
Permitted Phases					2	
Total Split (s)	30.0	0.0	50.0	0.0	50.0	50.0
Total Lost Time (s)	7.0	4.0	7.0	4.0	7.0	7.0
Act Effct Green (s)	18.1		47.9		47.9	47.9
Actuated g/C Ratio	0.23		0.60		0.60	0.60
v/c Ratio	0.77		0.32		0.06	0.56
Control Delay	38.3		10.1		8.5	13.3
Queue Delay	0.0		0.0		0.0	0.0
Total Delay	38.3		10.1		8.5	13.3
LOS	D		B		A	B
Approach Delay	38.3		10.1			13.0
Approach LOS	D		B			B

Intersection Summary

Cycle Length: 80

Actuated Cycle Length: 80

Offset: 0 (0%), Referenced to phase 2:SWTL and 6:NET, Start of Green, Master Intersection

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.77

Intersection Signal Delay: 18.5

Intersection LOS: B

Intersection Capacity Utilization 47.4%

ICU Level of Service A

Analysis Period (min) 15

Splits and Phases: 30: 120th Ave & US 61

