

## Appendix A: Pedestrian Volumes

Cross-Street	Main-Street	Total Ped Volume	Percent of Total Traffic
4th St	Central Ave	82	0.84%
	White St	0	0.00%
5th St	Central Ave	209	2.13%
	White St	76	0.78%
6th St	Central Ave	86	0.88%
	White St	130	1.33%
7th St	Central Ave	524	5.34%
	White St	232	2.37%
8th St	Central Ave	438	4.47%
	White St	150	1.53%
9th St	Central Ave	247	2.52%
	White St	142	1.45%
10th St	Central Ave	153	1.56%
	White St	186	1.90%
11th St	Central Ave	448	4.57%
	White St	535	5.46%
12th St	Central Ave	289	2.95%
	White St	222	2.26%
13th St	Central Ave	318	3.24%
	White St	194	1.98%
14th St	Central Ave	282	2.88%
	White St	165	1.68%
15th St	Central Ave	545	5.56%
	White St	155	1.58%
16th St	Central Ave	783	7.99%
	White St	259	2.64%
17th St	Central Ave	334	3.41%
	White St	242	2.47%
18th St	Central Ave	160	1.63%
	White St	260	2.65%
19th St	Central Ave	212	2.16%
	White St	173	1.76%
20th St	Central Ave	493	5.03%
	White St	198	2.02%
21st St	Central Ave	306	3.12%
	White St	127	1.30%
22nd St	Central Ave	241	2.46%
	White St	208	2.12%

	Ped Volume	Percent of Total
Central Ave Total	6150	63%
White St Total	3654	37%
Grand Total	9804	100%

## Appendix B: Crash Report Tables

Intersection Crash Severity

	White St & 4th St		White St & 5th St		White St & 6th St		White St & 7th St		White St & 8th St		White St & 9th St		White St & 10th St		White St & 11th St		White St & 12th St		White St & 13th St		White St & 14th St		White St & 15th St		White St & 16th St		White St & 17th St		White St & 18th St		White St & 19th St		White St & 20th St		White St & 21st St		White St & 22nd St		Central Ave & 4th St		Central Ave & 5th St		Central Ave & 6th St		Central Ave & 7th St		Central Ave & 8th St		Central Ave & 9th St		Central Ave & 10th St		Central Ave & 11th St		Central Ave & 12th St		Central Ave & 13th St		Central Ave & 14th St		Central Ave & 15th St		Central Ave & 16th St		Central Ave & 17th St		Central Ave & 18th St		Central Ave & 19th St		Central Ave & 20th St		Central Ave & 21st St		Central Ave & 22nd St																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																												
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Intersection Crash Type

	White St & 4th St	White St & 5th St	White St & 6th St	White St & 7th St	White St & 8th St	White St & 9th St	White St & 10th St	White St & 11th St	White St & 12th St	White St & 13th St	White St & 14th St	White St & 15th St	White St & 16th St	White St & 17th St	White St & 18th St	White St & 19th St	White St & 20th St	White St & 21st St	White St & 22nd St	Central Ave & 4th St	Central Ave & 5th St	Central Ave & 6th St	Central Ave & 7th St	Central Ave & 8th St	Central Ave & 9th St	Central Ave & 10th St	Central Ave & 11th St	Central Ave & 12th St	Central Ave & 13th St	Central Ave & 14th St	Central Ave & 15th St	Central Ave & 16th St	Central Ave & 17th St	Central Ave & 18th St	Central Ave & 19th St	Central Ave & 20th St	Central Ave & 21st St	Central Ave & 22nd St	
Crash Severity																																							
Non-collision (single veh)	0	2	0	0	0	3	1	0	1	0	1	0	1	0	0	0	4	2	4	0	1	0	0	0	0	4	2	0	0	1	5	0	1	2	2	0	3	1	11
Head-on (front to front)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	
Rear-end (front to rear)	0	0	0	0	0	1	0	2	0	0	1	2	2	2	4	1	5	3	2	0	1	1	1	0	0	3	2	2	2	3	6	1	7	0	0	9	1	7	
Angle (oncoming left turn)	0	2	1	2	0	1	1	0	0	9	2	2	2	2	0	1	2	0	1	0	0	0	0	1	1	0	1	2	0	0	3	1	3	1	0	1	2	1	0
Broadside (front to side)	3	16	1	2	1	9	5	8	0	0	12	3	17	6	1	3	11	1	9	10	7	0	2	0	7	1	2	0	1	15	0	2	12	0	1	2	3	4	
Sideswipe (same direction)	0	0	4	6	1	2	1	6	4	3	5	7	3	3	1	0	3	1	1	0	1	2	2	2	6	2	5	0	1	8	4	3	4	4	4	5	4	2	
Sideswipe (opposite direction)	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	0		
Rear to rear	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Rear to side	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Not reported	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Other	0	2	1	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	1	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1	0	
Unknown	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Total	3	22	7	10	2	16	8	16	5	3	33	13	26	13	6	5	26	9	17	10	11	4	6	3	18	11	14	2	5	34	12	10	26	6	6	22	10	24	



## Appendix C: Engagement Summary

# CENTRAL AVENUE & WHITE STREET CORRIDOR STUDY

## PUBLIC ENGAGEMENT SUMMARY

### PHASE 1 | APRIL – MAY, 2024

## ENGAGEMENT OVERVIEW

The City of Dubuque and consultant, Bolton & Menk, Inc. kicked off public engagement efforts for the Central Avenue and White Street Corridor Study in April 2024 with the development of a public engagement plan. This actionable plan includes communication goals and strategies, key messaging, project branding, public events, and demographic information. These discussions led to the development of a four-phased communication approach to ensure the public receives relevant and timely information and are aware of feedback and engagement opportunities.

## PHASE 1: LET'S TALK! | APRIL - MAY, 2024

The first phase focused on developing study information and feedback collection tools and building trust with the public by engagement with them within the project area and online to drive ongoing interest throughout the study. This summary includes information on in-person pop-up events, neighborhood doorknocking, and focus groups.



## BY THE NUMBERS



**4**

focus group  
meetings with  
businesses and  
residents



**90+**

hours engaging  
in-person with  
the community



**300+**

interactions  
(comments,  
replies, reactions)  
on the INPUTid  
map



**461**

residences and  
businesses visited  
in the study area



# RESIDENTIAL DOORKNOCKING

## AT A GLANCE



May 15–16 | 10am – 3pm  
May 20 | 5pm – 7pm



Central Avenue and White Street  
from 4th Street to 22nd Street



Knocked on 246 residences



Engaged with 48 residents



Left 198 doorhangers

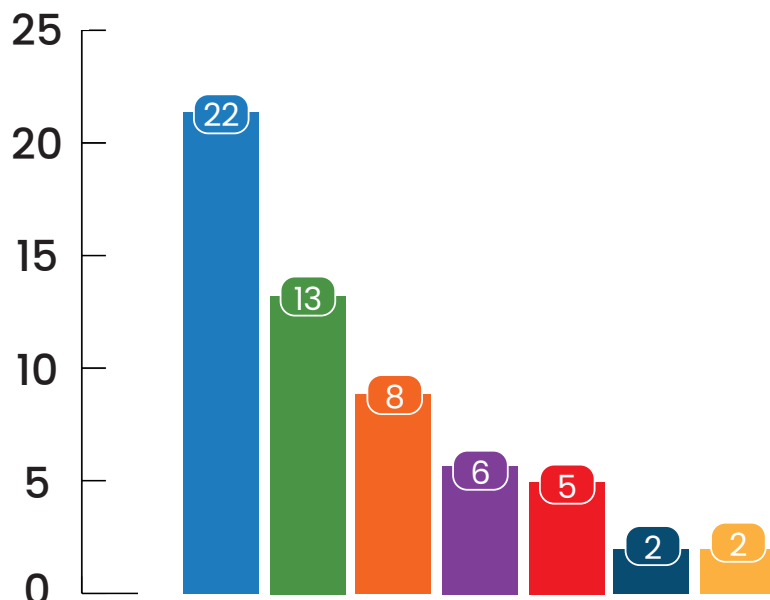
## WHAT WE HEARD

The team spoke with approximately 20% of residents currently living in the study area. Several said they were familiar with the study having received a postcard prior to the doorknocking activity and/or read about it on social media.

Residents were primarily interested in community and placemaking enhancements but also identified other concerns and opportunities:

- **Community and Placemaking Enhancements** – Strong interest in more public art, green spaces and tree coverage, family-friendly entertainment programming (i.e., after-school/summer youth programming, block parties, community art studios).
- **Economic Development** – Many expressed they would like to see more businesses in the area, especially retail and restaurants with seasonal outdoor seating.
- **Connectivity** – Opportunity to improve bus stops and sidewalk conditions, additional wayfinding signage, and incorporate bike lanes.
- **Safety** – Concerns about high speeds and sidewalk conditions and opportunity for enhanced lighting throughout the corridor.
- **Noise** – Residents would appreciate lower noise levels from general traffic and large trucks on the corridor.
- **Parking** – Some concern additional parking is needed.
- **Other** – Frustration with condition of properties, many would like to see more investment in the neighborhood.

## COMMENTS BY TYPE



# BUSINESS DOORKNOCKING

## AT A GLANCE



May 15-16 | 10am - 3pm



Central Avenue and White Street  
from 4th Street to 22nd Street



Visited 115 businesses



Engaged with 84 businesses



Left 31 doorhangers

## WHAT WE HEARD

The team spoke with approximately 73% of businesses located within the study area. Several said they were familiar with the study having received a postcard prior to the doorknocking activity and/or read about it on social media.

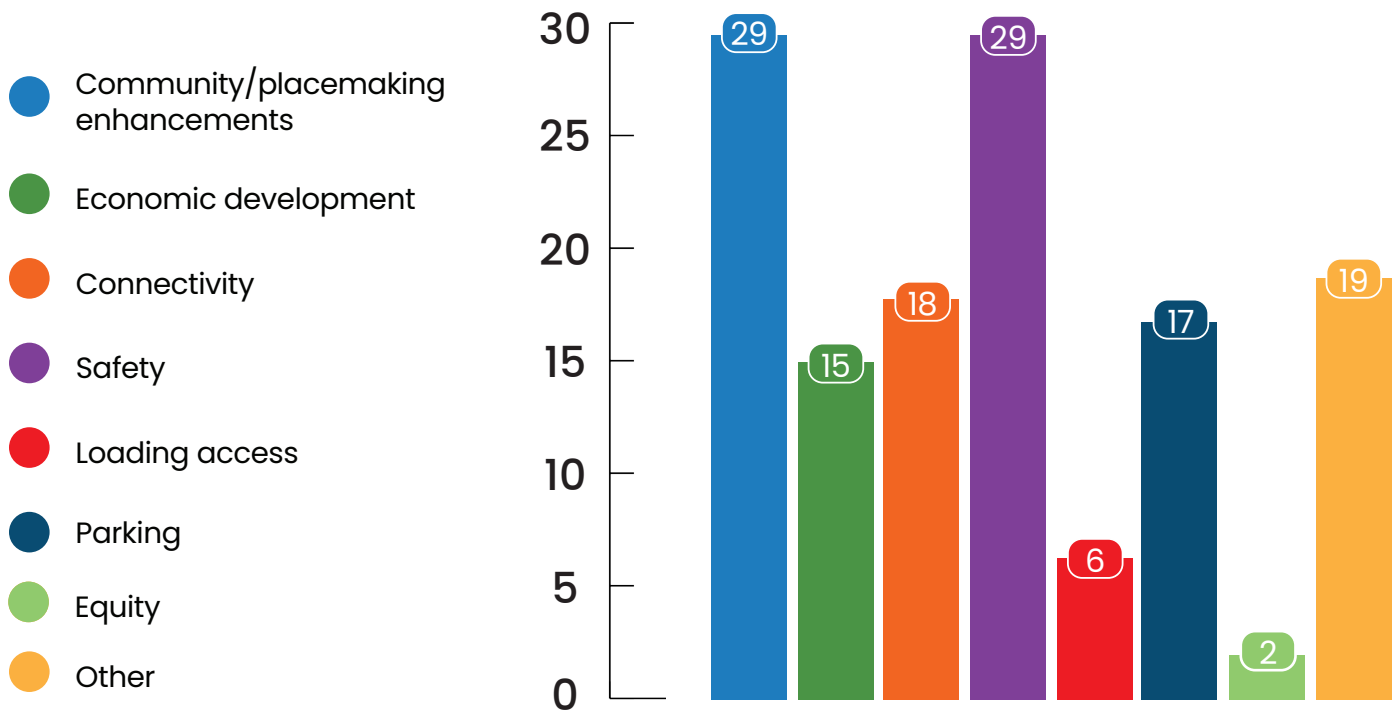
Business representatives provided feedback on building community, safety, and economic development as well as other concerns and opportunities:

- **Community and Placemaking Enhancements** - Interest in creating a more welcoming and inclusive environment for residents and visitors through public art, green spaces, and ADA accessible facilities. There is concern about the perception that the area is unsafe and unclean which they would like to help remedy.
- **Economic Development** - Some concern around impact on businesses during construction and what could be done to help mitigate revenue loss. Other ideas to encourage economic development included outdoor seating/dining and building and streetscape improvements. Businesses are interested in working with the City on improvements through grants or incentives.
- **Connectivity** - More businesses favor one-way transportation but others indicated they were open to two-way. There is an interest in more multi-modal facilities such as bike lanes and creating connections to other areas.
- **Safety** - There are concerns about visibility around parked cars, crime, littering and drug use in the area. Some requested a stronger police presence, more emergency phones, and improved lighting in the area.
- **Loading access** - Many businesses receive deliveries several times a week both in front and via alleys and understand how parked semi-trucks create visibility issues for cars and pedestrians.
- **Parking** - Some feel there is not enough parking and many suggested updating the meters to accept credit cards or removing meters altogether.
- **Equity** - Desire for equitable consideration for all businesses - big and small - throughout the planning and development process.
- **Other** - Additional feedback focused on traffic and train congestion.



# BUSINESS DOORKNOCKING

## COMMENTS BY TYPE



# FOCUS GROUPS

## FREIGHT FOCUS GROUP



May 21 | 11am – 12pm



Dubuque Area Chamber  
300 Main Street



9 businesses invited  
to participate

### GOAL

Establish study understanding and how it relates to previous efforts, identify key routes and priorities for freight transit, and build consensus across industries.

### WHAT WE HEARD

#### Key Routes

- **Interstate Access** – 9th Street, 11th Street, 16th Street, and 4th/5th Street
- **Bluff Access** – 9th Street, 11th Street, and 17th Street
- **Opportunity to Shift Routing** – 14th Street overpass and Pine Street extension

#### Key Considerations

- **Timeliness** – Receiving material as quickly as possible is a key priority
- **Route Changes** – Rerouting freight around Central and White would add miles to the route. Additional mileage can be as much as 4,000 miles in one week.
- **NW Arterial Use** – Some companies do route westbound traffic on arterial, it does add 15-20 minutes
- **Operating Hours** – Operations begin as early as 4:00am for some companies
- **Trailer Size** – Trailers range from 36' – 53' in length



### INVITEES

- Greater Dubuque Development
- Hirschbach
- John Deere
- Klauer Manufacturing
- Lime Rock Springs/Pepsi
- Paisley Trucking
- Prairie Farms Dairy
- Standard Forwarding
- Tucker Freight

#### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk
- Andrew Dresdner, Bolton & Menk



# FOCUS GROUPS

## SMALL BUSINESS FOCUS GROUP



May 21 | 11am – 12pm



Dubuque Area Chamber  
300 Main Street



12 businesses invited  
to participate

## GOAL

Establish study understanding and how it relates to previous efforts, identify key business concerns and priorities, and build consensus across industries.

## WHAT WE HEARD

### Key Considerations

- **Safety** – The area feels unsafe to pedestrians and motorists due to crime and high speed traffic. The corridor feels more like a thoroughfare than a neighborhood.
- **Commerce** – Interest in creating community while protecting business and commerce in historic spaces. There is an understanding that businesses need freight.
- **Neighborhood Feel** – Suggest more strict enforcement on property management/maintenance and more resources for revitalizing historic buildings to help drive more investment in the area. The entrance and exits to the community don't currently match the rest of the community feel.
- **Opportunities** – There is potential to create new connections to other areas of town and redevelop the corridor to be less car-dependent and have more traffic-calming measures. More services are needed in the area. Interest in more outdoor dining options.



## INVITEES

- Carpenters Local 678
- Dubuque Area Chamber of Commerce
- Dubuque Rescue Mission Thrift Stores
- Greater Dubuque Development
- Hartig Drug
- Heritage Lighting
- Lenz Monument
- Nichols Controls and Supply
- Rainbo Oil Company
- Schumacher Pool & Spa
- Toys Done Right
- Welu Printing

### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk
- Andrew Dresdner, Bolton & Menk

# FOCUS GROUPS

## RESIDENT FOCUS GROUP



June 6 | 6:15 – 7:30pm



Multicultural Family Center  
1157 Central Street



5 participants

## GOAL

Establish study understanding and how it relates to previous efforts, identify key resident concerns and priorities, and build consensus.

## WHAT WE HEARD

### Key Considerations

- **Transparency** – Residents would like to see clear project goals/outcomes and an implementable plan to ensure long-term success.
- **Neighborhood Feel** – Emphasis on liveability within the neighborhood including building neighborhood pride, changing the stigma currently associated with the area, reinstating a neighborhood culture instead of a “highway through a neighborhood” environment.
- **Mobility** – One-way streets can cause confusion when wayfinding. Concerns about speed on the streets and at intersections.
- **Trucks** – Residents experience direct impact from truck traffic, specifically the traffic causing their homes to shake.
- **Parking** – It can be difficult to find on-street parking in the north end of the study area which may limit properties from being converted into multi-family residential housing. Having to walk a block may be challenging for some people. There is interest in the City considering residential permit parking and short-term parking/loading zones and adjusting 1.5 parking spots/residential unit ration in this area.
- **Ideas** – Consider painting stripes for parking spaces and adding bump-outs for traffic calming and safety improvements. There is an interest in upgrades to pedestrian signals (HAWK crossings) if warranted. Make Central Avenue inhospitable to truck traffic.

## RESIDENCES OF ATTENDEES

- 15th Street & White Street
- 2400 block of Jackson Street
- 2900 block of Central Avenue (Holy Ghost Apartments)
- 

### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk

**NOTE:** The residential focus group was originally scheduled for Tuesday, May 21 and was postponed due to inclement weather.



# POP-UP EVENTS

## DUBUQUE FARMERS' MARKET



May 18 | 7am - 12pm



Downtown Dubuque



Engaged with ~90 individuals

### GOAL

Connect with Dubuque residents and those who live nearby to inform them of the study and invite them to provide feedback using printed map board, the INPUTiD or by contacting the project team.

### WHAT WE HEARD

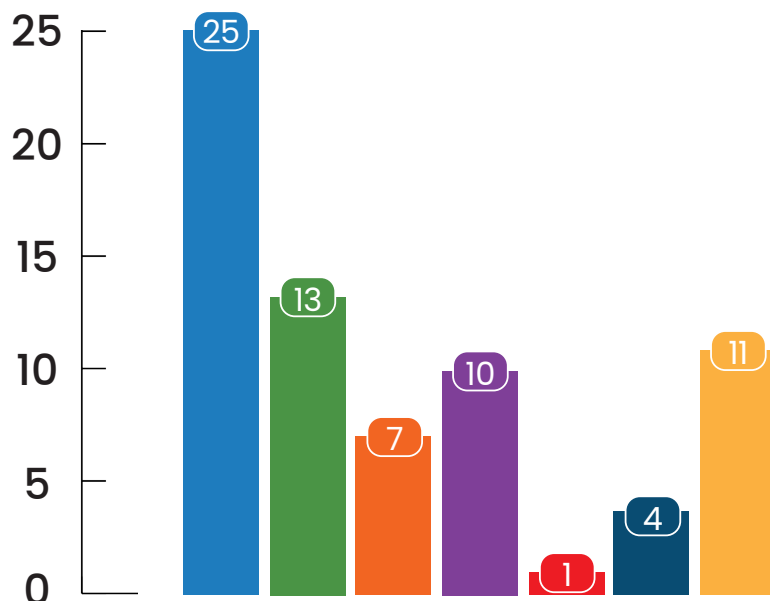
The majority of people expressed excitement about the study, though some had reservations about implementation and area transformation feasibility.



- **Community and Placemaking Enhancements** - Strong interest in more green spaces and trees and accessibility and walkability improvements.
- **Economic Development** - More outdoor dining options, walkable shopping, pop-up galleries in empty storefronts, and overall revitalization.
- **Connectivity** - Improve bikeability, connect to other local areas like Bee Branch, make the corridor less car-dependent and more multi-modal friendly.
- **Safety** - Concerns about crime and speed and opportunity for enhanced lighting throughout the corridor.
- **Noise** - Concern regarding noise pollution.
- **Equity** - Improve walkability and create more opportunity for multi-modal transportation.
- **Other** - There is a balanced split between those indicating a preference for one-way and two-way traffic and the option to incorporate roundabouts into the corridor.

### COMMENTS BY TYPE

- Community/placemaking enhancements
- Economic development
- Connectivity
- Safety
- Noise
- Equity
- Other



# POP-UP EVENTS

## PRESCOTT ELEMENTARY SCHOOL CARNIVAL



May 15 | 4pm – 6pm



Prescott Elementary School  
1151 White Street



Engaged with ~60  
parents

### GOAL

Connect with families who live in and near the study area to inform them of the study and invite them to provide feedback using INPUTiD or by contacting the project team.

### WHAT WE HEARD

Parents were excited to hear about the study and expressed interest in visiting the study website and using the INPUTiD map to provide feedback.



## CITY LIFE PRESENTATION



May 16 | 3pm – 4pm



25 people engaged

### GOAL

Present information on the Central and White Corridor Study and encourage those in the City Life program to engage in the project process and share their thoughts.

### WHAT WE HEARD

People spoke with the project team about how to find balance for truck traffic for commerce and pedestrians visiting downtown and how this study links to previous studies.

