Traffic Impact Analysis

Howard Bishop Transition School

Appendices



Date: February 21, 2020
PN#: 18-0446
PM: Brian Snyder, PE

CHW
11801 Research Drive,
Alachua, FL 32615

Prepared for:
Alachua County Public Schools

Submitted To:
Alachua County Public Schools

www.chw-inc.com

CHW Professional Consultants

Appendix A
Turning Movement Counts

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : 1-NE 9th St & NE 16th Ave TUE AM
Site Code :
Start Date : 1/28/2020
Page No : 1

Groups Printed- Cars

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	22	0	1	26	2	37	3	1	43	2	14	11	0	27	9	25	1	0	35	131
07:15 AM	5	27	2	0	34	7	50	7	0	64	9	19	21	0	49	19	45	6	0	70	217
07:30 AM	6	40	1	3	50	5	53	6	1	65	8	37	24	0	69	17	50	6	2	75	259
07:45 AM	8	42	10	0	60	5	60	12	0	77	8	38	34	0	80	21	54	12	0	87	304
Total	22	131	13	4	170	19	200	28	2	249	27	108	90	0	225	66	174	25	2	267	911
08:00 AM	7	55	4	2	68	8	52	8	5	73	11	42	26	1	80	16	51	16	1	84	305
08:15 AM	24	33	8	0	65	12	49	16	4	81	12	39	15	0	66	11	55	28	0	94	306
08:30 AM	17	56	7	4	84	8	72	9	1	90	16	58	18	0	92	16	59	19	2	96	362
08:45 AM	27	39	4	3	73	13	59	10	0	82	17	24	23	1	65	8	58	15	2	83	303
Total	75	183	23	9	290	41	232	43	10	326	56	163	82	2	303	51	223	78	5	357	1276
09:00 AM	17	42	9	0	68	12	62	5	1	80	12	35	14	2	63	5	67	12	0	84	295
09:15 AM	13	20	7	0	40	6	52	2	3	63	8	17	12	1	38	13	46	10	2	71	212
09:30 AM	8	15	6	0	29	2	59	7	0	68	4	22	16	0	42	13	35	7	0	55	194
09:45 AM	9	26	5	0	40	6	61	8	1	76	7	12	16	2	37	14	53	5	0	72	225
Total	47	103	27	0	177	26	234	22	5	287	31	86	58	5	180	45	201	34	2	282	926
Grand Total	144	417	63	13	637	86	666	93	17	862	114	357	230	7	708	162	598	137	9	906	3113
Apprch %	22.6	65.5	9.9	2		10	77.3	10.8	2		16.1	50.4	32.5	1		17.9	66	15.1	1		
Total %	4.6	13.4	2	0.4	20.5	2.8	21.4	3	0.5	27.7	3.7	11.5	7.4	0.2	22.7	5.2	19.2	4.4	0.3	29.1	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	8	42	**10**	60	5	60	12	77	8	38	**34**	80	**21**	54	12	87	304
08:00 AM	7	55	4	66	8	52	8	68	11	42	26	79	16	51	16	83	296
08:15 AM	**24**	33	8	65	**12**	49	**16**	77	12	39	15	66	11	55	**28**	**94**	302
08:30 AM	17	**56**	7	**80**	8	**72**	9	**89**	**16**	**58**	18	**92**	16	**59**	19	94	**355**
Total Volume	56	186	29	271	33	233	45	311	47	177	93	317	64	219	75	358	1257
% App. Total	20.7	68.6	10.7		10.6	74.9	14.5		14.8	55.8	29.3		17.9	61.2	20.9		
PHF	.583	.830	.725	.847	.688	.809	.703	.874	.734	.763	.684	.861	.762	.928	.670	.952	.885

Peggy Malone & Associates, Inc.
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File Name : 1-NE 9th St & NE 16th Ave TUE AM
Site Code :
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Groups Printed- Trucks

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	4
07:15 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	3	0	0	3	5
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	1	0	0	1	6
07:45 AM	0	3	2	0	5	0	3	0	0	3	0	2	0	0	2	1	4	0	0	5	15
Total	0	4	2	0	6	0	7	1	0	8	1	3	1	0	5	1	10	0	0	11	30
08:00 AM	0	1	0	0	1	0	3	0	0	3	0	0	1	0	1	0	1	0	0	1	6
08:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	3	0	3	1	1	0	0	2	7
08:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	1	0	0	1	4
08:45 AM	0	5	1	0	6	0	6	1	0	7	0	3	0	0	3	1	1	1	0	3	19
Total	0	6	1	0	7	0	11	1	0	12	1	3	6	0	10	2	4	1	0	7	36
09:00 AM	0	0	0	0	0	0	4	0	0	4	0	2	0	0	2	7	5	0	0	12	18
09:15 AM	0	2	0	0	2	0	0	1	0	1	0	0	0	0	0	5	6	0	0	11	14
09:30 AM	2	0	0	0	2	0	5	0	0	5	0	0	1	0	1	0	3	1	0	4	12
09:45 AM	0	3	0	0	3	1	4	0	0	5	0	0	0	0	0	0	1	1	0	2	10
Total	2	5	0	0	7	1	13	1	0	15	0	2	1	0	3	12	15	2	0	29	54
Grand Total	2	15	3	0	20	1	31	3	0	35	2	8	8	0	18	15	29	3	0	47	120
Apprch %	10	75	15	0		2.9	88.6	8.6	0		11.1	44.4	44.4	0		31.9	61.7	6.4	0		
Total %	1.7	12.5	2.5	0	16.7	0.8	25.8	2.5	0	29.2	1.7	6.7	6.7	0	15	12.5	24.2	2.5	0	39.2	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**5**	**1**	**6**	0	**6**	**1**	**7**	0	**3**	0	**3**	1	1	**1**	3	**19**
09:00 AM	0	0	0	0	0	4	0	4	0	2	0	2	**7**	5	0	**12**	18
09:15 AM	0	2	0	2	0	0	1	1	0	0	0	0	5	**6**	0	11	14
09:30 AM	**2**	0	0	2	0	5	0	5	0	0	**1**	1	0	3	1	4	12
Total Volume	2	7	1	10	0	15	2	17	0	5	1	6	13	15	2	30	63
% App. Total	20	70	10		0	88.2	11.8		0	83.3	16.7		43.3	50	6.7		
PHF	.250	.350	.250	.417	.000	.625	.500	.607	.000	.417	.250	.500	.464	.625	.500	.625	.829

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	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	22	0	1	26	2	38	3	1	44	3	14	11	0	28	9	27	1	0	37	135
07:15 AM	5	28	2	0	35	7	50	8	0	65	9	19	21	0	49	19	48	6	0	73	222
07:30 AM	6	40	1	3	50	5	56	6	1	68	8	38	25	0	71	17	51	6	2	76	265
07:45 AM	8	45	12	0	65	5	63	12	0	80	8	40	34	0	82	22	58	12	0	92	319
Total	22	135	15	4	176	19	207	29	2	257	28	111	91	0	230	67	184	25	2	278	941
08:00 AM	7	56	4	2	69	8	55	8	5	76	11	42	27	1	81	16	52	16	1	85	311
08:15 AM	24	33	8	0	65	12	51	16	4	83	12	39	18	0	69	12	56	28	0	96	313
08:30 AM	17	56	7	4	84	8	72	9	1	90	17	58	20	0	95	16	60	19	2	97	366
08:45 AM	27	44	5	3	79	13	65	11	0	89	17	27	23	1	68	9	59	16	2	86	322
Total	75	189	24	9	297	41	243	44	10	338	57	166	88	2	313	53	227	79	5	364	1312
09:00 AM	17	42	9	0	68	12	66	5	1	84	12	37	14	2	65	12	72	12	0	96	313
09:15 AM	13	22	7	0	42	6	52	3	3	64	8	17	12	1	38	18	52	10	2	82	226
09:30 AM	10	15	6	0	31	2	64	7	0	73	4	22	17	0	43	13	38	8	0	59	206
09:45 AM	9	29	5	0	43	7	65	8	1	81	7	12	16	2	37	14	54	6	0	74	235
Total	49	108	27	0	184	27	247	23	5	302	31	88	59	5	183	57	216	36	2	311	980
Grand Total	146	432	66	13	657	87	697	96	17	897	116	365	238	7	726	177	627	140	9	953	3233
Apprch %	22.2	65.8	10	2		9.7	77.7	10.7	1.9		16	50.3	32.8	1		18.6	65.8	14.7	0.9		
Total %	4.5	13.4	2	0.4	20.3	2.7	21.6	3	0.5	27.7	3.6	11.3	7.4	0.2	22.5	5.5	19.4	4.3	0.3	29.5	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	24	33	8	65	12	51	**16**	79	12	39	18	69	12	56	**28**	**96**	309
08:30 AM	17	**56**	7	**80**	8	**72**	9	**89**	**17**	**58**	20	**95**	**16**	60	19	95	**359**
08:45 AM	**27**	44	5	76	**13**	65	11	89	17	27	**23**	67	9	59	16	84	316
09:00 AM	17	42	**9**	68	12	66	5	83	12	37	14	63	12	**72**	12	96	310
Total Volume	85	175	29	289	45	254	41	340	58	161	75	294	49	247	75	371	1294
% App. Total	29.4	60.6	10		13.2	74.7	12.1		19.7	54.8	25.5		13.2	66.6	20.2		
PHF	.787	.781	.806	.903	.865	.882	.641	.955	.853	.694	.815	.774	.766	.858	.670	.966	.901

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Groups Printed- Cars

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	6	31	6	1	44	5	75	6	2	88	9	20	14	1	44	15	85	14	0	114	290
02:30 PM	12	22	5	2	41	7	78	10	0	95	21	26	19	0	66	30	59	8	1	98	300
02:45 PM	10	25	4	0	39	5	74	8	2	89	9	27	21	0	57	23	75	4	0	102	287
Total	28	78	15	3	124	17	227	24	4	272	39	73	54	1	167	68	219	26	1	314	877
03:00 PM	11	29	5	0	45	6	73	19	0	98	16	38	16	0	70	22	66	12	0	100	313
03:15 PM	8	37	8	5	58	6	77	12	2	97	13	31	13	3	60	21	88	17	2	128	343
03:30 PM	16	28	7	3	54	14	76	13	6	109	16	39	24	3	82	20	63	18	1	102	347
03:45 PM	14	37	13	5	69	11	84	21	6	122	12	31	21	0	64	34	87	12	2	135	390
Total	49	131	33	13	226	37	310	65	14	426	57	139	74	6	276	97	304	59	5	465	1393
04:00 PM	20	39	5	4	68	5	83	5	3	96	15	34	22	0	71	25	88	7	1	121	356
04:15 PM	13	34	3	2	52	4	73	8	0	85	13	28	14	0	55	12	76	9	3	100	292
Grand Total	110	282	56	22	470	63	693	102	21	879	124	274	164	7	569	202	687	101	10	1000	2918
Apprch %	23.4	60	11.9	4.7		7.2	78.8	11.6	2.4		21.8	48.2	28.8	1.2		20.2	68.7	10.1	1		
Total %	3.8	9.7	1.9	0.8	16.1	2.2	23.7	3.5	0.7	30.1	4.2	9.4	5.6	0.2	19.5	6.9	23.5	3.5	0.3	34.3	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	8	37	8	53	6	77	12	95	13	31	13	57	21	**88**	17	126	331
03:30 PM	16	28	7	51	**14**	76	13	103	**16**	**39**	**24**	**79**	20	63	**18**	101	334
03:45 PM	14	37	**13**	**64**	11	**84**	**21**	**116**	12	31	21	64	**34**	87	12	**133**	**377**
04:00 PM	**20**	**39**	5	64	5	83	5	93	15	34	22	71	25	88	7	120	348
Total Volume	58	141	33	232	36	320	51	407	56	135	80	271	100	326	54	480	1390
% App. Total	25	60.8	14.2		8.8	78.6	12.5		20.7	49.8	29.5		20.8	67.9	11.2		
PHF	.725	.904	.635	.906	.643	.952	.607	.877	.875	.865	.833	.858	.735	.926	.750	.902	.922

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Groups Printed- Trucks

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	0	2	0	1	0	0	1	0	2	0	0	2	1	2	0	0	3	8
02:30 PM	0	0	0	0	0	1	4	0	0	5	1	0	1	0	2	2	4	0	0	6	13
02:45 PM	2	1	0	0	3	1	4	0	0	5	0	0	3	0	3	0	2	0	0	2	13
Total	2	3	0	0	5	2	9	0	0	11	1	2	4	0	7	3	8	0	0	11	34
03:00 PM	0	0	1	0	1	0	2	0	0	2	1	1	2	0	4	0	2	0	0	2	9
03:15 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	5
03:30 PM	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	1	1	0	0	2	7
03:45 PM	2	1	0	0	3	0	2	1	0	3	0	5	0	0	5	2	1	0	0	3	14
Total	2	2	1	0	5	0	7	1	0	8	1	10	2	0	13	4	5	0	0	9	35
04:00 PM	0	1	1	0	2	0	1	0	0	1	0	3	1	0	4	1	3	0	0	4	11
04:15 PM	0	2	0	0	2	0	2	0	0	2	0	0	1	0	1	0	4	0	0	4	9
Grand Total	4	8	2	0	14	2	19	1	0	22	2	15	8	0	25	8	20	0	0	28	89
Apprch %	28.6	57.1	14.3	0		9.1	86.4	4.5	0		8	60	32	0		28.6	71.4	0	0		
Total %	4.5	9	2.2	0	15.7	2.2	21.3	1.1	0	24.7	2.2	16.9	9	0	28.1	9	22.5	0	0	31.5	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:15 PM																	
02:15 PM	0	**2**	0	2	0	1	0	1	0	**2**	0	2	1	2	0	3	8
02:30 PM	0	0	0	0	**1**	**4**	0	**5**	**1**	0	1	2	**2**	**4**	0	**6**	**13**
02:45 PM	**2**	1	0	**3**	1	4	0	5	0	0	**3**	3	0	2	0	2	13
03:00 PM	0	0	**1**	1	0	2	0	2	1	1	2	**4**	0	2	0	2	9
Total Volume	2	3	1	6	2	11	0	13	2	3	6	11	3	10	0	13	43
% App. Total	33.3	50	16.7		15.4	84.6	0		18.2	27.3	54.5		23.1	76.9	0		
PHF	.250	.375	.250	.500	.500	.688	.000	.650	.500	.375	.500	.688	.375	.625	.000	.542	.827

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Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	6	33	6	1	46	5	76	6	2	89	9	22	14	1	46	16	87	14	0	117	298
02:30 PM	12	22	5	2	41	8	82	10	0	100	22	26	20	0	68	32	63	8	1	104	313
02:45 PM	12	26	4	0	42	6	78	8	2	94	9	27	24	0	60	23	77	4	0	104	300
Total	30	81	15	3	129	19	236	24	4	283	40	75	58	1	174	71	227	26	1	325	911
03:00 PM	11	29	6	0	46	6	75	19	0	100	17	39	18	0	74	22	68	12	0	102	322
03:15 PM	8	37	8	5	58	6	79	12	2	99	13	32	13	3	61	22	89	17	2	130	348
03:30 PM	16	29	7	3	55	14	77	13	6	110	16	42	24	3	85	21	64	18	1	104	354
03:45 PM	16	38	13	5	72	11	86	22	6	125	12	36	21	0	69	36	88	12	2	138	404
Total	51	133	34	13	231	37	317	66	14	434	58	149	76	6	289	101	309	59	5	474	1428
04:00 PM	20	40	6	4	70	5	84	5	3	97	15	37	23	0	75	26	91	7	1	125	367
04:15 PM	13	36	3	2	54	4	75	8	0	87	13	28	15	0	56	12	80	9	3	104	301
Grand Total	114	290	58	22	484	65	712	103	21	901	126	289	172	7	594	210	707	101	10	1028	3007
Apprch %	23.6	59.9	12	4.5		7.2	79	11.4	2.3		21.2	48.7	29	1.2		20.4	68.8	9.8	1		
Total %	3.8	9.6	1.9	0.7	16.1	2.2	23.7	3.4	0.7	30	4.2	9.6	5.7	0.2	19.8	7	23.5	3.4	0.3	34.2	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	8	37	8	53	6	79	12	97	13	32	13	58	22	89	17	128	336
03:30 PM	16	29	7	52	**14**	77	13	104	**16**	**42**	**24**	**82**	21	64	**18**	103	341
03:45 PM	16	38	**13**	**67**	11	**86**	**22**	**119**	12	36	21	69	**36**	88	12	**136**	**391**
04:00 PM	**20**	**40**	6	66	5	84	5	94	15	37	23	75	26	**91**	7	124	359
Total Volume	60	144	34	238	36	326	52	414	56	147	81	284	105	332	54	491	1427
% App. Total	25.2	60.5	14.3		8.7	78.7	12.6		19.7	51.8	28.5		21.4	67.6	11		
PHF	.750	.900	.654	.888	.643	.948	.591	.870	.875	.875	.844	.866	.729	.912	.750	.903	.912

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Groups Printed- Cars

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	18	3	0	23	3	38	5	0	46	4	20	16	0	40	15	32	3	0	50	159
07:15 AM	13	37	1	0	51	5	40	4	0	49	7	16	22	0	45	12	43	9	0	64	209
07:30 AM	6	41	1	2	50	3	65	8	0	76	7	38	30	0	75	18	37	6	1	62	263
07:45 AM	13	49	4	0	66	5	59	14	0	78	13	45	31	0	89	20	47	5	0	72	305
Total	34	145	9	2	190	16	202	31	0	249	31	119	99	0	249	65	159	23	1	248	936
08:00 AM	13	36	6	2	57	8	67	10	2	87	13	33	22	0	68	21	54	8	0	83	295
08:15 AM	14	31	8	0	53	11	63	16	4	94	22	40	18	1	81	19	53	13	0	85	313
08:30 AM	15	47	14	0	76	13	68	11	1	93	8	35	16	1	60	16	67	24	0	107	336
08:45 AM	25	31	4	5	65	10	63	8	2	83	24	36	20	2	82	14	59	20	1	94	324
Total	67	145	32	7	251	42	261	45	9	357	67	144	76	4	291	70	233	65	1	369	1268
09:00 AM	14	29	10	3	56	21	58	10	2	91	18	20	15	0	53	11	57	22	0	90	290
09:15 AM	11	22	10	2	45	14	50	9	0	73	8	25	10	1	44	11	54	11	0	76	238
09:30 AM	5	31	5	2	43	11	49	6	0	66	10	27	13	1	51	8	42	13	0	63	223
09:45 AM	11	21	3	0	35	5	56	9	0	70	12	23	10	1	46	11	53	10	0	74	225
Total	41	103	28	7	179	51	213	34	2	300	48	95	48	3	194	41	206	56	0	303	976
Grand Total	142	393	69	16	620	109	676	110	11	906	146	358	223	7	734	176	598	144	2	920	3180
Apprch %	22.9	63.4	11.1	2.6		12	74.6	12.1	1.2		19.9	48.8	30.4	1		19.1	65	15.7	0.2		
Total %	4.5	12.4	2.2	0.5	19.5	3.4	21.3	3.5	0.3	28.5	4.6	11.3	7	0.2	23.1	5.5	18.8	4.5	0.1	28.9	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	13	36	6	55	8	67	10	85	13	33	**22**	68	**21**	54	8	83	291
08:15 AM	14	31	8	53	11	63	**16**	90	22	**40**	18	**80**	19	53	13	85	308
08:30 AM	15	**47**	**14**	**76**	**13**	**68**	11	**92**	8	35	16	59	16	**67**	**24**	**107**	**334**
08:45 AM	**25**	31	4	60	10	63	8	81	**24**	36	20	80	14	59	20	93	314
Total Volume	67	145	32	244	42	261	45	348	67	144	76	287	70	233	65	368	1247
% App. Total	27.5	59.4	13.1		12.1	75	12.9		23.3	50.2	26.5		19	63.3	17.7		
PHF	.670	.771	.571	.803	.808	.960	.703	.946	.698	.900	.864	.897	.833	.869	.677	.860	.933

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	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	1	0	0	1	1	1	1	0	3	0	0	0	0	0	0	2	0	0	2	6
07:30 AM	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	0	2	0	0	2	7
07:45 AM	1	3	1	0	5	0	0	0	0	0	0	2	1	0	3	1	2	0	0	3	11
Total	1	5	1	0	7	1	4	1	0	6	0	2	3	0	5	1	6	0	0	7	25
08:00 AM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	4	0	0	4	7
08:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	3	0	3	2	0	0	0	2	8
08:30 AM	0	1	0	0	1	0	3	1	0	4	1	1	2	0	4	0	1	0	0	1	10
08:45 AM	0	4	0	0	4	0	3	0	0	3	0	6	2	0	8	1	1	1	0	3	18
Total	0	6	0	0	6	0	10	1	0	11	1	8	7	0	16	3	6	1	0	10	43
09:00 AM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	6	5	0	0	11	14
09:15 AM	1	0	0	0	1	1	1	1	0	3	0	0	0	0	0	2	5	0	0	7	11
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	1	1	0	0	2	4
09:45 AM	0	1	0	0	1	0	3	0	0	3	1	1	0	0	2	0	2	1	0	3	9
Total	1	2	1	0	4	1	6	1	0	8	1	2	0	0	3	9	13	1	0	23	38
Grand Total	2	13	2	0	17	2	20	3	0	25	2	12	10	0	24	13	25	2	0	40	106
Apprch %	11.8	76.5	11.8	0		8	80	12	0		8.3	50	41.7	0		32.5	62.5	5	0		
Total %	1.9	12.3	1.9	0	16	1.9	18.9	2.8	0	23.6	1.9	11.3	9.4	0	22.6	12.3	23.6	1.9	0	37.7	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	1	0	1	0	**3**	**1**	**4**	**1**	1	**2**	4	0	1	0	1	10
08:45 AM	0	**4**	0	**4**	0	3	0	3	0	**6**	2	**8**	1	1	**1**	3	**18**
09:00 AM	0	1	**1**	2	0	1	0	1	0	0	0	0	**6**	**5**	0	**11**	14
09:15 AM	**1**	0	0	1	**1**	1	1	3	0	0	0	0	2	5	0	7	11
Total Volume	1	6	1	8	1	8	2	11	1	7	4	12	9	12	1	22	53
% App. Total	12.5	75	12.5		9.1	72.7	18.2		8.3	58.3	33.3		40.9	54.5	4.5		
PHF	.250	.375	.250	.500	.250	.667	.500	.688	.250	.292	.500	.375	.375	.600	.250	.500	.736

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	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	2	18	3	0	23	3	39	5	0	47	4	20	16	0	40	15	32	3	0	50	160
07:15 AM	13	38	1	0	52	6	41	5	0	52	7	16	22	0	45	12	45	9	0	66	215
07:30 AM	6	42	1	2	51	3	67	8	0	78	7	38	32	0	77	18	39	6	1	64	270
07:45 AM	14	52	5	0	71	5	59	14	0	78	13	47	32	0	92	21	49	5	0	75	316
Total	35	150	10	2	197	17	206	32	0	255	31	121	102	0	254	66	165	23	1	255	961
08:00 AM	13	36	6	2	57	8	69	10	2	89	13	34	22	0	69	21	58	8	0	87	302
08:15 AM	14	32	8	0	54	11	65	16	4	96	22	40	21	1	84	21	53	13	0	87	321
08:30 AM	15	48	14	0	77	13	71	12	1	97	9	36	18	1	64	16	68	24	0	108	346
08:45 AM	25	35	4	5	69	10	66	8	2	86	24	42	22	2	90	15	60	21	1	97	342
Total	67	151	32	7	257	42	271	46	9	368	68	152	83	4	307	73	239	66	1	379	1311
09:00 AM	14	30	11	3	58	21	59	10	2	92	18	20	15	0	53	17	62	22	0	101	304
09:15 AM	12	22	10	2	46	15	51	10	0	76	8	25	10	1	44	13	59	11	0	83	249
09:30 AM	5	31	5	2	43	11	50	6	0	67	10	28	13	1	52	9	43	13	0	65	227
09:45 AM	11	22	3	0	36	5	59	9	0	73	13	24	10	1	48	11	55	11	0	77	234
Total	42	105	29	7	183	52	219	35	2	308	49	97	48	3	197	50	219	57	0	326	1014
Grand Total	144	406	71	16	637	111	696	113	11	931	148	370	233	7	758	189	623	146	2	960	3286
Apprch %	22.6	63.7	11.1	2.5		11.9	74.8	12.1	1.2		19.5	48.8	30.7	0.9		19.7	64.9	15.2	0.2		
Total %	4.4	12.4	2.2	0.5	19.4	3.4	21.2	3.4	0.3	28.3	4.5	11.3	7.1	0.2	23.1	5.8	19	4.4	0.1	29.2	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	14	32	8	54	11	65	**16**	92	22	40	21	83	**21**	53	13	87	316
08:30 AM	15	**48**	**14**	**77**	13	**71**	12	**96**	9	36	18	63	16	**68**	**24**	**108**	**344**
08:45 AM	**25**	35	4	64	10	66	8	84	**24**	**42**	**22**	**88**	15	60	21	96	332
09:00 AM	14	30	11	55	**21**	59	10	90	18	20	15	53	17	62	22	101	299
Total Volume	68	145	37	250	55	261	46	362	73	138	76	287	69	243	80	392	1291
% App. Total	27.2	58	14.8		15.2	72.1	12.7		25.4	48.1	26.5		17.6	62	20.4		
PHF	.680	.755	.661	.812	.655	.919	.719	.943	.760	.821	.864	.815	.821	.893	.833	.907	.938

