# Congestion Management Plan Update

Montgomery MPO

## *PC-Travel Reports for study: Maxwell Blvd PM WB Study*


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# Congestion
# Management Plan Update
Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Study Summary

***Runs Used in This Study***

| Run Title | Start Date | Start Time | Length | Before/ After | Run Type |
|---|---|---|---|---|---|
| Maxwell Blvd PM-WB-001 t | 12/18/13 | 16:18 | 21855 | Before | Secondary |
| Maxwell Blvd PM-WB-002 t | 12/18/13 | 16:34 | 21939 | Before | Secondary |
| Maxwell Blvd PM-WB-003 t | 12/18/13 | 16:49 | 21796 | Before | Secondary |

***Notes:***

***Node Info***

| # | Len | Name |
|---|---|---|
| 1 | 0 | I-65 |
| 2 | 393 | Dickerson St |
| 3 | 137 | Oak St |
| 4 | 682 | Morris St |
| 5 | 782 | Gordon St |
| 6 | 225 | Coffee St |
| 7 | 75 | Eugene St |
| 8 | 380 | Colbert St |
| 9 | 389 | Conecuh St |
| 10 | 383 | Covington St |
| 11 | 387 | Crenshaw St |
| 12 | 392 | Cullman St |
| 13 | 472 | Camden St |
| 14 | 385 | May St |
| 15 | 848 | Maxwell Blvd E |
| 16 | 512 | 2nd St |
| 17 | 4192 | 3rd Ave / Air Base Blvd |
| 18 | 1427 | Kelly St |
| 19 | 941 | Day St |
| 20 | 304 | Flack Rd |
| 21 | 798 | Paul Rd |
| 22 | 380 | Old Selma Rd |
| 23 | 1948 | Trinity St |
| 24 | 5357 | US-31 |

Length of Study Route = 21,789 feet

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Overall Output Statistics

| Node # | Length | Node | Travel Time | # of Stops | Avg Speed | Total Delay | Time <= 0 MPH | Time <= 35 MPH | Time <= 50 MPH |
|---|---|---|---|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | | | | | |
| 2 | 393 | Dickerson St | 7.3 | 0.0 | 36.5 | 0.0 | 0.0 | 0.7 | 7.3 |
| 3 | 137 | Oak St | 2.3 | 0.0 | 40.0 | 0.0 | 0.0 | 0.0 | 2.3 |
| 4 | 682 | Morris St | 10.7 | 0.0 | 43.6 | 0.0 | 0.0 | 0.0 | 8.7 |
| 5 | 782 | Gordon St | 12.7 | 0.0 | 42.1 | 0.0 | 0.0 | 0.0 | 12.7 |
| 6 | 225 | Coffee St | 4.0 | 0.0 | 38.4 | 0.0 | 0.0 | 0.0 | 4.0 |
| 7 | 75 | Eugene St | 1.3 | 0.0 | 38.4 | 0.0 | 0.0 | 0.0 | 1.3 |
| 8 | 380 | Colbert St | 6.7 | 0.0 | 38.9 | 0.0 | 0.0 | 0.0 | 6.7 |
| 9 | 389 | Conecuh St | 6.3 | 0.0 | 41.9 | 0.0 | 0.0 | 0.0 | 6.3 |
| 10 | 383 | Covington St | 6.7 | 0.0 | 39.2 | 0.0 | 0.0 | 0.0 | 6.7 |
| 11 | 387 | Crenshaw St | 6.3 | 0.0 | 41.7 | 0.0 | 0.0 | 0.0 | 6.3 |
| 12 | 392 | Cullman St | 6.7 | 0.0 | 40.1 | 0.0 | 0.0 | 0.0 | 6.7 |
| 13 | 472 | Camden St | 7.7 | 0.0 | 42.0 | 0.0 | 0.0 | 0.0 | 7.7 |
| 14 | 385 | May St | 6.7 | 0.0 | 39.4 | 0.0 | 0.0 | 0.0 | 6.7 |
| 15 | 848 | Maxwell Blvd E | 26.0 | 0.7 | 22.2 | 10.0 | 2.3 | 18.0 | 26.0 |
| 16 | 512 | 2nd St | 10.3 | 0.0 | 33.8 | 0.7 | 0.0 | 5.3 | 10.3 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 65.3 | 0.0 | 43.7 | 0.0 | 0.0 | 0.0 | 65.3 |
| 18 | 1427 | Kelly St | 21.7 | 0.0 | 44.9 | 0.0 | 0.0 | 0.0 | 21.7 |
| 19 | 941 | Day St | 38.7 | 0.3 | 16.6 | 22.7 | 12.3 | 29.7 | 38.7 |
| 20 | 304 | Flack Rd | 7.0 | 0.0 | 29.6 | 1.0 | 0.0 | 5.7 | 7.0 |
| 21 | 798 | Paul Rd | 12.3 | 0.0 | 44.1 | 0.0 | 0.0 | 0.0 | 12.3 |
| 22 | 380 | Old Selma Rd | 6.0 | 0.0 | 43.2 | 0.0 | 0.0 | 0.0 | 6.0 |
| 23 | 1948 | Trinity St | 28.0 | 0.0 | 47.4 | 1.0 | 0.0 | 0.0 | 24.7 |
| 24 | 5357 | US-31 | 99.0 | 0.7 | 36.9 | 26.0 | 3.3 | 28.3 | 84.3 |
| **Total** | **21,789** | | **399.7** | **1.7** | **37.2** | **61.3** | **18.0** | **87.7** | **379.7** |