## DOWNTOWN NEIGHBORHOOD BUSINESS ASSOCIATION



May 16 | 4:30pm – 7pm



1640 Main Street



6 people engaged

### GOAL

Present information on the Central and White Corridor Study and encourage those who own businesses or work in the study area to engage in the project process and share their thoughts.

### WHAT WE HEARD

This group advocated for more green space and redevelopment of the area. They are invested in the neighborhood and would like to see more incentives to support existing businesses and residents to make improvements in older properties. Noise and pedestrian safety due to traffic are concerns.

# INPUTid INTERACTIVE COMMENT MAP

MAY 14, 2024 – JUNE 14, 2024



44 comments



28 replies



230+ reactions

## GOAL

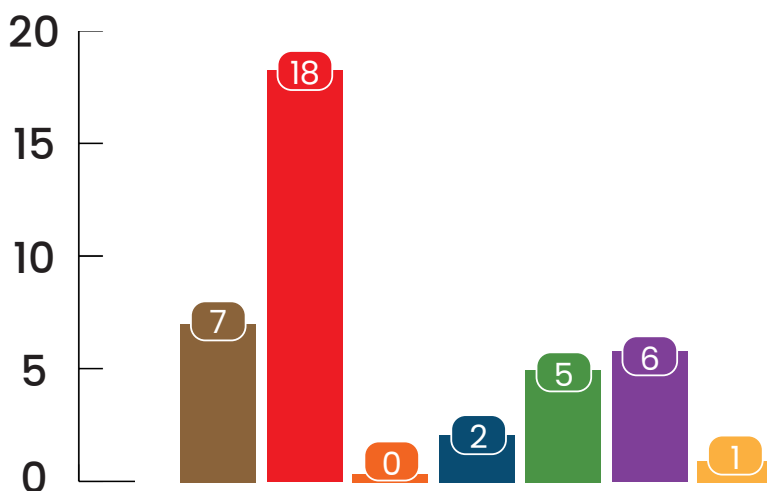
Provide an online engagement opportunity for residents and corridor users to submit feedback in both specific and general formats. People could also react and reply to comments.

## WHAT WE HEARD

- **Pedestrian/Bike**– Suggestions include establishing a bike route on 17th for better east-west connections and transforming parts of Central into pedestrian plazas or green spaces. Concerns about future traffic changes and intersection improvements were also expressed.
- **Vehicle/Trucks** – Concerns around safety and congestion caused by semi-truck traffic in the study area and interest in traffic-calming measures like restricting non-local deliveries, widening sidewalks, and implementing buffered bike lanes to prioritize pedestrian and cyclist safety. There is divided opinion on converting these streets to two-way traffic to improve flow and accessibility, with some fearing increased traffic jams and safety issues. Issues with parking availability, obstructed sight lines, and infrastructure maintenance are also highlighted as challenges needing attention in the area.
- **Transit** – Interest in a new new free north-south public transit route in Dubuque with frequent stops and 10-minute intervals between services, utilizing electric or autonomous vehicles to maximize efficiency across the flat terrain of the city.
- **Neighborhood** – Excessive noise from semi-truck traffic and loud vehicles and poor road conditions negatively impact the neighborhood. People would like to see more greenery and neighborhood entrance enhancements to mitigate these issues and enhance the area's livability.
- **New Ideas** – Strong support for taking a holistic approach to improving the study area that includes complete streets that prioritize pedestrians and cyclists with updated facades, greenery, and improved lighting. There is need for more trash cans and interest in vibrant sidewalk spaces with cafes, patio seating, native plantings, and retail options to foster an inviting outdoor culture.
- **Other** – Strong support for infrastructure and connectivity improvements, highlighting disparities in maintenance between different areas like Main St and Central/White.

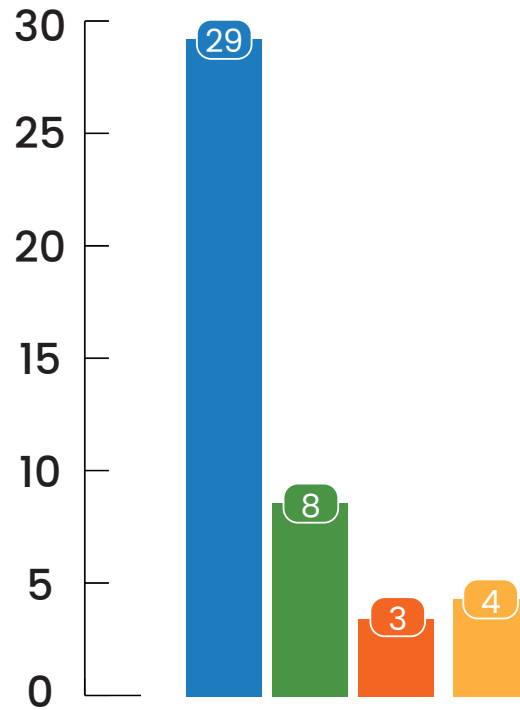
## COMMENTS BY TYPE

- Pedestrian/bike
- Vehicle/truck
- Commerce
- Transit
- Neighborhood
- New Ideas
- Other



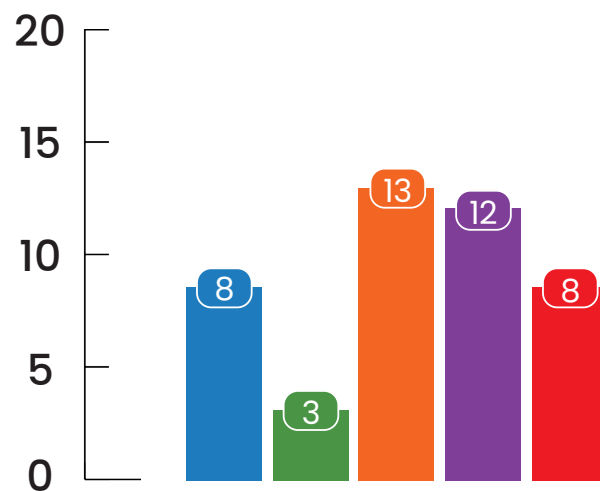
## TYPES OF CORRIDOR USERS

- Automobile user
- Bicycle/Pedestrian
- Transit
- Other



## RELATIONSHIP TO THE CORRIDOR

- I LIVE in the corridor
- I OWN a business or property in the corridor
- I TRAVEL through the corridor
- I VISIT downtown near the corridor
- I WORK in the corridor



# CENTRAL AVENUE & WHITE STREET CORRIDOR STUDY

## PUBLIC ENGAGEMENT SUMMARY

### PHASE 2 | JUNE – JULY, 2024

## PHASE 2: LET'S EXPLORE! | JUNE - JULY, 2024

The second public engagement phase built upon the interaction and feedback collected in Phase 1. The project team presented three potential concepts and examples of corridor improvements to the public and collected feedback via focus groups, in-person events, and an online survey.



## BY THE NUMBERS



**3**

focus group  
meetings with  
businesses and  
residents



**74**

interactions  
with posts on  
Facebook



**90+**

interactions with  
people at the  
Farmers' Market  
on July 13



**827**

survey responses  
between July 13 –  
August 16





# FOCUS GROUPS

## FREIGHT BUSINESS FOCUS GROUP #2



July 10 | 3 – 4pm



Dubuque Area Chamber  
300 Main Street



12 businesses invited  
to participate

### GOAL

Establish study understanding and how it relates to previous efforts, identify key business concerns and priorities, and build consensus across industries.

### WHAT WE HEARD

#### Key Considerations

- **Traffic** – Historic/prospective trend of daily traffic along each roadway, 14th Street overpass will diminish southbound traffic volumes, roundabouts need to accommodate large trucks. Concerns regarding emergency access implications if one-way/one-lane traffic is implemented.
- **Parking** – Parking is required on at least one side to support storefronts and for residents
- **Pedestrians** – Safer pedestrian crossings, consider students walking, improve equity.
- **Bike Facilities** – Central and White might not be the best fit for bike traffic, consider other north/south streets (Elm, Jackson, etc.). Bike traffic should be protected.
- **Opportunities** – Add more public art/collaborate with Culture and Arts District. Potential for a plaza on the 18th Street curve.

### INVITEES

- Carpenters Local 678
- Dubuque Area Chamber of Commerce
- Dubuque Rescue Mission Thrift Stores
- Greater Dubuque Development
- Hartig Drug
- Heritage Lighting
- Lenz Monument
- Nichols Controls and Supply
- Rainbo Oil Company
- Schumacher Pool & Spa
- Toys Done Right
- Welu Printing

#### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk
- Andrew Dresdner, Bolton & Menk

# FOCUS GROUPS

## RESIDENT FOCUS GROUP #2



July 9 | 6:15 – 7:30pm



Multicultural Family Center  
1157 Central Street



5 participants

### GOAL

Establish study understanding and how it relates to previous efforts, identify key resident concerns and priorities, and build consensus.

### WHAT WE HEARD

#### Key Considerations

- **Traffic** – Concerns around impact on traffic congestion on Central and White north of 14th Street, traffic calming measures are critical as some drivers maintain highway speeds up to 9th Street on White.
- **Intersection Improvements** – Would like to see safer pedestrian crossing.
- **Trucks** – Residents would like to know more about the truck route SPMP around 14th Street and truck reduction north of Loras.
- **Parking** – Utilize sidestreets for more on-street parking options as garage and alley parking space is limited. Interest in reforming parking options to include 24 hour parking, residential parking, making parking more equitable, no meters on side streets, and alternate street side parking with a 24 hour max. Noted there are not as many parking lots north of 14th Street as there are south of 14th Street.
- **One-Way or Two-Way** – Some prefer one-way for safer pedestrian crossing and suggest signals be removed to help with traffic flow. Others prefer two-way as it would lower traffic speeds and prevents people from passing. Would like to see consistent lanes between 6th Street and 20th Street.
- **Bike Facilities** – How will the bike lane pilot be incorporated in the new connections?

### RESIDENCES OF ATTENDEES

- 15th Street & White Street
- 2400 block of Jackson Street
- 2900 block of Central Avenue (Holy Ghost Apartments)
- 

#### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk

# POP-UP EVENT

## DUBUQUE FARMERS' MARKET



July 13 | 7am - 12pm



Downtown Dubuque



Engaged with ~90 individuals

### GOAL

Connect with Dubuque residents and those who live nearby to inform them of the study and invite them to provide feedback using the concept and amenities boards, one-way/two-way straw poll, online survey, or by contacting the project team.

### WHAT WE HEARD

#### Key Considerations

- **Bike Facilities** - Interest in adding bike facilities through downtown but not necessarily on Central or White, connect any new bike facilities to existing paths/trails,
- **One-Way/Two-Way** - Public is split on one-way/two-way traffic.
- **Community** - Potential pedestrian amenity improvement ideas include wider sidewalks, plaza spaces, more greenery



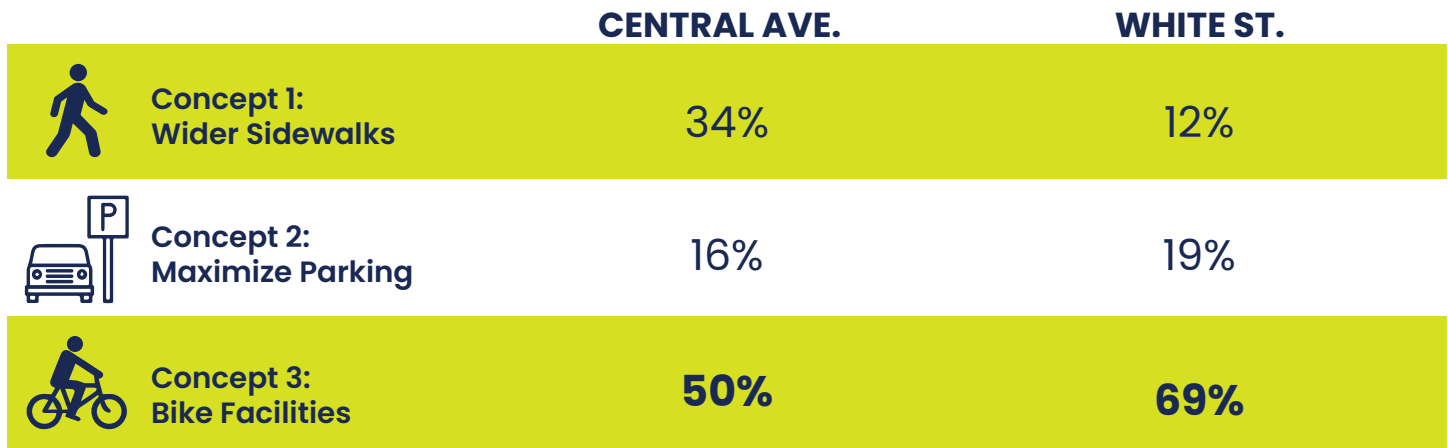
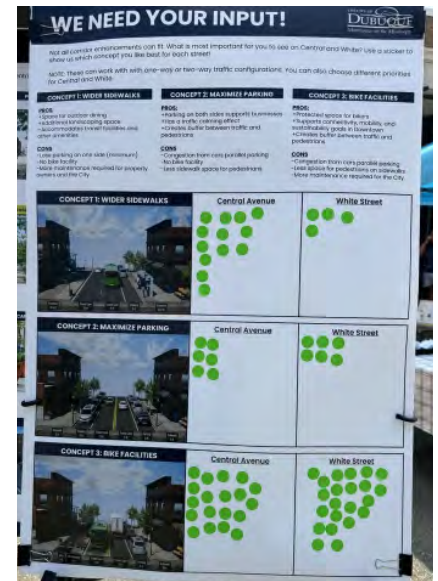


## CONCEPT PREFERENCES FEEDBACK

Roadways have limited space meaning not all corridor enhancements will fit. The project team identified three concepts that would bring different enhancements to the corridor: wider sidewalks; maximized parking; and bike facilities.

To better understand the priorities for community members, we asked people to choose which enhancements they would most list to see on Central and White.

Pros and cons of each concept and enhancements were listed to provide background information and help participants make informed decisions. As show below, Concept 3: Bike Facilities was the preferred option for both Central and White.



## FARMERS' MARKET STRAW POLL: Do you prefer one-way or two-way traffic?



# COMMUNITY SURVEY



July 12 – August 18

827 Submissions

43 Neighborhood  
Residents

32 Neighborhood Business/  
Property Owners

## GOAL

Collect public input to help determine community priorities for improvements to the Central and White corridor between 4th Street and 22nd Street. The survey was announced via a media release and promoted on social media, the project webpage, and at in-person events.

## CONCEPT PREFERENCE

Three potential concepts were presented and respondents were asked to identify their top preference for each street. In addition to the pros and cons, it was noted that these concepts are compatible with one-way and two-way traffic configurations

### CONCEPT 1: WIDER SIDEWALKS

#### PROS:

- +Space for outdoor dining
- +Additional landscaping space
- +Accommodates transit facilities and other amenities

#### CONS

- Lose parking on one side (minimum)
- No bike facility
- More maintenance required for property owners & City



### CONCEPT 2: MAXIMIZE PARKING

#### PROS:

- +Parking on both sides supports businesses
- +Has a traffic calming effect
- +Creates buffer between traffic and pedestrians

#### CONS

- Congestion from cars parallel parking
- No bike facility
- Less sidewalk space for pedestrians



### CONCEPT 3: BIKE FACILITIES

#### PROS:

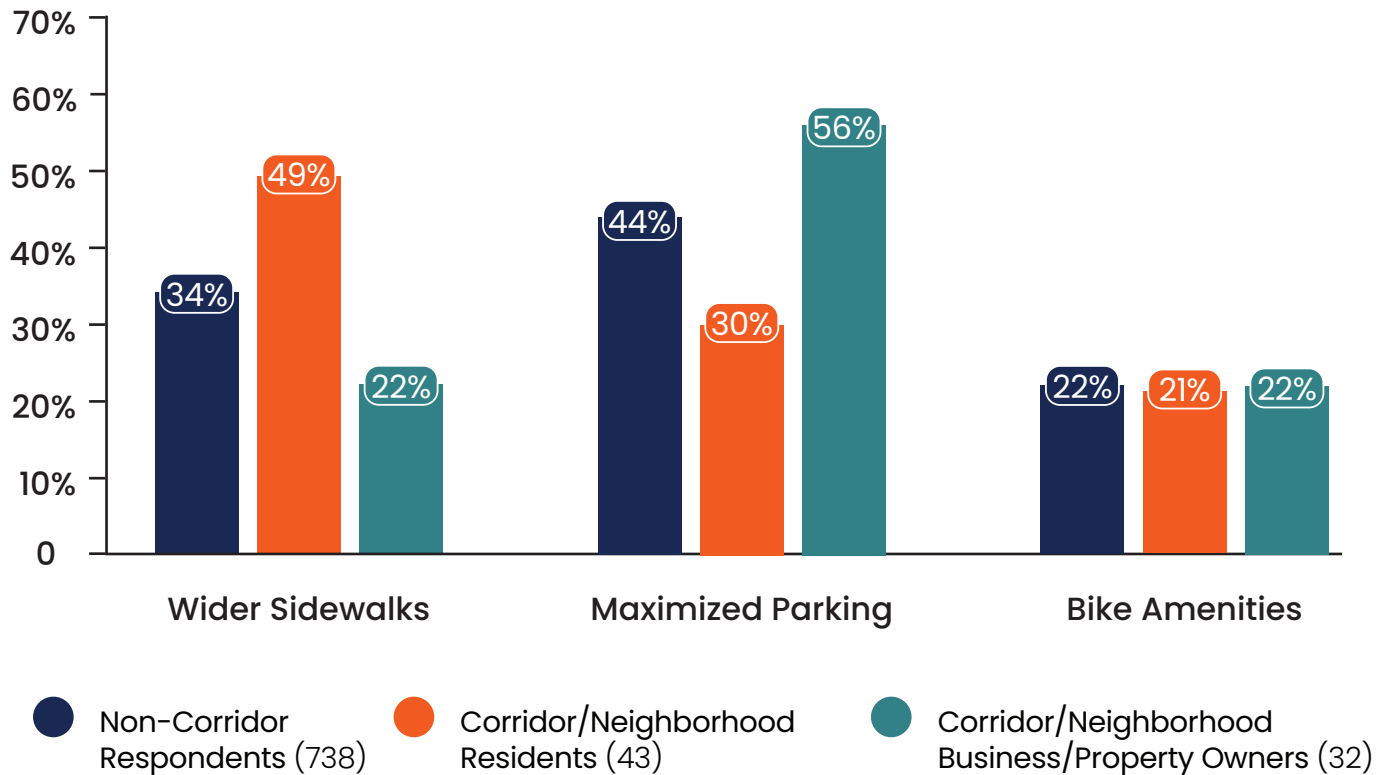
- +Protected space for bikers
- +Supports connectivity, mobility, and sustainability goals in Downtown
- +Creates buffer between traffic and pedestrians

#### CONS

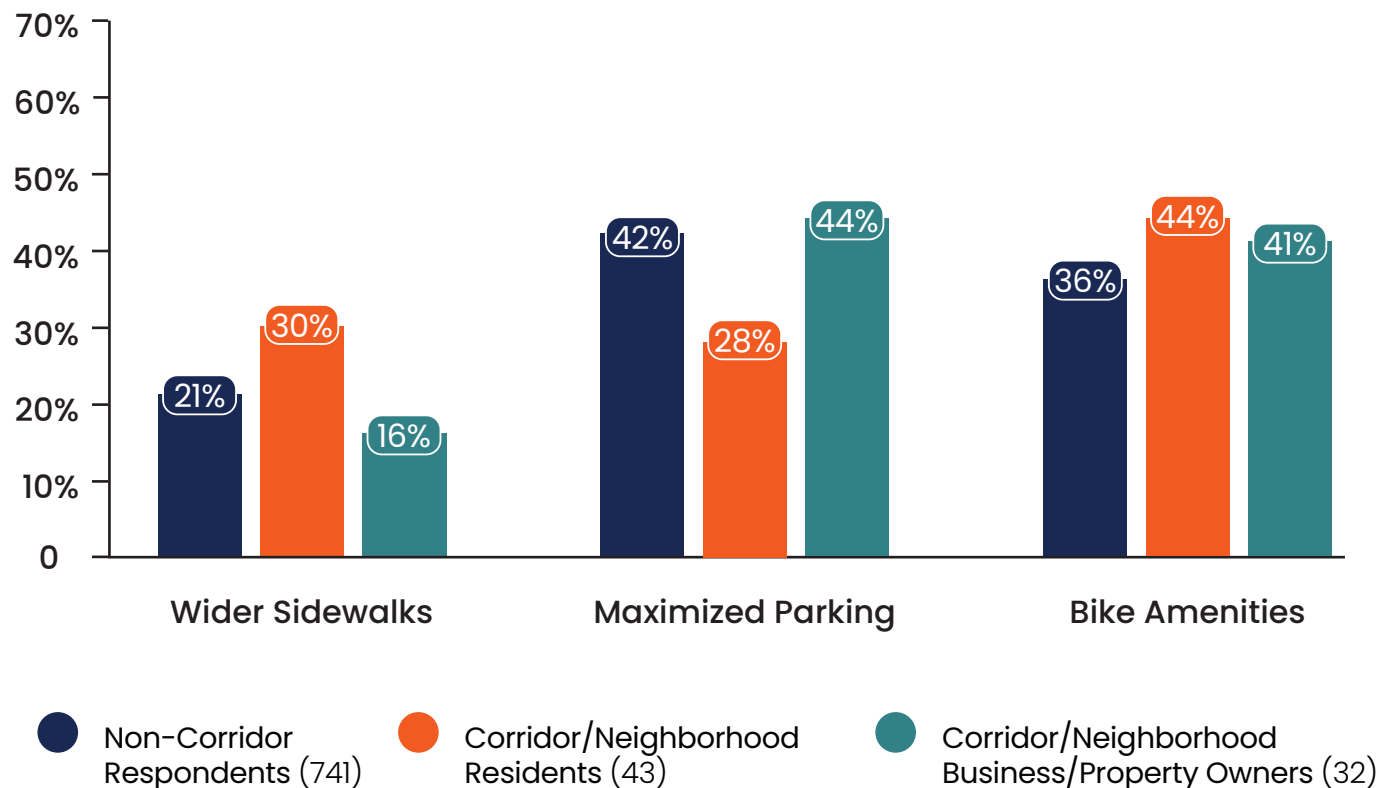
- Congestion from cars parallel parking
- Less space for pedestrians on sidewalks
- More maintenance required for the City



