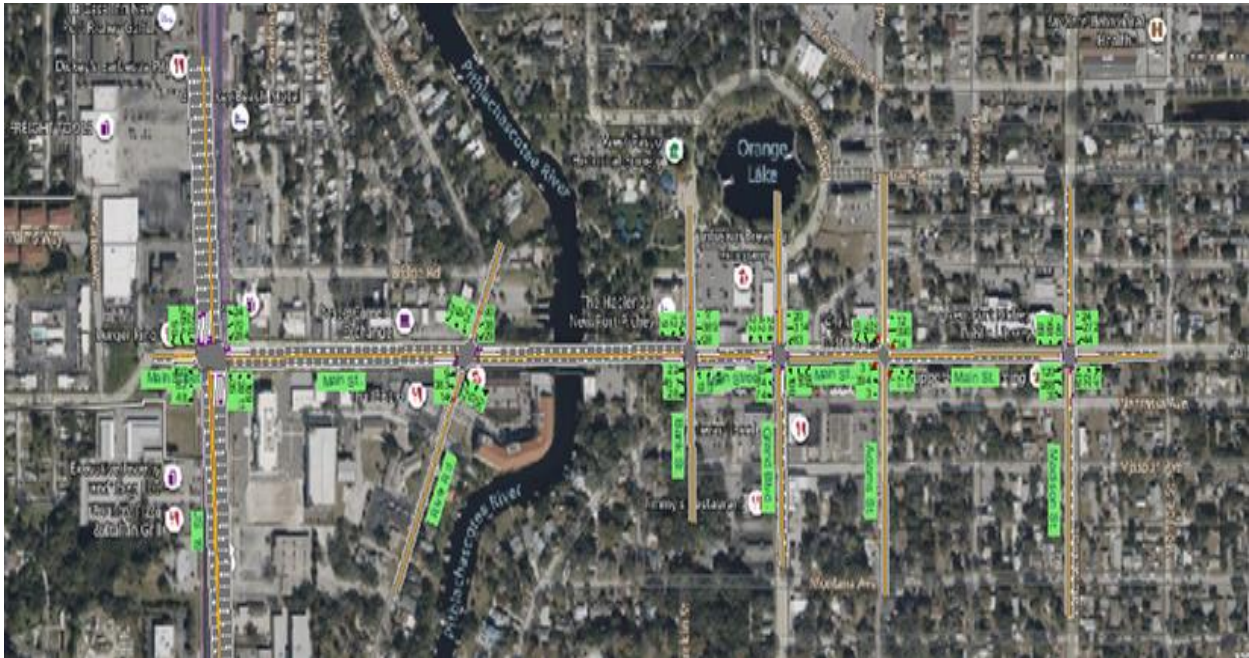


# New Port Richey, FL

## MAIN STREET DOWNTOWN CORRIDOR TRAFFIC STUDY



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## TABLE OF CONTENTS

1.0	INTRODUCTION.....	1
2.0	EXISTING CONDITIONS.....	4
3.0	DELAY AND LEVEL OF SERVICE.....	7
4.0	MODELING OUTPUT ANALYSIS.....	8
5.0	CONCLUSIONS AND RECOMMENDATIONS.....	9

### APPENDICES

APPENDIX A – INFORMATION REGARDING LOS AND DELAY

APPENDIX B – TRAFFIC COUNTS / INTERSECTION TABLES / SIGNAL TIMING PLANS

APPENDIX C – SYNCHRO OUTPUT (EXISTING TIMINGS)

APPENDIX D – SYNCHRO OUTPUT (CORRIDOR OPTIMIZED)

APPENDIX E – MUTCD WARRANTS 1 AND 2 EXHIBITS

APPENDIX F – CRASH DATA



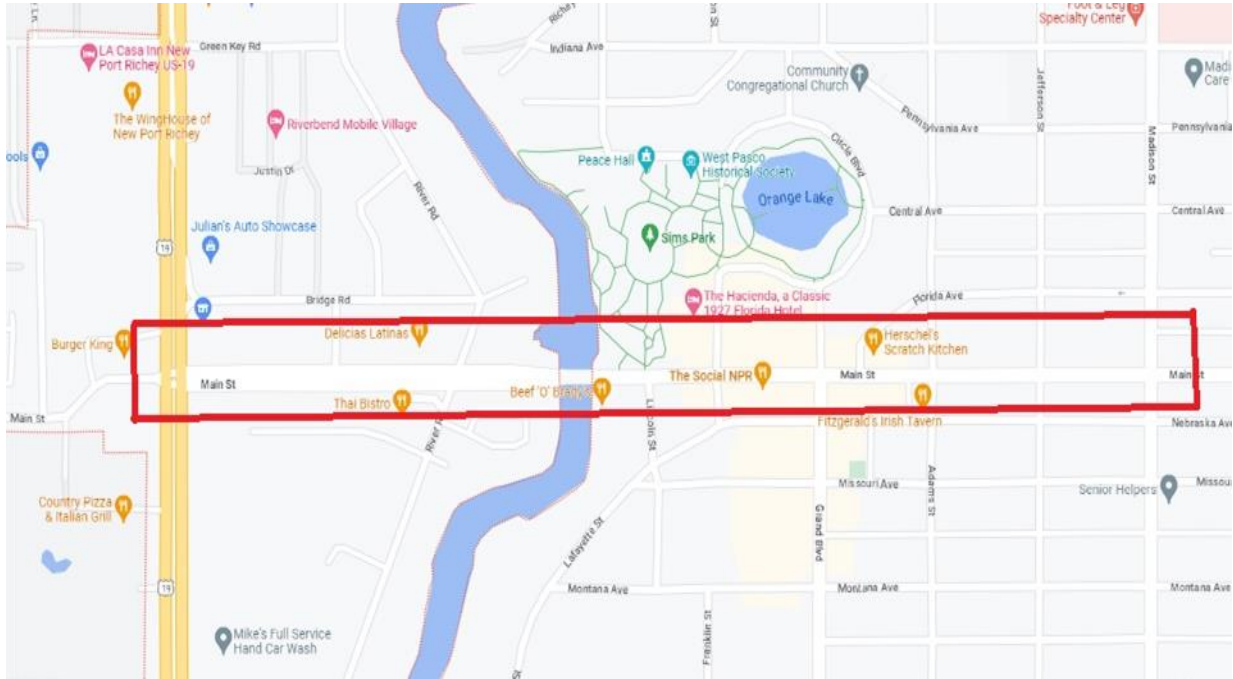
## 1.0 INTRODUCTION

This is a traffic circulation study for Main Street in downtown New Port Richey, Florida. The study area is depicted in **Figure 1**, on the following page. New Port Richey is a small town in western Pasco County, Florida. The historic downtown is in the middle of a resurgence, with shops and restaurants busy and new development projects underway.

As will be discussed in more detail in this report, several earlier planning reports have been prepared for the City that have addressed traffic circulation on Main Street. In addition to the traffic and parking challenges experienced by many downtowns – New Port Richey has other unique features that present traffic circulation difficulties. Most notable is the Main Street bridge over the Pithlachascotee River. While the river is scenic and provides recreational opportunities, it impacts traffic circulation because the river restricts vehicles traveling between US 19 and points east. Since the nearest river crossing south of Main Street is approximately 0.75 mi. away and the next crossing north of Main Street is approximately 1.5 mi. away large quantity of cut-through traffic is consolidated along Main Street in order to cross the river.

This traffic study presents an analysis of how to move traffic efficiently given the aforementioned constraints and challenges. However, it is very important to note that the goal of moving traffic efficiently must be balanced with other goals for the city. For example, traffic would certainly move more quickly (at least in the short term) if Main Street was widened to four lanes. However, this would increase the volume and speed of traffic on Main Street which would decrease walkability. Since the ability to walk among land uses is referenced in several places in the New Port Richey Comprehensive Plan, the mission statement and goal of this report is to strike the following balance: *To provide a safe, efficient vehicular circulation within the study area (Main Street: US 19 to Madison Street) while maintaining the small-town ambience and a bicycle / pedestrian friendly environment.*





**STUDY AREA**  
**(Figure 1)**

## 1.1 Methodology

In order to evaluate the transportation system and to test and recommend potential improvements, the traffic model must evaluate existing conditions and determine how well the transportation system, and various component parts of the system (such as individual intersections) are currently operating. This establishes a "baseline" against which potential alternatives and improvements may be compared.

According to the Transportation Research Board's "Highway Capacity Manual", the operation of an arterial is dependent upon the operation of its component signalized intersections. In other words, if the signalized intersections are operating efficiently, the arterials are operating efficiently. If the signalized intersections are failing, then generally the adjacent segments of the arterial are also failing (some exceptions occur when signals are very closely spaced). Examples of closely spaced signals can be found within the study area.

In order to understand how well intersections and links are operating, this report examines **delay** and **level of service**. According to the "Highway Capacity Manual" delay and level of service are defined, as:

*"The additional travel time experienced by a driver, passenger, or pedestrian." Delay is thus the difference between an "ideal" travel time and the actual travel time. Signalized intersection level of service (LOS) is defined in terms of the average total vehicle delay of all movements through an intersection. Vehicle delay is a method of quantifying several intangible factors, including driver discomfort, frustration, and lost travel time. Specifically, LOS criteria are stated in terms of average delay per vehicle during a specified time period (for example, the PM peak hour).*

Therefore, in this study, first the PM peak hour delay and LOS are calculated for the Existing Conditions. This establishes baseline delay and LOS against which various alternatives are tested. The alternatives are various sets of transportation system improvements that are being proposed.

Delay is a Measures of Effectiveness (MOEs) that allows analysts to objectively quantify a user's experience. Objective measurement is important because drivers accustomed to driving in rural roadways with minimal traffic will subjectively experience a queue of vehicles navigating a traffic signal very differently than a driver accustomed to navigating congested city streets. LOS and delay provide the same point of reference. (There is more detailed information about the delay and LOS Measures of Effectiveness in **Appendix A** of this document.)



To test alternative improvements to the transportation system, a model of the existing system has been developed using SYNCHRO traffic simulation software. PM peak turning movement counts have been conducted and added to the model to replicate existing evening "rush hour" conditions. Existing PM delay and LOS are recorded as baseline information against which to compare improvements alternatives.

Secondly, the PM SYNCHRO models are also being used to optimize signal timing for the signalized intersections within the study network. Simply optimizing signal timing - with custom timings for the PM conditions - will often reduce delay and improve LOS.

To test improvements alternatives, the model networks are modified at a given intersection. Then the model is re-run with the improvement in place and the new, resultant delay and LOS are recorded. This information is compared to the baseline data in this report.

Proposed improvements, based upon the results of the modeling effort and crash data, are identified in the "Conclusions and Recommendations" section of the report.

## **2.0 EXISTING CONDITIONS**

This section of the report presents Existing Conditions. This information both provides a baseline against which improvements can be measured, and supplies details about current and near-term activities and planning efforts within the study area that could impact the transportation system.

### **2.1 Other Plans and Reports**

Other Plans and reports impacting the study area were reviewed for historical context. That information is presented in this section. Note that these are not synopses of the overall reports, but rather, limited to information pertinent to this traffic study area:



### 2.1.1. Community Redevelopment Agency Redevelopment Plan, 2012

*“Traffic calming measures reduce speeds and deter some through-traffic from using local and residential collector streets. Traffic calming also includes education and enforcement measures that promote changes in driver behavior. Where warranted by traffic conditions and resident desires, the City’s policy is to implement physical changes to local and collector streets that slow traffic to the 25 miles per hour (mph) residential speed limit. Creative approaches will need to be explored to achieve this policy. Physical changes will be safe and will take into account the needs of all road users, including bicyclists and emergency response vehicles, and appearance through design and streetscaping. Reuse of the alley system for mobility enhancement should be explored. To aid in circulation, expanded transit opportunities should be made available. While Pasco County is the sole provider of fixed route transit, the City can assist in providing transit access and amenities to enhance the transit user experience within the City. For instance, the City’s streetscape projects that address transit corridors (i.e., Main Street, Grand Boulevard and Madison Street) should evaluate the appropriate placement of transit stops and shelters based on adjacent land uses. Traffic and circulation play a key role in downtown activity, especially along Main Street. The volumes and speed are not excessive for a small downtown area. The major intersections are signalized and include turn lanes where appropriate. Observation indicates that progression of the traffic is a problem at signalized intersections.*

*Traffic backs up between signalized intersections during the day in both the eastbound and westbound directions. Interconnecting the traffic signals could be investigated to create a mini-progression system. If the interconnection is possible, then a study should be conducted to develop a progressive plan for the signalized intersections. This progression timing could be developed for specific times of the day and for the direction needed. Progression for the east-west movements on Main Street would have no negative impact on the north-south roadways because they do not have any adjacent traffic signal that would be affected. Former traffic studies may be helpful to be rereviewed.” (pp. 49-50)*

This study indicates that the issue of traffic backing up between the signals on Main Street has been an issue for some time. It calls for determining whether signal progression is the answer to prevent the queue from one signalized intersection from backing up into the downstream intersection.



### 2.2.1. CITY OF NEW PORT RICHEY REDEVELOPMENT PLAN, TBE, 2001.

*“In 1996-97, the City implemented a Capital Improvement program along Main Street, from Madison Street west to US 19. This included infrastructure and aesthetic improvements. Improvements include a redesign of Main Street with on-street parking, enhanced landscaping, street lighting and street furniture. This is an effort by the City to retain and revitalize the retail establishments currently in the downtown, as well as attract new merchants to the area.” (pp. 15)*



This study indicates that traffic calming, or a “road diet” occurred on Main Street in 1996-7. In observing Main Street today, it can be seen that the bridge and segments of Main Street within the study area appear to have had four lanes that were reduced to two in favor of on-street parking, wide sidewalks, and or landscaped medians.

## 2.2 Crash Reports

One of the stated goals of this analysis to make recommendations for the transportation system that include safety as a top priority. To that end, five years of crash reports for the study intersections were analyzed, and a synopsis is presented in **Tables 1** through **7 (Appendix F)** and the text, below.

There are many more crashes at the US 19/Main Street intersection than at any of the other study area intersections. This appears to be a function of the much greater volume of vehicles on US 19 as compared to any of the other study area cross streets. US 19 is a State (FDOT) roadway.

Each detailed crash report associated with each row of the tables was reviewed to see whether there were issues that could be addressed through measures that were in the scope of this study. No such issues were identified.

## 2.3 Existing Traffic Volumes

PM link and turning movement counts were conducted throughout the study area. Tables compiling and seasonally adjusting count data can be found in **Appendix B**.



### 2.3.1. Traffic Associated with Special Events

The purpose of this analysis is to present a "baseline" condition against which to measure potential improvements. This is accomplished by establishing the delay and LOS occurring in the existing conditions.

Where does the additional traffic associated with special events fit into this analysis?

First, it is important to recognize that the PM peak period is being modeled, as these are times of typical peak demand. Often special events are held on evenings and weekends and their traffic does not coincide with "normal" peak commuter traffic.

Secondly, depending on policy for a given jurisdiction, roadway improvements are generally designed to accommodate either the 30th highest hour or the 100th highest hour in terms of yearly traffic volumes. Roadways are NOT designed to accommodate the highest several hours, such as the traffic associated with special events. This is because the transportation system would be over-built during the 99% of the time that special events were not being held. This overbuilding represents an unnecessary expense and impacts the small-town ambiance, the maintenance of which is one of the stated goals of this exercise.

Thirdly, and for the reasons discussed above, police officers are generally used to direct traffic during traffic peaks associated with special events.

**2.4 Planned Capital Projects** – No capital projects within this study area were found in the state or county work programs, or in the Long-Range Transportation Plan (LRTP).

**2.5 Transit** – The study area is served by the Pasco County Transit Route 14 bus, and the Dart Trolley.

## 3.0 DELAY AND LEVEL OF SERVICE (LOS)

**Table 8** presents PM peak hour delay and LOS. The Delay and LOS presented are discussed in more detail in **Appendix A** of this document. They have been calculated (second column) based upon existing traffic volumes (**Appendix B**) modeled on the existing roadway network using existing signal timings. Delay and LOS were calculated using SYNCHRO software. SYNCHRO output for the study area intersections and links under existing conditions are in **Appendix C** of this report. **Appendix D** includes SYNCHRO output for the same intersections for which signal timings have been optimized for the corridor. The resultant levels of service are shown in the third column of **Table 8**.



**Table 8: LOS/Delay – Existing Conditions Versus Corridor Optimization**

Intersection	Existing LOS/Delay (Sec.)	Optimized (Corridor) LOS/Delay (Sec.)
Main Street/US 19	E/68.3	E/63.7
Main Street/River Road	C/25.5	C/26.2
Main Street/Bank Street	C/32.7	C/30.4
Main Street/Grand Boulevard	E/64.0	C/26.1
Main Street/Adams Street	NB-A/9.7 EB-C/16.6 WB-C/15.9 SB/B/10.1	NB-A/9.7 EB-C/16.6 WB-C/15.9 SB/B/10.1
Main Street/Madison Street	D/42.2	C/28.8

#### 4.0 MODELING OUTPUT ANALYSIS

The traffic counts and signal timings were input into SYNCHRO software, which provides level of service calculations, and is also used to optimize signal timings. As presented in **Section 3.0** of this report, the signal timing was optimized in the study area using SYNCHRO. It was optimized on a corridor basis – not on an individual intersection basis. Thus, for example, the Main Street/River Road intersection experiences slightly more delay with optimization (25.5 seconds for existing versus 26.2 seconds for optimization) because delay in this intersection was slightly “sacrificed” to optimize overall progression through the corridor. The benefit to the Main Street/Grand Boulevard intersection is that level of service improves from LOS E to LOS C. The Main Street/Madison Street intersection also improves from LOS D to LOS C.

Review of the modeling output indicates that some of queues are “backing up into” the upstream signal and preventing it from functioning in a free-flow condition. This is caused by the close proximity of the signals within this study area.

Signal warrant studies for the individual intersections go beyond the scope of this study. However, a cursory comparison of the PM peak hour volumes (**Appendix B**) and Manual on Uniform Traffic Control Devices (MUTCD) signal warrant thresholds for Warrants 1 and 2 (**Appendix E**) shows that the Main Street/Bank Street intersection does not appear to meet the most liberal warrant for the PM peak hour, and the Main Street/Adams Street intersection just meets the warrants, but only for the PM peak hour. These observations were made without conducting a detailed signal warrant study (A signal warrant analysis requires 8 hours of traffic counts during one 24 hour period.) and should not be used as the basis of removing any existing signal. They are provided for discussion purposes only to aid in dialogue regarding potential next steps for Main Street.

It should also be noted that the signals are functioning as part of the total traffic calming package as discussed earlier in this report. Coupled with the on-street parking, “bump outs” at the corners, and other traffic calming measures, they slow down the traffic and make the study area more walkable. A balance must be achieved between maintaining walkability and efficiently moving traffic along Main Street. Since Main Street has one of the few bridges over the Pithlachascotee River, traffic is consolidated and cut-through traffic is focused along Main Street. Significantly decreasing travel times along Main Street may make this route more attractive to phone-based navigation software and increase traffic volumes through the corridor, which may impact walkability.

## **5.0 CONCLUSIONS AND RECOMMENDATIONS**

The SYNCHRO analysis confirmed that optimizing signal timing within the overall corridor will improve the collective LOS. After evaluating the benefits of decreased delay and the potential increased speeds and traffic volume, Council should provide City Staff with direction regarding implementation.

In addition, the City may consider conducting a signal warrant study at the Main Street/Bank Street intersection to determine if that signal can be replaced with stop signs on Bank Street. This analysis should be delayed until after the Hacienda Hotel operations have been established and occupancy has stabilized.

Future analysis may explore converting the Main Street/Adams Street intersection to a two-way stop control. The four-way stop controlled intersection is currently operating at an acceptable level of service, but a two-way stop control would decrease delay on Main Street. This decreased delay will need to be weighed against possible increased speeds and increased traffic volume.



**APPENDIX A**  
**Information Regarding LOS and Delay**



# LOS (Two lane Rural Highways)

LOS	Speed (mph)	Speed (km/hour)	Percent Time Spent Following
A	>55	90	≤35%
B	>50	80	≤50%
C	>45	70	≤65%
D	>40	60	≤ 80%
E	≤40	60	> 80
F	Whenever flow rate exceeds the segment capacity		

## Level of Service

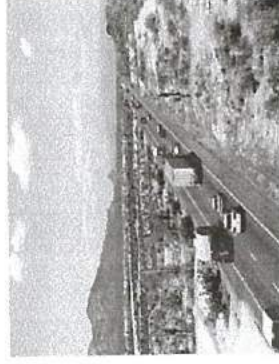
Level of Service (LOS) is a qualitative measure that describes traffic conditions in terms of speed, travel time, freedom to maneuver, comfort, convenience, traffic interruptions, and safety. Six classifications are used to define LOS, designated by the letters A through F. LOS A represents the best conditions, while LOS F represents heavily congested flow with traffic demand exceeding highway capacity. The photo simulations below illustrate the various classifications.



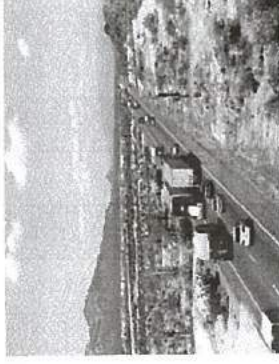
Level of Service "A"



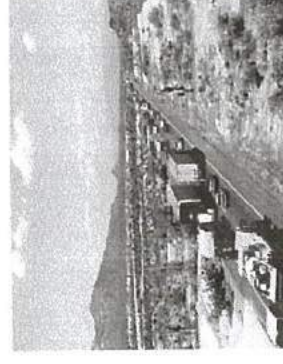
Level of Service "B"



Level of Service "C"



Level of Service "D"



Level of Service "E"



Level of Service "F"

**APPENDIX B**

**Traffic Counts**

**Intersection Tables**

**Signal Timing Plans**



**City of New Port Richey Public Works**  
 6132 Pine Hill Road, Port Richey, FL 34668  
**Main Street - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	River Rd - Northbound			River Rd - Southbound			River Rd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	
Start Time															
4:00 PM	13	332	18	34	272	71	740	22	12	20	84	20	19	177	917
5:00 PM	8	345	13	26	304	81	777	20	12	27	110	17	20	206	983
<b>Total</b>	<b>21</b>	<b>677</b>	<b>31</b>	<b>60</b>	<b>576</b>	<b>152</b>	<b>1,517</b>	<b>42</b>	<b>24</b>	<b>47</b>	<b>194</b>	<b>37</b>	<b>39</b>	<b>383</b>	<b>1,900</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	3	0	0	6	0	9	0	0	0	0	0	0	0	9
5:00 PM	1	2	0	0	4	1	8	0	0	0	0	1	1	2	10
<b>Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>19</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	5	0	2	0	2	9	0	0	0	1	3	0	4	13
5:00 PM	0	1	0	1	5	1	8	0	1	2	0	0	0	3	11
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>24</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Lincoln St - Northbound			N/A			Lincoln St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	
Start Time															
4:00 PM	N/A	249	3	25	246	N/A	523	33	N/A	7	N/A	N/A	N/A	40	563
5:00 PM	N/A	367	8	52	377	N/A	804	48	N/A	6	N/A	N/A	N/A	54	858
<b>Total</b>	<b>N/A</b>	<b>616</b>	<b>11</b>	<b>77</b>	<b>623</b>	<b>N/A</b>	<b>1,327</b>	<b>81</b>	<b>N/A</b>	<b>13</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>94</b>	<b>1,421</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	0	13	5	0	6	8	32	0	5	3	N/A	N/A	N/A	8	40
5:00 PM	0	9	1	0	7	0	17	3	3	0	N/A	N/A	N/A	6	23
<b>Total</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>49</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>14</b>	<b>63</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	0	3	0	3	3	1	10	1	0	1	N/A	N/A	N/A	2	12
5:00 PM	0	7	1	0	3	0	11	1	1	0	N/A	N/A	N/A	2	13
<b>Total</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>4</b>	<b>25</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Bank St - Northbound			Bank St - Southbound			Bank St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	
Start Time															
4:00 PM	25	420	23	22	430	29	949	18	8	22	6	20	12	86	1,035
5:00 PM	20	406	25	25	350	15	841	12	10	5	13	11	8	59	900
<b>Total</b>	<b>45</b>	<b>826</b>	<b>48</b>	<b>47</b>	<b>780</b>	<b>44</b>	<b>1,790</b>	<b>30</b>	<b>18</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>20</b>	<b>145</b>	<b>1,935</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	3	19	6	0	0	0	28	10	12	3	8	12	10	55	83
5:00 PM	5	10	2	9	16	12	54	7	10	9	7	10	4	47	101
<b>Total</b>	<b>8</b>	<b>29</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>12</b>	<b>82</b>	<b>17</b>	<b>22</b>	<b>12</b>	<b>15</b>	<b>22</b>	<b>14</b>	<b>102</b>	<b>184</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	2	3	4				9	3	3	1	1	0	1	9	18
5:00 PM	2	4	2	4	3	2	17	2	3	1	0	3	0	9	26
<b>Total</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>26</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>44</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Grand Blvd - Northbound			Grand Blvd - Southbound			Grand Blvd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	
Start Time															
4:00 PM	20	263	61	66	302	12	724	73	53	91	8	40	22	287	1,011
5:00 PM	17	274	67	75	283	18	734	90	58	80	22	38	20	308	1,042
<b>Total</b>	<b>37</b>	<b>537</b>	<b>128</b>	<b>141</b>	<b>585</b>	<b>30</b>	<b>1,458</b>	<b>163</b>	<b>111</b>	<b>171</b>	<b>30</b>	<b>78</b>	<b>42</b>	<b>595</b>	<b>2,053</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	3	18	0	0	15	1	37	2	13	4	2	7	5	33	70
5:00 PM	6	26	5	3	9	2	51	4	2	3	6	24	2	41	92
<b>Total</b>	<b>9</b>	<b>44</b>	<b>5</b>	<b>3</b>	<b>24</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>31</b>	<b>7</b>	<b>74</b>	<b>162</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	0	4	0	0	3	0	7	1	0	0	0	0	0	1	8
5:00 PM	1	4	0	0	3	2	10	0	0	0	0	1	0	1	11
<b>Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>19</b>