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	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	6	31	3	2	42	5	76	9	0	90	15	24	19	1	59	13	71	5	0	89	280
02:30 PM	15	28	7	1	51	5	87	12	1	105	10	38	19	1	68	20	76	11	0	107	331
02:45 PM	7	26	4	1	38	4	68	13	0	85	13	22	25	0	60	13	74	8	2	97	280
Total	28	85	14	4	131	14	231	34	1	280	38	84	63	2	187	46	221	24	2	293	891
03:00 PM	10	41	8	0	59	11	84	12	1	108	15	31	28	0	74	18	74	6	0	98	339
03:15 PM	4	33	4	1	42	8	86	11	1	106	13	29	14	1	57	23	77	14	0	114	319
03:30 PM	11	27	7	2	47	8	78	16	3	105	17	37	21	1	76	16	79	19	0	114	342
03:45 PM	19	39	10	5	73	7	92	13	5	117	14	37	17	1	69	24	71	13	4	112	371
Total	44	140	29	8	221	34	340	52	10	436	59	134	80	3	276	81	301	52	4	438	1371
04:00 PM	14	45	6	0	65	4	81	14	0	99	18	34	18	1	71	20	95	9	1	125	360
04:15 PM	9	46	3	0	58	5	80	7	0	92	16	36	23	1	76	16	80	11	0	107	333
Grand Total	95	316	52	12	475	57	732	107	11	907	131	288	184	7	610	163	697	96	7	963	2955
Apprch %	20	66.5	10.9	2.5		6.3	80.7	11.8	1.2		21.5	47.2	30.2	1.1		16.9	72.4	10	0.7		
Total %	3.2	10.7	1.8	0.4	16.1	1.9	24.8	3.6	0.4	30.7	4.4	9.7	6.2	0.2	20.6	5.5	23.6	3.2	0.2	32.6	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	11	27	7	45	**8**	78	**16**	102	17	**37**	21	**75**	16	79	**19**	114	336
03:45 PM	**19**	39	**10**	**68**	7	**92**	13	**112**	14	37	17	68	**24**	71	13	108	356
04:00 PM	14	45	6	65	4	81	14	99	**18**	34	18	70	20	**95**	9	**124**	**358**
04:15 PM	9	**46**	3	58	5	80	7	92	16	36	**23**	75	16	80	11	107	332
Total Volume	53	157	26	236	24	331	50	405	65	144	79	288	76	325	52	453	1382
% App. Total	22.5	66.5	11		5.9	81.7	12.3		22.6	50	27.4		16.8	71.7	11.5		
PHF	.697	.853	.650	.868	.750	.899	.781	.904	.903	.973	.859	.960	.792	.855	.684	.913	.965

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Groups Printed- Trucks

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	0	2	0	1	0	0	1	0	0	0	0	0	1	4	0	0	5	8
02:30 PM	0	2	0	0	2	1	1	0	0	2	1	0	3	0	4	1	4	0	0	5	13
02:45 PM	1	2	1	0	4	0	1	0	0	1	1	0	1	0	2	0	1	0	0	1	8
Total	1	6	1	0	8	1	3	0	0	4	2	0	4	0	6	2	9	0	0	11	29
03:00 PM	0	0	0	0	0	0	2	0	0	2	1	2	1	0	4	0	1	0	0	1	7
03:15 PM	0	0	1	0	1	0	1	1	0	2	1	1	0	0	2	1	1	1	0	3	8
03:30 PM	0	2	0	0	2	0	2	0	0	2	1	0	0	0	1	1	1	0	0	2	7
03:45 PM	0	0	0	0	0	0	2	0	0	2	0	4	2	0	6	1	1	1	0	3	11
Total	0	2	1	0	3	0	7	1	0	8	3	7	3	0	13	3	4	2	0	9	33
04:00 PM	2	1	0	0	3	0	1	0	0	1	0	5	0	0	5	0	2	0	0	2	11
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	4
Grand Total	3	12	2	0	17	1	11	1	0	13	5	12	7	0	24	5	16	2	0	23	77
Apprch %	17.6	70.6	11.8	0		7.7	84.6	7.7	0		20.8	50	29.2	0		21.7	69.6	8.7	0		
Total %	3.9	15.6	2.6	0	22.1	1.3	14.3	1.3	0	16.9	6.5	15.6	9.1	0	31.2	6.5	20.8	2.6	0	29.9	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	0	0	**1**	1	0	1	**1**	**2**	**1**	1	0	2	**1**	1	**1**	**3**	8
03:30 PM	0	**2**	0	2	0	**2**	0	2	1	0	0	1	1	1	0	2	7
03:45 PM	0	0	0	0	0	2	0	2	0	4	**2**	**6**	1	1	1	3	**11**
04:00 PM	**2**	1	0	**3**	0	1	0	1	0	**5**	0	5	0	**2**	0	2	11
Total Volume	2	3	1	6	0	6	1	7	2	10	2	14	3	5	2	10	37
% App. Total	33.3	50	16.7		0	85.7	14.3		14.3	71.4	14.3		30	50	20		
PHF	.250	.375	.250	.500	.000	.750	.250	.875	.500	.500	.250	.583	.750	.625	.500	.833	.841

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Groups Printed- Combined

	NE 9th St Southbound					NE 16th Ave Westbound					NE 9th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	6	33	3	2	44	5	77	9	0	91	15	24	19	1	59	14	75	5	0	94	288
02:30 PM	15	30	7	1	53	6	88	12	1	107	11	38	22	1	72	21	80	11	0	112	344
02:45 PM	8	28	5	1	42	4	69	13	0	86	14	22	26	0	62	13	75	8	2	98	288
Total	29	91	15	4	139	15	234	34	1	284	40	84	67	2	193	48	230	24	2	304	920
03:00 PM	10	41	8	0	59	11	86	12	1	110	16	33	29	0	78	18	75	6	0	99	346
03:15 PM	4	33	5	1	43	8	87	12	1	108	14	30	14	1	59	24	78	15	0	117	327
03:30 PM	11	29	7	2	49	8	80	16	3	107	18	37	21	1	77	17	80	19	0	116	349
03:45 PM	19	39	10	5	73	7	94	13	5	119	14	41	19	1	75	25	72	14	4	115	382
Total	44	142	30	8	224	34	347	53	10	444	62	141	83	3	289	84	305	54	4	447	1404
04:00 PM	16	46	6	0	68	4	82	14	0	100	18	39	18	1	76	20	97	9	1	127	371
04:15 PM	9	49	3	0	61	5	80	7	0	92	16	36	23	1	76	16	81	11	0	108	337
Grand Total	98	328	54	12	492	58	743	108	11	920	136	300	191	7	634	168	713	98	7	986	3032
Apprch %	19.9	66.7	11	2.4		6.3	80.8	11.7	1.2		21.5	47.3	30.1	1.1		17	72.3	9.9	0.7		
Total %	3.2	10.8	1.8	0.4	16.2	1.9	24.5	3.6	0.4	30.3	4.5	9.9	6.3	0.2	20.9	5.5	23.5	3.2	0.2	32.5	

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	11	29	7	47	**8**	80	**16**	104	**18**	37	21	**76**	17	80	**19**	116	343
03:45 PM	**19**	39	**10**	**68**	7	**94**	13	**114**	14	**41**	19	74	**25**	72	14	111	367
04:00 PM	16	46	6	68	4	82	14	100	18	39	18	75	20	**97**	9	**126**	**369**
04:15 PM	9	**49**	3	61	5	80	7	92	16	36	**23**	75	16	81	11	108	336
Total Volume	55	163	26	244	24	336	50	410	66	153	81	300	78	330	53	461	1415
% App. Total	22.5	66.8	10.7		5.9	82	12.2		22	51	27		16.9	71.6	11.5		
PHF	.724	.832	.650	.897	.750	.894	.781	.899	.917	.933	.880	.987	.780	.851	.697	.915	.959

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Groups Printed- Cars

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	27	1	0	28	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	44
07:15 AM	0	36	1	0	37	1	0	0	1	2	2	28	1	0	31	1	0	0	0	1	71
07:30 AM	1	46	4	0	51	0	0	1	3	4	2	40	0	0	42	2	0	0	0	2	99
07:45 AM	0	54	3	0	57	1	0	4	4	9	7	42	0	0	49	4	0	2	0	6	121
Total	1	163	9	0	173	2	0	5	8	15	11	125	1	0	137	8	0	2	0	10	335
08:00 AM	0	71	5	0	76	0	1	0	7	8	4	50	2	0	56	0	2	0	1	3	143
08:15 AM	2	63	0	0	65	2	0	4	14	20	9	60	1	0	70	0	0	1	0	1	156
08:30 AM	0	73	1	0	74	1	0	4	5	10	6	78	0	0	84	1	0	0	0	1	169
08:45 AM	1	68	3	2	74	1	0	0	19	20	2	53	1	0	56	3	0	0	0	3	153
Total	3	275	9	2	289	4	1	8	45	58	21	241	4	0	266	4	2	1	1	8	621
09:00 AM	1	66	1	0	68	2	0	2	10	14	2	57	1	0	60	3	1	0	1	5	147
09:15 AM	0	45	2	0	47	2	0	2	3	7	0	27	0	0	27	0	0	1	2	3	84
09:30 AM	0	31	1	0	32	0	0	0	1	1	1	30	0	0	31	1	0	0	0	1	65
09:45 AM	0	36	0	0	36	3	0	0	2	5	1	19	0	0	20	0	0	0	0	0	61
Total	1	178	4	0	183	7	0	4	16	27	4	133	1	0	138	4	1	1	3	9	357
Grand Total	5	616	22	2	645	13	1	17	69	100	36	499	6	0	541	16	3	4	4	27	1313
Apprch %	0.8	95.5	3.4	0.3		13	1	17	69		6.7	92.2	1.1	0		59.3	11.1	14.8	14.8		
Total %	0.4	46.9	1.7	0.2	49.1	1	0.1	1.3	5.3	7.6	2.7	38	0.5	0	41.2	1.2	0.2	0.3	0.3	2.1	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	63	0	65	**2**	0	**4**	**6**	**9**	60	**1**	70	0	0	**1**	1	142
08:30 AM	0	**73**	1	**74**	1	0	4	5	6	**78**	0	**84**	1	0	0	1	**164**
08:45 AM	1	68	**3**	72	1	0	0	1	2	53	1	56	**3**	0	0	3	132
09:00 AM	1	66	1	68	2	0	2	4	2	57	1	60	3	**1**	0	**4**	136
Total Volume	4	270	5	279	6	0	10	16	19	248	3	270	7	1	1	9	574
% App. Total	1.4	96.8	1.8		37.5	0	62.5		7	91.9	1.1		77.8	11.1	11.1		
PHF	.500	.925	.417	.943	.750	.000	.625	.667	.528	.795	.750	.804	.583	.250	.250	.563	.875

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Groups Printed- Trucks

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:45 AM	0	5	0	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	7
Total	0	6	0	0	6	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	9
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
08:45 AM	0	5	0	0	5	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	10
Total	0	6	1	0	7	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	12
09:00 AM	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
09:15 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	5
09:45 AM	0	3	1	0	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Total	0	7	2	0	9	0	0	1	0	1	0	7	0	0	7	0	0	0	0	0	17
Grand Total	0	19	3	0	22	0	0	2	0	2	0	14	0	0	14	0	0	0	0	0	38
Apprch %	0	86.4	13.6	0		0	0	100	0		0	100	0	0		0	0	0	0		
Total %	0	50	7.9	0	57.9	0	0	5.3	0	5.3	0	36.8	0	0	36.8	0	0	0	0	0	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**5**	0	**5**	0	0	**1**	**1**	0	**4**	0	**4**	0	0	0	0	**10**
09:00 AM	0	0	**1**	1	0	0	0	0	0	2	0	2	0	0	0	0	3
09:15 AM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
09:30 AM	0	2	0	2	0	0	1	1	0	2	0	2	0	0	0	0	5
Total Volume	0	9	1	10	0	0	2	2	0	8	0	8	0	0	0	0	20
% App. Total	0	90	10		0	0	100		0	100	0		0	0	0		
PHF	.000	.450	.250	.500	.000	.000	.500	.500	.000	.500	.000	.500	.000	.000	.000	.000	.500

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	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	27	1	0	28	0	0	0	0	0	0	15	0	0	15	1	0	0	0	1	44
07:15 AM	0	37	1	0	38	1	0	0	1	2	2	28	1	0	31	1	0	0	0	1	72
07:30 AM	1	46	4	0	51	0	0	1	3	4	2	41	0	0	43	2	0	0	0	2	100
07:45 AM	0	59	3	0	62	1	0	4	4	9	7	44	0	0	51	4	0	2	0	6	128
Total	1	169	9	0	179	2	0	5	8	15	11	128	1	0	140	8	0	2	0	10	344
08:00 AM	0	72	5	0	77	0	1	0	7	8	4	50	2	0	56	0	2	0	1	3	144
08:15 AM	2	63	0	0	65	2	0	4	14	20	9	60	1	0	70	0	0	1	0	1	156
08:30 AM	0	73	2	0	75	1	0	4	5	10	6	78	0	0	84	1	0	0	0	1	170
08:45 AM	1	73	3	2	79	1	0	1	19	21	2	57	1	0	60	3	0	0	0	3	163
Total	3	281	10	2	296	4	1	9	45	59	21	245	4	0	270	4	2	1	1	8	633
09:00 AM	1	66	2	0	69	2	0	2	10	14	2	59	1	0	62	3	1	0	1	5	150
09:15 AM	0	47	2	0	49	2	0	2	3	7	0	27	0	0	27	0	0	1	2	3	86
09:30 AM	0	33	1	0	34	0	0	1	1	2	1	32	0	0	33	1	0	0	0	1	70
09:45 AM	0	39	1	0	40	3	0	0	2	5	1	22	0	0	23	0	0	0	0	0	68
Total	1	185	6	0	192	7	0	5	16	28	4	140	1	0	145	4	1	1	3	9	374
Grand Total	5	635	25	2	667	13	1	19	69	102	36	513	6	0	555	16	3	4	4	27	1351
Apprch %	0.7	95.2	3.7	0.3		12.7	1	18.6	67.6		6.5	92.4	1.1	0		59.3	11.1	14.8	14.8		
Total %	0.4	47	1.9	0.1	49.4	1	0.1	1.4	5.1	7.5	2.7	38	0.4	0	41.1	1.2	0.2	0.3	0.3	2	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	63	0	65	**2**	0	**4**	**6**	**9**	60	**1**	70	0	0	**1**	1	142
08:30 AM	0	**73**	2	75	1	0	4	5	6	**78**	0	**84**	1	0	0	1	**165**
08:45 AM	1	73	**3**	**77**	1	0	1	2	2	57	1	60	**3**	0	0	3	142
09:00 AM	1	66	2	69	2	0	2	4	2	59	1	62	3	**1**	0	**4**	139
Total Volume	4	275	7	286	6	0	11	17	19	254	3	276	7	1	1	9	588
% App. Total	1.4	96.2	2.4		35.3	0	64.7		6.9	92	1.1		77.8	11.1	11.1		
PHF	.500	.942	.583	.929	.750	.000	.688	.708	.528	.814	.750	.821	.583	.250	.250	.563	.891

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Groups Printed- Cars

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	49	1	0	51	0	1	2	2	5	1	33	1	0	35	0	0	3	0	3	94
02:30 PM	0	39	0	0	39	5	0	0	2	7	0	42	2	0	44	0	0	0	1	1	91
02:45 PM	0	33	1	0	34	3	0	1	1	5	0	32	1	0	33	0	0	1	4	5	77
Total	1	121	2	0	124	8	1	3	5	17	1	107	4	0	112	0	0	4	5	9	262
03:00 PM	0	45	1	0	46	1	0	1	1	3	1	54	2	0	57	0	0	1	0	1	107
03:15 PM	1	50	3	0	54	0	0	1	18	19	1	47	0	0	48	0	1	2	0	3	124
03:30 PM	2	37	1	11	51	0	1	4	90	95	2	47	10	0	59	5	0	0	0	5	210
03:45 PM	0	55	1	0	56	2	4	3	40	49	4	54	3	0	61	6	0	1	3	10	176
Total	3	187	6	11	207	3	5	9	149	166	8	202	15	0	225	11	1	4	3	19	617
04:00 PM	0	62	0	1	63	1	0	4	11	16	1	49	0	0	50	1	0	1	1	3	132
04:15 PM	2	46	0	0	48	4	0	5	4	13	2	41	0	0	43	1	0	2	0	3	107
Grand Total	6	416	8	12	442	16	6	21	169	212	12	399	19	0	430	13	1	11	9	34	1118
Apprch %	1.4	94.1	1.8	2.7		7.5	2.8	9.9	79.7		2.8	92.8	4.4	0		38.2	2.9	32.4	26.5		
Total %	0.5	37.2	0.7	1.1	39.5	1.4	0.5	1.9	15.1	19	1.1	35.7	1.7	0	38.5	1.2	0.1	1	0.8	3	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	50	**3**	54	0	0	1	1	1	47	0	48	0	**1**	**2**	3	106
03:30 PM	**2**	37	1	40	0	1	**4**	5	2	47	**10**	59	5	0	0	5	109
03:45 PM	0	55	1	56	**2**	**4**	3	**9**	**4**	**54**	3	**61**	**6**	0	1	**7**	**133**
04:00 PM	0	**62**	0	**62**	1	0	4	5	1	49	0	50	1	0	1	2	119
Total Volume	3	204	5	212	3	5	12	20	8	197	13	218	12	1	4	17	467
% App. Total	1.4	96.2	2.4		15	25	60		3.7	90.4	6		70.6	5.9	23.5		
PHF	.375	.823	.417	.855	.375	.313	.750	.556	.500	.912	.325	.893	.500	.250	.500	.607	.878

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Groups Printed- Trucks

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:30 PM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
02:45 PM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
Total	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	10
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
03:30 PM	0	0	0	0	0	1	0	0	0	1	0	2	0	0	2	1	0	0	0	1	4
03:45 PM	0	2	0	0	2	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	9
Total	0	3	0	0	3	1	0	0	0	1	0	10	1	0	11	1	0	0	0	1	16
04:00 PM	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
04:15 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Grand Total	0	12	1	0	13	1	0	0	0	1	0	17	1	0	18	1	0	0	0	1	33
Apprch %	0	92.3	7.7	0		100	0	0	0		0	94.4	5.6	0		100	0	0	0		
Total %	0	36.4	3	0	39.4	3	0	0	0	3	0	51.5	3	0	54.5	3	0	0	0	3	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	0	0	0	**1**	0	0	**1**	0	2	0	2	**1**	0	0	**1**	4
03:45 PM	0	**2**	0	**2**	0	0	0	0	0	**6**	**1**	**7**	0	0	0	0	**9**
04:00 PM	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
04:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
Total Volume	0	6	0	6	1	0	0	1	0	11	1	12	1	0	0	1	20
% App. Total	0	100	0		100	0	0		0	91.7	8.3		100	0	0		
PHF	.000	.750	.000	.750	.250	.000	.000	.250	.000	.458	.250	.429	.250	.000	.000	.250	.556

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File Name : 2-NE 9th St & School's South Access_NE 18th Ave TUE PM
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Groups Printed- Combined

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	51	1	0	53	0	1	2	2	5	1	34	1	0	36	0	0	3	0	3	97
02:30 PM	0	39	1	0	40	5	0	0	2	7	0	43	2	0	45	0	0	0	1	1	93
02:45 PM	0	36	1	0	37	3	0	1	1	5	0	34	1	0	35	0	0	1	4	5	82
Total	1	126	3	0	130	8	1	3	5	17	1	111	4	0	116	0	0	4	5	9	272
03:00 PM	0	46	1	0	47	1	0	1	1	3	1	55	2	0	58	0	0	1	0	1	109
03:15 PM	1	50	3	0	54	0	0	1	18	19	1	48	0	0	49	0	1	2	0	3	125
03:30 PM	2	37	1	11	51	1	1	4	90	96	2	49	10	0	61	6	0	0	0	6	214
03:45 PM	0	57	1	0	58	2	4	3	40	49	4	60	4	0	68	6	0	1	3	10	185
Total	3	190	6	11	210	4	5	9	149	167	8	212	16	0	236	12	1	4	3	20	633
04:00 PM	0	64	0	1	65	1	0	4	11	16	1	52	0	0	53	1	0	1	1	3	137
04:15 PM	2	48	0	0	50	4	0	5	4	13	2	41	0	0	43	1	0	2	0	3	109
Grand Total	6	428	9	12	455	17	6	21	169	213	12	416	20	0	448	14	1	11	9	35	1151
Apprch %	1.3	94.1	2	2.6		8	2.8	9.9	79.3		2.7	92.9	4.5	0		40	2.9	31.4	25.7		
Total %	0.5	37.2	0.8	1	39.5	1.5	0.5	1.8	14.7	18.5	1	36.1	1.7	0	38.9	1.2	0.1	1	0.8	3	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:15 PM																	
03:15 PM	1	50	**3**	54	0	0	1	1	1	48	0	49	0	**1**	**2**	3	107
03:30 PM	**2**	37	1	40	1	1	**4**	6	2	49	**10**	61	**6**	0	0	6	113
03:45 PM	0	57	1	58	**2**	**4**	3	**9**	**4**	**60**	4	**68**	6	0	1	**7**	**142**
04:00 PM	0	**64**	0	**64**	1	0	4	5	1	52	0	53	1	0	1	2	124
Total Volume	3	208	5	216	4	5	12	21	8	209	14	231	13	1	4	18	486
% App. Total	1.4	96.3	2.3		19	23.8	57.1		3.5	90.5	6.1		72.2	5.6	22.2		
PHF	.375	.813	.417	.844	.500	.313	.750	.583	.500	.871	.350	.849	.542	.250	.500	.643	.856

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File Name : 2-NE 9th St & School's South Access_NE 18th Ave THUR AM
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Groups Printed- Cars

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	24	2	0	26	0	0	0	0	0	2	26	0	0	28	1	0	0	0	1	55
07:15 AM	0	51	0	0	51	0	0	1	0	1	2	23	0	0	25	1	0	0	0	1	78
07:30 AM	0	43	4	0	47	0	0	4	0	4	4	34	2	0	40	1	0	0	0	1	92
07:45 AM	0	66	2	0	68	0	0	4	7	11	3	53	1	0	57	3	0	0	0	3	139
Total	0	184	8	0	192	0	0	9	7	16	11	136	3	0	150	6	0	0	0	6	364
08:00 AM	1	53	6	0	60	0	0	2	6	8	3	42	0	0	45	0	2	0	0	2	115
08:15 AM	0	62	0	0	62	1	0	2	5	8	6	48	0	0	54	1	1	1	0	3	127
08:30 AM	0	74	2	0	76	1	0	2	8	11	3	73	0	0	76	1	0	0	1	2	165
08:45 AM	1	64	0	0	65	0	0	1	14	15	2	58	0	0	60	1	0	0	0	1	141
Total	2	253	8	0	263	2	0	7	33	42	14	221	0	0	235	3	3	1	1	8	548
09:00 AM	0	59	4	0	63	4	0	1	7	12	1	60	0	0	61	2	0	0	0	2	138
09:15 AM	2	44	1	2	49	0	0	0	4	4	1	41	2	0	44	1	0	2	2	5	102
09:30 AM	0	39	2	0	41	0	0	2	6	8	3	46	1	0	50	2	0	0	0	2	101
09:45 AM	0	31	0	0	31	0	0	1	2	3	0	34	0	0	34	0	0	1	0	1	69
Total	2	173	7	2	184	4	0	4	19	27	5	181	3	0	189	5	0	3	2	10	410
Grand Total	4	610	23	2	639	6	0	20	59	85	30	538	6	0	574	14	3	4	3	24	1322
Apprch %	0.6	95.5	3.6	0.3		7.1	0	23.5	69.4		5.2	93.7	1	0		58.3	12.5	16.7	12.5		
Total %	0.3	46.1	1.7	0.2	48.3	0.5	0	1.5	4.5	6.4	2.3	40.7	0.5	0	43.4	1.1	0.2	0.3	0.2	1.8	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	62	0	62	1	0	**2**	3	**6**	48	0	54	1	**1**	**1**	**3**	122
08:30 AM	0	**74**	2	**76**	1	0	2	3	3	**73**	0	**76**	1	0	0	1	**156**
08:45 AM	**1**	64	0	65	0	0	1	1	2	58	0	60	1	0	0	1	127
09:00 AM	0	59	**4**	63	**4**	0	1	**5**	1	60	0	61	**2**	0	0	2	131
Total Volume	1	259	6	266	6	0	6	12	12	239	0	251	5	1	1	7	536
% App. Total	0.4	97.4	2.3		50	0	50		4.8	95.2	0		71.4	14.3	14.3		
PHF	.250	.875	.375	.875	.375	.000	.750	.600	.500	.818	.000	.826	.625	.250	.250	.583	.859

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Groups Printed- Trucks

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
07:15 AM	0	1	1	0	2	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
07:45 AM	0	5	0	0	5	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	8
Total	0	7	1	0	8	1	0	0	0	1	1	3	0	0	4	0	0	0	0	0	13
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
08:15 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	1	0	1	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	3
08:45 AM	0	4	0	0	4	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	12
Total	0	5	1	0	6	1	0	1	0	2	0	10	0	0	10	0	0	0	0	0	18
09:00 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
09:45 AM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	4
Total	0	3	1	0	4	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	10
Grand Total	0	15	3	0	18	2	0	2	0	4	1	18	0	0	19	0	0	0	0	0	41
Apprch %	0	83.3	16.7	0		50	0	50	0		5.3	94.7	0	0		0	0	0	0		
Total %	0	36.6	7.3	0	43.9	4.9	0	4.9	0	9.8	2.4	43.9	0	0	46.3	0	0	0	0	0	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	1	0	1	**1**	0	0	**1**	0	0	0	0	0	0	0	0	2
08:30 AM	0	0	**1**	1	0	0	**1**	1	0	1	0	1	0	0	0	0	3
08:45 AM	0	**4**	0	**4**	0	0	0	0	0	**8**	0	**8**	0	0	0	0	**12**
09:00 AM	0	2	1	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	7	2	9	1	0	1	2	0	9	0	9	0	0	0	0	20
% App. Total	0	77.8	22.2		50	0	50		0	100	0		0	0	0		
PHF	.000	.438	.500	.563	.250	.000	.250	.500	.000	.281	.000	.281	.000	.000	.000	.000	.417