## Which concept do you prefer for Central Avenue?

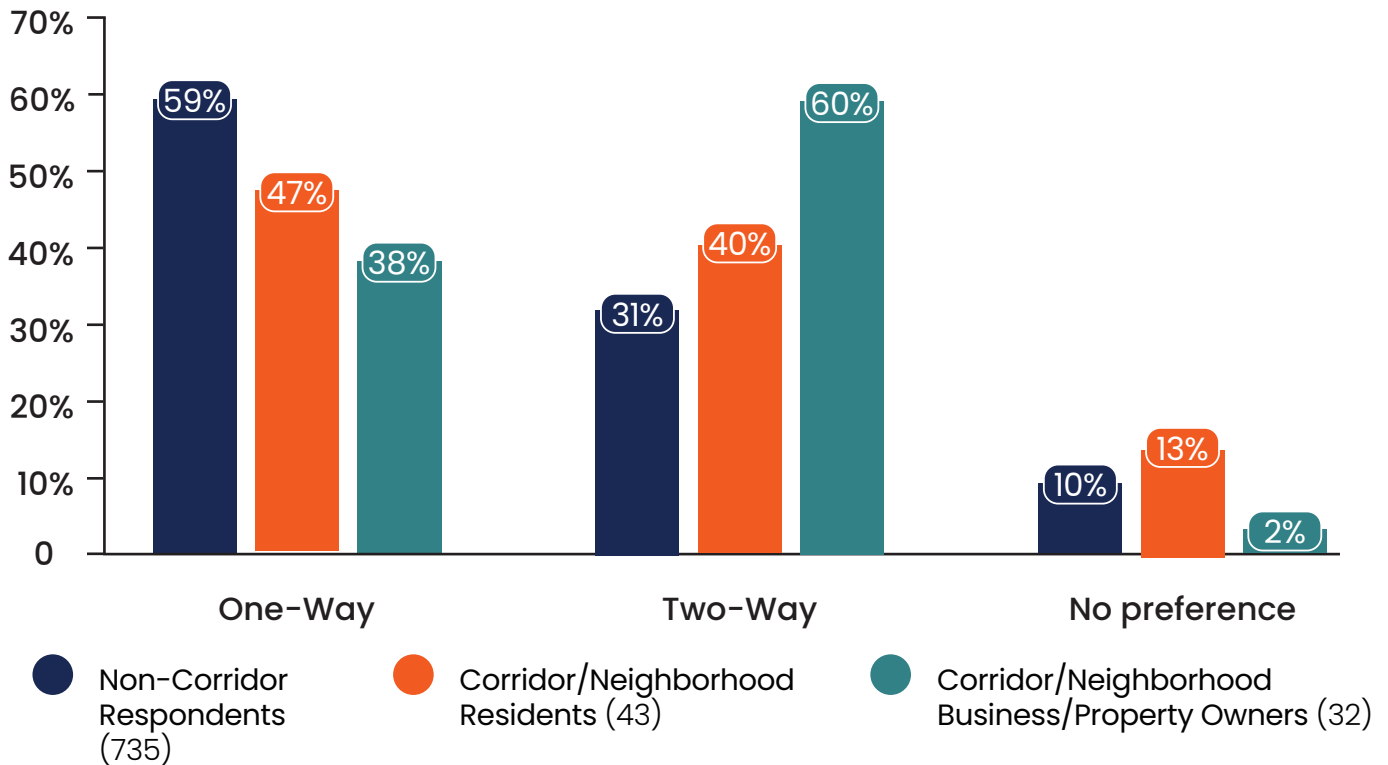


## Which concept do you prefer for White Street?

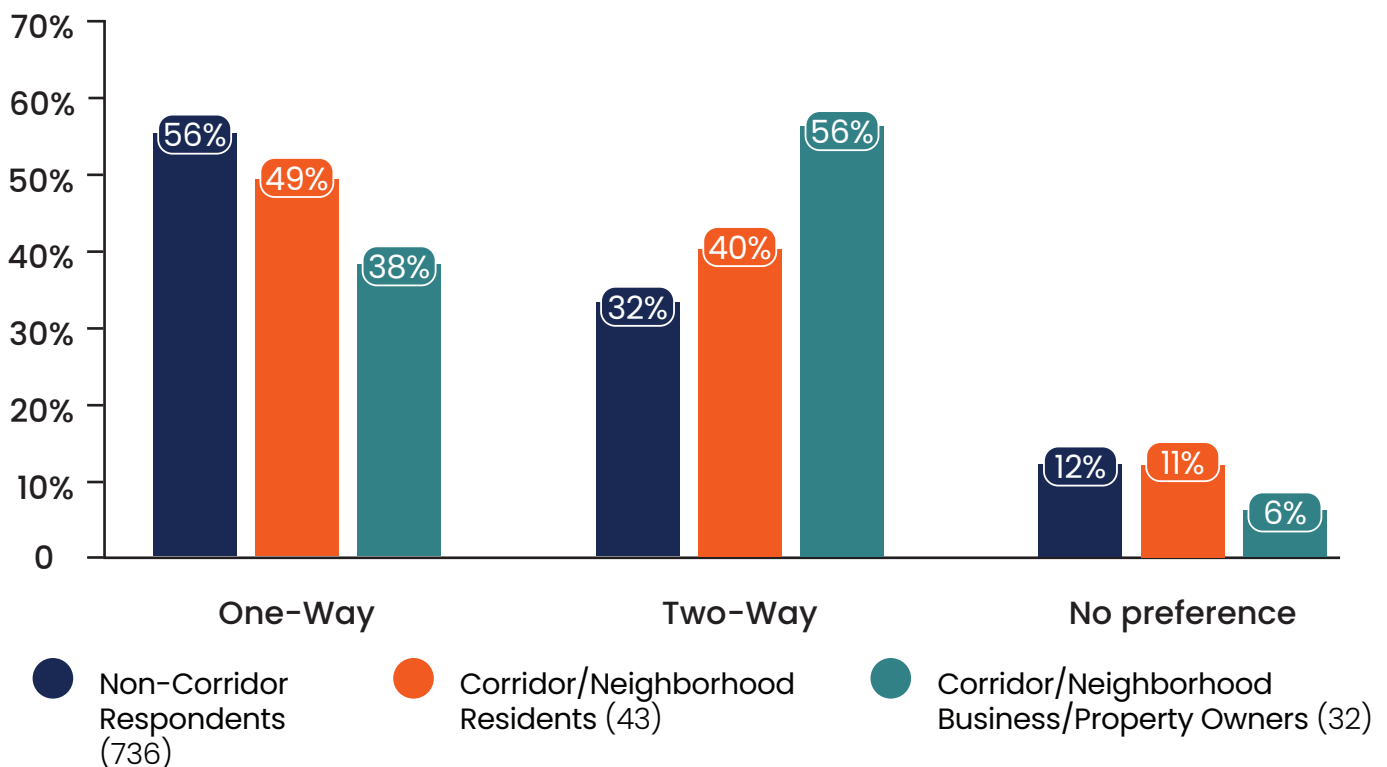


## ONE-WAY VS. TWO-WAY TRAFFIC

Do you prefer one-way or two-way traffic on Central Avenue?



Do you prefer one-way or two-way traffic on White Street?



## GENERAL FEEDBACK

- **Traffic Control** – Overall need for traffic control, especially near schools and areas with high pedestrian activity. Calls for more crosswalks, speed control measures, improved signage and improved intersection visibility, and reduced impact of heavy truck traffic in residential and business areas.
- **Truck Traffic** – Interest in limiting or rerouting semi-truck traffic that is not doing business in the area to larger arterials or make streets less truck friendly to improve safety concerns, congestion, noise, and the negative impact on the pedestrian environment.
- **Pedestrians/Cyclists** – Improve pedestrians and cyclists safety with many expressing the need for protected bike lanes, wider sidewalks, and better walkability, especially in areas with high foot traffic. There are mixed opinions on whether the streets should be optimized for vehicles or pedestrians. Some advocate for making the streets more pedestrian-friendly by reducing vehicle speed and providing more biking and walking options. Others would prefer the streets would be optimized for cars and expressed concern reduced/congested traffic flow and less parking would negatively impact local businesses.
- **Safety & Crime** – General concern about crime and safety in the area, with many feeling that addressing these issues should be the top priority. People are frustrated with the current state of cleanliness and safety and many would like to see more police surveillance, cameras, and streetlights. Some believe that without first reducing crime, efforts to revitalize the area will be ineffective and a waste of resources.
- **Economic Development** – Strong support for growing and retaining local businesses while improving the area's appeal through efforts like enhancing storefronts, attracting more restaurants, and increasing shopping opportunities could revitalize the neighborhood, making it safer and more inviting, ultimately encouraging more foot traffic and economic activity.
- **Parking** – Top parking priorities include maximizing parking availability to support local businesses, offer free parking to encourage downtown shopping and ease financial burden on low-income residents, and ensure sufficient parking availability for residents.
- **Green Space & Pedestrian Amenities** – Many expressed the need for more green spaces, particularly through the planting of trees and the creation of gardens, to beautify the area, provide shade, buffer landscaping, and reduce heat in the summer. Wider sidewalks with buffer landscaping are also suggested to enhance pedestrian comfort and safety, while adding amenities like bike racks and antique-style streetlights would further improve the street's appeal. The inclusion of sheltered bus stops, benches, and green plots would contribute to a more vibrant and welcoming environment, making the downtown area more attractive for both residents and businesses.
- **Intersection Improvements** – Some express a preference for reducing the number of traffic signals, with proposals to eliminate some lights while keeping others, and the possibility of converting traffic lights to flashing yellows during low-traffic hours. There is support for adding roundabouts and improving pedestrian safety with measures like crosswalks with lights, speed bumps, and better wheelchair access.
- **One-Way/Two-Way** – Many people expressed the need to maintain efficient traffic flow, particularly for semis, and would prefer to keep streets one-way to avoid congestion. Others advocate for transforming certain streets into two-way streets to reduce confusion and improve accessibility, while others fear this will increase congestion and accidents.



# CENTRAL AVENUE & WHITE STREET CORRIDOR STUDY

## PUBLIC ENGAGEMENT SUMMARY

### PHASE 3 | AUGUST- OCTOBER, 2024

### PHASE 3: LET'S UNITE! AUGUST - OCTOBER, 2024

The third public engagement phase built upon the interaction and feedback collected in Phase 2. The project team presented four potential alternatives for corridor improvements to the public and collected feedback via in-person events and an online survey.



### BY THE NUMBERS



**1** business, freight and resident focus group meeting

**1** open house



**65** interactions with posts on Facebook



**327** survey responses between October 18 - November 1



# FOCUS GROUP

## BUSINESS, FREIGHT, & RESIDENT FOCUS GROUP



October 1 | 4:30 – 6pm



Greater Dubuque



60 people invited to participate

### GOAL

To present the four alternatives shared with the Council to the combined business owner, freight, and resident focus group members, in order to gather their thoughts and insights on a preferred alternative. Although it was one large combined meeting, we made sure to engage with all three groups equitably.

### INVITEES

- Carpenters Local 678
- Dubuque Area Chamber of Commerce
- Dubuque Rescue Mission Thrift Stores
- Greater Dubuque Development
- Hartig Drug
- Heritage Lighting
- Hirschbach
- John Deere
- Klauer Manufacturing
- Lenz Monument
- Lime Rock Springs / Pepsi
- Nichols Controls and Supply
- Paisley Trucking
- Prairie Farms Dairy
- Rainbo Oil Company

- Schumacher Pool & Spa
- Standard Forwarding
- Toys Done Right
- Tucker Freight
- Welu Printing

### RESIDENCES OF ATTENDEES

- 15th Street & White Street
- 2400 block of Jackson Street
- North End Neighborhood Association

### Project Team Members Present

- Justine Hull, City of Dubuque
- Jennifer McCoy, Bolton & Menk
- Ryan Anderson, Bolton & Menk

## WHAT WE HEARD

### Key Considerations

- **Transition at 13th Street (North End):** Concerns were raised regarding the transition at 13th Street in Alternative 4.
- **Alternative 3 and Train Blockages:** Questions were raised about how Alternative 3, which proposes a single lane south of 9th Street, would function when train blockages occur east of the corridor.
- **Amenities vs. Parking:** Many attendees expressed a preference for more space for amenities, though there were concerns about the potential loss of parking.
- **Bike Facilities Connectivity:** It was suggested that bike facilities could be located on White Street or another parallel downtown street, as long as there is sufficient connectivity.
- **Truck Route Request:** A request was made for the city to explore establishing a truck route to restrict truck traffic to specific streets.
- **Freight Members' Input on 14th Street Bridge:** Freight members indicated that the 14th Street Bridge could work if the intersection at E 16th Street and Sycamore Street is designed to accommodate trucks effectively, and the curve on Sycamore Street is adjusted to improve truck maneuverability.

## RESULTS

Attendees were asked to select their preferred alternative, the results were as follows in order of preference:

**1** Alternative 1: Multi-Modal One-Way

**2** Alternative 2: Getting Two and Sticking Around Two-Ways

**3** Alternative 4: Different Roads, Different Roles with Two-Way and One-Way

**4** Alternative 3- Slow and Flow

When asked if a bike facility on the corridor was important or if it could be on a parallel street, the responses were as follows:

**9/12** Important, but ok on another street      **2/12** Not important      **1/12** Important on White





# OPEN HOUSE



OCTOBER 17 | 4:30 – 6pm



Prescott Elementary  
1151 White Street



43 attendees

## GOAL

To invite the community to explore all four alternatives, understand what each option includes, and review an Evaluation Matrix that highlights the pros and cons. Attendees were asked to vote for their preferred alternative by placing a sticker on their choice.

## WHAT WE HEARD

### Key Considerations

- **Traffic Flow and Street Configuration:** Concerns were raised about the traffic flow on Central and White Streets, with many attendees expressing a preference for one-way streets to improve traffic flow, particularly for turning and maneuvering. There were also concerns about congestion on areas with existing two-way traffic, such as upper Central and 22nd, making navigation more difficult. Additionally, attendees expressed concerns about the ongoing use of Central and White by trucks and freight, which could conflict with efforts to improve pedestrian accessibility.
- **Plaza at 18th & Central:** There were concerns regarding the proposed plaza at 18th & Central. Some attendees questioned the practicality of the plaza, citing low turnout at similar spaces like the one near the town clock. There were also worries that the plaza would hinder access to nearby businesses, particularly the Key City Creative Center (KCCC).
- **Greenery, Landscaping, and Trees:** Many attendees expressed a desire for increased landscaping, greenery, and trees as part of the project. They emphasized the importance of creating a visually appealing and sustainable environment that would enhance the overall aesthetic and livability of the area.
- **Need for Data and Cost Estimates:** Questions were raised about the cost estimates for the proposed changes. Attendees requested more clarity on the number of residents and businesses in the affected areas (e.g., White, Central, Millwork District) as well as detailed cost estimates for the proposals to ensure that decisions are based on accurate and transparent information.

Based on feedback from attendees, the preferences ranked from highest to lowest were as follows:

1

Alternative 1:  
Multi-Modal  
One-Way

2

Alternative 2:  
Getting Two  
and Sticking  
Around  
Two-Ways

3

Alternative 3:  
Slow and Flow

4

Alternative 4:  
Different Roads,  
Different Roles

# COMMUNITY SURVEY



October 18 – November 1



327 Total Submissions

## GOAL

Collect public input to help determine community priorities for improvements to the Central and White corridor between 4th Street and 22nd Street. The survey was promoted on social media, the project webpage, and at in-person events.

## CONCEPT PREFERENCE

Four potential alternatives were presented and respondents were asked to identify their top preference. The project team also inquired about the importance of cycle tracks and what the top three priorities should be for the corridor design.

### Alternative 1 | Multi-Modal Focused



- Central and White one-way, two lanes
- Parking removed on one side of Central and one side of White
- Wide sidewalk, outdoor dining, and landscaping on Central

### Alternative 2 | Getting To and Sticking Around



- Central and White are changed to two-way
- Parking is maximized and present on both sides of the roadway
- Left turn lanes are needed at all signalized intersections
- A two-way left turn lane is needed from 8th to 12th, removes parking on one side



### Alternative 3 | Slow and Flow



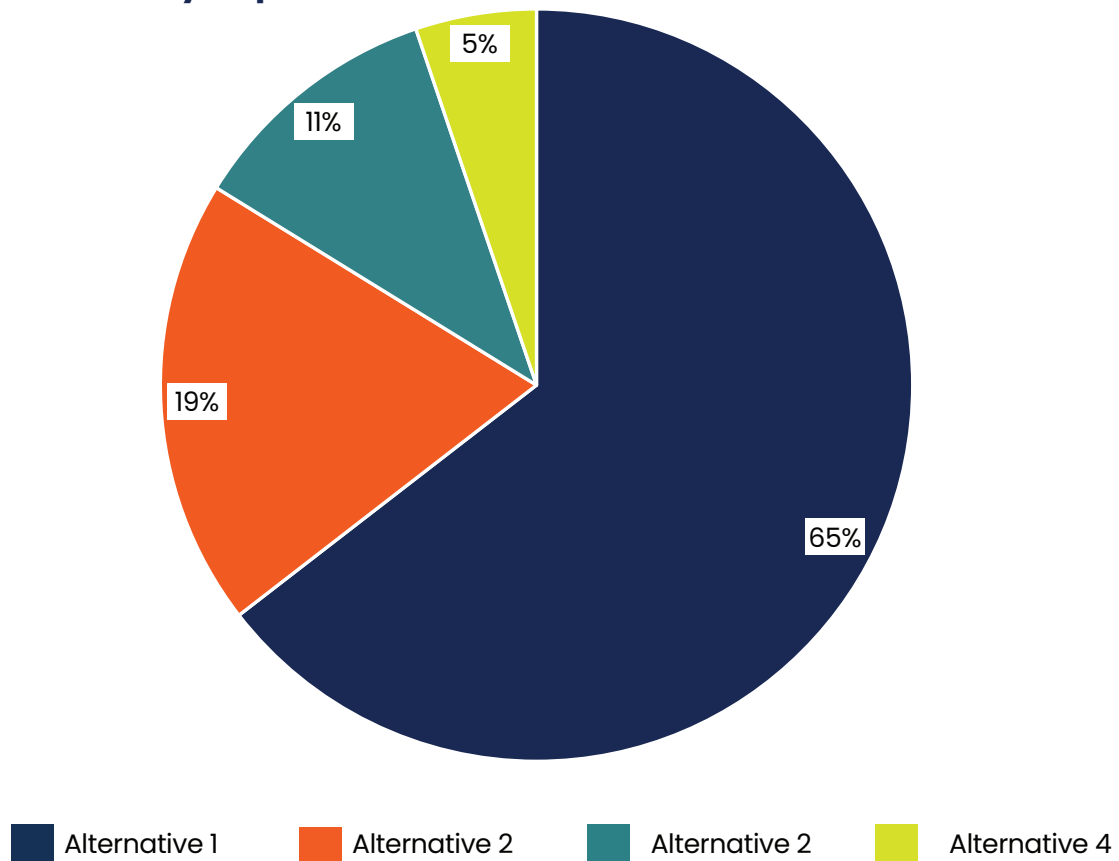
- Central and White remain one-way pairs with two lanes in each direction from 22nd to 9th
- Parking on both sides from 22nd to 9th
- Travel lanes change to one from 9th to 4th
- Parking is removed on one side from 9th to 4th

### Alternative 4 | Different Roads, Different Roles

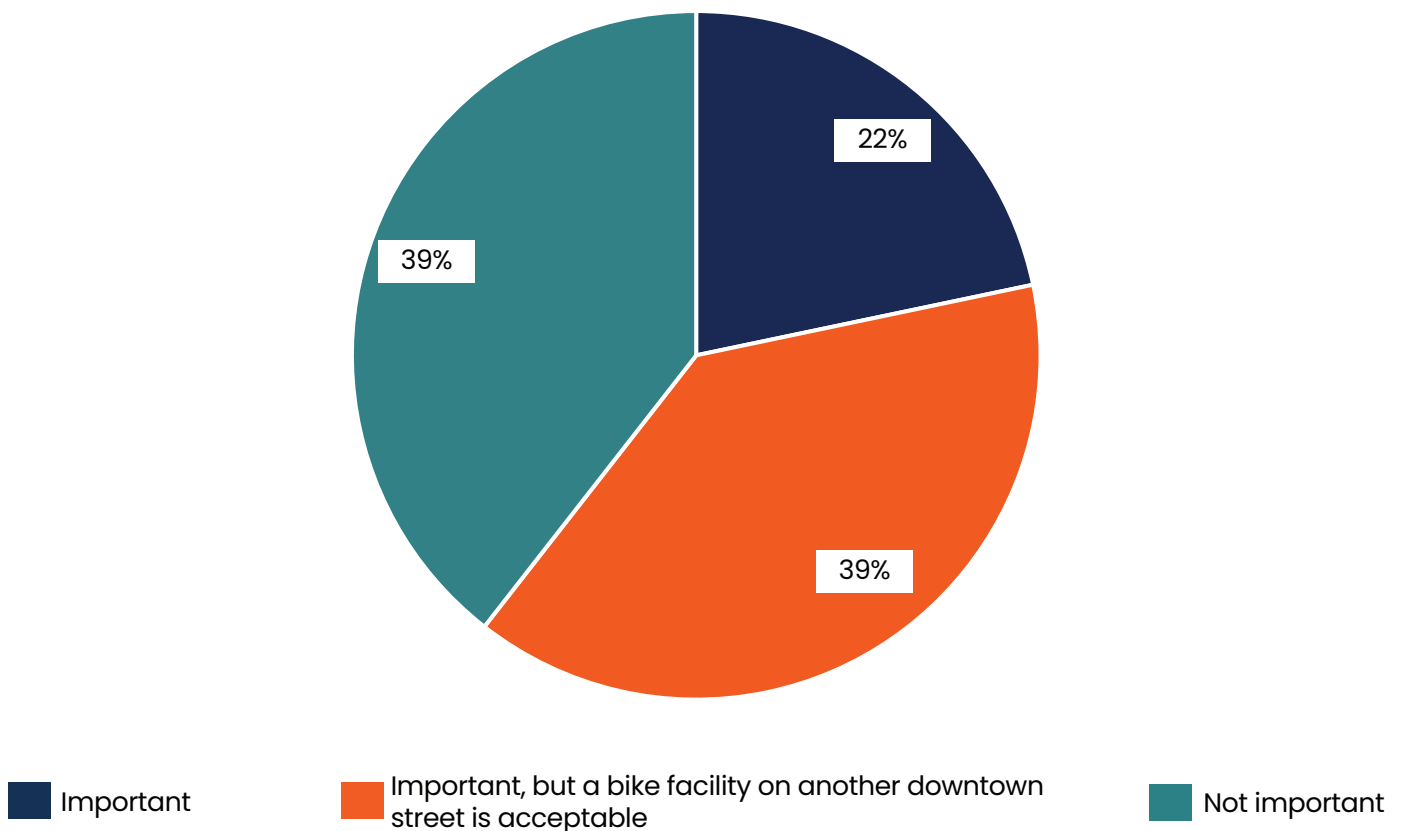


- Central and White are one-way pairs with two lanes in each direction from 4th to 13th
- At 13th, Central and White change to two-way streets
- Parking remains on both sides of the street