Stats based on 3 BEFORE runs.
Stops based on a Stop Speed of 5 MPH.

# Congestion Management Plan Update

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Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Travel Time (sec) by Section**

| Node # | Length | Node Name | Maxwell Blvd PM-WB-001 t Run #1 | Maxwell Blvd PM-WB-002 t Run #2 | Maxwell Blvd PM-WB-003 t Run #3 |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 7 | 8 | 7 |
| 3 | 137 | Oak St | 2 | 2 | 3 |
| 4 | 682 | Morris St | 10 | 11 | 11 |
| 5 | 782 | Gordon St | 12 | 13 | 13 |
| 6 | 225 | Coffee St | 4 | 4 | 4 |
| 7 | 75 | Eugene St | 2 | 1 | 1 |
| 8 | 380 | Colbert St | 7 | 7 | 6 |
| 9 | 389 | Conecuh St | 6 | 6 | 7 |
| 10 | 383 | Covington St | 7 | 7 | 6 |
| 11 | 387 | Crenshaw St | 6 | 6 | 7 |
| 12 | 392 | Cullman St | 7 | 7 | 6 |
| 13 | 472 | Camden St | 7 | 8 | 8 |
| 14 | 385 | May St | 7 | 6 | 7 |
| 15 | 848 | Maxwell Blvd E | 25 | 14 | 39 |
| 16 | 512 | 2nd St | 12 | 8 | 11 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 65 | 66 | 65 |
| 18 | 1427 | Kelly St | 21 | 22 | 22 |
| 19 | 941 | Day St | 16 | 78 | 22 |
| 20 | 304 | Flack Rd | 6 | 8 | 7 |
| 21 | 798 | Paul Rd | 12 | 12 | 13 |
| 22 | 380 | Old Selma Rd | 6 | 6 | 6 |
| 23 | 1948 | Trinity St | 27 | 29 | 28 |
| 24 | 5357 | US-31 | 103 | 83 | 111 |
| **Totals** | **21789** | | **377** | **412** | **410** |

# Congestion Management Plan Update

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Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Average Speed (MPH) by Section**