**Tuesday, January 10, 2023 Continued**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	N/A			Florida Ave - Southbound			Florida Ave - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
Start Time															
4:00 PM	7	393	N/A	N/A	357	4	761	N/A	N/A	N/A	0	0	13	13	774
5:00 PM	4	397	N/A	N/A	368	2	771	N/A	N/A	N/A	0	0	28	28	799
<b>Total</b>	<b>11</b>	<b>790</b>	<b>N/A</b>	<b>N/A</b>	<b>725</b>	<b>6</b>	<b>1,532</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>1,573</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	27	0	0	36	0	63	N/A	N/A	N/A	0	0	2	2	65
5:00 PM	0	31	0	0	16	0	47	N/A	N/A	N/A	3	0	0	3	50
<b>Total</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>110</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>115</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	1	0	0	4	0	5	N/A	N/A	N/A	0	0	0	0	5
5:00 PM	0	15	0	0	3	0	18	N/A	N/A	N/A	0	0	1	1	19
<b>Total</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>24</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Adams St - Northbound			Adams St - Southbound			Adams St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
Start Time															
4:00 PM	24	352	6	6	363	13	764	7	12	15	11	21	40	106	870
5:00 PM	28	355	3	13	351	11	761	6	15	11	20	16	51	119	880
<b>Total</b>	<b>52</b>	<b>707</b>	<b>9</b>	<b>19</b>	<b>714</b>	<b>24</b>	<b>1,525</b>	<b>13</b>	<b>27</b>	<b>26</b>	<b>31</b>	<b>37</b>	<b>91</b>	<b>225</b>	<b>1,750</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	3	11	0	0	14	0	28	0	5	0	3	7	6	21	49
5:00 PM	2	19	0	1	11	2	35	0	3	0	0	7	0	10	45
<b>Total</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>2</b>	<b>63</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>6</b>	<b>31</b>	<b>94</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	0	4	0	0	1	0	5	0	0	0	0	1	5	6	11
5:00 PM	0	5	0	0	2	0	7	0	6	0	0	2	2	10	17
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>16</b>	<b>28</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			Jefferson St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
Start Time															
4:00 PM	0	376	4	0	387	4	771	7	0	13	4	1	9	34	805
5:00 PM	4	376	0	0	370	2	752	3	0	10	7	3	12	35	787
<b>Total</b>	<b>4</b>	<b>752</b>	<b>4</b>	<b>0</b>	<b>757</b>	<b>6</b>	<b>1,523</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>4</b>	<b>21</b>	<b>69</b>	<b>1,592</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	0	0	0	0	0	0	0	5	6	0	0	1	0	12	12
5:00 PM	0	22	0	0	6	0	28	1	0	0	0	2	0	3	31
<b>Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	<b>43</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	1	1
5:00 PM	0	10	2	0	2	1	15	0	2	0	0	0	0	2	17
<b>Total</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>18</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Madison St - Northbound			Madison St - Southbound			Madison St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
Start Time															
4:00 PM	112	281	24	32	254	19	722	30	180	41	33	167	96	547	1,269
5:00 PM	108	241	27	40	245	22	683	57	200	37	36	151	80	561	1,244
<b>Total</b>	<b>220</b>	<b>522</b>	<b>51</b>	<b>72</b>	<b>499</b>	<b>41</b>	<b>1,405</b>	<b>87</b>	<b>380</b>	<b>78</b>	<b>69</b>	<b>318</b>	<b>176</b>	<b>1,108</b>	<b>2,513</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	1	1	0	7	0	9	2	3	0	0	1	0	6	15
5:00 PM	0	11	0	0	6	0	17	2	2	0	0	0	0	4	21
<b>Total</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>36</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	1	0	0	1	0	2	1	3	0	0	0	0	4	6
5:00 PM	0	3	0	0	2	0	5	2	3	0	0	0	0	5	10
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>

**City of New Port Richey Public Works**  
 6132 Pine Hill Road, Port Richey, FL 34668  
**Main Street - 2 Hour Turning Movement Count Data**

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	River Rd - Northbound			River Rd - Southbound			River Rd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	
Start Time							Main St							River Rd	Int. Total
4:00 PM	10	321	8	32	304	107	782	8	18	17	107	24	23	197	979
5:00 PM	19	325	15	37	343	92	831	14	17	33	111	19	27	221	1,052
<b>Total</b>	<b>29</b>	<b>646</b>	<b>23</b>	<b>69</b>	<b>647</b>	<b>199</b>	<b>1,613</b>	<b>22</b>	<b>35</b>	<b>50</b>	<b>218</b>	<b>43</b>	<b>50</b>	<b>418</b>	<b>2,031</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	3	0	0	0	0	3	0	0	0	1	5	0	6	9
5:00 PM	0	3	0	1	6	2	12	0	0	0	0	2	1	3	15
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>24</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	5	0	0	0	0	5	0	0	0	2	1	1	4	9
5:00 PM	0	0	0	3	6	2	11	0	0	0	6	2	0	8	19
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>28</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Lincoln St - Northbound			N/A			Lincoln St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	
Start Time							Main St							Lincoln St	Int. Total
4:00 PM	N/A	428	38	2	405	N/A	873	21	0	4	N/A	N/A	N/A	25	898
5:00 PM	N/A	380	23	8	447	N/A	858	33	0	6	N/A	N/A	N/A	39	897
<b>Total</b>	<b>N/A</b>	<b>808</b>	<b>61</b>	<b>10</b>	<b>852</b>	<b>N/A</b>	<b>1,731</b>	<b>54</b>	<b>0</b>	<b>10</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>64</b>	<b>1,795</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	3	14	3	0	0	0	20	0	2	4	N/A	N/A	N/A	6	26
5:00 PM	3	17	2	0	0	0	22	3	3	0	N/A	N/A	N/A	6	28
<b>Total</b>	<b>6</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>12</b>	<b>54</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	1	7	0	0	0	0	8	0	0	0	N/A	N/A	N/A	0	8
5:00 PM	0	11	0	0	0	0	11	0	1	1	N/A	N/A	N/A	2	13
<b>Total</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>2</b>	<b>21</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Bank St - Northbound			Bank St - Southbound			Bank St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	
Start Time							Main St							Bank St	Int. Total
4:00 PM	16	450	20	15	520	12	1,033	17	4	11	14	6	18	70	1,103
5:00 PM	3	675	10				688	21	5	11	22	5	11	75	763
<b>Total</b>	<b>19</b>	<b>1,125</b>	<b>30</b>	<b>15</b>	<b>520</b>	<b>12</b>	<b>1,721</b>	<b>38</b>	<b>9</b>	<b>22</b>	<b>36</b>	<b>11</b>	<b>29</b>	<b>145</b>	<b>1,866</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	5	5	2	5	20	6	43	5	6	3	10	7	2	33	76
5:00 PM	3	12	5				20	2	7	6	7	8	3	33	53
<b>Total</b>	<b>8</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>20</b>	<b>6</b>	<b>63</b>	<b>7</b>	<b>13</b>	<b>9</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>66</b>	<b>129</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	2	5	2	3	15	4	31	2	2	0	2	5	2	13	44
5:00 PM	6	4	3				13	3	5	3	6	5	5	27	40
<b>Total</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>44</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>40</b>	<b>84</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Grand Blvd - Northbound			Grand Blvd - Southbound			Grand Blvd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	
Start Time							Main St							Grand Blvd	Int. Total
4:00 PM	39	349	111	102	389	16	1,006	80	77	74	27	38	18	314	1,320
5:00 PM	20	407	146	104	408	14	1,099	84	55	92				231	1,330
<b>Total</b>	<b>59</b>	<b>756</b>	<b>257</b>	<b>206</b>	<b>797</b>	<b>30</b>	<b>2,105</b>	<b>164</b>	<b>132</b>	<b>166</b>	<b>27</b>	<b>38</b>	<b>18</b>	<b>545</b>	<b>2,650</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	0	22	12	0	16	0	50	5	1	0	2	2	1	11	61
5:00 PM	0	19	0	8	12	3	42	12	7	0				19	61
<b>Total</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>8</b>	<b>28</b>	<b>3</b>	<b>92</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>122</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	0	0	0	0	4	0	4	1	0	0	0	0	0	1	5
5:00 PM	4	9	0	0	5	0	18	0	2	0				2	20
<b>Total</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>25</b>

**Wednesday, January 11, 2023 Continued**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	N/A			Florida Ave - Southbound			Florida Ave - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							Main St							Florida Ave	Int. Total
4:00 PM	8	325	N/A	N/A	369	4	706	N/A	N/A	N/A	3		20	23	729
5:00 PM	9	364	N/A	N/A	412	4	789	N/A	N/A	N/A	0	0	14	14	803
<b>Total</b>	<b>17</b>	<b>689</b>	<b>N/A</b>	<b>N/A</b>	<b>781</b>	<b>8</b>	<b>1,495</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>1,532</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	20	0	0	30	0	50	N/A	N/A	N/A	0	0	1	1	51
5:00 PM	0	18	0	0	22	0	40	N/A	N/A	N/A	0	0	0	0	40
<b>Total</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>90</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>91</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	2	0	0	6	0	8	N/A	N/A	N/A	0	0	2	2	10
5:00 PM	0	10	0	1	12	0	23	N/A	N/A	N/A	0	0	0	0	23
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>31</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>33</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Adams St - Northbound			Adams St - Southbound			Adams St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							Main St							Adams St	Int. Total
4:00 PM	15	353	0	7	348	8	731	2	9	4	14	18	42	89	820
5:00 PM	20	323	3	5	315	10	676	6	15	11	13	14	34	93	769
<b>Total</b>	<b>35</b>	<b>676</b>	<b>3</b>	<b>12</b>	<b>663</b>	<b>18</b>	<b>1,407</b>	<b>8</b>	<b>24</b>	<b>15</b>	<b>27</b>	<b>32</b>	<b>76</b>	<b>182</b>	<b>1,589</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	0	7	0	1	7	0	15	1	3	0	1	2	1	8	23
5:00 PM	5	4	5	0	14	0	28	1	1	0	0	1	4	7	35
<b>Total</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>15</b>	<b>58</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	0	3	0	0	5	0	8	0	0	0	0	0	0	0	8
5:00 PM	0	6	0	0	5	0	11	0	0	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			Jefferson St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							Main St							Jefferson St	Int. Total
4:00 PM	0	325	5	5	414	0	749	4	0	10	21	19	35	89	838
5:00 PM	0	423	4	1	469	0	897	7	0	5	5	7	10	34	931
<b>Total</b>	<b>0</b>	<b>748</b>	<b>9</b>	<b>6</b>	<b>883</b>	<b>0</b>	<b>1,646</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>26</b>	<b>26</b>	<b>45</b>	<b>123</b>	<b>1,769</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	0	8	2	3	13	0	26	2	8	0	0	1	0	11	37
5:00 PM	2	8	0	4	4	0	18	0	0	0	0	2	1	3	21
<b>Total</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>14</b>	<b>58</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	0	6	0	0	2	0	8	0	0	0	0	0	0	0	8
5:00 PM	0	6	0	0	9	0	15	3	0	0	0	1	0	4	19
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>27</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Madison St - Northbound			Madison St - Southbound			Madison St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							Main St							Madison St	Int. Total
4:00 PM	49	237	17	104	319	38	764	52	162	41	33	115	35	438	1,202
5:00 PM	63	270	13	82	294	35	757	46	162	41	38	121	90	498	1,255
<b>Total</b>	<b>112</b>	<b>507</b>	<b>30</b>	<b>186</b>	<b>613</b>	<b>73</b>	<b>1,521</b>	<b>98</b>	<b>324</b>	<b>82</b>	<b>71</b>	<b>236</b>	<b>125</b>	<b>936</b>	<b>2,457</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	7	0	0	4	0	11	3	3	0	0	1	1	8	19
5:00 PM	0	5	0	1	4	1	11	1	1	0	0	0	3	5	16
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>35</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	5	0	0	2	0	7	3	1	0	0	0	4	8	15
5:00 PM	0	0	0	1	1	0	2	0	2	0	0	1	2	5	7
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>13</b>	<b>22</b>

**City of New Port Richey Public Works**  
 6132 Pine Hill Road, Port Richey, FL 34668  
**Main Street - 2 Hour Turning Movement Count Data**

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	River Rd - Northbound			River Rd - Southbound			River Rd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	
Start Time							Main St							River Rd	Int. Total
4:00 PM	9	269	10	46	308	109	751	12	13	32	109	10	33	209	960
5:00 PM	13	329	18	34	317	114	825	15	15	34	126	22	26	238	1,063
<b>Total</b>	<b>22</b>	<b>598</b>	<b>28</b>	<b>80</b>	<b>625</b>	<b>223</b>	<b>1,576</b>	<b>27</b>	<b>28</b>	<b>66</b>	<b>235</b>	<b>32</b>	<b>59</b>	<b>447</b>	<b>2,023</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	0	0	2	7	3	12	0	1	1	1	3	0	6	18
5:00 PM	0	2	0	0	1	0	3	0	0	3	0	1	0	4	7
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>25</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	River Rd	Int. Total
4:00 PM	0	2	0	4	7	3	16	1	0	0	1	0	3	5	21
5:00 PM	0	1	0	2	1	4	8	0	1	2	2	1	1	7	15
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>36</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Lincoln St - Northbound			N/A			Lincoln St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	
Start Time							Main St							Lincoln St	Int. Total
4:00 PM	N/A	400	39	6	437	N/A	882	27	N/A	8	N/A	N/A	N/A	35	917
5:00 PM	N/A	490	46	13	438	N/A	987	25	N/A	7	N/A	N/A	N/A	32	1,019
<b>Total</b>	<b>N/A</b>	<b>890</b>	<b>85</b>	<b>19</b>	<b>875</b>	<b>N/A</b>	<b>1,869</b>	<b>52</b>	<b>N/A</b>	<b>15</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>67</b>	<b>1,936</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	7	26	3	0	0	0	36	3	6	3	N/A	N/A	N/A	12	48
5:00 PM	3	23	0	0	0	0	26	3	7	5	N/A	N/A	N/A	15	41
<b>Total</b>	<b>10</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>27</b>	<b>89</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Lincoln St	Int. Total
4:00 PM	6	11	3	0	0	0	20	6	1	0	N/A	N/A	N/A	7	27
5:00 PM	5	6	0	0	0	0	11	3	4	2	N/A	N/A	N/A	9	20
<b>Total</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>16</b>	<b>47</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Bank St - Northbound			Bank St - Southbound			Bank St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	
Start Time							Main St							Bank St	Int. Total
4:00 PM	12	500	6	10	450	12	990	18	2	9	18	4	15	66	1,056
5:00 PM	5	432	6	6	456	5	910	10	3	5	8	5	6	37	947
<b>Total</b>	<b>17</b>	<b>932</b>	<b>12</b>	<b>16</b>	<b>906</b>	<b>17</b>	<b>1,900</b>	<b>28</b>	<b>5</b>	<b>14</b>	<b>26</b>	<b>9</b>	<b>21</b>	<b>103</b>	<b>2,003</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	6	0	7	5	10	6	34	1	5	1	3	3	3	16	50
5:00 PM	3	2	0	2	5	2	14	2	3	1	2	3	2	13	27
<b>Total</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>8</b>	<b>48</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>29</b>	<b>77</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Bank St	Int. Total
4:00 PM	9	3	2	2	3	6	25	0	1	0	2	1	0	4	29
5:00 PM	1	2	0	1	3	1	8	2	2	1	2	1	1	9	17
<b>Total</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>46</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Grand Blvd - Northbound			Grand Blvd - Southbound			Grand Blvd - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	
Start Time							Main St							Grand Blvd	Int. Total
4:00 PM	8	360	83	88	297	9	845	90	63	95	12	42	15	317	1,162
5:00 PM	12	344	69	88	292	4	809	70	60	78	8	28	17	261	1,070
<b>Total</b>	<b>20</b>	<b>704</b>	<b>152</b>	<b>176</b>	<b>589</b>	<b>13</b>	<b>1,654</b>	<b>160</b>	<b>123</b>	<b>173</b>	<b>20</b>	<b>70</b>	<b>32</b>	<b>578</b>	<b>2,232</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	0	19	5	5	17	0	46	5	13	0	2	4	4	28	74
5:00 PM	0	9	1	2	12	1	25	2	15	4	1	10	3	35	60
<b>Total</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>71</b>	<b>7</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>63</b>	<b>134</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Grand Blvd	Int. Total
4:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	1	4	0	6	0	1	0	0	2	0	3	9
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>12</b>

**Thursday, January 12, 2023 Continued**

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	N/A			Florida Ave - Southbound			Florida Ave - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
Start Time															
4:00 PM	15	345	N/A	N/A	394	1	755	N/A	N/A	N/A	1	0	21	22	777
5:00 PM	10	334	N/A	N/A	384	3	731	N/A	N/A	N/A	3	0	17	20	751
<b>Total</b>	<b>25</b>	<b>679</b>	<b>N/A</b>	<b>N/A</b>	<b>778</b>	<b>4</b>	<b>1,486</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>42</b>	<b>1,528</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	0	0	0	0	45	45	N/A	N/A	N/A	0	0	0	2	47
5:00 PM	0	0	0	0	24	0	24	N/A	N/A	N/A	0	0	0	0	24
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>69</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>71</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Florida Ave	Int. Total
4:00 PM	0	0	0	0	8	0	8	N/A	N/A	N/A	0	0	0	2	10
5:00 PM	0	0	0	0	3	1	4	N/A	N/A	N/A	0	0	4	4	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>18</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Adams St - Northbound			Adams St - Southbound			Adams St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
Start Time															
4:00 PM	21	373	3	4	361	4	766	4	9	5	12	22	38	90	856
5:00 PM	20	402	6	2	393	6	829	3	12	12	6	16	39	88	917
<b>Total</b>	<b>41</b>	<b>775</b>	<b>9</b>	<b>6</b>	<b>754</b>	<b>10</b>	<b>1,595</b>	<b>7</b>	<b>21</b>	<b>17</b>	<b>18</b>	<b>38</b>	<b>77</b>	<b>178</b>	<b>1,773</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	1	13	1	0	17	1	33	0	4	0	1	0	2	7	40
5:00 PM	0	7	0	0	21	0	28	0	1	0	0	1	0	2	30
<b>Total</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>70</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Adams St	Int. Total
4:00 PM	0	9	0	0	4	0	13	0	0	0	0	0	0	0	13
5:00 PM	0	3	0	0	4	0	7	0	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			Jefferson St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
Start Time															
4:00 PM	0	380	3	7	380	0	770	2	0	8	5	4	9	28	798
5:00 PM	0	377	5	3	393	1	779	5	0	11	4	1	12	33	812
<b>Total</b>	<b>0</b>	<b>757</b>	<b>8</b>	<b>10</b>	<b>773</b>	<b>1</b>	<b>1,549</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>21</b>	<b>61</b>	<b>1,610</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	3	12	3	4	15	0	37	0	0	0	0	4	0	4	41
5:00 PM	1	9	3	0	14	0	27	1	0	0	0	5	2	8	35
<b>Total</b>	<b>4</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>12</b>	<b>76</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Jefferson St	Int. Total
4:00 PM	0	3	0	0	7	0	10	1	1	0	0	1	1	4	14
5:00 PM	0	2	0	1	4	0	7	0	0	0	0	3	0	3	10
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>7</b>	<b>24</b>

Vehicle	Main St - Eastbound			Main St - Westbound			Main St - Total	Madison St - Northbound			Madison St - Southbound			Madison St - Total	Intersection Total
	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
Start Time															
4:00 PM	41	282	15	108	30	289	765	54	189	63	50	223	23	602	1,367
5:00 PM	41	265	22	91	303	27	749	57	208	60	57	216	74	672	1,421
<b>Total</b>	<b>82</b>	<b>547</b>	<b>37</b>	<b>199</b>	<b>333</b>	<b>316</b>	<b>1,514</b>	<b>111</b>	<b>397</b>	<b>123</b>	<b>107</b>	<b>439</b>	<b>97</b>	<b>1,274</b>	<b>2,788</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	8	0	0	2	0	10	0	0	2	1	0	0	3	13
5:00 PM	0	7	0	0	6	0	13	0	1	1	2	0	0	4	17
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>30</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	Main St	Left	Thru	Right	Left	Thru	Right	Madison St	Int. Total
4:00 PM	0	5	0	3	5	0	13	0	0	1	0	0	1	2	15
5:00 PM	0	3	0	1	2	0	6	0	0	0	0	0	0	6	6
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>21</b>	<b>21</b>

**City of New Port Richey Public Works**  
 6132 Pine Hill Road, Port Richey, FL 34668  
**Main Street & River Road - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	River Rd - Northbound			River Rd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	13	332	18	34	272	71	740	22	12	20	84	20	19	177	917
5:00 PM	8	345	13	26	304	81	777	20	12	27	110	17	20	206	983
<b>Grand Total</b>	<b>21</b>	<b>677</b>	<b>31</b>	<b>60</b>	<b>576</b>	<b>152</b>	<b>1,517</b>	<b>42</b>	<b>24</b>	<b>47</b>	<b>194</b>	<b>37</b>	<b>39</b>	<b>383</b>	<b>1,900</b>
<b>Approach Total</b>	<b>729</b>			<b>788</b>				<b>113</b>			<b>270</b>				
<b>Approach %</b>	<b>2.88%</b>	<b>92.87%</b>	<b>4.25%</b>	<b>7.61%</b>	<b>73.10%</b>	<b>19.29%</b>		<b>37.17%</b>	<b>21.24%</b>	<b>41.59%</b>	<b>71.85%</b>	<b>13.70%</b>	<b>14.44%</b>		
<b>Total %</b>	<b>1.11%</b>	<b>35.63%</b>	<b>1.63%</b>	<b>3.16%</b>	<b>30.32%</b>	<b>8.00%</b>	<b>79.84%</b>	<b>2.21%</b>	<b>1.26%</b>	<b>2.47%</b>	<b>10.21%</b>	<b>1.95%</b>	<b>2.05%</b>	<b>20.16%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	3	0	0	6	0	9	0	0	0	0	0	0	0	9
5:00 PM	1	2	0	0	4	1	8	0	0	0	0	1	1	2	10
<b>Grand Total</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>17</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>19</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	5	0	2	0	2	9	0	0	0	1	3	0	4	13
5:00 PM	0	1	0	1	5	1	8	0	1	2	0	0	0	3	11
<b>Grand Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>5</b>	<b>3</b>	<b>17</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>24</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	River Rd - Northbound			River Rd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	10	321	8	32	304	107	782	8	18	17	107	24	23	197	979
5:00 PM	19	325	15	37	343	92	831	14	17	33	111	19	27	221	1,052
<b>Grand Total</b>	<b>29</b>	<b>646</b>	<b>23</b>	<b>69</b>	<b>647</b>	<b>199</b>	<b>1,613</b>	<b>22</b>	<b>35</b>	<b>50</b>	<b>218</b>	<b>43</b>	<b>50</b>	<b>418</b>	<b>2,031</b>
<b>Approach Total</b>	<b>698</b>			<b>915</b>				<b>107</b>			<b>311</b>				
<b>Approach %</b>	<b>4.15%</b>	<b>92.55%</b>	<b>3.30%</b>	<b>7.54%</b>	<b>70.71%</b>	<b>21.75%</b>		<b>20.56%</b>	<b>32.71%</b>	<b>46.73%</b>	<b>70.10%</b>	<b>13.83%</b>	<b>16.08%</b>		
<b>Total %</b>	<b>1.43%</b>	<b>31.81%</b>	<b>1.13%</b>	<b>3.40%</b>	<b>31.86%</b>	<b>9.80%</b>	<b>79.42%</b>	<b>1.08%</b>	<b>1.72%</b>	<b>2.46%</b>	<b>10.73%</b>	<b>2.12%</b>	<b>2.46%</b>	<b>20.58%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	3	0	0	0	0	3	0	0	0	1	5	0	6	9
5:00 PM	0	3	0	1	6	2	12	0	0	0	0	2	1	3	15
<b>Total</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>7</b>	<b>1</b>	<b>9</b>	<b>24</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	5	0	0	0	0	5	0	0	0	2	1	1	4	9
5:00 PM	0	0	0	3	6	2	11	0	0	0	6	2	0	8	19
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>3</b>	<b>6</b>	<b>2</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>3</b>	<b>1</b>	<b>12</b>	<b>28</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	River Rd - Northbound			River Rd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	9	269	10	46	308	109	751	12	13	32	109	10	33	209	960
5:00 PM	13	329	18	34	317	114	825	15	15	34	126	22	26	238	1,063
<b>Total</b>	<b>22</b>	<b>598</b>	<b>28</b>	<b>80</b>	<b>625</b>	<b>223</b>	<b>1,576</b>	<b>27</b>	<b>28</b>	<b>66</b>	<b>235</b>	<b>32</b>	<b>59</b>	<b>447</b>	<b>2,023</b>
<b>Approach Total</b>	<b>648</b>			<b>928</b>				<b>121</b>			<b>326</b>				
<b>Approach %</b>	<b>3.40%</b>	<b>92.28%</b>	<b>4.32%</b>	<b>8.62%</b>	<b>67.35%</b>	<b>24.03%</b>		<b>22.31%</b>	<b>23.14%</b>	<b>54.55%</b>	<b>72.09%</b>	<b>9.82%</b>	<b>18.10%</b>		
<b>Total %</b>	<b>1.09%</b>	<b>29.56%</b>	<b>1.38%</b>	<b>3.95%</b>	<b>30.89%</b>	<b>11.02%</b>	<b>77.90%</b>	<b>1.33%</b>	<b>1.38%</b>	<b>3.26%</b>	<b>11.62%</b>	<b>1.58%</b>	<b>2.92%</b>	<b>22.10%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	0	0	2	7	3	12	0	1	1	1	3	0	6	18
5:00 PM	0	2	0	0	1	0	3	0	0	3	0	1	0	4	7
<b>Total</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>8</b>	<b>3</b>	<b>15</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>10</b>	<b>25</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	2	0	4	7	3	16	1	0	0	1	0	3	5	21
5:00 PM	0	1	0	2	1	4	8	0	1	2	2	1	1	7	15
<b>Total</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>6</b>	<b>8</b>	<b>7</b>	<b>24</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>36</b>