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Groups Printed- Combined

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	24	2	0	26	0	0	0	0	0	2	27	0	0	29	1	0	0	0	1	56
07:15 AM	0	52	1	0	53	0	0	1	0	1	3	23	0	0	26	1	0	0	0	1	81
07:30 AM	0	44	4	0	48	0	0	4	0	4	4	34	2	0	40	1	0	0	0	1	93
07:45 AM	0	71	2	0	73	1	0	4	7	12	3	55	1	0	59	3	0	0	0	3	147
Total	0	191	9	0	200	1	0	9	7	17	12	139	3	0	154	6	0	0	0	6	377
08:00 AM	1	53	6	0	60	0	0	2	6	8	3	43	0	0	46	0	2	0	0	2	116
08:15 AM	0	63	0	0	63	2	0	2	5	9	6	48	0	0	54	1	1	1	0	3	129
08:30 AM	0	74	3	0	77	1	0	3	8	12	3	74	0	0	77	1	0	0	1	2	168
08:45 AM	1	68	0	0	69	0	0	1	14	15	2	66	0	0	68	1	0	0	0	1	153
Total	2	258	9	0	269	3	0	8	33	44	14	231	0	0	245	3	3	1	1	8	566
09:00 AM	0	61	5	0	66	4	0	1	7	12	1	60	0	0	61	2	0	0	0	2	141
09:15 AM	2	44	1	2	49	0	0	1	4	5	1	42	2	0	45	1	0	2	2	5	104
09:30 AM	0	39	2	0	41	0	0	2	6	8	3	47	1	0	51	2	0	0	0	2	102
09:45 AM	0	32	0	0	32	0	0	1	2	3	0	37	0	0	37	0	0	1	0	1	73
Total	2	176	8	2	188	4	0	5	19	28	5	186	3	0	194	5	0	3	2	10	420
Grand Total	4	625	26	2	657	8	0	22	59	89	31	556	6	0	593	14	3	4	3	24	1363
Apprch %	0.6	95.1	4	0.3		9	0	24.7	66.3		5.2	93.8	1	0		58.3	12.5	16.7	12.5		
Total %	0.3	45.9	1.9	0.1	48.2	0.6	0	1.6	4.3	6.5	2.3	40.8	0.4	0	43.5	1	0.2	0.3	0.2	1.8	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	0	63	0	63	2	0	2	4	**6**	48	0	54	1	**1**	**1**	**3**	124
08:30 AM	0	**74**	3	**77**	1	0	**3**	4	3	**74**	0	**77**	1	0	0	1	**159**
08:45 AM	**1**	68	0	69	0	0	1	1	2	66	0	68	1	0	0	1	139
09:00 AM	0	61	**5**	66	**4**	0	1	**5**	1	60	0	61	**2**	0	0	2	134
Total Volume	1	266	8	275	7	0	7	14	12	248	0	260	5	1	1	7	556
% App. Total	0.4	96.7	2.9		50	0	50		4.6	95.4	0		71.4	14.3	14.3		
PHF	.250	.899	.400	.893	.438	.000	.583	.700	.500	.838	.000	.844	.625	.250	.250	.583	.874

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Groups Printed- Cars

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	34	0	0	34	0	1	4	0	5	1	31	1	0	33	0	0	0	0	0	72
02:30 PM	0	50	2	0	52	1	0	1	2	4	2	51	2	0	55	0	0	1	0	1	112
02:45 PM	2	40	2	1	45	1	0	0	0	1	1	35	1	0	37	0	0	1	1	2	85
Total	2	124	4	1	131	2	1	5	2	10	4	117	4	0	125	0	0	2	1	3	269
03:00 PM	0	55	1	0	56	1	0	0	0	1	0	48	1	0	49	1	0	0	0	1	107
03:15 PM	2	39	1	0	42	0	0	0	15	15	0	48	1	0	49	0	0	3	2	5	111
03:30 PM	4	48	0	3	55	1	0	3	58	62	1	56	6	0	63	5	0	0	1	6	186
03:45 PM	1	61	0	7	69	0	0	3	25	28	1	55	4	0	60	1	0	3	2	6	163
Total	7	203	2	10	222	2	0	6	98	106	2	207	12	0	221	7	0	6	5	18	567
04:00 PM	0	58	0	0	58	1	0	0	10	11	1	49	1	0	51	2	0	0	0	2	122
04:15 PM	1	56	0	0	57	2	0	2	8	12	1	47	1	0	49	1	0	1	0	2	120
Grand Total	10	441	6	11	468	7	1	13	118	139	8	420	18	0	446	10	0	9	6	25	1078
Apprch %	2.1	94.2	1.3	2.4		5	0.7	9.4	84.9		1.8	94.2	4	0		40	0	36	24		
Total %	0.9	40.9	0.6	1	43.4	0.6	0.1	1.2	10.9	12.9	0.7	39	1.7	0	41.4	0.9	0	0.8	0.6	2.3	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**4**	48	0	52	1	0	**3**	**4**	**1**	**56**	**6**	**63**	**5**	0	0	**5**	124
03:45 PM	1	**61**	0	**62**	0	0	3	3	1	55	4	60	1	0	**3**	4	**129**
04:00 PM	0	58	0	58	1	0	0	1	1	49	1	51	2	0	0	2	112
04:15 PM	1	56	0	57	**2**	0	2	4	1	47	1	49	1	0	1	2	112
Total Volume	6	223	0	229	4	0	8	12	4	207	12	223	9	0	4	13	477
% App. Total	2.6	97.4	0		33.3	0	66.7		1.8	92.8	5.4		69.2	0	30.8		
PHF	.375	.914	.000	.923	.500	.000	.667	.750	1.00	.924	.500	.885	.450	.000	.333	.650	.924

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Groups Printed- Trucks

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	0	2	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	3
02:30 PM	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
02:45 PM	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
Total	0	9	0	0	9	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	11
03:00 PM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
03:30 PM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1	3
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	6
Total	0	2	0	0	2	1	0	0	0	1	1	8	0	0	9	1	0	0	0	1	13
04:00 PM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	7
04:15 PM	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
Grand Total	0	17	0	0	17	2	0	0	0	2	1	13	0	0	14	1	0	0	0	1	34
Apprch %	0	100	0	0		100	0	0	0		7.1	92.9	0	0		100	0	0	0		
Total %	0	50	0	0	50	5.9	0	0	0	5.9	2.9	38.2	0	0	41.2	2.9	0	0	0	2.9	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	0	1	0	1	**1**	0	0	**1**	0	0	0	0	**1**	0	0	**1**	3
03:45 PM	0	0	0	0	0	0	0	0	0	**6**	0	**6**	0	0	0	0	6
04:00 PM	0	**3**	0	**3**	0	0	0	0	0	4	0	4	0	0	0	0	**7**
04:15 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
Total Volume	0	7	0	7	1	0	0	1	0	10	0	10	1	0	0	1	19
% App. Total	0	100	0		100	0	0		0	100	0		100	0	0		
PHF	.000	.583	.000	.583	.250	.000	.000	.250	.000	.417	.000	.417	.250	.000	.000	.250	.679

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File Name : 2-NE 9th St & School's South Access_NE 18th Ave THUR PM
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Groups Printed- Combined

	NE 9th St Southbound					School South Access Westbound					NE 9th St Northbound					NE 18th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	36	0	0	36	1	1	4	0	6	1	31	1	0	33	0	0	0	0	0	75
02:30 PM	0	52	2	0	54	1	0	1	2	4	2	52	2	0	56	0	0	1	0	1	115
02:45 PM	2	45	2	1	50	1	0	0	0	1	1	35	1	0	37	0	0	1	1	2	90
Total	2	133	4	1	140	3	1	5	2	11	4	118	4	0	126	0	0	2	1	3	280
03:00 PM	0	55	1	0	56	1	0	0	0	1	1	49	1	0	51	1	0	0	0	1	109
03:15 PM	2	40	1	0	43	0	0	0	15	15	0	49	1	0	50	0	0	3	2	5	113
03:30 PM	4	49	0	3	56	2	0	3	58	63	1	56	6	0	63	6	0	0	1	7	189
03:45 PM	1	61	0	7	69	0	0	3	25	28	1	61	4	0	66	1	0	3	2	6	169
Total	7	205	2	10	224	3	0	6	98	107	3	215	12	0	230	8	0	6	5	19	580
04:00 PM	0	61	0	0	61	1	0	0	10	11	1	53	1	0	55	2	0	0	0	2	129
04:15 PM	1	59	0	0	60	2	0	2	8	12	1	47	1	0	49	1	0	1	0	2	123
Grand Total	10	458	6	11	485	9	1	13	118	141	9	433	18	0	460	11	0	9	6	26	1112
Apprch %	2.1	94.4	1.2	2.3		6.4	0.7	9.2	83.7		2	94.1	3.9	0		42.3	0	34.6	23.1		
Total %	0.9	41.2	0.5	1	43.6	0.8	0.1	1.2	10.6	12.7	0.8	38.9	1.6	0	41.4	1	0	0.8	0.5	2.3	

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**4**	49	0	53	**2**	0	**3**	**5**	**1**	56	**6**	63	**6**	0	0	**6**	127
03:45 PM	1	**61**	0	**62**	0	0	3	3	1	**61**	4	**66**	1	0	**3**	4	**135**
04:00 PM	0	61	0	61	1	0	0	1	1	53	1	55	2	0	0	2	119
04:15 PM	1	59	0	60	2	0	2	4	1	47	1	49	1	0	1	2	115
Total Volume	6	230	0	236	5	0	8	13	4	217	12	233	10	0	4	14	496
% App. Total	2.5	97.5	0		38.5	0	61.5		1.7	93.1	5.2		71.4	0	28.6		
PHF	.375	.943	.000	.952	.625	.000	.667	.650	1.00	.889	.500	.883	.417	.000	.333	.583	.919

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Groups Printed- Cars

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	0	0	25	0	0	0	0	1	14	0	0	15	40
07:15 AM	37	3	0	40	0	0	0	0	1	28	0	0	29	69
07:30 AM	51	5	0	56	0	0	1	1	5	35	0	0	40	97
07:45 AM	57	12	0	69	0	0	2	2	11	34	0	0	45	116
Total	170	20	0	190	0	0	3	3	18	111	0	0	129	322
08:00 AM	76	16	0	92	0	0	1	1	17	35	0	0	52	145
08:15 AM	66	23	0	89	0	0	6	6	16	48	0	0	64	159
08:30 AM	73	24	0	97	0	0	1	1	26	53	0	0	79	177
08:45 AM	71	17	0	88	0	0	2	2	25	29	0	0	54	144
Total	286	80	0	366	0	0	10	10	84	165	0	0	249	625
09:00 AM	69	32	0	101	0	0	3	3	18	41	0	0	59	163
09:15 AM	47	8	0	55	0	0	0	0	11	18	0	0	29	84
09:30 AM	31	1	0	32	0	0	1	1	5	24	0	0	29	62
09:45 AM	36	0	0	36	0	0	0	0	3	19	0	0	22	58
Total	183	41	0	224	0	0	4	4	37	102	0	0	139	367
Grand Total	639	141	0	780	0	0	17	17	139	378	0	0	517	1314
Apprch %	81.9	18.1	0		0	0	100		26.9	73.1	0	0		
Total %	48.6	10.7	0	59.4	0	0	1.3	1.3	10.6	28.8	0	0	39.3	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	66	23	89	0	0	0	16	48	0	64	153
08:30 AM	**73**	24	97	0	0	0	**26**	**53**	0	**79**	**176**
08:45 AM	71	17	88	0	0	0	25	29	0	54	142
09:00 AM	69	**32**	**101**	0	0	0	18	41	0	59	160
Total Volume	279	96	375	0	0	0	85	171	0	256	631
% App. Total	74.4	25.6		0	0		33.2	66.8	0		
PHF	.955	.750	.928	.000	.000	.000	.817	.807	.000	.810	.896

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Groups Printed- Trucks

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:45 AM	5	0	0	5	0	0	0	0	0	2	0	0	2	7
Total	6	0	0	6	0	0	0	0	0	3	0	0	3	9
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:45 AM	5	0	0	5	0	0	0	0	0	4	0	0	4	9
Total	7	0	0	7	0	0	0	0	0	4	0	0	4	11
09:00 AM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
09:30 AM	2	0	0	2	0	0	0	0	1	1	0	0	2	4
09:45 AM	4	0	0	4	0	0	0	0	2	1	0	0	3	7
Total	9	0	0	9	0	0	0	0	3	4	0	0	7	16
Grand Total	22	0	0	22	0	0	0	0	3	11	0	0	14	36
Apprch %	100	0	0		0	0	0		21.4	78.6	0	0		
Total %	61.1	0	0	61.1	0	0	0	0	8.3	30.6	0	0	38.9	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:45 AM											
08:45 AM	**5**	0	**5**	0	0	0	0	**4**	0	**4**	**9**
09:00 AM	1	0	1	0	0	0	0	2	0	2	3
09:15 AM	2	0	2	0	0	0	0	0	0	0	2
09:30 AM	2	0	2	0	0	0	**1**	1	0	2	4
Total Volume	10	0	10	0	0	0	1	7	0	8	18
% App. Total	100	0		0	0		12.5	87.5	0		
PHF	.500	.000	.500	.000	.000	.000	.250	.438	.000	.500	.500

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Groups Printed- Combined

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	25	0	0	25	0	0	0	0	1	14	0	0	15	40
07:15 AM	38	3	0	41	0	0	0	0	1	28	0	0	29	70
07:30 AM	51	5	0	56	0	0	1	1	5	36	0	0	41	98
07:45 AM	62	12	0	74	0	0	2	2	11	36	0	0	47	123
Total	176	20	0	196	0	0	3	3	18	114	0	0	132	331
08:00 AM	77	16	0	93	0	0	1	1	17	35	0	0	52	146
08:15 AM	66	23	0	89	0	0	6	6	16	48	0	0	64	159
08:30 AM	74	24	0	98	0	0	1	1	26	53	0	0	79	178
08:45 AM	76	17	0	93	0	0	2	2	25	33	0	0	58	153
Total	293	80	0	373	0	0	10	10	84	169	0	0	253	636
09:00 AM	70	32	0	102	0	0	3	3	18	43	0	0	61	166
09:15 AM	49	8	0	57	0	0	0	0	11	18	0	0	29	86
09:30 AM	33	1	0	34	0	0	1	1	6	25	0	0	31	66
09:45 AM	40	0	0	40	0	0	0	0	5	20	0	0	25	65
Total	192	41	0	233	0	0	4	4	40	106	0	0	146	383
Grand Total	661	141	0	802	0	0	17	17	142	389	0	0	531	1350
Apprch %	82.4	17.6	0		0	0	100		26.7	73.3	0	0		
Total %	49	10.4	0	59.4	0	0	1.3	1.3	10.5	28.8	0	0	39.3	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	66	23	89	0	0	0	16	48	0	64	153
08:30 AM	74	24	98	0	0	0	**26**	**53**	0	**79**	**177**
08:45 AM	**76**	17	93	0	0	0	25	33	0	58	151
09:00 AM	70	**32**	**102**	0	0	0	18	43	0	61	163
Total Volume	286	96	382	0	0	0	85	177	0	262	644
% App. Total	74.9	25.1		0	0		32.4	67.6	0		
PHF	.941	.750	.936	.000	.000	.000	.817	.835	.000	.829	.910

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Groups Printed- Cars

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	52	3	0	55	0	0	0	0	6	30	0	0	36	91
02:30 PM	39	7	0	46	0	0	4	4	5	40	0	0	45	95
02:45 PM	35	3	0	38	0	0	1	1	4	32	0	0	36	75
Total	126	13	0	139	0	0	5	5	15	102	0	0	117	261
03:00 PM	45	7	0	52	0	0	2	2	5	50	0	0	55	109
03:15 PM	56	5	0	61	0	0	19	19	5	41	0	0	46	126
03:30 PM	41	13	0	54	0	0	3	3	12	39	1	0	52	109
03:45 PM	51	14	2	67	0	0	5	5	13	45	1	0	59	131
Total	193	39	2	234	0	0	29	29	35	175	2	0	212	475
04:00 PM	63	7	0	70	0	0	3	3	3	49	0	0	52	125
04:15 PM	48	1	0	49	0	0	2	2	4	43	0	0	47	98
Grand Total	430	60	2	492	0	0	39	39	57	369	2	0	428	959
Apprch %	87.4	12.2	0.4		0	0	100		13.3	86.2	0.5	0		
Total %	44.8	6.3	0.2	51.3	0	0	4.1	4.1	5.9	38.5	0.2	0	44.6	

	NE 9th St Southbound			School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	56	5	61	0	0	**19**	**19**	5	41	0	0	46	126
03:30 PM	41	13	54	0	0	3	3	12	39	**1**	0	52	109
03:45 PM	51	**14**	65	0	0	5	5	**13**	45	1	0	**59**	**129**
04:00 PM	**63**	7	**70**	0	0	3	3	3	**49**	0	0	52	125
Total Volume	211	39	250	0	0	30	30	33	174	2	0	209	489
% App. Total	84.4	15.6		0	0	100		15.8	83.3	1	0		
PHF	.837	.696	.893	.000	.000	.395	.395	.635	.888	.500	.000	.886	.948

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Groups Printed- Trucks

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
02:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
02:45 PM	3	0	0	3	0	0	0	0	0	2	0	0	2	5
Total	6	0	0	6	0	0	0	0	0	4	0	0	4	10
03:00 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	3
03:45 PM	2	0	0	2	0	0	0	0	0	6	0	0	6	8
Total	3	0	0	3	0	0	0	0	0	12	0	0	12	15
04:00 PM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	13	0	0	13	0	0	0	0	0	19	0	0	19	32
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	40.6	0	0	40.6	0	0	0	0	0	59.4	0	0	59.4	

	NE 9th St Southbound			School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	0	0	0	0	0	0	0	0	2	0	0	2	2
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
03:45 PM	**2**	0	**2**	0	0	0	0	0	**6**	0	0	**6**	**8**
04:00 PM	2	0	2	0	0	0	0	0	3	0	0	3	5
Total Volume	4	0	4	0	0	0	0	0	14	0	0	14	18
% App. Total	100	0		0	0	0		0	100	0	0		
PHF	.500	.000	.500	.000	.000	.000	.000	.000	.583	.000	.000	.583	.563

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	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	54	3	0	57	0	0	0	0	6	31	0	0	37	94
02:30 PM	40	7	0	47	0	0	4	4	5	41	0	0	46	97
02:45 PM	38	3	0	41	0	0	1	1	4	34	0	0	38	80
Total	132	13	0	145	0	0	5	5	15	106	0	0	121	271
03:00 PM	46	7	0	53	0	0	2	2	5	51	0	0	56	111
03:15 PM	56	5	0	61	0	0	19	19	5	43	0	0	48	128
03:30 PM	41	13	0	54	0	0	3	3	12	42	1	0	55	112
03:45 PM	53	14	2	69	0	0	5	5	13	51	1	0	65	139
Total	196	39	2	237	0	0	29	29	35	187	2	0	224	490
04:00 PM	65	7	0	72	0	0	3	3	3	52	0	0	55	130
04:15 PM	50	1	0	51	0	0	2	2	4	43	0	0	47	100
Grand Total	443	60	2	505	0	0	39	39	57	388	2	0	447	991
Apprch %	87.7	11.9	0.4		0	0	100		12.8	86.8	0.4	0		
Total %	44.7	6.1	0.2	51	0	0	3.9	3.9	5.8	39.2	0.2	0	45.1	

	NE 9th St Southbound			School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	56	5	61	0	0	**19**	**19**	5	43	0	0	48	128
03:30 PM	41	13	54	0	0	3	3	12	42	**1**	0	55	112
03:45 PM	53	**14**	67	0	0	5	5	**13**	51	1	0	**65**	**137**
04:00 PM	**65**	7	**72**	0	0	3	3	3	**52**	0	0	55	130
Total Volume	215	39	254	0	0	30	30	33	188	2	0	223	507
% App. Total	84.6	15.4		0	0	100		14.8	84.3	0.9	0		
PHF	.827	.696	.882	.000	.000	.395	.395	.635	.904	.500	.000	.858	.925

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File Name : 3-NE 9th St & School's Center Access THUR AM
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Groups Printed- Cars

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	1	0	27	0	0	0	0	1	25	0	0	26	53
07:15 AM	50	7	0	57	0	0	0	0	1	22	0	0	23	80
07:30 AM	47	4	0	51	0	0	0	0	9	25	0	0	34	85
07:45 AM	69	10	0	79	0	0	3	3	11	42	0	0	53	135
Total	192	22	0	214	0	0	3	3	22	114	0	0	136	353
08:00 AM	60	17	0	77	0	0	0	0	9	33	0	0	42	119
08:15 AM	62	23	0	85	0	0	0	0	19	31	0	0	50	135
08:30 AM	75	27	1	103	0	0	4	4	30	42	0	0	72	179
08:45 AM	64	19	0	83	0	0	4	4	22	37	0	0	59	146
Total	261	86	1	348	0	0	8	8	80	143	0	0	223	579
09:00 AM	63	25	0	88	0	0	5	5	32	31	0	0	63	156
09:15 AM	46	15	0	61	0	0	1	1	20	22	0	0	42	104
09:30 AM	41	9	0	50	0	0	2	2	12	36	0	0	48	100
09:45 AM	31	8	0	39	0	0	2	2	6	31	0	0	37	78
Total	181	57	0	238	0	0	10	10	70	120	0	0	190	438
Grand Total	634	165	1	800	0	0	21	21	172	377	0	0	549	1370
Apprch %	79.2	20.6	0.1		0	0	100		31.3	68.7	0	0		
Total %	46.3	12	0.1	58.4	0	0	1.5	1.5	12.6	27.5	0	0	40.1	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	62	23	85	0	0	0	19	31	0	50	135
08:30 AM	**75**	**27**	**102**	0	0	0	30	**42**	0	**72**	**174**
08:45 AM	64	19	83	0	0	0	22	37	0	59	142
09:00 AM	63	25	88	0	0	0	**32**	31	0	63	151
Total Volume	264	94	358	0	0	0	103	141	0	244	602
% App. Total	73.7	26.3		0	0		42.2	57.8	0		
PHF	.880	.870	.877	.000	.000	.000	.805	.839	.000	.847	.865

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Groups Printed- Trucks

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
07:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:45 AM	5	0	0	5	0	0	0	0	0	3	0	0	3	8
Total	8	0	0	8	0	0	0	0	0	4	0	0	4	12
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
08:45 AM	4	0	0	4	0	0	0	0	0	7	0	0	7	11
Total	6	0	0	6	0	0	0	0	0	10	0	0	10	16
09:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	1	0	0	1	0	0	0	0	1	2	0	0	3	4
Total	4	0	0	4	0	0	0	0	1	4	0	0	5	9
Grand Total	18	0	0	18	0	0	0	0	1	18	0	0	19	37
Apprch %	100	0	0		0	0	0		5.3	94.7	0	0		
Total %	48.6	0	0	48.6	0	0	0	0	2.7	48.6	0	0	51.4	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	1	0	1	0	0	0	0	1	0	1	2
08:30 AM	1	0	1	0	0	0	0	1	0	1	2
08:45 AM	**4**	0	**4**	0	0	0	0	**7**	0	**7**	**11**
09:00 AM	3	0	3	0	0	0	0	0	0	0	3
Total Volume	9	0	9	0	0	0	0	9	0	9	18
% App. Total	100	0		0	0		0	100	0		
PHF	.563	.000	.563	.000	.000	.000	.000	.321	.000	.321	.409

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Groups Printed- Combined

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	1	0	27	0	0	0	0	1	26	0	0	27	54
07:15 AM	52	7	0	59	0	0	0	0	1	22	0	0	23	82
07:30 AM	48	4	0	52	0	0	0	0	9	25	0	0	34	86
07:45 AM	74	10	0	84	0	0	3	3	11	45	0	0	56	143
Total	200	22	0	222	0	0	3	3	22	118	0	0	140	365
08:00 AM	60	17	0	77	0	0	0	0	9	34	0	0	43	120
08:15 AM	63	23	0	86	0	0	0	0	19	32	0	0	51	137
08:30 AM	76	27	1	104	0	0	4	4	30	43	0	0	73	181
08:45 AM	68	19	0	87	0	0	4	4	22	44	0	0	66	157
Total	267	86	1	354	0	0	8	8	80	153	0	0	233	595
09:00 AM	66	25	0	91	0	0	5	5	32	31	0	0	63	159
09:15 AM	46	15	0	61	0	0	1	1	20	23	0	0	43	105
09:30 AM	41	9	0	50	0	0	2	2	12	37	0	0	49	101
09:45 AM	32	8	0	40	0	0	2	2	7	33	0	0	40	82
Total	185	57	0	242	0	0	10	10	71	124	0	0	195	447
Grand Total	652	165	1	818	0	0	21	21	173	395	0	0	568	1407
Apprch %	79.7	20.2	0.1		0	0	100		30.5	69.5	0	0		
Total %	46.3	11.7	0.1	58.1	0	0	1.5	1.5	12.3	28.1	0	0	40.4	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	63	23	86	0	0	0	19	32	0	51	137
08:30 AM	**76**	**27**	**103**	0	0	0	30	43	0	**73**	**176**
08:45 AM	68	19	87	0	0	0	22	**44**	0	66	153
09:00 AM	66	25	91	0	0	0	**32**	31	0	63	154
Total Volume	273	94	367	0	0	0	103	150	0	253	620
% App. Total	74.4	25.6		0	0		40.7	59.3	0		
PHF	.898	.870	.891	.000	.000	.000	.805	.852	.000	.866	.881