| Node # | Length | Node Name | Run #1 (Maxwell Blvd PM-WB-001 t) | Run #2 (Maxwell Blvd PM-WB-002 t) | Run #3 (Maxwell Blvd PM-WB-003 t) |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 40.3 | 37.0 | 38.7 |
| 3 | 137 | Oak St | 42.5 | 38.0 | 41.3 |
| 4 | 682 | Morris St | 50.0 | 42.6 | 41.8 |
| 5 | 782 | Gordon St | 41.9 | 41.4 | 41.1 |
| 6 | 225 | Coffee St | 37.5 | 40.0 | 40.5 |
| 7 | 75 | Eugene St | 36.0 | 40.0 | 41.0 |
| 8 | 380 | Colbert St | 38.1 | 40.0 | 40.5 |
| 9 | 389 | Conecuh St | 40.3 | 40.2 | 41.0 |
| 10 | 383 | Covington St | 40.6 | 39.9 | 40.3 |
| 11 | 387 | Crenshaw St | 41.8 | 41.2 | 40.7 |
| 12 | 392 | Cullman St | 40.4 | 42.0 | 40.7 |
| 13 | 472 | Camden St | 41.3 | 42.0 | 40.3 |
| 14 | 385 | May St | 42.9 | 42.2 | 40.7 |
| 15 | 848 | Maxwell Blvd E | 21.9 | 42.0 | 14.3 |
| 16 | 512 | 2nd St | 31.2 | 42.0 | 32.1 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 43.9 | 43.7 | 43.8 |
| 18 | 1427 | Kelly St | 45.7 | 43.9 | 45.0 |
| 19 | 941 | Day St | 40.9 | 8.2 | 28.7 |
| 20 | 304 | Flack Rd | 34.2 | 27.9 | 32.7 |
| 21 | 798 | Paul Rd | 43.6 | 42.9 | 40.5 |
| 22 | 380 | Old Selma Rd | 48.5 | 45.7 | 45.7 |
| 23 | 1948 | Trinity St | 48.8 | 45.8 | 47.4 |
| 24 | 5357 | US-31 | 35.3 | 44.2 | 32.8 |
| **Totals** | **21789** | | **39.5** | **36.2** | **36.3** |

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Total Delay (sec) by Section**

| Node # | Length | Node Name | Run #1 (Maxwell Blvd PM-WB-001 t) | Run #2 (Maxwell Blvd PM-WB-002 t) | Run #3 (Maxwell Blvd PM-WB-003 t) |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 0 | 0 | 0 |
| 3 | 137 | Oak St | 0 | 0 | 0 |
| 4 | 682 | Morris St | 0 | 0 | 0 |
| 5 | 782 | Gordon St | 0 | 0 | 0 |
| 6 | 225 | Coffee St | 0 | 0 | 0 |
| 7 | 75 | Eugene St | 0 | 0 | 0 |
| 8 | 380 | Colbert St | 0 | 0 | 0 |
| 9 | 389 | Conecuh St | 0 | 0 | 0 |
| 10 | 383 | Covington St | 0 | 0 | 0 |
| 11 | 387 | Crenshaw St | 0 | 0 | 0 |
| 12 | 392 | Cullman St | 0 | 0 | 0 |
| 13 | 472 | Camden St | 0 | 0 | 0 |
| 14 | 385 | May St | 0 | 0 | 0 |
| 15 | 848 | Maxwell Blvd E | 8 | 0 | 22 |
| 16 | 512 | 2nd St | 1 | 0 | 1 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 0 | 0 | 0 |
| 18 | 1427 | Kelly St | 0 | 0 | 0 |
| 19 | 941 | Day St | 0 | 62 | 6 |
| 20 | 304 | Flack Rd | 0 | 2 | 1 |
| 21 | 798 | Paul Rd | 0 | 0 | 0 |
| 22 | 380 | Old Selma Rd | 0 | 0 | 0 |
| 23 | 1948 | Trinity St | 0 | 2 | 1 |
| 24 | 5357 | US-31 | 30 | 10 | 38 |
| **Totals** | **21789** | | **39** | **76** | **69** |

