Regional Planning Commission of Greater Birmingham
On Behalf of the City of Birmingham

VULCAN GREENWAY STUDY

Advanced Planning, Programming, and Logical Engineering (APPLE) Program

March 21, 2018

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Advanced Planning, Programming, and Logical Engineering (APPLE) Program

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[Title]

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Prepared for: Regional Planning Commission of Greater Birmingham on Behalf of The City of Birmingham

Attention: Michael Kaczorowski

Principal Planner for Transportation

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SARCOR Project No. 17-E-01-040000

RPC Project No. 1289.17

March 21, 2018

VERSION CONTROL

Issue	Revision No	Date Issued	Page No	Description	Reviewed by

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ACRONYMS AND ABBREVIATIONS

AADT	Annual Average Daily Traffic
ALDOT	Alabama Department of Transportation
APPLE	Advanced Planning, Programming, and Logical Engineering
BJCTA	Birmingham Jefferson County Transit Authority
RPCGB	Regional Planning Commission of Greater Birmingham
RRRVTS	Red Rock Ridge and Valley Trail System's

EXECUTIVE SUMMARY

The City of Birmingham requested the Regional Planning Commission of Greater Birmingham (RPCGB) to provide planning assistance in evaluating the feasibility of creating a multi-use bicycle/pedestrian greenway. The Vulcan Greenway Feasibility Study, as this will be known, will evaluate the functionality of developing a greenway from the 15th Avenue South area up to Vulcan Park in the City of Birmingham.

The three alternatives and the no-build alternative presented will support the proposed development of the Red Rock Ridge and Valley Trail System's (RRRVTS) plan for the Jones Valley Corridor to provide a street-based path with shared-use side path along 20th Street from Five Points South past Vulcan Park to Valley Avenue. Evaluation consists of assessing potential right of way, environmental, and ADA issues for each alternative. The three alternatives evaluated are:

Alternative #1:
Alternative 1 implements striping, designated left turn lanes, medians, a multi-use concrete trail on the right-hand side of Richard Arrington Boulevard South, replacing the existing guardrail and installing ADA ramps at crossings.

Alternative #2:
Alternative 2 includes striping, designated turn lanes and medians, a sidewalk for pedestrian foot traffic along the West side of the corridor, designated bike lanes, replacing the existing guardrail and installing ADA ramps at crossings.

Alternative #3:
Alternative 3 includes striping, designated turn lanes, medians, a sidewalk for pedestrian foot traffic along each side of the corridor, installing ADA ramps at crossings, a trail running along Warwick Drive, designated bike lanes and installing ADA driveway crossings.

1 STUDY AREA PRESENTATION

1.1 Background

The Jones Valley Corridor of the RRRVTS is slated to provide multi-modal commuting and recreational connectivity opportunities for the urban and residential areas between Jones Valley east – west footprint from Bessemer to East Lake Park and Ruffner Mountain and Sand Ridge to Red Mountain from the north and south. Implementation of the RRRVTS requires safe, pedestrian / bike friendly connectivity is desired from Five Points South to Valley Avenue. This Advanced Planning Report (APR) area of study includes Richard Arrington Jr. Boulevard / 20th Street South from 15th Avenue South to Valley Avenue.

1.2 Purpose and Need

The purpose of study is to evaluate the feasibility of proposed a multi-use bicycle/pedestrian greenway's functionality along Richard Arrington Jr. Boulevard / 20th Street South from the 15th Avenue South area up to Vulcan Park in the City of Birmingham.

1.2.1 Goal

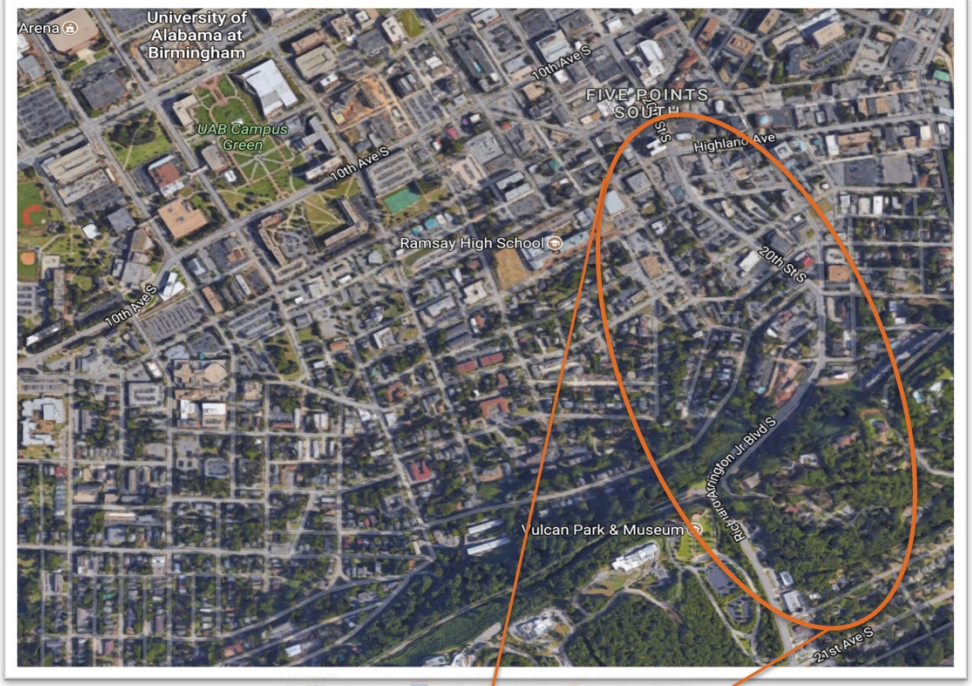
The project's goal is to provide design and estimate alternatives for connectivity as designated in the RRRVTS' Richard Arrington Jr. Boulevard / 20th Street South Vulcan Greenway Plan.

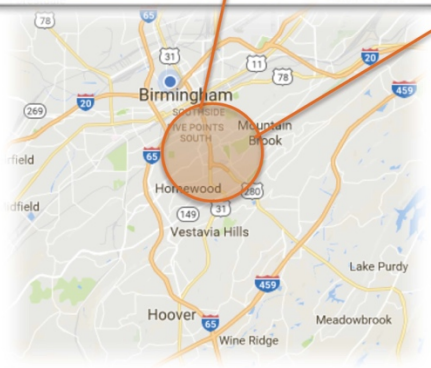
1.2.2 Objectives

The project's objective is to present the RPCGB and the City of Birmingham with the best alternatives for providing multi-modal commuting / access along the Richard Arrington Jr. Boulevard / 20th Street South corridor from 15th Avenue South to Vulcan Park.

1.3 Project Area

The study area consists of the Richard Arrington Jr. Boulevard / 20th Street South corridor from 15th Avenue South to Valley Avenue.





ALDOT PROJECT

City of Birmingham
Corridor Improvements Multi-Use
for Bicycle and Pedestrian
Jefferson County

2 DEMOGRAPHICS – HISTORICAL & PROJECTED FORECAST

2.1 Population

As of July 1, 2016, the population of the City of Birmingham was 212,157.

2.2 Demographics

Per the United States Census Bureau, of Birmingham's 212,157 citizens, (United States Census Bureau, 2018)

- 29.4% live in poverty
- 73% Black or African-American
- 24% White
- 3% Other
- 13.5% under age 65 live with a disability
- $32,404 is the median household income from 2102 - 2016

2.3 Employment

The unemployment rate in the Birmingham Area as November 2017 is 3.4%. This is a 2.2% improvement from November 2016. This data is inclusive of the Birmingham-Hoover area. (Bureau of Labor Statistics, 2018) (See Appendix)

2.4 Residential and Commercial Use

The study area is mixed with both residential and commercial use.

3 EXISTING CONDITIONS

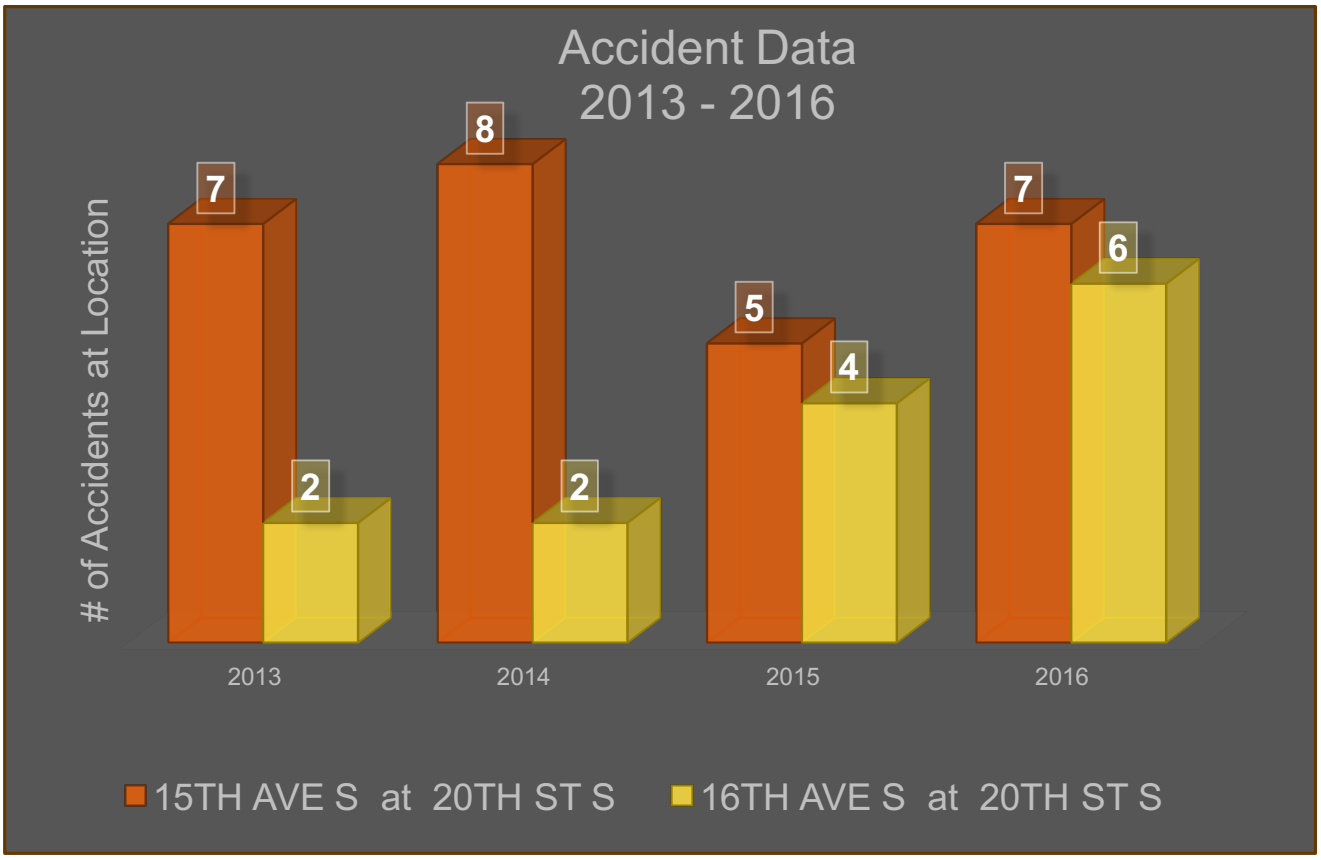
3.1 Land Use

Currently, the land use surrounding the proposed project site consists of both residential and commercial development. Residential land use consists of pockets of and relatively new self-contained townhouse developments built as suburban-style as well as older developments.