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Groups Printed- Cars

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	35	0	0	35	0	0	0	0	3	27	0	0	30	65
02:30 PM	52	4	0	56	0	0	2	2	9	45	1	0	55	113
02:45 PM	45	3	1	49	0	0	1	1	4	34	0	0	38	88
Total	132	7	1	140	0	0	3	3	16	106	1	0	123	266
03:00 PM	52	3	0	55	0	0	3	3	5	44	0	0	49	107
03:15 PM	43	3	0	46	0	0	7	7	6	41	0	0	47	100
03:30 PM	50	9	0	59	0	0	3	3	13	44	1	0	58	120
03:45 PM	61	12	0	73	0	0	3	3	13	46	0	0	59	135
Total	206	27	0	233	0	0	16	16	37	175	1	0	213	462
04:00 PM	60	9	0	69	0	0	2	2	9	38	0	0	47	118
04:15 PM	56	4	0	60	0	0	2	2	3	48	0	0	51	113
Grand Total	454	47	1	502	0	0	23	23	65	367	2	0	434	959
Apprch %	90.4	9.4	0.2		0	0	100		15	84.6	0.5	0		
Total %	47.3	4.9	0.1	52.3	0	0	2.4	2.4	6.8	38.3	0.2	0	45.3	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	50	9	59	0	0	0	**13**	44	**1**	58	117
03:45 PM	**61**	**12**	**73**	0	0	0	13	46	0	**59**	**132**
04:00 PM	60	9	69	0	0	0	9	38	0	47	116
04:15 PM	56	4	60	0	0	0	3	**48**	0	51	111
Total Volume	227	34	261	0	0	0	38	176	1	215	476
% App. Total	87	13		0	0		17.7	81.9	0.5		
PHF	.930	.708	.894	.000	.000	.000	.731	.917	.250	.911	.902

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Groups Printed- Trucks

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
02:30 PM	2	1	0	3	0	0	0	0	0	1	0	0	1	4
02:45 PM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Total	9	1	0	10	0	0	0	0	0	2	0	0	2	12
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	1	5	0	0	6	6
Total	2	0	0	2	0	0	0	0	1	8	0	0	9	11
04:00 PM	3	0	0	3	0	0	0	0	0	5	0	0	5	8
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Grand Total	17	1	0	18	0	0	0	0	1	15	0	0	16	34
Apprch %	94.4	5.6	0		0	0	0		6.2	93.8	0	0		
Total %	50	2.9	0	52.9	0	0	0	0	2.9	44.1	0	0	47.1	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	1	0	1	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	**1**	**5**	0	**6**	6
04:00 PM	**3**	0	**3**	0	0	0	0	5	0	5	**8**
04:15 PM	3	0	3	0	0	0	0	0	0	0	3
Total Volume	7	0	7	0	0	0	1	11	0	12	19
% App. Total	100	0		0	0		8.3	91.7	0		
PHF	.583	.000	.583	.000	.000	.000	.250	.550	.000	.500	.594

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Groups Printed- Combined

	NE 9th St Southbound				School Center Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	37	0	0	37	0	0	0	0	3	28	0	0	31	68
02:30 PM	54	5	0	59	0	0	2	2	9	46	1	0	56	117
02:45 PM	50	3	1	54	0	0	1	1	4	34	0	0	38	93
Total	141	8	1	150	0	0	3	3	16	108	1	0	125	278
03:00 PM	52	3	0	55	0	0	3	3	5	45	0	0	50	108
03:15 PM	44	3	0	47	0	0	7	7	6	42	0	0	48	102
03:30 PM	51	9	0	60	0	0	3	3	13	45	1	0	59	122
03:45 PM	61	12	0	73	0	0	3	3	14	51	0	0	65	141
Total	208	27	0	235	0	0	16	16	38	183	1	0	222	473
04:00 PM	63	9	0	72	0	0	2	2	9	43	0	0	52	126
04:15 PM	59	4	0	63	0	0	2	2	3	48	0	0	51	116
Grand Total	471	48	1	520	0	0	23	23	66	382	2	0	450	993
Apprch %	90.6	9.2	0.2		0	0	100		14.7	84.9	0.4	0		
Total %	47.4	4.8	0.1	52.4	0	0	2.3	2.3	6.6	38.5	0.2	0	45.3	

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	51	9	60	0	0	0	13	45	**1**	59	119
03:45 PM	61	**12**	**73**	0	0	0	**14**	**51**	0	**65**	**138**
04:00 PM	**63**	9	72	0	0	0	9	43	0	52	124
04:15 PM	59	4	63	0	0	0	3	48	0	51	114
Total Volume	234	34	268	0	0	0	39	187	1	227	495
% App. Total	87.3	12.7		0	0		17.2	82.4	0.4		
PHF	.929	.708	.918	.000	.000	.000	.696	.917	.250	.873	.897

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Groups Printed- Cars

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	0	0	26	0	1	0	1	0	15	0	0	15	42
07:15 AM	38	0	0	38	0	3	0	3	0	26	0	0	26	67
07:30 AM	51	0	0	51	3	4	1	8	0	35	0	0	35	94
07:45 AM	58	0	0	58	5	8	2	15	0	35	0	0	35	108
Total	173	0	0	173	8	16	3	27	0	111	0	0	111	311
08:00 AM	77	0	0	77	14	15	1	30	0	32	0	0	32	139
08:15 AM	63	0	0	63	15	25	5	45	0	49	0	0	49	157
08:30 AM	71	0	0	71	23	25	1	49	0	56	0	0	56	176
08:45 AM	66	0	0	66	17	26	3	46	0	29	0	0	29	141
Total	277	0	0	277	69	91	10	170	0	166	0	0	166	613
09:00 AM	73	0	0	73	19	27	1	47	0	39	0	0	39	159
09:15 AM	42	0	0	42	12	12	0	24	0	20	0	0	20	86
09:30 AM	29	0	0	29	2	1	1	4	0	25	0	0	25	58
09:45 AM	36	0	0	36	2	1	0	3	0	20	0	0	20	59
Total	180	0	0	180	35	41	2	78	0	104	0	0	104	362
Grand Total	630	0	0	630	112	148	15	275	0	381	0	0	381	1286
Apprch %	100	0	0		40.7	53.8	5.5		0	100	0	0		
Total %	49	0	0	49	8.7	11.5	1.2	21.4	0	29.6	0	0	29.6	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	63	0	63	15	25	40	0	49	0	49	152
08:30 AM	71	0	71	**23**	25	**48**	0	**56**	0	**56**	**175**
08:45 AM	66	0	66	17	26	43	0	29	0	29	138
09:00 AM	**73**	0	**73**	19	**27**	46	0	39	0	39	158
Total Volume	273	0	273	74	103	177	0	173	0	173	623
% App. Total	100	0		41.8	58.2		0	100	0		
PHF	.935	.000	.935	.804	.954	.922	.000	.772	.000	.772	.890

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Groups Printed- Trucks

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
07:45 AM	5	0	0	5	0	0	0	0	0	2	0	0	2	7
Total	7	0	0	7	0	0	0	0	0	3	0	0	3	10
08:00 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
08:45 AM	3	0	0	3	0	0	0	0	0	4	0	0	4	7
Total	7	0	0	7	0	0	0	0	0	4	0	0	4	11
09:00 AM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
09:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
09:30 AM	1	0	0	1	0	1	0	1	0	1	0	0	1	3
09:45 AM	3	0	0	3	1	1	0	2	0	1	0	0	1	6
Total	7	0	0	7	1	2	0	3	0	4	0	0	4	14
Grand Total	21	0	0	21	1	2	0	3	0	11	0	0	11	35
Apprch %	100	0	0		33.3	66.7	0		0	100	0	0		
Total %	60	0	0	60	2.9	5.7	0	8.6	0	31.4	0	0	31.4	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	**3**	0	**3**	0	0	0	0	0	0	0	3
08:45 AM	3	0	3	0	0	0	0	**4**	0	**4**	**7**
09:00 AM	1	0	1	0	0	0	0	2	0	2	3
09:15 AM	2	0	2	0	0	0	0	0	0	0	2
Total Volume	9	0	9	0	0	0	0	6	0	6	15
% App. Total	100	0		0	0		0	100	0		
PHF	.750	.000	.750	.000	.000	.000	.000	.375	.000	.375	.536

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	26	0	0	26	0	1	0	1	0	15	0	0	15	42
07:15 AM	39	0	0	39	0	3	0	3	0	26	0	0	26	68
07:30 AM	52	0	0	52	3	4	1	8	0	36	0	0	36	96
07:45 AM	63	0	0	63	5	8	2	15	0	37	0	0	37	115
Total	180	0	0	180	8	16	3	27	0	114	0	0	114	321
08:00 AM	78	0	0	78	14	15	1	30	0	32	0	0	32	140
08:15 AM	63	0	0	63	15	25	5	45	0	49	0	0	49	157
08:30 AM	74	0	0	74	23	25	1	49	0	56	0	0	56	179
08:45 AM	69	0	0	69	17	26	3	46	0	33	0	0	33	148
Total	284	0	0	284	69	91	10	170	0	170	0	0	170	624
09:00 AM	74	0	0	74	19	27	1	47	0	41	0	0	41	162
09:15 AM	44	0	0	44	12	12	0	24	0	20	0	0	20	88
09:30 AM	30	0	0	30	2	2	1	5	0	26	0	0	26	61
09:45 AM	39	0	0	39	3	2	0	5	0	21	0	0	21	65
Total	187	0	0	187	36	43	2	81	0	108	0	0	108	376
Grand Total	651	0	0	651	113	150	15	278	0	392	0	0	392	1321
Apprch %	100	0	0		40.6	54	5.4		0	100	0	0		
Total %	49.3	0	0	49.3	8.6	11.4	1.1	21	0	29.7	0	0	29.7	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	63	0	63	15	25	40	0	49	0	49	152
08:30 AM	**74**	0	**74**	**23**	25	**48**	0	**56**	0	**56**	**178**
08:45 AM	69	0	69	17	26	43	0	33	0	33	145
09:00 AM	74	0	74	19	**27**	46	0	41	0	41	161
Total Volume	280	0	280	74	103	177	0	179	0	179	636
% App. Total	100	0		41.8	58.2		0	100	0		
PHF	.946	.000	.946	.804	.954	.922	.000	.799	.000	.799	.893

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	52	0	0	52	3	1	1	5	0	23	0	0	23	80
02:30 PM	40	0	0	40	7	4	1	12	0	44	0	0	44	96
02:45 PM	37	0	0	37	6	3	2	11	0	31	0	0	31	79
Total	129	0	0	129	16	8	4	28	0	98	0	0	98	255
03:00 PM	52	0	0	52	2	1	3	6	0	49	0	0	49	107
03:15 PM	57	0	0	57	2	1	15	18	0	40	0	0	40	115
03:30 PM	47	1	0	48	19	12	4	35	0	41	0	0	41	124
03:45 PM	45	0	0	45	26	11	4	41	0	46	1	0	47	133
Total	201	1	0	202	49	25	26	100	0	176	1	0	177	479
04:00 PM	65	0	0	65	6	8	2	16	0	52	1	0	53	134
04:15 PM	45	0	1	46	2	3	2	7	0	42	0	0	42	95
Grand Total	440	1	1	442	73	44	34	151	0	368	2	0	370	963
Apprch %	99.5	0.2	0.2		48.3	29.1	22.5		0	99.5	0.5	0		
Total %	45.7	0.1	0.1	45.9	7.6	4.6	3.5	15.7	0	38.2	0.2	0	38.4	

	NE 9th St Southbound			School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	57	0	57	2	1	**15**	18	0	40	0	0	40	115
03:30 PM	47	**1**	48	19	**12**	4	35	0	41	0	0	41	124
03:45 PM	45	0	45	**26**	11	4	**41**	0	46	**1**	0	47	133
04:00 PM	**65**	0	**65**	6	8	2	16	0	**52**	1	0	**53**	**134**
Total Volume	214	1	215	53	32	25	110	0	179	2	0	181	506
% App. Total	99.5	0.5		48.2	29.1	22.7		0	98.9	1.1	0		
PHF	.823	.250	.827	.510	.667	.417	.671	.000	.861	.500	.000	.854	.944

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Groups Printed- Trucks

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
02:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
02:45 PM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Total	4	0	0	4	0	0	0	0	0	5	0	0	5	9
03:00 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:30 PM	0	0	0	0	0	0	0	0	0	3	0	0	3	3
03:45 PM	2	0	0	2	0	0	0	0	0	7	0	0	7	9
Total	3	0	0	3	0	0	0	0	0	12	0	0	12	15
04:00 PM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
04:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Grand Total	11	0	0	11	0	0	0	0	0	20	0	0	20	31
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	35.5	0	0	35.5	0	0	0	0	0	64.5	0	0	64.5	

	NE 9th St Southbound			School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:30 PM													
03:30 PM	0	0	0	0	0	0	0	0	3	0	0	3	3
03:45 PM	**2**	0	**2**	0	0	0	0	0	**7**	0	0	**7**	**9**
04:00 PM	2	0	2	0	0	0	0	0	3	0	0	3	5
04:15 PM	2	0	2	0	0	0	0	0	0	0	0	0	2
Total Volume	6	0	6	0	0	0	0	0	13	0	0	13	19
% App. Total	100	0		0	0	0		0	100	0	0		
PHF	.750	.000	.750	.000	.000	.000	.000	.000	.464	.000	.000	.464	.528

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	53	0	0	53	3	1	1	5	0	25	0	0	25	83
02:30 PM	41	0	0	41	7	4	1	12	0	45	0	0	45	98
02:45 PM	39	0	0	39	6	3	2	11	0	33	0	0	33	83
Total	133	0	0	133	16	8	4	28	0	103	0	0	103	264
03:00 PM	53	0	0	53	2	1	3	6	0	50	0	0	50	109
03:15 PM	57	0	0	57	2	1	15	18	0	41	0	0	41	116
03:30 PM	47	1	0	48	19	12	4	35	0	44	0	0	44	127
03:45 PM	47	0	0	47	26	11	4	41	0	53	1	0	54	142
Total	204	1	0	205	49	25	26	100	0	188	1	0	189	494
04:00 PM	67	0	0	67	6	8	2	16	0	55	1	0	56	139
04:15 PM	47	0	1	48	2	3	2	7	0	42	0	0	42	97
Grand Total	451	1	1	453	73	44	34	151	0	388	2	0	390	994
Apprch %	99.6	0.2	0.2		48.3	29.1	22.5		0	99.5	0.5	0		
Total %	45.4	0.1	0.1	45.6	7.3	4.4	3.4	15.2	0	39	0.2	0	39.2	

	NE 9th St Southbound			School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1													
Peak Hour for Entire Intersection Begins at 03:15 PM													
03:15 PM	57	0	57	2	1	**15**	18	0	41	0	0	41	116
03:30 PM	47	**1**	48	19	**12**	4	35	0	44	0	0	44	127
03:45 PM	47	0	47	**26**	11	4	**41**	0	53	**1**	0	54	**142**
04:00 PM	**67**	0	**67**	6	8	2	16	0	**55**	1	0	**56**	139
Total Volume	218	1	219	53	32	25	110	0	193	2	0	195	524
% App. Total	99.5	0.5		48.2	29.1	22.7		0	99	1	0		
PHF	.813	.250	.817	.510	.667	.417	.671	.000	.877	.500	.000	.871	.923

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	23	0	0	23	0	1	0	1	0	24	0	0	24	48
07:15 AM	53	0	0	53	3	4	0	7	0	21	0	0	21	81
07:30 AM	50	0	0	50	7	3	0	10	0	25	0	0	25	85
07:45 AM	66	0	0	66	8	10	3	21	0	43	0	0	43	130
Total	192	0	0	192	18	18	3	39	0	113	0	0	113	344
08:00 AM	69	0	0	69	10	8	0	18	0	33	0	0	33	120
08:15 AM	61	0	0	61	8	26	0	34	0	27	0	0	27	122
08:30 AM	71	0	0	71	32	30	2	64	0	43	0	0	43	178
08:45 AM	64	0	0	64	19	22	4	45	0	33	1	0	34	143
Total	265	0	0	265	69	86	6	161	0	136	1	0	137	563
09:00 AM	65	0	0	65	29	19	9	57	0	31	0	0	31	153
09:15 AM	41	0	0	41	19	17	2	38	0	22	0	0	22	101
09:30 AM	40	0	0	40	8	11	1	20	0	37	0	0	37	97
09:45 AM	29	0	0	29	7	8	2	17	0	30	1	0	31	77
Total	175	0	0	175	63	55	14	132	0	120	1	0	121	428
Grand Total	632	0	0	632	150	159	23	332	0	369	2	0	371	1335
Apprch %	100	0	0		45.2	47.9	6.9		0	99.5	0.5	0		
Total %	47.3	0	0	47.3	11.2	11.9	1.7	24.9	0	27.6	0.1	0	27.8	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	61	0	61	8	26	34	0	27	0	27	122
08:30 AM	**71**	0	**71**	**32**	**30**	**62**	0	**43**	0	**43**	**176**
08:45 AM	64	0	64	19	22	41	0	33	**1**	34	139
09:00 AM	65	0	65	29	19	48	0	31	0	31	144
Total Volume	261	0	261	88	97	185	0	134	1	135	581
% App. Total	100	0		47.6	52.4		0	99.3	0.7		
PHF	.919	.000	.919	.688	.808	.746	.000	.779	.250	.785	.825

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Groups Printed- Trucks

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
07:30 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
07:45 AM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
Total	8	0	0	8	0	0	0	0	0	4	0	0	4	12
08:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
08:30 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
08:45 AM	4	0	0	4	0	0	0	0	0	7	0	0	7	11
Total	6	0	0	6	0	0	0	0	0	10	0	0	10	16
09:00 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Total	4	0	0	4	0	0	0	0	0	4	0	0	4	8
Grand Total	18	0	0	18	0	0	0	0	0	18	0	0	18	36
Apprch %	100	0	0		0	0	0		0	100	0	0		
Total %	50	0	0	50	0	0	0	0	0	50	0	0	50	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	1	0	1	0	0	0	0	1	0	1	2
08:30 AM	1	0	1	0	0	0	0	1	0	1	2
08:45 AM	**4**	0	**4**	0	0	0	0	**7**	0	**7**	**11**
09:00 AM	3	0	3	0	0	0	0	0	0	0	3
Total Volume	9	0	9	0	0	0	0	9	0	9	18
% App. Total	100	0		0	0		0	100	0		
PHF	.563	.000	.563	.000	.000	.000	.000	.321	.000	.321	.409

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	23	0	0	23	0	1	0	1	0	25	0	0	25	49
07:15 AM	55	0	0	55	3	4	0	7	0	21	0	0	21	83
07:30 AM	52	0	0	52	7	3	0	10	0	25	0	0	25	87
07:45 AM	70	0	0	70	8	10	3	21	0	46	0	0	46	137
Total	200	0	0	200	18	18	3	39	0	117	0	0	117	356
08:00 AM	69	0	0	69	10	8	0	18	0	34	0	0	34	121
08:15 AM	62	0	0	62	8	26	0	34	0	28	0	0	28	124
08:30 AM	72	0	0	72	32	30	2	64	0	44	0	0	44	180
08:45 AM	68	0	0	68	19	22	4	45	0	40	1	0	41	154
Total	271	0	0	271	69	86	6	161	0	146	1	0	147	579
09:00 AM	68	0	0	68	29	19	9	57	0	31	0	0	31	156
09:15 AM	41	0	0	41	19	17	2	38	0	23	0	0	23	102
09:30 AM	40	0	0	40	8	11	1	20	0	38	0	0	38	98
09:45 AM	30	0	0	30	7	8	2	17	0	32	1	0	33	80
Total	179	0	0	179	63	55	14	132	0	124	1	0	125	436
Grand Total	650	0	0	650	150	159	23	332	0	387	2	0	389	1371
Apprch %	100	0	0		45.2	47.9	6.9		0	99.5	0.5	0		
Total %	47.4	0	0	47.4	10.9	11.6	1.7	24.2	0	28.2	0.1	0	28.4	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	62	0	62	8	26	34	0	28	0	28	124
08:30 AM	**72**	0	**72**	**32**	**30**	**62**	0	**44**	0	**44**	**178**
08:45 AM	68	0	68	19	22	41	0	40	**1**	41	150
09:00 AM	68	0	68	29	19	48	0	31	0	31	147
Total Volume	270	0	270	88	97	185	0	143	1	144	599
% App. Total	100	0		47.6	52.4		0	99.3	0.7		
PHF	.938	.000	.938	.688	.808	.746	.000	.813	.250	.818	.841

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Groups Printed- Cars

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	35	0	0	35	1	1	0	2	0	25	0	0	25	62
02:30 PM	46	0	0	46	6	8	1	15	0	44	1	0	45	106
02:45 PM	46	0	0	46	1	1	1	3	0	34	0	0	34	83
Total	127	0	0	127	8	10	2	20	0	103	1	0	104	251
03:00 PM	53	0	0	53	0	5	0	5	0	44	0	0	44	102
03:15 PM	42	0	0	42	1	0	7	8	0	35	0	0	35	85
03:30 PM	54	2	0	56	18	12	6	36	0	48	1	0	49	141
03:45 PM	46	0	0	46	19	15	0	34	0	50	1	0	51	131
Total	195	2	0	197	38	32	13	83	0	177	2	0	179	459
04:00 PM	64	0	0	64	10	6	1	17	0	40	0	0	40	121
04:15 PM	54	0	0	54	3	5	1	9	0	47	0	0	47	110
Grand Total	440	2	0	442	59	53	17	129	0	367	3	0	370	941
Apprch %	99.5	0.5	0		45.7	41.1	13.2		0	99.2	0.8	0		
Total %	46.8	0.2	0	47	6.3	5.6	1.8	13.7	0	39	0.3	0	39.3	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	54	**2**	56	18	12	30	0	48	**1**	49	**135**
03:45 PM	46	0	46	**19**	**15**	**34**	0	**50**	1	**51**	131
04:00 PM	**64**	0	**64**	10	6	16	0	40	0	40	120
04:15 PM	54	0	54	3	5	8	0	47	0	47	109
Total Volume	218	2	220	50	38	88	0	185	2	187	495
% App. Total	99.1	0.9		56.8	43.2		0	98.9	1.1		
PHF	.852	.250	.859	.658	.633	.647	.000	.925	.500	.917	.917

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	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
02:30 PM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
02:45 PM	5	0	0	5	1	0	0	1	0	0	0	0	0	6
Total	10	0	0	10	1	0	0	1	0	2	0	0	2	13
03:00 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
03:15 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:30 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	5	0	0	5	5
Total	2	0	0	2	0	0	0	0	0	8	0	0	8	10
04:00 PM	2	0	0	2	0	1	0	1	0	5	0	0	5	8
04:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Grand Total	17	0	0	17	1	1	0	2	0	15	0	0	15	34
Apprch %	100	0	0		50	50	0		0	100	0	0		
Total %	50	0	0	50	2.9	2.9	0	5.9	0	44.1	0	0	44.1	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	1	0	1	0	0	0	0	1	0	1	2
03:45 PM	0	0	0	0	0	0	0	**5**	0	**5**	5
04:00 PM	2	0	2	0	**1**	**1**	0	5	0	5	**8**
04:15 PM	**3**	0	**3**	0	0	0	0	0	0	0	3
Total Volume	6	0	6	0	1	1	0	11	0	11	18
% App. Total	100	0		0	100		0	100	0		
PHF	.500	.000	.500	.000	.250	.250	.000	.550	.000	.550	.563

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Groups Printed- Combined

	NE 9th St Southbound				School North Access Westbound				NE 9th St Northbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	37	0	0	37	1	1	0	2	0	26	0	0	26	65
02:30 PM	49	0	0	49	6	8	1	15	0	45	1	0	46	110
02:45 PM	51	0	0	51	2	1	1	4	0	34	0	0	34	89
Total	137	0	0	137	9	10	2	21	0	105	1	0	106	264
03:00 PM	53	0	0	53	0	5	0	5	0	45	0	0	45	103
03:15 PM	43	0	0	43	1	0	7	8	0	36	0	0	36	87
03:30 PM	55	2	0	57	18	12	6	36	0	49	1	0	50	143
03:45 PM	46	0	0	46	19	15	0	34	0	55	1	0	56	136
Total	197	2	0	199	38	32	13	83	0	185	2	0	187	469
04:00 PM	66	0	0	66	10	7	1	18	0	45	0	0	45	129
04:15 PM	57	0	0	57	3	5	1	9	0	47	0	0	47	113
Grand Total	457	2	0	459	60	54	17	131	0	382	3	0	385	975
Apprch %	99.6	0.4	0		45.8	41.2	13		0	99.2	0.8	0		
Total %	46.9	0.2	0	47.1	6.2	5.5	1.7	13.4	0	39.2	0.3	0	39.5	

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	55	**2**	57	18	12	30	0	49	**1**	50	**137**
03:45 PM	46	0	46	**19**	**15**	**34**	0	**55**	1	**56**	136
04:00 PM	**66**	0	**66**	10	7	17	0	45	0	45	128
04:15 PM	57	0	57	3	5	8	0	47	0	47	112
Total Volume	224	2	226	50	39	89	0	196	2	198	513
% App. Total	99.1	0.9		56.2	43.8		0	99	1		
PHF	.848	.250	.856	.658	.650	.654	.000	.891	.500	.884	.936