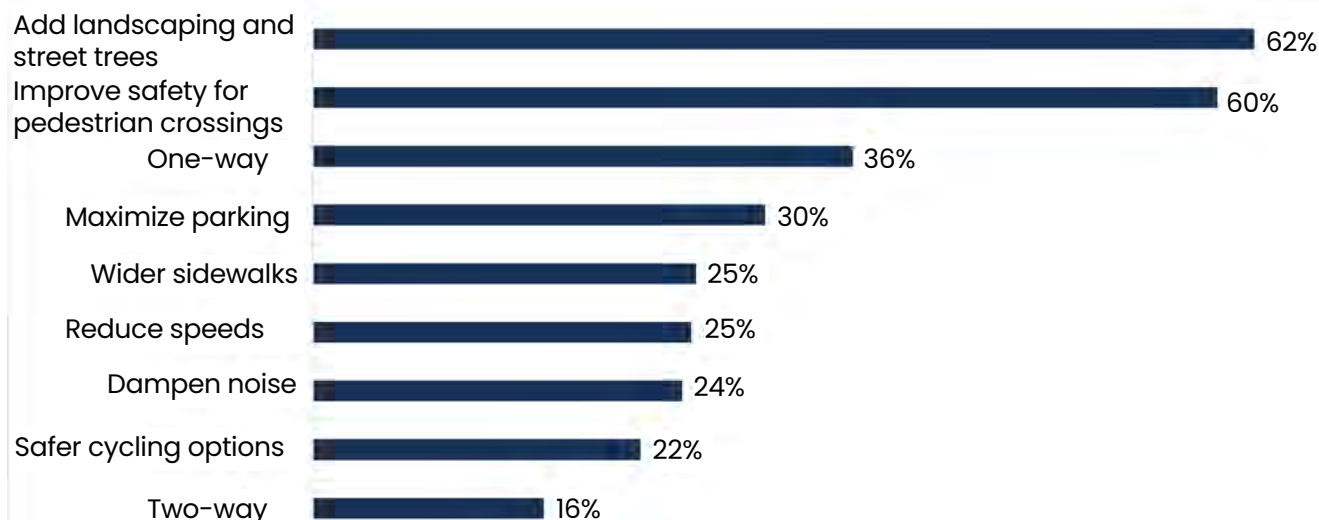
## Which alternative do you prefer?



## A cycle track can be implemented on White Street in all four alternatives. How important is it to have a cycle track on White Street?



## Please select your top 3 priorities.



## DEMOGRAPHIC RESPONSE RATIOS



**Residents**



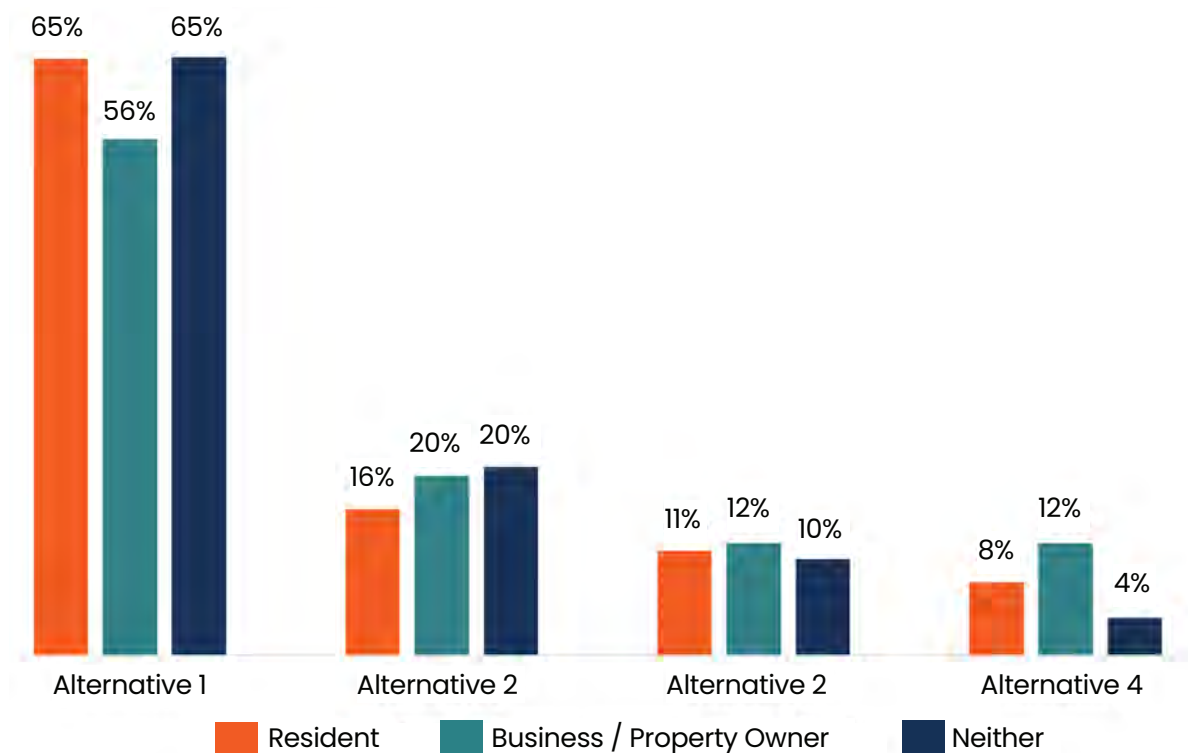
**Business / Property  
Owners**



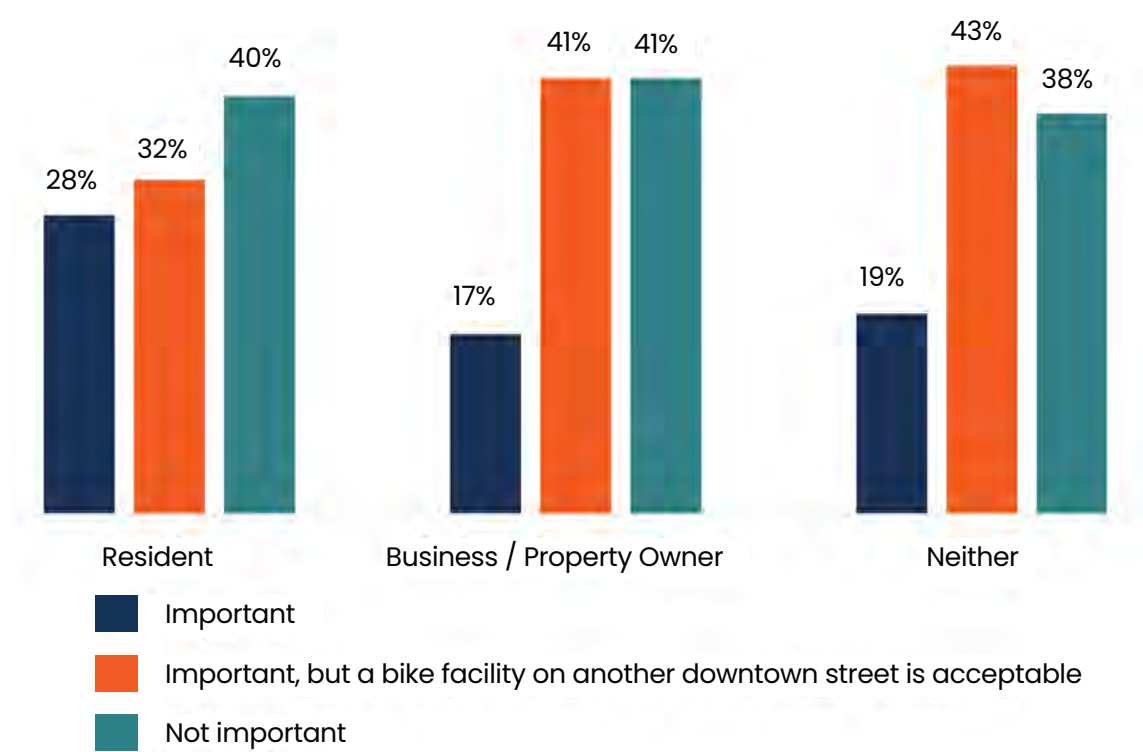
**Neither**

\*Some respondents identified as both a resident and a business / property owner.

## Which alternative do you prefer?



A cycle track can be implemented on White Street in all four alternatives. How important is it to have a cycle track on White Street?



Please select your top 3 priorities.

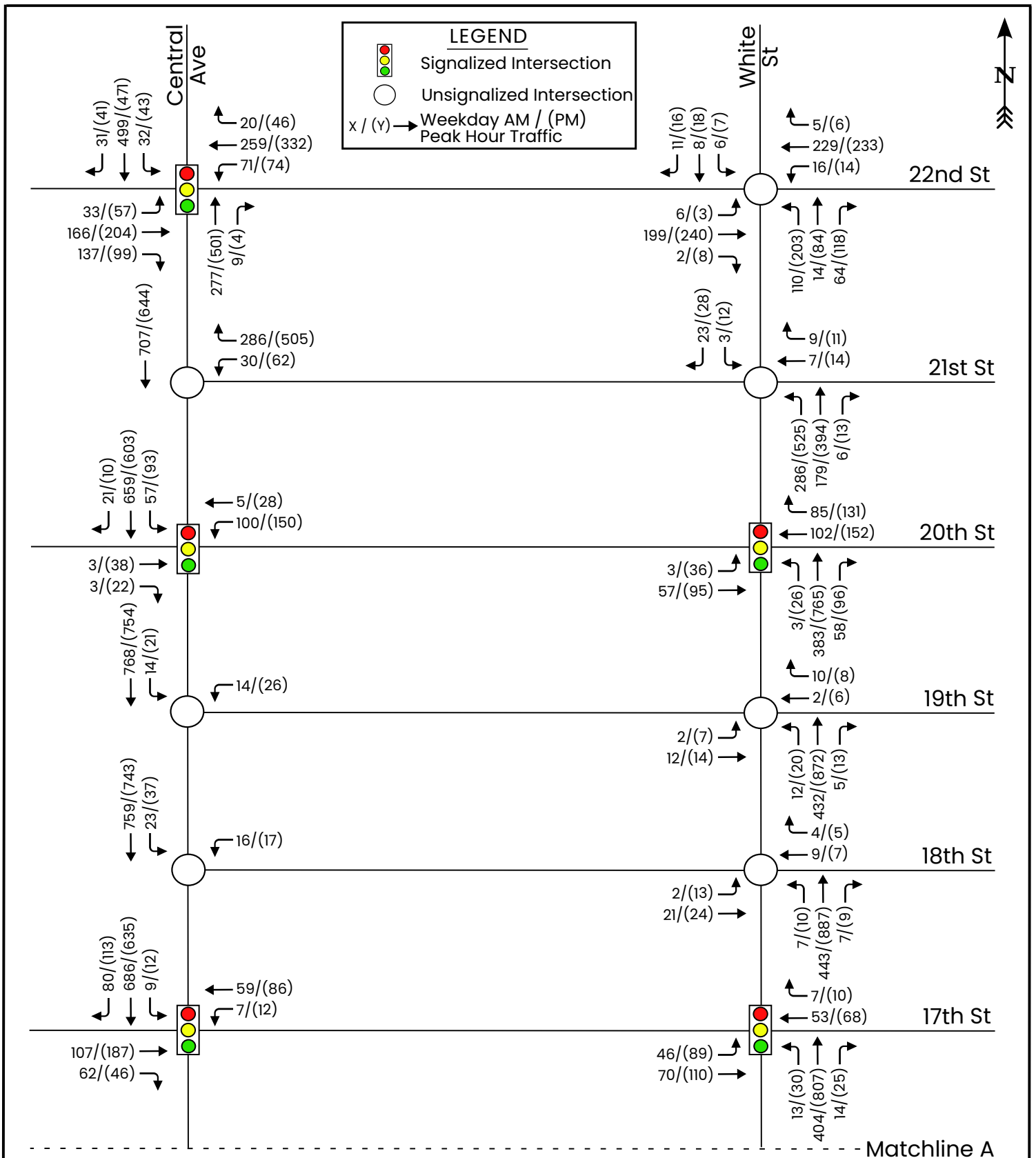
	Resident	Business / Property Owner	Neither
Reduce Speeds	27%	39%	23%
Dampen Noise	20%	34%	25%
Add Landscaping and street trees	60%	63%	64%
Improve safety for pedestrian crossings	65%	63%	58%
Safer cycling options	25%	24%	21%
Maximize on-street parking	31%	27%	29%
Wider sidewalks	18%	2%	30%
One-way	34%	29%	37%
Two-way	19%	17%	14%

## GENERAL FEEDBACK

- **Green Space** – Many comments emphasize the importance of trees, landscaping, and green spaces. Comments identified it as a way to beautify the area, and want the team to pay attention to where they locate the trees so as to not obstruct any views or pedestrian traffic.
- **Parking** – There is significant concern about the loss of parking. Removing parking spaces is seen as detrimental to local businesses that rely on parking for customers and deliveries. The removal of parking is also seen as a problem for those with mobility impairments, especially if parking is moved farther from entrances. There are also concerns about the need for more designated handicapped parking.
- **Pedestrians/Cyclists** – Improve pedestrians and cyclists safety with many expressing the need for protected bike lanes, wider sidewalks, and better walkability, especially in areas with high foot traffic. There are mixed opinions on whether the streets should be optimized for vehicles or pedestrians. Some advocate for making the streets more pedestrian-friendly by reducing vehicle speed and providing more biking and walking options. Others would prefer the streets would be optimized for cars and expressed concern reduced/congested traffic flow and less parking would negatively impact local businesses.
- **Traffic** – Many comments express concerns about how changes will impact traffic flow, especially for semis and larger vehicles. Some worry that reducing lanes or making streets narrower could lead to congestion, accidents, and confusion. Several people suggested finding ways to divert freight traffic away from Central and White Streets in order to help reduce congestion and improve safety.
- **Economic Development** – The impact of changes on businesses is a major concern, particularly regarding the loss of parking and how it might affect customers. There is also concern about the gentrification of the downtown area, with a focus on how redevelopment might impact existing lower-income communities. There were suggestions for more outdoor dining, bike lanes, and other amenities to increase foot traffic and business opportunities. However, the economic success of these initiatives is seen as dependent on the area becoming a more appealing place for both businesses and visitors.
- **Safety** – Pedestrian safety is a key concern, with calls for wider sidewalks, better crosswalks and pedestrian lighting. Some suggest adding pedestrian-friendly amenities such as benches and more crosswalk signals to improve accessibility for disabled individuals.
- **Pedestrian Amenities** – Some expressed doubt that outdoor dining or pedestrian-focused amenities will be practical given the area's statistics. However many respondents support wider sidewalks, outdoor spaces, and amenities that make walking and cycling more pleasant and safe. The concept of adding trees, benches, and public spaces to encourage people to spend time outdoors is widely supported.
- **Design** – Several comments cautioned against overcomplicating the design with too many changes, such as narrowing streets or adding bike lanes where they are not practical. The potential impact on snow removal, particularly with bike lanes and bump-outs, is also raised. There is a preference for designs that prioritize safety and efficiency. Others advocate for designs that improve traffic flow while also accommodating pedestrians, cyclists, and businesses.

## Appendix D: Turn Movement Counts





**BOLTON  
& MENK**

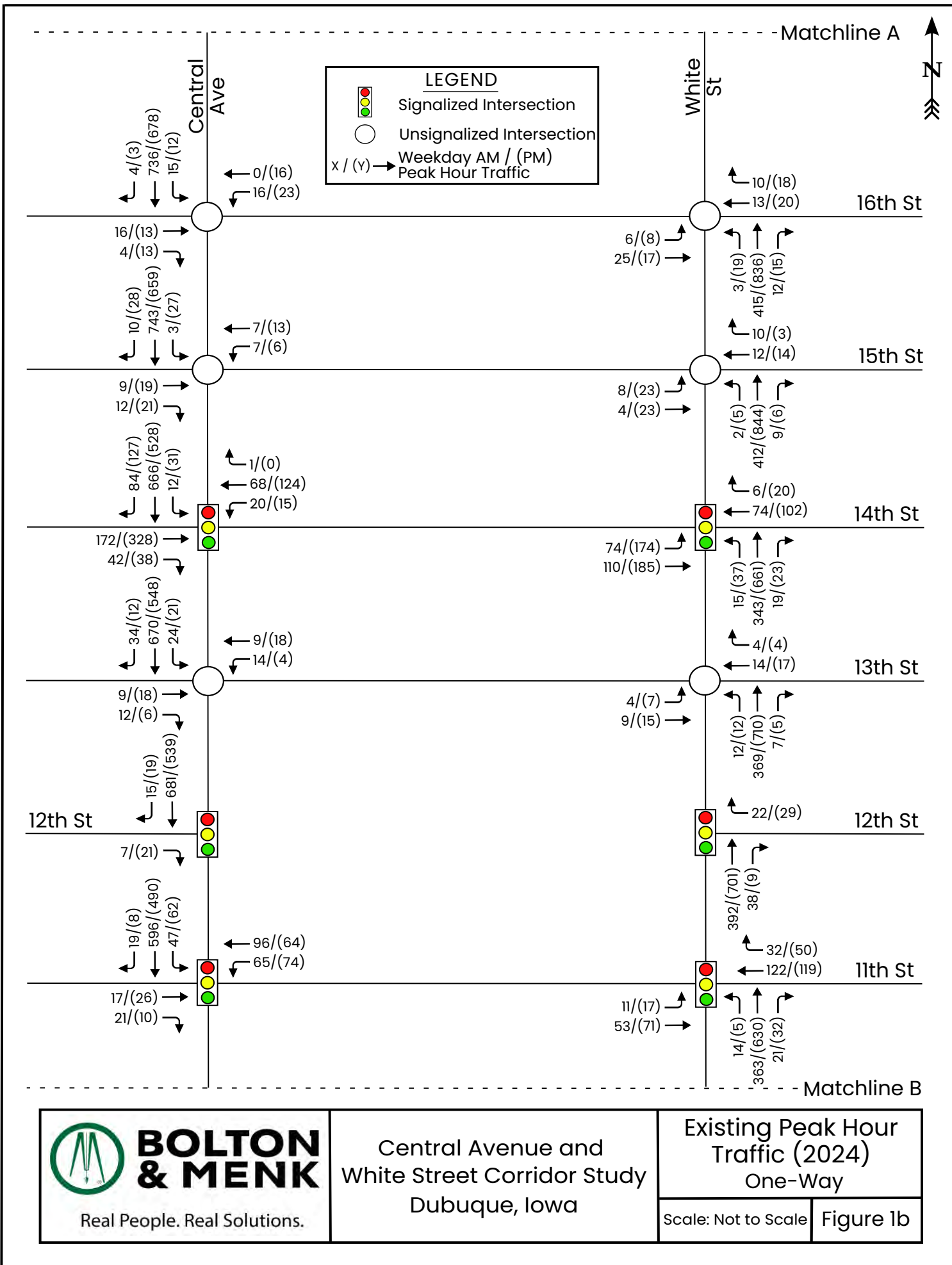
Real People. Real Solutions.