**City of New Port Richey Public Works**

6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Lincoln St- 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Lincoln St - Northbound			N/A			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	N/A	249	3	25	246	N/A	523	33	N/A	7	N/A	N/A	N/A	40	563
5:00 PM	N/A	367	8	52	377	N/A	804	48	N/A	6	N/A	N/A	N/A	54	858
<b>Total</b>	<b>N/A</b>	<b>616</b>	<b>11</b>	<b>77</b>	<b>623</b>	<b>N/A</b>	<b>1,327</b>	<b>81</b>	<b>N/A</b>	<b>13</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>94</b>	<b>1,421</b>
<b>Approach Total</b>	<b>627</b>			<b>700</b>				<b>94</b>			<b>0</b>				
<b>Approach %</b>	<b>N/A</b>	<b>98.25%</b>	<b>1.75%</b>	<b>11.00%</b>	<b>89.00%</b>	<b>N/A</b>		<b>86.17%</b>	<b>N/A</b>	<b>13.83%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>		
<b>Total %</b>	<b>N/A</b>	<b>43.35%</b>	<b>0.77%</b>	<b>5.42%</b>	<b>43.84%</b>	<b>N/A</b>	<b>93.38%</b>	<b>5.70%</b>	<b>N/A</b>	<b>0.91%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>6.62%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	13	5	0	6	8	32	0	5	3	N/A	N/A	N/A	8	40
5:00 PM	0	9	1	0	7	0	17	3	3	0	N/A	N/A	N/A	6	23
<b>Total</b>	<b>0</b>	<b>22</b>	<b>6</b>	<b>0</b>	<b>13</b>	<b>8</b>	<b>49</b>	<b>3</b>	<b>8</b>	<b>3</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>14</b>	<b>63</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	3	0	3	3	1	10	1	0	1	N/A	N/A	N/A	2	12
5:00 PM	0	7	1	0	3	0	11	1	1	0	N/A	N/A	N/A	2	13
<b>Total</b>	<b>0</b>	<b>10</b>	<b>1</b>	<b>3</b>	<b>6</b>	<b>1</b>	<b>21</b>	<b>2</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>4</b>	<b>25</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Lincoln St - Northbound			N/A			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	N/A	428	38	2	405	N/A	873	21	N/A	4	N/A	N/A	N/A	25	898
5:00 PM	N/A	380	23	8	447	N/A	858	33	N/A	6	N/A	N/A	N/A	39	897
<b>Total</b>	<b>N/A</b>	<b>808</b>	<b>61</b>	<b>10</b>	<b>852</b>	<b>N/A</b>	<b>1,731</b>	<b>54</b>	<b>N/A</b>	<b>10</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>64</b>	<b>1,795</b>
<b>Approach Total</b>	<b>869</b>			<b>862</b>				<b>64</b>			<b>0</b>				
<b>Approach %</b>	<b>N/A</b>	<b>92.98%</b>	<b>7.02%</b>	<b>1.16%</b>	<b>98.84%</b>	<b>N/A</b>		<b>84.38%</b>	<b>N/A</b>	<b>15.63%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>		
<b>Total %</b>	<b>N/A</b>	<b>45.01%</b>	<b>3.40%</b>	<b>0.56%</b>	<b>47.47%</b>	<b>N/A</b>	<b>96.43%</b>	<b>3.01%</b>	<b>N/A</b>	<b>0.56%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3.57%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	3	14	3	0	0	0	20	0	2	4	N/A	N/A	N/A	6	26
5:00 PM	3	17	2	0	0	0	22	3	3	0	N/A	N/A	N/A	6	28
<b>Total</b>	<b>6</b>	<b>31</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>42</b>	<b>3</b>	<b>5</b>	<b>4</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>12</b>	<b>54</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	1	7	0	0	0	0	8	0	0	0	N/A	N/A	N/A	0	8
5:00 PM	0	11	0	0	0	0	11	0	1	1	N/A	N/A	N/A	2	13
<b>Total</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>2</b>	<b>21</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Lincoln St - Northbound			N/A			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	N/A	400	39	6	437	N/A	882	27	N/A	8	N/A	N/A	N/A	35	917
5:00 PM	N/A	490	46	13	438	N/A	987	25	N/A	7	N/A	N/A	N/A	32	1,019
<b>Total</b>	<b>N/A</b>	<b>890</b>	<b>85</b>	<b>19</b>	<b>875</b>	<b>N/A</b>	<b>1,869</b>	<b>52</b>	<b>N/A</b>	<b>15</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>67</b>	<b>1,936</b>
<b>Approach Total</b>	<b>975</b>			<b>894</b>				<b>67</b>			<b>0</b>				
<b>Approach %</b>	<b>N/A</b>	<b>91.28%</b>	<b>8.72%</b>	<b>2.13%</b>	<b>97.87%</b>	<b>N/A</b>		<b>77.61%</b>	<b>N/A</b>	<b>22.39%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>		
<b>Total %</b>	<b>N/A</b>	<b>45.97%</b>	<b>4.39%</b>	<b>0.98%</b>	<b>45.20%</b>	<b>N/A</b>	<b>96.54%</b>	<b>2.69%</b>	<b>N/A</b>	<b>0.77%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3.46%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	7	26	3	0	0	0	36	3	6	3	N/A	N/A	N/A	12	48
5:00 PM	3	23	0	0	0	0	26	3	7	5	N/A	N/A	N/A	15	41
<b>Total</b>	<b>10</b>	<b>49</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>62</b>	<b>6</b>	<b>13</b>	<b>8</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>27</b>	<b>89</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	6	11	3	0	0	0	20	6	1	0	N/A	N/A	N/A	7	27
5:00 PM	5	6	0	0	0	0	11	3	4	2	N/A	N/A	N/A	9	20
<b>Total</b>	<b>11</b>	<b>17</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>31</b>	<b>9</b>	<b>5</b>	<b>2</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>16</b>	<b>47</b>

**City of New Port Richey Public Works**

6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Florida Avenue - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	N/A			Florida Ave - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	7	393	N/A	N/A	357	4	761	N/A	N/A	N/A	0	0	13	13	774
5:00 PM	4	397	N/A	N/A	368	2	771	N/A	N/A	N/A	0	0	28	28	799
<b>Total</b>	<b>11</b>	<b>790</b>	<b>N/A</b>	<b>N/A</b>	<b>725</b>	<b>6</b>	<b>1,532</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>41</b>	<b>41</b>	<b>1,573</b>
<b>Approach Total</b>	<b>801</b>			<b>731</b>				<b>N/A</b>			<b>41</b>				
<b>Approach %</b>	<b>1.37%</b>	<b>98.63%</b>	<b>N/A</b>	<b>N/A</b>	<b>99.18%</b>	<b>0.82%</b>		<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0.00%</b>	<b>0.00%</b>	<b>100.00%</b>		
<b>Total %</b>	<b>0.70%</b>	<b>50.22%</b>	<b>N/A</b>	<b>N/A</b>	<b>46.09%</b>	<b>0.38%</b>	<b>97.39%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0.00%</b>	<b>0.00%</b>	<b>2.61%</b>	<b>2.61%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	27	0	0	36	0	63	N/A	N/A	N/A	0	0	2	2	65
5:00 PM	0	31	0	0	16	0	47	N/A	N/A	N/A	3	0	0	3	50
<b>Total</b>	<b>0</b>	<b>58</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>110</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3</b>	<b>0</b>	<b>2</b>	<b>5</b>	<b>115</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	1	0	0	4	0	5	N/A	N/A	N/A	0	0	0	0	5
5:00 PM	0	15	0	0	3	0	18	N/A	N/A	N/A	0	0	1	1	19
<b>Total</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>23</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>24</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	N/A			Florida Ave - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	8	325	N/A	N/A	369	4	706	N/A	N/A	N/A	3		20	23	729
5:00 PM	9	364	N/A	N/A	412	4	789	N/A	N/A	N/A	0	0	14	14	803
<b>Total</b>	<b>17</b>	<b>689</b>	<b>N/A</b>	<b>N/A</b>	<b>781</b>	<b>8</b>	<b>1,495</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>3</b>	<b>0</b>	<b>34</b>	<b>37</b>	<b>1,532</b>
<b>Approach Total</b>	<b>706</b>			<b>789</b>				<b>N/A</b>			<b>37</b>				
<b>Approach %</b>	<b>2.41%</b>	<b>97.59%</b>	<b>N/A</b>	<b>N/A</b>	<b>98.99%</b>	<b>1.01%</b>		<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>8.11%</b>	<b>0.00%</b>	<b>91.89%</b>		
<b>Total %</b>	<b>1.11%</b>	<b>44.97%</b>	<b>N/A</b>	<b>N/A</b>	<b>50.98%</b>	<b>0.52%</b>	<b>97.58%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0.20%</b>	<b>0.00%</b>	<b>2.22%</b>	<b>2.42%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	20	0	0	30	0	50	N/A	N/A	N/A	0	0	1	1	51
5:00 PM	0	18	0	0	22	0	40	N/A	N/A	N/A	0	0	0	0	40
<b>Total</b>	<b>0</b>	<b>38</b>	<b>0</b>	<b>0</b>	<b>52</b>	<b>0</b>	<b>90</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>91</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	2	0	0	6	0	8	N/A	N/A	N/A	0	0	2	2	10
5:00 PM	0	10	0	1	12	0	23	N/A	N/A	N/A	0	0	0	0	23
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>18</b>	<b>0</b>	<b>31</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>33</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	N/A			Florida Ave - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	15	345	N/A	N/A	394	1	755	N/A	N/A	N/A	1	0	21	22	777
5:00 PM	10	334	N/A	N/A	384	3	731	N/A	N/A	N/A	3	0	17	20	751
<b>Total</b>	<b>25</b>	<b>679</b>	<b>N/A</b>	<b>N/A</b>	<b>778</b>	<b>4</b>	<b>1,486</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>4</b>	<b>0</b>	<b>38</b>	<b>42</b>	<b>1,528</b>
<b>Approach Total</b>	<b>704</b>			<b>782</b>				<b>N/A</b>			<b>42</b>				
<b>Approach %</b>	<b>3.55%</b>	<b>96.45%</b>	<b>N/A</b>	<b>N/A</b>	<b>99.49%</b>	<b>0.51%</b>		<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>9.52%</b>	<b>0.00%</b>	<b>90.48%</b>		
<b>Total %</b>	<b>1.64%</b>	<b>44.44%</b>	<b>N/A</b>	<b>N/A</b>	<b>50.92%</b>	<b>0.26%</b>	<b>97.25%</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0.26%</b>	<b>0.00%</b>	<b>2.49%</b>	<b>2.75%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	0	0	0	45	0	45	N/A	N/A	N/A	0	0	2	2	47
5:00 PM	0	0	0	0	24	0	24	N/A	N/A	N/A	0	0	0	0	24
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>69</b>	<b>0</b>	<b>69</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>71</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	0	0	0	8	0	8	N/A	N/A	N/A	0	0	2	2	10
5:00 PM	0	0	0	0	3	1	4	N/A	N/A	N/A	0	0	4	4	8
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>12</b>	<b>N/A</b>	<b>N/A</b>	<b>N/A</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>6</b>	<b>18</b>

**City of New Port Richey Public Works**

6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Bank St - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Bank St - Northbound			Bank St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	25	420	23	22	430	29	949	18	8	22	6	20	12	86	1,035
5:00 PM	20	406	25	25	350	15	841	12	10	5	13	11	8	59	900
<b>Grand Total</b>	<b>45</b>	<b>826</b>	<b>48</b>	<b>47</b>	<b>780</b>	<b>44</b>	<b>1,790</b>	<b>30</b>	<b>18</b>	<b>27</b>	<b>19</b>	<b>31</b>	<b>20</b>	<b>145</b>	<b>1,935</b>
<b>Approach Total</b>	<b>919</b>			<b>871</b>				<b>75</b>			<b>70</b>				
<b>Approach %</b>	<b>4.90%</b>	<b>89.88%</b>	<b>5.22%</b>	<b>5.40%</b>	<b>89.55%</b>	<b>5.05%</b>		<b>40.00%</b>	<b>24.00%</b>	<b>36.00%</b>	<b>27.14%</b>	<b>44.29%</b>	<b>28.57%</b>		
<b>Total %</b>	<b>2.33%</b>	<b>42.69%</b>	<b>2.48%</b>	<b>2.43%</b>	<b>40.31%</b>	<b>2.27%</b>	<b>92.51%</b>	<b>1.55%</b>	<b>0.93%</b>	<b>1.40%</b>	<b>0.98%</b>	<b>1.60%</b>	<b>1.03%</b>	<b>7.49%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	3	19	6	0	0	0	28	10	12	3	8	12	10	55	83
5:00 PM	5	10	2	9	16	12	54	7	10	9	7	10	4	47	101
<b>Total</b>	<b>8</b>	<b>29</b>	<b>8</b>	<b>9</b>	<b>16</b>	<b>12</b>	<b>82</b>	<b>17</b>	<b>22</b>	<b>12</b>	<b>15</b>	<b>22</b>	<b>14</b>	<b>102</b>	<b>184</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	2	3	4				9	3	3	1	1	0	1	9	18
5:00 PM	2	4	2	4	3	2	17	2	3	1	0	3	0	9	26
<b>Total</b>	<b>4</b>	<b>7</b>	<b>6</b>	<b>4</b>	<b>3</b>	<b>2</b>	<b>26</b>	<b>5</b>	<b>6</b>	<b>2</b>	<b>1</b>	<b>3</b>	<b>1</b>	<b>18</b>	<b>44</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Bank St - Northbound			Bank St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	16	450	20	15	520	12	1,033	17	4	11	14	6	18	70	1,103
5:00 PM	3	675	10				688	21	5	11	22	5	11	75	763
<b>Grand Total</b>	<b>19</b>	<b>1,125</b>	<b>30</b>	<b>15</b>	<b>520</b>	<b>12</b>	<b>1,721</b>	<b>38</b>	<b>9</b>	<b>22</b>	<b>36</b>	<b>11</b>	<b>29</b>	<b>145</b>	<b>1,866</b>
<b>Approach Total</b>	<b>1,174</b>			<b>547</b>				<b>69</b>			<b>76</b>				
<b>Approach %</b>	<b>1.62%</b>	<b>95.83%</b>	<b>2.56%</b>	<b>2.74%</b>	<b>95.06%</b>	<b>2.19%</b>		<b>55.07%</b>	<b>13.04%</b>	<b>31.88%</b>	<b>47.37%</b>	<b>14.47%</b>	<b>38.16%</b>		
<b>Total %</b>	<b>1.02%</b>	<b>60.29%</b>	<b>1.61%</b>	<b>0.80%</b>	<b>27.87%</b>	<b>0.64%</b>	<b>92.23%</b>	<b>2.04%</b>	<b>0.48%</b>	<b>1.18%</b>	<b>1.93%</b>	<b>0.59%</b>	<b>1.55%</b>	<b>7.77%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	5	5	2	5	20	6	43	5	6	3	10	7	2	33	76
5:00 PM	3	12	5				20	2	7	6	7	8	3	33	53
<b>Total</b>	<b>8</b>	<b>17</b>	<b>7</b>	<b>5</b>	<b>20</b>	<b>6</b>	<b>63</b>	<b>7</b>	<b>13</b>	<b>9</b>	<b>17</b>	<b>15</b>	<b>5</b>	<b>66</b>	<b>129</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	2	5	2	3	15	4	31	2	2	0	2	5	2	13	44
5:00 PM	6	4	3				13	3	5	3	6	5	5	27	40
<b>Total</b>	<b>8</b>	<b>9</b>	<b>5</b>	<b>3</b>	<b>15</b>	<b>4</b>	<b>44</b>	<b>5</b>	<b>7</b>	<b>3</b>	<b>8</b>	<b>10</b>	<b>7</b>	<b>40</b>	<b>84</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Bank St - Northbound			Bank St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	12	500	6	10	450	12	990	18	2	9	18	4	15	66	1,056
5:00 PM	5	432	6	6	456	5	910	10	3	5	8	5	6	37	947
<b>Grand Total</b>	<b>17</b>	<b>932</b>	<b>12</b>	<b>16</b>	<b>906</b>	<b>17</b>	<b>1,900</b>	<b>28</b>	<b>5</b>	<b>14</b>	<b>26</b>	<b>9</b>	<b>21</b>	<b>103</b>	<b>2,003</b>
<b>Approach Total</b>	<b>961</b>			<b>939</b>				<b>47</b>			<b>56</b>				
<b>Approach %</b>	<b>1.77%</b>	<b>96.98%</b>	<b>1.25%</b>	<b>1.70%</b>	<b>96.49%</b>	<b>1.81%</b>		<b>59.57%</b>	<b>10.64%</b>	<b>29.79%</b>	<b>46.43%</b>	<b>16.07%</b>	<b>37.50%</b>		
<b>Total %</b>	<b>0.85%</b>	<b>46.53%</b>	<b>0.60%</b>	<b>0.80%</b>	<b>45.23%</b>	<b>0.85%</b>	<b>94.86%</b>	<b>1.40%</b>	<b>0.25%</b>	<b>0.70%</b>	<b>1.30%</b>	<b>0.45%</b>	<b>1.05%</b>	<b>5.14%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	6	0	7	5	10	6	34	1	5	1	3	3	3	16	50
5:00 PM	3	2	0	2	5	2	14	2	3	1	2	3	2	13	27
<b>Total</b>	<b>9</b>	<b>2</b>	<b>7</b>	<b>7</b>	<b>15</b>	<b>8</b>	<b>48</b>	<b>3</b>	<b>8</b>	<b>2</b>	<b>5</b>	<b>6</b>	<b>5</b>	<b>29</b>	<b>77</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	9	3	2	2	3	6	25	0	1	0	2	1	0	4	29
5:00 PM	1	2	0	1	3	1	8	2	2	1	2	1	1	9	17
<b>Total</b>	<b>10</b>	<b>5</b>	<b>2</b>	<b>3</b>	<b>6</b>	<b>7</b>	<b>33</b>	<b>2</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>2</b>	<b>1</b>	<b>13</b>	<b>46</b>

**City of New Port Richey Public Works**  
6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Grand Boulevard - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Grand Blvd - Northbound			Grand Blvd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	20	263	61	66	302	12	724	73	53	91	8	40	22	287	1,011
5:00 PM	17	274	67	75	283	18	734	90	58	80	22	38	20	308	1,042
<b>Grand Total</b>	<b>37</b>	<b>537</b>	<b>128</b>	<b>141</b>	<b>585</b>	<b>30</b>	<b>1,458</b>	<b>163</b>	<b>111</b>	<b>171</b>	<b>30</b>	<b>78</b>	<b>42</b>	<b>595</b>	<b>2,053</b>
<b>Approach Total</b>	<b>702</b>			<b>756</b>				<b>445</b>			<b>150</b>				
<b>Approach %</b>	<b>5.27%</b>	<b>76.50%</b>	<b>18.23%</b>	<b>18.65%</b>	<b>77.38%</b>	<b>3.97%</b>		<b>36.63%</b>	<b>24.94%</b>	<b>38.43%</b>	<b>20.00%</b>	<b>52.00%</b>	<b>28.00%</b>		
<b>Total %</b>	<b>1.80%</b>	<b>26.16%</b>	<b>6.23%</b>	<b>6.87%</b>	<b>28.49%</b>	<b>1.46%</b>	<b>71.02%</b>	<b>7.94%</b>	<b>5.41%</b>	<b>8.33%</b>	<b>1.46%</b>	<b>3.80%</b>	<b>2.05%</b>	<b>28.98%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	3	18	0	0	15	1	37	2	13	4	2	7	5	33	70
5:00 PM	6	26	5	3	9	2	51	4	2	3	6	24	2	41	92
<b>Total</b>	<b>9</b>	<b>44</b>	<b>5</b>	<b>3</b>	<b>24</b>	<b>3</b>	<b>88</b>	<b>6</b>	<b>15</b>	<b>7</b>	<b>8</b>	<b>31</b>	<b>7</b>	<b>74</b>	<b>162</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	4	0	0	3	0	7	1	0	0	0	0	0	1	8
5:00 PM	1	4	0	0	3	2	10	0	0	0	0	1	0	1	11
<b>Total</b>	<b>1</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>17</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>19</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Grand Blvd - Northbound			Grand Blvd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	39	349	111	102	389	16	1,006	80	77	74	27	38	18	314	1,320
5:00 PM	20	407	146	104	408	14	1,099	84	55	92				231	1,330
<b>Grand Total</b>	<b>59</b>	<b>756</b>	<b>257</b>	<b>206</b>	<b>797</b>	<b>30</b>	<b>2,105</b>	<b>164</b>	<b>132</b>	<b>166</b>	<b>27</b>	<b>38</b>	<b>18</b>	<b>545</b>	<b>2,650</b>
<b>Approach Total</b>	<b>1,072</b>			<b>1,033</b>				<b>462</b>			<b>83</b>				
<b>Approach %</b>	<b>5.50%</b>	<b>70.52%</b>	<b>23.97%</b>	<b>19.94%</b>	<b>77.15%</b>	<b>2.90%</b>		<b>35.50%</b>	<b>28.57%</b>	<b>35.93%</b>	<b>32.53%</b>	<b>45.78%</b>	<b>21.69%</b>		
<b>Total %</b>	<b>2.23%</b>	<b>28.53%</b>	<b>9.70%</b>	<b>7.77%</b>	<b>30.08%</b>	<b>1.13%</b>	<b>79.43%</b>	<b>6.19%</b>	<b>4.98%</b>	<b>6.26%</b>	<b>1.02%</b>	<b>1.43%</b>	<b>0.68%</b>	<b>20.57%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	22	12	0	16	0	50	5	1	0	2	2	1	11	61
5:00 PM	0	19	0	8	12	3	42	12	7	0				19	61
<b>Total</b>	<b>0</b>	<b>41</b>	<b>12</b>	<b>8</b>	<b>28</b>	<b>3</b>	<b>92</b>	<b>17</b>	<b>8</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>30</b>	<b>122</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	0	0	0	4	0	4	1	0	0	0	0	0	1	5
5:00 PM	4	9	0	0	5	0	18	0	2	0				2	20
<b>Total</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>22</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>25</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Grand Blvd - Northbound			Grand Blvd - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	8	360	83	88	297	9	845	90	63	95	12	42	15	317	1,162
5:00 PM	12	344	69	88	292	4	809	70	60	78	8	28	17	261	1,070
<b>Grand Total</b>	<b>20</b>	<b>704</b>	<b>152</b>	<b>176</b>	<b>589</b>	<b>13</b>	<b>1,654</b>	<b>160</b>	<b>123</b>	<b>173</b>	<b>20</b>	<b>70</b>	<b>32</b>	<b>578</b>	<b>2,232</b>
<b>Approach Total</b>	<b>876</b>			<b>778</b>				<b>456</b>			<b>122</b>				
<b>Approach %</b>	<b>2.28%</b>	<b>80.37%</b>	<b>17.35%</b>	<b>22.62%</b>	<b>75.71%</b>	<b>1.67%</b>		<b>35.09%</b>	<b>26.97%</b>	<b>37.94%</b>	<b>16.39%</b>	<b>57.38%</b>	<b>26.23%</b>		
<b>Total %</b>	<b>0.90%</b>	<b>31.54%</b>	<b>6.81%</b>	<b>7.89%</b>	<b>26.39%</b>	<b>0.58%</b>	<b>74.10%</b>	<b>7.17%</b>	<b>5.51%</b>	<b>7.75%</b>	<b>0.90%</b>	<b>3.14%</b>	<b>1.43%</b>	<b>25.90%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	19	5	5	17	0	46	5	13	0	2	4	4	28	74
5:00 PM	0	9	1	2	12	1	25	2	15	4	1	10	3	35	60
<b>Total</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>7</b>	<b>29</b>	<b>1</b>	<b>71</b>	<b>7</b>	<b>28</b>	<b>4</b>	<b>3</b>	<b>14</b>	<b>7</b>	<b>63</b>	<b>134</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	3	0	0	0	0	3	0	0	0	0	0	0	0	3
5:00 PM	0	1	0	1	4	0	6	0	1	0	0	2	0	3	9
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>3</b>	<b>12</b>