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Groups Printed- Cars

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2
07:15 AM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
07:30 AM	7	1	0	8	1	1	0	2	3	2	0	0	5	15
07:45 AM	3	0	0	3	0	2	1	3	5	1	0	0	6	12
Total	13	1	0	14	1	4	1	6	8	5	0	0	13	33
08:00 AM	3	0	1	4	1	6	0	7	12	2	0	0	14	25
08:15 AM	13	0	1	14	0	3	2	5	2	14	0	0	16	35
08:30 AM	7	0	0	7	1	0	2	3	3	8	1	0	12	22
08:45 AM	8	0	3	11	0	0	5	5	1	8	0	2	11	27
Total	31	0	5	36	2	9	9	20	18	32	1	2	53	109
09:00 AM	8	0	1	9	0	0	3	3	0	4	0	1	5	17
09:15 AM	2	1	1	4	0	0	0	0	2	1	0	0	3	7
09:30 AM	1	1	0	2	0	0	0	0	0	2	0	0	2	4
09:45 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	13	2	2	17	0	0	3	3	2	8	0	1	11	31
Grand Total	57	3	7	67	3	13	13	29	28	45	1	3	77	173
Apprch %	85.1	4.5	10.4		10.3	44.8	44.8		36.4	58.4	1.3	3.9		
Total %	32.9	1.7	4	38.7	1.7	7.5	7.5	16.8	16.2	26	0.6	1.7	44.5	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	3	0	3	**1**	**6**	**7**	**12**	2	0	14	24
08:15 AM	**13**	0	**13**	0	3	3	2	**14**	0	**16**	**32**
08:30 AM	7	0	7	1	0	1	3	8	**1**	12	20
08:45 AM	8	0	8	0	0	0	1	8	0	9	17
Total Volume	31	0	31	2	9	11	18	32	1	51	93
% App. Total	100	0		18.2	81.8		35.3	62.7	2		
PHF	.596	.000	.596	.500	.375	.393	.375	.571	.250	.797	.727

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Groups Printed- Trucks

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	1	0	0	1	0	0	0	0	1	0	0	0	1	2
08:45 AM	2	2	0	4	0	0	0	0	7	0	0	0	7	11
Total	3	2	0	5	0	0	0	0	8	0	0	0	8	13
09:00 AM	1	0	0	1	0	0	0	0	3	0	0	0	3	4
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	3	2	0	0	5	8
Grand Total	8	2	0	10	0	0	0	0	11	2	0	0	13	23
Apprch %	80	20	0		0	0	0		84.6	15.4	0	0		
Total %	34.8	8.7	0	43.5	0	0	0	0	47.8	8.7	0	0	56.5	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	1	0	1	0	0	0	1	0	0	1	2
08:45 AM	**2**	**2**	**4**	0	0	0	**7**	0	0	**7**	**11**
09:00 AM	1	0	1	0	0	0	3	0	0	3	4
09:15 AM	1	0	1	0	0	0	0	0	0	0	1
Total Volume	5	2	7	0	0	0	11	0	0	11	18
% App. Total	71.4	28.6		0	0		100	0	0		
PHF	.625	.250	.438	.000	.000	.000	.393	.000	.000	.393	.409

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	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	1	0	0	1	0	1	0	1	0	0	0	0	0	2
07:15 AM	3	0	0	3	0	0	0	0	0	2	0	0	2	5
07:30 AM	7	1	0	8	1	1	0	2	3	2	0	0	5	15
07:45 AM	4	0	0	4	0	2	1	3	5	1	0	0	6	13
Total	15	1	0	16	1	4	1	6	8	5	0	0	13	35
08:00 AM	3	0	1	4	1	6	0	7	12	2	0	0	14	25
08:15 AM	13	0	1	14	0	3	2	5	2	14	0	0	16	35
08:30 AM	8	0	0	8	1	0	2	3	4	8	1	0	13	24
08:45 AM	10	2	3	15	0	0	5	5	8	8	0	2	18	38
Total	34	2	5	41	2	9	9	20	26	32	1	2	61	122
09:00 AM	9	0	1	10	0	0	3	3	3	4	0	1	8	21
09:15 AM	3	1	1	5	0	0	0	0	2	1	0	0	3	8
09:30 AM	1	1	0	2	0	0	0	0	0	3	0	0	3	5
09:45 AM	3	0	0	3	0	0	0	0	0	2	0	0	2	5
Total	16	2	2	20	0	0	3	3	5	10	0	1	16	39
Grand Total	65	5	7	77	3	13	13	29	39	47	1	3	90	196
Apprch %	84.4	6.5	9.1		10.3	44.8	44.8		43.3	52.2	1.1	3.3		
Total %	33.2	2.6	3.6	39.3	1.5	6.6	6.6	14.8	19.9	24	0.5	1.5	45.9	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:00 AM											
08:00 AM	3	0	3	**1**	**6**	**7**	**12**	2	0	14	24
08:15 AM	**13**	0	**13**	0	3	3	2	**14**	0	**16**	**32**
08:30 AM	8	0	8	1	0	1	4	8	**1**	13	22
08:45 AM	10	**2**	12	0	0	0	8	8	0	16	28
Total Volume	34	2	36	2	9	11	26	32	1	59	106
% App. Total	94.4	5.6		18.2	81.8		44.1	54.2	1.7		
PHF	.654	.250	.692	.500	.375	.393	.542	.571	.250	.922	.828

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Groups Printed- Cars

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
02:30 PM	1	0	0	1	0	0	0	0	0	4	0	0	4	5
02:45 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Total	3	0	0	3	0	0	0	0	0	7	0	0	7	10
03:00 PM	3	1	0	4	0	0	0	0	0	5	0	0	5	9
03:15 PM	2	0	1	3	0	0	5	5	1	7	0	1	9	17
03:30 PM	7	0	0	7	0	0	1	1	0	19	2	0	21	29
03:45 PM	5	2	1	8	0	0	1	1	1	10	0	2	13	22
Total	17	3	2	22	0	0	7	7	2	41	2	3	48	77
04:00 PM	9	0	1	10	0	0	0	0	1	5	0	1	7	17
04:15 PM	2	1	0	3	0	1	0	1	1	4	0	0	5	9
Grand Total	31	4	3	38	0	1	7	8	4	57	2	4	67	113
Apprch %	81.6	10.5	7.9		0	12.5	87.5		6	85.1	3	6		
Total %	27.4	3.5	2.7	33.6	0	0.9	6.2	7.1	3.5	50.4	1.8	3.5	59.3	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	2	0	2	0	0	0	**1**	7	0	8	10
03:30 PM	7	0	7	0	0	0	0	**19**	**2**	**21**	**28**
03:45 PM	5	**2**	7	0	0	0	1	10	0	11	18
04:00 PM	**9**	0	**9**	0	0	0	1	5	0	6	15
Total Volume	23	2	25	0	0	0	3	41	2	46	71
% App. Total	92	8		0	0		6.5	89.1	4.3		
PHF	.639	.250	.694	.000	.000	.000	.750	.539	.250	.548	.634

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Groups Printed- Trucks

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	0	0	0	2	0	0	2	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	2	0	2	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	1	0	1	0	0	0	0	1	0	0	0	1	2
03:45 PM	3	2	0	5	0	0	0	0	7	0	0	0	7	12
Total	3	5	0	8	0	0	0	0	8	0	0	0	8	16
04:00 PM	3	0	0	3	0	0	0	0	3	0	0	0	3	6
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	5	0	12	0	0	0	0	11	2	0	0	13	25
Apprch %	58.3	41.7	0		0	0	0		84.6	15.4	0	0		
Total %	28	20	0	48	0	0	0	0	44	8	0	0	52	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	0	**2**	2	0	0	0	0	0	0	0	2
03:30 PM	0	1	1	0	0	0	1	0	0	1	2
03:45 PM	**3**	2	**5**	0	0	0	**7**	0	0	**7**	**12**
04:00 PM	3	0	3	0	0	0	3	0	0	3	6
Total Volume	6	5	11	0	0	0	11	0	0	11	22
% App. Total	54.5	45.5		0	0		100	0	0		
PHF	.500	.625	.550	.000	.000	.000	.393	.000	.000	.393	.458

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	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
02:30 PM	2	0	0	2	0	0	0	0	0	4	0	0	4	6
02:45 PM	1	0	0	1	0	0	0	0	0	3	0	0	3	4
Total	4	0	0	4	0	0	0	0	0	9	0	0	9	13
03:00 PM	3	1	0	4	0	0	0	0	0	5	0	0	5	9
03:15 PM	2	2	1	5	0	0	5	5	1	7	0	1	9	19
03:30 PM	7	1	0	8	0	0	1	1	1	19	2	0	22	31
03:45 PM	8	4	1	13	0	0	1	1	8	10	0	2	20	34
Total	20	8	2	30	0	0	7	7	10	41	2	3	56	93
04:00 PM	12	0	1	13	0	0	0	0	4	5	0	1	10	23
04:15 PM	2	1	0	3	0	1	0	1	1	4	0	0	5	9
Grand Total	38	9	3	50	0	1	7	8	15	59	2	4	80	138
Apprch %	76	18	6		0	12.5	87.5		18.8	73.8	2.5	5		
Total %	27.5	6.5	2.2	36.2	0	0.7	5.1	5.8	10.9	42.8	1.4	2.9	58	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	2	2	4	0	0	0	1	7	0	8	12
03:30 PM	7	1	8	0	0	0	1	**19**	**2**	**22**	**30**
03:45 PM	8	**4**	**12**	0	0	0	**8**	10	0	18	30
04:00 PM	**12**	0	12	0	0	0	4	5	0	9	21
Total Volume	29	7	36	0	0	0	14	41	2	57	93
% App. Total	80.6	19.4		0	0		24.6	71.9	3.5		
PHF	.604	.438	.750	.000	.000	.000	.438	.539	.250	.648	.775

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File Name : 5-NE 19th Place & School's West Bus Entrance THUR AM
Site Code :
Start Date : 1/30/2020

Groups Printed- Cars

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	3	3
07:15 AM	6	0	0	6	1	2	0	3	2	2	0	0	4	13
07:30 AM	5	0	0	5	1	1	0	2	1	5	0	0	6	13
07:45 AM	4	0	0	4	0	0	0	0	3	2	0	0	5	9
Total	15	0	0	15	2	3	0	5	7	11	0	0	18	38
08:00 AM	4	1	1	6	3	3	0	6	7	1	0	0	8	20
08:15 AM	6	1	0	7	0	1	10	11	4	6	1	0	11	29
08:30 AM	6	0	0	6	0	0	3	3	1	7	0	2	10	19
08:45 AM	6	0	0	6	0	0	2	2	1	5	0	0	6	14
Total	22	2	1	25	3	4	15	22	13	19	1	2	35	82
09:00 AM	8	0	1	9	0	0	1	1	1	16	1	0	18	28
09:15 AM	3	0	0	3	0	0	0	0	0	5	0	1	6	9
09:30 AM	2	0	0	2	0	0	0	0	0	5	0	0	5	7
09:45 AM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
Total	16	0	1	17	0	0	1	1	1	27	1	1	30	48
Grand Total	53	2	2	57	5	7	16	28	21	57	2	3	83	168
Apprch %	93	3.5	3.5		17.9	25	57.1		25.3	68.7	2.4	3.6		
Total %	31.5	1.2	1.2	33.9	3	4.2	9.5	16.7	12.5	33.9	1.2	1.8	49.4	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	6	**1**	7	0	**1**	**1**	**4**	6	**1**	11	19
08:30 AM	6	0	6	0	0	0	1	7	0	8	14
08:45 AM	6	0	6	0	0	0	1	5	0	6	12
09:00 AM	**8**	0	**8**	0	0	0	1	**16**	1	**18**	**26**
Total Volume	26	1	27	0	1	1	7	34	2	43	71
% App. Total	96.3	3.7		0	100		16.3	79.1	4.7		
PHF	.813	.250	.844	.000	.250	.250	.438	.531	.500	.597	.683

Peggy Malone & Associates, Inc.
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File Name : 5-NE 19th Place & School's West Bus Entrance THUR AM
Site Code :
Start Date : 1/30/2020

Groups Printed- Trucks

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	4	2	0	6	0	0	0	0	9	0	0	0	9	15
Total	4	2	0	6	0	0	0	0	9	1	0	0	10	16
09:00 AM	1	0	0	1	0	0	0	0	1	1	0	0	2	3
09:15 AM	0	1	0	1	0	0	0	0	1	0	0	0	1	2
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	1	0	2	0	0	0	0	2	2	0	0	4	6
Grand Total	8	3	0	11	0	0	0	0	11	3	0	0	14	25
Apprch %	72.7	27.3	0		0	0	0		78.6	21.4	0	0		
Total %	32	12	0	44	0	0	0	0	44	12	0	0	56	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	**4**	**2**	**6**	0	0	0	**9**	0	0	**9**	**15**
09:00 AM	1	0	1	0	0	0	1	**1**	0	2	3
09:15 AM	0	1	1	0	0	0	1	0	0	1	2
Total Volume	5	3	8	0	0	0	11	1	0	12	20
% App. Total	62.5	37.5		0	0		91.7	8.3	0		
PHF	.313	.375	.333	.000	.000	.000	.306	.250	.000	.333	.333

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File Name : 5-NE 19th Place & School's West Bus Entrance THUR AM
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Groups Printed- Combined

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	1	2	0	0	3	3
07:15 AM	7	0	0	7	1	2	0	3	2	2	0	0	4	14
07:30 AM	5	0	0	5	1	1	0	2	1	5	0	0	6	13
07:45 AM	6	0	0	6	0	0	0	0	3	2	0	0	5	11
Total	18	0	0	18	2	3	0	5	7	11	0	0	18	41
08:00 AM	4	1	1	6	3	3	0	6	7	1	0	0	8	20
08:15 AM	6	1	0	7	0	1	10	11	4	7	1	0	12	30
08:30 AM	6	0	0	6	0	0	3	3	1	7	0	2	10	19
08:45 AM	10	2	0	12	0	0	2	2	10	5	0	0	15	29
Total	26	4	1	31	3	4	15	22	22	20	1	2	45	98
09:00 AM	9	0	1	10	0	0	1	1	2	17	1	0	20	31
09:15 AM	3	1	0	4	0	0	0	0	1	5	0	1	7	11
09:30 AM	2	0	0	2	0	0	0	0	0	5	0	0	5	7
09:45 AM	3	0	0	3	0	0	0	0	0	2	0	0	2	5
Total	17	1	1	19	0	0	1	1	3	29	1	1	34	54
Grand Total	61	5	2	68	5	7	16	28	32	60	2	3	97	193
Apprch %	89.7	7.4	2.9		17.9	25	57.1		33	61.9	2.1	3.1		
Total %	31.6	2.6	1	35.2	2.6	3.6	8.3	14.5	16.6	31.1	1	1.6	50.3	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	6	1	7	0	**1**	**1**	4	7	**1**	12	20
08:30 AM	6	0	6	0	0	0	1	7	0	8	14
08:45 AM	**10**	**2**	**12**	0	0	0	**10**	5	0	15	27
09:00 AM	9	0	9	0	0	0	2	**17**	1	**20**	**29**
Total Volume	31	3	34	0	1	1	17	36	2	55	90
% App. Total	91.2	8.8		0	100		30.9	65.5	3.6		
PHF	.775	.375	.708	.000	.250	.250	.425	.529	.500	.688	.776

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File Name : 5-NE 19th Place & School's West Bus Entrance THUR PM
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Groups Printed- Cars

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	3	3
02:45 PM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
Total	2	0	0	2	0	0	0	0	0	5	1	0	6	8
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:15 PM	1	0	0	1	0	0	0	0	2	4	0	0	6	7
03:30 PM	7	0	0	7	0	0	0	0	0	11	2	0	13	20
03:45 PM	7	1	1	9	0	2	0	2	2	10	0	0	12	23
Total	19	1	1	21	0	2	0	2	4	25	2	0	31	54
04:00 PM	3	0	0	3	0	0	0	0	3	1	0	0	4	7
04:15 PM	2	0	5	7	0	0	0	0	1	3	0	0	4	11
Grand Total	26	1	6	33	0	2	0	2	8	34	3	0	45	80
Apprch %	78.8	3	18.2		0	100	0		17.8	75.6	6.7	0		
Total %	32.5	1.2	7.5	41.2	0	2.5	0	2.5	10	42.5	3.8	0	56.2	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	1	0	1	0	0	0	2	4	0	6	7
03:30 PM	**7**	0	7	0	0	0	0	**11**	**2**	**13**	20
03:45 PM	7	**1**	**8**	0	**2**	**2**	2	10	0	12	**22**
04:00 PM	3	0	3	0	0	0	**3**	1	0	4	7
Total Volume	18	1	19	0	2	2	7	26	2	35	56
% App. Total	94.7	5.3		0	100		20	74.3	5.7		
PHF	.643	.250	.594	.000	.250	.250	.583	.591	.250	.673	.636

Peggy Malone & Associates, Inc.
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File Name : 5-NE 19th Place & School's West Bus Entrance THUR PM
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Groups Printed- Trucks

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	1	0	0	1	0	0	0	0	0	0	0	0	0	1
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	0	3	0	3	0	0	0	0	0	0	0	0	0	3
03:45 PM	0	2	0	2	0	0	0	0	5	0	0	0	5	7
Total	0	6	0	6	0	0	0	0	5	0	0	0	5	11
04:00 PM	5	0	0	5	0	0	0	0	3	0	0	0	3	8
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	6	6	0	12	0	0	0	0	8	0	0	0	8	20
Apprch %	50	50	0		0	0	0		100	0	0	0		
Total %	30	30	0	60	0	0	0	0	40	0	0	0	40	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	0	1	1	0	0	0	0	0	0	0	1
03:30 PM	0	**3**	3	0	0	0	0	0	0	0	3
03:45 PM	0	2	2	0	0	0	**5**	0	0	**5**	7
04:00 PM	**5**	0	**5**	0	0	0	3	0	0	3	**8**
Total Volume	5	6	11	0	0	0	8	0	0	8	19
% App. Total	45.5	54.5		0	0		100	0	0		
PHF	.250	.500	.550	.000	.000	.000	.400	.000	.000	.400	.594

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File Name : 5-NE 19th Place & School's West Bus Entrance THUR PM
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Groups Printed- Combined

	NE 19th Pl Westbound				West Bus Entrance Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	2	1	0	3	3
02:45 PM	3	0	0	3	0	0	0	0	0	3	0	0	3	6
Total	3	0	0	3	0	0	0	0	0	5	1	0	6	9
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:15 PM	1	1	0	2	0	0	0	0	2	4	0	0	6	8
03:30 PM	7	3	0	10	0	0	0	0	0	11	2	0	13	23
03:45 PM	7	3	1	11	0	2	0	2	7	10	0	0	17	30
Total	19	7	1	27	0	2	0	2	9	25	2	0	36	65
04:00 PM	8	0	0	8	0	0	0	0	6	1	0	0	7	15
04:15 PM	2	0	5	7	0	0	0	0	1	3	0	0	4	11
Grand Total	32	7	6	45	0	2	0	2	16	34	3	0	53	100
Apprch %	71.1	15.6	13.3		0	100	0		30.2	64.2	5.7	0		
Total %	32	7	6	45	0	2	0	2	16	34	3	0	53	

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	1	1	2	0	0	0	2	4	0	6	8
03:30 PM	7	**3**	**10**	0	0	0	0	**11**	**2**	13	23
03:45 PM	7	3	10	0	**2**	**2**	**7**	10	0	**17**	**29**
04:00 PM	**8**	0	8	0	0	0	6	1	0	7	15
Total Volume	23	7	30	0	2	2	15	26	2	43	75
% App. Total	76.7	23.3		0	100		34.9	60.5	4.7		
PHF	.719	.583	.750	.000	.250	.250	.536	.591	.250	.632	.647

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File Name : 6-NE 19th Place & School's East Bus Exit TUE AM
Site Code :
Start Date : 1/28/2020
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Groups Printed- Cars

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
07:30 AM	6	0	0	6	0	0	0	0	0	4	0	0	4	10
07:45 AM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
Total	11	0	0	11	0	0	0	0	0	6	0	0	6	17
08:00 AM	2	0	0	2	0	0	0	0	0	2	1	0	3	5
08:15 AM	2	0	0	2	0	4	1	5	2	4	6	0	12	19
08:30 AM	3	0	0	3	0	0	0	0	0	3	3	0	6	9
08:45 AM	5	0	2	7	0	2	0	2	1	5	1	2	9	18
Total	12	0	2	14	0	6	1	7	3	14	11	2	30	51
09:00 AM	3	0	2	5	0	1	4	5	1	4	0	0	5	15
09:15 AM	2	0	1	3	0	0	0	0	0	2	0	0	2	5
09:30 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
09:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	7	0	3	10	0	1	4	5	1	6	0	0	7	22
Grand Total	30	0	5	35	0	7	5	12	4	26	11	2	43	90
Apprch %	85.7	0	14.3		0	58.3	41.7		9.3	60.5	25.6	4.7		
Total %	33.3	0	5.6	38.9	0	7.8	5.6	13.3	4.4	28.9	12.2	2.2	47.8	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	2	0	2	0	**4**	**4**	**2**	4	**6**	**12**	**18**
08:30 AM	3	0	3	0	0	0	0	3	3	6	9
08:45 AM	**5**	0	**5**	0	2	2	1	**5**	1	7	14
09:00 AM	3	0	3	0	1	1	1	4	0	5	9
Total Volume	13	0	13	0	7	7	4	16	10	30	50
% App. Total	100	0		0	100		13.3	53.3	33.3		
PHF	.650	.000	.650	.000	.438	.438	.500	.800	.417	.625	.694

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File Name : 6-NE 19th Place & School's East Bus Exit TUE AM
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Groups Printed- Trucks

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
Total	2	0	0	2	0	0	0	0	0	0	0	0	0	2
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
08:45 AM	2	0	0	2	7	2	0	9	0	0	0	0	0	11
Total	2	0	0	2	7	3	0	10	0	0	0	0	0	12
09:00 AM	1	0	0	1	2	0	0	2	0	0	0	0	0	3
09:15 AM	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
09:45 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total	2	0	0	2	2	1	0	3	0	2	0	0	2	7
Grand Total	6	0	0	6	9	4	0	13	0	2	0	0	2	21
Apprch %	100	0	0		69.2	30.8	0		0	100	0	0		
Total %	28.6	0	0	28.6	42.9	19	0	61.9	0	9.5	0	0	9.5	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	0	0	0	0	1	1	0	0	0	0	1
08:45 AM	**2**	0	**2**	**7**	**2**	**9**	0	0	0	0	**11**
09:00 AM	1	0	1	2	0	2	0	0	0	0	3
09:15 AM	0	0	0	0	1	1	0	0	0	0	1
Total Volume	3	0	3	9	4	13	0	0	0	0	16
% App. Total	100	0		69.2	30.8		0	0	0		
PHF	.375	.000	.375	.321	.500	.361	.000	.000	.000	.000	.364

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	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
07:30 AM	6	0	0	6	0	0	0	0	0	4	0	0	4	10
07:45 AM	4	0	0	4	0	0	0	0	0	1	0	0	1	5
Total	13	0	0	13	0	0	0	0	0	6	0	0	6	19
08:00 AM	2	0	0	2	0	0	0	0	0	2	1	0	3	5
08:15 AM	2	0	0	2	0	4	1	5	2	4	6	0	12	19
08:30 AM	3	0	0	3	0	1	0	1	0	3	3	0	6	10
08:45 AM	7	0	2	9	7	4	0	11	1	5	1	2	9	29
Total	14	0	2	16	7	9	1	17	3	14	11	2	30	63
09:00 AM	4	0	2	6	2	1	4	7	1	4	0	0	5	18
09:15 AM	2	0	1	3	0	1	0	1	0	2	0	0	2	6
09:30 AM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
09:45 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	9	0	3	12	2	2	4	8	1	8	0	0	9	29
Grand Total	36	0	5	41	9	11	5	25	4	28	11	2	45	111
Apprch %	87.8	0	12.2		36	44	20		8.9	62.2	24.4	4.4		
Total %	32.4	0	4.5	36.9	8.1	9.9	4.5	22.5	3.6	25.2	9.9	1.8	40.5	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	2	0	2	0	**4**	4	**2**	4	**6**	**12**	18
08:30 AM	3	0	3	0	1	1	0	3	3	6	10
08:45 AM	**7**	0	**7**	**7**	4	**11**	1	**5**	1	7	**25**
09:00 AM	4	0	4	2	1	3	1	4	0	5	12
Total Volume	16	0	16	9	10	19	4	16	10	30	65
% App. Total	100	0		47.4	52.6		13.3	53.3	33.3		
PHF	.571	.000	.571	.321	.625	.432	.500	.800	.417	.625	.650

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	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
02:30 PM	1	0	0	1	0	0	0	0	0	4	0	0	4	5
02:45 PM	1	0	0	1	0	0	0	0	0	1	0	0	1	2
Total	3	0	0	3	0	0	0	0	0	6	0	0	6	9
03:00 PM	4	1	0	5	0	0	0	0	0	3	0	0	3	8
03:15 PM	1	0	0	1	0	0	2	2	1	2	0	0	3	6
03:30 PM	6	0	6	12	0	0	6	6	0	16	0	1	17	35
03:45 PM	5	0	10	15	0	1	6	7	0	17	0	0	17	39
Total	16	1	16	33	0	1	14	15	1	38	0	1	40	88
04:00 PM	2	0	0	2	1	6	0	7	0	5	0	0	5	14
04:15 PM	1	0	0	1	0	2	2	4	0	6	0	0	6	11
Grand Total	22	1	16	39	1	9	16	26	1	55	0	1	57	122
Apprch %	56.4	2.6	41		3.8	34.6	61.5		1.8	96.5	0	1.8		
Total %	18	0.8	13.1	32	0.8	7.4	13.1	21.3	0.8	45.1	0	0.8	46.7	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	**6**	0	**6**	0	0	0	0	16	0	16	22
03:45 PM	5	0	5	0	1	1	0	**17**	0	**17**	**23**
04:00 PM	2	0	2	**1**	**6**	**7**	0	5	0	5	14
04:15 PM	1	0	1	0	2	2	0	6	0	6	9
Total Volume	14	0	14	1	9	10	0	44	0	44	68
% App. Total	100	0		10	90		0	100	0		
PHF	.583	.000	.583	.250	.375	.357	.000	.647	.000	.647	.739