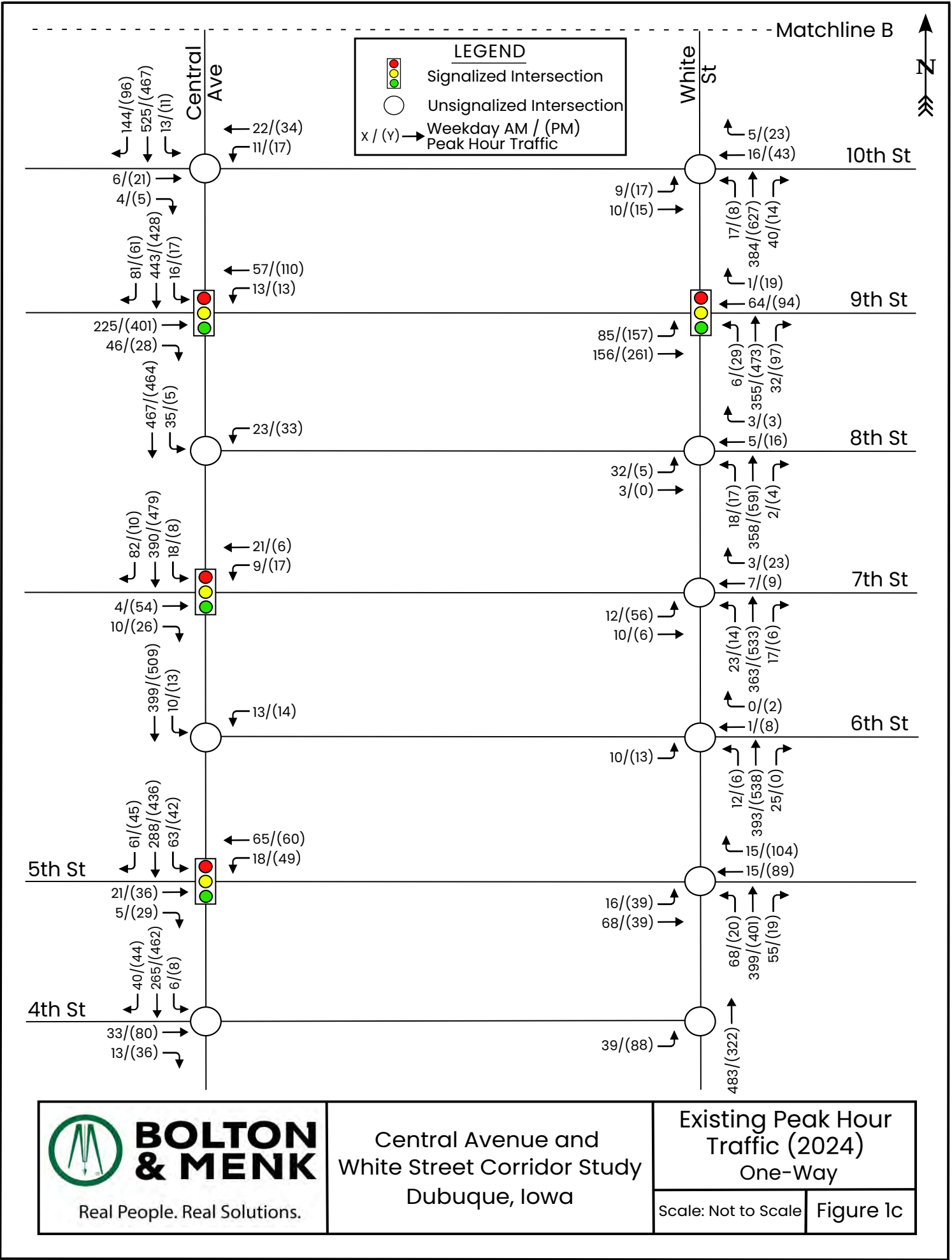
Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

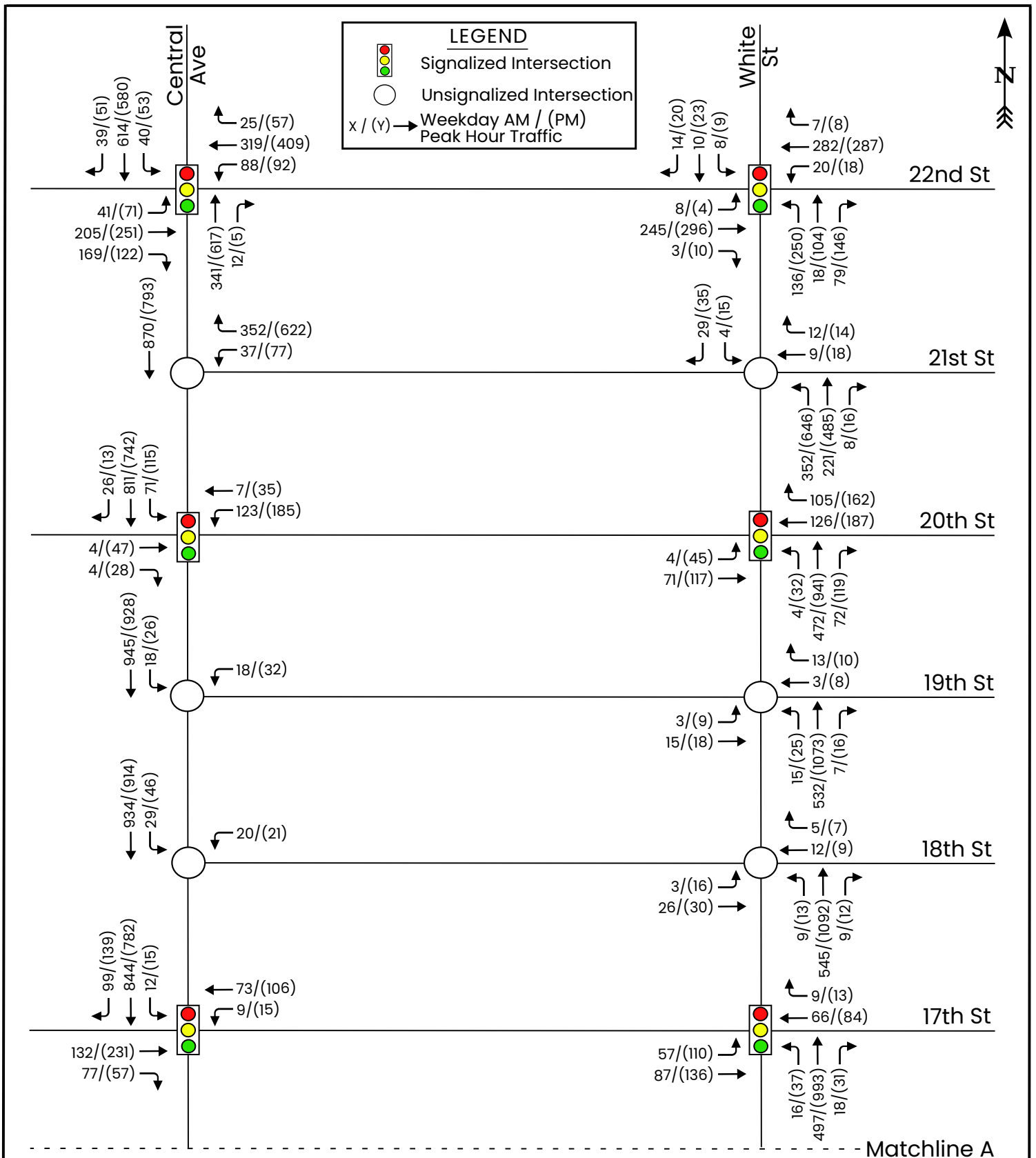
Existing Peak Hour  
Traffic (2024)  
One-Way

Scale: Not to Scale

Figure 1a







**BOLTON  
& MENK**

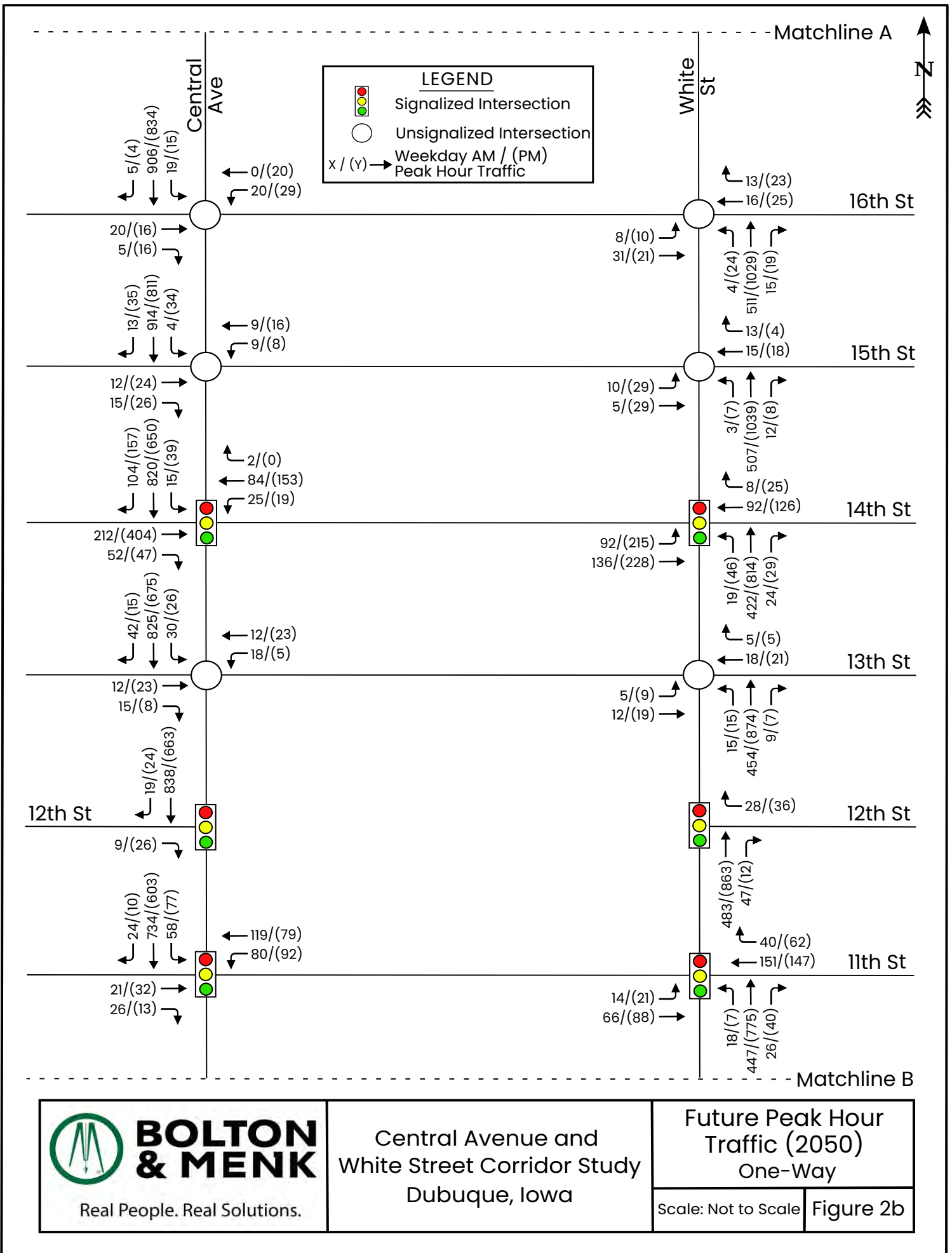
Real People. Real Solutions.

Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

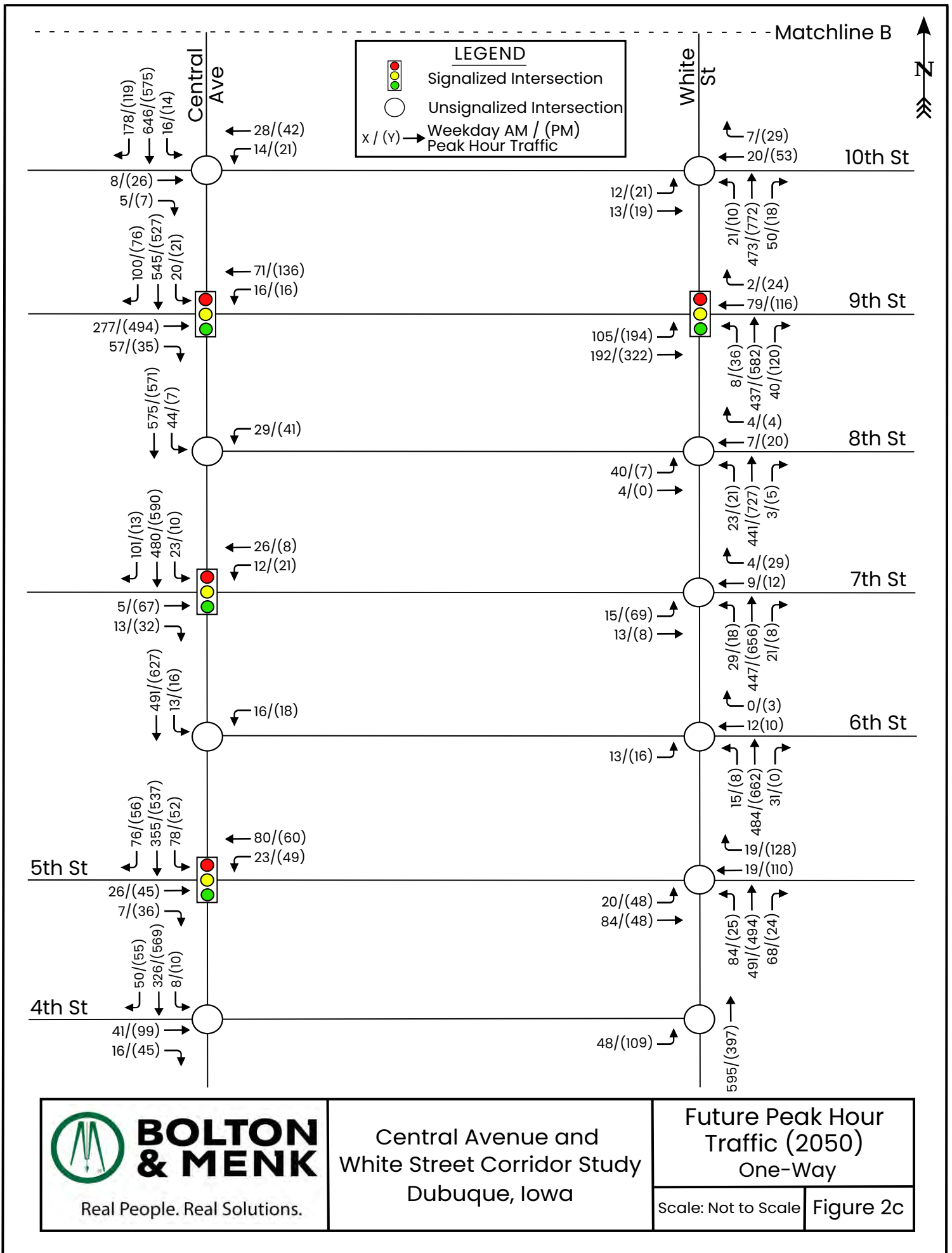
Future Peak Hour  
Traffic (2050)  
One-Way

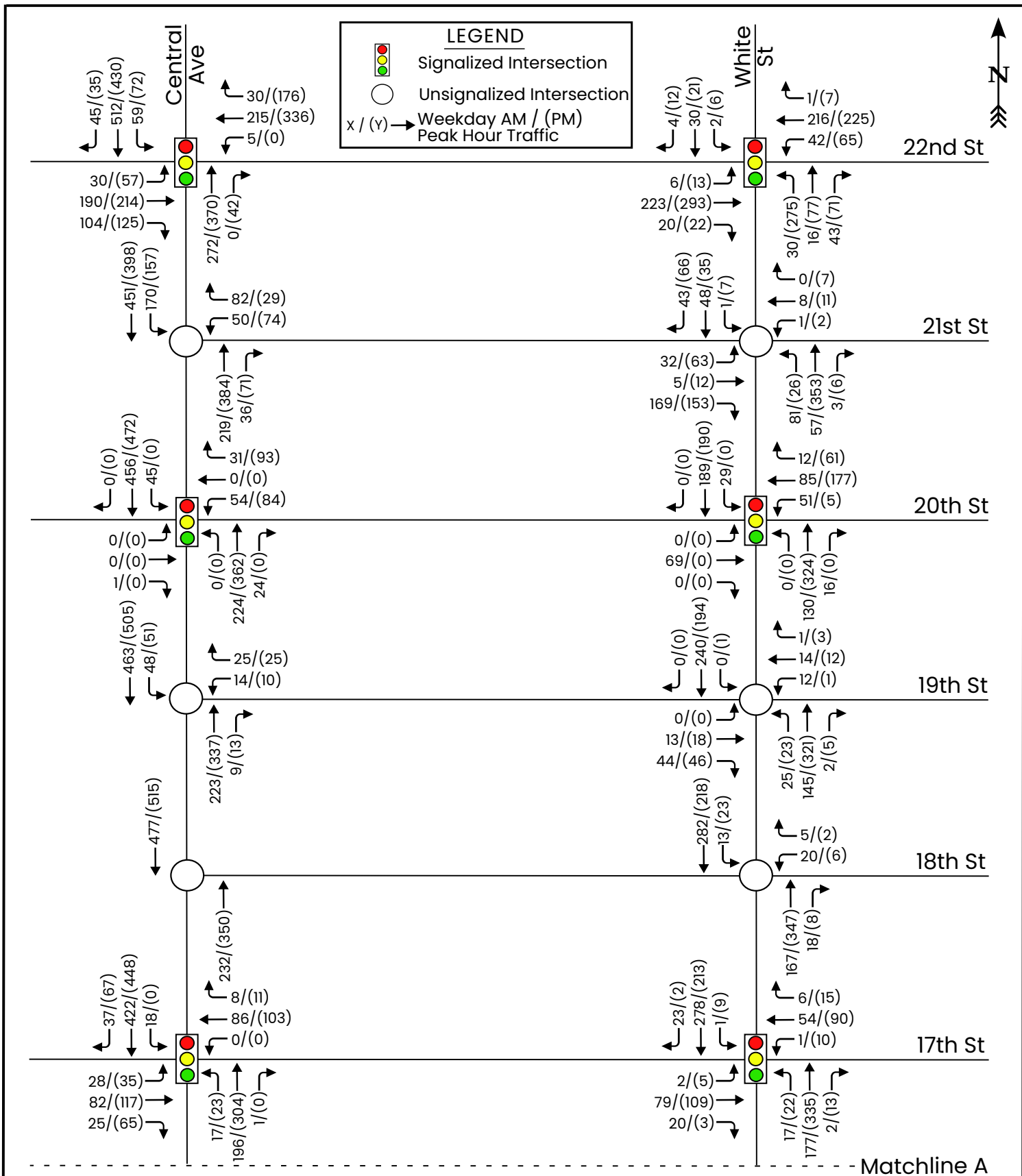
Scale: Not to Scale

Figure 2a









**BOLTON  
& MENK**

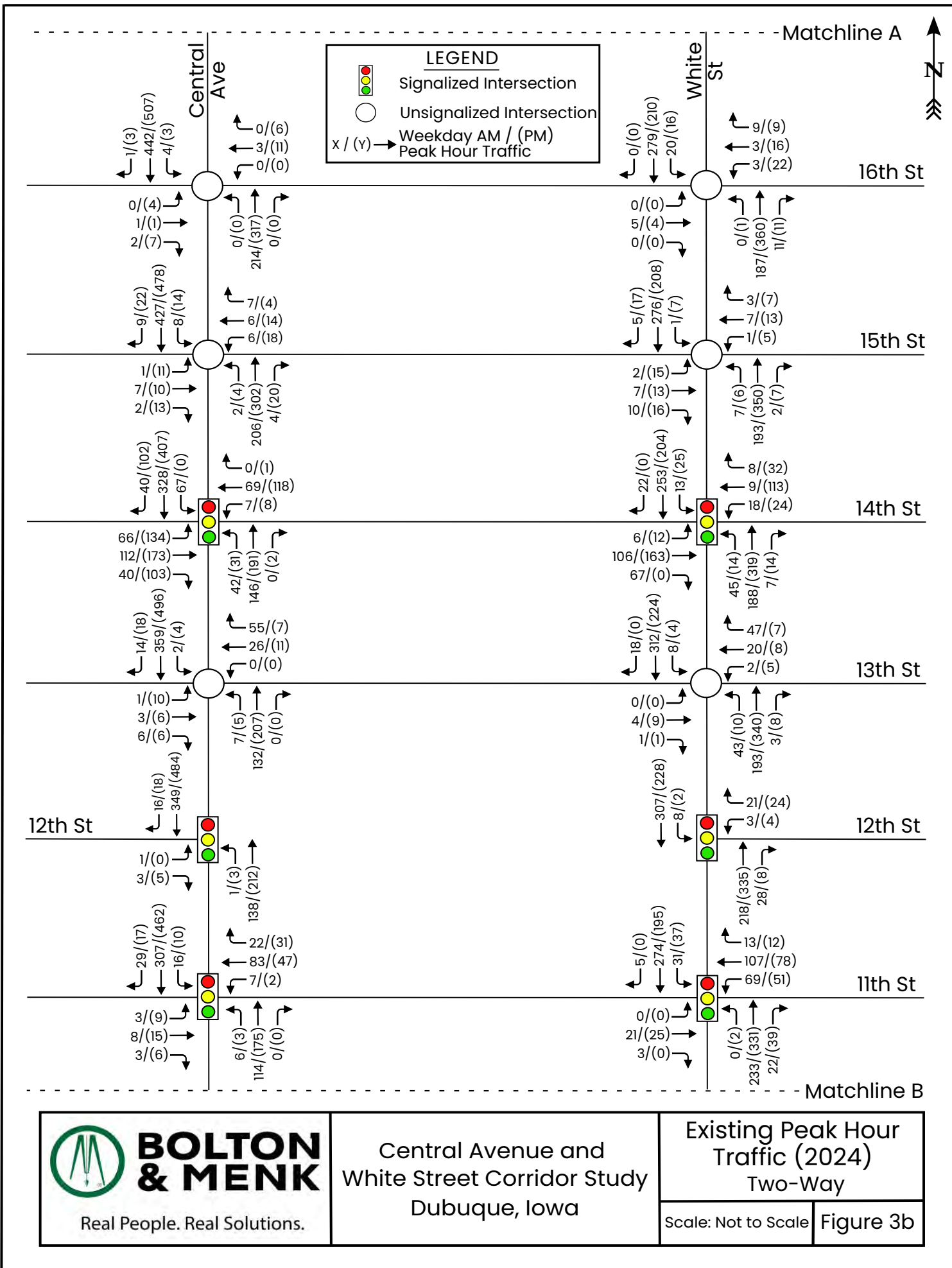
Real People. Real Solutions.