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Time <= 0 MPH by Section**

| Node # | Length | Node Name | Run #1 (Maxwell Blvd PM-WB-001 t) | Run #2 (Maxwell Blvd PM-WB-002 t) | Run #3 (Maxwell Blvd PM-WB-003 t) |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 0 | 0 | 0 |
| 3 | 137 | Oak St | 0 | 0 | 0 |
| 4 | 682 | Morris St | 0 | 0 | 0 |
| 5 | 782 | Gordon St | 0 | 0 | 0 |
| 6 | 225 | Coffee St | 0 | 0 | 0 |
| 7 | 75 | Eugene St | 0 | 0 | 0 |
| 8 | 380 | Colbert St | 0 | 0 | 0 |
| 9 | 389 | Conecuh St | 0 | 0 | 0 |
| 10 | 383 | Covington St | 0 | 0 | 0 |
| 11 | 387 | Crenshaw St | 0 | 0 | 0 |
| 12 | 392 | Cullman St | 0 | 0 | 0 |
| 13 | 472 | Camden St | 0 | 0 | 0 |
| 14 | 385 | May St | 0 | 0 | 0 |
| 15 | 848 | Maxwell Blvd E | 1 | 0 | 6 |
| 16 | 512 | 2nd St | 0 | 0 | 0 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 0 | 0 | 0 |
| 18 | 1427 | Kelly St | 0 | 0 | 0 |
| 19 | 941 | Day St | 0 | 37 | 0 |
| 20 | 304 | Flack Rd | 0 | 0 | 0 |
| 21 | 798 | Paul Rd | 0 | 0 | 0 |
| 22 | 380 | Old Selma Rd | 0 | 0 | 0 |
| 23 | 1948 | Trinity St | 0 | 0 | 0 |
| 24 | 5357 | US-31 | 10 | 0 | 0 |
| **Totals** | **21789** | | **11** | **37** | **6** |

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Time <= 35 MPH by Section**

| Node # | Length | Node Name | Run #1 (Maxwell Blvd PM-WB-001 t) | Run #2 (Maxwell Blvd PM-WB-002 t) | Run #3 (Maxwell Blvd PM-WB-003 t) |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 0 | 2 | 0 |
| 3 | 137 | Oak St | 0 | 0 | 0 |
| 4 | 682 | Morris St | 0 | 0 | 0 |
| 5 | 782 | Gordon St | 0 | 0 | 0 |
| 6 | 225 | Coffee St | 0 | 0 | 0 |
| 7 | 75 | Eugene St | 0 | 0 | 0 |
| 8 | 380 | Colbert St | 0 | 0 | 0 |
| 9 | 389 | Conecuh St | 0 | 0 | 0 |
| 10 | 383 | Covington St | 0 | 0 | 0 |
| 11 | 387 | Crenshaw St | 0 | 0 | 0 |
| 12 | 392 | Cullman St | 0 | 0 | 0 |
| 13 | 472 | Camden St | 0 | 0 | 0 |
| 14 | 385 | May St | 0 | 0 | 0 |
| 15 | 848 | Maxwell Blvd E | 20 | 0 | 34 |
| 16 | 512 | 2nd St | 8 | 0 | 8 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 0 | 0 | 0 |
| 18 | 1427 | Kelly St | 0 | 0 | 0 |
| 19 | 941 | Day St | 2 | 69 | 18 |
| 20 | 304 | Flack Rd | 4 | 7 | 6 |
| 21 | 798 | Paul Rd | 0 | 0 | 0 |
| 22 | 380 | Old Selma Rd | 0 | 0 | 0 |
| 23 | 1948 | Trinity St | 0 | 0 | 0 |
| 24 | 5357 | US-31 | 41 | 0 | 44 |
| **Totals** | **21789** | | **75** | **78** | **110** |

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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## Detailed Statistics By Run

**Time <= 50 MPH by Section**

| Node # | Length | Node Name | Run #1 (Maxwell Blvd PM-WB-001 t) | Run #2 (Maxwell Blvd PM-WB-002 t) | Run #3 (Maxwell Blvd PM-WB-003 t) |
|---|---|---|---|---|---|
| 1 | 0 | I-65 | | | |
| 2 | 393 | Dickerson St | 7 | 8 | 7 |
| 3 | 137 | Oak St | 2 | 2 | 3 |
| 4 | 682 | Morris St | 4 | 11 | 11 |
| 5 | 782 | Gordon St | 12 | 13 | 13 |
| 6 | 225 | Coffee St | 4 | 4 | 4 |
| 7 | 75 | Eugene St | 2 | 1 | 1 |
| 8 | 380 | Colbert St | 7 | 7 | 6 |
| 9 | 389 | Conecuh St | 6 | 6 | 7 |
| 10 | 383 | Covington St | 7 | 7 | 6 |
| 11 | 387 | Crenshaw St | 6 | 6 | 7 |
| 12 | 392 | Cullman St | 7 | 7 | 6 |
| 13 | 472 | Camden St | 7 | 8 | 8 |
| 14 | 385 | May St | 7 | 6 | 7 |
| 15 | 848 | Maxwell Blvd E | 25 | 14 | 39 |
| 16 | 512 | 2nd St | 12 | 8 | 11 |
| 17 | 4192 | 3rd Ave / Air Base Blvd | 65 | 66 | 65 |
| 18 | 1427 | Kelly St | 21 | 22 | 22 |
| 19 | 941 | Day St | 16 | 78 | 22 |
| 20 | 304 | Flack Rd | 6 | 8 | 7 |
| 21 | 798 | Paul Rd | 12 | 12 | 13 |
| 22 | 380 | Old Selma Rd | 6 | 6 | 6 |
| 23 | 1948 | Trinity St | 17 | 29 | 28 |
| 24 | 5357 | US-31 | 59 | 83 | 111 |
| **Totals** | **21789** | | **317** | **412** | **410** |