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Groups Printed- Trucks

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
02:30 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
02:45 PM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	1	0	0	1	0	0	0	0	0	2	0	0	2	3
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
03:30 PM	1	0	0	1	3	0	0	3	0	0	0	0	0	4
03:45 PM	1	0	0	1	6	4	0	10	0	0	0	0	0	11
Total	4	0	0	4	9	4	0	13	0	0	0	0	0	17
04:00 PM	0	0	0	0	0	3	0	3	0	0	0	0	0	3
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	5	0	0	5	9	7	0	16	0	2	0	0	2	23
Apprch %	100	0	0		56.2	43.8	0		0	100	0	0		
Total %	21.7	0	0	21.7	39.1	30.4	0	69.6	0	8.7	0	0	8.7	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	**2**	0	**2**	0	0	0	0	0	0	0	2
03:30 PM	1	0	1	3	0	3	0	0	0	0	4
03:45 PM	1	0	1	**6**	**4**	**10**	0	0	0	0	**11**
04:00 PM	0	0	0	0	3	3	0	0	0	0	3
Total Volume	4	0	4	9	7	16	0	0	0	0	20
% App. Total	100	0		56.2	43.8		0	0	0		
PHF	.500	.000	.500	.375	.438	.400	.000	.000	.000	.000	.455

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Groups Printed- Combined

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
02:30 PM	2	0	0	2	0	0	0	0	0	4	0	0	4	6
02:45 PM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
Total	4	0	0	4	0	0	0	0	0	8	0	0	8	12
03:00 PM	4	1	0	5	0	0	0	0	0	3	0	0	3	8
03:15 PM	3	0	0	3	0	0	2	2	1	2	0	0	3	8
03:30 PM	7	0	6	13	3	0	6	9	0	16	0	1	17	39
03:45 PM	6	0	10	16	6	5	6	17	0	17	0	0	17	50
Total	20	1	16	37	9	5	14	28	1	38	0	1	40	105
04:00 PM	2	0	0	2	1	9	0	10	0	5	0	0	5	17
04:15 PM	1	0	0	1	0	2	2	4	0	6	0	0	6	11
Grand Total	27	1	16	44	10	16	16	42	1	57	0	1	59	145
Apprch %	61.4	2.3	36.4		23.8	38.1	38.1		1.7	96.6	0	1.7		
Total %	18.6	0.7	11	30.3	6.9	11	11	29	0.7	39.3	0	0.7	40.7	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	**7**	0	**7**	3	0	3	0	16	0	16	26
03:45 PM	6	0	6	**6**	5	**11**	0	**17**	0	**17**	**34**
04:00 PM	2	0	2	1	**9**	10	0	5	0	5	17
04:15 PM	1	0	1	0	2	2	0	6	0	6	9
Total Volume	16	0	16	10	16	26	0	44	0	44	86
% App. Total	100	0		38.5	61.5		0	100	0		
PHF	.571	.000	.571	.417	.444	.591	.000	.647	.000	.647	.632

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Groups Printed- Cars

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
07:30 AM	4	0	0	4	0	0	0	0	0	5	0	0	5	9
07:45 AM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
Total	11	0	0	11	0	0	0	0	0	9	0	0	9	20
08:00 AM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
08:15 AM	4	0	0	4	0	1	0	1	0	4	1	1	6	11
08:30 AM	5	0	4	9	0	1	0	1	0	4	0	0	4	14
08:45 AM	5	0	1	6	0	0	0	0	0	5	2	0	7	13
Total	18	0	5	23	0	2	0	2	0	16	3	1	20	45
09:00 AM	3	0	0	3	0	0	0	0	2	12	2	0	16	19
09:15 AM	1	0	0	1	0	0	0	0	0	2	1	0	3	4
09:30 AM	2	0	0	2	0	0	0	0	0	5	0	0	5	7
09:45 AM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	8	0	0	8	0	0	0	0	2	20	3	0	25	33
Grand Total	37	0	5	42	0	2	0	2	2	45	6	1	54	98
Apprch %	88.1	0	11.9		0	100	0		3.7	83.3	11.1	1.9		
Total %	37.8	0	5.1	42.9	0	2	0	2	2	45.9	6.1	1	55.1	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	4	0	4	0	**1**	**1**	0	4	1	5	10
08:30 AM	**5**	0	**5**	0	1	1	0	4	0	4	10
08:45 AM	5	0	5	0	0	0	0	5	**2**	7	12
09:00 AM	3	0	3	0	0	0	**2**	**12**	2	**16**	**19**
Total Volume	17	0	17	0	2	2	2	25	5	32	51
% App. Total	100	0		0	100		6.2	78.1	15.6		
PHF	.850	.000	.850	.000	.500	.500	.250	.521	.625	.500	.671

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Groups Printed- Trucks

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	2	0	0	2	0	0	0	0	0	0	0	0	0	2
Total	3	0	0	3	0	0	0	0	0	0	0	0	0	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	2	0	0	2	7	4	0	11	0	0	0	0	0	13
Total	2	0	0	2	7	4	0	11	0	1	0	0	1	14
09:00 AM	1	0	0	1	0	0	0	0	0	2	0	0	2	3
09:15 AM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	2	0	0	2	0	0	0	0	0	2
09:45 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	2	0	0	2	2	0	0	2	0	3	0	0	3	7
Grand Total	7	0	0	7	9	4	0	13	0	4	0	0	4	24
Apprch %	100	0	0		69.2	30.8	0		0	100	0	0		
Total %	29.2	0	0	29.2	37.5	16.7	0	54.2	0	16.7	0	0	16.7	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:45 AM											
08:45 AM	**2**	0	**2**	**7**	**4**	**11**	0	0	0	0	**13**
09:00 AM	1	0	1	0	0	0	0	**2**	0	**2**	3
09:15 AM	1	0	1	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	2	0	2	0	0	0	0	2
Total Volume	4	0	4	9	4	13	0	2	0	2	19
% App. Total	100	0		69.2	30.8		0	100	0		
PHF	.500	.000	.500	.321	.250	.295	.000	.250	.000	.250	.365

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	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	0	1	1
07:15 AM	5	0	0	5	0	0	0	0	0	3	0	0	3	8
07:30 AM	4	0	0	4	0	0	0	0	0	5	0	0	5	9
07:45 AM	5	0	0	5	0	0	0	0	0	0	0	0	0	5
Total	14	0	0	14	0	0	0	0	0	9	0	0	9	23
08:00 AM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
08:15 AM	4	0	0	4	0	1	0	1	0	5	1	1	7	12
08:30 AM	5	0	4	9	0	1	0	1	0	4	0	0	4	14
08:45 AM	7	0	1	8	7	4	0	11	0	5	2	0	7	26
Total	20	0	5	25	7	6	0	13	0	17	3	1	21	59
09:00 AM	4	0	0	4	0	0	0	0	2	14	2	0	18	22
09:15 AM	2	0	0	2	0	0	0	0	0	2	1	0	3	5
09:30 AM	2	0	0	2	2	0	0	2	0	5	0	0	5	9
09:45 AM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
Total	10	0	0	10	2	0	0	2	2	23	3	0	28	40
Grand Total	44	0	5	49	9	6	0	15	2	49	6	1	58	122
Apprch %	89.8	0	10.2		60	40	0		3.4	84.5	10.3	1.7		
Total %	36.1	0	4.1	40.2	7.4	4.9	0	12.3	1.6	40.2	4.9	0.8	47.5	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:15 AM											
08:15 AM	4	0	4	0	1	1	0	5	1	6	11
08:30 AM	5	0	5	0	1	1	0	4	0	4	10
08:45 AM	**7**	0	**7**	**7**	**4**	**11**	0	5	**2**	7	**25**
09:00 AM	4	0	4	0	0	0	**2**	**14**	2	**18**	22
Total Volume	20	0	20	7	6	13	2	28	5	35	68
% App. Total	100	0		53.8	46.2		5.7	80	14.3		
PHF	.714	.000	.714	.250	.375	.295	.250	.500	.625	.486	.680

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Groups Printed- Cars

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:45 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	2	0	0	2	0	0	0	0	0	3	0	0	3	5
03:00 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
03:15 PM	3	0	0	3	0	0	0	0	0	0	0	0	0	3
03:30 PM	5	0	5	10	0	1	0	1	1	13	1	3	18	29
03:45 PM	4	1	14	19	1	2	4	7	0	12	0	0	12	38
Total	15	1	19	35	1	3	4	8	1	25	1	3	30	73
04:00 PM	2	0	2	4	0	1	0	1	0	1	0	0	1	6
04:15 PM	2	0	0	2	0	0	1	1	0	3	0	0	3	6
Grand Total	21	1	21	43	1	4	5	10	1	32	1	3	37	90
Apprch %	48.8	2.3	48.8		10	40	50		2.7	86.5	2.7	8.1		
Total %	23.3	1.1	23.3	47.8	1.1	4.4	5.6	11.1	1.1	35.6	1.1	3.3	41.1	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	**5**	0	**5**	0	1	1	**1**	**13**	**1**	**15**	**21**
03:45 PM	4	**1**	5	**1**	**2**	**3**	0	12	0	12	20
04:00 PM	2	0	2	0	1	1	0	1	0	1	4
04:15 PM	2	0	2	0	0	0	0	3	0	3	5
Total Volume	13	1	14	1	4	5	1	29	1	31	50
% App. Total	92.9	7.1		20	80		3.2	93.5	3.2		
PHF	.650	.250	.700	.250	.500	.417	.250	.558	.250	.517	.595

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Groups Printed- Trucks

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:00 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15 PM	1	0	0	1	0	0	0	0	0	0	0	0	0	1
03:30 PM	3	0	0	3	4	0	0	4	0	0	0	0	0	7
03:45 PM	2	0	0	2	3	0	0	3	0	0	0	0	0	5
Total	7	0	0	7	7	0	0	7	0	0	0	0	0	14
04:00 PM	0	0	0	0	2	5	0	7	0	0	0	0	0	7
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	7	0	0	7	9	5	0	14	0	0	0	0	0	21
Apprch %	100	0	0		64.3	35.7	0		0	0	0	0		
Total %	33.3	0	0	33.3	42.9	23.8	0	66.7	0	0	0	0	0	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:15 PM											
03:15 PM	1	0	1	0	0	0	0	0	0	0	1
03:30 PM	**3**	0	**3**	**4**	0	4	0	0	0	0	**7**
03:45 PM	2	0	2	3	0	3	0	0	0	0	5
04:00 PM	0	0	0	2	**5**	**7**	0	0	0	0	7
Total Volume	6	0	6	9	5	14	0	0	0	0	20
% App. Total	100	0		64.3	35.7		0	0	0		
PHF	.500	.000	.500	.563	.250	.500	.000	.000	.000	.000	.714

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Groups Printed- Combined

	NE 19th Pl Westbound				East Bus Exit Northbound				NE 19th Pl Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:30 PM	0	0	0	0	0	0	0	0	0	2	0	0	2	2
02:45 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
Total	2	0	0	2	0	0	0	0	0	3	0	0	3	5
03:00 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:15 PM	4	0	0	4	0	0	0	0	0	0	0	0	0	4
03:30 PM	8	0	5	13	4	1	0	5	1	13	1	3	18	36
03:45 PM	6	1	14	21	4	2	4	10	0	12	0	0	12	43
Total	22	1	19	42	8	3	4	15	1	25	1	3	30	87
04:00 PM	2	0	2	4	2	6	0	8	0	1	0	0	1	13
04:15 PM	2	0	0	2	0	0	1	1	0	3	0	0	3	6
Grand Total	28	1	21	50	10	9	5	24	1	32	1	3	37	111
Apprch %	56	2	42		41.7	37.5	20.8		2.7	86.5	2.7	8.1		
Total %	25.2	0.9	18.9	45	9	8.1	4.5	21.6	0.9	28.8	0.9	2.7	33.3	

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound				
Start Time	Thru	Left	App. Total	Right	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 03:30 PM											
03:30 PM	**8**	0	**8**	**4**	1	5	**1**	**13**	**1**	**15**	**28**
03:45 PM	6	**1**	7	4	2	6	0	12	0	12	25
04:00 PM	2	0	2	2	**6**	**8**	0	1	0	1	11
04:15 PM	2	0	2	0	0	0	0	3	0	3	5
Total Volume	18	1	19	10	9	19	1	29	1	31	69
% App. Total	94.7	5.3		52.6	47.4		3.2	93.5	3.2		
PHF	.563	.250	.594	.625	.375	.594	.250	.558	.250	.517	.616

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Groups Printed- Cars

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	6	0	0	6	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	10
07:15 AM	0	19	0	0	19	0	1	1	0	2	0	12	3	0	15	2	0	0	1	3	39
07:30 AM	0	15	1	1	17	1	0	1	2	4	2	10	4	2	18	4	1	0	2	7	46
07:45 AM	1	9	0	0	10	0	2	1	1	4	0	8	1	0	9	1	0	0	3	4	27
Total	1	49	1	1	52	1	3	3	3	10	3	33	8	2	46	7	1	0	6	14	122
08:00 AM	1	8	1	2	12	0	1	2	1	4	0	5	0	0	5	1	0	1	0	2	23
08:15 AM	1	6	0	2	9	0	1	2	2	5	0	3	1	0	4	3	1	0	2	6	24
08:30 AM	1	8	0	0	9	0	1	0	0	1	2	7	0	0	9	2	0	1	0	3	22
08:45 AM	2	5	0	2	9	0	1	1	2	4	1	7	2	5	15	3	1	1	7	12	40
Total	5	27	1	6	39	0	4	5	5	14	3	22	3	5	33	9	2	3	9	23	109
09:00 AM	1	6	0	2	9	0	2	1	0	3	0	4	0	0	4	3	0	2	1	6	22
09:15 AM	0	4	0	0	4	0	1	1	0	2	0	6	1	0	7	1	0	1	0	2	15
09:30 AM	1	6	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	14
09:45 AM	0	9	0	0	9	2	1	1	0	4	1	8	0	0	9	0	0	0	0	0	22
Total	2	25	0	2	29	2	4	3	0	9	1	25	1	0	27	4	0	3	1	8	73
Grand Total	8	101	2	9	120	3	11	11	8	33	7	80	12	7	106	20	3	6	16	45	304
Apprch %	6.7	84.2	1.7	7.5		9.1	33.3	33.3	24.2		6.6	75.5	11.3	6.6		44.4	6.7	13.3	35.6		
Total %	2.6	33.2	0.7	3	39.5	1	3.6	3.6	2.6	10.9	2.3	26.3	3.9	2.3	34.9	6.6	1	2	5.3	14.8	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**19**	0	**19**	0	1	1	2	0	**12**	3	15	2	0	0	2	38
07:30 AM	0	15	**1**	16	**1**	0	1	2	**2**	10	**4**	**16**	**4**	**1**	0	**5**	**39**
07:45 AM	**1**	9	0	10	0	**2**	1	**3**	0	8	1	9	1	0	0	1	23
08:00 AM	1	8	1	10	0	1	**2**	3	0	5	0	5	1	0	**1**	2	20
Total Volume	2	51	2	55	1	4	5	10	2	35	8	45	8	1	1	10	120
% App. Total	3.6	92.7	3.6		10	40	50		4.4	77.8	17.8		80	10	10		
PHF	.500	.671	.500	.724	.250	.500	.625	.833	.250	.729	.500	.703	.500	.250	.250	.500	.769

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Groups Printed- Trucks

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	2
07:15 AM	0	1	0	0	1	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	3
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
07:45 AM	0	1	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	2	0	0	2	0	1	1	0	2	2	1	1	0	4	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7	0	0	0	7	9
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	7	0	0	0	7	9
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2	0	0	0	2	3
09:15 AM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1	0	0	0	1	2
09:45 AM	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	1	0	0	0	1	3
Total	0	1	0	0	1	0	2	0	0	2	2	0	0	0	2	4	0	0	0	4	9
Grand Total	0	3	0	0	3	0	3	1	0	4	4	1	3	0	8	11	0	0	0	11	26
Apprch %	0	100	0	0		0	75	25	0		50	12.5	37.5	0		100	0	0	0		
Total %	0	11.5	0	0	11.5	0	11.5	3.8	0	15.4	15.4	3.8	11.5	0	30.8	42.3	0	0	0	42.3	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**7**	0	0	**7**	**9**
09:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	2	0	0	2	3
09:15 AM	0	**1**	0	**1**	0	0	0	0	0	0	0	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	**1**	0	0	1	1	0	0	1	2
Total Volume	0	1	0	1	0	1	0	1	1	0	2	3	10	0	0	10	15
% App. Total	0	100	0		0	100	0		33.3	0	66.7		100	0	0		
PHF	.000	.250	.000	.250	.000	.250	.000	.250	.250	.000	.250	.375	.357	.000	.000	.357	.417

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	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	6	0	0	6	0	0	0	0	0	2	4	0	0	6	0	0	0	0	0	12
07:15 AM	0	20	0	0	20	0	2	1	0	3	1	12	3	0	16	2	0	0	1	3	42
07:30 AM	0	15	1	1	17	1	0	1	2	4	2	10	5	2	19	4	1	0	2	7	47
07:45 AM	1	10	0	0	11	0	2	2	1	5	0	8	1	0	9	1	0	0	3	4	29
Total	1	51	1	1	54	1	4	4	3	12	5	34	9	2	50	7	1	0	6	14	130
08:00 AM	1	8	1	2	12	0	1	2	1	4	0	5	0	0	5	1	0	1	0	2	23
08:15 AM	1	6	0	2	9	0	1	2	2	5	0	3	1	0	4	3	1	0	2	6	24
08:30 AM	1	8	0	0	9	0	1	0	0	1	2	7	0	0	9	2	0	1	0	3	22
08:45 AM	2	5	0	2	9	0	1	1	2	4	1	7	4	5	17	10	1	1	7	19	49
Total	5	27	1	6	39	0	4	5	5	14	3	22	5	5	35	16	2	3	9	30	118
09:00 AM	1	6	0	2	9	0	3	1	0	4	0	4	0	0	4	5	0	2	1	8	25
09:15 AM	0	5	0	0	5	0	1	1	0	2	0	6	1	0	7	1	0	1	0	2	16
09:30 AM	1	6	0	0	7	0	0	0	0	0	1	7	0	0	8	1	0	0	0	1	16
09:45 AM	0	9	0	0	9	2	2	1	0	5	2	8	0	0	10	1	0	0	0	1	25
Total	2	26	0	2	30	2	6	3	0	11	3	25	1	0	29	8	0	3	1	12	82
Grand Total	8	104	2	9	123	3	14	12	8	37	11	81	15	7	114	31	3	6	16	56	330
Apprch %	6.5	84.6	1.6	7.3		8.1	37.8	32.4	21.6		9.6	71.1	13.2	6.1		55.4	5.4	10.7	28.6		
Total %	2.4	31.5	0.6	2.7	37.3	0.9	4.2	3.6	2.4	11.2	3.3	24.5	4.5	2.1	34.5	9.4	0.9	1.8	4.8	17	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	**20**	0	**20**	0	**2**	1	3	1	**12**	3	16	2	0	0	2	**41**
07:30 AM	0	15	**1**	16	**1**	0	1	2	**2**	10	**5**	**17**	**4**	**1**	0	**5**	40
07:45 AM	**1**	10	0	11	0	2	**2**	**4**	0	8	1	9	1	0	0	1	25
08:00 AM	1	8	1	10	0	1	2	3	0	5	0	5	1	0	**1**	2	20
Total Volume	2	53	2	57	1	5	6	12	3	35	9	47	8	1	1	10	126
% App. Total	3.5	93	3.5		8.3	41.7	50		6.4	74.5	19.1		80	10	10		
PHF	.500	.663	.500	.713	.250	.625	.750	.750	.375	.729	.450	.691	.500	.250	.250	.500	.768

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	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	3	0	0	3	0	1	0	0	1	0	6	1	0	7	1	0	0	3	4	15
02:30 PM	1	9	0	0	10	0	0	1	0	1	0	8	0	0	8	3	1	0	1	5	24
02:45 PM	0	12	1	0	13	1	0	0	1	2	0	5	4	9	18	1	0	0	4	5	38
Total	1	24	1	0	26	1	1	1	1	4	0	19	5	9	33	5	1	0	8	14	77
03:00 PM	0	15	0	3	18	0	1	1	0	2	0	18	2	1	21	2	0	1	0	3	44
03:15 PM	1	8	0	0	9	0	0	0	0	0	0	14	0	0	14	1	0	0	3	4	27
03:30 PM	1	8	0	1	10	1	2	1	0	4	1	16	5	0	22	9	1	7	0	17	53
03:45 PM	2	13	1	7	23	0	2	0	2	4	3	14	2	5	24	13	3	4	8	28	79
Total	4	44	1	11	60	1	5	2	2	10	4	62	9	6	81	25	4	12	11	52	203
04:00 PM	0	8	2	1	11	2	0	1	4	7	3	13	0	2	18	3	2	1	3	9	45
04:15 PM	0	5	0	0	5	0	1	5	0	6	0	22	0	1	23	3	2	0	2	7	41
Grand Total	5	81	4	12	102	4	7	9	7	27	7	116	14	18	155	36	9	13	24	82	366
Apprch %	4.9	79.4	3.9	11.8		14.8	25.9	33.3	25.9		4.5	74.8	9	11.6		43.9	11	15.9	29.3		
Total %	1.4	22.1	1.1	3.3	27.9	1.1	1.9	2.5	1.9	7.4	1.9	31.7	3.8	4.9	42.3	9.8	2.5	3.6	6.6	22.4	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	1	8	0	9	1	**2**	1	4	1	16	**5**	**22**	9	1	**7**	17	52
03:45 PM	**2**	**13**	1	**16**	0	2	0	2	**3**	14	2	19	**13**	**3**	4	**20**	**57**
04:00 PM	0	8	**2**	10	**2**	0	1	3	3	13	0	16	3	2	1	6	35
04:15 PM	0	5	0	5	0	1	**5**	**6**	0	**22**	0	22	3	2	0	5	38
Total Volume	3	34	3	40	3	5	7	15	7	65	7	79	28	8	12	48	182
% App. Total	7.5	85	7.5		20	33.3	46.7		8.9	82.3	8.9		58.3	16.7	25		
PHF	.375	.654	.375	.625	.375	.625	.350	.625	.583	.739	.350	.898	.538	.667	.429	.600	.798

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Groups Printed- Trucks

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
02:30 PM	0	0	0	0	0	0	1	0	0	1	2	0	0	0	2	0	0	0	0	0	3
02:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1	0	0	0	1	2
Total	0	0	0	0	0	0	1	0	0	1	2	1	0	0	3	1	0	1	0	2	6
03:00 PM	0	0	1	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
03:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	3
03:30 PM	1	1	0	0	2	0	0	0	0	0	0	0	1	0	1	3	0	0	0	3	6
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	1	0	0	6	6
Total	1	2	1	0	4	0	0	0	0	0	1	0	3	0	4	8	1	0	0	9	17
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2	1	0	4	0	1	0	0	1	3	2	3	0	8	9	1	1	0	11	24
Apprch %	25	50	25	0		0	100	0	0		37.5	25	37.5	0		81.8	9.1	9.1	0		
Total %	4.2	8.3	4.2	0	16.7	0	4.2	0	0	4.2	12.5	8.3	12.5	0	33.3	37.5	4.2	4.2	0	45.8	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	0	**1**	1	0	0	0	0	**1**	0	0	1	0	0	0	0	2
03:15 PM	0	**1**	0	1	0	0	0	0	0	0	**2**	**2**	0	0	0	0	3
03:30 PM	**1**	1	0	**2**	0	0	0	0	0	0	1	1	3	0	0	3	**6**
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	**5**	**1**	0	**6**	6
Total Volume	1	2	1	4	0	0	0	0	1	0	3	4	8	1	0	9	17
% App. Total	25	50	25		0	0	0		25	0	75		88.9	11.1	0		
PHF	.250	.500	.250	.500	.000	.000	.000	.000	.250	.000	.375	.500	.400	.250	.000	.375	.708

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Groups Printed- Combined

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	3	0	0	3	0	1	0	0	1	0	6	1	0	7	1	0	1	3	5	16
02:30 PM	1	9	0	0	10	0	1	1	0	2	2	8	0	0	10	3	1	0	1	5	27
02:45 PM	0	12	1	0	13	1	0	0	1	2	0	6	4	9	19	2	0	0	4	6	40
Total	1	24	1	0	26	1	2	1	1	5	2	20	5	9	36	6	1	1	8	16	83
03:00 PM	0	15	1	3	19	0	1	1	0	2	1	18	2	1	22	2	0	1	0	3	46
03:15 PM	1	9	0	0	10	0	0	0	0	0	0	14	2	0	16	1	0	0	3	4	30
03:30 PM	2	9	0	1	12	1	2	1	0	4	1	16	6	0	23	12	1	7	0	20	59
03:45 PM	2	13	1	7	23	0	2	0	2	4	3	14	2	5	24	18	4	4	8	34	85
Total	5	46	2	11	64	1	5	2	2	10	5	62	12	6	85	33	5	12	11	61	220
04:00 PM	0	8	2	1	11	2	0	1	4	7	3	14	0	2	19	3	2	1	3	9	46
04:15 PM	0	5	0	0	5	0	1	5	0	6	0	22	0	1	23	3	2	0	2	7	41
Grand Total	6	83	5	12	106	4	8	9	7	28	10	118	17	18	163	45	10	14	24	93	390
Apprch %	5.7	78.3	4.7	11.3		14.3	28.6	32.1	25		6.1	72.4	10.4	11		48.4	10.8	15.1	25.8		
Total %	1.5	21.3	1.3	3.1	27.2	1	2.1	2.3	1.8	7.2	2.6	30.3	4.4	4.6	41.8	11.5	2.6	3.6	6.2	23.8	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**2**	9	0	11	1	**2**	1	4	1	16	**6**	**23**	12	1	**7**	20	58
03:45 PM	2	**13**	1	**16**	0	2	0	2	**3**	14	2	19	**18**	**4**	4	**26**	**63**
04:00 PM	0	8	**2**	10	**2**	0	1	3	3	14	0	17	3	2	1	6	36
04:15 PM	0	5	0	5	0	1	**5**	**6**	0	**22**	0	22	3	2	0	5	38
Total Volume	4	35	3	42	3	5	7	15	7	66	8	81	36	9	12	57	195
% App. Total	9.5	83.3	7.1		20	33.3	46.7		8.6	81.5	9.9		63.2	15.8	21.1		
PHF	.500	.673	.375	.656	.375	.625	.350	.625	.583	.750	.333	.880	.500	.563	.429	.548	.774