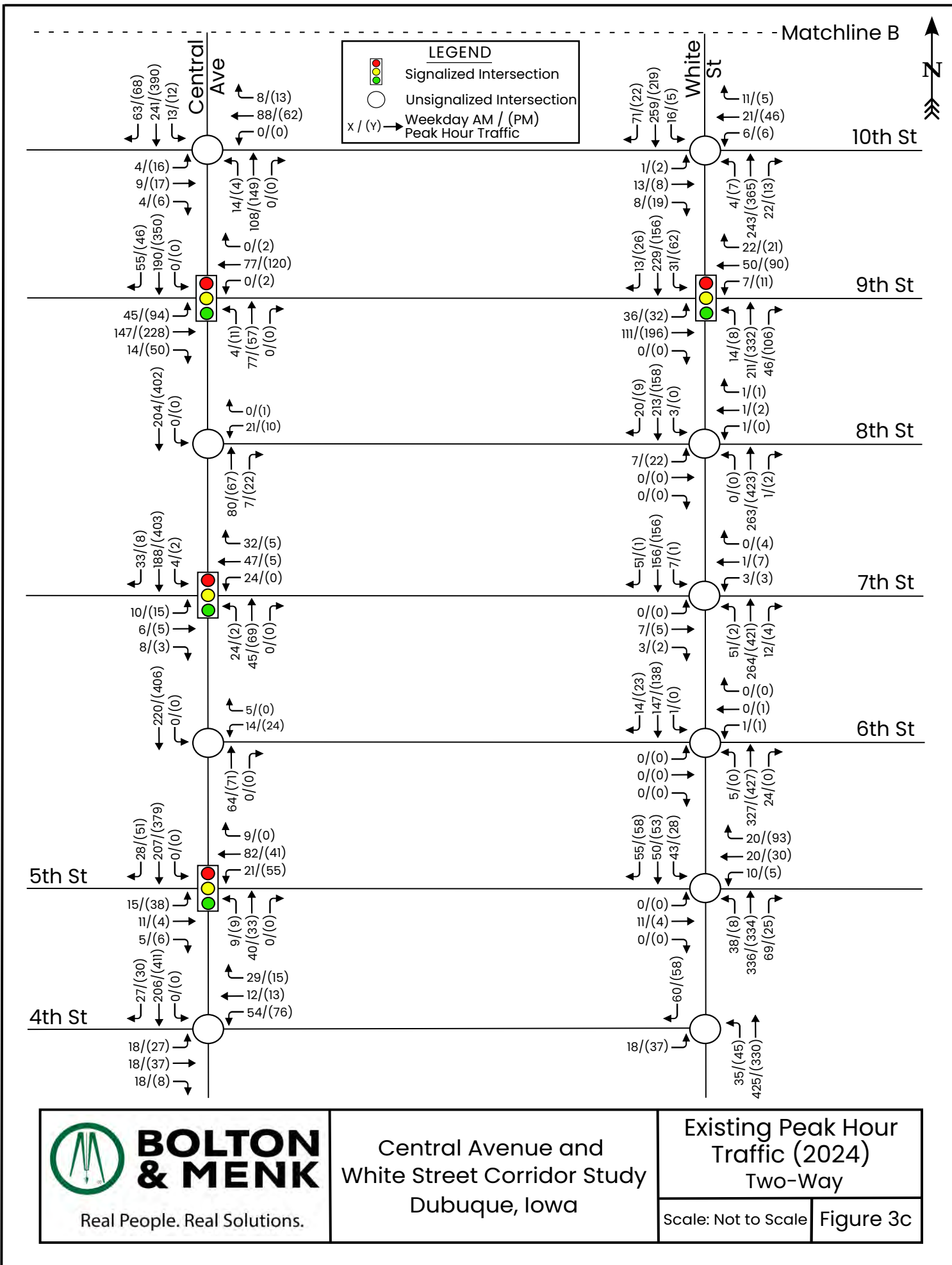
Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

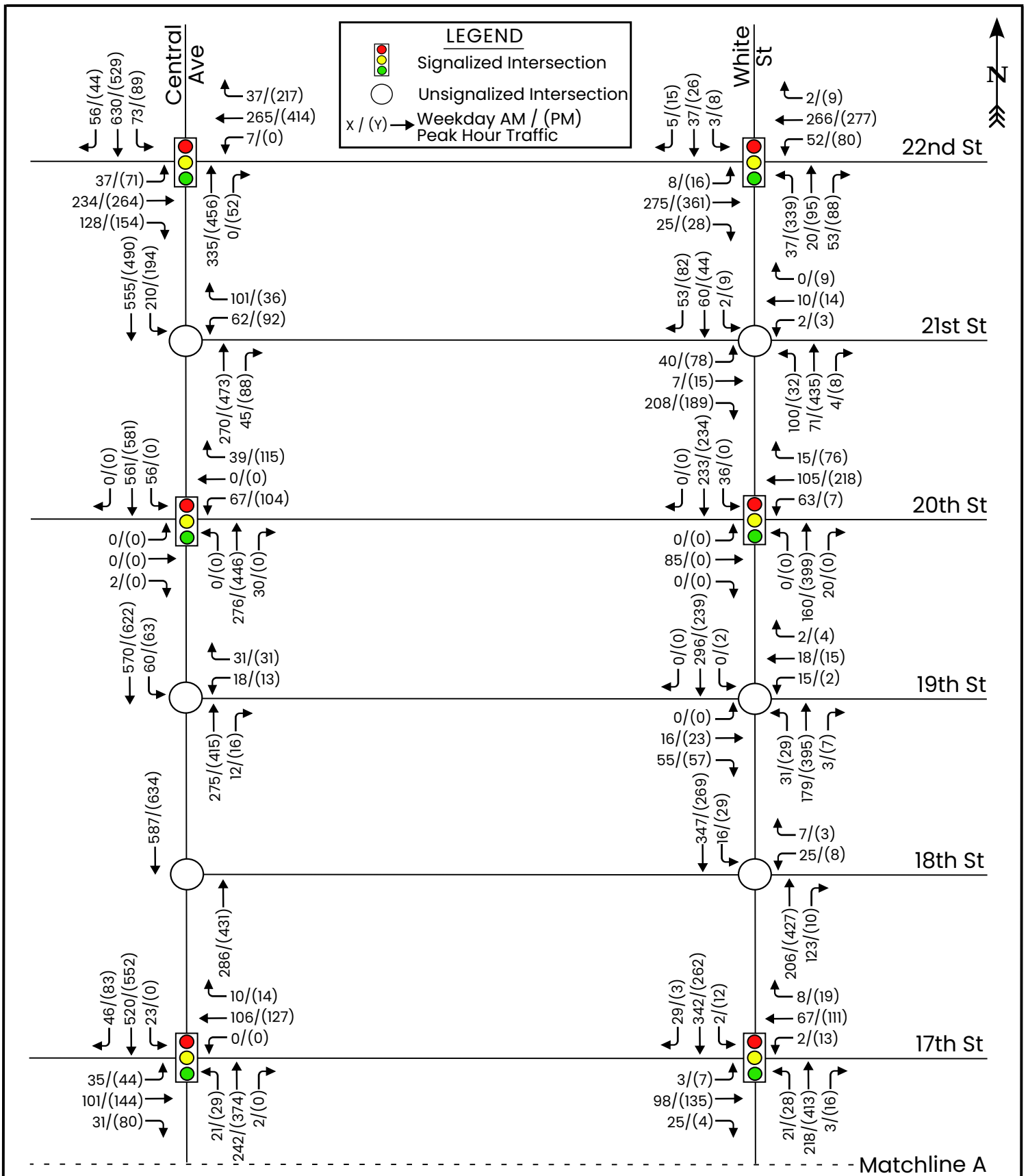
Existing Peak Hour  
Traffic (2024)  
Two-Way

Scale: Not to Scale

Figure 3a







**BOLTON  
& MENK**

Real People. Real Solutions.

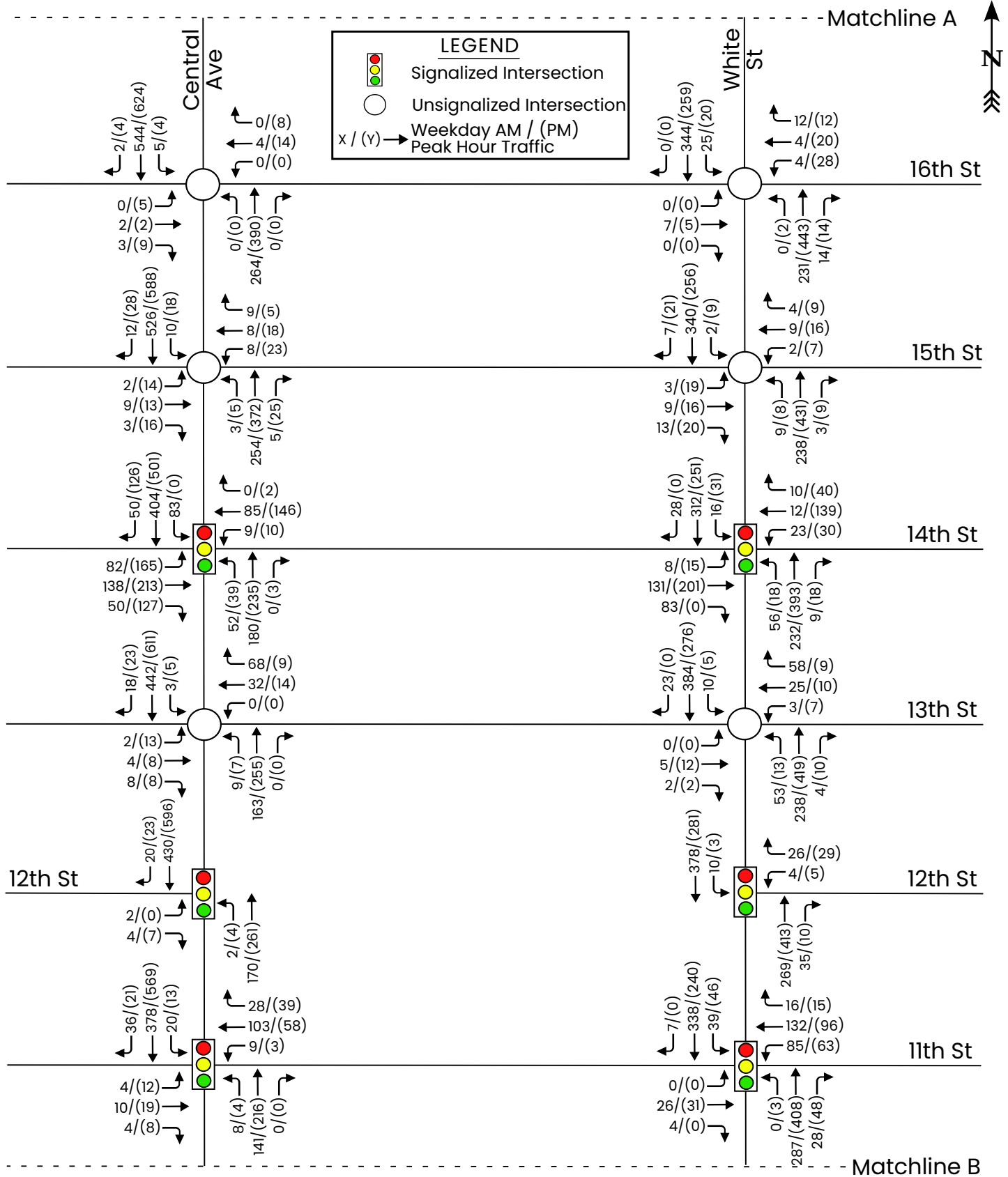
Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

Future Peak Hour  
Traffic (2050)  
Two-Way

Scale: Not to Scale

Figure 4a





**BOLTON  
& MENK**

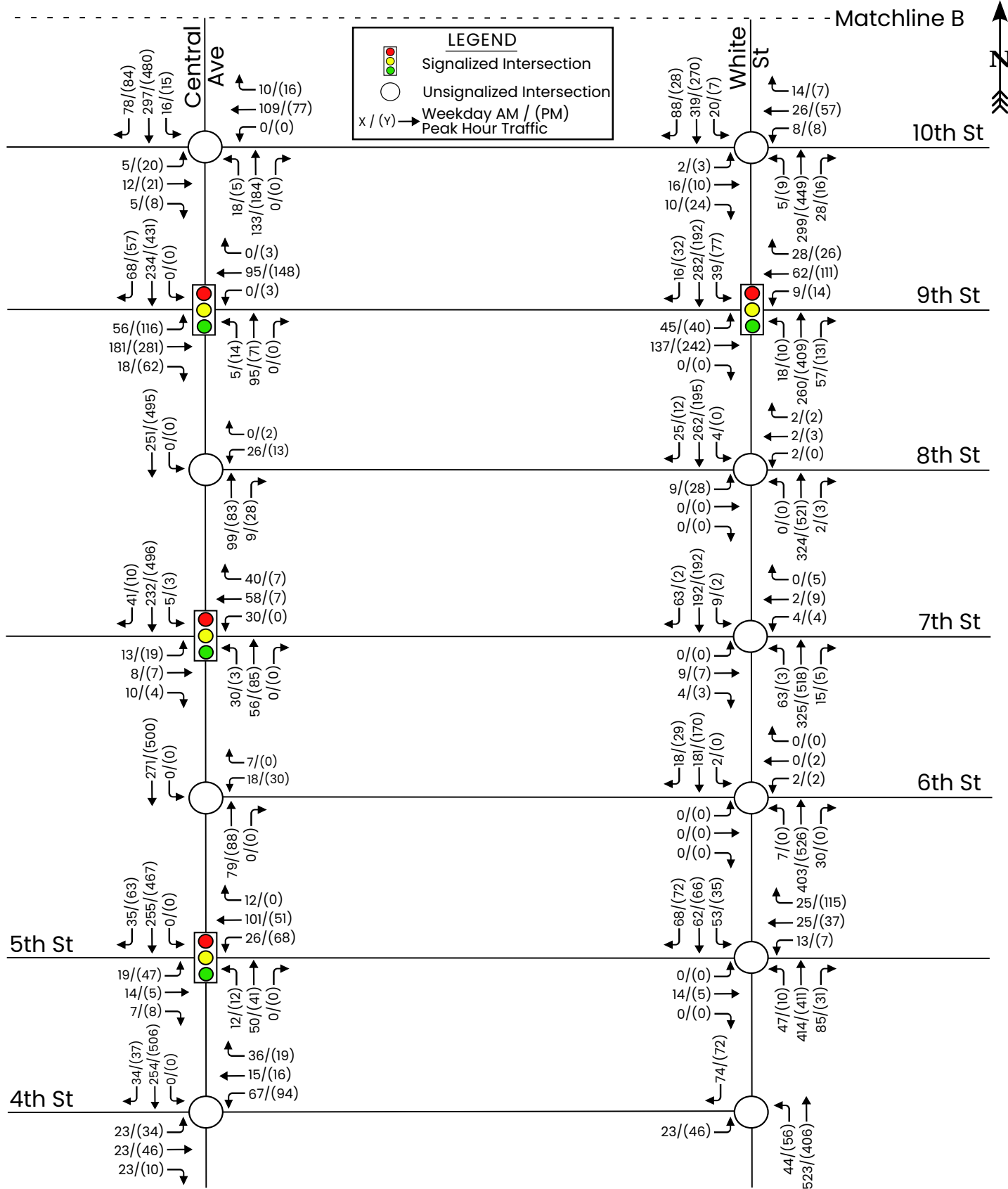
Real People. Real Solutions.

Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

Future Peak Hour  
Traffic (2050)  
Two-Way

Scale: Not to Scale

Figure 4b



**BOLTON  
& MENK**

Real People. Real Solutions.

Central Avenue and  
White Street Corridor Study  
Dubuque, Iowa

Future Peak Hour  
Traffic (2050)  
Two-Way

Scale: Not to Scale

Figure 4c

## Appendix E: Operations Summary

## 2024 Existing one way AM

Project:  
Scenario:  
Analysis:

[illegible]

2024 Existing one way PM

Project:		Scenario:		Analysis:																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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2050 one way AM

Project:		Dubuque - Central & White																																	
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		Existing 2050 AM - 45 min																																	
Intersection ID	Intersection	Alternative	Control	Approach	Traffic Volumes (veh)					Traffic Delays (sec/veh)					Traffic Operating (Pass)																				
					Northbound Volumes					Movement Delays (2050)					Intersection Delay - LOS					Left Turn					Right Turn										
					U	L	T	R	Total	U	L	T	R	Total	U	L	T	R	Total	Storage	Ang	Wt	Thru	Storage	Ang	Wt	Thru	Storage	Ang	Wt	Thru				
1	Wilton St & E 4th St	Existing 2050 AM	Stop	LS	-	15	-	-	15	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
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				WS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	Wilton St & E 5th St	Existing 2050 AM	Stop	LS	-	26	27	-	53	-	7.5	20.5	-	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	26	27	-	53	-	7.5	20.5	-	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	26	27	-	53	-	7.5	20.5	-	28	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Wilton St & E 6th St	Existing 2050 AM	Stop	LS	-	35	-	-	35	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Wilton St & E 7th St	Existing 2050 AM	Stop	LS	-	17	-	-	17	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	17	-	-	17	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				WS	-	17	-	-	17	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Wilton St & E 8th St	Existing 2050 AM	Stop	LS	-	3	-	-	3	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	15	-	-	15	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	3	-	-	3	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	3	-	-	3	-	7.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Wilton St & E 9th St	Existing 2050 AM	Signalized	LS	-	100	286	-	387	-	26.5	205.5	-	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Wilton St & E 10th St	Existing 2050 AM	Stop	LS	-	9	21	-	30	-	8.5	8.5	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	17	-	-	17	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	9	21	-	30	-	8.5	8.5	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	9	21	-	30	-	8.5	8.5	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Wilton St & E 11th St	Existing 2050 AM	Signalized	LS	-	25	75	-	100	-	8.5	75	-	83.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	25	75	-	100	-	8.5	75	-	83.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				WS	-	3	-	-	3	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	Wilton St & E 12th St	Existing 2050 AM	Signalized	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				ES	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Wilton St & E 13th St	Existing 2050 AM	Stop	LS	-	18	25	-	43	-	8.5	8.5	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	17	-	-	17	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	18	25	-	43	-	8.5	8.5	-	17	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	17	-	-	17	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
11	Wilton St & E 14th St	Existing 2050 AM	Signalized	LS	-	108	286	-	394	-	26.5	205.5	-	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	27	-	-	27	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
12	Wilton St & E 15th St	Existing 2050 AM	Stop	LS	-	18	21	-	39	-	8.5	20.5	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	20	-	-	20	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	18	21	-	39	-	8.5	20.5	-	29	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	20	-	-	20	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
13	Wilton St & E 16th St	Existing 2050 AM	Stop	LS	-	5	21	-	26	-	7.5	8.5	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	18	-	-	18	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	5	21	-	26	-	7.5	8.5	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	18	-	-	18	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
14	Wilton St & E 17th St	Existing 2050 AM	Signalized	LS	-	48	7	13	68	-	26.5	10.5	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	26	15	10	51	-	15.5	10.5	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	48	7	13	68	-	26.5	10.5	-	37	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	26	15	10	51	-	15.5	10.5	-	26	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
15	Wilton St & E 18th St	Existing 2050 AM	Stop	LS	-	25	-	-	25	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	7	-	-	7	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	25	-	-	25	-	8.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	7	-	-	7	-	1.5	-	-	1.5	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
16	Wilton St & E 19th St	Existing 2050 AM	Stop	LS	-	7	26	3	36	-	8.5	8.5	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	18	17	3	38	-	1.5	1.5	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				ES	-	7	26	3	36	-	8.5	8.5	-	16	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				WS	-	18	17	3	38	-	1.5	1.5	-	3	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
17	Wilton St & E 20th St	Existing 2050 AM	Signalized	LS	-	98	286	-	384	-	26.5	205.5	-	232	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-		
				NS	-	27	-	-																											

2050 one way PM

Project:		Dubuque - Central & Wilcox		Existing		B&O																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																																															
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2024 Two way AM

Project:		Dubuque - Central & White																	
Scenario:		Existing																	
Analysis:		BML																	
		Alt 1 - 2024 AM - 10 am																	
Intersection ID	Intersection	Alternative	Control	Approach	Traffic Volumes (veh)					Traffic Delay (sec/veh)					Traffic Operating (Rank)				
					Modelled Volumes					Movement (Delay - 2024)					Intersection Delay - LOS				
					U	L	T	R	Total	U	L	T	R	Total	U Turn	Storage	Ang	Wdg	Thru
1	Wilton St & E 4th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
2	Wilton St & E 5th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
3	Wilton St & E 6th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
4	Wilton St & E 7th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
5	Wilton St & E 8th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
6	Wilton St & E 9th St	Alt 1, 2024 AM	Signalized	US	47	386	-	-	423	20.0	20.0	-	-	40.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
7	Wilton St & E 10th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
8	Wilton St & E 11th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
9	Wilton St & E 12th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
10	Wilton St & E 13th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
11	Wilton St & E 14th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
12	Wilton St & E 15th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
13	Wilton St & E 16th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
14	Wilton St & E 17th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
15	Wilton St & E 18th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
16	Wilton St & E 19th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
17	Wilton St & E 20th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
18	E 21st St & Wilton St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
19	21st St & Wilton St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
20	Central Ave & W 4th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
21	Central Ave & W 5th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
22	Central Ave & W 6th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
23	Central Ave & W 7th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
24	Central Ave & W 8th St	Alt 1, 2024 AM	Stop	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
25	Central Ave & W 9th St	Alt 1, 2024 AM	Signalized	US	36	-	-	-	36	0.0	-	-	-	0.0	-	-	-	-	-
				NS	36	-	-	-	36	0.0	-	-	-	0.0	-	-			

## 2024 Two way PM

Project: Dubuque - Central & White  
Scenario: Existing  
Analysis: BMI

[illegible]

## 2050 Two way AM

Project: Dubuque - Central & White  
Scenario: Existing  
Analysis: BMI

Dubuque - Central & White  
Existing  
BMII

Intersection ID	Intersection	Alternative	Control	Approach	Traffic Data (veh/hr)										Intersection Priority (ICD)	U Turn	Left Turn	Traffic Quoting (Buss)				Right Turn	
					Maximum Volume (veh/hr)					Maximum Delay (sec/veh)								Through					
					Approach					Approach								Through					
					U	L	T	R	Total	U	L	T	R	Avg	Storage	Aug	Min	Storage	Aug	Min			
1	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
5	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
10	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
11	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
13	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
14	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
15	Winton St & W 5th St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17	Winton St & W 5th St	Alt 1_2550 AM	Signalized	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18	C 23rd St & Winton St	Alt 1_2550 AM	Stop	0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
				0A	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0</			