3.2 *Roadways / Traffic*

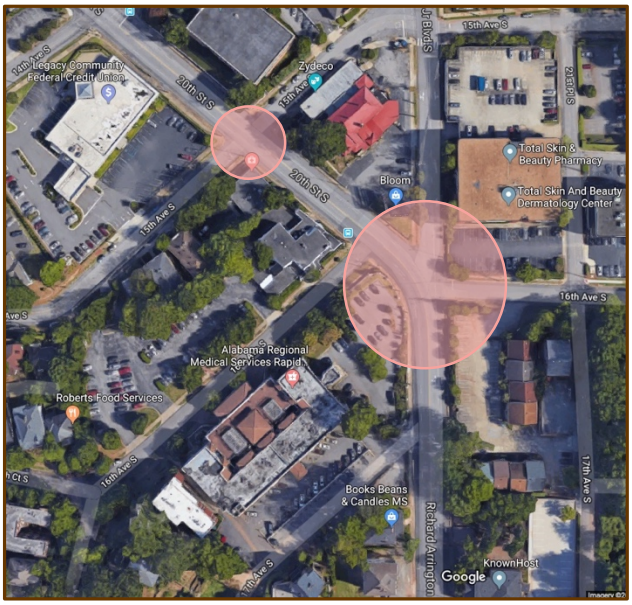
The mean travel time to work from, 2012 – 2016, in the City of Birmingham for workers age 16 and up is 21.4 minutes. The study area's corridor consists of two lanes in travelling north and south. Per the ALDOT Traffic Counters, the 2015 AADT was 16,730. (See Appendix)

Accidents occurred with the most frequency between 2013 – 2016 at the intersections of 15th Avenue South at 20th Street South and the intersection of 16th Avenue South at 20th Street South. A total of 27 accidents occurred at the 15th Street intersection whereas a total of 14 accidents occurred at the 16th Street intersection. Property damage was reported for nearly each occurrence. Four (4) injuries were reported; two (2) of which were considered incapacitating.



Primary causes for the accidents include:

- Unseen Object/Person/Vehicle
- Failed to Yield the Right-of-Way
- Failed to Yield Right-of-Way from Stop Sign
- Improper Lane Change/Use
- Driving too Fast for Conditions
- Failed to Yield the Right-of-Way
- Followed too Close
- Misjudge Stopping Distance
- Distracted by Use of Electronic Communication Device



3.3 *Pedestrian, Bicycle, and Trails*

The study area corridor has some areas with sidewalks; however, sidewalk conditions are relatively poor. There are no bicycle lanes or sharrows. The purpose of the study is to create connectivity to the trail at Vulcan Park and support the development of the RRRVTS.

3.4 Transit

BJCTA currently uses the project corridor to commute between its two stops. Both stops are approximately one mile from Vulcan Park. Route 39 Homewood Wildwood runs along study area; however, currently there are no stops in the study area. BJCTA serves Vulcan Park with two stops, B and C, as shown in Appendix A and Appendix B. Both stops are approximately one-mile from Vulcan Park. With no Major Stop at Vulcan Park, visitors and employees of Vulcan Park that do not have vehicle access will have to walk or ride their bicycles to the park.

Table 1. BJCTA Route #39 Homewood Wildwood Stop Data for Study Area

Stop Name	Stop Location	City	Start Time	End Time
B	20th St & 11th Ave S	Birmingham	5:13 AM	6:43 PM
C	28th Avenue & 18th St	Homewood	5:19 AM	6:49 PM

Table 2. Commute Times From Stops to Vulcan Park (Shortest Route)

Stop Name	Stop Location	City	Bicycle	Pedestrian
B	20th St & 11th Ave S	Birmingham	15 minutes	29 minutes
C	28th Avenue & 18th St	Homewood	10 minutes	19 minutes

Figure 1. 20th St & 11th Ave S (Five Points South) (Bicycle)

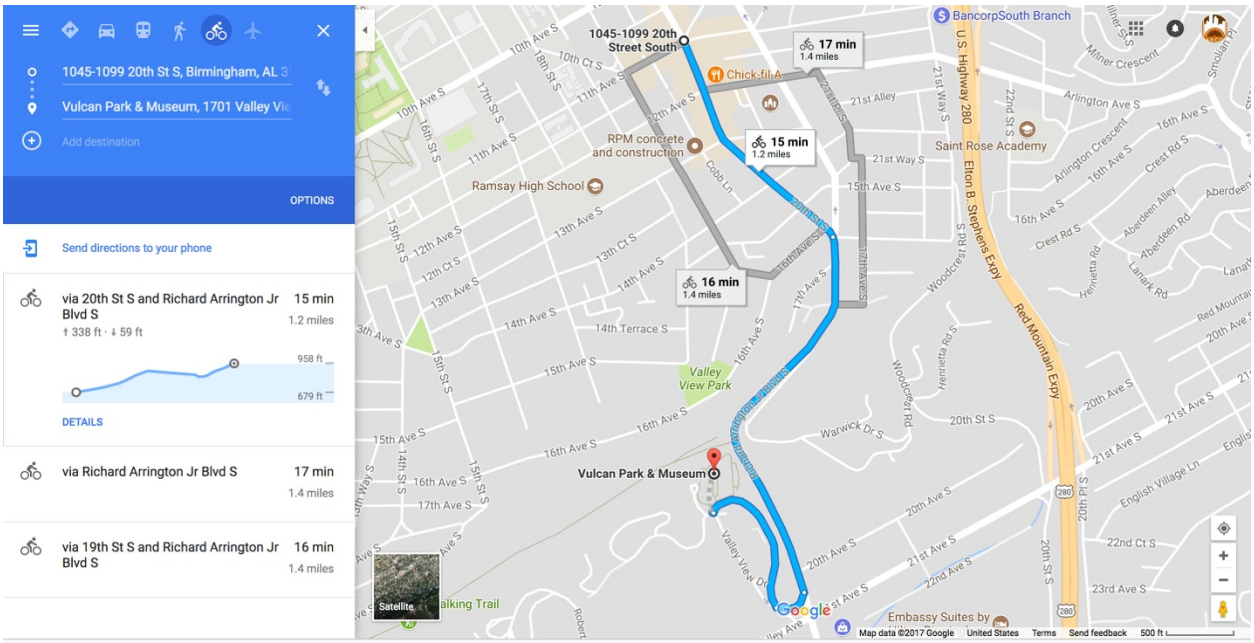


Figure 2. 20th St & 11th Ave S (Five Points South) (Pedestrian)

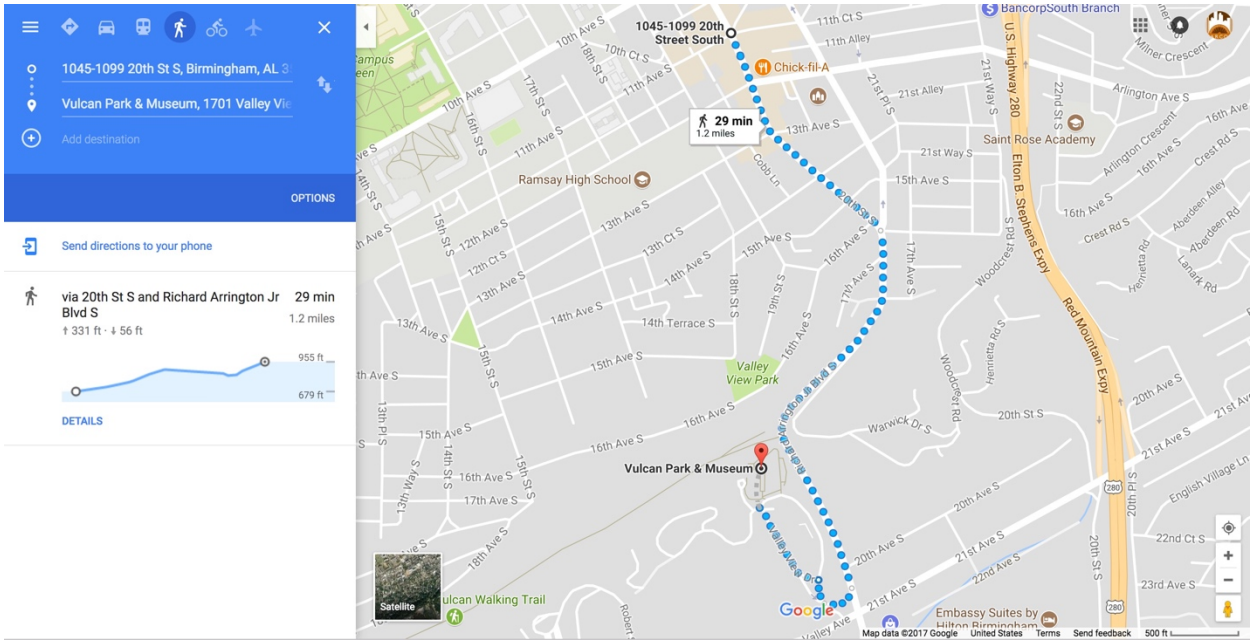


Figure 3. 28th Avenue & 18th St (Homewood) (Bicycle)

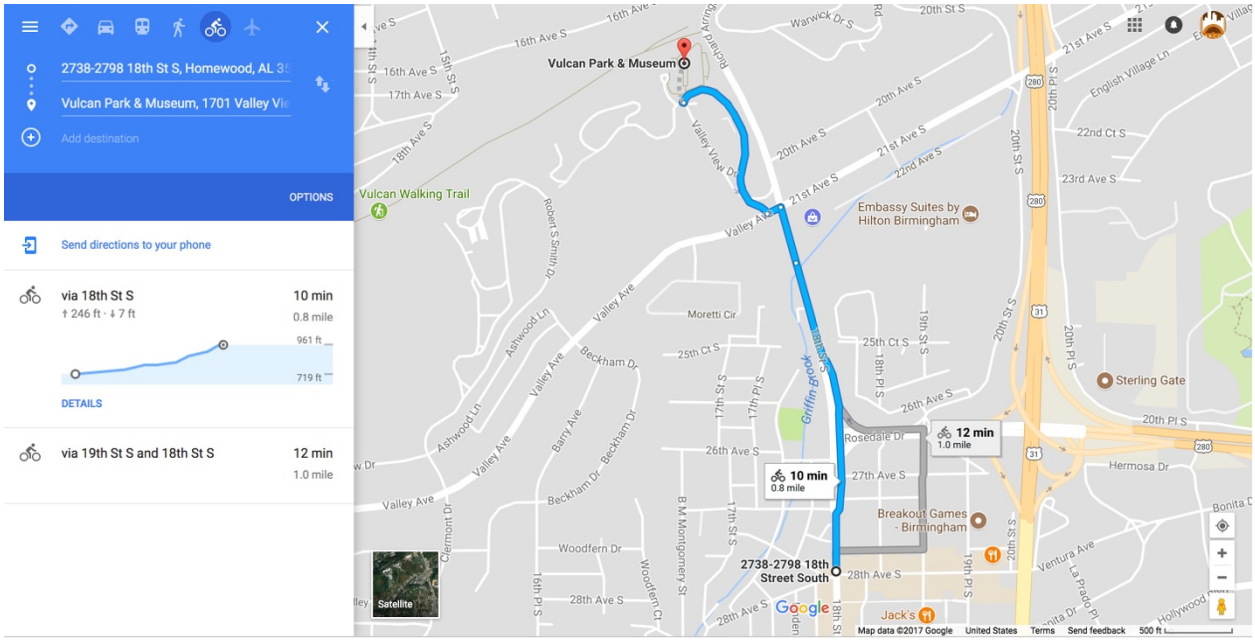
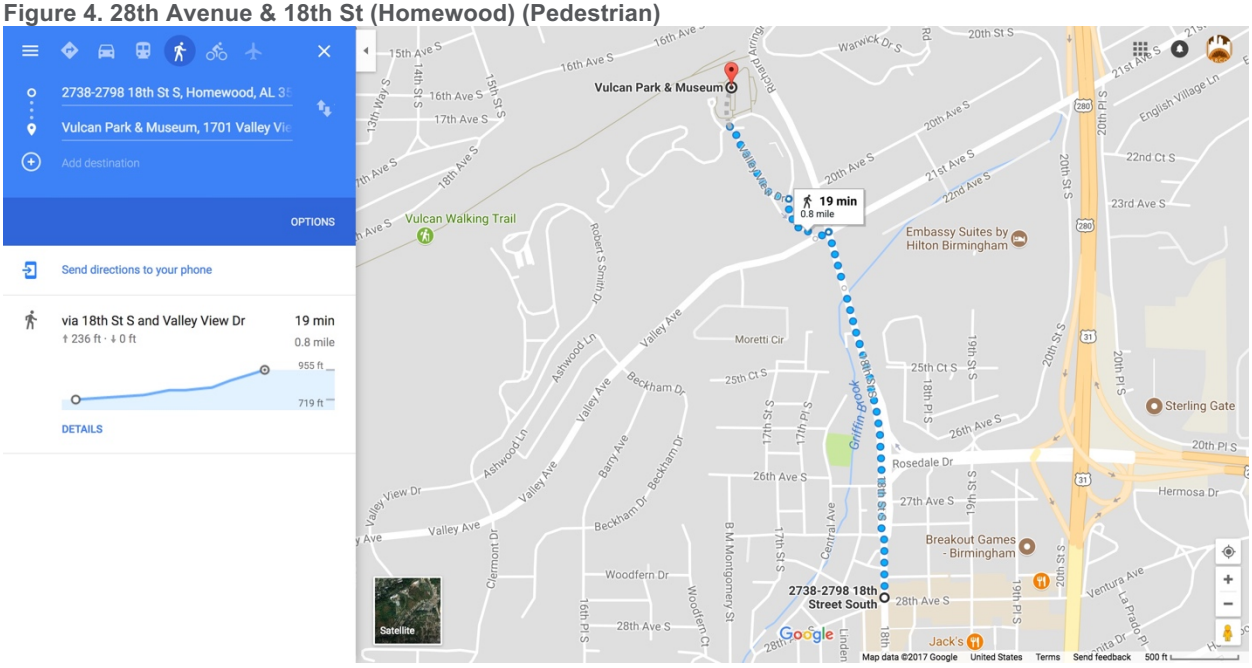