# Congestion Management Plan Update

Montgomery MPO

Study Name : **Maxwell Blvd PM WB Study**
Study Date : **12/18/2013**
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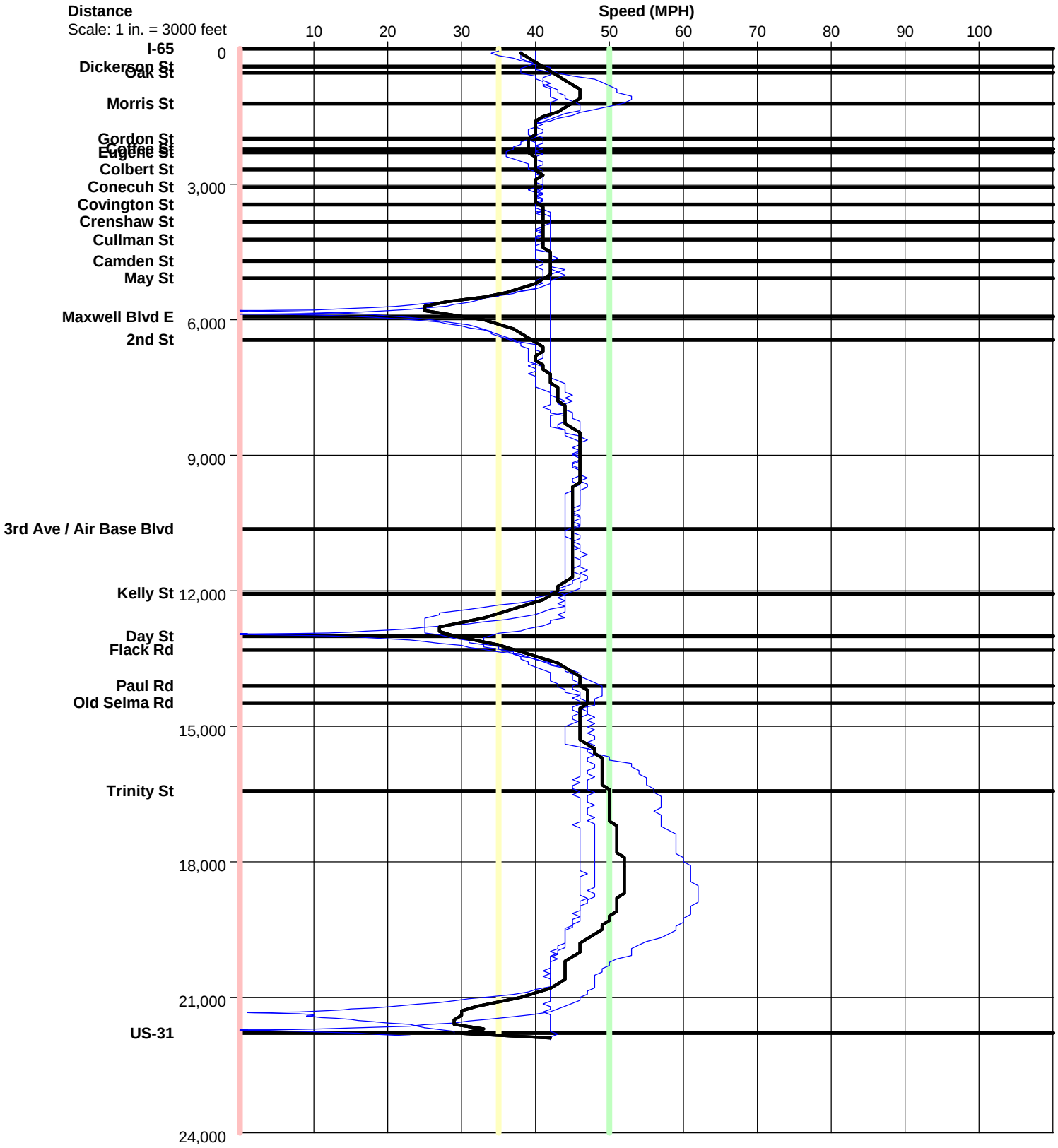