2050 Two way PM

Project:		Dubuque - Central & White																							
Scenario:		Existing																							
Analysis:		BMI																							
		All 3 2050 PM v.0.0m																							
Intersection ID	Intersection	Alternative	Control	Approach	Traffic Volumes (veh)					Traffic Delays (sec/veh)					Traffic Operating (Peak)										
					Modelled Volumes				Total	Movement Delays (2050)				Delay - LOS	Storage		Through		Left Turn		Right Turn				
U	L	T	R	U	L	T	R	U		L	T	R	Ang		Max	Ang	Max	Ang	Max	Ang	Max				
1	Winton St & E 4th St	PM	Stop	LS	-	75	-	-	75	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	26	-	685	-	711	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
		PM	Stop	LS	-	-	-	-	-	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
2	Winton St & E 5th St	PM	Stop	LS	-	30	-	30	60	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	7	30	685	-	722	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
		PM	Stop	LS	-	10	170	30	190	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
3	Winton St & E 6th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	107	-	107	214	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
4	Winton St & E 7th St	PM	Stop	LS	-	17	-	0	17	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	0	30	10	0	40	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
5	Winton St & E 8th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	106	-	106	212	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
6	Winton St & E 9th St	PM	Signalized	LS	-	15	270	100	385	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
		PM	Signalized	RS	12	30	20	100	162	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
7	Winton St & E 10th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	685	30	725	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
8	Winton St & E 11th St	PM	Signalized	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	1	100	30	100	231	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
9	Winton St & E 12th St	PM	Signalized	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	100	30	100	230	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
10	Winton St & E 13th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	685	30	725	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
11	Winton St & E 14th St	PM	Signalized	LS	-	10	200	100	310	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
		PM	Signalized	RS	12	30	20	100	162	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
12	Winton St & E 15th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	0	685	0	685	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
13	Winton St & E 16th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	685	30	725	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
14	Winton St & E 17th St	PM	Signalized	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	200	100	310	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
15	Winton St & E 18th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	685	30	725	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
16	Winton St & E 19th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	685	30	725	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
17	Winton St & E 20th St	PM	Signalized	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	200	100	310	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
18	E 21st St & Winton St	PM	Stop	LS	10	107	17	0	124	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	26	170	7	107	210	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
19	21st St & Winton St	PM	Signalized	LS	-	10	200	100	310	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
		PM	Signalized	RS	12	30	20	100	162	-	0.0	-	-	0.0	-	25	75	-	-	-	-				
20	Central Ave & W 4th St	PM	Stop	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
21	Central Ave & W 5th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
22	Central Ave & E 6th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	-	0	10	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
23	Central Ave & W 7th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
24	Central Ave & W 8th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
25	Central Ave & W 9th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
26	Central Ave & W 10th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
27	Central Ave & W 11th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
28	Central Ave & E 12th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
29	Central Ave & W 13th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
30	Central Ave & W 14th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
31	Central Ave & W 15th St	PM	Stop	LS	-	0	0	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
32	Central Ave & W 16th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
33	Central Ave & W 17th St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
34	Central Ave & E 18th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
35	Central Ave & E 19th St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
36	Central Ave & 20th St Parking Garage	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
37	Central Ave & E 21st St	PM	Stop	LS	-	0	-	0	0	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Stop	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
38	Central Ave & 22nd St	PM	Signalized	LS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				
		PM	Signalized	RS	-	10	70	30	110	-	0.0	-	-	0.0	-	-	-	-	-	-	-				

2024 One way, one lane S. of 9th AM

Project: Dubuque - Central & White  
Scenario: Existing  
Acoustic: BML

Alt 2 2024 AM v8.am																										
Information ID	Intersection	Alternative	Control	Approach	Modelled volumes					Movement Delays (sec)					Traffic Operating (Pass)											
					U L T R Total					U L T R Total					Intersection Delay (sec)											
					U	L	T	R	Total	U	L	T	R	Total	U Turn	Thru	Left Turn	Thru	Left Turn	Thru	Right Turn	Thru	Left Turn	Thru	Right Turn	Thru
1	Wilton St & E 4th St	AM 2,204	Stop	US	16	-	-	-	16	15.9	-	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				NS	-	-	477	-	477	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
2	Wilton St & E 5th St	AM 2,204	Stop	US	25	25	-	-	50	15.9	15.9	-	-	15.9	-	-	-	25	100	-	-	-	-	-	-	-
				NS	17	17	-	-	34	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	
				NS	16	16	16	167	157	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
3	Wilton St & E 6th St	AM 2,204	Stop	US	8	-	-	-	8	15.9	-	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	
				NS	-	-	100	-	100	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
4	Wilton St & E 7th St	AM 2,204	Stop	US	15	2	-	-	17	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	2	2	-	-	4	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	10	10	20	15.9	15.9	15.9	15.9	15.9	-	-	-	25	100	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
5	Wilton St & E 8th St	AM 2,204	Stop	US	8	-	-	-	8	15.9	-	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	-
				NS	-	-	100	-	100	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
6	Wilton St & E 9th St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
7	Wilton St & E 10th St	AM 2,204	Stop	US	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
8	Wilton St & E 11th St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
9	Wilton St & E 12th St	AM 2,204	Signalized	US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
10	Wilton St & E 13th St	AM 2,204	Stop	US	16	16	-	-	32	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	16	16	-	-	32	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
11	Wilton St & E 14th St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
12	Wilton St & E 15th St	AM 2,204	Stop	US	16	16	-	-	32	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	16	16	-	-	32	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
13	Wilton St & E 16th St	AM 2,204	Stop	US	2	2	-	-	4	15.9	15.9	-	-	15.9	-	-	-	2	10	-	-	-	-	-	-	-
				NS	2	2	-	-	4	15.9	15.9	-	-	15.9	-	-	-	2	10	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
14	Wilton St & E 17th St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
15	Wilton St & E 18th St	AM 2,204	Stop	US	8	-	-	-	8	15.9	-	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	8	10	-	-	-	-	-	-	-
				NS	-	-	100	-	100	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
16	Wilton St & E 19th St	AM 2,204	Stop	US	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
17	Wilton St & E 20th St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
18	Wilton St & E 21st St	AM 2,204	Stop	US	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	8	8	-	-	16	15.9	15.9	-	-	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
19	Wilton St & E 22nd St	AM 2,204	Signalized	US	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	16	16	-	-	32	25.1	25.1	-	-	25.1	-	-	-	16	100	-	-	-	-	-	-	-
				NS	-	-	100	10	110	15.9	15.9	15.9	15.9	15.9	-	-	-	25	75	-	-	-	-	-	-	-
				US	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
20																										

2024 One way, one lane S. of 9th PM

Project: Scenario: Acoustic		Dubuque - Central & White Existing BML		AUG 2, 2024 PM - 10 am																						
Intersection ID	Intersection	Alternative	Control	Approach	Traffic Volumes (veh)					Traffic Delays (sec/veh)					Traffic Operating (feet)											
					Model Traffic Volumes					Movement Delays (sec/veh)					Intersection Delays - LOS					U-Turn						
					U	L	T	R	Total	U	L	T	R	Total	Storage	Ang	Wdg	Thru	Thru	Storage	Ang	Wdg	Thru	Thru		
1	Wilton St & E 4th St	PM	Stop	LS	16	-	-	86	-	8.5	-	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
2	Wilton St & E 5th St	PM	Stop	LS	16	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
3	Wilton St & E 6th St	PM	Stop	LS	16	871	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
4	Wilton St & E 7th St	PM	Stop	LS	16	2	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
5	Wilton St & E 8th St	PM	Stop	LS	-	20	-	2	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
6	Wilton St & E 9th St	PM	Signalized	LS	167	288	-	455	-	16.5	27.5	-	-	16.5	-	-	-	-	-	-	-	-	-	-	-	-
7	Wilton St & E 10th St	PM	Stop	LS	16	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
8	Wilton St & E 11th St	PM	Signalized	LS	16	20	-	20	-	7.5	0.5	-	-	7.5	-	-	-	-	-	-	-	-	-	-	-	-
9	Wilton St & E 12th St	PM	Signalized	LS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
10	Wilton St & E 13th St	PM	Stop	LS	16	20	-	20	-	8.5	0.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
11	Wilton St & E 14th St	PM	Signalized	LS	170	286	-	456	-	16.5	27.5	-	-	16.5	-	-	-	-	-	-	-	-	-	-	-	-
12	Wilton St & E 15th St	PM	Stop	LS	16	20	-	20	-	8.5	0.5	-	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
13	Wilton St & E 16th St	PM	Stop	LS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
14	Wilton St & E 17th St	PM	Signalized	LS	16	207	-	166	-	10.5	27.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
15	Wilton St & E 18th St	PM	Stop	LS	16	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
16	Wilton St & E 19th St	PM	Stop	LS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
17	Wilton St & E 20th St	PM	Signalized	LS	16	20	-	166	-	10.5	27.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
18	Wilton St & E 21st St	PM	Stop	LS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
19	Wilton St & E 22nd St	PM	Signalized	LS	16	207	-	166	-	10.5	27.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
20	Central Ave & W 4th St	PM	Stop	MS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
21	Central Ave & W 5th St	PM	Signalized	MS	47	17	-	174	-	10.5	27.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
22	Central Ave & E 5th St	PM	Stop	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
23	Central Ave & W 7th St	PM	Signalized	MS	17	7	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
24	Central Ave & W 8th St	PM	Stop	MS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	
25	Central Ave & W 9th St	PM	Signalized	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
26	Central Ave & W 10th St	PM	Stop	MS	17	7	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
27	W 10th St & Central Ave	PM	Signalized	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
28	Central Ave & E 12th St	PM	Signalized	MS	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-	-
29	Central Ave & W 13th St	PM	Stop	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
30	Central Ave & W 14th St	PM	Signalized	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
31	Central Ave & W 15th St	PM	Stop	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
32	Central Ave & W 16th St	PM	Stop	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
33	Central Ave & W 17th St	PM	Signalized	MS	16	870	80	1050	-	8.5	0.5	0.5	-	8.5	-	-	-	-	-	-	-	-	-	-	-	-
34	Central Ave & E 18th St	PM	Stop	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
35	Central Ave & E 19th St	PM	Stop	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
36	Central Ave & E 20th St	PM	Signalized	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
37	Central Ave & E 21st St	PM	Stop	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-
38	Central Ave & E 22nd St	PM	Signalized	MS	-	20	-	20	-	10.5	0.5	-	-	10.5	-	-	-	-	-	-	-	-	-	-	-	-

2050 One way, one lane S. of 9th AM

Project:	Dubuque - Central & White
Scenario:	Existing
Analysis:	BMI

Information ID	Intersection	Alternative	Control	Approach	Traffic Volume (veh)										Intersection Delay (s/veh)	Traffic Operating Hours									
					Morning Volume					Midday Volume						Evening Volume					Night Volume				
					M	L	T	R	Total	M	L	T	R	Total		M	L	T	R	Total	M	L	T	R	Total
					10	20	30	40	100	10	20	30	40	100		10	20	30	40	100	10	20	30	40	100
1	Wilshire St. & W 25th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
2	Wilshire St. & W 30th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
3	Wilshire St. & W 35th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
4	Wilshire St. & W 70th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
5	Wilshire St. & W 80th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
6	Wilshire St. & W 90th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
7	Wilshire St. & W 100th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
8	Wilshire St. & W 110th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
9	Wilshire St. & W 120th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
10	Wilshire St. & W 130th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
11	Wilshire St. & W 140th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
12	Wilshire St. & W 150th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
13	Wilshire St. & W 160th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
14	Wilshire St. & W 170th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
15	Wilshire St. & W 180th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
16	Wilshire St. & W 190th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
17	Wilshire St. & W 200th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
18	Wilshire St. & W 210th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
19	Wilshire St. & W 220th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
20	Central Ave. & W 80th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
21	Central Ave. & W 100th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
22	Central Ave. & W 120th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
23	Central Ave. & W 170th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
24	Central Ave. & W 80th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
25	Central Ave. & W 90th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
26	Central Ave. & W 100th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
27	W 110th St. & Central Ave.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
28	Central Ave. & W 120th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
29	Central Ave. & W 130th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
30	Central Ave. & W 140th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
31	Central Ave. & W 150th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
32	Central Ave. & W 160th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
33	Central Ave. & W 170th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
34	Central Ave. & W 180th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
35	Central Ave. & W 190th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
36	E 200th St. & Central Ave./Highway 99 Interchange	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
37	Central Ave. & W 210th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40
38	Central Ave. & W 220th St.	Alt 2 - 2550 AM	Stop	AM	100	100	100	100	400	10	10	10	10	40	10	10	10	10	10	40	10	10	10	10	40

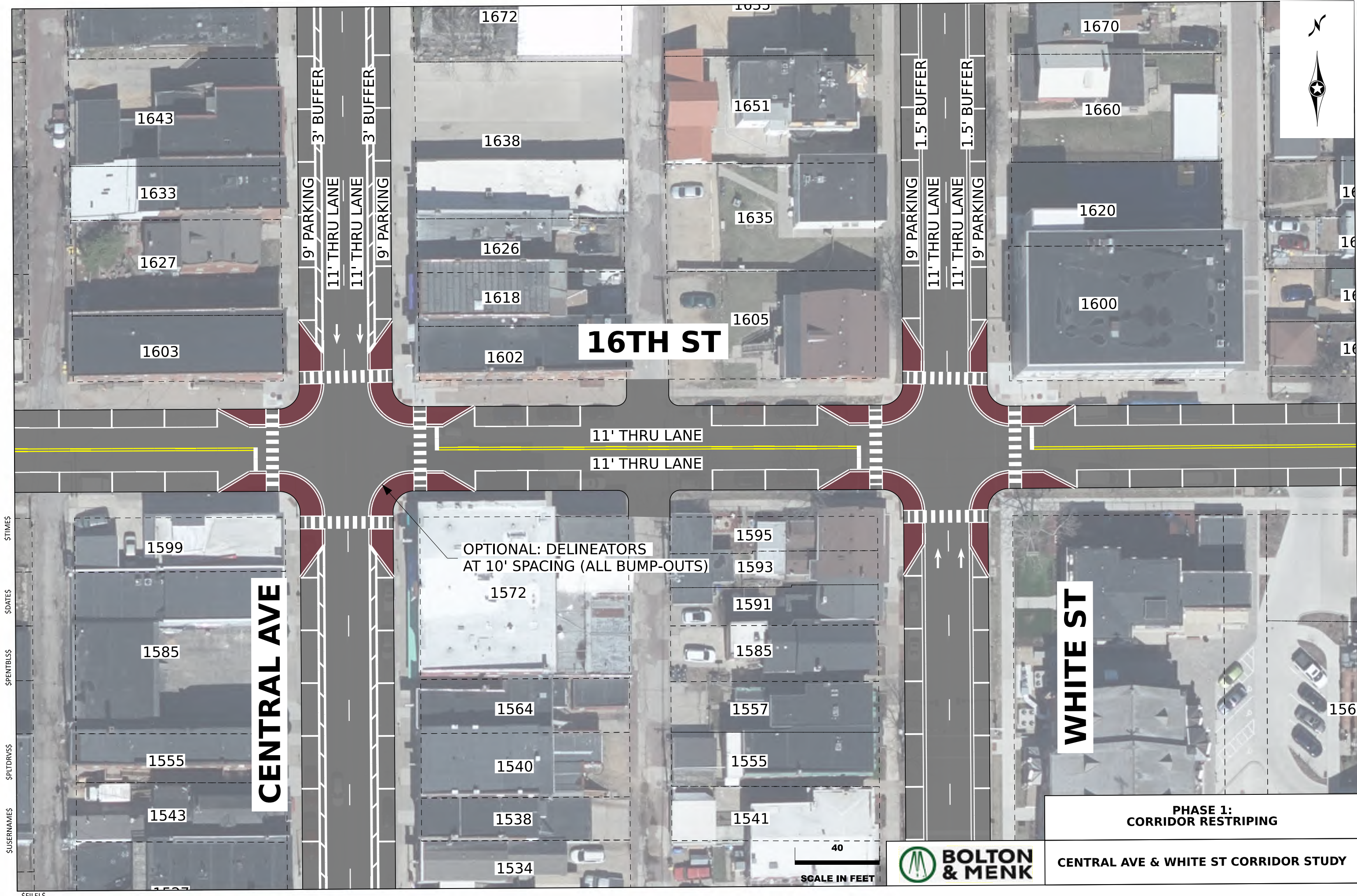
2050 One way, one lane S. of 9th PM

Project: Dubuque - Central & White  
Scenario: Existing  
Analysis: BMI

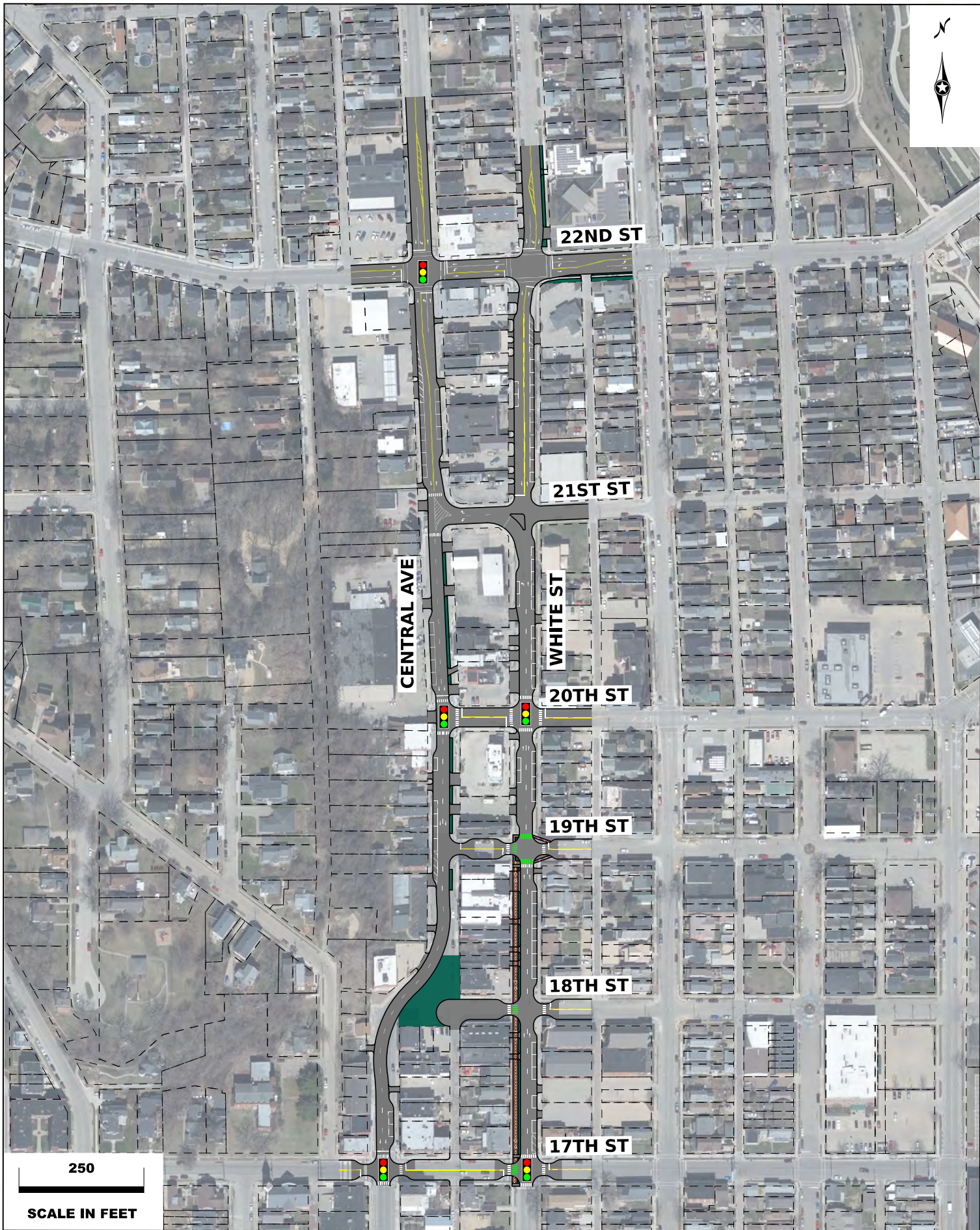
[illegible]