Figure 4. 28th Avenue & 18th St (Homewood) (Pedestrian)



3.5 Freight

Minimal freight is in the area. On observation days selected randomly, there was no presence of multi-axle trucks. The proposed road diet in each alternative is designed to discourage freight through the corridor. Minimal freight, if any, is in the project area. It is not anticipated for freight to cause any environmental impact.

3.6 Rail

There is no rail along the corridor. Rail is not currently in the project area and it is not proposed; therefore, rail will not cause any environmental impact.

3.7 Airport

The Birmingham-Shuttlesworth International Airport is approximately 6.6 miles away from the study corridor. The trail system does not take into account connectivity to the airport. Proximity to the Birmingham-Shuttlesworth International Airport will not result in any environmental impact.

4 POTENTIAL TRANSPORTATION SYSTEM IMPROVEMENT ALTERNATIVES

Three reasonable alternatives were developed in addition to the No-Build Alterative. Benchmarks were established to evaluate each alternative. These benchmarks are:

- Existing Conditions
- Design Criteria
- Community Needs

4.1 Alternative 1

Alternative 1 implements striping, designated left turn lanes, medians, a multi-use concrete trail on the right-hand side of Richard Arrington Boulevard South, replacing the existing guardrail and installing ADA ramps at crossings. The corridor consists of one-lane of traffic travelling in each direction with medians or middle turn lanes dividing them. The medians will start just before the entrance to the Vulcan Trail and stop just before 20th Avenue South. Designated left turn lanes will be present at the entrance of every road intersecting Richard Arrington Boulevard South. The left turn lanes leading to 17th Avenue South and Abbey Road will not have medians due to the road widening back to 3 lanes, 2 North bound and 1 South bound toward the Vulcan Trail. The multi-use concrete trail proposed in this alternate would run on the West side of the corridor with a continuous grass strip abutting the back of curb. The proposed multi-use trail will be 14 ft. in width to accompany pedestrian cyclists and foot traffic.

4.2 Alternative 2

Alternative 2 includes striping, designated turn lanes and medians, a sidewalk for pedestrian foot traffic along the West side of the corridor, designated bike lanes, replacing the existing guardrail and installing ADA ramps at crossings. The proposed corridor would consist of one lane of traffic travelling in each direction with medians or middle turn lanes dividing them. These turn lanes are designed to allow traffic to turn either direction with a designated left turn only section at the end of each lane. Two turn lanes will be designated for left turns only and will be located in-between the entrance of Abbey Road and Warwick Drive. The medians are present in areas where no turn lanes are present and will have openings allowing vehicles to U-Turn. Designated bike lanes are

in each direction measuring 5 ft. in width. The sidewalk is designated to be 5 ft. to accompany pedestrian foot traffic with a grass strip abutting the back of the curb.

4.3 Alternative 3

Alternative 3 includes striping, designated turn lanes, medians, a sidewalk for pedestrian foot traffic along each side of the corridor, installing ADA ramps at crossings, a trail running along Warwick Drive, designated bike lanes and installing ADA driveway crossings. The corridor consists of one lane of traffic travelling in each direction with medians or middle turn lanes dividing them. Two of the turn lanes will be multi-directional and will be located at the intersections of 17th Avenue South and 20th Avenue South. The other turn lanes will be designated left turn only lanes. The medians are present in areas where no turn lanes are present and will have openings allowing vehicles to U-Turn The sidewalk located East of the corridor will be 5 ft. in width. It will become a scenic trail starting at the entrance to Warwick Drive and reconnect to the corridor just before the first commercial property on the east side of the corridor. The sidewalk on the West side will also be 5 ft. in width and will not include a scenic route due to the existing Vulcan Trail on that side.

4.4 No-Build Alternative

The “No Build” Alternative is included as a baseline or benchmark against where “Build” alternatives and their respective impacts are evaluated. A No-Build Alternative takes into consideration an area’s long-range transportation plan and incorporates the planned improvements. The No-Build Alternative is demarcated as the existing alignment, traffic and signalization of the project’s intersection and corridor.

5 SUMMARY OF RESULTS AND COSTS

5.1 Right of Way

Alternate 3 would require the purchase of two structures that would be impacted. The estimated cost of the required right-of-way and structure acquisition is $1,500,000.00.

5.2 Railroad

There is no railroad involvement on this project and therefore no financial impact on the estimated total construction costs.

5.3 Utility

Utilities exist above ground and below ground. Significant utility coordination would be required.

5.4 Other Considerations

The number of residences and business affected with access to their driveways, lane closures, coordination with the City of Homewood all require significant consideration.

5.5 Preferred Alternative Cost Matrix

Alternative 1A incorporates an additional lane on Richard Arlington to accept a double left from Valley Avenue. For design, a traffic study is necessary to determine how to address the intersection at Valley Avenue. If Alternative 1A is not feasible, based on the results of the traffic study, Alternate 1 would default to the preferred alternative.

Table 3. Preferred Alternative Cost Matrix

Alternate	Estimated Right of Way Costs ($)	Estimated Construction Costs ($)
1A	TBD	$2,366,010.00

6 SUMMARY, CONCLUSION, NEXT STEPS

Table 4. Alternative Comparison

Alternate	Estimated Right of Way Costs ($)	Estimated Construction Costs ($)
1	$2,154,223,70	$2,154,223,70
1A	N/A	$2,366,010.00
2	N/A	$1,941,999.25
3	$1,500,000.00	5,537,358.10
Summary	**Total**	**Total**

REFERENCES

7 WORKS CITED

Bureau of Labor Statistics. (2018, January 4). *Birmingham Area Economic Summary*. Retrieved from Bureau of Labor Statistics: https://www.bls.gov/regions/southeast/summary/blssummary_birmingham.pdf

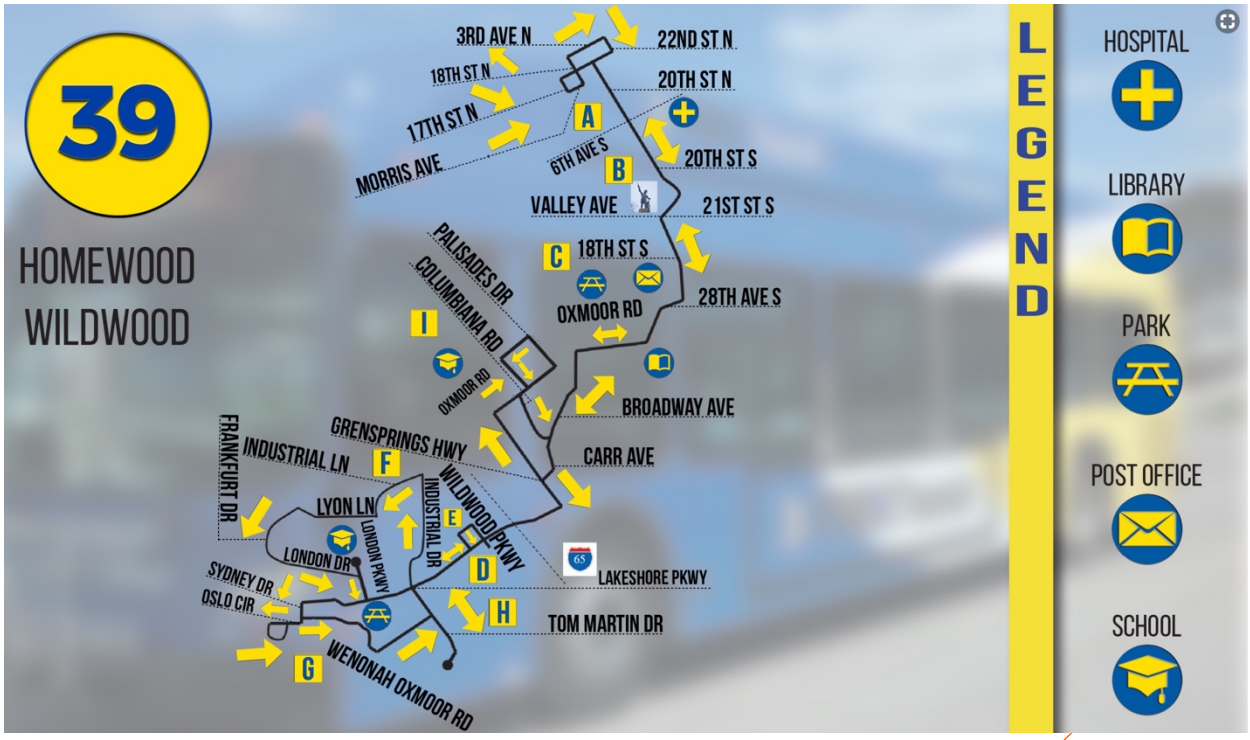
United States Census Bureau. (2018, 01 21). *QuickFacts: Birmingham City, Alabama*. Retrieved from United States Census Bureau: https://www.census.gov/quickfacts/fact/table/birminghamcityalabama/HEA775216#viewtop