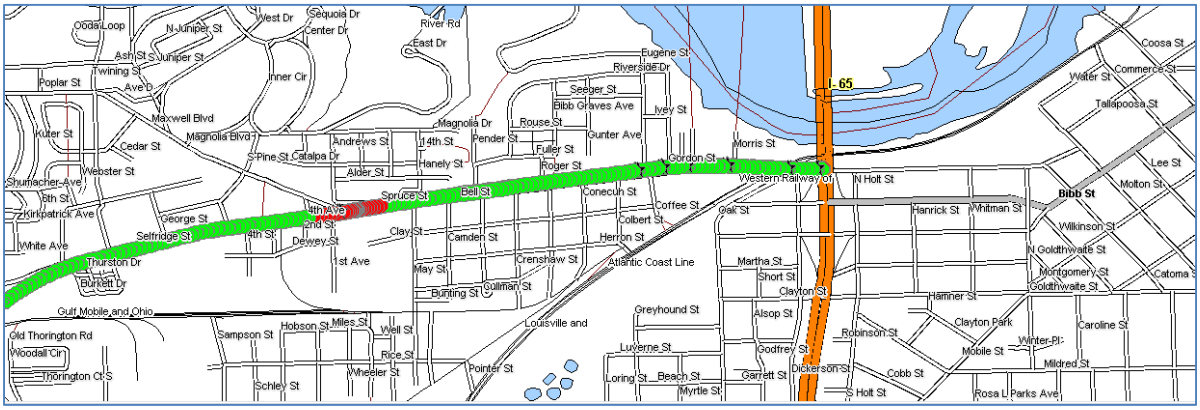
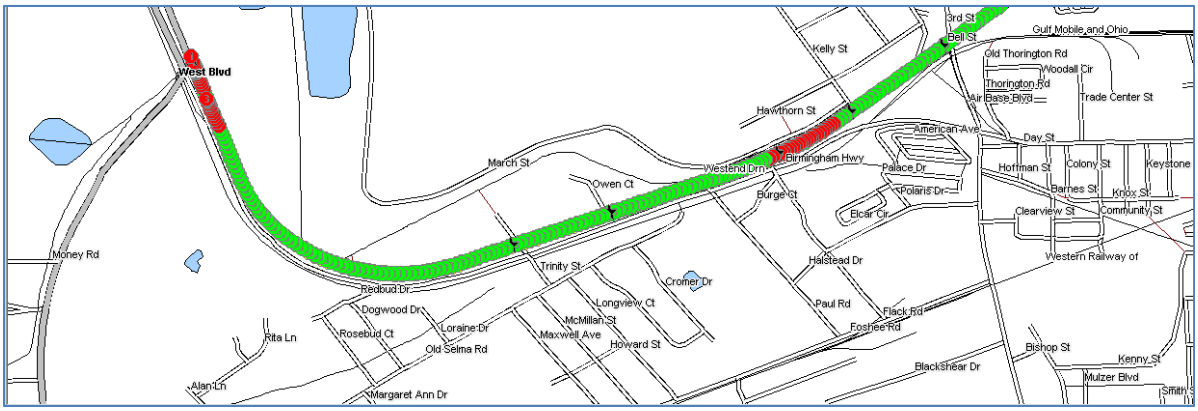
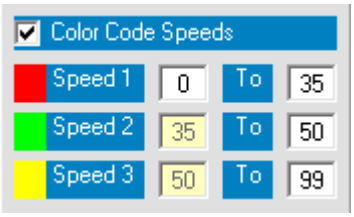
## Speed/Distance Profiles of All Runs



# Maxwell Blvd PM WB