**City of New Port Richey Public Works**  
 6132 Pine Hill Road, Port Richey, FL 34668  
**Main Street & Adams Street - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Adams St - Northbound			Adams St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	24	352	6	6	363	13	764	7	12	15	11	21	40	106	870
5:00 PM	28	355	3	13	351	11	761	6	15	11	20	16	51	119	880
<b>Total</b>	<b>52</b>	<b>707</b>	<b>9</b>	<b>19</b>	<b>714</b>	<b>24</b>	<b>1,525</b>	<b>13</b>	<b>27</b>	<b>26</b>	<b>31</b>	<b>37</b>	<b>91</b>	<b>225</b>	<b>1,750</b>
<b>Approach Total</b>	<b>768</b>			<b>757</b>				<b>66</b>			<b>159</b>				
<b>Approach %</b>	<b>6.77%</b>	<b>92.06%</b>	<b>1.17%</b>	<b>2.51%</b>	<b>94.32%</b>	<b>3.17%</b>		<b>19.70%</b>	<b>40.91%</b>	<b>39.39%</b>	<b>19.50%</b>	<b>23.27%</b>	<b>57.23%</b>		
<b>Total %</b>	<b>2.97%</b>	<b>40.40%</b>	<b>0.51%</b>	<b>1.09%</b>	<b>40.80%</b>	<b>1.37%</b>	<b>87.14%</b>	<b>0.74%</b>	<b>1.54%</b>	<b>1.49%</b>	<b>1.77%</b>	<b>2.11%</b>	<b>5.20%</b>	<b>12.86%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	3	11	0	0	14	0	28	0	5	0	3	7	6	21	49
5:00 PM	2	19	0	1	11	2	35	0	3	0	0	7	0	10	45
<b>Total</b>	<b>5</b>	<b>30</b>	<b>0</b>	<b>1</b>	<b>25</b>	<b>2</b>	<b>63</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>14</b>	<b>6</b>	<b>31</b>	<b>94</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	4	0	0	1	0	5	0	0	0	0	1	5	6	11
5:00 PM	0	5	0	0	2	0	7	0	6	0	0	2	2	10	17
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>7</b>	<b>16</b>	<b>28</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Adams St - Northbound			Adams St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	15	353	0	7	348	8	731	2	9	4	14	18	42	89	820
5:00 PM	20	323	3	5	315	10	676	6	15	11	13	14	34	93	769
<b>Total</b>	<b>35</b>	<b>676</b>	<b>3</b>	<b>12</b>	<b>663</b>	<b>18</b>	<b>1,407</b>	<b>8</b>	<b>24</b>	<b>15</b>	<b>27</b>	<b>32</b>	<b>76</b>	<b>182</b>	<b>1,589</b>
<b>Approach Total</b>	<b>714</b>			<b>693</b>				<b>47</b>			<b>135</b>				
<b>Approach %</b>	<b>4.90%</b>	<b>94.68%</b>	<b>0.42%</b>	<b>1.73%</b>	<b>95.67%</b>	<b>2.60%</b>		<b>17.02%</b>	<b>51.06%</b>	<b>31.91%</b>	<b>20.00%</b>	<b>23.70%</b>	<b>56.30%</b>		
<b>Total %</b>	<b>2.20%</b>	<b>42.54%</b>	<b>0.19%</b>	<b>0.76%</b>	<b>41.72%</b>	<b>1.13%</b>	<b>88.55%</b>	<b>0.50%</b>	<b>1.51%</b>	<b>0.94%</b>	<b>1.70%</b>	<b>2.01%</b>	<b>4.78%</b>	<b>11.45%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	7	0	1	7	0	15	1	3	0	1	2	1	8	23
5:00 PM	5	4	5	0	14	0	28	1	1	0	0	1	4	7	35
<b>Total</b>	<b>5</b>	<b>11</b>	<b>5</b>	<b>1</b>	<b>21</b>	<b>0</b>	<b>43</b>	<b>2</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>5</b>	<b>15</b>	<b>58</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	3	0	0	5	0	8	0	0	0	0	0	0	0	8
5:00 PM	0	6	0	0	5	0	11	0	0	0	0	0	0	0	11
<b>Total</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>19</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Adams St - Northbound			Adams St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	21	373	3	4	361	4	766	4	9	5	12	22	38	90	856
5:00 PM	20	402	6	2	393	6	829	3	12	12	6	16	39	88	917
<b>Total</b>	<b>41</b>	<b>775</b>	<b>9</b>	<b>6</b>	<b>754</b>	<b>10</b>	<b>1,595</b>	<b>7</b>	<b>21</b>	<b>17</b>	<b>18</b>	<b>38</b>	<b>77</b>	<b>178</b>	<b>1,773</b>
<b>Approach Total</b>	<b>825</b>			<b>770</b>				<b>45</b>			<b>133</b>				
<b>Approach %</b>	<b>4.97%</b>	<b>93.94%</b>	<b>1.09%</b>	<b>0.78%</b>	<b>97.92%</b>	<b>1.30%</b>		<b>15.56%</b>	<b>46.67%</b>	<b>37.78%</b>	<b>13.53%</b>	<b>28.57%</b>	<b>57.89%</b>		
<b>Total %</b>	<b>2.31%</b>	<b>43.71%</b>	<b>0.51%</b>	<b>0.34%</b>	<b>42.53%</b>	<b>0.56%</b>	<b>89.96%</b>	<b>0.39%</b>	<b>1.18%</b>	<b>0.96%</b>	<b>1.02%</b>	<b>2.14%</b>	<b>4.34%</b>	<b>10.04%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	1	13	1	0	17	1	33	0	4	0	1	0	2	7	40
5:00 PM	0	7	0	0	21	0	28	0	1	0	0	1	0	2	30
<b>Total</b>	<b>1</b>	<b>20</b>	<b>1</b>	<b>0</b>	<b>38</b>	<b>1</b>	<b>61</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>9</b>	<b>70</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	9	0	0	4	0	13	0	0	0	0	0	0	0	13
5:00 PM	0	3	0	0	4	0	7	0	0	0	0	0	0	0	7
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>20</b>

**City of New Port Richey Public Works**

6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Jefferson Street - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			NB & SB	Intersection Total	
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right			
Start Time							EB & WB Total							NB & SB Total	Int. Total	
4:00 PM	0	376	4	0	0	387	4	771	7	0	13	4	1	9	34	805
5:00 PM	4	376	0	0	0	370	2	752	3	0	10	7	3	12	35	787
<b>Total</b>	<b>4</b>	<b>752</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>757</b>	<b>6</b>	<b>1,523</b>	<b>10</b>	<b>0</b>	<b>23</b>	<b>11</b>	<b>4</b>	<b>21</b>	<b>69</b>	<b>1,592</b>
<b>Approach Total</b>	<b>760</b>			<b>763</b>					<b>33</b>			<b>36</b>				
<b>Approach %</b>	<b>0.53%</b>	<b>98.95%</b>	<b>0.53%</b>	<b>0.00%</b>	<b>99.21%</b>	<b>0.79%</b>			<b>30.30%</b>	<b>0.00%</b>	<b>69.70%</b>	<b>30.56%</b>	<b>11.11%</b>	<b>58.33%</b>		
<b>Total %</b>	<b>0.25%</b>	<b>47.24%</b>	<b>0.25%</b>	<b>0.00%</b>	<b>47.55%</b>	<b>0.38%</b>		<b>95.67%</b>	<b>0.63%</b>	<b>0.00%</b>	<b>1.44%</b>	<b>0.69%</b>	<b>0.25%</b>	<b>1.32%</b>	<b>4.33%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	0	0	0	0	0	0	0	5	6	0	0	0	1	0	12	
5:00 PM	0	22	0	0	0	6	0	28	1	0	0	0	2	0	3	
<b>Total</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>28</b>	<b>6</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>15</b>	
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1	
5:00 PM	0	10	2	0	2	1	15	0	2	0	0	0	0	0	2	
<b>Total</b>	<b>0</b>	<b>10</b>	<b>2</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>15</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>	

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			NB & SB	Intersection Total	
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right			
Start Time							EB & WB Total							NB & SB Total	Int. Total	
4:00 PM	0	325	5	5	5	414	0	749	4	0	10	21	19	35	89	838
5:00 PM	0	423	4	1	4	469	0	897	7	0	5	5	7	10	34	931
<b>Total</b>	<b>0</b>	<b>748</b>	<b>9</b>	<b>6</b>	<b>883</b>	<b>0</b>	<b>0</b>	<b>1,646</b>	<b>11</b>	<b>0</b>	<b>15</b>	<b>26</b>	<b>26</b>	<b>45</b>	<b>123</b>	<b>1,769</b>
<b>Approach Total</b>	<b>757</b>			<b>889</b>					<b>26</b>			<b>97</b>				
<b>Approach %</b>	<b>0.00%</b>	<b>98.81%</b>	<b>1.19%</b>	<b>0.67%</b>	<b>99.33%</b>	<b>0.00%</b>			<b>42.31%</b>	<b>0.00%</b>	<b>57.69%</b>	<b>26.80%</b>	<b>26.80%</b>	<b>46.39%</b>		
<b>Total %</b>	<b>0.00%</b>	<b>42.28%</b>	<b>0.51%</b>	<b>0.34%</b>	<b>49.92%</b>	<b>0.00%</b>		<b>93.05%</b>	<b>0.62%</b>	<b>0.00%</b>	<b>0.85%</b>	<b>1.47%</b>	<b>1.47%</b>	<b>2.54%</b>	<b>6.95%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	0	8	2	3	13	0	26	2	8	0	0	0	1	0	11	
5:00 PM	2	8	0	4	4	0	18	0	0	0	0	2	1	0	3	
<b>Total</b>	<b>2</b>	<b>16</b>	<b>2</b>	<b>7</b>	<b>17</b>	<b>0</b>	<b>44</b>	<b>2</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>14</b>	
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	0	6	0	0	2	0	8	0	0	0	0	0	0	0	8	
5:00 PM	0	6	0	0	9	0	15	3	0	0	0	1	0	0	4	
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>23</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>12</b>	

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Jefferson St - Northbound			Jefferson St - Southbound (One-Way)			NB & SB	Intersection Total	
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right			
Start Time							EB & WB Total							NB & SB Total	Int. Total	
4:00 PM	0	380	3	7	380	0	770	2	0	8	5	4	9	28	798	
5:00 PM	0	377	5	3	393	1	779	5	0	11	4	1	12	33	812	
<b>Total</b>	<b>0</b>	<b>757</b>	<b>8</b>	<b>10</b>	<b>773</b>	<b>1</b>	<b>1,549</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>9</b>	<b>5</b>	<b>21</b>	<b>61</b>	<b>1,610</b>	
<b>Approach Total</b>	<b>765</b>			<b>784</b>					<b>26</b>			<b>35</b>				
<b>Approach %</b>	<b>0.00%</b>	<b>98.95%</b>	<b>1.05%</b>	<b>1.28%</b>	<b>98.60%</b>	<b>0.13%</b>			<b>26.92%</b>	<b>0.00%</b>	<b>73.08%</b>	<b>25.71%</b>	<b>14.29%</b>	<b>60.00%</b>		
<b>Total %</b>	<b>0.00%</b>	<b>47.02%</b>	<b>0.50%</b>	<b>0.62%</b>	<b>48.01%</b>	<b>0.06%</b>		<b>96.21%</b>	<b>0.43%</b>	<b>0.00%</b>	<b>1.18%</b>	<b>0.56%</b>	<b>0.31%</b>	<b>1.30%</b>	<b>3.79%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	3	12	3	4	15	0	37	0	0	0	0	4	0	0	4	
5:00 PM	1	9	3	0	14	0	27	1	0	0	0	5	2	0	8	
<b>Total</b>	<b>4</b>	<b>21</b>	<b>6</b>	<b>4</b>	<b>29</b>	<b>0</b>	<b>64</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>2</b>	<b>0</b>	<b>12</b>	
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total	
4:00 PM	0	3	0	0	7	0	10	1	1	0	0	1	1	0	4	
5:00 PM	0	2	0	1	4	0	7	0	0	0	0	3	0	0	3	
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>11</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>7</b>	

**City of New Port Richey Public Works**

6132 Pine Hill Road, Port Richey, FL 34668

**Main Street & Madison Street - 2 Hour Turning Movement Count Data**

**Tuesday, January 10, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Madison St - Northbound			Madison St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	112	281	24	32	254	19	722	30	180	41	33	167	96	547	1,269
5:00 PM	108	241	27	40	245	22	683	57	200	37	36	151	80	561	1,244
<b>Total</b>	<b>220</b>	<b>522</b>	<b>51</b>	<b>72</b>	<b>499</b>	<b>41</b>	<b>1,405</b>	<b>87</b>	<b>380</b>	<b>78</b>	<b>69</b>	<b>318</b>	<b>176</b>	<b>1,108</b>	<b>2,513</b>
<b>Approach Total</b>	<b>793</b>			<b>612</b>				<b>545</b>			<b>563</b>				
<b>Approach %</b>	<b>27.74%</b>	<b>65.83%</b>	<b>6.43%</b>	<b>11.76%</b>	<b>81.54%</b>	<b>6.70%</b>		<b>15.96%</b>	<b>69.72%</b>	<b>14.31%</b>	<b>12.26%</b>	<b>56.48%</b>	<b>31.26%</b>		
<b>Total %</b>	<b>8.75%</b>	<b>20.77%</b>	<b>2.03%</b>	<b>2.87%</b>	<b>19.86%</b>	<b>1.63%</b>	<b>55.91%</b>	<b>3.46%</b>	<b>15.12%</b>	<b>3.10%</b>	<b>2.75%</b>	<b>12.65%</b>	<b>7.00%</b>	<b>44.09%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	1	1	0	7	0	9	2	3	0	0	1	0	6	15
5:00 PM	0	11	0	0	6	0	17	2	2	0	0	0	0	4	21
<b>Total</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>0</b>	<b>26</b>	<b>4</b>	<b>5</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>10</b>	<b>36</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	1	0	0	1	0	2	1	3	0	0	0	0	4	6
5:00 PM	0	3	0	0	2	0	5	2	3	0	0	0	0	5	10
<b>Total</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>7</b>	<b>3</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>	<b>16</b>

**Wednesday, January 11, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Madison St - Northbound			Madison St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	49	237	17	104	319	38	764	52	162	41	33	115	35	438	1,202
5:00 PM	63	270	13	82	294	35	757	46	162	41	38	121	90	498	1,255
<b>Total</b>	<b>112</b>	<b>507</b>	<b>30</b>	<b>186</b>	<b>613</b>	<b>73</b>	<b>1,521</b>	<b>98</b>	<b>324</b>	<b>82</b>	<b>71</b>	<b>236</b>	<b>125</b>	<b>936</b>	<b>2,457</b>
<b>Approach Total</b>	<b>649</b>			<b>872</b>				<b>504</b>			<b>432</b>				
<b>Approach %</b>	<b>17.26%</b>	<b>78.12%</b>	<b>4.62%</b>	<b>21.33%</b>	<b>70.30%</b>	<b>8.37%</b>		<b>19.44%</b>	<b>64.29%</b>	<b>16.27%</b>	<b>16.44%</b>	<b>54.63%</b>	<b>28.94%</b>		
<b>Total %</b>	<b>4.56%</b>	<b>20.63%</b>	<b>1.22%</b>	<b>7.57%</b>	<b>24.95%</b>	<b>2.97%</b>	<b>61.90%</b>	<b>3.99%</b>	<b>13.19%</b>	<b>3.34%</b>	<b>2.89%</b>	<b>9.61%</b>	<b>5.09%</b>	<b>38.10%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	7	0	0	4	0	11	3	3	0	0	1	1	8	19
5:00 PM	0	5	0	1	4	1	11	1	1	0	0	0	3	5	16
<b>Total</b>	<b>0</b>	<b>12</b>	<b>0</b>	<b>1</b>	<b>8</b>	<b>1</b>	<b>22</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>13</b>	<b>35</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	5	0	0	2	0	7	3	1	0	0	0	4	8	15
5:00 PM	0	0	0	1	1	0	2	0	2	0	0	1	2	5	7
<b>Total</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>13</b>	<b>22</b>

**Thursday, January 12, 2023**

Vehicle	Main St - Eastbound			Main St - Westbound			EB & WB	Madison St - Northbound			Madison St - Southbound			NB & SB	Intersection Total
	Left	Thru	Right	Left	Thru	Right		Left	Thru	Right	Left	Thru	Right		
Start Time							EB & WB Total							NB & SB Total	Int. Total
4:00 PM	41	282	15	108	30	289	765	54	189	63	50	223	23	602	1,367
5:00 PM	41	265	22	91	303	27	749	57	208	60	57	216	74	672	1,421
<b>Total</b>	<b>82</b>	<b>547</b>	<b>37</b>	<b>199</b>	<b>333</b>	<b>316</b>	<b>1,514</b>	<b>111</b>	<b>397</b>	<b>123</b>	<b>107</b>	<b>439</b>	<b>97</b>	<b>1,274</b>	<b>2,788</b>
<b>Approach Total</b>	<b>666</b>			<b>848</b>				<b>631</b>			<b>643</b>				
<b>Approach %</b>	<b>12.31%</b>	<b>82.13%</b>	<b>5.56%</b>	<b>23.47%</b>	<b>39.27%</b>	<b>37.26%</b>		<b>17.59%</b>	<b>62.92%</b>	<b>19.49%</b>	<b>16.64%</b>	<b>68.27%</b>	<b>15.09%</b>		
<b>Total %</b>	<b>2.94%</b>	<b>19.62%</b>	<b>1.33%</b>	<b>7.14%</b>	<b>11.94%</b>	<b>11.33%</b>	<b>54.30%</b>	<b>3.98%</b>	<b>14.24%</b>	<b>4.41%</b>	<b>3.84%</b>	<b>15.75%</b>	<b>3.48%</b>	<b>45.70%</b>	<b>100.00%</b>
<b>Pedestrian</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	8	0	0	2	0	10	0	0	2	1	0	0	3	13
5:00 PM	0	7	0	0	6	0	13	0	1	1	2	0	0	4	17
<b>Total</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>23</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>30</b>
<b>Bicycle</b>	Left	Thru	Right	Left	Thru	Right	EB & WB Total	Left	Thru	Right	Left	Thru	Right	NB & SB Total	Int. Total
4:00 PM	0	5	0	3	5	0	13	0	0	1	0	0	1	2	15
5:00 PM	0	3	0	1	2	0	6	0	0	0	0	0	0	0	6
<b>Total</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>21</b>

### Turning Movement Data

Start Time	Main St Eastbound						Main St Westbound						US 19 Northbound						US 19 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
6:30	0	3	7	3	2	13	0	37	4	10	0	51	3	1	211	27	1	242	0	6	445	5	0	456	762
6:45	0	7	8	5	1	20	0	23	5	12	1	40	1	6	172	29	1	208	1	4	481	15	1	501	769
Hourly Total	0	10	15	8	3	33	0	60	9	22	1	91	4	7	383	56	2	450	1	10	926	20	1	957	1531
7:00	0	3	7	9	0	19	0	42	4	13	1	59	4	2	203	22	0	231	1	12	496	4	0	513	822
7:15	0	9	7	7	0	23	0	48	6	13	0	67	1	1	260	21	0	283	1	13	491	1	0	506	879
7:30	0	6	16	12	0	34	0	43	6	14	0	63	1	6	324	22	0	353	1	18	511	8	0	538	988
7:45	0	17	18	12	3	47	0	60	7	17	2	84	4	3	328	30	2	365	1	26	536	9	0	572	1068
Hourly Total	0	35	48	40	3	123	0	193	23	57	3	273	10	12	1115	95	2	1232	4	69	2034	22	0	2129	3757
8:00	0	17	13	9	1	39	0	48	14	15	0	77	0	3	286	30	0	319	3	25	469	10	0	507	942
8:15	0	18	9	15	1	42	0	35	5	20	1	60	5	4	298	33	0	340	10	26	401	4	0	441	883
8:30	0	7	13	9	4	29	0	35	9	29	0	73	1	6	329	18	2	354	5	28	443	17	0	493	949
8:45	0	14	11	10	1	35	0	38	11	23	0	72	0	6	324	11	1	341	2	19	427	10	0	458	906
Hourly Total	0	56	46	43	7	145	0	156	39	87	1	282	6	19	1237	92	3	1354	20	98	1740	41	0	1899	3680
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12:00	0	19	17	16	2	52	0	51	15	45	0	111	5	11	497	31	3	544	7	31	403	10	0	451	1158
12:15	0	20	20	12	2	52	0	55	17	44	0	116	9	18	400	23	1	450	9	26	385	11	0	431	1049
12:30	0	31	19	13	6	63	0	54	25	46	3	125	11	13	413	39	6	476	7	29	391	12	0	439	1103
12:45	0	22	18	12	4	52	0	59	21	40	0	120	3	12	343	35	2	393	10	33	416	16	1	475	1040
Hourly Total	0	92	74	53	14	219	0	219	78	175	3	472	28	54	1653	128	12	1863	33	119	1595	49	1	1796	4350
13:00	0	23	14	15	4	52	0	58	20	36	1	114	7	9	447	23	0	486	12	35	438	10	0	495	1147
13:15	0	21	24	13	2	58	0	48	17	35	1	100	1	8	386	17	2	412	10	29	367	16	0	422	992
13:30	0	16	9	12	0	37	0	38	10	34	1	82	6	19	473	9	2	507	8	31	369	10	0	418	1044
13:45	0	32	15	9	1	56	0	55	16	43	1	114	4	8	415	8	1	435	13	36	354	5	0	408	1013
Hourly Total	0	92	62	49	7	203	0	199	63	148	4	410	18	44	1721	57	5	1840	43	131	1528	41	0	1743	4196
14:00	0	17	15	11	4	43	0	58	16	38	2	112	8	15	391	30	4	444	9	35	410	16	0	470	1069
14:15	0	17	15	15	3	47	0	49	18	41	2	108	7	11	422	26	3	466	6	33	423	11	0	473	1094
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
Hourly Total	0	34	30	26	7	90	0	107	34	79	4	220	15	26	813	56	7	910	15	68	833	27	0	943	2163
16:00	0	12	9	5	1	26	0	58	21	45	0	124	2	10	564	14	1	590	10	36	380	8	0	434	1174
16:15	0	13	18	14	5	45	0	62	14	41	0	117	4	11	534	16	4	565	8	41	421	6	0	476	1203
16:30	0	24	13	11	1	48	0	56	16	51	1	123	0	11	512	21	2	544	11	49	352	11	0	423	1138
16:45	0	23	9	8	5	40	0	62	14	47	2	123	1	3	549	18	2	571	6	31	477	10	1	524	1258
Hourly Total	0	72	49	38	12	159	0	238	65	184	3	487	7	35	2159	69	9	2270	35	157	1630	35	1	1857	4773
17:00	0	21	9	10	4	40	0	49	14	57	1	120	1	5	641	33	1	680	13	38	453	11	0	515	1355
17:15	0	14	20	10	1	44	0	66	13	42	2	121	1	7	600	17	2	625	4	28	400	9	0	441	1231
17:30	0	19	13	6	4	38	0	53	24	46	2	123	4	7	514	20	5	545	11	30	361	16	0	418	1124
17:45	0	12	14	10	1	36	0	41	14	31	2	86	3	8	615	18	0	644	9	29	354	11	0	403	1169
Hourly Total	0	66	56	36	10	158	0	209	65	176	7	450	9	27	2370	88	8	2494	37	125	1568	47	0	1777	4879
*** BREAK ***	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19:00	0	11	7	7	1	25	0	28	5	39	0	72	3	9	460	9	0	481	3	27	305	10	0	345	923
19:15	0	8	14	4	2	26	0	28	11	27	0	66	4	9	359	12	0	384	7	24	270	8	0	309	785
19:30	0	8	12	6	5	26	0	29	14	25	1	68	3	5	357	18	2	383	5	18	253	10	1	286	763
19:45	0	5	7	3	1	15	0	24	8	35	1	67	2	2	285	17	1	306	8	42	241	9	0	300	688
Hourly Total	0	32	40	20	9	92	0	109	38	126	2	273	12	25	1461	56	3	1554	23	111	1069	37	1	1240	3159
Grand Total	0	489	420	313	72	1222	0	1490	414	1054	28	2958	109	249	12912	697	51	13967	211	888	12923	319	4	14341	32488
Approach %	0.0	40.0	34.4	25.6	-	-	0.0	50.4	14.0	35.6	-	-	0.8	1.8	92.4	5.0	-	-	1.5	6.2	90.1	2.2	-	-	-
Total %	0.0	1.5	1.3	1.0	-	3.8	0.0	4.6	1.3	3.2	-	9.1	0.3	0.8	39.7	2.1	-	43.0	0.6	2.7	39.8	1.0	-	44.1	-
Motorcycles	0	3	6	0	-	9	0	10	4	14	-	28	0	2	84	0	-	86	1	10	107	5	-	123	246
% Motorcycles	-	0.6	1.4	0.0	-	0.7	-	0.7	1.0	1.3	-	0.9	0.0	0.8	0.7	0.0	-	0.6	0.5	1.1	0.8	1.6	-	0.9	0.8
Cars & Light Goods	0	477	398	292	-	1167	0	1434	404	1013	-	2851	106	237	12502	688	-	13533	205	862	12460	311	-	13838	31389
% Cars & Light Goods	-	97.5	94.8	93.3	-	95.5	-	96.2	97.6	96.1	-	96.4	97.2	95.2	96.8	98.7	-	96.9	97.2	97.1	96.4	97.5	-	96.5	96.6
Other Vehicles	0	9	16	21	-	46	0	46	6	27	-	79	3	10	326	9	-	348	5	16	356	3	-	380	853
% Other Vehicles	-	1.8	3.8	6.7	-	3.8	-	3.1	1.4	2.6	-	2.7	2.8	4.0	2.5	1.3	-	2.5	2.4	1.8	2.8	0.9	-	2.6	2.6
Bicycles on Crosswalk	-	-	-	-	24	-	-	-	-	-	18	-	-	-	-	-	19	-	-	-	-	-	3	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	64.3	-	-	-	-	-	37.3	-	-	-	-	-	75.0	-	-
Pedestrians	-	-	-	-	48	-	-	-	-	-	10	-	-	-	-	-	32	-	-	-	-	-	1	-	-