APPENDIX

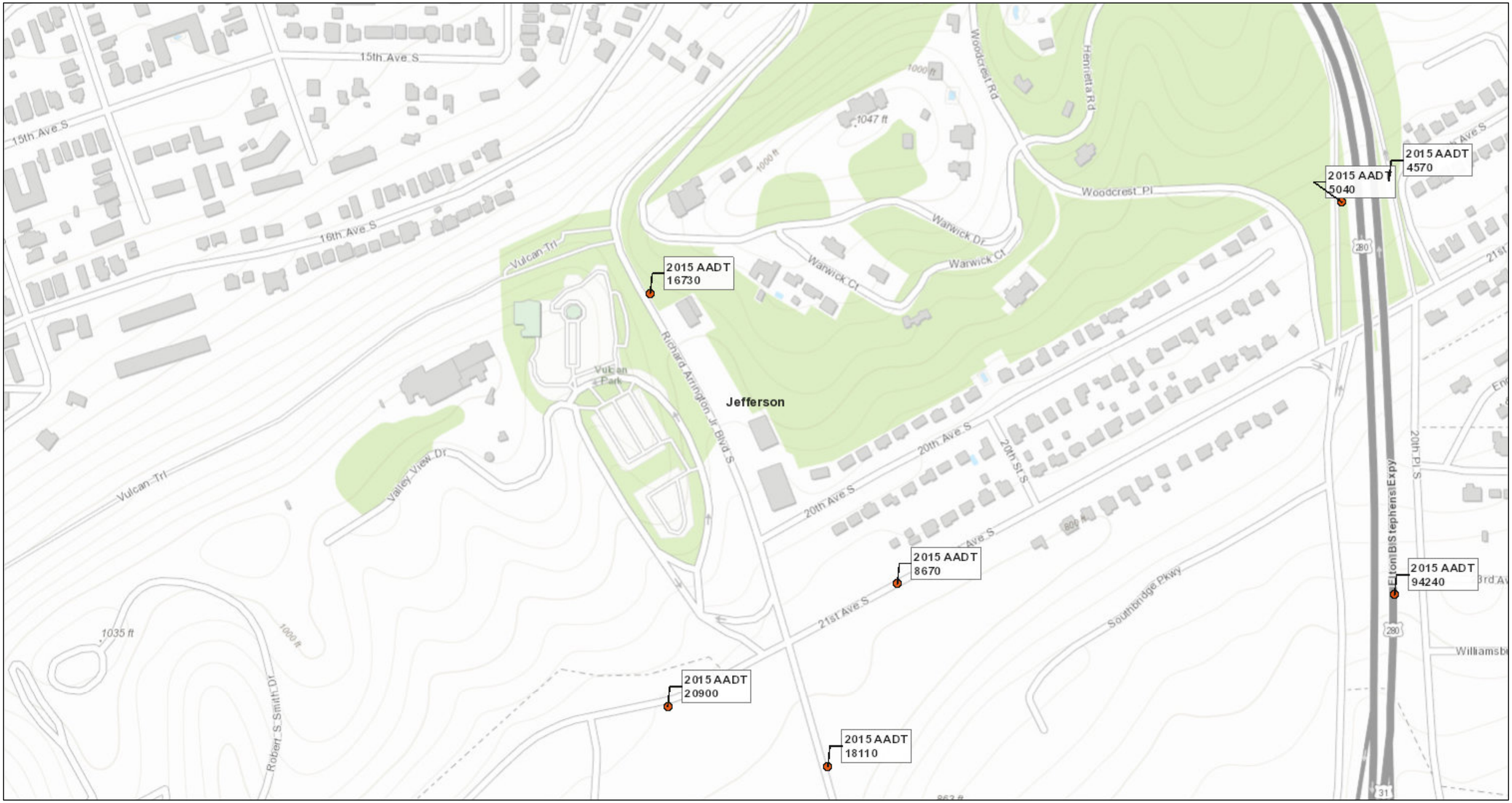
Appendix A BJCTA #39 Homewood Wildwood Major Stop and Departures

	Major Stop	Departure Times															
A	Central Station	Not Served	4:55 AM	5:45 AM	6:55 AM	7:45 AM	8:55 AM	9:35 AM	10:45 AM	11:35 AM	12:35 PM	1:25 PM	2:35 PM	3:25 PM	4:35 PM	5:25 PM	6:25 PM
B	20th St & 11th Ave S	Not Served	5:13 AM	6:03 AM	7:13 AM	8:03 AM	9:13 AM	9:53 AM	11:03 AM	11:53 AM	12:53 PM	1:43 PM	2:53 PM	3:43 PM	4:43 PM	5:43 PM	6:43 PM
C	28th Ave & 18th St Homewood	Not Served	5:19 AM	6:09 AM	7:19 AM	8:09 AM	9:19 AM	9:59 AM	11:09 AM	11:59 AM	12:59 PM	1:49 PM	2:59 PM	3:49 PM	4:59 PM	5:49 PM	6:49 PM
D	Wildwood South Walmart	Not Served	5:31 AM	6:21 AM	7:31 AM	8:21 AM	9:31 AM	10:11 AM	11:21 AM	12:11 PM	1:11 PM	2:01 PM	3:11 PM	4:01 PM	5:11 PM	6:01 PM	7:01 PM
E	Wildwood North Bruno's	Not Served	Not Served	Not Served	Not Served	8:27 AM	9:37 AM	Not Served	11:27 AM	12:17 PM	Not Served	Not Served	Not Served	Not Served	5:17 PM	6:07 PM	Not Served
F	Industrial Lane Books A Million	Not Served	5:46 AM	6:36 AM	7:46 AM	Not Served	Not Served	Not Served	Not Served	Not Served	1:26 PM	2:16 PM	3:26 PM	4:16 PM	Not Served	Not Served	Not Served
G	UCP Center (101 Oslo Circle)	Not Served	5:56 AM	6:46 AM	7:56 AM	8:37 AM	9:47 AM	10:36 AM	11:37 AM	12:27 PM	1:36 PM	2:26 PM	3:36 PM	4:26 PM	5:27 PM	6:17 PM	7:16 PM
H	Internal Revenue Service	Not Served	6:02 AM	6:52 AM	8:02 AM	8:43 AM	9:53 AM	10:42 AM	11:43 AM	12:33 PM	1:42 PM	2:32 PM	3:42 PM	4:32 PM	5:33 PM	6:23 PM	7:22 PM
I	Arrive Wildwood South Wildwood	Not Served	6:10 AM	7:00 AM	8:10 AM	8:50 AM	10:00 AM	10:50 AM	11:50 AM	12:40 PM	1:50 PM	2:40 PM	3:50 PM	4:40 PM	5:40 PM	6:30 PM	7:30 PM

Appendix B BJCT #39 Homewood Wildwood Major Stop Map



ALDOT Traffic Counters



May 30, 2017

1:4,514

0 0.05 0.1 0.2 mi

0 0.075 0.15 0.3 km

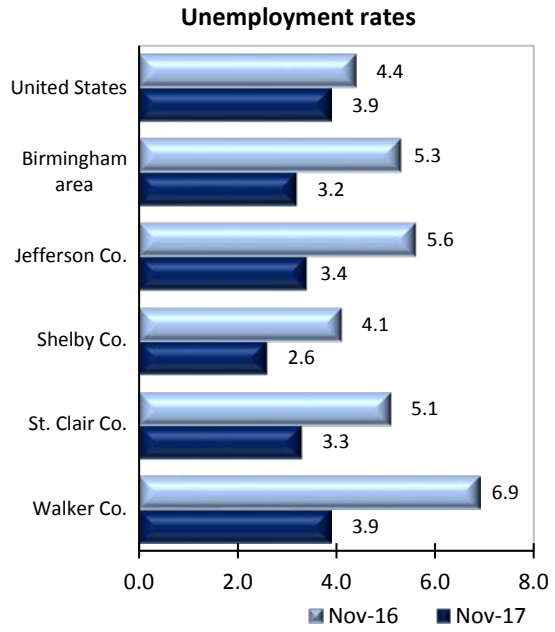
Sources: Esri, HERE, DeLorme, Intermap, increment P Corp., GEBCO, USGS, FAO, NPS, NRCAN, GeoBase, IGN, Kadaster NL, Ordnance Survey, Esri Japan, METI, Esri China (Hong Kong), swisstopo, MapmyIndia, © OpenStreetMap contributors, and the GIS User Community

Birmingham Area Economic Summary

Updated January 04, 2018

This summary presents a sampling of economic information for the area; supplemental data are provided for regions and the nation. Subjects include **unemployment**, **employment**, **wages**, **prices**, **spending**, and **benefits**. All data are not seasonally adjusted and some may be subject to revision. Area definitions may differ by subject. For more area summaries and geographic definitions, see www.bls.gov/regions/economic-summaries.htm.

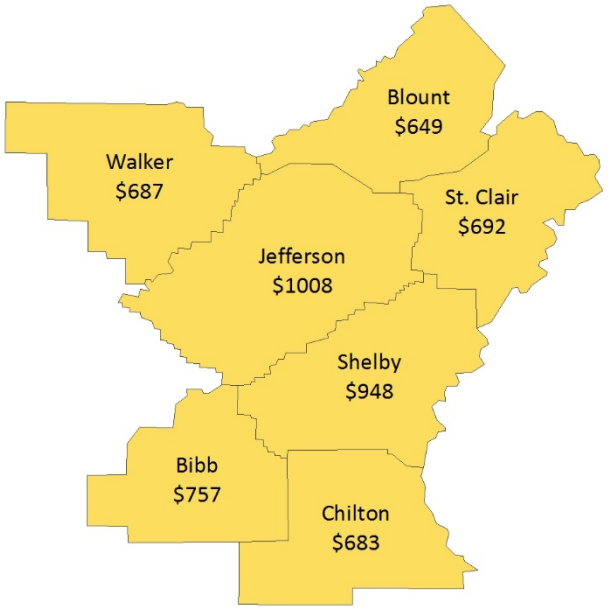
Unemployment rates for the Birmingham area, selected area counties, and the nation



Source: U.S. BLS, Local Area Unemployment Statistics.

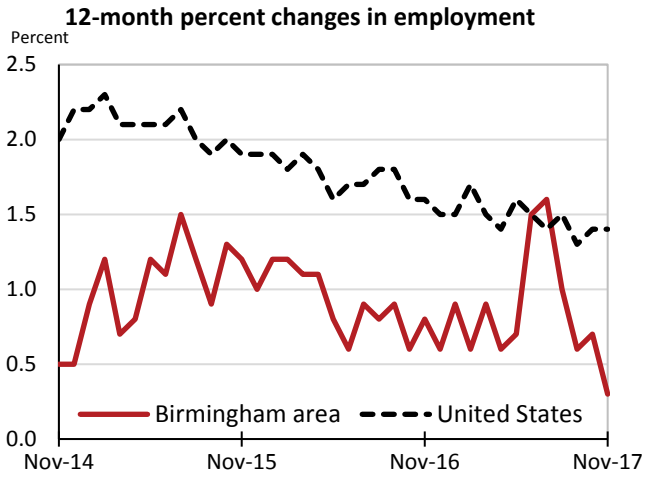
Average weekly wages for all industries by county

Birmingham area, 2nd quarter 2017
(U.S. = $1,020; Area = $959)



Source: U.S. BLS, Quarterly Census of Employment and Wages.

Over-the-year changes in employment on nonfarm payrolls and employment by major industry sector



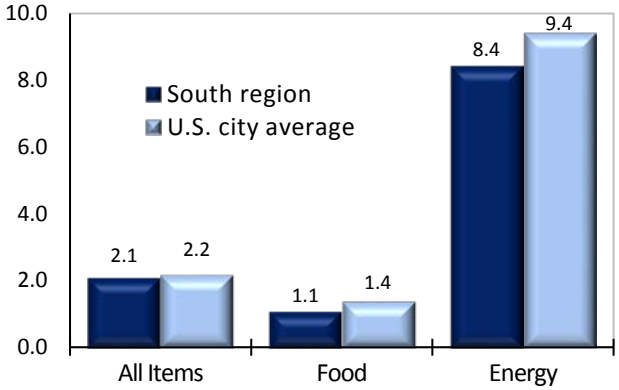
Source: U.S. BLS, Current Employment Statistics.

Birmingham area employment (numbers in thousands)	Nov. 2017	Change from Nov. 2016 to Nov. 2017	
		Number	Percent
Total nonfarm	527.3	1.4	0.3
Mining and logging	2.2	-0.2	-8.3
Construction	26.6	1.2	4.7
Manufacturing	37.7	0.1	0.3
Trade, transportation, and utilities	112.5	0.5	0.4
Information	7.4	-0.5	-6.3
Financial activities	41.7	-0.6	-1.4
Professional and business services	66.8	0.2	0.3
Education and health services	73.6	0.3	0.4
Leisure and hospitality	50.5	-0.3	-0.6
Other services	23.9	0.1	0.4
Government	84.4	0.6	0.7

Source: U.S. BLS, Current Employment Statistics.

Over-the-year change in the prices paid by urban consumers for selected categories

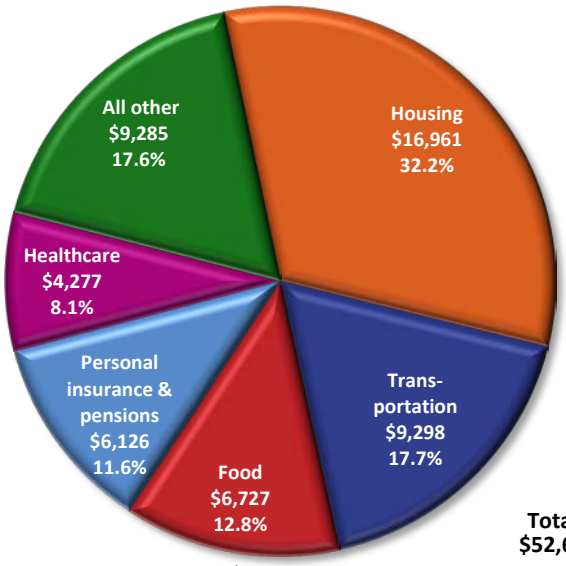
12-month percent change in CPI-U, November 2017



Source: U.S. BLS, Consumer Price Index.