## Appendix F: Preferred Alternative Layout









250

SCALE IN FEET



**BOLTON  
& MENK**

**PHASE 2 - 22ND ST TO 17TH ST**

**CENTRAL AVE & WHITE ST CORRIDOR STUDY**





1/10/2025 10:58:25 AM Mitchell Wall



PHASE 3 - 17TH ST TO 13TH ST

CENTRAL AVE & WHITE ST CORRIDOR STUDY





14TH ST

13TH ST

12TH ST

11TH ST

10TH ST

CENTRAL AVE

WHITE ST

150

SCALE IN FEET



PHASE 4 - 13TH ST TO 11TH ST

CENTRAL AVE & WHITE ST CORRIDOR STUDY





11:25:45 AM  
1/10/2025  
Mitchell.Wall

150  
SCALE IN FEET



PHASE 5 - 11TH ST TO 8TH ST

CENTRAL AVE & WHITE ST CORRIDOR STUDY





11:34:26 AM  
1/10/2025  
Mitchell.Wall

150  
SCALE IN FEET



PHASE 6 - 8TH ST TO 4TH ST

CENTRAL AVE & WHITE ST CORRIDOR STUDY



## Appendix G: Preliminary Cost Estimates

**City of Dubuque  
Central Ave & White St Corridor Study  
OPINION OF PROBABLE COSTS  
Monday, January 13, 2025**

Item No.	Item Code	Description	Unit	Phase 2	Price	Extension
1	2010-E	EXCAVATION, CLASS 10	CY	770	\$ 11.00	\$ 8,470.00
2	2010-G	SUBGRADE PREPARATION	SY	4603	\$ 5.00	\$ 23,015.00
3	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	4603	\$ 13.00	\$ 59,839.00
4	4020-A-1	STORM SEWER, TRENCHED, RCP, 15 INCH	LF	360	\$ 114.00	\$ 41,040.00
5	4020-A-1	STORM SEWER, TRENCHED, RCP, 24 INCH	LF	3300	\$ 190.00	\$ 627,000.00
6	4040-A	SUBDRAIN, TYPE 1C, PVC, 6 INCH	LF	6600	\$ 26.00	\$ 171,600.00
7	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	18	\$ 940.00	\$ 16,920.00
8	4040-D-1	SUBDRAIN OUTLETS AND CONNECTIONS, CMP, 6 INCH	EA	24	\$ 590.00	\$ 14,160.00
9	6010-A	STORM MANHOLE, SW-401, 60 INCH	EA	2	\$ 9,300.00	\$ 18,600.00
10	6010-B	INTAKE, SW-505	EA	12	\$ 8,800.00	\$ 105,600.00
11	6010-B	INTAKE, SW-506	EA	12	\$ 11,900.00	\$ 142,800.00
12	7010-A	PAVEMENT, PCC, 9 INCH, C-SUD	SY	3091	\$ 90.00	\$ 278,190.00
13	7021-B	ASPHALT OVERLAY, 3 IN., SURFACE, 1/2 IN., STANDARD TRAFFIC	SY	16453	\$ 19.00	\$ 312,607.00
14	7030-A-1	REMOVAL OF SIDEWALK	SY	5910	\$ 14.00	\$ 82,740.00
15	7030-A-3	REMOVAL OF DRIVEWAY	SY	860	\$ 15.00	\$ 12,900.00
16	7030-C	SHARED USE PATH, PCC, 6 INCH (CYCLE TRACK)	SY	628	\$ 61.00	\$ 38,308.00
17	7030-E	SIDEWALK, PCC, 4 INCH	SY	8852	\$ 59.00	\$ 522,268.00
18	7030-E	SIDEWALK, PCC, 6 INCH	SY	384	\$ 93.00	\$ 35,712.00
19	7030-G	DETECTABLE WARNING	SF	768	\$ 59.00	\$ 45,312.00
20	7030-H-1	DRIVEWAY, PAVED, PCC, 7 INCH	SY	1350	\$ 93.00	\$ 125,550.00
21	7040-H	PAVEMENT REMOVAL	SY	7850	\$ 17.00	\$ 133,450.00
22	8010-A	TRAFFIC SIGNAL	LS	0.08	\$ 650,000.00	\$ 52,000.00
23	8030-A	TEMPORARY TRAFFIC CONTROL	LS	0.28	\$ 800,000.00	\$ 224,000.00
24	11020-A	MOBILIZATION	LS	0.28	\$ 1,300,000.00	\$ 364,000.00
25	12030-X-X	STREET LIGHT AND FOUNDATION	LS	0.28	\$ 1,000,000.00	\$ 280,000.00
26	12040-X-X	MISC REMOVALS	LS	0.28	\$ 600,000.00	\$ 168,000.00
27	12050-X-X	SIGNS AND PAVEMENT MARKINGS	LS	0.28	\$ 160,000.00	\$ 44,800.00
						\$ 3,948,881.00
Subtotal Construction:						\$ 3,948,881.00
Construction Contingencies 20%:						\$ 789,800.00
Opinion of Estimated Construction Cost:						\$ 4,750,000.00
Preliminary Engineering Report:						\$ 48,000.00
Route Survey and Geotechnical Testing:						\$ 48,000.00
Design, Plans and Specifications:						\$ 380,000.00
Construction Contract Administration:						\$ 71,000.00
Construction Staking:						\$ 48,000.00
Resident Project Representative - Full Time:						\$ 380,000.00
Subtotal Engineering:						\$ 1,000,000.00
Land Acquisition (Permanent):						\$ -
Land Acquisition (Temporary):						\$ -
Phase 2 TOTAL OPINION OF IMPROVEMENT COST						\$ 5,750,000.00

**Monday, January 13, 2025**

Subtotal Construction:	\$	3,411,457.00
Construction Contingencies 20%:	\$	682,300.00
<b>Opinion of Estimated Construction Cost:</b>	<b>\$</b>	<b>4,100,000.00</b>
Preliminary Engineering Report:	\$	41,000.00
Route Survey and Geotechnical Testing:	\$	41,000.00
Design, Plans and Specifications:	\$	328,000.00
Construction Contract Administration:	\$	62,000.00
Construction Staking:	\$	41,000.00
Resident Project Representative - Full Time:	\$	328,000.00
<b>Subtotal Engineering:</b>	<b>\$</b>	<b>850,000.00</b>
<b>Land Acquisition (Permanent):</b>	\$	-
<b>Land Acquisition (Temporary):</b>	\$	-
<b>Phase 3 TOTAL OPINION OF IMPROVEMENT COST</b>	<b>\$</b>	<b>4,950,000.00</b>

City of Dubuque  
Central Ave & White St Corridor Study  
OPINION OF PROBABLE COSTS  
Monday, January 13, 2025

Item No.	Item Code	Description	Unit	Phase 4	Price	Extension
1	2010-E	EXCAVATION, CLASS 10	CY	290	\$ 11.00	\$ 3,190.00
2	2010-G	SUBGRADE PREPARATION	SY	1718	\$ 5.00	\$ 8,590.00
3	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	1718	\$ 13.00	\$ 22,334.00
4	4020-A-1	STORM SEWER, TRENCHED, RCP, 15 INCH	LF	180	\$ 114.00	\$ 20,520.00
5	4020-A-1	STORM SEWER, TRENCHED, RCP, 24 INCH	LF	1280	\$ 190.00	\$ 243,200.00
6	4040-A	SUBDRAIN, TYPE 1C, PVC, 6 INCH	LF	2560	\$ 26.00	\$ 66,560.00
7	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	8	\$ 940.00	\$ 7,520.00
8	4040-D-1	SUBDRAIN OUTLETS AND CONNECTIONS, CMP, 6 INCH	EA	12	\$ 590.00	\$ 7,080.00
9	6010-A	STORM MANHOLE, SW-401, 60 INCH	EA	2	\$ 9,300.00	\$ 18,600.00
10	6010-B	INTAKE, SW-505	EA	6	\$ 8,800.00	\$ 52,800.00
11	6010-B	INTAKE, SW-506	EA	6	\$ 11,900.00	\$ 71,400.00
12	7010-A	PAVEMENT, PCC, 9 INCH, C-SUD	SY	1154	\$ 90.00	\$ 103,860.00
13	7021-B	ASPHALT OVERLAY, 3 IN., SURFACE, 1/2 IN., STANDARD TRAFFIC	SY	5163	\$ 19.00	\$ 98,097.00
14	7030-A-1	REMOVAL OF SIDEWALK	SY	2610	\$ 14.00	\$ 36,540.00
15	7030-A-3	REMOVAL OF DRIVEWAY	SY	50	\$ 15.00	\$ 750.00
16	7030-C	SHARED USE PATH, PCC, 6 INCH (CYCLE TRACK)	SY	600	\$ 61.00	\$ 36,600.00
17	7030-E	SIDEWALK, PCC, 4 INCH	SY	2925	\$ 59.00	\$ 172,575.00
18	7030-E	SIDEWALK, PCC, 6 INCH	SY	144	\$ 93.00	\$ 13,392.00
19	7030-G	DETECTABLE WARNING	SF	288	\$ 59.00	\$ 16,992.00
20	7030-H-1	DRIVEWAY, PAVED, PCC, 7 INCH	SY	71	\$ 93.00	\$ 6,603.00
21	7040-H	PAVEMENT REMOVAL	SY	2620	\$ 17.00	\$ 44,540.00
22	8010-A	TRAFFIC SIGNAL	LS	0.29	\$ 650,000.00	\$ 188,500.00
23	8030-A	TEMPORARY TRAFFIC CONTROL	LS	0.11	\$ 800,000.00	\$ 88,000.00
24	11020-A	MOBILIZATION	LS	0.11	\$ 1,300,000.00	\$ 143,000.00
25	12030-X-X	STREET LIGHT AND FOUNDATION	LS	0.11	\$ 1,000,000.00	\$ 110,000.00
26	12040-X-X	MISC REMOVALS	LS	0.11	\$ 600,000.00	\$ 66,000.00
27	12050-X-X	SIGNS AND PAVEMENT MARKINGS	LS	0.11	\$ 160,000.00	\$ 17,600.00
						\$ 1,664,843.00
Subtotal Construction:						\$ 1,664,843.00
Construction Contingencies 20%:						\$ 333,000.00
<b>Opinion of Estimated Construction Cost:</b>						<b>\$ 2,000,000.00</b>
Preliminary Engineering Report:						\$ 20,000.00
Route Survey and Geotechnical Testing:						\$ 20,000.00
Design, Plans and Specifications:						\$ 160,000.00
Construction Contract Administration:						\$ 30,000.00
Construction Staking:						\$ 20,000.00
Resident Project Representative - Full Time:						\$ 160,000.00
<b>Subtotal Engineering:</b>						<b>\$ 450,000.00</b>
Land Acquisition (Permanent):						\$ -
Land Acquisition (Temporary):						\$ -
<b>Phase 4 TOTAL OPINION OF IMPROVEMENT COST</b>						<b>\$ 2,450,000.00</b>

City of Dubuque  
Central Ave & White St Corridor Study  
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Item No.	Item Code	Description	Unit	Phase 5	Price	Extension
1	2010-E	EXCAVATION, CLASS 10	CY	480	\$ 11.00	\$ 5,280.00
2	2010-G	SUBGRADE PREPARATION	SY	2868	\$ 5.00	\$ 14,340.00
3	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	2868	\$ 13.00	\$ 37,284.00
4	4020-A-1	STORM SEWER, TRENCHED, RCP, 15 INCH	LF	240	\$ 114.00	\$ 27,360.00
5	4020-A-1	STORM SEWER, TRENCHED, RCP, 24 INCH	LF	1940	\$ 190.00	\$ 368,600.00
6	4040-A	SUBDRAIN, TYPE 1C, PVC, 6 INCH	LF	3880	\$ 26.00	\$ 100,880.00
7	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	10	\$ 940.00	\$ 9,400.00
8	4040-D-1	SUBDRAIN OUTLETS AND CONNECTIONS, CMP, 6 INCH	EA	16	\$ 590.00	\$ 9,440.00
9	6010-A	STORM MANHOLE, SW-401, 60 INCH	EA	2	\$ 9,300.00	\$ 18,600.00
10	6010-B	INTAKE, SW-505	EA	8	\$ 8,800.00	\$ 70,400.00
11	6010-B	INTAKE, SW-506	EA	8	\$ 11,900.00	\$ 95,200.00
12	7010-A	PAVEMENT, PCC, 9 INCH, C-SUD	SY	1927	\$ 90.00	\$ 173,430.00
13	7021-B	ASPHALT OVERLAY, 3 IN., SURFACE, 1/2 IN., STANDARD TRAFFIC	SY	8506	\$ 19.00	\$ 161,614.00
14	7030-A-1	REMOVAL OF SIDEWALK	SY	3840	\$ 14.00	\$ 53,760.00
15	7030-A-3	REMOVAL OF DRIVEWAY	SY	520	\$ 15.00	\$ 7,800.00
16	7030-C	SHARED USE PATH, PCC, 6 INCH (CYCLE TRACK)	SY	840	\$ 61.00	\$ 51,240.00
17	7030-E	SIDEWALK, PCC, 4 INCH	SY	4653	\$ 59.00	\$ 274,527.00
18	7030-E	SIDEWALK, PCC, 6 INCH	SY	264	\$ 93.00	\$ 24,552.00
19	7030-G	DETECTABLE WARNING	SF	528	\$ 59.00	\$ 31,152.00
20	7030-H-1	DRIVEWAY, PAVED, PCC, 7 INCH	SY	809	\$ 93.00	\$ 75,237.00
21	7040-H	PAVEMENT REMOVAL	SY	4090	\$ 17.00	\$ 69,530.00
22	8010-A	TRAFFIC SIGNAL	LS	0.04	\$ 650,000.00	\$ 26,000.00
23	8030-A	TEMPORARY TRAFFIC CONTROL	LS	0.17	\$ 800,000.00	\$ 136,000.00
24	11020-A	MOBILIZATION	LS	0.17	\$ 1,300,000.00	\$ 221,000.00
25	12030-X-X	STREET LIGHT AND FOUNDATION	LS	0.17	\$ 1,000,000.00	\$ 170,000.00
26	12040-X-X	MISC REMOVALS	LS	0.17	\$ 600,000.00	\$ 102,000.00
27	12050-X-X	SIGNS AND PAVEMENT MARKINGS	LS	0.17	\$ 160,000.00	\$ 27,200.00
						\$ 2,361,826.00
Subtotal Construction:						\$ 2,361,826.00
Construction Contingencies 20%:						\$ 472,400.00
<b>Opinion of Estimated Construction Cost:</b>						<b>\$ 2,850,000.00</b>
Preliminary Engineering Report:						\$ 29,000.00
Route Survey and Geotechnical Testing:						\$ 29,000.00
Design, Plans and Specifications:						\$ 228,000.00
Construction Contract Administration:						\$ 43,000.00
Construction Staking:						\$ 29,000.00
Resident Project Representative - Full Time:						\$ 228,000.00
<b>Subtotal Engineering:</b>						<b>\$ 600,000.00</b>
Land Acquisition (Permanent):						\$ -
Land Acquisition (Temporary):						\$ -
<b>Phase 5 TOTAL OPINION OF IMPROVEMENT COST</b>						<b>\$ 3,450,000.00</b>

City of Dubuque  
Central Ave & White St Corridor Study  
OPINION OF PROBABLE COSTS  
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Item No.	Item Code	Description	Unit	Phase 6	Price	Extension
1	2010-E	EXCAVATION, CLASS 10	CY	570	\$ 11.00	\$ 6,270.00
2	2010-G	SUBGRADE PREPARATION	SY	3375	\$ 5.00	\$ 16,875.00
3	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	3375	\$ 13.00	\$ 43,875.00
4	4020-A-1	STORM SEWER, TRENCHED, RCP, 15 INCH	LF	240	\$ 114.00	\$ 27,360.00
5	4020-A-1	STORM SEWER, TRENCHED, RCP, 24 INCH	LF	2300	\$ 190.00	\$ 437,000.00
6	4040-A	SUBDRAIN, TYPE 1C, PVC, 6 INCH	LF	4600	\$ 26.00	\$ 119,600.00
7	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	12	\$ 940.00	\$ 11,280.00
8	4040-D-1	SUBDRAIN OUTLETS AND CONNECTIONS, CMP, 6 INCH	EA	16	\$ 590.00	\$ 9,440.00
9	6010-A	STORM MANHOLE, SW-401, 60 INCH	EA	2	\$ 9,300.00	\$ 18,600.00
10	6010-B	INTAKE, SW-505	EA	8	\$ 8,800.00	\$ 70,400.00
11	6010-B	INTAKE, SW-506	EA	8	\$ 11,900.00	\$ 95,200.00
12	7010-A	PAVEMENT, PCC, 9 INCH, C-SUD	SY	2267	\$ 90.00	\$ 204,030.00
13	7021-B	ASPHALT OVERLAY, 3 IN., SURFACE, 1/2 IN., STANDARD TRAFFIC	SY	9588	\$ 19.00	\$ 182,172.00
14	7030-A-1	REMOVAL OF SIDEWALK	SY	4420	\$ 14.00	\$ 61,880.00
15	7030-A-3	REMOVAL OF DRIVEWAY	SY	480	\$ 15.00	\$ 7,200.00
16	7030-C	SHARED USE PATH, PCC, 6 INCH (CYCLE TRACK)	SY	765	\$ 61.00	\$ 46,665.00
17	7030-E	SIDEWALK, PCC, 4 INCH	SY	5958	\$ 59.00	\$ 351,522.00
18	7030-E	SIDEWALK, PCC, 6 INCH	SY	276	\$ 93.00	\$ 25,668.00
19	7030-G	DETECTABLE WARNING	SF	552	\$ 59.00	\$ 32,568.00
20	7030-H-1	DRIVEWAY, PAVED, PCC, 7 INCH	SY	598	\$ 93.00	\$ 55,614.00
21	7040-H	PAVEMENT REMOVAL	SY	5210	\$ 17.00	\$ 88,570.00
22	8010-A	TRAFFIC SIGNAL	LS	0.02	\$ 650,000.00	\$ 13,000.00
23	8030-A	TEMPORARY TRAFFIC CONTROL	LS	0.22	\$ 800,000.00	\$ 176,000.00
24	11020-A	MOBILIZATION	LS	0.22	\$ 1,300,000.00	\$ 286,000.00
25	12030-X-X	STREET LIGHT AND FOUNDATION	LS	0.22	\$ 1,000,000.00	\$ 220,000.00
26	12040-X-X	MISC REMOVALS	LS	0.22	\$ 600,000.00	\$ 132,000.00
27	12050-X-X	SIGNS AND PAVEMENT MARKINGS	LS	0.22	\$ 160,000.00	\$ 35,200.00
						\$ 2,773,989.00
Subtotal Construction:						\$ 2,773,989.00
Construction Contingencies 20%:						\$ 554,800.00
Opinion of Estimated Construction Cost:						<b>\$ 3,350,000.00</b>
Preliminary Engineering Report:						\$ 34,000.00
Route Survey and Geotechnical Testing:						\$ 34,000.00
Design, Plans and Specifications:						\$ 268,000.00
Construction Contract Administration:						\$ 50,000.00
Construction Staking:						\$ 34,000.00
Resident Project Representative - Full Time:						\$ 268,000.00
Subtotal Engineering:						<b>\$ 700,000.00</b>
Land Acquisition (Permanent):						\$ -
Land Acquisition (Temporary):						\$ -
Phase 6 TOTAL OPINION OF IMPROVEMENT COST						<b>\$ 4,050,000.00</b>



City of Dubuque  
Central Ave & White St Corridor Study  
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Item No.	Item Code	Description	Unit	Total Quantity	Price	Extension
1	2010-E	EXCAVATION, CLASS 10	CY	2760	\$ 11.00	\$ 30,360.00
2	2010-G	SUBGRADE PREPARATION	SY	16413	\$ 5.00	\$ 82,065.00
3	2010-J	SUBBASE, MODIFIED, 6 INCHES	SY	16413	\$ 13.00	\$ 213,369.00
4	4020-A-1	STORM SEWER, TRENCHED, RCP, 15 INCH	LF	1320	\$ 114.00	\$ 150,480.00
5	4020-A-1	STORM SEWER, TRENCHED, RCP, 24 INCH	LF	11420	\$ 190.00	\$ 2,169,800.00
6	4040-A	SUBDRAIN, TYPE 1C, PVC, 6 INCH	LF	22840	\$ 26.00	\$ 593,840.00
7	4040-C-1	SUBDRAIN CLEANOUT, TYPE A-1, 6 INCH	EA	62	\$ 940.00	\$ 58,280.00
8	4040-D-1	SUBDRAIN OUTLETS AND CONNECTIONS, CMP, 6 INCH	EA	88	\$ 590.00	\$ 51,920.00
9	6010-A	STORM MANHOLE, SW-401, 60 INCH	EA	10	\$ 9,300.00	\$ 93,000.00
10	6010-B	INTAKE, SW-505	EA	44	\$ 8,800.00	\$ 387,200.00
11	6010-B	INTAKE, SW-506	EA	44	\$ 11,900.00	\$ 523,600.00
12	7010-A	PAVEMENT, PCC, 9 INCH, C-SUD	SY	11034	\$ 90.00	\$ 993,060.00
13	7021-B	ASPHALT OVERLAY, 3 IN., SURFACE, 1/2 IN., STANDARD TRAFFIC	SY	51149	\$ 19.00	\$ 971,831.00
14	7030-A-1	REMOVAL OF SIDEWALK	SY	21520	\$ 14.00	\$ 301,280.00
15	7030-A-3	REMOVAL OF DRIVEWAY	SY	2240	\$ 15.00	\$ 33,600.00
16	7030-C	SHARED USE PATH, PCC, 6 INCH (CYCLE TRACK)	SY	3969	\$ 61.00	\$ 242,109.00
17	7030-E	SIDEWALK, PCC, 4 INCH	SY	28853	\$ 59.00	\$ 1,702,327.00
18	7030-E	SIDEWALK, PCC, 6 INCH	SY	1452	\$ 93.00	\$ 135,036.00
19	7030-G	DETECTABLE WARNING	SF	2904	\$ 59.00	\$ 171,336.00
20	7030-H-1	DRIVEWAY, PAVED, PCC, 7 INCH	SY	3351	\$ 93.00	\$ 311,643.00
21	7040-H	PAVEMENT REMOVAL	SY	25580	\$ 17.00	\$ 434,860.00
22	8010-A	TRAFFIC SIGNAL	LS	1	\$ 650,000.00	\$ 650,000.00
23	8030-A	TEMPORARY TRAFFIC CONTROL	LS	1	\$ 800,000.00	\$ 800,000.00
24	11020-A	MOBILIZATION	LS	1	\$ 1,300,000.00	\$ 1,300,000.00
25	12030-X-X	STREET LIGHT AND FOUNDATION	LS	1	\$ 1,000,000.00	\$ 1,000,000.00
26	12040-X-X	MISC REMOVALS	LS	1	\$ 600,000.00	\$ 600,000.00
27	12050-X-X	SIGNS AND PAVEMENT MARKINGS	LS	1	\$ 160,000.00	\$ 160,000.00
<b>SUBTOTAL:</b>						\$ 14,160,996.00
Subtotal Construction:						\$ 14,160,996.00
Construction Contingencies 20%:						\$ 2,832,200.00
<b>Opinion of Estimated Construction Cost:</b>						<b>\$ 17,000,000.00</b>
Preliminary Engineering Report:						\$ 170,000.00
Route Survey and Geotechnical Testing:						\$ 170,000.00
Design, Plans and Specifications:						\$ 1,360,000.00
Construction Contract Administration:						\$ 255,000.00
Construction Staking:						\$ 170,000.00
Resident Project Representative - Full Time:						\$ 1,360,000.00
<b>Subtotal Engineering:</b>						<b>\$ 3,500,000.00</b>
Land Acquisition (Permanent):						\$ -
Land Acquisition (Temporary):						\$ -
<b>Phase 7 TOTAL OPINION OF IMPROVEMENT COST</b>						<b>\$ 20,500,000.00</b>