% Pedestrians	-	-	-	-	66.7	-	-	-	-	35.7	-	-	-	-	62.7	-	-	-	-	25.0	-	-
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### Turning Movement Peak Hour Data (7:30)

Start Time	Main St Eastbound						Main St Westbound						US 19 Northbound						US 19 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
7:30	0	6	16	12	0	34	0	43	6	14	0	63	1	6	324	22	0	353	1	18	511	8	0	538	988
7:45	0	17	18	12	3	47	0	60	7	17	2	84	4	3	328	30	2	365	1	26	536	9	0	572	1068
8:00	0	17	13	9	1	39	0	48	14	15	0	77	0	3	286	30	0	319	3	25	469	10	0	507	942
8:15	0	18	9	15	1	42	0	35	5	20	1	60	5	4	298	33	0	340	10	26	401	4	0	441	883
<b>Total</b>	<b>0</b>	<b>58</b>	<b>56</b>	<b>48</b>	<b>5</b>	<b>162</b>	<b>0</b>	<b>186</b>	<b>32</b>	<b>66</b>	<b>3</b>	<b>284</b>	<b>10</b>	<b>16</b>	<b>1236</b>	<b>115</b>	<b>2</b>	<b>1377</b>	<b>15</b>	<b>95</b>	<b>1917</b>	<b>31</b>	<b>0</b>	<b>2058</b>	<b>3881</b>
Approach %	0.0	35.8	34.6	29.6	-	-	0.0	65.5	11.3	23.2	-	-	0.7	1.2	89.8	8.4	-	-	0.7	4.6	93.1	1.5	-	-	-
Total %	0.0	1.5	1.4	1.2	-	4.2	0.0	4.8	0.8	1.7	-	7.3	0.3	0.4	31.8	3.0	-	35.5	0.4	2.4	49.4	0.8	-	53.0	-
PHF	0.000	0.806	0.778	0.800	-	0.862	0.000	0.775	0.571	0.825	-	0.845	0.500	0.667	0.942	0.871	-	0.943	0.375	0.913	0.894	0.775	-	0.899	0.908
Motorcycles	0	0	0	0	-	0	0	2	0	1	-	3	0	0	5	0	-	5	0	0	11	0	-	11	19
% Motorcycles	-	0.0	0.0	0.0	-	0.0	-	1.1	0.0	1.5	-	1.1	0.0	0.0	0.4	0.0	-	0.4	0.0	0.0	0.6	0.0	-	0.5	0.5
Cars & Light Goods	0	58	55	43	-	156	0	178	32	64	-	274	7	15	1190	111	-	1323	14	93	1837	29	-	1973	3726
% Cars & Light Goods	-	100.0	98.2	89.6	-	96.3	-	95.7	100.0	97.0	-	96.5	70.0	93.8	96.3	96.5	-	96.1	93.3	97.9	95.8	93.5	-	95.9	96.0
Other Vehicles	0	0	1	5	-	6	0	6	0	1	-	7	3	1	41	4	-	49	1	2	69	2	-	74	136
% Other Vehicles	-	0.0	1.8	10.4	-	3.7	-	3.2	0.0	1.5	-	2.5	30.0	6.3	3.3	3.5	-	3.6	6.7	2.1	3.6	6.5	-	3.6	3.5
Bicycles on Crosswalk	-	-	-	-	0	-	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	0.0	-	-	-	-	-	100.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	0	-	-	-	-	-	1	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	100.0	-	-	-	-	-	0.0	-	-	-	-	-	50.0	-	-	-	-	-	-	-	-

### Turning Movement Peak Hour Data (12:00)

Start Time	Main St Eastbound						Main St Westbound						US 19 Northbound						US 19 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
12:00	0	19	17	16	2	52	0	51	15	45	0	111	5	11	497	31	3	544	7	31	403	10	0	451	1158
12:15	0	20	20	12	2	52	0	55	17	44	0	116	9	18	400	23	1	450	9	26	385	11	0	431	1049
12:30	0	31	19	13	6	63	0	54	25	46	3	125	11	13	413	39	6	476	7	29	391	12	0	439	1103
12:45	0	22	18	12	4	52	0	59	21	40	0	120	3	12	343	35	2	393	10	33	416	16	1	475	1040
<b>Total</b>	<b>0</b>	<b>92</b>	<b>74</b>	<b>53</b>	<b>14</b>	<b>219</b>	<b>0</b>	<b>219</b>	<b>78</b>	<b>175</b>	<b>3</b>	<b>472</b>	<b>28</b>	<b>54</b>	<b>1653</b>	<b>128</b>	<b>12</b>	<b>1863</b>	<b>33</b>	<b>119</b>	<b>1595</b>	<b>49</b>	<b>1</b>	<b>1796</b>	<b>4350</b>
Approach %	0.0	42.0	33.8	24.2	-	-	0.0	46.4	16.5	37.1	-	-	1.5	2.9	88.7	6.9	-	-	1.8	6.6	88.8	2.7	-	-	-
Total %	0.0	2.1	1.7	1.2	-	5.0	0.0	5.0	1.8	4.0	-	10.9	0.6	1.2	38.0	2.9	-	42.8	0.8	2.7	36.7	1.1	-	41.3	-
PHF	0.000	0.742	0.925	0.828	-	0.869	0.000	0.928	0.780	0.951	-	0.944	0.636	0.750	0.831	0.821	-	0.856	0.825	0.902	0.959	0.766	-	0.945	0.939
Motorcycles	0	2	0	0	-	2	0	2	0	1	-	3	0	1	12	0	-	13	0	2	17	0	-	19	37
% Motorcycles	-	2.2	0.0	0.0	-	0.9	-	0.9	0.0	0.6	-	0.6	0.0	1.9	0.7	0.0	-	0.7	0.0	1.7	1.1	0.0	-	1.1	0.9
Cars & Light Goods	0	88	72	51	-	211	0	208	78	169	-	455	28	51	1589	126	-	1794	32	115	1529	49	-	1725	4185
% Cars & Light Goods	-	95.7	97.3	96.2	-	96.3	-	95.0	100.0	96.6	-	96.4	100.0	94.4	96.1	98.4	-	96.3	97.0	96.6	95.9	100.0	-	96.0	96.2
Other Vehicles	0	2	2	2	-	6	0	9	0	5	-	14	0	2	52	2	-	56	1	2	49	0	-	52	128
% Other Vehicles	-	2.2	2.7	3.8	-	2.7	-	4.1	0.0	2.9	-	3.0	0.0	3.7	3.1	1.6	-	3.0	3.0	1.7	3.1	0.0	-	2.9	2.9
Bicycles on Crosswalk	-	-	-	-	9	-	-	-	-	-	1	-	-	-	-	-	6	-	-	-	-	-	0	-	-
% Bicycles on Crosswalk	-	-	-	-	64.3	-	-	-	-	-	33.3	-	-	-	-	-	50.0	-	-	-	-	-	0.0	-	-
Pedestrians	-	-	-	-	5	-	-	-	-	-	2	-	-	-	-	-	6	-	-	-	-	-	1	-	-
% Pedestrians	-	-	-	-	35.7	-	-	-	-	-	66.7	-	-	-	-	-	50.0	-	-	-	-	-	100.0	-	-

### Turning Movement Peak Hour Data (16:30)

Start Time	Main St Eastbound						Main St Westbound						US 19 Northbound						US 19 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
16:30	0	24	13	11	1	48	0	56	16	51	1	123	0	11	512	21	2	544	11	49	352	11	0	423	1138
16:45	0	23	9	8	5	40	0	62	14	47	2	123	1	3	549	18	2	571	6	31	477	10	1	524	1258
17:00	0	21	9	10	4	40	0	49	14	57	1	120	1	5	641	33	1	680	13	38	453	11	0	515	1355
17:15	0	14	20	10	1	44	0	66	13	42	2	121	1	7	600	17	2	625	4	28	400	9	0	441	1231
<b>Total</b>	<b>0</b>	<b>82</b>	<b>51</b>	<b>39</b>	<b>11</b>	<b>172</b>	<b>0</b>	<b>233</b>	<b>57</b>	<b>197</b>	<b>6</b>	<b>487</b>	<b>3</b>	<b>26</b>	<b>2302</b>	<b>89</b>	<b>7</b>	<b>2420</b>	<b>34</b>	<b>146</b>	<b>1682</b>	<b>41</b>	<b>1</b>	<b>1903</b>	<b>4982</b>
Approach %	0.0	47.7	29.7	22.7	-	-	0.0	47.8	11.7	40.5	-	-	0.1	1.1	95.1	3.7	-	-	1.8	7.7	88.4	2.2	-	-	-
Total %	0.0	1.6	1.0	0.8	-	3.5	0.0	4.7	1.1	4.0	-	9.8	0.1	0.5	46.2	1.8	-	48.6	0.7	2.9	33.8	0.8	-	38.2	-
PHF	0.000	0.854	0.638	0.886	-	0.896	0.000	0.883	0.891	0.864	-	0.990	0.750	0.591	0.898	0.674	-	0.890	0.654	0.745	0.882	0.932	-	0.908	0.919
Motorcycles	0	0	1	0	-	1	0	1	1	4	-	6	0	1	19	0	-	20	0	3	19	1	-	23	50
% Motorcycles	-	0.0	2.0	0.0	-	0.6	-	0.4	1.8	2.0	-	1.2	0.0	3.8	0.8	0.0	-	0.8	0.0	2.1	1.1	2.4	-	1.2	1.0
Cars & Light Goods	0	80	48	39	-	167	0	227	55	191	-	473	3	24	2242	89	-	2358	34	139	1627	40	-	1840	4838
% Cars & Light Goods	-	97.6	94.1	100.0	-	97.1	-	97.4	96.5	97.0	-	97.1	100.0	92.3	97.4	100.0	-	97.4	100.0	95.2	96.7	97.6	-	96.7	97.1
Other Vehicles	0	2	2	0	-	4	0	5	1	2	-	8	0	1	41	0	-	42	0	4	36	0	-	40	94
% Other Vehicles	-	2.4	3.9	0.0	-	2.3	-	2.1	1.8	1.0	-	1.6	0.0	3.8	1.8	0.0	-	1.7	0.0	2.7	2.1	0.0	-	2.1	1.9
Bicycles on Crosswalk	-	-	-	-	4	-	-	-	-	-	4	-	-	-	-	-	2	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	36.4	-	-	-	-	-	66.7	-	-	-	-	-	28.6	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	7	-	-	-	-	-	2	-	-	-	-	-	5	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	63.6	-	-	-	-	-	33.3	-	-	-	-	-	71.4	-	-	-	-	-	0.0	-	-

Turning Movement Peak Hour Data (19:00)

Start Time	Main St Eastbound						Main St Westbound						US 19 Northbound						US 19 Southbound						Int. Total
	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	U-Turn	Left	Thru	Right	Peds	App. Total	
19:00	0	11	7	7	1	25	0	28	5	39	0	72	3	9	460	9	0	481	3	27	305	10	0	345	923
19:15	0	8	14	4	2	26	0	28	11	27	0	66	4	9	359	12	0	384	7	24	270	8	0	309	785
19:30	0	8	12	6	5	26	0	29	14	25	1	68	3	5	357	18	2	383	5	18	253	10	1	286	763
19:45	0	5	7	3	1	15	0	24	8	35	1	67	2	2	285	17	1	306	8	42	241	9	0	300	688
<b>Total</b>	<b>0</b>	<b>32</b>	<b>40</b>	<b>20</b>	<b>9</b>	<b>92</b>	<b>0</b>	<b>109</b>	<b>38</b>	<b>126</b>	<b>2</b>	<b>273</b>	<b>12</b>	<b>25</b>	<b>1461</b>	<b>56</b>	<b>3</b>	<b>1554</b>	<b>23</b>	<b>111</b>	<b>1069</b>	<b>37</b>	<b>1</b>	<b>1240</b>	<b>3159</b>
Approach %	0.0	34.8	43.5	21.7	-	-	0.0	39.9	13.9	46.2	-	-	0.8	1.6	94.0	3.6	-	-	1.9	9.0	86.2	3.0	-	-	-
Total %	0.0	1.0	1.3	0.6	-	2.9	0.0	3.5	1.2	4.0	-	8.6	0.4	0.8	46.2	1.8	-	49.2	0.7	3.5	33.8	1.2	-	39.3	-
PHF	0.000	0.727	0.714	0.714	-	0.885	0.000	0.940	0.679	0.808	-	0.948	0.750	0.694	0.794	0.778	-	0.808	0.719	0.661	0.876	0.925	-	0.899	0.856
Motorcycles	0	0	0	0	-	0	0	0	0	3	-	3	0	0	9	0	-	9	0	3	16	2	-	21	33
% Motorcycles	-	0.0	0.0	0.0	-	0.0	-	0.0	0.0	2.4	-	1.1	0.0	0.0	0.6	0.0	-	0.6	0.0	2.7	1.5	5.4	-	1.7	1.0
Cars & Light Goods	0	32	39	18	-	89	0	107	38	118	-	263	12	24	1437	56	-	1529	23	108	1045	35	-	1211	3092
% Cars & Light Goods	-	100.0	97.5	90.0	-	96.7	-	98.2	100.0	93.7	-	96.3	100.0	96.0	98.4	100.0	-	98.4	100.0	97.3	97.8	94.6	-	97.7	97.9
Other Vehicles	0	0	1	2	-	3	0	2	0	5	-	7	0	1	15	0	-	16	0	0	8	0	-	8	34
% Other Vehicles	-	0.0	2.5	10.0	-	3.3	-	1.8	0.0	4.0	-	2.6	0.0	4.0	1.0	0.0	-	1.0	0.0	0.0	0.7	0.0	-	0.6	1.1
Bicycles on Crosswalk	-	-	-	-	3	-	-	-	-	-	1	-	-	-	-	-	1	-	-	-	-	-	1	-	-
% Bicycles on Crosswalk	-	-	-	-	33.3	-	-	-	-	-	50.0	-	-	-	-	-	33.3	-	-	-	-	-	100.0	-	-
Pedestrians	-	-	-	-	6	-	-	-	-	-	1	-	-	-	-	-	2	-	-	-	-	-	0	-	-
% Pedestrians	-	-	-	-	66.7	-	-	-	-	-	50.0	-	-	-	-	-	66.7	-	-	-	-	-	0.0	-	-



## Coordination Patterns

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Pattern 1

Cycle Length . . . 80 COS . . . . . 111  
 Offset . . . . . 3  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 14 2- 47 3- 0 4- 39  
           Phase 5- 14 6- 47 7- 0 8- 39  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

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Pattern 2

Cycle Length . . . 80 COS . . . . . 121  
 Offset . . . . . 7  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 11 2- 50 3- 0 4- 39  
           Phase 5- 11 6- 50 7- 0 8- 39  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

-----  
Pattern 3

Cycle Length . . . 80 COS . . . . . 131  
 Offset . . . . . 95  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 12 2- 49 3- 0 4- 39  
           Phase 5- 12 6- 49 7- 0 8- 39  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . X . . . . .  
 Veh Recall . . . . .  
 Veh Max Recall . . . . .  
 Ped Recall . . . . .  
 Veh Omit . . . . .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

TOD Weekly/Yearly

---

	Weekly Program Numbers										
	1	2	3	4	5	6	7	8	9	10	
Sunday . . .	2	1	1	1	1	1	1	1	1	1	Program No.
Monday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Tuesday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Wednesday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Thursday . .	1	1	1	1	1	1	1	1	1	1	Program No.
Friday . . .	1	1	1	1	1	1	1	1	1	1	Program No.
Saturday . .	2	1	1	1	1	1	1	1	1	1	Program No.

	Week of Year																	
	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	16	17	18
Prog	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Prog	19	20	21	22	23	24	25	26	27	28	29	30	31	32	33	34	35	36
Prog	37	38	39	40	41	42	43	44	45	46	47	48	49	50	51	52	53	

NIC Program Steps

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Step	Program	Step Begins	Pattern	Override
1	1	0630	1	NO
2	1	0830	2	NO
3	1	1500	3	NO
4	1	1800	2	NO
5	1	2100	0	NO
6	2	0800	2	NO
7	2	1800	0	NO



## SIGNAL TIMING PLAN FOR PUBLIC RECORDS REQUEST

<b>LOCATION:</b>	MAIN ST & BANK ST	<b>WO #:</b>	516
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<b>LAST UPDATE:</b>	3/25/2021	<b>TURN ON DATE:</b>	1/0/1900
<b>CONTROLLER:</b>	ASC/2S-2100	<b>SMART MONITOR:</b>	NO
<b>MONITOR:</b>	MMU	<b>UPS:</b>	NO

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	WBLT	4	0	0	4	18	0	0	3.4	2	0	0	0	X	0	X/ 6	0
2	EB	15	7	14	4	35	0	0	3.4	2	X	0	0	X	0	0	Y
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	SB	8	7	13	4	24	0	0	3.4	2.8	0	0	0	X	0	0	R
5	EBLT	4	0	0	4	18	0	0	3.4	2	0	0	0	X	0	X/ 2	0
6	WB	15	7	14	4	35	0	0	3.4	2	X	0	0	X	0	0	Y
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	NB	8	7	11	4	24	0	0	3.4	2.8	0	0	0	X	0	0	R
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>OVERLAP</b>	<b>A</b>	0	+	0
	<b>B</b>	0	+	0
	<b>C</b>	0	+	0
	<b>D</b>	0	+	0

**NOTES:**  
L1 PH4 SB AND L4 PH8 NB HAVE 8 SEC DELAY DONE IN CONTROLLER.

## Coordination Patterns

-----  
Pattern 1

Cycle Length . . . 80 COS . . . . . 111  
 Offset . . . . . 10  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 13 2- 35 3- 13 4- 39  
 Phase 5- 0 6- 0 7- 0 8- 0  
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

-----  
Pattern 2

Cycle Length . . . 80 COS . . . . . 121  
 Offset . . . . . 16  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 11 2- 39 3- 11 4- 39  
 Phase 5- 0 6- 0 7- 0 8- 0  
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

-----  
Pattern 3

Cycle Length . . . 80 COS . . . . . 131  
 Offset . . . . . 2  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 13 2- 37 3- 11 4- 39  
 Phase 5- 0 6- 0 7- 0 8- 0  
 Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .



NIC Program Steps

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Step	Program	Step Begins	Pattern	Override
1	1	0630	1	NO
2	1	0830	2	NO
3	1	1500	3	NO
4	1	1800	2	NO
5	1	2100	0	NO
6	2	0800	2	NO
7	2	1800	0	NO



## SIGNAL TIMING PLAN FOR PUBLIC RECORDS REQUEST

<b>LOCATION:</b>	MAIN ST & GRAND BL (CR 595)	<b>WO #:</b>	517
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<b>LAST UPDATE:</b>	11/11/2021	<b>TURN ON DATE:</b>	1/0/1900
<b>CONTROLLER:</b>	ASC/2S-2100	<b>SMART MONITOR:</b>	NO
<b>MONITOR:</b>	MMU	<b>UPS:</b>	NO

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	EB & WB LT	4	0	0	3	8	0	0	3.4	2	0	0	0	X	0	X/ 2	0
2	EB & WB	15	7	14	4	35	0	0	3.4	2	X	0	0	X	0	0	Y
3	NBLT	4	0	0	3	10	0	0	3.7	2.2	0	0	0	X	0	X/ 4	0
4	SB	8	7	16	4	15	0	0	3.4	2.7	0	0	0	X	0	0	R
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>OVERLAP</b>	<b>A</b>	0	+	0
	<b>B</b>	3	+	4
	<b>C</b>	0	+	0
	<b>D</b>	0	+	0

**NOTES:**  
L5 PH 3 NBLT IS ASSN TO PH 3 & PH 4 TO BRING UP PH 4 IF PH 3 MAXS OUT.

















## SIGNAL TIMING PLAN FOR PUBLIC RECORDS REQUEST

<b>LOCATION:</b>	MAIN ST & MADISON ST	<b>WO #:</b>	518
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<b>LAST UPDATE:</b>	10/11/2022	<b>TURN ON DATE:</b>	1/0/1900
<b>CONTROLLER:</b>	ASC/3-2100	<b>SMART MONITOR:</b>	NO
<b>MONITOR:</b>	MMU	<b>UPS:</b>	NO

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	WBLT	4	0	0	3	15	0	0	3.4	2.3	0	0	0	X	0	X/6	0
2	EB	15	0	0	4	35	0	0	3.4	2.5	X	0	0	X	0	0	Y
3	NBLT	4	0	0	3	12	0	0	3.7	2.1	0	0	0	X	0	X/8	0
4	SB	8	7	15	4	26	0	0	3.7	2.3	0	0	X	0	0	0	R
5	EBLT	4	0	0	3	15	0	0	3.4	2.4	0	0	0	X	0	X/2	0
6	WB	15	7	13	4	35	0	0	3.4	2.5	X	0	0	X	0	0	Y
7	SBLT	4	0	0	3	12	0	0	3.4	2.1	0	0	0	X	0	X/4	0
8	NB	8	0	0	4	20	0	0	3.7	2.3	0	X	X	0	0	0	R
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>OVERLAP</b>	<b>A</b>	0	+	0
	<b>B</b>	0	+	0
	<b>C</b>	0	+	0
	<b>D</b>	0	+	0

**NOTES:**  
 LOADSWITCH 9 OPERATES FIRE SIGNAL WARNING FLASHER. 3 SEC DELAY GREEN ON PH 4 & 6. \*\*PH 8 L5 BAD IN ROAD, PH 8 MAX 1 TO 20 SEC FROM 26 SEC, TURNED OFF DETECTOR. \*\*

Coordinator Manual Command and Options

Manual Enable . . . . . Pattern . . . . . 0

Split Units . . . . . Percent                      OffsetUnits . . . . . Percent  
Interconnect Format . STD                            Interconnect Source . TLM  
Transition. . . . . SMOOTH                        Dwell Period. . . . . 0  
Resync Count. . . . . 5

Actuated Coord Phase . . . . X Actuated Walk Rest . . . . .  
Inhibit Max Timing . . . . X Max 2 Select . . . . .  
Floating Force Off . . . . X Multisync. . . . .