Average annual spending and percent distribution for selected categories

South Region average annual expenditures 2016

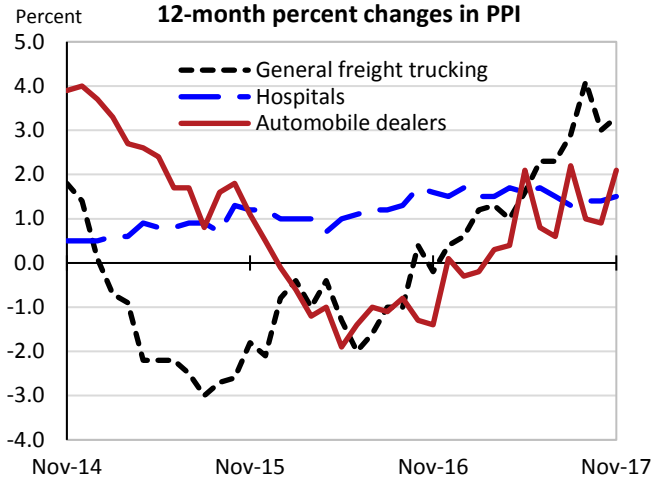


Total: $52,674

Source: U.S. BLS, Consumer Expenditure Survey.

Over-the-year changes in the selling prices received by producers for selected industries nationwide

12-month percent changes in PPI



Source: U.S. BLS, Producer Price Index.

Average hourly wages for selected occupations

Occupation	Birmingham area	United States
Total, all occupations	$22.33	$23.86
General and operations managers	62.10	58.70
Accountants and auditors	33.82	36.89
Registered nurses	28.76	34.70
Heavy and tractor-trailer truck drivers	19.51	20.96
Customer service representatives	16.64	16.91
Construction laborers	15.01	18.22
Retail salespersons	14.02	13.07
Nursing assistants	11.29	13.29
Security guards	10.48	14.29
Waiters and waitresses	9.88	11.73
Cashiers	9.18	10.43
Cooks, fast food	9.03	9.89

Source: U.S. BLS, Occupational Employment Statistics, May 2016.

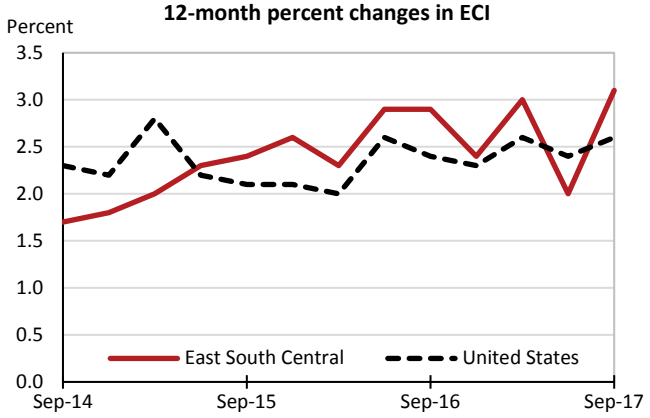
Employer costs per hour worked for wages and selected employee benefits by geographic division

Private industry, September 2017	East South Central (1)	United States
Total compensation	$25.99	$33.55
Wages and salaries	18.43	23.35
Total benefits	7.56	10.20
Paid leave	1.67	2.32
Vacation	0.86	1.20
Supplemental pay	0.68	1.19
Insurance	2.31	2.68
Retirement and savings	0.89	1.39
Legally required benefits	2.02	2.62

(1) East South Central includes AL, KY, MS, and TN.
Source: U.S. BLS, Employer Costs for Employee Compensation.

Over-the-year changes in wages and salaries

12-month percent changes in ECI



Source: U.S. BLS, Employment Cost Index.

Project: Vulcan Greenway
Estimate Prepared By: Engineering Design Technologies, Inc.
Date: 01/10/2018

Alternate 1 Total Construction Estimate: $ 2,154,223.70

Base Bid

Item No.	Item Description	Quantity	Unit	Unit Price	Item Total
1	Clearing and Grubbing	1	ACRE	$ 8,000.00	$ 8,000.00
2	Curb and Gutter Removal	3190	LIN FT	$ 5.00	$ 15,950.00
3	Concrete Sidewalk Removal	565	SQ YD	$ 7.00	$ 3,955.00
4	Guardrail Removal	313	LIN FT	$ 10.00	$ 3,130.00
5	Street Light Pole Replace	10	EACH	$ 12,000.00	$ 120,000.00
6	Sign Replace	8	EACH	$ 300.00	$ 2,400.00
7	24" Roadway Pipe (Class 3 RC)	2000	LIN FT	$ 42.00	$ 84,000.00
8	Inlet (Type S)	24	EACH	$ 3,000.00	$ 72,000.00
9	Milling, 1"	16785	SQ YD	$ 2.00	$ 33,570.00
10	Asphalt Seal, Type "N.S.", 1"	925	TON	$ 115.00	$ 106,375.00
11	Tack Coat	1680	GAL	$ 6.00	$ 10,080.00
12	Temporary Striping	4	MILE	$ 1,000.00	$ 4,000.00
13	Traffic Control	1	LUMP SUM	$ 30,000.00	$ 30,000.00
14	Signal Modification	1	LUMP SUM	$ 13,500.00	$ 13,500.00
15	Pavement Striping	4	MILE	$ 3,500.00	$ 14,000.00
16	Pavement Markings	2130	SQ FT	$ 15.00	$ 31,950.00
17	Unclassified Excavation	1850	CU YD	$ 20.00	$ 37,000.00
18	Guardrail	520	LIN FT	$ 81.00	$ 42,120.00
19	Concrete Curb and Gutter	3010	LIN FT	$ 26.00	$ 78,260.00
20	Concrete Curb	1800	LIN FT	$ 22.50	$ 40,500.00
21	Concrete Sidewalk, 4" Thick	4485	SQ YD	$ 50.00	$ 224,250.00
22	Concrete Driveway, 6" Thick	350	SQ YD	$ 75.00	$ 26,250.00
23	Silt Fence (includes removal)	3000	LIN FT	$ 5.00	$ 15,000.00
24	Solid Sodding	2950	SQ YD	$ 10.00	$ 29,500.00
25	Inlet Protection	28	EACH	$ 266.00	$ 7,448.00
26	Utility Relocation	1	LUMP SUM	$ 100,000.00	$ 100,000.00
27	Pedestrian Lighting	32	EACH	$ 10,000.00	$ 320,000.00
28	Mobilization	1	LUMP SUM	$ 92,500.00	$ 92,500.00
29	Roadway Signing	1	LUMP SUM	$ 25,000.00	$ 25,000.00
30	Construction Fuel	1	LUMP SUM	$ 55,000.00	$ 55,000.00
31	Geometric Control	1	LUMP SUM	$ 27,500.00	$ 27,500.00
32	Landscaping - Hardscaping	1	LUMP SUM	$ 200,000.00	$ 200,000.00

Base Bid Total	**$ 1,873,238.00**
15% Contingency	**$ 280,985.70**
Total (Base Bid + 15%)	**$ 2,154,223.70**

Project: Vulcan Greenway
Estimate Prepared By: Engineering Design Technologies, Inc.
Date: 01/10/2018

Alternate 1A Total Construction Estimate: $ 2,366,010.00

Base Bid

Item No.	Item Description	Quantity	Unit	Unit Price	Item Total
1	Clearing and Grubbing	1	ACRE	$ 8,000.00	$ 8,000.00
2	Curb and Gutter Removal	4225	LIN FT	$ 5.00	$ 21,125.00
3	Concrete Sidewalk Removal	565	SQ YD	$ 7.00	$ 3,955.00
4	Guardrail Removal	313	LIN FT	$ 10.00	$ 3,130.00
5	Street Light Pole Replace	16	EACH	$ 12,000.00	$ 192,000.00
6	Sign Replace	16	EACH	$ 275.00	$ 4,400.00
7	24" Roadway Pipe (Class 3 RC)	3500	LIN FT	$ 35.00	$ 122,500.00
8	Inlet (Type S)	28	EACH	$ 2,770.00	$ 77,560.00
9	Milling, 1"	14895	SQ YD	$ 2.00	$ 29,790.00
10	Asphalt Seal, Type "N.S.", 1"	820	TON	$ 115.00	$ 94,300.00
11	Asphalt Binder, 2"	105	TON	$ 85.00	$ 8,925.00
12	Tack Coat	2380	GAL	$ 6.00	$ 14,280.00
13	Aggregate Base, 6" Thick	160	SQ YD	$ 120.00	$ 19,200.00
14	Temporary Striping	4	MILE	$ 1,000.00	$ 4,000.00
15	Traffic Control	1	LUMP SUM	$ 12,000.00	$ 12,000.00
16	Pavement Striping	4	MILE	$ 3,500.00	$ 14,000.00
17	Pavement Markings	1230	SQ FT	$ 15.00	$ 18,450.00
18	Unclassified Excavation	2100	CU YD	$ 20.00	$ 42,000.00
19	Guardrail	520	LIN FT	$ 81.00	$ 42,120.00
20	Concrete Curb and Gutter	3845	LIN FT	$ 26.00	$ 99,970.00
21	Concrete Curb	1800	LIN FT	$ 22.50	$ 40,500.00
22	Concrete Sidewalk, 4" Thick	4485	SQ YD	$ 50.00	$ 224,250.00
23	Concrete Driveway, 6" Thick	700	SQ YD	$ 75.00	$ 52,500.00
24	Silt Fence (includes removal)	3400	LIN FT	$ 5.00	$ 17,000.00
25	Solid Sodding	2520	SQ YD	$ 10.00	$ 25,200.00
26	Inlet Protection	33	EACH	$ 265.00	$ 8,745.00
27	Pedestrian Lighting	32	EACH	$ 10,000.00	$ 320,000.00
28	Landscaping - Hardscaping	1	LUMP SUM	$ 200,000.00	$ 200,000.00
29	Utility Relocation	1	LUMP SUM	$ 120,000.00	$ 120,000.00
30	Construction Fuel	1	LUMP SUM	$ 60,000.00	$ 60,000.00
31	Geometric Control	1	LUMP SUM	$ 30,000.00	$ 30,000.00
32	Roadway Signing	1	LUMP SUM	$ 30,000.00	$ 30,000.00
33	Mobilization	1	LUMP SUM	$ 97,500.00	$ 97,500.00

Base Bid Total	**$ 2,057,400.00**
15% Contingency	**$ 308,610.00**
Total (Base Bid + 15%)	**$ 2,366,010.00**

Project: Vulcan Greenway
Estimate Prepared By: Engineering Design Technologies, Inc.
Date: 01/10/2018