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Groups Printed- Cars

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	0	0	0	1	4	1	1	7	1	0	0	0	1	11
07:15 AM	0	17	0	0	17	0	1	1	0	2	0	13	3	0	16	3	0	0	1	4	39
07:30 AM	0	15	1	1	17	2	0	2	1	5	1	8	4	2	15	7	0	0	3	10	47
07:45 AM	1	5	0	1	7	1	1	1	0	3	0	6	0	0	6	0	0	0	0	0	16
Total	1	40	1	2	44	3	2	4	1	10	2	31	8	3	44	11	0	0	4	15	113
08:00 AM	0	4	0	0	4	0	2	2	1	5	1	2	2	0	5	0	1	2	0	3	17
08:15 AM	2	8	0	0	10	0	1	0	0	1	1	7	1	0	9	3	0	1	2	6	26
08:30 AM	1	10	0	0	11	0	3	1	1	5	0	4	1	1	6	2	1	1	0	4	26
08:45 AM	1	4	0	1	6	0	2	2	0	4	0	10	1	3	14	4	0	1	2	7	31
Total	4	26	0	1	31	0	8	5	2	15	2	23	5	4	34	9	2	5	4	20	100
09:00 AM	1	7	0	1	9	1	0	4	0	5	4	4	3	1	12	9	2	2	0	13	39
09:15 AM	0	7	0	2	9	0	0	0	0	0	0	9	1	0	10	1	0	1	0	2	21
09:30 AM	1	6	1	0	8	0	0	1	0	1	0	4	1	0	5	4	1	0	0	5	19
09:45 AM	0	7	0	0	7	0	1	0	0	1	0	4	2	0	6	0	1	0	2	3	17
Total	2	27	1	3	33	1	1	5	0	7	4	21	7	1	33	14	4	3	2	23	96
Grand Total	7	93	2	6	108	4	11	14	3	32	8	75	20	8	111	34	6	8	10	58	309
Apprch %	6.5	86.1	1.9	5.6		12.5	34.4	43.8	9.4		7.2	67.6	18	7.2		58.6	10.3	13.8	17.2		
Total %	2.3	30.1	0.6	1.9	35	1.3	3.6	4.5	1	10.4	2.6	24.3	6.5	2.6	35.9	11	1.9	2.6	3.2	18.8	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	8	0	10	0	1	0	1	1	7	1	9	3	0	1	4	24
08:30 AM	1	**10**	0	**11**	0	**3**	1	4	0	4	1	5	2	1	1	4	24
08:45 AM	1	4	0	5	0	2	2	4	0	**10**	1	**11**	4	0	1	5	25
09:00 AM	1	7	0	8	**1**	0	**4**	**5**	**4**	4	**3**	11	**9**	**2**	**2**	**13**	**37**
Total Volume	5	29	0	34	1	6	7	14	5	25	6	36	18	3	5	26	110
% App. Total	14.7	85.3	0		7.1	42.9	50		13.9	69.4	16.7		69.2	11.5	19.2		
PHF	.625	.725	.000	.773	.250	.500	.438	.700	.313	.625	.500	.818	.500	.375	.625	.500	.743

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Groups Printed- Trucks

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	0	0	0	0	0	1	0	1	1	0	0	0	1	0	0	0	0	0	2
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
07:30 AM	0	1	0	0	1	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	3
07:45 AM	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	2
Total	0	1	0	0	1	0	1	2	0	3	1	1	2	0	4	0	0	0	0	0	8
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5	0	1	0	6	8
Total	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	5	1	1	0	7	9
09:00 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3	0	0	0	3	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
09:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Total	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	6	0	0	0	6	8
Grand Total	0	1	0	0	1	0	2	2	0	4	1	1	5	0	7	11	1	1	0	13	25
Apprch %	0	100	0	0		0	50	50	0		14.3	14.3	71.4	0		84.6	7.7	7.7	0		
Total %	0	4	0	0	4	0	8	8	0	16	4	4	20	0	28	44	4	4	0	52	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	0	0	0	0	0	0	0	0	0	**2**	**2**	**5**	0	**1**	**6**	**8**
09:00 AM	0	0	0	0	0	**1**	0	**1**	0	0	0	0	3	0	0	3	4
09:15 AM	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	1
09:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
Total Volume	0	0	0	0	0	1	0	1	0	0	3	3	10	0	1	11	15
% App. Total	0	0	0		0	100	0		0	0	100		90.9	0	9.1		
PHF	.000	.000	.000	.000	.000	.250	.000	.250	.000	.000	.375	.375	.500	.000	.250	.458	.469

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Groups Printed- Combined

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	3	0	0	3	0	0	1	0	1	2	4	1	1	8	1	0	0	0	1	13
07:15 AM	0	17	0	0	17	0	2	1	0	3	0	13	3	0	16	3	0	0	1	4	40
07:30 AM	0	16	1	1	18	2	0	2	1	5	1	9	5	2	17	7	0	0	3	10	50
07:45 AM	1	5	0	1	7	1	1	2	0	4	0	6	1	0	7	0	0	0	0	0	18
Total	1	41	1	2	45	3	3	6	1	13	3	32	10	3	48	11	0	0	4	15	121
08:00 AM	0	4	0	0	4	0	2	2	1	5	1	2	2	0	5	0	1	2	0	3	17
08:15 AM	2	8	0	0	10	0	1	0	0	1	1	7	1	0	9	3	1	1	2	7	27
08:30 AM	1	10	0	0	11	0	3	1	1	5	0	4	1	1	6	2	1	1	0	4	26
08:45 AM	1	4	0	1	6	0	2	2	0	4	0	10	3	3	16	9	0	2	2	13	39
Total	4	26	0	1	31	0	8	5	2	15	2	23	7	4	36	14	3	6	4	27	109
09:00 AM	1	7	0	1	9	1	1	4	0	6	4	4	3	1	12	12	2	2	0	16	43
09:15 AM	0	7	0	2	9	0	0	0	0	0	0	9	2	0	11	1	0	1	0	2	22
09:30 AM	1	6	1	0	8	0	0	1	0	1	0	4	1	0	5	6	1	0	0	7	21
09:45 AM	0	7	0	0	7	0	1	0	0	1	0	4	2	0	6	1	1	0	2	4	18
Total	2	27	1	3	33	1	2	5	0	8	4	21	8	1	34	20	4	3	2	29	104
Grand Total	7	94	2	6	109	4	13	16	3	36	9	76	25	8	118	45	7	9	10	71	334
Apprch %	6.4	86.2	1.8	5.5		11.1	36.1	44.4	8.3		7.6	64.4	21.2	6.8		63.4	9.9	12.7	14.1		
Total %	2.1	28.1	0.6	1.8	32.6	1.2	3.9	4.8	0.9	10.8	2.7	22.8	7.5	2.4	35.3	13.5	2.1	2.7	3	21.3	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 09:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:15 AM																	
08:15 AM	**2**	8	0	10	0	1	0	1	1	7	1	9	3	1	1	5	25
08:30 AM	1	**10**	0	**11**	0	**3**	1	4	0	4	1	5	2	1	1	4	24
08:45 AM	1	4	0	5	0	2	2	4	0	**10**	**3**	**13**	9	0	**2**	11	33
09:00 AM	1	7	0	8	**1**	1	**4**	**6**	**4**	4	3	11	**12**	**2**	2	**16**	**41**
Total Volume	5	29	0	34	1	7	7	15	5	25	8	38	26	4	6	36	123
% App. Total	14.7	85.3	0		6.7	46.7	46.7		13.2	65.8	21.1		72.2	11.1	16.7		
PHF	.625	.725	.000	.773	.250	.583	.438	.625	.313	.625	.667	.731	.542	.500	.750	.563	.750

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Groups Printed- Cars

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	7	1	0	8	1	0	1	0	2	0	9	0	0	9	1	0	0	1	2	21
02:30 PM	0	5	0	1	6	1	0	1	0	2	1	5	1	0	7	2	0	0	1	3	18
02:45 PM	0	6	1	0	7	0	1	1	0	2	0	10	0	12	22	1	0	0	2	3	34
Total	0	18	2	1	21	2	1	3	0	6	1	24	1	12	38	4	0	0	4	8	73
03:00 PM	1	6	0	1	8	0	1	0	0	1	3	15	3	1	22	0	0	0	0	0	31
03:15 PM	0	10	1	0	11	0	2	1	0	3	2	6	2	0	10	0	0	0	4	4	28
03:30 PM	1	5	1	1	8	0	3	2	0	5	1	7	4	1	13	9	3	2	4	18	44
03:45 PM	0	9	0	6	15	2	1	1	2	6	2	15	3	3	23	7	0	5	4	16	60
Total	2	30	2	8	42	2	7	4	2	15	8	43	12	5	68	16	3	7	12	38	163
04:00 PM	0	7	0	0	7	1	0	3	0	4	2	12	1	3	18	0	1	1	0	2	31
04:15 PM	1	13	0	1	15	1	1	1	2	5	2	12	1	0	15	2	1	0	1	4	39
Grand Total	3	68	4	10	85	6	9	11	4	30	13	91	15	20	139	22	5	8	17	52	306
Apprch %	3.5	80	4.7	11.8		20	30	36.7	13.3		9.4	65.5	10.8	14.4		42.3	9.6	15.4	32.7		
Total %	1	22.2	1.3	3.3	27.8	2	2.9	3.6	1.3	9.8	4.2	29.7	4.9	6.5	45.4	7.2	1.6	2.6	5.6	17	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**1**	5	**1**	7	0	**3**	2	**5**	1	7	**4**	12	**9**	**3**	2	**14**	38
03:45 PM	0	9	0	9	**2**	1	1	4	**2**	**15**	3	**20**	7	0	**5**	12	**45**
04:00 PM	0	7	0	7	1	0	**3**	4	2	12	1	15	0	1	1	2	28
04:15 PM	1	**13**	0	**14**	1	1	1	3	2	12	1	15	2	1	0	3	35
Total Volume	2	34	1	37	4	5	7	16	7	46	9	62	18	5	8	31	146
% App. Total	5.4	91.9	2.7		25	31.2	43.8		11.3	74.2	14.5		58.1	16.1	25.8		
PHF	.500	.654	.250	.661	.500	.417	.583	.800	.875	.767	.563	.775	.500	.417	.400	.554	.811

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Groups Printed- Trucks

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	1	0	0	1	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	2
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	2
Total	0	2	0	0	2	0	1	0	0	1	1	1	0	0	2	0	0	0	0	0	5
03:00 PM	0	1	1	0	2	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	0	0	0	0	0	3
03:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3	0	1	0	4	6
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	3	0	0	0	3	6
Total	1	2	1	0	4	0	1	0	0	1	1	1	4	0	6	6	0	1	0	7	18
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	2
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Grand Total	1	4	1	0	6	0	2	0	0	2	2	3	4	0	9	8	0	1	0	9	26
Apprch %	16.7	66.7	16.7	0		0	100	0	0		22.2	33.3	44.4	0		88.9	0	11.1	0		
Total %	3.8	15.4	3.8	0	23.1	0	7.7	0	0	7.7	7.7	11.5	15.4	0	34.6	30.8	0	3.8	0	34.6	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	**1**	**1**	**2**	0	0	0	0	0	**1**	0	1	0	0	0	0	3
03:15 PM	0	0	0	0	0	0	0	0	**1**	0	**2**	**3**	0	0	0	0	3
03:30 PM	**1**	0	0	1	0	**1**	0	**1**	0	0	0	0	**3**	0	**1**	**4**	**6**
03:45 PM	0	1	0	1	0	0	0	0	0	0	2	2	3	0	0	3	6
Total Volume	1	2	1	4	0	1	0	1	1	1	4	6	6	0	1	7	18
% App. Total	25	50	25		0	100	0		16.7	16.7	66.7		85.7	0	14.3		
PHF	.250	.500	.250	.500	.000	.250	.000	.250	.250	.250	.500	.500	.500	.000	.250	.438	.750

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Groups Printed- Combined

	NE 12th St Southbound					NE 19th Pl Westbound					NE 12th St Northbound					NE 19th Pl Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
02:15 PM	0	8	1	0	9	1	0	1	0	2	0	9	0	0	9	1	0	0	1	2	22
02:30 PM	0	6	0	1	7	1	0	1	0	2	2	5	1	0	8	2	0	0	1	3	20
02:45 PM	0	6	1	0	7	0	2	1	0	3	0	11	0	12	23	1	0	0	2	3	36
Total	0	20	2	1	23	2	2	3	0	7	2	25	1	12	40	4	0	0	4	8	78
03:00 PM	1	7	1	1	10	0	1	0	0	1	3	16	3	1	23	0	0	0	0	0	34
03:15 PM	0	10	1	0	11	0	2	1	0	3	3	6	4	0	13	0	0	0	4	4	31
03:30 PM	2	5	1	1	9	0	4	2	0	6	1	7	4	1	13	12	3	3	4	22	50
03:45 PM	0	10	0	6	16	2	1	1	2	6	2	15	5	3	25	10	0	5	4	19	66
Total	3	32	3	8	46	2	8	4	2	16	9	44	16	5	74	22	3	8	12	45	181
04:00 PM	0	7	0	0	7	1	0	3	0	4	2	12	1	3	18	2	1	1	0	4	33
04:15 PM	1	13	0	1	15	1	1	1	2	5	2	13	1	0	16	2	1	0	1	4	40
Grand Total	4	72	5	10	91	6	11	11	4	32	15	94	19	20	148	30	5	9	17	61	332
Apprch %	4.4	79.1	5.5	11		18.8	34.4	34.4	12.5		10.1	63.5	12.8	13.5		49.2	8.2	14.8	27.9		
Total %	1.2	21.7	1.5	3	27.4	1.8	3.3	3.3	1.2	9.6	4.5	28.3	5.7	6	44.6	9	1.5	2.7	5.1	18.4	

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 02:15 PM to 04:15 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:30 PM																	
03:30 PM	**2**	5	**1**	8	0	**4**	2	**6**	1	7	4	12	**12**	**3**	3	**18**	44
03:45 PM	0	10	0	10	**2**	1	1	4	**2**	**15**	**5**	**22**	10	0	**5**	15	**51**
04:00 PM	0	7	0	7	1	0	**3**	4	2	12	1	15	2	1	1	4	30
04:15 PM	1	**13**	0	**14**	1	1	1	3	2	13	1	16	2	1	0	3	36
Total Volume	3	35	1	39	4	6	7	17	7	47	11	65	26	5	9	40	161
% App. Total	7.7	89.7	2.6		23.5	35.3	41.2		10.8	72.3	16.9		65	12.5	22.5		
PHF	.375	.673	.250	.696	.500	.375	.583	.708	.875	.783	.550	.739	.542	.417	.450	.556	.789

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Groups Printed- Cars

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	1	2	2	8	1	37	1	0	39	1	2	1	0	4	1	17	4	1	23	74
07:15 AM	9	2	3	0	14	6	47	0	0	53	1	3	3	0	7	1	29	11	0	41	115
07:30 AM	9	12	2	0	23	5	56	1	0	62	3	4	1	0	8	1	39	5	2	47	140
07:45 AM	9	4	2	0	15	4	73	1	0	78	0	6	1	0	7	1	50	7	0	58	158
Total	30	19	9	2	60	16	213	3	0	232	5	15	6	0	26	4	135	27	3	169	487
08:00 AM	6	4	4	1	15	3	62	6	0	71	3	2	0	1	6	0	48	5	3	56	148
08:15 AM	6	4	4	9	23	1	66	1	0	68	2	5	0	2	9	2	52	0	2	56	156
08:30 AM	11	2	3	4	20	1	78	0	1	80	2	1	3	0	6	1	47	5	0	53	159
08:45 AM	2	2	3	0	7	6	80	1	0	87	2	3	5	2	12	5	31	10	0	46	152
Total	25	12	14	14	65	11	286	8	1	306	9	11	8	5	33	8	178	20	5	211	615
09:00 AM	5	4	1	0	10	1	64	1	0	66	1	1	2	1	5	2	65	2	2	71	152
09:15 AM	3	0	6	3	12	5	48	3	0	56	1	0	4	1	6	0	45	5	0	50	124
09:30 AM	12	1	2	0	15	3	54	1	0	58	1	2	2	0	5	0	45	0	0	45	123
09:45 AM	11	1	6	4	22	5	62	2	0	69	1	2	2	1	6	2	54	1	0	57	154
Total	31	6	15	7	59	14	228	7	0	249	4	5	10	3	22	4	209	8	2	223	553
10:00 AM	7	2	3	1	13	1	60	1	0	62	2	0	2	0	4	0	58	1	1	60	139
10:15 AM	4	0	2	1	7	2	48	3	0	53	0	1	2	1	4	2	54	4	0	60	124
10:30 AM	2	3	2	2	9	3	52	1	0	56	1	2	2	2	7	0	45	5	2	52	124
10:45 AM	3	3	3	1	10	2	60	0	0	62	1	2	0	0	3	3	55	0	1	59	134
Total	16	8	10	5	39	8	220	5	0	233	4	5	6	3	18	5	212	10	4	231	521
11:00 AM	2	0	2	4	8	0	53	2	0	55	0	0	2	1	3	2	40	8	1	51	117
11:15 AM	1	0	4	1	6	4	65	1	0	70	1	2	3	0	6	3	57	5	0	65	147
11:30 AM	3	1	2	1	7	3	65	0	2	70	2	2	4	3	11	0	55	5	0	60	148
11:45 AM	5	1	1	3	10	4	80	1	0	85	1	3	2	1	7	2	74	3	2	81	183
Total	11	2	9	9	31	11	263	4	2	280	4	7	11	5	27	7	226	21	3	257	595
12:00 PM	4	1	4	0	9	3	75	2	1	81	1	2	3	1	7	2	71	3	1	77	174
12:15 PM	6	3	1	1	11	4	60	1	0	65	4	0	3	1	8	0	75	4	0	79	163
12:30 PM	4	4	2	2	12	1	54	1	0	56	4	4	0	0	8	2	61	4	0	67	143
12:45 PM	6	5	4	2	17	3	60	2	0	65	2	3	2	0	7	7	84	5	0	96	185
Total	20	13	11	5	49	11	249	6	1	267	11	9	8	2	30	11	291	16	1	319	665
01:00 PM	10	0	1	1	12	2	62	1	0	65	1	7	1	1	10	3	70	3	0	76	163
01:15 PM	4	0	2	2	8	4	66	0	0	70	1	2	2	0	5	1	72	1	0	74	157
01:30 PM	10	5	1	5	21	3	59	2	0	64	4	2	3	1	10	0	78	7	1	86	181
01:45 PM	2	0	3	2	7	1	68	1	1	71	4	4	1	0	9	0	74	9	0	83	170
Total	26	5	7	10	48	10	255	4	1	270	10	15	7	2	34	4	294	20	1	319	671
02:00 PM	9	1	2	0	12	4	57	1	1	63	3	5	1	1	10	5	76	2	0	83	168
02:15 PM	6	2	2	2	12	4	68	4	0	76	3	2	5	0	10	2	87	3	0	92	190
02:30 PM	3	3	4	10	20	2	69	3	0	74	2	3	3	1	9	5	77	5	0	87	190
02:45 PM	6	5	4	5	20	3	71	3	1	78	3	3	4	0	10	2	73	5	0	80	188
Total	24	11	12	17	64	13	265	11	2	291	11	13	13	2	39	14	313	15	0	342	736
03:00 PM	11	7	8	0	26	8	74	1	0	83	4	7	2	2	15	3	65	7	4	79	203
03:15 PM	9	1	4	0	14	5	70	1	0	76	2	2	4	1	9	1	83	8	1	93	192
03:30 PM	9	0	7	3	19	7	64	3	1	75	3	6	2	0	11	3	78	10	2	93	198
03:45 PM	12	8	6	0	26	4	90	2	2	98	2	5	2	2	11	4	94	4	8	110	245
Total	41	16	25	3	85	24	298	7	3	332	11	20	10	5	46	11	320	29	15	375	838
04:00 PM	6	4	4	5	19	2	72	3	0	77	4	10	1	0	15	5	89	7	1	102	213
04:15 PM	6	6	4	2	18	8	63	5	0	76	6	6	3	0	15	1	83	4	1	89	198
04:30 PM	14	4	3	0	21	3	84	4	0	91	1	1	5	2	9	1	98	2	2	103	224
04:45 PM	9	5	3	1	18	7	76	1	0	84	1	7	2	2	12	1	90	4	0	95	209
Total	35	19	14	8	76	20	295	13	0	328	12	24	11	4	51	8	360	17	4	389	844
05:00 PM	8	2	9	0	19	3	100	2	0	105	5	4	2	0	11	3	99	12	2	116	251
05:15 PM	7	2	5	1	15	5	74	7	1	87	5	7	1	1	14	6	109	12	0	127	243
05:30 PM	10	6	11	1	28	5	64	0	0	69	4	6	4	0	14	1	94	12	0	107	218
05:45 PM	13	3	9	2	27	6	70	3	0	79	2	3	1	0	6	2	79	3	0	84	196
Total	38	13	34	4	89	19	308	12	1	340	16	20	8	1	45	12	381	39	2	434	908
06:00 PM	8	1	10	0	19	6	69	2	0	77	3	6	0	1	10	3	85	6	0	94	200
06:15 PM	3	5	9	1	18	8	69	1	0	78	6	6	2	1	15	0	85	14	1	100	211
06:30 PM	1	1	0	0	2	4	66	3	0	73	3	2	1	2	8	7	80	9	1	97	180
06:45 PM	4	2	4	1	11	1	46	1	0	48	1	1	4	1	7	3	45	4	0	52	118
Total	16	9	23	2	50	19	250	7	0	276	13	15	7	5	40	13	295	33	2	343	709
Grand Total	313	133	183	86	715	176	3130	87	11	3404	110	159	105	37	411	101	3214	255	42	3612	8142
Apprch %	43.8	18.6	25.6	12		5.2	92	2.6	0.3		26.8	38.7	25.5	9		2.8	89	7.1	1.2		
Total %	3.8	1.6	2.2	1.1	8.8	2.2	38.4	1.1	0.1	41.8	1.4	2	1.3	0.5	5	1.2	39.5	3.1	0.5	44.4	

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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	4	1	**4**	9	3	**75**	**2**	**80**	1	2	**3**	6	2	71	3	76	171
12:15 PM	**6**	3	1	10	**4**	60	1	65	**4**	0	3	7	0	75	4	79	161
12:30 PM	4	4	2	10	1	54	1	56	4	**4**	0	**8**	2	61	4	67	141
12:45 PM	6	**5**	4	**15**	3	60	2	65	2	3	2	7	**7**	**84**	**5**	**96**	**183**
Total Volume	20	13	11	44	11	249	6	266	11	9	8	28	11	291	16	318	656
% App. Total	45.5	29.5	25		4.1	93.6	2.3		39.3	32.1	28.6		3.5	91.5	5		
PHF	.833	.650	.688	.733	.688	.830	.750	.831	.688	.563	.667	.875	.393	.866	.800	.828	.896
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**14**	4	3	**21**	3	84	4	91	1	1	**5**	7	1	98	2	101	220
04:45 PM	9	**5**	3	17	**7**	76	1	84	1	**7**	2	10	1	90	4	95	206
05:00 PM	8	2	**9**	19	3	**100**	2	**105**	**5**	4	2	11	3	99	**12**	114	**249**
05:15 PM	7	2	5	14	5	74	**7**	86	5	7	1	**13**	**6**	**109**	12	**127**	240
Total Volume	38	13	20	71	18	334	14	366	12	19	10	41	11	396	30	437	915
% App. Total	53.5	18.3	28.2		4.9	91.3	3.8		29.3	46.3	24.4		2.5	90.6	6.9		
PHF	.679	.650	.556	.845	.643	.835	.500	.871	.600	.679	.500	.788	.458	.908	.625	.860	.919