				Phase												
Split Demand:	Call	Time	Cyc	Count	1	2	3	4	5	6	7	8	9	10	11	12
Demand 1 . .	0			0	.	.	.	.	.	.	.	.	.	.	.	.
Demand 2 . .	0			0	.	.	.	.	.	.	.	.	.	.	.	.

				Phase											
	1	2	3	4	5	6	7	8	9	10	11	12			
Auto Permissive Min Green .	0	0	0	0	0	0	0	0	0	0	0	0			

	A	B	C	D	E	F
Free Alternate Sequence . .	.	.	.	.	.	.

## Coordination Patterns

-----  
Pattern 1

Cycle Length . . . 80 COS . . . . . 111  
 Offset . . . . . 63  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 13 2- 38 3- 0 4- 49  
           Phase 5- 0 6- 0 7- 0 8- 0  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

-----  
Pattern 2

Cycle Length . . . 80 COS . . . . . 121  
 Offset . . . . . 53  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 13 2- 38 3- 0 4- 49  
           Phase 5- 0 6- 0 7- 0 8- 0  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .

-----  
Pattern 3

Cycle Length . . . 80 COS . . . . . 131  
 Offset . . . . . 37  
 Vehicle Permissive . . [1] 0 [2] 0  
 Vehicle Perm 2 Displacement 0 Phase Reservice. . NO  
 Splits: Phase 1- 13 2- 38 3- 0 4- 49  
           Phase 5- 0 6- 0 7- 0 8- 0  
           Phase 9- 0 10- 0 11- 0 12- 0 Split Sum: 0  
 Split Extension/Ring [1] 0 [2] 0  
 Split Demand Pattern [1] 0 [2] 0  
 XRT Pattern. . . 0  
 Phase Number: 1 2 3 4 5 6 7 8 9 10 11 12  
 Coord Phases . . . X . . . . . . . . . . . . . .  
 Veh Recall .  
 Veh Max Recall .  
 Ped Recall .  
 Veh Omit .  
 Alt Sequence . . A: . B: . C: . D: . E: . F: .



NIC Program Steps

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Step	Program	Step Begins	Pattern	Override
1	1	0630	1	NO
2	1	0830	2	NO
3	1	1500	3	NO
4	1	1800	2	NO
5	1	2100	0	NO
6	2	0800	2	NO
7	2	1800	0	NO



## SIGNAL TIMING PLAN FOR PUBLIC RECORDS REQUEST

<b>LOCATION:</b>	MAIN ST & RIVER RD	<b>WO #:</b>	515
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<b>LAST UPDATE:</b>	5/27/2022	<b>TURN ON DATE:</b>	1/0/1900
<b>CONTROLLER:</b>	ASC/2S-2100	<b>SMART MONITOR:</b>	NO
<b>MONITOR:</b>	MMU	<b>UPS:</b>	NO

PH	DIRECTION	MIN	WALK	PC	PSG	MAX 1	MAX 2	MAX 3	YEL	RC	MIN REC	MAX REC	MEM ON	MEM OFF	CNA	DET SWITCH	FLASH
1	EB & WB LT	5	0	0	3	15	0	0	3.4	3.5	0	0	0	X	0	X/ 2	0
2	EB & WB	15	7	21	4	50	0	0	3.4	2.9	X	0	0	X	0	0	Y
3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	NB & SB	10	7	28	4	30	0	0	3.4	3.6	0	0	0	0	0	0	R
5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

<b>OVERLAP</b>	<b>A</b>	0	+	0
	<b>B</b>	0	+	0
	<b>C</b>	0	+	0
	<b>D</b>	0	+	0

**NOTES:**  
0























**APPENDIX C**

**SYNCHRO Output (Existing Timings)**



Lanes, Volumes, Timings  
3: US 19 & Main Street/Main St.

02/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	62	48	284	70	241	35	2811	109	220	2054	50
Future Volume (vph)	100	62	48	284	70	241	35	2811	109	220	2054	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Fr <sub>t</sub>		0.966				0.850			0.850			0.850
Fl <sub>t</sub> Protected		0.977		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	0	3340	0	1681	1718	1583	1770	5085	1583	3433	5085	1583
Fl <sub>t</sub> Permitted		0.741		0.950	0.394		0.950			0.950		
Satd. Flow (perm)	0	2533	0	1681	697	1583	1770	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				101			109			109
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		264			1181			1086			981	
Travel Time (s)		7.2			32.2			14.8			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	67	52	309	76	262	38	3055	118	239	2233	54
Shared Lane Traffic (%)				38%								
Lane Group Flow (vph)	0	228	0	192	193	262	38	3055	118	239	2233	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Lanes, Volumes, Timings  
3: US 19 & Main Street/Main St.

02/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.5		21.0	34.0	34.0	13.3	91.5	91.5	15.0	93.2	93.2
Total Split (%)	6.3%	15.0%		14.0%	22.7%	22.7%	8.9%	61.0%	61.0%	10.0%	62.1%	62.1%
Maximum Green (s)	5.0	18.0		16.5	29.5	29.5	8.8	87.0	87.0	10.5	88.7	88.7
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)		18.0		16.5	16.5	39.0	7.8	87.0	87.0	10.5	91.7	91.7
Actuated g/C Ratio		0.12		0.11	0.11	0.26	0.05	0.58	0.58	0.07	0.61	0.61
v/c Ratio		4.95dl		1.04	1.03	0.54	0.42	1.04	0.12	1.00	0.72	0.05
Control Delay		565.3		140.7	136.2	33.3	82.2	58.0	3.1	125.3	22.5	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		565.3		140.7	136.2	33.3	82.2	58.0	3.1	125.3	22.5	0.1
LOS		F		F	F	C	F	E	A	F	C	A
Approach Delay		565.3			95.9			56.3			31.7	
Approach LOS		F			F			E			C	
Queue Length 50th (ft)		~177		~212	~210	136	37	~1174	4	122	558	0
Queue Length 95th (ft)		#271		#387	#385	231	78	#1244	32	#217	616	0
Internal Link Dist (ft)		184			1101			1006			901	
Turn Bay Length (ft)												
Base Capacity (vph)		107		184	188	486	103	2949	963	240	3108	1010
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		2.13		1.04	1.03	0.54	0.37	1.04	0.12	1.00	0.72	0.05

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 2.13  
 Intersection Signal Delay: 68.3      Intersection LOS: E  
 Intersection Capacity Utilization 88.2%      ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3: US 19 & Main Street/Main St.

↙ Ø1 15 s	↑ Ø2 91.5 s	↙ Ø3 21 s	→ Ø4 22.5 s
↙ Ø5 13.3 s	↓ Ø6 93.2 s	↗ Ø7 9.5 s	← Ø8 34 s

Intersection

Intersection Delay, s/veh 15.4  
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	394	3	14	390	12	7	17	12	22	16	57
Future Vol, veh/h	31	394	3	14	390	12	7	17	12	22	16	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	428	3	15	424	13	8	18	13	24	17	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.6	15.9	9.7	10.1
HCM LOS	C	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	7%	3%	23%
Vol Thru, %	47%	92%	94%	17%
Vol Right, %	33%	1%	3%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	428	416	95
LT Vol	7	31	14	22
Through Vol	17	394	390	16
RT Vol	12	3	12	57
Lane Flow Rate	39	465	452	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.644	0.625	0.169
Departure Headway (Hd)	6.226	4.981	4.977	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	726	728	607
Service Time	4.279	2.993	2.99	3.944
HCM Lane V/C Ratio	0.068	0.64	0.621	0.17
HCM Control Delay	9.7	16.6	15.9	10.1
HCM Lane LOS	A	C	C	B
HCM 95th-tile Q	0.2	4.7	4.4	0.6

Lanes, Volumes, Timings  
9: Bank St. & Main Street

02/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	22	451	28	28	389	17	13	11	6	14	12	9
Future Volume (vph)	22	451	28	28	389	17	13	11	6	14	12	9
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>		0.991			0.994			0.971			0.964	
Fl <sub>t</sub> Protected	0.950			0.950				0.979			0.981	
Satd. Flow (prot)	1770	1846	0	1770	1852	0	0	1771	0	0	1762	0
Fl <sub>t</sub> Permitted	0.950			0.950				0.903			0.908	
Satd. Flow (perm)	1770	1846	0	1770	1852	0	0	1633	0	0	1630	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		4			3			7			10	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1033			411			546			490	
Travel Time (s)		28.2			11.2			14.9			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	24	490	30	30	423	18	14	12	7	15	13	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	24	520	0	30	441	0	0	33	0	0	38	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA		Prot	NA		Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases							2			6		
Minimum Split (s)	10.4	23.4		10.4	23.4		24.2	24.2		24.2	24.2	
Total Split (s)	24.0	40.0		24.0	40.0		30.0	30.0		30.0	30.0	
Total Split (%)	25.5%	42.6%		25.5%	42.6%		31.9%	31.9%		31.9%	31.9%	
Maximum Green (s)	18.6	34.6		18.6	34.6		23.8	23.8		23.8	23.8	
Yellow Time (s)	3.4	3.4		3.4	3.4		3.4	3.4		3.4	3.4	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.8	2.8		2.8	2.8	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0			0.0			0.0	
Total Lost Time (s)	5.4	5.4		5.4	5.4			6.2			6.2	
Lead/Lag	Lead	Lag		Lead	Lag							
Lead-Lag Optimize?	Yes	Yes		Yes	Yes							
Walk Time (s)		7.0			7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0			11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0			0		0	0		0	0	
Act Effct Green (s)	18.6	34.6		18.6	34.6			23.8			23.8	
Actuated g/C Ratio	0.20	0.37		0.20	0.37			0.25			0.25	
v/c Ratio	0.07	0.76		0.09	0.65			0.08			0.09	
Control Delay	31.4	34.6		31.6	29.8			23.2			22.2	
Queue Delay	0.0	0.0		0.0	2.4			0.0			0.0	
Total Delay	31.4	34.6		31.6	32.2			23.2			22.2	

Lanes, Volumes, Timings  
 9: Bank St. & Main Street

02/13/2023

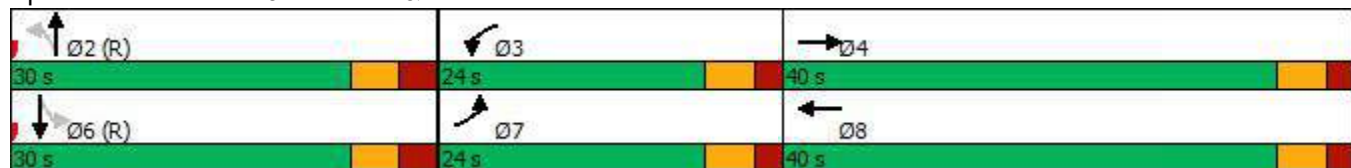


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	C	C		C	C			C			C	
Approach Delay		34.5			32.1			23.2			22.2	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	12	266		15	213			12			13	
Queue Length 95th (ft)	34	394		39	319			35			38	
Internal Link Dist (ft)		953			331			466			410	
Turn Bay Length (ft)												
Base Capacity (vph)	350	682		350	683			418			420	
Starvation Cap Reductn	0	0		0	134			0			0	
Spillback Cap Reductn	0	0		0	0			0			0	
Storage Cap Reductn	0	0		0	0			0			0	
Reduced v/c Ratio	0.07	0.76		0.09	0.80			0.08			0.09	

Intersection Summary





















Area Type:	Other
Cycle Length:	94
Actuated Cycle Length:	94
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle:	60
Control Type:	Pretimed
Maximum v/c Ratio:	0.76
Intersection Signal Delay:	32.7
Intersection LOS:	C
Intersection Capacity Utilization	39.3%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 9: Bank St. & Main Street



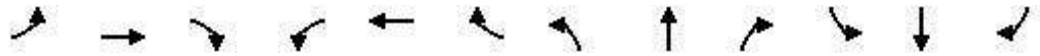
Lanes, Volumes, Timings  
12: Grand Blvd. & Main Street/Main St.

02/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	19	34	74	83	314	20	100	64	89	24	42	22
Future Volume (vph)	19	34	74	83	314	20	100	64	89	24	42	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>	0.897				0.991		0.913				0.966	
Fl <sub>t</sub> Protected	0.950		0.950				0.950				0.987	
Satd. Flow (prot)	1770	1671	0	1770	1846	0	1770	1701	0	0	1776	0
Fl <sub>t</sub> Permitted	0.950		0.950				0.615					
Satd. Flow (perm)	1770	1671	0	1770	1846	0	1146	1701	0	0	1799	0
Right Turn on Red			Yes				Yes		Yes			
Satd. Flow (RTOR)	80				6				69		14	
Link Speed (mph)	25				25				25		25	
Link Distance (ft)	411				481				693		539	
Travel Time (s)	11.2				13.1				18.9		14.7	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	21	37	80	90	341	22	109	70	97	26	46	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	21	117	0	90	363	0	109	167	0	0	96	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)	12				12				12		12	
Link Offset(ft)	0				0				0		0	
Crosswalk Width(ft)	16				16				16		16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9		15		9		15		9	
Turn Type	Prot	NA	Prot		NA	pm+pt		NA	Perm		NA	
Protected Phases	7	4	3		8	5		2			6	
Permitted Phases							2				6	
Minimum Split (s)	9.5	22.5	9.5		22.5	9.5		22.5	22.5		22.5	
Total Split (s)	13.3	55.3	13.0		55.0	16.0		21.0	6.5		6.5	
Total Split (%)	14.6%	60.9%	14.3%		60.6%	17.6%		23.1%	7.2%		7.2%	
Maximum Green (s)	8.8	50.8	8.5		50.5	11.5		16.5	2.0		2.0	
Yellow Time (s)	3.5	3.5	3.5		3.5	3.5		3.5	3.5		3.5	
All-Red Time (s)	1.0	1.0	1.0		1.0	1.0		1.0	1.0		1.0	
Lost Time Adjust (s)	0.0	0.0	0.0		0.0	0.0		0.0	0.0		0.0	
Total Lost Time (s)	4.5	4.5	4.5		4.5	4.5		4.5	4.5		4.5	
Lead/Lag	Lag	Lag	Lead		Lead	Lead				Lag	Lag	
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes				Yes	Yes	
Walk Time (s)	7.0				7.0				7.0		7.0	
Flash Dont Walk (s)	11.0				11.0				11.0		11.0	
Pedestrian Calls (#/hr)	0				0				0		0	
Act Effct Green (s)	8.8	50.8	8.5		50.5	18.0		18.0			2.0	
Actuated g/C Ratio	0.10	0.56	0.09		0.56	0.20		0.20			0.02	
v/c Ratio	0.12	0.12	0.55		0.35	0.36		0.43			1.81	
Control Delay	39.4	4.0	52.4		12.1	34.9		22.4			455.0	
Queue Delay	0.0	0.0	0.0		0.0	0.0		0.0			0.0	
Total Delay	39.4	4.0	52.4		12.1	34.9		22.4			455.0	

Lanes, Volumes, Timings  
 12: Grand Blvd. & Main Street/Main St.

02/13/2023

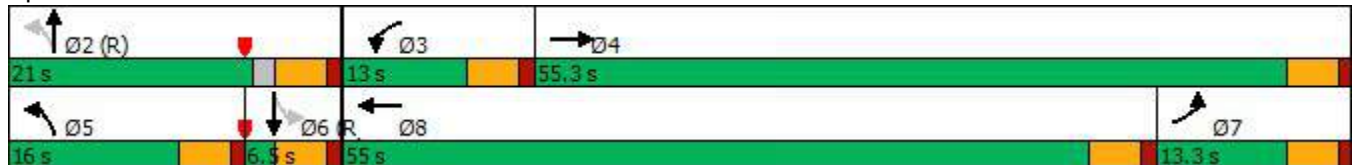


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	A		D	B		C	C			F	
Approach Delay		9.4			20.1			27.4			455.0	
Approach LOS		A			C			C			F	
Queue Length 50th (ft)	11	9		50	106		54	48			~76	
Queue Length 95th (ft)	33	32		#101	163		102	108			#175	
Internal Link Dist (ft)		331			401			613			459	
Turn Bay Length (ft)												
Base Capacity (vph)	171	970		165	1029		306	392			53	
Starvation Cap Reductn	0	0		0	0		0	0			0	
Spillback Cap Reductn	0	0		0	0		0	0			0	
Storage Cap Reductn	0	0		0	0		0	0			0	
Reduced v/c Ratio	0.12	0.12		0.55	0.35		0.36	0.43			1.81	

Intersection Summary

Area Type: Other  
 Cycle Length: 90.8  
 Actuated Cycle Length: 90.8  
 Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green  
 Natural Cycle: 65  
 Control Type: Pretimed  
 Maximum v/c Ratio: 1.81  
 Intersection Signal Delay: 64.0 Intersection LOS: E  
 Intersection Capacity Utilization 42.7% ICU Level of Service A  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.

Splits and Phases: 12: Grand Blvd. & Main Street/Main St.



HCM 6th Signalized Intersection Capacity Analysis

18: Madison St. & Main St.

02/13/2023



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	268	30	44	272	24	63	22	41	40	168	89
Future Volume (veh/h)	120	268	30	44	272	24	63	22	41	40	168	89
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q, veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj (A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Lanes Open During Work Zone												
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	291	33	48	296	26	68	24	45	43	183	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Opposing Right Turn Influence	Yes			Yes			Yes			Yes		
Cap, veh/h	235	519	59	235	533	47	263	121	227	263	253	134
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Prop Arrive On Green	0.13	0.31	0.31	0.13	0.31	0.31	0.15	0.21	0.21	0.15	0.22	0.22
Unsig. Movement Delay												
Ln Grp Delay, s/veh	54.5	0.0	35.7	45.2	0.0	35.6	44.5	0.0	37.8	42.9	0.0	51.6
Ln Grp LOS	D	A	D	D	A	D	D	A	D	D	A	D
Approach Vol, veh/h		454			370			137			323	
Approach Delay, s/veh		41.1			36.8			41.1			50.5	
Approach LOS		D			D			D			D	
Timer:		1	2	3	4	5	6	7	8			
Assigned Phs		2	1	3	4	5	6	7	8			
Case No		4.0	2.0	2.0	4.0	2.0	4.0	2.0	4.0			
Phs Duration (G+Y+Rc), s		29.0	21.2	20.4	41.0	21.0	29.2	20.4	41.0			
Change Period (Y+Rc), s		* 5.8	* 4.7	* 5.7	5.9	4.5	* 4.7	* 5.7	5.9			
Max Green (Gmax), s		* 23	* 17	* 15	35.1	16.5	* 24	* 15	35.1			
Max Allow Headway (MAH), s		5.3	3.8	3.9	5.4	3.8	5.2	3.9	5.4			
Max Q Clear (g_c+I1), s		5.8	4.4	4.7	18.4	5.8	18.5	9.6	18.2			
Green Ext Time (g_e), s		0.2	0.0	0.0	1.8	0.1	0.8	0.1	1.8			
Prob of Phs Call (p_c)		1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Prob of Max Out (p_x)		0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00			
<b>Left-Turn Movement Data</b>												
Assigned Mvmt			1	3		5		7				
Mvmt Sat Flow, veh/h			1781	1781		1781		1781				
<b>Through Movement Data</b>												
Assigned Mvmt		2			4		6		8			
Mvmt Sat Flow, veh/h		582			1650		1151		1695			
<b>Right-Turn Movement Data</b>												
Assigned Mvmt		12			14		16		18			
Mvmt Sat Flow, veh/h		1092			187		610		149			
<b>Left Lane Group Data</b>												
Assigned Mvmt	0	1	3	0	5	0	7	0				
Lane Assignment		L (Prot)	L (Prot)		L (Prot)		L (Prot)					

HCM 6th Signalized Intersection Capacity Analysis  
 18: Madison St. & Main St.

02/13/2023

Lanes in Grp	0	1	1	0	1	0	1	0
Grp Vol (v), veh/h	0	43	48	0	68	0	130	0
Grp Sat Flow (s), veh/h/ln	0	1781	1781	0	1781	0	1781	0
Q Serve Time (g_s), s	0.0	2.4	2.7	0.0	3.8	0.0	7.6	0.0
Cycle Q Clear Time (g_c), s	0.0	2.4	2.7	0.0	3.8	0.0	7.6	0.0
Perm LT Sat Flow (s_l), veh/h/ln	0	0	0	0	0	0	0	0
Shared LT Sat Flow (s_sh), veh/h/ln	0	0	0	0	0	0	0	0
Perm LT Eff Green (g_p), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Serve Time (g_u), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Perm LT Q Serve Time (g_ps), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Time to First Blk (g_f), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Serve Time pre Blk (g_fs), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop LT Inside Lane (P_L)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Lane Grp Cap (c), veh/h	0	263	235	0	263	0	235	0
V/C Ratio (X)	0.00	0.16	0.20	0.00	0.26	0.00	0.55	0.00
Avail Cap (c_a), veh/h	0	263	235	0	263	0	235	0
Upstream Filter (I)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
Uniform Delay (d1), s/veh	0.0	41.5	43.2	0.0	42.1	0.0	45.4	0.0
Incr Delay (d2), s/veh	0.0	1.3	2.0	0.0	2.4	0.0	9.1	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	42.9	45.2	0.0	44.5	0.0	54.5	0.0
1st-Term Q (Q1), veh/ln	0.0	1.0	1.2	0.0	1.6	0.0	3.4	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.1	0.1	0.0	0.2	0.0	0.6	0.0
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	0.00	1.00	1.00	0.00	1.00	0.00	1.00	0.00
%ile Back of Q (50%), veh/ln	0.0	1.1	1.3	0.0	1.8	0.0	4.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.06	0.09	0.00	0.06	0.00	0.13	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

**Middle Lane Group Data**

Assigned Mvmt	2	0	0	4	0	6	0	8
Lane Assignment								
Lanes in Grp	0	0	0	0	0	0	0	0
Grp Vol (v), veh/h	0	0	0	0	0	0	0	0
Grp Sat Flow (s), veh/h/ln	0	0	0	0	0	0	0	0
Q Serve Time (g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear Time (g_c), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Lane Grp Cap (c), veh/h	0	0	0	0	0	0	0	0
V/C Ratio (X)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Avail Cap (c_a), veh/h	0	0	0	0	0	0	0	0
Upstream Filter (I)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Uniform Delay (d1), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
1st-Term Q (Q1), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
2nd-Term Q (Q2), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

HCM 6th Signalized Intersection Capacity Analysis  
 18: Madison St. & Main St.

02/13/2023

3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Storage Ratio (RQ%)	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Right Lane Group Data

Assigned Mvmt	12	0	0	14	0	16	0	18
Lane Assignment	T+R			T+R		T+R		T+R
Lanes in Grp	1	0	0	1	0	1	0	1
Grp Vol (v), veh/h	69	0	0	324	0	280	0	322
Grp Sat Flow (s), veh/h/ln	1674	0	0	1837	0	1761	0	1844
Q Serve Time (g_s), s	3.8	0.0	0.0	16.4	0.0	16.5	0.0	16.2
Cycle Q Clear Time (g_c), s	3.8	0.0	0.0	16.4	0.0	16.5	0.0	16.2
Prot RT Sat Flow (s_R), veh/h/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prot RT Eff Green (g_R), s	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Prop RT Outside Lane (P_R)	0.65	0.00	0.00	0.10	0.00	0.35	0.00	0.08
Lane Grp Cap (c), veh/h	348	0	0	578	0	387	0	580
V/C Ratio (X)	0.20	0.00	0.00	0.56	0.00	0.72	0.00	0.56
Avail Cap (c_a), veh/h	348	0	0	578	0	387	0	580
Upstream Filter (I)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
Uniform Delay (d1), s/veh	36.5	0.0	0.0	31.8	0.0	40.4	0.0	31.8
Incr Delay (d2), s/veh	1.3	0.0	0.0	3.9	0.0	11.2	0.0	3.8
Initial Q Delay (d3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	37.8	0.0	0.0	35.7	0.0	51.6	0.0	35.6
1st-Term Q (Q1), veh/ln	1.5	0.0	0.0	7.3	0.0	7.0	0.0	7.3
2nd-Term Q (Q2), veh/ln	0.1	0.0	0.0	0.6	0.0	1.2	0.0	0.6
3rd-Term Q (Q3), veh/ln	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile Back of Q Factor (f_B%)	1.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00
%ile Back of Q (50%), veh/ln	1.7	0.0	0.0	7.9	0.0	8.2	0.0	7.9
%ile Storage Ratio (RQ%)	0.05	0.00	0.00	0.25	0.00	0.40	0.00	0.53
Initial Q (Qb), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Final (Residual) Q (Qe), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Delay (ds), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Q (Qs), veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Sat Cap (cs), veh/h	0	0	0	0	0	0	0	0
Initial Q Clear Time (tc), h	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0

Intersection Summary






















HCM 6th Ctrl Delay	42.2
HCM 6th LOS	D

Notes

\* HCM 6th Edition computational engine requires equal clearance times for the phases crossing the barrier.