Alternate 2 Total Construction Estimate: $ 1,941,999.25

Base Bid

Item No.	Item Description	Quantity	Unit	Unit Price	Item Total
1	Clearing and Grubbing	1	ACRE	$ 8,000.00	$ 8,000.00
2	Curb and Gutter Removal	3300	LIN FT	$ 5.00	$ 16,500.00
3	Concrete Sidewalk Removal	565	SQ YD	$ 7.00	$ 3,955.00
4	Guardrail Removal	313	LIN FT	$ 10.00	$ 3,130.00
5	Street Light Pole Replace	11	EACH	$ 12,000.00	$ 132,000.00
6	Sign Replace	10	EACH	$ 300.00	$ 3,000.00
7	24" Roadway Pipe (Class 3 RC)	2000	LIN FT	$ 42.00	$ 84,000.00
8	Inlet (Type S)	26	EACH	$ 3,000.00	$ 78,000.00
9	Milling, 1"	17750	SQ YD	$ 2.00	$ 35,500.00
10	Asphalt Seal, Type "N.S.", 1"	975	TON	$ 115.00	$ 112,125.00
11	Asphalt Binder, 2"	17	TON	$ 100.00	$ 1,700.00
12	Tack Coat	1820	GAL	$ 6.00	$ 10,920.00
13	Aggregate Base, 6" Thick	25	SQ YD	$ 195.00	$ 4,875.00
14	Temporary Striping	5	MILE	$ 1,000.00	$ 5,000.00
15	Traffic Control	1	LUMP SUM	$ 11,000.00	$ 11,000.00
16	Signal Modification	1	LUMP SUM	$ 7,000.00	$ 7,000.00
17	Pavement Striping	5	MILE	$ 3,250.00	$ 16,250.00
18	Pavement Markings	1970	SQ FT	$ 15.00	$ 29,550.00
19	Unclassified Excavation	560	CU YD	$ 25.00	$ 14,000.00
20	Guardrail	520	LIN FT	$ 81.00	$ 42,120.00
21	Concrete Curb and Gutter	2730	LIN FT	$ 26.00	$ 70,980.00
22	Concrete Curb	2510	LIN FT	$ 22.50	$ 56,475.00
23	Concrete Sidewalk, 4" Thick	1630	SQ YD	$ 50.00	$ 81,500.00
24	Concrete Driveway, 6" Thick	250	SQ YD	$ 80.00	$ 20,000.00
25	Silt Fence (includes removal)	3100	LIN FT	$ 5.00	$ 15,500.00
26	Concrete Median	460	SQ YD	$ 65.00	$ 29,900.00
27	Solid Sodding	2050	SQ YD	$ 10.00	$ 20,500.00
28	Inlet Protection	31	EACH	$ 265.00	$ 8,215.00
29	Pedestrian Lighting	32	EACH	$ 10,000.00	$ 320,000.00
30	Landscaping - Hardscaping	1	LUMP SUM	$ 200,000.00	$ 200,000.00
31	Utility Relocation	1	LUMP SUM	$ 100,000.00	$ 100,000.00
32	Roadway Signing	1	LUMP SUM	$ 25,000.00	$ 25,000.00
33	Construction Fuel	1	LUMP SUM	$ 48,000.00	$ 48,000.00
34	Geometric Control	1	LUMP SUM	$ 24,000.00	$ 24,000.00
35	Mobilization	1	LUMP SUM	$ 50,000.00	$ 50,000.00

Base Bid Total	**$ 1,688,695.00**
15% Contingency	**$ 253,304.25**
Total (Base Bid + 15%)	**$ 1,941,999.25**

Project: Vulcan Greenway
Estimate Prepared By: Engineering Design Technologies, Inc.
Date: 01/10/2018

Alternate 3 Total Construction Estimate: $ 5,537,358.10

Base Bid

Item No.	Item Description	Quantity	Unit	Unit Price	Item Total
1	Clearing and Grubbing	2	ACRE	$ 6,000.00	$ 12,000.00
2	Curb and Gutter Removal	6030	LIN FT	$ 4.50	$ 27,135.00
3	Concrete Sidewalk Removal	760	SQ YD	$ 6.50	$ 4,940.00
4	Guardrail Removal	1213	LIN FT	$ 8.00	$ 9,704.00
5	Street Light Pole Replace	17	EACH	$ 12,000.00	$ 204,000.00
6	Sign Replace	16	EACH	$ 275.00	$ 4,400.00
7	Structure Remove	2	EACH	$ 15,000.00	$ 30,000.00
8	24" Roadway Pipe (Class 3 PC)	3500	LIN FT	$ 40.00	$ 140,000.00
9	Inlet (Type S)	47	EACH	$ 2,750.00	$ 129,250.00
10	Milling, 1"	18680	SQ YD	$ 2.00	$ 37,360.00
11	Asphalt Seal, Type "N.S.", 1"	1085	TON	$ 115.00	$ 124,775.00
12	Asphalt Binder, 2"	120	TON	$ 85.00	$ 10,200.00
13	Tack Coat	2190	GAL	$ 6.00	$ 13,140.00
14	Aggregate Base, 6" Thick	105	SQ YD	$ 145.00	$ 15,225.00
15	Temporary Striping	6	MILE	$ 1,000.00	$ 6,000.00
16	Traffic Control	1	LUMP SUM	$ 17,000.00	$ 17,000.00
17	Signal Modification	1	LUMP SUM	$ 7,000.00	$ 7,000.00
18	Pavement Striping	6	MILE	$ 3,000.00	$ 18,000.00
19	Pavement Markings	1900	SQ FT	$ 15.00	$ 28,500.00
20	Unclassified Excavation	3500	CU YD	$ 20.00	$ 70,000.00
21	Guardrail	520	LIN FT	$ 81.00	$ 42,120.00
22	Retaining Wall Demolition	1	LUMP SUM	$ 100,000.00	$ 100,000.00
23	Retaining Wall	10160	SQ FT	$ 40.00	$ 406,400.00
24	Concrete Curb and Gutter	5650	LIN FT	$ 24.00	$ 135,600.00
25	Concrete Curb	3845	LIN FT	$ 21.00	$ 80,745.00
26	Concrete Sidewalk, 4" Thick	3500	SQ YD	$ 45.00	$ 157,500.00
27	Concrete Driveway, 6" Thick	450	SQ YD	$ 70.00	$ 31,500.00
28	Silt Fence (includes removal)	6000	LIN FT	$ 4.50	$ 27,000.00
29	Solid Sodding	3380	SQ YD	$ 10.00	$ 33,800.00
30	Inlet Protection	55	EACH	$ 260.00	$ 14,300.00
31	Pedestrian Lighting	64	EACH	$ 10,000.00	$ 640,000.00
32	Landscaping - Hardscaping	1	LUMP SUM	$ 250,000.00	$ 250,000.00
33	Utility Relocation	1	LUMP SUM	$ 150,000.00	$ 150,000.00
34	Roadway Signing	1	LUMP SUM	$ 35,000.00	$ 35,000.00
35	Construction Fuel	1	LUMP SUM	$ 95,000.00	$ 95,000.00
36	Gemetric Control	1	LUMP SUM	$ 47,500.00	$ 47,500.00
37	Mobilization	1	LUMP SUM	$ 160,000.00	$ 160,000.00

Right-of-Way and Structure Acquisition

N/A	Purchace of 2 Impacted Structures	1	LUMP SUM	$ 1,500,000.00	$ 1,500,000.00

Base Bid Total	**$ 4,815,094.00**
15% Contingency	**$ 722,264.10**
Total (Base Bid + 15%)	**$ 5,537,358.10**

Dynamic Civil Solutions
Volume-Class

CustomList-1 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21 Ave S SB**
Attribute:	
Direction:	3 - South bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:40 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017_Southbound.EC0 (Plus)
Identifier:	BM00R598 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = South, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Tuesday, October 03, 2017**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	39	0	37	2	0	0	0	0	0	0	0	0	0	0
0100	12	0	11	1	0	0	0	0	0	0	0	0	0	0
0200	19	0	18	1	0	0	0	0	0	0	0	0	0	0
0300	10	0	7	3	0	0	0	0	0	0	0	0	0	0
0400	11	0	11	0	0	0	0	0	0	0	0	0	0	0
0500	57	2	46	7	1	0	1	0	0	0	0	0	0	0
0600	129	1	112	11	2	1	1	0	0	1	0	0	0	0
0700	360	0	326	30	1	1	0	1	1	0	0	0	0	0
0800	372	1	329	35	2	3	1	1	0	0	0	0	0	0
0900	324	1	273	44	2	3	1	0	0	0	0	0	0	0
1000	347	1	310	29	1	2	2	2	0	0	0	0	0	0
1100	503	0	440	53	3	3	3	0	1	0	0	0	0	0
1200	593	1	533	55	0	1	1	2	0	0	0	0	0	0
1300	459	2	414	39	2	2	0	0	0	0	0	0	0	0
1400	496	2	444	39	4	3	0	4	0	0	0	0	0	0
1500	668	4	614	40	4	1	0	4	1	0	0	0	0	0
1600	1070	2	973	80	1	1	0	9	3	0	0	0	0	1
1700	1147	3	1027	48	6	4	4	34	12	0	1	0	0	8
1800	712	2	641	41	1	2	2	17	4	0	1	0	0	1
1900	382	0	361	20	1	0	0	0	0	0	0	0	0	0
2000	227	0	207	18	0	0	0	2	0	0	0	0	0	0
2100	135	0	123	11	0	1	0	0	0	0	0	0	0	0
2200	136	0	125	11	0	0	0	0	0	0	0	0	0	0
2300	120	0	115	5	0	0	0	0	0	0	0	0	0	0
00-00	**8328**	**22**	**7497**	**623**	**31**	**28**	**16**	**76**	**22**	**1**	**2**	**0**	**0**	**10**

Peak step 17:00 (1147) **AM Peak step** 11:00 (503) **PM Peak step** 17:00 (1147)

*** Wednesday, October 04, 2017**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	43	0	42	1	0	0	0	0	0	0	0	0	0	0
0100	30	0	29	0	1	0	0	0	0	0	0	0	0	0
0200	12	0	12	0	0	0	0	0	0	0	0	0	0	0
0300	18	0	15	3	0	0	0	0	0	0	0	0	0	0
0400	20	1	15	3	0	0	1	0	0	0	0	0	0	0
0500	52	0	47	4	1	0	0	0	0	0	0	0	0	0
0600	133	1	117	12	1	2	0	0	0	0	0	0	0	0
0700	347	0	313	30	1	1	0	2	0	0	0	0	0	0
0800	360	1	315	38	1	2	0	3	0	0	0	0	0	0
0900	313	2	280	30	1	0	0	0	0	0	0	0	0	0
1000	327	1	284	35	2	4	1	0	0	0	0	0	0	0
1100	436	3	377	48	2	2	1	3	0	0	0	0	0	0
1200	478	1	419	53	2	1	0	1	0	1	0	0	0	0
1300	459	1	420	34	2	1	0	0	1	0	0	0	0	0
1400	494	0	452	33	2	4	1	1	1	0	0	0	0	0
1500	681	2	603	66	4	2	0	2	2	0	0	0	0	0
1600	1015	3	948	54	1	1	1	4	2	0	0	0	0	1
1700	1118	6	1002	61	8	4	5	17	9	0	0	0	0	6
1800	717	2	667	38	1	2	1	6	0	0	0	0	0	0
1900	375	1	350	19	0	2	0	2	1	0	0	0	0	0
2000	250	0	232	18	0	0	0	0	0	0	0	0	0	0
2100	157	2	143	11	0	0	0	1	0	0	0	0	0	0
2200	104	0	95	9	0	0	0	0	0	0	0	0	0	0
2300	118	2	113	3	0	0	0	0	0	0	0	0	0	0
00-00	**8057**	**29**	**7290**	**603**	**30**	**28**	**11**	**42**	**16**	**1**	**0**	**0**	**0**	**7**

Peak step 17:00 (1118) **AM Peak step** 11:00 (436) **PM Peak step** 17:00 (1118)

*** Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
--	**16385**	**51**	**14787**	**1226**	**61**	**56**	**27**	**118**	**38**	**2**	**2**	**0**	**0**	**17**

In profile: Vehicles = 16385 / 17451 (93.89%)

Dynamic Civil Solutions
Volume-Gap

CustomList-1 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21 Ave S SB**
Attribute:	
Direction:	3 - South bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:40 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017_Southbound.EC0 (Plus)
Identifier:	BM00R598 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = South, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Sep]	Separation bin totals