Lanes, Volumes, Timings  
6: River Rd, & Main St.

02/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	9	383	14	29	38	90	22	13	30	122	19	22
Future Volume (vph)	9	383	14	29	38	90	22	13	30	122	19	22
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Fr <sub>t</sub>			0.850			0.850		0.937			0.982	
Fl <sub>t</sub> Protected	0.950			0.950				0.983			0.964	
Satd. Flow (prot)	1770	1863	1583	1770	1863	1583	0	1716	0	0	1763	0
Fl <sub>t</sub> Permitted	0.950			0.950				0.874			0.735	
Satd. Flow (perm)	1770	1863	1583	1770	1863	1583	0	1525	0	0	1344	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			103			103		33			7	
Link Speed (mph)		25			25			25			25	
Link Distance (ft)		1181			1033			829			403	
Travel Time (s)		32.2			28.2			22.6			11.0	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	10	416	15	32	41	98	24	14	33	133	21	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	10	416	15	32	41	98	0	71	0	0	178	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			0			0	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	Prot	NA	Perm	Prot	NA	Perm	Perm	NA		Perm	NA	
Protected Phases	7	4		3	8			2			6	
Permitted Phases			4			8	2			6		
Minimum Split (s)	11.9	24.3	24.3	11.9	24.3	24.3	25.0	25.0		22.5	22.5	
Total Split (s)	21.0	58.0	58.0	21.0	58.0	58.0	37.0	37.0		37.0	37.0	
Total Split (%)	18.1%	50.0%	50.0%	18.1%	50.0%	50.0%	31.9%	31.9%		31.9%	31.9%	
Maximum Green (s)	14.1	51.7	51.7	14.1	51.7	51.7	30.0	30.0		32.6	32.6	
Yellow Time (s)	3.4	3.4	3.4	3.4	3.4	3.4	3.4	3.4		3.4	3.4	
All-Red Time (s)	3.5	2.9	2.9	3.5	2.9	2.9	3.6	3.6		1.0	1.0	
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Lost Time (s)	6.9	6.3	6.3	6.9	6.3	6.3		7.0			4.4	
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag						
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes						
Walk Time (s)		7.0	7.0		7.0	7.0	7.0	7.0		7.0	7.0	
Flash Dont Walk (s)		11.0	11.0		11.0	11.0	11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)		0	0		0	0	0	0		0	0	
Act Effct Green (s)	14.1	51.7	51.7	14.1	51.7	51.7		30.0			32.6	
Actuated g/C Ratio	0.12	0.45	0.45	0.12	0.45	0.45		0.26			0.28	
v/c Ratio	0.05	0.50	0.02	0.15	0.05	0.13		0.17			0.47	
Control Delay	45.8	25.6	0.1	47.6	18.6	3.7		20.9			37.9	
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0		0.0			0.0	
Total Delay	45.8	25.6	0.1	47.6	18.6	3.7		20.9			37.9	

Lanes, Volumes, Timings  
6: River Rd, & Main St.

02/13/2023

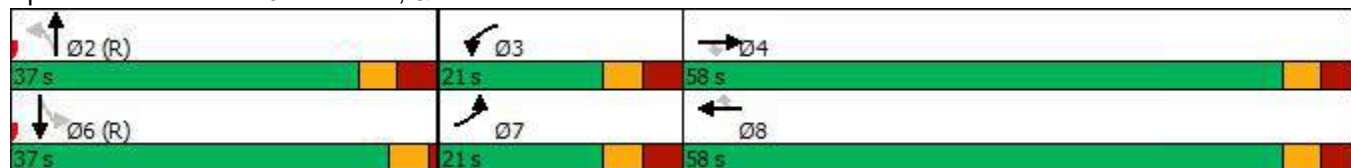


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
LOS	D	C	A	D	B	A		C			D	
Approach Delay		25.2			15.5			20.9			37.9	
Approach LOS		C			B			C			D	
Queue Length 50th (ft)	7	217	0	22	17	0		22			106	
Queue Length 95th (ft)	24	311	0	53	38	28		59			177	
Internal Link Dist (ft)		1101			953			749			323	
Turn Bay Length (ft)												
Base Capacity (vph)	215	830	762	215	830	762		418			382	
Starvation Cap Reductn	0	0	0	0	0	0		0			0	
Spillback Cap Reductn	0	0	0	0	0	0		0			0	
Storage Cap Reductn	0	0	0	0	0	0		0			0	
Reduced v/c Ratio	0.05	0.50	0.02	0.15	0.05	0.13		0.17			0.47	

Intersection Summary

Area Type:	Other
Cycle Length:	116
Actuated Cycle Length:	116
Offset: 0 (0%), Referenced to phase 2:NBTL and 6:SBTL, Start of Green	
Natural Cycle:	65
Control Type:	Pretimed
Maximum v/c Ratio:	0.50
Intersection Signal Delay:	25.5
Intersection LOS:	C
Intersection Capacity Utilization	48.8%
ICU Level of Service	A
Analysis Period (min)	15

Splits and Phases: 6: River Rd, & Main St.

























**APPENDIX D**  
**SYNCHRO Output (Corridor Optimized)**



Lanes, Volumes, Timings  
3: US 19 & Main Street/Main St.

02/13/2023

												
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	100	62	48	284	70	241	35	2811	109	220	2054	50
Future Volume (vph)	100	62	48	284	70	241	35	2811	109	220	2054	50
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Util. Factor	0.95	0.95	0.95	0.95	0.95	1.00	1.00	0.91	1.00	0.97	0.91	1.00
Fr <sub>t</sub>		0.966				0.850			0.850			0.850
Fl <sub>t</sub> Protected		0.977		0.950	0.971		0.950			0.950		
Satd. Flow (prot)	0	3340	0	1681	1718	1583	1770	5085	1583	3433	5085	1583
Fl <sub>t</sub> Permitted		0.741		0.950	0.394		0.950			0.950		
Satd. Flow (perm)	0	2533	0	1681	697	1583	1770	5085	1583	3433	5085	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22				101			109			109
Link Speed (mph)		25			25			50			50	
Link Distance (ft)		264			1181			1086			981	
Travel Time (s)		7.2			32.2			14.8			13.4	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	109	67	52	309	76	262	38	3055	118	239	2233	54
Shared Lane Traffic (%)				38%								
Lane Group Flow (vph)	0	228	0	192	193	262	38	3055	118	239	2233	54
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			24			24	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	1
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	20
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	0
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	20
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		CI+Ex			CI+Ex			CI+Ex			CI+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	Prot	NA		Prot	NA	Perm	Prot	NA	Perm	Prot	NA	Perm
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases						8			2			6
Detector Phase	7	4		3	8	8	5	2	2	1	6	6
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0

Lanes, Volumes, Timings  
3: US 19 & Main Street/Main St.

02/13/2023



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Split (s)	9.5	22.5		9.5	22.5	22.5	9.5	22.5	22.5	9.5	22.5	22.5
Total Split (s)	9.5	22.5		21.0	34.0	34.0	13.3	91.5	91.5	15.0	93.2	93.2
Total Split (%)	6.3%	15.0%		14.0%	22.7%	22.7%	8.9%	61.0%	61.0%	10.0%	62.1%	62.1%
Maximum Green (s)	5.0	18.0		16.5	29.5	29.5	8.8	87.0	87.0	10.5	88.7	88.7
Yellow Time (s)	3.5	3.5		3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	1.0	1.0		1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0	1.0
Lost Time Adjust (s)		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)		4.5		4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5	4.5
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0
Recall Mode	None	None		None	None	None	None	Max	Max	None	Max	Max
Walk Time (s)		7.0			7.0	7.0		7.0	7.0		7.0	7.0
Flash Dont Walk (s)		11.0			11.0	11.0		11.0	11.0		11.0	11.0
Pedestrian Calls (#/hr)		0			0	0		0	0		0	0
Act Effct Green (s)		18.0		16.5	16.5	39.0	7.8	87.0	87.0	10.5	91.7	91.7
Actuated g/C Ratio		0.12		0.11	0.11	0.26	0.05	0.58	0.58	0.07	0.61	0.61
v/c Ratio		4.95dl		1.04	1.03	0.54	0.42	1.04	0.12	1.00	0.72	0.05
Control Delay		565.3		140.7	136.2	33.3	82.2	58.0	3.1	125.3	22.5	0.1
Queue Delay		0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay		565.3		140.7	136.2	33.3	82.2	58.0	3.1	125.3	22.5	0.1
LOS		F		F	F	C	F	E	A	F	C	A
Approach Delay		565.3			95.9			56.3			31.7	
Approach LOS		F			F			E			C	
Queue Length 50th (ft)		~177		~212	~210	136	37	~1174	4	122	558	0
Queue Length 95th (ft)		#271		#387	#385	231	78	#1244	32	#217	616	0
Internal Link Dist (ft)		184			1101			1006			901	
Turn Bay Length (ft)												
Base Capacity (vph)		107		184	188	486	103	2949	963	240	3108	1010
Starvation Cap Reductn		0		0	0	0	0	0	0	0	0	0
Spillback Cap Reductn		0		0	0	0	0	0	0	0	0	0
Storage Cap Reductn		0		0	0	0	0	0	0	0	0	0
Reduced v/c Ratio		2.13		1.04	1.03	0.54	0.37	1.04	0.12	1.00	0.72	0.05

Intersection Summary

Area Type: Other  
 Cycle Length: 150  
 Actuated Cycle Length: 150  
 Natural Cycle: 150  
 Control Type: Actuated-Uncoordinated  
 Maximum v/c Ratio: 2.13  
 Intersection Signal Delay: 68.3      Intersection LOS: E  
 Intersection Capacity Utilization 88.2%      ICU Level of Service E  
 Analysis Period (min) 15  
 ~ Volume exceeds capacity, queue is theoretically infinite.  
 Queue shown is maximum after two cycles.  
 # 95th percentile volume exceeds capacity, queue may be longer.  
 Queue shown is maximum after two cycles.  
 dl Defacto Left Lane. Recode with 1 though lane as a left lane.

dr Defacto Right Lane. Recode with 1 though lane as a right lane.

Splits and Phases: 3: US 19 & Main Street/Main St.

↙ Ø1 15 s	↑ Ø2 91.5 s	↙ Ø3 21 s	→ Ø4 22.5 s
↙ Ø5 13.3 s	↓ Ø6 93.2 s	↗ Ø7 9.5 s	← Ø8 34 s

Intersection

Intersection Delay, s/veh 15.4  
Intersection LOS C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	31	394	3	14	390	12	7	17	12	22	16	57
Future Vol, veh/h	31	394	3	14	390	12	7	17	12	22	16	57
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	34	428	3	15	424	13	8	18	13	24	17	62
Number of Lanes	0	1	0	0	1	0	0	1	0	0	1	0

Approach	EB	WB	NB	SB
Opposing Approach	WB	EB	SB	NB
Opposing Lanes	1	1	1	1
Conflicting Approach Left	SB	NB	EB	WB
Conflicting Lanes Left	1	1	1	1
Conflicting Approach Right	NB	SB	WB	EB
Conflicting Lanes Right	1	1	1	1
HCM Control Delay	16.6	15.9	9.7	10.1
HCM LOS	C	C	A	B

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	19%	7%	3%	23%
Vol Thru, %	47%	92%	94%	17%
Vol Right, %	33%	1%	3%	60%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	36	428	416	95
LT Vol	7	31	14	22
Through Vol	17	394	390	16
RT Vol	12	3	12	57
Lane Flow Rate	39	465	452	103
Geometry Grp	1	1	1	1
Degree of Util (X)	0.068	0.644	0.625	0.169
Departure Headway (Hd)	6.226	4.981	4.977	5.898
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	574	726	728	607
Service Time	4.279	2.993	2.99	3.944
HCM Lane V/C Ratio	0.068	0.64	0.621	0.17
HCM Control Delay	9.7	16.6	15.9	10.1
HCM Lane LOS	A	C	C	B
HCM 95th-tile Q	0.2	4.7	4.4	0.6

# HCM 6th Signalized Intersection Summary





















18: Madison St. & Main St.

02/15/2023

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	268	30	44	272	24	63	22	41	40	168	89
Future Volume (veh/h)	120	268	30	44	272	24	63	22	41	40	168	89
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	130	291	33	48	296	26	68	24	45	43	183	97
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	165	429	49	80	360	32	98	172	323	92	360	191
Arrive On Green	0.09	0.26	0.26	0.04	0.21	0.21	0.05	0.30	0.30	0.05	0.31	0.31
Sat Flow, veh/h	1781	1650	187	1781	1695	149	1781	582	1092	1781	1151	610
Grp Volume(v), veh/h	130	0	324	48	0	322	68	0	69	43	0	280
Grp Sat Flow(s),veh/h/ln	1781	0	1837	1781	0	1844	1781	0	1674	1781	0	1761
Q Serve(g_s), s	4.5	0.0	10.1	1.7	0.0	10.6	2.4	0.0	1.9	1.5	0.0	8.3
Cycle Q Clear(g_c), s	4.5	0.0	10.1	1.7	0.0	10.6	2.4	0.0	1.9	1.5	0.0	8.3
Prop In Lane	1.00		0.10	1.00		0.08	1.00		0.65	1.00		0.35
Lane Grp Cap(c), veh/h	165	0	477	80	0	391	98	0	495	92	0	551
V/C Ratio(X)	0.79	0.00	0.68	0.60	0.00	0.82	0.69	0.00	0.14	0.47	0.00	0.51
Avail Cap(c_a), veh/h	177	0	555	143	0	522	140	0	495	140	0	551
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	28.2	0.0	21.1	29.8	0.0	23.9	29.5	0.0	16.4	29.3	0.0	17.8
Incr Delay (d2), s/veh	19.8	0.0	2.7	7.0	0.0	7.8	8.5	0.0	0.6	3.6	0.0	3.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.0	4.5	0.9	0.0	5.2	1.2	0.0	0.8	0.7	0.0	3.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	48.0	0.0	23.9	36.8	0.0	31.7	38.0	0.0	17.0	32.9	0.0	21.2
LnGrp LOS	D	A	C	D	A	C	D	A	B	C	A	C
Approach Vol, veh/h		454			370			137			323	
Approach Delay, s/veh		30.8			32.3			27.4			22.7	
Approach LOS		C			C			C			C	
Timer - Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	8.0	24.6	8.6	22.4	8.0	24.6	11.6	19.4				
Change Period (Y+Rc), s	* 4.7	* 5.8	* 5.7	5.9	4.5	* 4.7	* 5.7	5.9				
Max Green Setting (Gmax), *s	* 19	* 5.1	19.2	5.0	* 20	* 6.3	18.0					
Max Q Clear Time (g_c+l1)3s		3.9	3.7	12.1	4.4	10.3	6.5	12.6				
Green Ext Time (p_c), s	0.0	0.2	0.0	1.1	0.0	1.1	0.0	0.9				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			28.8									
HCM 6th LOS			C									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary  
 6: River Rd, & Main St.

02/13/2023




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	9	383	14	29	38	90	22	13	30	122	19	22
Future Volume (veh/h)	9	383	14	29	38	90	22	13	30	122	19	22
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1900	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	10	416	15	32	41	98	24	14	33	133	21	24
Adj No. of Lanes	1	1	1	1	1	1	0	1	0	0	1	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	377	492	419	56	170	145	268	166	325	547	87	87
Arrive On Green	0.21	0.26	0.26	0.03	0.09	0.09	0.44	0.44	0.44	0.44	0.44	0.44
Sat Flow, veh/h	1774	1863	1583	1774	1863	1583	469	375	733	1056	197	195
Grp Volume(v), veh/h	10	416	15	32	41	98	71	0	0	178	0	0
Grp Sat Flow(s),veh/h/ln	1774	1863	1583	1774	1863	1583	1576	0	0	1447	0	0
Q Serve(g_s), s	0.4	16.9	0.6	1.4	1.6	4.8	0.0	0.0	0.0	3.8	0.0	0.0
Cycle Q Clear(g_c), s	0.4	16.9	0.6	1.4	1.6	4.8	1.9	0.0	0.0	5.8	0.0	0.0
Prop In Lane	1.00		1.00	1.00		1.00	0.34		0.46	0.75		0.13
Lane Grp Cap(c), veh/h	377	492	419	56	170	145	760	0	0	721	0	0
V/C Ratio(X)	0.03	0.84	0.04	0.57	0.24	0.68	0.09	0.00	0.00	0.25	0.00	0.00
Avail Cap(c_a), veh/h	377	738	627	157	785	667	760	0	0	721	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.09	0.09	0.09	0.66	0.66	0.66	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	25.0	27.9	21.9	38.2	33.8	35.2	12.9	0.0	0.0	13.9	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.6	0.0	5.8	0.5	3.6	0.2	0.0	0.0	0.8	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.2	8.7	0.2	0.8	0.9	2.2	1.0	0.0	0.0	2.6	0.0	0.0
LnGrp Delay(d),s/veh	25.0	28.4	21.9	44.0	34.2	38.8	13.1	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	C	C	C	D	C	D	B			B		
Approach Vol, veh/h		441			171			71			178	
Approach Delay, s/veh		28.1			38.7			13.1			14.7	
Approach LOS		C			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		42.5	9.4	28.0		42.5	23.9	13.6				
Change Period (Y+Rc), s		7.0	6.9	* 6.9		* 7	6.9	6.3				
Max Green Setting (Gmax), s		21.0	7.1	* 32		* 24	5.1	33.7				
Max Q Clear Time (g_c+I1), s		3.9	3.4	18.9		7.8	2.4	6.8				
Green Ext Time (p_c), s		0.3	0.0	2.2		0.9	0.0	0.5				
<b>Intersection Summary</b>												
HCM 2010 Ctrl Delay			26.2									
HCM 2010 LOS			C									
<b>Notes</b>												

\* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.

# HCM 6th Signalized Intersection Summary

## 9: Bank St. & Main Street

02/19/2023

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	451	28	28	389	17	13	11	6	14	12	9
Future Volume (veh/h)	22	451	28	28	389	17	13	11	6	14	12	9
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870	1870
Adj Flow Rate, veh/h	24	490	30	30	423	18	14	12	7	15	13	10
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	124	568	35	54	511	22	330	276	146	308	263	182
Arrive On Green	0.07	0.33	0.33	0.02	0.19	0.19	0.43	0.43	0.43	0.43	0.43	0.43
Sat Flow, veh/h	1781	1744	107	1781	1781	76	617	640	338	569	610	421
Grp Volume(v), veh/h	24	0	520	30	0	441	33	0	0	38	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1851	1781	0	1857	1595	0	0	1600	0	0
Q Serve(g_s), s	1.0	0.0	21.1	1.3	0.0	18.3	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.0	0.0	21.1	1.3	0.0	18.3	0.8	0.0	0.0	1.0	0.0	0.0
Prop In Lane	1.00		0.06	1.00		0.04	0.42		0.21	0.39		0.26
Lane Grp Cap(c), veh/h	124	0	603	54	0	532	752	0	0	753	0	0
V/C Ratio(X)	0.19	0.00	0.86	0.55	0.00	0.83	0.04	0.00	0.00	0.05	0.00	0.00
Avail Cap(c_a), veh/h	125	0	847	136	0	861	752	0	0	753	0	0
HCM Platoon Ratio	1.00	1.00	1.00	0.67	0.67	0.67	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	0.57	0.00	0.57	0.76	0.00	0.76	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	35.1	0.0	25.3	38.6	0.0	30.4	13.2	0.0	0.0	13.2	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	4.0	6.6	0.0	2.8	0.1	0.0	0.0	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	9.6	0.7	0.0	8.9	0.4	0.0	0.0	0.4	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	35.5	0.0	29.3	45.2	0.0	33.2	13.3	0.0	0.0	13.3	0.0	0.0
LnGrp LOS	D	A	C	D	A	C	B	A	A	B	A	A
Approach Vol, veh/h		544			471			33			38	
Approach Delay, s/veh		29.5			34.0			13.3			13.3	
Approach LOS		C			C			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		40.7	7.8	31.5		40.7	11.0	28.3				
Change Period (Y+Rc), s		* 6.2	5.4	5.4		* 6.2	5.4	5.4				
Max Green Setting (Gmax), s		* 20	6.1	36.6		* 20	5.6	37.1				
Max Q Clear Time (g_c+l1), s		2.8	3.3	23.1		3.0	3.0	20.3				
Green Ext Time (p_c), s		0.1	0.0	3.0		0.1	0.0	2.7				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay			30.4									
HCM 6th LOS			C									
<b>Notes</b>												
* HCM 6th computational engine requires equal clearance times for the phases crossing the barrier.												

**APPENDIX E**

**MUTCD Warrants 1 and 2 Exhibits**



**Standard:**

04 The need for a traffic control signal shall be considered if an engineering study finds that one of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 100 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; or
- B. The vehicles per hour given in both of the 100 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

In applying each condition the major-street and minor-street volumes shall be for the same 8 hours. On the minor street, the higher volume shall not be required to be on the same approach during each of these 8 hours.

Option:

05 If the posted or statutory speed limit or the 85th-percentile speed on the major street exceeds 40 mph, or if the intersection lies within the built-up area of an isolated community having a population of less than 10,000, the traffic volumes in the 70 percent columns in Table 4C-1 may be used in place of the 100 percent columns.

Guidance:

06 The combination of Conditions A and B is intended for application at locations where Condition A is not satisfied and Condition B is not satisfied and should be applied only after an adequate trial of other alternatives that could cause less delay and inconvenience to traffic has failed to solve the traffic problems.

**Standard:**

07 The need for a traffic control signal shall be considered if an engineering study finds that both of the following conditions exist for each of any 8 hours of an average day:

- A. The vehicles per hour given in both of the 80 percent columns of Condition A in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection; and
- B. The vehicles per hour given in both of the 80 percent columns of Condition B in Table 4C-1 exist on the major-street and the higher-volume minor-street approaches, respectively, to the intersection.

These major-street and minor-street volumes shall be for the same 8 hours for each condition; however, the 8 hours satisfied in Condition A shall not be required to be the same 8 hours satisfied in Condition B. On the minor street, the higher volume shall not be required to be on the same approach during each of the 8 hours.

**Table 4C-1. Warrant 1, Eight-Hour Vehicular Volume**

**Condition A—Minimum Vehicular Volume**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	500	400	350	280	150	120	105	84
2 or more	1	600	480	420	336	150	120	105	84
2 or more	2 or more	600	480	420	336	200	160	140	112
1	2 or more	500	400	350	280	200	160	140	112

**Condition B—Interruption of Continuous Traffic**

Number of lanes for moving traffic on each approach		Vehicles per hour on major street (total of both approaches)				Vehicles per hour on higher-volume minor-street approach (one direction only)			
Major Street	Minor Street	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>	100% <sup>a</sup>	80% <sup>b</sup>	70% <sup>c</sup>	56% <sup>d</sup>
1	1	750	600	525	420	75	60	53	42
2 or more	1	900	720	630	504	75	60	53	42
2 or more	2 or more	900	720	630	504	100	80	70	56
1	2 or more	750	600	525	420	100	80	70	56

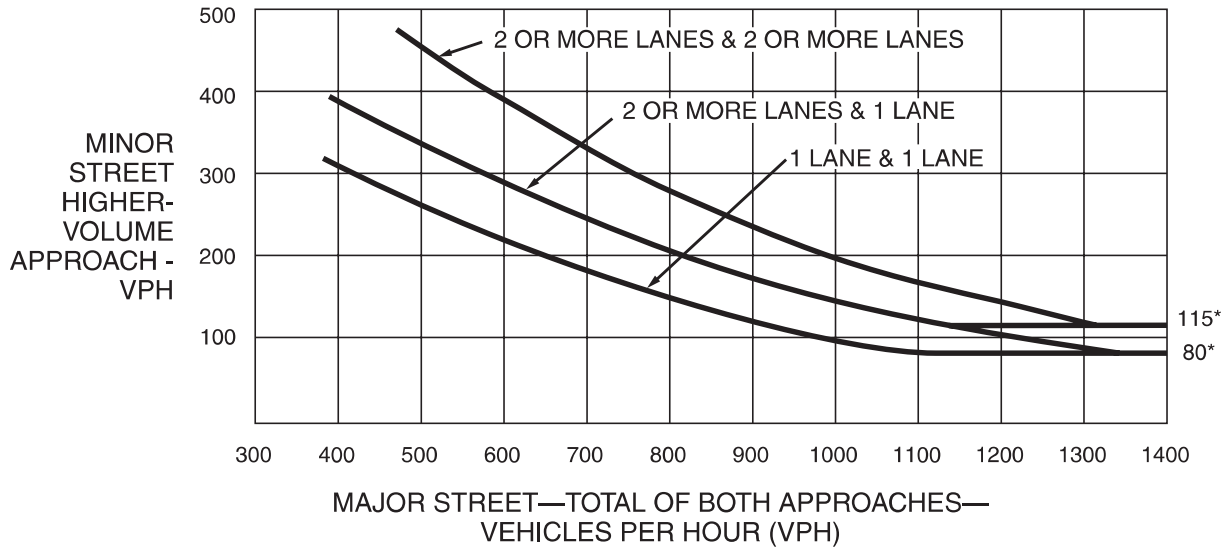
<sup>a</sup> Basic minimum hourly volume

<sup>b</sup> Used for combination of Conditions A and B after adequate trial of other remedial measures

<sup>c</sup> May be used when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

<sup>d</sup> May be used for combination of Conditions A and B after adequate trial of other remedial measures when the major-street speed exceeds 40 mph or in an isolated community with a population of less than 10,000

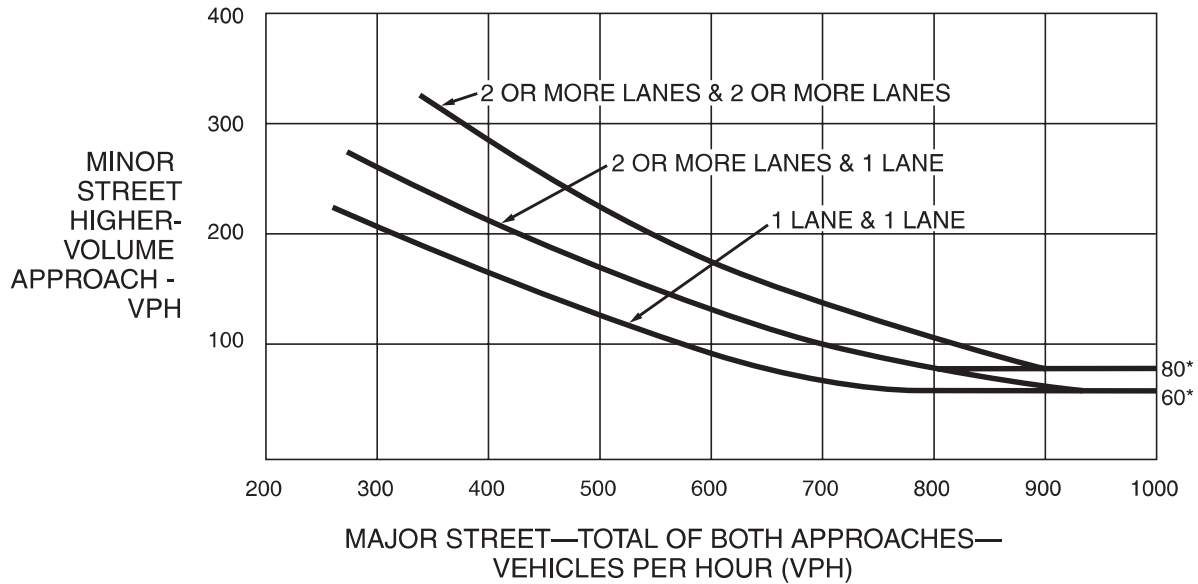
**Figure 4C-1. Warrant 2, Four-Hour Vehicular Volume**



\*Note: 115 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 80 vph applies as the lower threshold volume for a minor-street approach with one lane.

**Figure 4C-2. Warrant 2, Four-Hour Vehicular Volume (70% Factor)**

(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



\*Note: 80 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 60 vph applies as the lower threshold volume for a minor-street approach with one lane.

**APPENDIX F**

**Crash Data**



**Table 1: US 19 Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION	TYPE_OF_IMPACT
88591255	US HIGHWAY 19		MAIN ST	Front to Rear
88589880	US 19 S		MAIN ST	Sideswipe, Same Direction
88589820	US 19		MAIN ST	
88590349	US HIGHWAY 19		MAIN ST	Front to Rear
88590444	US HIGHWAY 19		MAIN ST	Sideswipe, Same Direction
88591460	MAIN ST		US HIGHWAY 19	Angle
88591381	US HIGHWAY 19		MAIN ST	Front to Rear
88591483	US HIGHWAY 19		MAIN ST	Front to Rear
25315356	US HIGHWAY 19		MAIN ST	Front to Rear
25315368	US HIGHWAY 19		MAIN ST	Front to Front
88591522	MAIN ST		US HIGHWAY 19	Sideswipe, Same Direction
84919904	US 19		MAIN ST	Front to Rear
88589918	US 19 S		MAIN ST	Front to Rear
88590048	MAIN ST		US 19	Sideswipe, Same Direction
88590488	US HIGHWAY 19		MAIN ST	Angle
88590606	US HIGHWAY 19		MAIN ST	Front to Rear
88590780	MAIN ST		US HIGHWAY 19	Front to Rear
88590856	US HIGHWAY 19		MAIN ST	Front to Rear

24676116	US HIGHWAY 19	MAIN ST	Front to Rear
25571797	US HIGHWAY 19	MAIN ST	Front to Rear
88591021	MAIN ST	US HIGHWAY 19	Front to Rear
88591050	MAIN ST	US HIGHWAY 19	Front to Rear
88590391	MAIN ST	US HIGHWAY 19	Front to Rear
88590430	US HIGHWAY 19	MAIN ST	Front to Rear
88590142	MAIN ST	US HIGHWAY 19	Rear to Side
88590215	US HIGHWAY 19	MAIN ST	Front to Rear
88591211	US HIGHWAY 19	MAIN ST	Front to Rear
88591231	MAIN ST	US HIGHWAY 19	Angle
88591496	US HIGHWAY 19	MAIN ST	Front to Rear
25315300	US HIGHWAY 19	MAIN ST	Front to Rear
25571860	US HIGHWAY 19	MAIN ST	
84919938	US 19	MAIN AVE	Front to Rear
84920152	MAIN ST	US HIGHWAY 19	Front to Rear
84920184	MAIN ST	US 19	
84919861	US 19	MAIN ST	
88589653	US 19	MAIN ST	Front to Rear
88589710	US 19 S	MAIN ST	Front to Rear
88589774	US HIGHWAY 19	MAIN ST	Sideswipe, Same Direction

88590037	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
88590570	MAIN ST	US HIGHWAY 19	
88590648	MAIN ST	US HIGHWAY 19	Front to Rear
24676140	US HIGHWAY 19	MAIN ST	Front to Rear
24676171	US HIGHWAY 19	MAIN ST	Front to Rear
88591119	US HIGHWAY 19	MAIN ST	Sideswipe, Same Direction
88590088	US HIGHWAY 19	MAIN ST	Front to Rear
88590166	US HIGHWAY 19	MAIN ST	Front to Rear
25315220	US HIGHWAY 19	MAIN ST	Front to Rear
25315256	US HIGHWAY 19	MAIN ST	Front to Rear
25315332	US HIGHWAY 19	6328	
25315415	US HIGHWAY 19	MAIN ST	Front to Rear
88591542	US HIGHWAY 19	MAIN ST	Front to Rear
84919937	MAIN ST	US 19	Sideswipe, Same Direction
84920150	US 19	MAIN ST	Front to Front
84919882	US 19	MAIN ST	Front to Rear
88589991	US HIGHWAY 19	MAIN ST	Front to Rear
88590009	US HIGHWAY 19	MAIN ST	Front to Rear
88590765	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
88590768	US HIGHWAY 19	MAIN ST	Front to Rear
88590891	MAIN ST	US 19	Sideswipe, Same Direction

88591338	US HIGHWAY 19	MAIN ST	Front to Rear
24676117	US HIGHWAY 19	MAIN ST	Front to Rear
84920094	US 19	MAIN ST	Front to Rear
88589841	US HIGHWAY 19	6319MAIN ST/US HWY 19	
88589831	US HIGHWAY 19	MAIN ST	Front to Rear
88590460	US HIGHWAY 19	MAIN ST	Front to Rear
88590474	MAIN ST	US HIGHWAY 19	Angle
88591036	MAIN ST	US HIGHWAY 19	Angle
88590353	US HIGHWAY 19	MAIN ST	Front to Rear
88590249	US HIGHWAY 19	MAIN ST	Front to Rear
88591227	US HIGHWAY 19	MAIN ST	Front to Rear
25315377	US HIGHWAY 19	MAIN ST	Front to Rear
88591547	US HIGHWAY 19	MAIN ST	Front to Rear
88589714	US 19	MAIN ST	
88589753	US 19 N	MAIN ST	Sideswipe, Same Direction
88590531	MAIN ST	US HIGHWAY 19	
24676022	MAIN ST	US HIGHWAY 19	Angle
84920034	US 19	MAIN ST	Front to Rear
88591136	MAIN ST	US HIGHWAY 19	
88591144	MAIN ST	US HIGHWAY 19	Front to Rear

88591033	US HIGHWAY 19	MAIN ST	Front to Rear
88590436	US HIGHWAY 19	MAIN ST	Front to Rear
88590272	US HIGHWAY 19	MAIN ST	Front to Rear
88591233	US HIGHWAY 19	MAIN ST	Front to Rear
25315284	US HIGHWAY 19	MAIN ST	Front to Rear
87256600	MAIN STREET	U.S. 19 (STATE ROAD 55)	Other
84919965	US 19 S	MAIN ST	Front to Rear
84919853	US 19	MAIN ST	Sideswipe, Same Direction
88589717	US 19 S	MAIN ST	Front to Rear
88589718	US 19	MAIN ST	Front to Rear
88590613	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
25571742	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
25571829	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
25571836	US HIGHWAY 19	MAIN ST	Front to Rear
84920062	MAIN ST	US 19	
84920091	US 19	6243MAIN ST	Front to Rear
88590095	MAIN ST	US 19	Front to Rear
88591451	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
25315414	US HIGHWAY 19	MAIN ST	Front to Rear
84920187	US 19 S	6307US 19	Front to Rear

84919892	US 19	6243MAIN ST	Sideswipe, Opposite Direction
88589905	US 19	MAIN ST	Front to Rear
88589911	US 19 N	MAIN ST	Front to Rear
88590078	US 19 S	MAIN ST	
88590540	US 19		Front to Rear
88590769	US HIGHWAY 19	MAIN ST	Sideswipe, Same Direction
88590789	MAIN ST	US HIGHWAY 19	Angle
24676214	US HIGHWAY 19	MAIN ST	Front to Front
24676239	US HIGHWAY 19	MAIN ST	Angle
84920004	US 19	MAIN ST	Front to Rear
84920024	US 19 S	MAIN ST	Sideswipe, Same Direction
87141967	US HIGHWAY 19 (STATE ROAD 55)	MAIN STREET	Front to Rear
88590446	US HIGHWAY 19	MAIN ST	Front to Rear
88590115	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
88590128	US HIGHWAY 19	MAIN ST	Front to Rear
88590209	US HIGHWAY 19	MAIN ST	Front to Rear
25315216	US HIGHWAY 19	MAIN ST	Front to Rear
25315236	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
25315337	US HIGHWAY 19	MAIN ST	Front to Rear
25315419	US HIGHWAY 19	MAIN ST	Front to Rear

84919968	US 19 S	MAIN ST	Sideswipe, Same Direction
84920113	US 19 S	MAIN ST	Sideswipe, Same Direction
84919835	US 19 S	MAIN ST	Front to Front
88589698	US 19	MAIN ST	Front to Rear
88589922	US 19	MAIN ST	Front to Rear
88589956	US 19 N	MAIN ST	Front to Rear
88590006	US HIGHWAY 19	6310	Front to Rear
88590795	MAIN ST	US HIGHWAY 19	
88590869	US HIGHWAY 19	MAIN ST	Front to Rear
88080167	US-HIGHWAY 19 (STATE ROAD 55)	MAIN ST	Front to Rear
84920020	MAIN ST	US 19	
84920031	US 19	6319MAIN ST	Rear to Side
88590194	US HIGHWAY 19	6307MAIN ST	Front to Rear
84920082	US 19 N	MAIN ST	Front to Rear
88591215	US HIGHWAY 19	MAIN ST	Front to Rear
88590478	MAIN ST	US HIGHWAY 19	Front to Rear
88591070	US HIGHWAY 19	MAIN ST	Front to Rear
88590323	MAIN ST	US HIGHWAY 19	Angle
88590354	US HIGHWAY 19	MAIN ST	Front to Rear
88591108	MAIN ST	US HIGHWAY 19	

88590174	MAIN ST	5303US HIGHWAY 19	Front to Rear
88590916	US HIGHWAY 19	MAIN ST	Front to Rear
88590955	MAIN ST	US HIGHWAY 19	Other
25315274	MAIN ST	US HIGHWAY 19	Sideswipe, Same Direction
84919921	US 19	6318MAIN ST	Front to Rear
84919934	US 19	MAIN ST	Front to Rear
84919948	US 19	MAIN ST	Sideswipe, Same Direction
88589733	MAIN ST	MADISON ST	
88589744	US HIGHWAY 19	MAIN ST	Front to Rear
88589959	US HIGHWAY 19	MAIN ST	Front to Rear
88590045	US HIGHWAY 19	MAIN ST	Front to Rear
88551064	U.S. HIGHWAY 19 (SR-55)	MAIN STREET	Sideswipe, Same Direction
24676020	US HIGHWAY 19	MAIN ST	Front to Rear
88591345	US HIGHWAY 19	MAIN ST	Front to Rear

**Table 2: River Road Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION
88590151	RIVER RD		MAIN ST
84919930	MAIN ST		RIVER RD
88590058	MAIN ST		RIVER RD
24676023	RIVER RD		MAIN ST
88591370	RIVER RD		MAIN ST
84919850	RIVER RD		MAIN ST
88590092	MAIN ST		RIVER RD
88590985	MAIN ST		RIVER RD
84920156	MAIN ST		RIVER RD
88590010	MAIN ST		RIVER RD
25571818	MAIN ST		RIVER RD
24676144	MAIN ST		RIVER RD
88589878	MAIN ST		RIVER RD
88589823	MAIN ST	5431	RIVER RD
88589847	MAIN ST		RIVER RD
88590343	RIVER RD		MAIN ST
88591244	RIVER RD		MAIN ST

84920112	MAIN ST	RIVER RD
84919854	MAIN ST	5500RIVER RD
88590036	MAIN ST	RIVER RD
88590720	MAIN ST	RIVER RD
88590261	MAIN ST	RIVER RD
84919897	MAIN ST	RIVER RD
88347420	5443 MAIN STREET	RIVER RD
24676157	MAIN ST	RIVER RD
88591006	MAIN ST	RIVER RD
88590250	MAIN ST	RIVER RD
88591375	MAIN ST	RIVER RD
25315280	MAIN ST	RIVER RD
88591486	MAIN ST	RIVER RD
88590596	MAIN ST	RIVER RD



**Table 3: Bank Street Crashes**

REPORT_ NUMBER	ON_STREET_ ROAD_HIGHWAY	STREET_ ADDRESS_NUMBER	FROM_ INTERSECTION_OF	TYPE_OF_ IMPACT
25315405	MAIN ST		BANK ST	Front to Rear
84920023	MAIN ST		BANK ST	Front to Rear
88591474	MAIN ST		BANK ST	
84919916	MAIN ST		BANK ST	Front to Rear
84919855	MAIN ST	5644	BANK ST	Angle
88590677	MAIN ST		BANK ST	
25571783	MAIN ST		BANK ST	
88590149	MAIN ST		BANK ST	
88590654	BANK ST		MAIN ST	Front to Rear
88591351	BANK ST		MAIN ST	
84920105	MAIN ST		BANK ST	Front to Rear
24676106	MAIN ST		BANK ST	
25571828	MAIN ST		BANK ST	
84920068	MAIN ST		BANK ST	Front to Rear

88590863	BANK ST	NEBRASKA AVE	
88591249	MAIN ST	BANK ST	Front to Rear
88591516	MAIN ST	BANK ST	Front to Rear
25315430	MAIN ST	BANK ST	Front to Rear
88591090	MAIN ST	BANK ST	Angle



**Table 4: Grand Boulevard Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION	TYPE_OF_IMPACT
84920077	MAIN ST		GRAND BLVD	Front to Rear
88590485	GRAND BLVD		MAIN ST	Angle
88589912	MAIN ST		GRAND BLVD	Angle
88590278	MAIN ST		GRAND BLVD	Front to Rear
88589970	GRAND BLVD		MAIN ST	
88590840	GRAND BLVD		MAIN ST	Other
88591037	MAIN ST		GRAND BLVD	Angle
88590945	GRAND BLVD		MAIN ST	
25315241	MAIN ST		GRAND BLVD	Front to Rear
84920051	GRAND BLVD		MAIN ST	
88591012	MAIN ST		GRAND BLVD	Front to Rear
88590253	GRAND BLVD		MAIN ST	Sideswipe, Same Direction
88591413	MAIN ST		GRAND BLVD	
84920074	GRAND BLVD		MAIN ST	
84919955	GRAND BLVD		MAIN ST	
84919994	MAIN ST		GRAND BLVD	Sideswipe, Same Direction
84920032	MAIN ST	5723	GRAND BLVD	Front to Rear
88590298	GRAND BLVD		MAIN ST	Angle
88590152	MAIN ST		GRAND BLVD	Front to Rear
88590652	MAIN ST		GRAND BLVD	

**Table 5: Adams Street Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION	TYPE_OF_IMPACT
84920010	MAIN ST.		ADAMS ST	Angle
88590291	MAIN ST		ADAMS ST	
88590143	ADAMS ST		MAIN ST	Rear to Side
88589656	ADAMS ST		MAIN ST	
88590031	MAIN ST		ADAMS ST	Angle
24676077	ADAMS ST		MAIN ST	Angle
24676029	MAIN ST		ADAMS ST	Front to Rear
88591071	ADAMS ST		MAIN ST	Angle
25315258	MAIN ST		ADAMS ST	
84919967	ADAMS ST		MAIN ST	Other
84920174	MAIN ST		ADAMS ST	Angle
88589709	ADAMS ST		MAIN ST	Other
88589723	MAIN ST		ADAMS ST	Other
24676081	ADAMS ST		MAIN ST	Other
88591100	ADAMS ST		MAIN ST	Other
88590582	MAIN ST		ADAMS ST	
24676198	MAIN ST		ADAMS ST	
88590680	MAIN ST		ADAMS ST	Front to Rear
88590867	MAIN ST		ADAMS ST	Front to Rear

88589892	MAIN ST	ADAMS ST	
88590107	MAIN ST	ADAMS ST	Front to Front
88590132	MAIN ST	ADAMS ST	Front to Rear
24676248	ADAMS ST	MAIN ST	Angle
25315295	ADAMS ST	MAIN ST	
24676138	ADAMS ST	MAIN ST	Angle
25571780	MAIN ST	ADAMS ST	Front to Rear
88591251	MAIN ST	ADAMS ST	Angle
88590105	MAIN ST	ADAMS ST	Sideswipe, Opposite Direction
88590468	ADAMS ST	MAIN ST	Angle
25315376	MAIN ST	ADAMS ST	
88591529	MAIN ST	ADAMS ST	Front to Rear
25571752	ADAMS ST	MAIN ST	Angle
84920076	MAIN AVE	ADAMS ST	



**Table 6: Madison Street Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION	TYPE_OF_IMPACT
88590267	MADISON ST		MAIN ST	Front to Front
84919879	MADISON ST		MAIN ST	Sideswipe, Same Direction
84919839	MAIN ST		MADISON ST	
88589675	MAIN ST		MADISON ST	Front to Rear
24676164	MADISON ST		MAIN ST	Front to Rear
88590375	MADISON ST		MAIN ST	Sideswipe, Same Direction
88591511	MAIN ST		MADISON ST	Front to Rear
88590597	MADISON ST		MAIN ST	Angle
88589861	MAIN ST		MADISON ST	Sideswipe, Opposite Direction
88589828	MADISON ST		MAIN ST	Angle
84920196	MAIN ST		MADISON ST	Front to Front
88589903	MAIN ST		MADISON ST	Front to Rear
88590771	MADISON ST		MAIN ST	Front to Rear
84920030	MADISON ST		MAIN ST	Front to Rear
84920048	MAIN ST		MADISON ST	Front to Rear
88590396	MADISON ST		MAIN ST	Front to Front
88591512	MAIN ST		MADISON ST	
84920169	MADISON ST		MAIN ST	Angle
88591061	MAIN ST		MADISON ST	Front to Front

88590287	MADISON ST	MAIN ST	Sideswipe, Opposite Direction
25315297	MADISON ST	MAIN ST	Other
88590796	MADISON ST	MAIN ST	Angle
24676168	MAIN ST	MADISON ST	Front to Rear
88589852	MAIN ST	MADISON ST	Angle
88591224	MAIN ST	MADISON ST	Front to Rear
84919876	MADISON ST	MAIN ST	Angle
88589725	MAIN ST	MADISON ST	Front to Rear
88590510	MADISON ST	MAIN ST	Front to Rear
88590538	MADISON ST	MAIN ST	Front to Rear
88591130	MAIN ST	MADISON ST	Front to Rear
88590394	MADISON ST	MAIN ST	Sideswipe, Opposite Direction
88590397	MADISON ST	MAIN ST	Angle
24676134	MADISON ST	MAIN ST	Front to Rear
84920104	MAIN ST	MADISON ST	
88590388	MADISON ST	MAIN ST	Sideswipe, Same Direction
88589733	MAIN ST	MADISON ST	
25571812	MAIN ST	MADISON ST	Front to Rear

**Table 7: “Other” Crashes**

REPORT_ NUMBER	STREET	ADDRESS	INTERSECTION	TYPE_OF_IMPACT
88591133	MAIN ST		5720	Front to Rear
88591294	5418 MAIN ST		5418	
88591460	MAIN ST		US HIGHWAY 19	Angle
25315228	MAIN ST		FLORIDA AVE	Sideswipe, Same Direction
25315298	LINCOLN ST		MAIN ST	Front to Rear
25315374	MAIN ST		LINCOLN ST	
88590203	MAIN ST		5804	
88589829	MAIN ST		5748PARKING LOT	
88590240	MAIN ST		5547	
88589997	MAIN ST		5810	
88590790	MAIN ST		FLORIDA AVE	
25571840	MAIN ST		5645	
84920092	MAIN ST		LINCOLN ST	Front to Rear
24676058	MAIN ST		LINCOLN ST	Front to Front
88590001	MAIN ST		5760FLORIDA AVE	
88590858	MAIN ST		FLORIDA AVE	Front to Rear
24676139	MAIN ST		FLORIDA AVE	
24676191	MAIN ST		FLORIDA AVE	
88590986	MAIN ST		FLORIDA AVE	Front to Rear

88590511	MAIN ST	LINCOLN ST	Angle
88590550	MAIN ST	JEFFERSON ST	Front to Front
88590823	MAIN ST	5547	
88590837	MAIN ST	LINCOLN ST	Front to Rear
24676108	MAIN ST	JEFFERSON ST	Front to Rear
25571761	JEFFERSON ST	MAIN ST	Angle
25571828	MAIN ST	BANK ST	
88590093	MAIN ST	5940	
88590438	JEFFERSON ST	MAIN ST	
88590168	MAIN ST	LINCOLN ST	Front to Front
88591393	MAIN ST	5920	Front to Rear
88591531	MAIN ST	LINCOLN ST	
88590615	MAIN ST	FLORIDA AVE	
24676223	MAIN ST	LINCOLN ST	Sideswipe, Opposite Direction
24676232	MAIN ST	LINCOLN ST	
25571767	MAIN ST	JEFFERSON ST	Angle
88590246	MAIN ST	5442	
88177020	MAIN STREET	JEFFERSON STREET	Front to Rear
88591223	6362 E PROVIDENCE ST	6362	

88591446	MAIN ST	5920	Sideswipe, Opposite Direction
88589781	MAIN ST	LINCOLN AVE	Front to Rear
88590567	MAIN ST	5310	
88590769	US HIGHWAY 19	MAIN ST	Sideswipe, Same Direction
88590888	MAIN ST	5547	
88150449	MAIN STREET	LINCOLN STREET	Angle
88590207	LINCOLN ST	MAIN ST	Front to Rear
88589885	MAIN ST	5912JEFFERSON AVE	
88590171	LINCOLN ST	MAIN ST	Sideswipe, Same Direction
88591392	MAIN ST	FLORIDA AVE	Angle
25315240	MAIN ST	FLORIDA AVE	
84919931	MAIN ST	5902JEFFERSON AVE	
88590767	FLORIDA AVE	MAIN ST	
24676069	MAIN ST	5720	Rear to Side
24676084	MAIN ST	5804	
88591091	LINCOLN ST	MAIN ST	Angle
88590235	MAIN ST	5747FLORIDA AVE	Sideswipe, Same Direction
25315287	MAIN ST	FLORIDA AVE	
88591539	MAIN ST	JEFFERSON ST	
88590575	MAIN ST	5721	
24676126	LINCOLN ST	MAIN ST	Sideswipe, Same Direction

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