*** Tuesday, October 03, 2017**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
0000	39	0	0	0	1	3	2	4	11	8	10
0100	12	0	0	0	0	0	1	0	3	1	7
0200	19	0	0	0	1	0	0	2	2	5	9
0300	10	0	0	0	0	0	0	0	1	3	6
0400	11	0	0	0	0	1	0	1	2	0	6
0500	57	0	1	1	1	11	5	6	10	15	7
0600	129	0	0	8	13	15	20	27	36	6	3
0700	360	4	13	50	79	75	62	56	20	1	0
0800	372	3	14	34	82	75	93	58	11	1	0
0900	324	6	10	39	59	70	58	61	17	2	0
1000	347	5	14	42	71	69	73	50	22	0	0
1100	503	8	19	76	121	120	109	41	8	0	0
1200	593	10	31	122	166	129	90	34	10	0	0
1300	459	6	18	65	111	103	93	55	7	0	0
1400	496	15	22	91	112	104	86	56	9	0	0
1500	668	14	44	151	181	139	95	35	6	0	0
1600	1070	32	97	381	279	184	74	16	1	1	4
1700	1147	218	71	318	402	101	11	7	15	3	1
1800	712	68	45	163	214	101	82	28	9	2	0
1900	382	8	14	60	80	76	75	49	18	1	1
2000	227	1	3	20	34	39	49	40	37	1	1
2100	135	2	2	13	12	22	22	18	32	9	3
2200	136	0	1	8	16	21	20	25	35	9	1
2300	120	0	1	5	15	13	21	25	27	12	1
00-00	**8328**	**400**	**420**	**1647**	**2050**	**1471**	**1141**	**694**	**349**	**80**	**60**

Peak step 17:00 (1147) **AM Peak step** 11:00 (503) **PM Peak step** 17:00 (1147)

*** Wednesday, October 04, 2017**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
0000	43	0	0	1	1	2	6	3	10	12	8
0100	30	0	0	2	1	3	2	2	4	6	9
0200	12	0	0	0	1	0	1	0	3	4	1
0300	18	0	0	1	0	0	0	0	4	1	11
0400	20	0	0	0	0	0	1	2	5	0	12
0500	52	1	0	0	5	4	7	6	10	10	9
0600	133	1	0	11	13	9	29	25	26	14	3
0700	347	4	8	45	64	85	72	49	16	3	0
0800	360	3	13	34	78	73	88	46	21	1	1
0900	313	3	6	36	57	61	71	59	17	2	0
1000	327	3	8	41	67	61	71	59	17	0	0
1100	436	6	7	72	107	93	91	49	11	0	0
1200	478	2	17	79	104	120	95	52	9	0	0
1300	459	6	15	85	110	91	98	44	9	1	0
1400	494	6	19	91	119	105	93	46	13	0	0
1500	681	11	50	162	180	131	104	38	3	0	0
1600	1015	35	94	346	280	167	70	18	2	1	0
1700	1118	138	80	329	378	139	28	9	7	7	3
1800	717	12	62	197	203	124	72	38	9	0	0
1900	375	6	10	57	70	81	86	47	18	0	0
2000	250	4	7	18	40	48	53	48	30	2	0
2100	157	2	3	10	14	25	34	27	33	8	0
2200	104	0	1	11	8	6	19	19	26	12	2
2300	118	1	2	6	18	13	15	25	22	12	4
00-00	**8057**	**244**	**402**	**1634**	**1918**	**1441**	**1206**	**711**	**325**	**96**	**63**

Peak step 17:00 (1118) **AM Peak step** 11:00 (436) **PM Peak step** 17:00 (1118)

*** Grand Total**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
--	**16385**	**644**	**822**	**3281**	**3968**	**2912**	**2347**	**1405**	**674**	**176**	**123**

In profile: Vehicles = 16385 / 17451 (93.89%)

Dynamic Civil Solutions
Volume-Speed

CustomList-1 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21 Ave S SB**
Attribute:	
Direction:	3 - South bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:40 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017_Southbound.EC0 (Plus)
Identifier:	BM00R598 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = South, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Vbin]	Speed bin totals

*** Tuesday, October 03, 2017**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0000	39	0	0	2	4	20	13	0	0	0	0	0	0	0	0	0
0100	12	0	0	0	2	6	4	0	0	0	0	0	0	0	0	0
0200	19	0	0	0	7	9	3	0	0	0	0	0	0	0	0	0
0300	10	0	0	0	0	8	2	0	0	0	0	0	0	0	0	0
0400	11	0	0	0	2	5	4	0	0	0	0	0	0	0	0	0
0500	57	0	0	0	10	25	21	1	0	0	0	0	0	0	0	0
0600	129	0	0	3	17	65	41	3	0	0	0	0	0	0	0	0
0700	360	0	0	1	26	181	142	9	1	0	0	0	0	0	0	0
0800	372	0	0	1	15	192	156	8	0	0	0	0	0	0	0	0
0900	324	0	0	1	24	172	117	10	0	0	0	0	0	0	0	0
1000	347	0	2	3	38	203	93	8	0	0	0	0	0	0	0	0
1100	503	0	0	3	46	310	133	11	0	0	0	0	0	0	0	0
1200	593	1	0	5	62	388	130	5	2	0	0	0	0	0	0	0
1300	459	1	0	3	47	289	112	7	0	0	0	0	0	0	0	0
1400	496	0	2	9	75	308	99	3	0	0	0	0	0	0	0	0
1500	668	0	2	9	86	418	145	7	1	0	0	0	0	0	0	0
1600	1070	0	7	35	197	651	175	5	0	0	0	0	0	0	0	0
1700	1147	546	416	69	69	42	5	0	0	0	0	0	0	0	0	0
1800	712	141	89	33	89	274	83	2	1	0	0	0	0	0	0	0
1900	382	0	1	1	37	266	71	5	0	1	0	0	0	0	0	0
2000	227	0	0	0	32	141	49	3	2	0	0	0	0	0	0	0
2100	135	0	0	2	17	90	24	2	0	0	0	0	0	0	0	0
2200	136	0	0	0	9	90	35	1	1	0	0	0	0	0	0	0
2300	120	0	0	0	8	78	33	1	0	0	0	0	0	0	0	0
00-00	**8328**	**689**	**519**	**180**	**919**	**4231**	**1690**	**91**	**8**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (1147) **AM Peak step** 11:00 (503) **PM Peak step** 17:00 (1147)

*** Wednesday, October 04, 2017**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0000	43	0	0	1	5	21	15	0	1	0	0	0	0	0	0	0
0100	30	0	0	1	5	19	5	0	0	0	0	0	0	0	0	0
0200	12	0	0	1	3	4	2	2	0	0	0	0	0	0	0	0
0300	18	0	0	0	1	13	1	3	0	0	0	0	0	0	0	0
0400	20	0	0	0	3	9	7	1	0	0	0	0	0	0	0	0
0500	52	0	0	0	4	24	20	4	0	0	0	0	0	0	0	0
0600	133	0	0	3	7	65	56	2	0	0	0	0	0	0	0	0
0700	347	0	0	0	26	176	138	7	0	0	0	0	0	0	0	0
0800	360	0	0	2	19	168	160	11	0	0	0	0	0	0	0	0
0900	313	0	1	0	31	158	112	10	1	0	0	0	0	0	0	0
1000	327	0	0	2	28	192	100	5	0	0	0	0	0	0	0	0
1100	436	0	0	1	34	269	126	6	0	0	0	0	0	0	0	0
1200	478	0	0	0	48	262	160	8	0	0	0	0	0	0	0	0
1300	459	1	0	3	47	283	117	7	1	0	0	0	0	0	0	0
1400	494	0	0	2	50	316	121	5	0	0	0	0	0	0	0	0
1500	681	0	0	3	73	443	150	11	1	0	0	0	0	0	0	0
1600	1015	0	0	6	145	696	161	7	0	0	0	0	0	0	0	0
1700	1118	299	367	186	164	97	5	0	0	0	0	0	0	0	0	0
1800	717	1	1	3	92	498	119	2	1	0	0	0	0	0	0	0
1900	375	0	0	0	40	238	92	5	0	0	0	0	0	0	0	0
2000	250	0	0	0	24	168	55	3	0	0	0	0	0	0	0	0
2100	157	0	1	2	15	96	41	1	1	0	0	0	0	0	0	0
2200	104	0	0	0	11	63	26	4	0	0	0	0	0	0	0	0
2300	118	0	0	0	12	75	27	3	1	0	0	0	0	0	0	0
00-00	**8057**	**301**	**370**	**216**	**887**	**4353**	**1816**	**107**	**7**	**0**	**0**	**0**	**0**	**0**	**0**	**0**

Peak step 17:00 (1118) **AM Peak step** 11:00 (436) **PM Peak step** 17:00 (1118)

*** Grand Total**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
--	**16385**	**990**	**889**	**396**	**1806**	**8584**	**3506**	**198**	**15**	**1**	**0**	**0**	**0**	**0**	**0**	**0**

In profile: Vehicles = 16385 / 17451 (93.89%)

MetroCount Traffic Executive
Volume-Class

CustomList-2 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21st Ave NB**
Attribute:	
Direction:	1 - North bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:45 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017Northbound.EC0 (Plus)
Identifier:	BK96F1P6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Cls]	Class totals

*** Tuesday, October 03, 2017**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	29	0	24	5	0	0	0	0	0	0	0	0	0	0
0100	11	0	9	2	0	0	0	0	0	0	0	0	0	0
0200	9	0	8	1	0	0	0	0	0	0	0	0	0	0
0300	5	0	4	1	0	0	0	0	0	0	0	0	0	0
0400	24	0	22	2	0	0	0	0	0	0	0	0	0	0
0500	108	1	90	14	2	1	0	0	0	0	0	0	0	0
0600	426	3	372	42	1	3	0	2	3	0	0	0	0	0
0700	953	1	866	71	1	3	1	7	3	0	0	0	0	0
0800	984	0	890	70	3	6	3	3	9	0	0	0	0	0
0900	577	1	507	55	4	3	1	1	3	2	0	0	0	0
1000	401	2	360	35	1	1	0	2	0	0	0	0	0	0
1100	439	0	383	47	1	4	1	2	1	0	0	0	0	0
1200	527	1	470	46	1	6	0	3	0	0	0	0	0	0
1300	510	0	447	55	2	3	0	3	0	0	0	0	0	0
1400	414	2	354	49	1	7	0	1	0	0	0	0	0	0
1500	461	0	396	55	4	3	1	1	1	0	0	0	0	0
1600	522	1	479	32	0	5	0	3	2	0	0	0	0	0
1700	597	3	548	41	1	0	0	0	4	0	0	0	0	0
1800	417	0	377	31	2	3	0	2	2	0	0	0	0	0
1900	291	1	266	21	1	0	1	0	1	0	0	0	0	0
2000	258	1	241	16	0	0	0	0	0	0	0	0	0	0
2100	215	1	195	19	0	0	0	0	0	0	0	0	0	0
2200	121	0	114	7	0	0	0	0	0	0	0	0	0	0
2300	58	0	52	4	0	0	0	2	0	0	0	0	0	0
00-00	**8357**	**18**	**7474**	**721**	**25**	**48**	**8**	**32**	**29**	**2**	**0**	**0**	**0**	**0**

Peak step 8:00 (984) **AM Peak step** 8:00 (984) **PM Peak step** 17:00 (597)

*** Wednesday, October 04, 2017**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
0000	30	0	29	1	0	0	0	0	0	0	0	0	0	0
0100	23	0	22	0	1	0	0	0	0	0	0	0	0	0
0200	15	0	14	1	0	0	0	0	0	0	0	0	0	0
0300	7	0	5	2	0	0	0	0	0	0	0	0	0	0
0400	28	1	25	2	0	0	0	0	0	0	0	0	0	0
0500	110	1	94	13	1	0	0	0	1	0	0	0	0	0
0600	403	1	353	42	1	2	0	3	1	0	0	0	0	0
0700	910	1	829	60	2	7	0	6	5	0	0	0	0	0
0800	934	1	854	61	1	4	0	8	4	0	0	1	0	0
0900	550	1	489	50	1	6	1	1	0	1	0	0	0	0
1000	369	2	320	43	2	2	0	0	0	0	0	0	0	0
1100	430	2	369	49	2	3	1	2	2	0	0	0	0	0
1200	498	1	441	45	0	5	3	2	1	0	0	0	0	0
1300	514	0	445	59	5	2	0	2	1	0	0	0	0	0
1400	429	1	378	44	3	2	0	1	0	0	0	0	0	0
1500	477	1	413	53	4	5	1	0	0	0	0	0	0	0
1600	515	3	458	44	4	2	0	1	3	0	0	0	0	0
1700	624	2	572	44	1	1	1	2	1	0	0	0	0	0
1800	393	2	353	30	1	2	2	1	2	0	0	0	0	0
1900	281	0	255	23	1	0	0	2	0	0	0	0	0	0
2000	249	0	230	17	0	0	1	0	1	0	0	0	0	0
2100	193	2	177	14	0	0	0	0	0	0	0	0	0	0
2200	128	0	113	13	0	1	1	0	0	0	0	0	0	0
2300	84	0	78	6	0	0	0	0	0	0	0	0	0	0
00-00	**8194**	**22**	**7316**	**716**	**30**	**44**	**11**	**31**	**22**	**1**	**0**	**1**	**0**	**0**

Peak step 8:00 (934) **AM Peak step** 8:00 (934) **PM Peak step** 17:00 (624)

*** Grand Total**

Time	Total	Cls 1	Cls 2	Cls 3	Cls 4	Cls 5	Cls 6	Cls 7	Cls 8	Cls 9	Cls 10	Cls 11	Cls 12	Cls 13
--	**16551**	**40**	**14790**	**1437**	**55**	**92**	**19**	**63**	**51**	**3**	**0**	**1**	**0**	**0**

In profile: Vehicles = 16551 / 18597 (89.00%)

MetroCount Traffic Executive
Volume-Gap

CustomList-2 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21st Ave NB**
Attribute:	
Direction:	1 - North bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:45 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017Northbound.EC0 (Plus)
Identifier:	BK96F1P6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Sep]	Separation bin totals

*** Tuesday, October 03, 2017**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
0000	29	0	0	0	1	3	1	2	7	7	8
0100	11	0	0	0	0	1	1	1	0	1	5
0200	9	0	0	0	0	0	0	0	0	2	7
0300	5	0	0	0	0	0	0	0	1	1	1
0400	24	0	0	0	0	1	0	2	3	10	7
0500	108	2	1	11	9	16	19	15	17	14	4
0600	426	14	33	113	77	72	45	46	23	3	0
0700	953	63	174	338	221	73	36	27	21	0	0
0800	984	60	163	330	244	93	47	30	16	0	0
0900	577	19	64	150	149	80	46	51	18	0	0
1000	401	14	27	92	93	57	40	47	28	2	0
1100	439	13	35	92	98	81	51	41	24	2	0
1200	527	20	41	137	135	80	49	48	17	0	0
1300	510	15	37	123	139	82	45	50	17	2	0
1400	414	14	27	92	90	76	38	49	27	1	0
1500	461	11	31	106	107	84	53	47	21	1	0
1600	522	21	42	134	121	87	53	40	23	0	0
1700	597	23	64	171	145	89	46	34	23	1	1
1800	417	10	31	101	119	57	28	37	30	3	0
1900	291	7	20	47	53	63	29	41	25	6	0
2000	258	7	11	53	54	39	20	36	30	7	1
2100	215	3	7	18	42	41	26	37	34	7	0
2200	121	1	3	8	13	16	19	21	26	11	3
2300	58	0	0	3	3	8	4	5	18	10	7
00-00	**8357**	**317**	**811**	**2119**	**1913**	**1199**	**696**	**707**	**449**	**91**	**44**

Peak step 8:00 (984) **AM Peak step** 8:00 (984) **PM Peak step** 17:00 (597)

*** Wednesday, October 04, 2017**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
0000	30	0	1	0	1	2	1	3	7	7	8
0100	23	0	0	1	1	1	3	1	3	3	10
0200	15	0	0	0	0	0	1	2	3	1	8
0300	7	0	0	0	0	0	0	0	0	1	4
0400	28	0	0	1	0	1	2	1	5	6	12
0500	110	4	4	13	13	12	9	15	20	15	5
0600	403	13	29	99	87	56	54	38	24	2	1
0700	910	57	127	332	228	83	36	29	18	0	0
0800	934	46	128	335	223	114	43	29	15	0	0
0900	550	19	64	145	137	71	54	30	28	1	0
1000	369	12	24	67	78	64	44	53	25	2	0
1100	430	12	36	103	98	71	39	38	31	2	0
1200	498	17	39	118	118	84	52	49	21	0	0
1300	514	14	46	125	134	81	43	49	22	0	0
1400	429	14	35	84	108	78	42	45	21	2	0
1500	477	21	39	113	110	74	42	54	20	2	1
1600	515	13	43	147	132	75	46	32	25	1	0
1700	624	18	63	174	172	86	48	39	22	0	1
1800	393	5	28	78	104	66	39	40	28	4	0
1900	281	6	15	48	57	38	33	48	32	3	0
2000	249	3	12	38	57	44	24	33	30	7	1
2100	193	1	10	26	36	23	20	33	35	9	0
2200	128	2	2	11	15	16	12	20	35	13	1
2300	84	0	1	3	15	4	9	17	15	15	5
00-00	**8194**	**277**	**746**	**2061**	**1924**	**1144**	**696**	**698**	**485**	**96**	**57**

Peak step 8:00 (934) **AM Peak step** 8:00 (934) **PM Peak step** 17:00 (624)

*** Grand Total**

Time	Total	Sep 0.00 0.50	Sep 0.50 1.00	Sep 1.00 2.00	Sep 2.00 4.00	Sep 4.00 8.00	Sep 8.00 16.00	Sep 16.00 32.00	Sep 32.00 64.00	Sep 64.00 128.00	Sep 128.00 1000.00
--	**16551**	**594**	**1557**	**4180**	**3837**	**2343**	**1392**	**1405**	**934**	**187**	**101**

In profile: Vehicles = 16551 / 18597 (89.00%)

MetroCount Traffic Executive
Volume-Speed

CustomList-2 -- English (ENU)

Datasets:

Site:	**[V1] Richard Arrington Jr Blvd S @ 21st Ave NB**
Attribute:	
Direction:	1 - North bound, A trigger first. **Lane:** 0
Survey Duration:	0:00 Tuesday, October 03, 2017 => 15:45 Friday, October 06, 2017,
Zone:	
File:	V106Oct2017Northbound.EC0 (Plus)
Identifier:	BK96F1P6 MC56-L5 [MC55] (c)Microcom 19Oct04
Algorithm:	Factory default axle (v5.02)
Data type:	Axle sensors - Paired (Class/Speed/Count)

Profile:

Filter time:	**0:00 Tuesday, October 03, 2017 => 0:00 Thursday, October 05, 2017 (2)**
Included classes:	1, 2, 3, 4, 5, 6, 7, 8, 9, 10, 11, 12, 13
Speed range:	6 - 99 mph.
Direction:	North, East, South, West (bound), P = North, Lane = 0-16
Separation:	Headway > 0 sec, Span 0 - 328.084 ft
Name:	Factory Default Profile
Scheme:	Vehicle classification (Scheme F3)
Units:	Non metric (ft, mi, ft/s, mph, lb, ton)

Column Legend:

0 [Time]	24-hour time (0000 - 2359)
1 [Total]	Number in time step
2 [Vbin]	Speed bin totals

*** Tuesday, October 03, 2017**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0000	29	0	0	0	6	12	9	1	1	0	0	0	0	0	0	0
0100	11	0	0	0	3	6	0	2	0	0	0	0	0	0	0	0
0200	9	0	0	0	3	4	2	0	0	0	0	0	0	0	0	0
0300	5	0	0	1	0	1	3	0	0	0	0	0	0	0	0	0
0400	24	0	0	0	1	11	7	5	0	0	0	0	0	0	0	0
0500	108	1	0	0	13	36	39	13	5	1	0	0	0	0	0	0
0600	426	1	0	1	22	172	171	47	10	2	0	0	0	0	0	0
0700	953	0	1	3	64	470	360	51	4	0	0	0	0	0	0	0
0800	984	3	3	6	113	447	342	63	6	1	0	0	0	0	0	0
0900	577	0	2	9	33	225	234	70	4	0	0	0	0	0	0	0
1000	401	0	4	5	37	152	159	40	4	0	0	0	0	0	0	0
1100	439	1	6	6	36	201	150	34	4	1	0	0	0	0	0	0
1200	527	0	2	7	49	230	204	30	5	0	0	0	0	0	0	0
1300	510	0	3	6	35	219	202	42	3	0	0	0	0	0	0	0
1400	414	0	2	4	41	174	151	40	1	1	0	0	0	0	0	0
1500	461	0	7	9	65	171	164	41	4	0	0	0	0	0	0	0
1600	522	0	3	10	60	249	167	26	6	0	1	0	0	0	0	0
1700	597	0	3	8	108	334	128	13	3	0	0	0	0	0	0	0
1800	417	0	1	6	63	201	131	12	3	0	0	0	0	0	0	0
1900	291	0	2	5	45	132	86	19	1	0	1	0	0	0	0	0
2000	258	0	0	0	36	125	77	18	1	1	0	0	0	0	0	0
2100	215	0	1	3	17	97	78	19	0	0	0	0	0	0	0	0
2200	121	0	0	0	13	56	39	9	3	1	0	0	0	0	0	0
2300	58	0	0	2	4	27	18	7	0	0	0	0	0	0	0	0
00-00	**8357**	**6**	**40**	**91**	**867**	**3752**	**2921**	**602**	**68**	**8**	**2**	**0**	**0**	**0**	**0**	**0**

Peak step 8:00 (984) **AM Peak step** 8:00 (984) **PM Peak step** 17:00 (597)

*** Wednesday, October 04, 2017**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
0000	30	0	0	0	3	16	7	4	0	0	0	0	0	0	0	0
0100	23	0	0	0	3	10	5	4	1	0	0	0	0	0	0	0
0200	15	0	0	0	1	5	5	4	0	0	0	0	0	0	0	0
0300	7	0	0	0	0	3	2	0	1	0	1	0	0	0	0	0
0400	28	0	0	0	0	10	13	3	2	0	0	0	0	0	0	0
0500	110	0	0	1	18	50	30	8	2	0	1	0	0	0	0	0
0600	403	0	0	0	21	170	158	47	6	0	0	1	0	0	0	0
0700	910	0	3	3	84	413	328	67	11	1	0	0	0	0	0	0
0800	934	0	1	3	42	424	373	78	12	0	1	0	0	0	0	0
0900	550	0	5	9	46	222	218	46	4	0	0	0	0	0	0	0
1000	369	0	4	3	26	121	161	46	7	1	0	0	0	0	0	0
1100	430	0	0	3	26	165	189	42	5	0	0	0	0	0	0	0
1200	498	0	1	5	27	191	218	51	3	2	0	0	0	0	0	0
1300	514	0	2	0	33	255	182	37	4	1	0	0	0	0	0	0
1400	429	0	3	3	35	181	169	35	3	0	0	0	0	0	0	0
1500	477	1	3	18	59	226	137	28	5	0	0	0	0	0	0	0
1600	515	0	3	8	49	250	169	26	7	2	0	1	0	0	0	0
1700	624	4	2	7	122	300	160	25	3	1	0	0	0	0	0	0
1800	393	0	2	5	38	169	145	32	2	0	0	0	0	0	0	0
1900	281	0	1	2	34	135	95	12	1	1	0	0	0	0	0	0
2000	249	0	1	3	36	130	66	11	2	0	0	0	0	0	0	0
2100	193	1	0	0	15	94	69	9	5	0	0	0	0	0	0	0
2200	128	0	2	1	16	45	56	7	1	0	0	0	0	0	0	0
2300	84	0	0	0	7	39	29	7	1	1	0	0	0	0	0	0
00-00	**8194**	**6**	**33**	**74**	**741**	**3624**	**2984**	**629**	**88**	**10**	**3**	**2**	**0**	**0**	**0**	**0**

Peak step 8:00 (934) **AM Peak step** 8:00 (934) **PM Peak step** 17:00 (624)

*** Grand Total**

Time	Total	Vbin 6 12	Vbin 12 19	Vbin 19 25	Vbin 25 31	Vbin 31 37	Vbin 37 43	Vbin 43 50	Vbin 50 56	Vbin 56 62	Vbin 62 68	Vbin 68 75	Vbin 75 81	Vbin 81 87	Vbin 87 93	Vbin 93 99
--	**16551**	**12**	**73**	**165**	**1608**	**7376**	**5905**	**1231**	**156**	**18**	**5**	**2**	**0**	**0**	**0**	**0**

In profile: Vehicles = 16551 / 18597 (89.00%)

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