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Groups Printed- Trucks

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	1	0	3	5
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	0	3	0	0	3	5
07:30 AM	1	0	0	0	1	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	4
07:45 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	9
Total	1	0	3	0	4	1	6	0	0	7	0	1	0	0	1	0	10	1	0	11	23
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	0	0	1	4
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
08:45 AM	0	1	6	0	7	0	5	0	0	5	0	2	0	0	2	0	2	0	0	2	16
Total	0	1	6	0	7	0	11	0	0	11	0	2	0	0	2	0	4	0	0	4	24
09:00 AM	0	0	2	0	2	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	8
09:15 AM	0	1	0	0	1	1	2	1	0	4	0	0	0	0	0	1	4	0	0	5	10
09:30 AM	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0	4	1	0	5	10
09:45 AM	1	0	1	0	2	0	4	0	0	4	0	0	0	0	0	0	1	0	0	1	7
Total	1	1	3	0	5	2	12	1	0	15	0	0	0	0	0	1	13	1	0	15	35
10:00 AM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	4	0	0	4	9
10:15 AM	0	0	1	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	5	5
10:45 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
Total	0	0	2	0	2	0	8	0	0	8	0	1	0	0	1	0	10	0	0	10	21
11:00 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
11:15 AM	0	0	1	0	1	0	1	0	0	1	1	0	0	0	1	0	3	0	0	3	6
11:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
11:45 AM	0	0	1	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
Total	0	0	2	0	2	0	8	0	0	8	1	0	0	0	1	0	9	0	0	9	20
12:00 PM	1	0	0	0	1	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	6
12:15 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	0	0	2	4
12:30 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
12:45 PM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
Total	2	0	0	0	2	0	9	0	0	9	0	0	1	0	1	1	7	1	0	9	21
01:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
01:15 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	8
01:30 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	0	0	0	0	7
01:45 PM	0	0	0	0	0	0	4	0	0	4	1	0	0	0	1	0	0	0	0	0	5
Total	0	0	0	0	0	0	17	0	0	17	1	0	0	0	1	0	9	0	0	9	27
02:00 PM	1	0	0	0	1	0	3	0	0	3	0	2	0	0	2	0	4	0	0	4	10
02:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
02:30 PM	0	0	0	0	0	0	3	0	0	3	0	1	1	0	2	0	2	1	0	3	8
02:45 PM	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	2	1	0	3	7
Total	1	0	0	0	1	0	10	1	0	11	0	3	1	0	4	0	10	2	0	12	28
03:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	1	2	0	0	3	5
03:15 PM	0	1	0	0	1	1	2	1	0	4	0	1	0	0	1	0	2	0	0	2	8
03:30 PM	0	1	0	0	1	1	2	0	0	3	0	0	0	0	0	0	1	0	0	1	5
03:45 PM	0	1	7	0	8	0	1	0	0	1	0	0	1	0	1	0	1	0	0	1	11
Total	1	3	7	0	11	2	6	1	0	9	0	1	1	0	2	1	6	0	0	7	29
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	6
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
04:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
04:45 PM	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	0	2	0	0	2	5
Total	0	0	0	0	0	1	5	1	0	7	0	0	0	0	0	0	11	0	0	11	18
05:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	3
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
05:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	7
06:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	8
Grand Total	6	5	23	0	34	6	99	4	0	109	2	8	3	0	13	3	97	5	0	105	261
Apprch %	17.6	14.7	67.6	0		5.5	90.8	3.7	0		15.4	61.5	23.1	0		2.9	92.4	4.8	0		
Total %	2.3	1.9	8.8	0	13	2.3	37.9	1.5	0	41.8	0.8	3.1	1.1	0	5	1.1	37.2	1.9	0	40.2	

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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:45 AM																	
08:45 AM	0	**1**	**6**	**7**	0	**5**	0	**5**	0	**2**	0	**2**	0	2	0	2	**16**
09:00 AM	0	0	2	2	0	2	0	2	0	0	0	0	0	**4**	0	4	8
09:15 AM	0	1	0	1	**1**	2	**1**	4	0	0	0	0	**1**	4	0	**5**	10
09:30 AM	0	0	0	0	1	4	0	5	0	0	0	0	0	4	**1**	5	10
Total Volume	0	2	8	10	2	13	1	16	0	2	0	2	1	14	1	16	44
% App. Total	0	20	80		12.5	81.2	6.2		0	100	0		6.2	87.5	6.2		
PHF	.000	.500	.333	.357	.500	.650	.250	.800	.000	.250	.000	.250	.250	.875	.250	.800	.688
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 01:15 PM																	
01:15 PM	0	0	0	0	0	4	0	4	0	0	0	0	0	**4**	0	**4**	8
01:30 PM	0	0	0	0	0	**7**	0	**7**	0	0	0	0	0	0	0	0	7
01:45 PM	0	0	0	0	0	4	0	4	**1**	0	0	1	0	0	0	0	5
02:00 PM	**1**	0	0	**1**	0	3	0	3	0	**2**	0	**2**	0	4	0	4	**10**
Total Volume	1	0	0	1	0	18	0	18	1	2	0	3	0	8	0	8	30
% App. Total	100	0	0		0	100	0		33.3	66.7	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.643	.000	.643	.250	.250	.000	.375	.000	.500	.000	.500	.750

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File Name : 8-NE 12th Street & NE 16th Ave TUE
Site Code :
Start Date : 1/28/2020
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Groups Printed- Combined

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	3	1	3	2	9	1	38	1	0	40	1	2	1	0	4	1	19	5	1	26	79
07:15 AM	9	2	3	0	14	6	48	0	0	54	1	4	3	0	8	1	32	11	0	44	120
07:30 AM	10	12	2	0	24	6	58	1	0	65	3	4	1	0	8	1	39	5	2	47	144
07:45 AM	9	4	4	0	17	4	75	1	0	80	0	6	1	0	7	1	55	7	0	63	167
Total	31	19	12	2	64	17	219	3	0	239	5	16	6	0	27	4	145	28	3	180	510
08:00 AM	6	4	4	1	15	3	65	6	0	74	3	2	0	1	6	0	49	5	3	57	152
08:15 AM	6	4	4	9	23	1	67	1	0	69	2	5	0	2	9	2	52	0	2	56	157
08:30 AM	11	2	3	4	20	1	80	0	1	82	2	1	3	0	6	1	48	5	0	54	162
08:45 AM	2	3	9	0	14	6	85	1	0	92	2	5	5	2	14	5	33	10	0	48	168
Total	25	13	20	14	72	11	297	8	1	317	9	13	8	5	35	8	182	20	5	215	639
09:00 AM	5	4	3	0	12	1	66	1	0	68	1	1	2	1	5	2	69	2	2	75	160
09:15 AM	3	1	6	3	13	6	50	4	0	60	1	0	4	1	6	1	49	5	0	55	134
09:30 AM	12	1	2	0	15	4	58	1	0	63	1	2	2	0	5	0	49	1	0	50	133
09:45 AM	12	1	7	4	24	5	66	2	0	73	1	2	2	1	6	2	55	1	0	58	161
Total	32	7	18	7	64	16	240	8	0	264	4	5	10	3	22	5	222	9	2	238	588
10:00 AM	7	2	3	1	13	1	65	1	0	67	2	0	2	0	4	0	62	1	1	64	148
10:15 AM	4	0	3	1	8	2	50	3	0	55	0	1	2	1	4	2	55	4	0	61	128
10:30 AM	2	3	2	2	9	3	52	1	0	56	1	2	2	2	7	0	50	5	2	57	129
10:45 AM	3	3	4	1	11	2	61	0	0	63	1	3	0	0	4	3	55	0	1	59	137
Total	16	8	12	5	41	8	228	5	0	241	4	6	6	3	19	5	222	10	4	241	542
11:00 AM	2	0	2	4	8	0	55	2	0	57	0	0	2	1	3	2	42	8	1	53	121
11:15 AM	1	0	5	1	7	4	66	1	0	71	2	2	3	0	7	3	60	5	0	68	153
11:30 AM	3	1	2	1	7	3	67	0	2	72	2	2	4	3	11	0	56	5	0	61	151
11:45 AM	5	1	2	3	11	4	83	1	0	88	1	3	2	1	7	2	77	3	2	84	190
Total	11	2	11	9	33	11	271	4	2	288	5	7	11	5	28	7	235	21	3	266	615
12:00 PM	5	1	4	0	10	3	77	2	1	83	1	2	4	1	8	2	73	3	1	79	180
12:15 PM	7	3	1	1	12	4	61	1	0	66	4	0	3	1	8	1	76	4	0	81	167
12:30 PM	4	4	2	2	12	1	57	1	0	59	4	4	0	0	8	2	62	5	0	69	148
12:45 PM	6	5	4	2	17	3	63	2	0	68	2	3	2	0	7	7	87	5	0	99	191
Total	22	13	11	5	51	11	258	6	1	276	11	9	9	2	31	12	298	17	1	328	686
01:00 PM	10	0	1	1	12	2	64	1	0	67	1	7	1	1	10	3	75	3	0	81	170
01:15 PM	4	0	2	2	8	4	70	0	0	74	1	2	2	0	5	1	76	1	0	78	165
01:30 PM	10	5	1	5	21	3	66	2	0	71	4	2	3	1	10	0	78	7	1	86	188
01:45 PM	2	0	3	2	7	1	72	1	1	75	5	4	1	0	10	0	74	9	0	83	175
Total	26	5	7	10	48	10	272	4	1	287	11	15	7	2	35	4	303	20	1	328	698
02:00 PM	10	1	2	0	13	4	60	1	1	66	3	7	1	1	12	5	80	2	0	87	178
02:15 PM	6	2	2	2	12	4	69	4	0	77	3	2	5	0	10	2	89	3	0	94	193
02:30 PM	3	3	4	10	20	2	72	3	0	77	2	4	4	1	11	5	79	6	0	90	198
02:45 PM	6	5	4	5	20	3	74	4	1	82	3	3	4	0	10	2	75	6	0	83	195
Total	25	11	12	17	65	13	275	12	2	302	11	16	14	2	43	14	323	17	0	354	764
03:00 PM	12	7	8	0	27	8	75	1	0	84	4	7	2	2	15	4	67	7	4	82	208
03:15 PM	9	2	4	0	15	6	72	2	0	80	2	3	4	1	10	1	85	8	1	95	200
03:30 PM	9	1	7	3	20	8	66	3	1	78	3	6	2	0	11	3	79	10	2	94	203
03:45 PM	12	9	13	0	34	4	91	2	2	99	2	5	3	2	12	4	95	4	8	111	256
Total	42	19	32	3	96	26	304	8	3	341	11	21	11	5	48	12	326	29	15	382	867
04:00 PM	6	4	4	5	19	3	73	3	0	79	4	10	1	0	15	5	93	7	1	106	219
04:15 PM	6	6	4	2	18	8	64	5	0	77	6	6	3	0	15	1	86	4	1	92	202
04:30 PM	14	4	3	0	21	3	85	4	0	92	1	1	5	2	9	1	100	2	2	105	227
04:45 PM	9	5	3	1	18	7	78	2	0	87	1	7	2	2	12	1	92	4	0	97	214
Total	35	19	14	8	76	21	300	14	0	335	12	24	11	4	51	8	371	17	4	400	862
05:00 PM	8	2	9	0	19	3	102	2	0	107	5	4	2	0	11	3	100	12	2	117	254
05:15 PM	7	2	5	1	15	5	74	7	1	87	5	7	1	1	14	6	110	12	0	128	244
05:30 PM	10	6	11	1	28	5	65	0	0	70	4	6	4	0	14	1	95	12	0	108	220
05:45 PM	13	3	9	2	27	6	71	3	0	80	2	3	1	0	6	2	79	3	0	84	197
Total	38	13	34	4	89	19	312	12	1	344	16	20	8	1	45	12	384	39	2	437	915
06:00 PM	8	1	10	0	19	6	71	2	0	79	3	6	0	1	10	3	88	6	0	97	205
06:15 PM	3	5	9	1	18	8	70	1	0	79	6	6	2	1	15	0	86	14	1	101	213
06:30 PM	1	1	0	0	2	4	66	3	0	73	3	2	1	2	8	7	80	9	1	97	180
06:45 PM	4	2	4	1	11	1	46	1	0	48	1	1	4	1	7	3	46	4	0	53	119
Total	16	9	23	2	50	19	253	7	0	279	13	15	7	5	40	13	300	33	2	348	717
Grand Total	319	138	206	86	749	182	3229	91	11	3513	112	167	108	37	424	104	3311	260	42	3717	8403
Apprch %	42.6	18.4	27.5	11.5		5.2	91.9	2.6	0.3		26.4	39.4	25.5	8.7		2.8	89.1	7	1.1		
Total %	3.8	1.6	2.5	1	8.9	2.2	38.4	1.1	0.1	41.8	1.3	2	1.3	0.4	5	1.2	39.4	3.1	0.5	44.2	

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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:00 PM																	
12:00 PM	5	1	**4**	10	3	**77**	**2**	**82**	1	2	**4**	7	2	73	3	78	177
12:15 PM	**7**	3	1	11	**4**	61	1	66	**4**	0	3	7	1	76	4	81	165
12:30 PM	4	4	2	10	1	57	1	59	4	**4**	0	**8**	2	62	**5**	69	146
12:45 PM	6	**5**	4	**15**	3	63	2	68	2	3	2	7	**7**	**87**	5	**99**	**189**
Total Volume	22	13	11	46	11	258	6	275	11	9	9	29	12	298	17	327	677
% App. Total	47.8	28.3	23.9		4	93.8	2.2		37.9	31	31		3.7	91.1	5.2		
PHF	.786	.650	.688	.767	.688	.838	.750	.838	.688	.563	.563	.906	.429	.856	.850	.826	.896
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	**14**	4	3	**21**	3	85	4	92	1	1	**5**	7	1	100	2	103	223
04:45 PM	9	**5**	3	17	**7**	78	2	87	1	**7**	2	10	1	92	4	97	211
05:00 PM	8	2	**9**	19	3	**102**	2	**107**	**5**	4	2	11	3	100	**12**	115	**252**
05:15 PM	7	2	5	14	5	74	**7**	86	5	7	1	**13**	**6**	**110**	12	**128**	241
Total Volume	38	13	20	71	18	339	15	372	12	19	10	41	11	402	30	443	927
% App. Total	53.5	18.3	28.2		4.8	91.1	4		29.3	46.3	24.4		2.5	90.7	6.8		
PHF	.679	.650	.556	.845	.643	.831	.536	.869	.600	.679	.500	.788	.458	.914	.625	.865	.920

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File Name : 8-NE 12th Street & NE 16th Ave THUR
Site Code :
Start Date : 1/30/2020
Page No : 1

Groups Printed- Cars

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	1	0	6	2	37	0	0	39	0	2	2	0	4	1	26	7	0	34	83
07:15 AM	7	3	5	2	17	5	37	1	0	43	1	7	1	2	11	2	28	11	0	41	112
07:30 AM	15	9	6	1	31	3	63	0	0	66	5	8	1	0	14	0	30	7	3	40	151
07:45 AM	8	3	1	1	13	2	71	1	2	76	0	3	1	0	4	0	41	4	2	47	140
Total	34	16	13	4	67	12	208	2	2	224	6	20	5	2	33	3	125	29	5	162	486
08:00 AM	7	1	5	1	14	2	75	2	0	79	3	1	0	0	4	0	51	6	1	58	155
08:15 AM	7	4	3	11	25	4	67	0	3	74	0	3	3	1	7	2	33	6	0	41	147
08:30 AM	7	2	5	1	15	4	78	2	0	84	2	3	2	1	8	2	69	1	4	76	183
08:45 AM	3	2	3	2	10	6	77	0	0	83	2	2	4	0	8	3	50	1	1	55	156
Total	24	9	16	15	64	16	297	4	3	320	7	9	9	2	27	7	203	14	6	230	641
09:00 AM	9	0	4	1	14	2	75	1	0	78	2	2	1	2	7	2	59	7	1	69	168
09:15 AM	9	2	3	0	14	2	59	0	0	61	0	2	3	1	6	1	48	5	0	54	135
09:30 AM	1	5	1	0	7	3	55	0	0	58	1	1	1	1	4	1	43	2	0	46	115
09:45 AM	6	1	2	1	10	2	55	1	0	58	2	1	2	0	5	5	47	1	0	53	126
Total	25	8	10	2	45	9	244	2	0	255	5	6	7	4	22	9	197	15	1	222	544
10:00 AM	3	2	1	1	7	4	64	1	0	69	0	4	2	2	8	1	63	4	1	69	153
10:15 AM	3	2	4	0	9	3	54	1	0	58	2	2	0	0	4	1	41	3	0	45	116
10:30 AM	5	1	2	0	8	3	48	1	0	52	2	1	4	1	8	1	45	2	0	48	116
10:45 AM	7	0	1	0	8	1	59	1	0	61	3	1	0	0	4	0	61	4	0	65	138
Total	18	5	8	1	32	11	225	4	0	240	7	8	6	3	24	3	210	13	1	227	523
11:00 AM	7	0	1	0	8	2	71	0	0	73	3	4	1	0	8	1	45	2	0	48	137
11:15 AM	5	0	4	0	9	5	58	1	0	64	4	0	2	0	6	0	65	3	0	68	147
11:30 AM	6	1	3	0	10	2	71	1	0	74	0	7	2	0	9	3	67	4	1	75	168
11:45 AM	3	1	3	2	9	2	62	1	0	65	3	3	2	0	8	3	81	4	0	88	170
Total	21	2	11	2	36	11	262	3	0	276	10	14	7	0	31	7	258	13	1	279	622
12:00 PM	3	2	2	1	8	3	60	2	0	65	0	8	2	0	10	4	61	2	0	67	150
12:15 PM	2	3	4	0	9	2	67	1	0	70	2	3	1	0	6	2	79	8	0	89	174
12:30 PM	6	0	4	2	12	2	72	1	0	75	5	4	1	0	10	2	70	5	0	77	174
12:45 PM	4	3	3	1	11	5	63	0	0	68	2	1	2	0	5	0	80	7	0	87	171
Total	15	8	13	4	40	12	262	4	0	278	9	16	6	0	31	8	290	22	0	320	669
01:00 PM	5	0	2	2	9	3	67	0	0	70	2	3	1	1	7	0	75	3	0	78	164
01:15 PM	2	2	4	1	9	2	56	1	0	59	0	0	0	1	1	1	65	1	0	67	136
01:30 PM	5	2	7	1	15	5	74	3	0	82	3	3	0	0	6	2	72	1	0	75	178
01:45 PM	3	1	5	0	9	4	65	4	0	73	1	1	4	1	7	0	75	6	0	81	170
Total	15	5	18	4	42	14	262	8	0	284	6	7	5	3	21	3	287	11	0	301	648
02:00 PM	6	1	1	0	8	3	81	1	0	85	1	1	2	0	4	3	70	6	0	79	176
02:15 PM	5	3	3	1	12	3	76	1	1	81	1	1	5	1	8	3	79	6	1	89	190
02:30 PM	4	0	3	3	10	5	87	2	1	95	2	5	1	1	9	3	66	4	0	73	187
02:45 PM	3	1	6	0	10	4	59	3	1	67	5	2	2	0	9	1	79	6	5	91	177
Total	18	5	13	4	40	15	303	7	3	328	9	9	10	2	30	10	294	22	6	332	730
03:00 PM	12	6	3	0	21	4	83	2	1	90	4	6	3	2	15	2	80	1	9	92	218
03:15 PM	5	4	4	1	14	7	86	0	0	93	1	1	1	1	4	0	77	3	1	81	192
03:30 PM	13	1	5	0	19	6	62	3	0	71	1	2	1	2	6	3	81	7	2	93	189
03:45 PM	9	3	6	2	20	4	83	3	0	90	1	5	2	2	10	4	84	6	3	97	217
Total	39	14	18	3	74	21	314	8	1	344	7	14	7	7	35	9	322	17	15	363	816
04:00 PM	8	4	4	0	16	3	73	4	0	80	5	4	3	1	13	2	94	12	2	110	219
04:15 PM	13	4	9	1	27	5	65	2	0	72	3	3	2	2	10	1	92	6	1	100	209
04:30 PM	9	5	3	1	18	5	97	2	0	104	4	6	6	4	20	0	93	4	1	98	240
04:45 PM	11	3	8	0	22	1	63	2	0	66	3	6	2	1	12	0	88	4	2	94	194
Total	41	16	24	2	83	14	298	10	0	322	15	19	13	8	55	3	367	26	6	402	862
05:00 PM	4	1	5	2	12	6	71	5	0	82	5	7	2	0	14	6	94	12	2	114	222
05:15 PM	11	1	4	2	18	10	86	1	0	97	5	8	1	0	14	3	89	7	0	99	228
05:30 PM	5	4	7	0	16	5	72	5	0	82	4	8	5	0	17	3	96	4	2	105	220
05:45 PM	7	7	7	2	23	6	71	3	0	80	4	2	0	0	6	2	105	4	1	112	221
Total	27	13	23	6	69	27	300	14	0	341	18	25	8	0	51	14	384	27	5	430	891
06:00 PM	7	0	5	0	12	4	64	1	0	69	2	0	1	0	3	3	84	5	0	92	176
06:15 PM	3	0	5	1	9	5	76	0	0	81	2	2	2	2	8	4	76	11	2	93	191
06:30 PM	3	1	5	0	9	3	57	2	2	64	3	1	2	1	7	3	65	8	0	76	156
06:45 PM	6	1	1	1	9	7	59	1	0	67	2	4	2	0	8	4	55	3	0	62	146
Total	19	2	16	2	39	19	256	4	2	281	9	7	7	3	26	14	280	27	2	323	669
Grand Total	296	103	183	49	631	181	3231	70	11	3493	108	154	90	34	386	90	3217	236	48	3591	8101
Apprch %	46.9	16.3	29	7.8		5.2	92.5	2	0.3		28	39.9	23.3	8.8		2.5	89.6	6.6	1.3		
Total %	3.7	1.3	2.3	0.6	7.8	2.2	39.9	0.9	0.1	43.1	1.3	1.9	1.1	0.4	4.8	1.1	39.7	2.9	0.6	44.3	

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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	**3**	**4**	9	2	67	**1**	70	2	3	1	6	**2**	79	**8**	**89**	**174**
12:30 PM	**6**	0	4	**10**	2	**72**	1	**75**	**5**	**4**	1	**10**	2	70	5	77	172
12:45 PM	4	3	3	10	**5**	63	0	68	2	1	**2**	5	0	**80**	7	87	170
01:00 PM	5	0	2	7	3	67	0	70	2	3	1	6	0	75	3	78	161
Total Volume	17	6	13	36	12	269	2	283	11	11	5	27	4	304	23	331	677
% App. Total	47.2	16.7	36.1		4.2	95.1	0.7		40.7	40.7	18.5		1.2	91.8	6.9		
PHF	.708	.500	.813	.900	.600	.934	.500	.943	.550	.688	.625	.675	.500	.950	.719	.930	.973
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	1	5	10	6	71	**5**	82	**5**	7	2	14	**6**	94	**12**	**112**	218
05:15 PM	**11**	1	4	16	**10**	**86**	1	**97**	5	**8**	1	14	3	89	7	99	**226**
05:30 PM	5	4	**7**	16	5	72	5	82	4	8	**5**	**17**	3	96	4	103	218
05:45 PM	7	**7**	7	**21**	6	71	3	80	4	2	0	6	2	**105**	4	111	218
Total Volume	27	13	23	63	27	300	14	341	18	25	8	51	14	384	27	425	880
% App. Total	42.9	20.6	36.5		7.9	88	4.1		35.3	49	15.7		3.3	90.4	6.4		
PHF	.614	.464	.821	.750	.675	.872	.700	.879	.900	.781	.400	.750	.583	.914	.563	.949	.973

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File Name : 8-NE 12th Street & NE 16th Ave THUR
Site Code :
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Groups Printed- Trucks

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	0	0	1	0	1	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	3
07:15 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	1	1	0	2	5
07:30 AM	1	0	0	0	1	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	4
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	2	0	0	2	4
Total	1	0	2	0	3	1	5	0	0	6	0	2	0	0	2	0	4	1	0	5	16
08:00 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	7
08:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
08:30 AM	0	0	0	0	0	0	4	1	0	5	0	0	1	0	1	0	2	0	0	2	8
08:45 AM	1	1	3	0	5	0	3	0	0	3	0	2	0	0	2	0	0	0	0	0	10
Total	1	1	3	0	5	0	11	1	0	12	0	2	1	0	3	0	6	0	0	6	26
09:00 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	2	4	0	0	6	9
09:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
09:30 AM	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	4
09:45 AM	0	0	1	0	1	0	4	0	0	4	0	0	0	0	0	0	3	0	0	3	8
Total	0	0	5	0	5	0	8	0	0	8	0	0	0	0	0	2	13	0	0	15	28
10:00 AM	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	7
10:15 AM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	1	0	1	4
10:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
10:45 AM	0	0	0	0	0	0	4	0	0	4	2	0	0	0	2	0	3	1	0	4	10
Total	2	1	0	0	3	0	9	0	0	9	2	0	0	0	2	0	7	2	0	9	23
11:00 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	6
11:15 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
11:30 AM	0	0	1	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
11:45 AM	0	0	0	0	0	0	4	0	0	4	0	1	0	0	1	0	1	0	0	1	6
Total	1	0	1	0	2	0	10	0	0	10	0	1	0	0	1	0	7	0	0	7	20
12:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4	1	0	5	7
12:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1	1	0	2	4
12:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	2
12:45 PM	0	1	0	0	1	0	2	0	0	2	0	0	0	0	0	0	1	0	0	1	4
Total	0	1	0	0	1	0	6	0	0	6	0	0	0	0	0	0	8	2	0	10	17
01:00 PM	0	0	0	0	0	0	2	0	0	2	0	0	1	0	1	0	2	0	0	2	5
01:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
01:30 PM	0	0	0	0	0	0	3	0	0	3	1	0	0	0	1	0	0	0	0	0	4
01:45 PM	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	5
Total	0	0	0	0	0	1	9	0	0	10	1	0	1	0	2	0	5	0	0	5	17
02:00 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	4
02:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	6
02:30 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	1	1	1	0	3	5
02:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	4
Total	1	2	0	0	3	0	4	0	0	4	0	0	0	0	0	1	10	1	0	12	19
03:00 PM	1	0	0	0	1	0	1	0	0	1	0	1	0	0	1	0	2	0	0	2	5
03:15 PM	0	0	0	0	0	1	2	0	0	3	0	2	0	0	2	0	3	0	0	3	8
03:30 PM	0	0	1	0	1	0	2	0	0	2	1	1	0	0	2	0	2	0	0	2	7
03:45 PM	0	1	5	0	6	1	2	0	0	3	0	0	0	0	0	0	2	0	0	2	11
Total	1	1	6	0	8	2	7	0	0	9	1	4	0	0	5	0	9	0	0	9	31
04:00 PM	0	1	1	0	2	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	5
04:15 PM	0	0	0	0	0	1	0	0	0	1	1	1	0	0	2	0	1	0	0	1	4
04:30 PM	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
04:45 PM	0	0	0	0	0	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	4
Total	1	1	1	0	3	1	3	0	0	4	1	2	0	0	3	0	5	0	0	5	15
05:00 PM	0	0	1	0	1	0	1	1	0	2	0	0	0	0	0	0	3	0	0	3	6
05:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
05:45 PM	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	1	0	0	1	8
Total	0	0	1	0	1	0	9	1	0	10	0	0	0	0	0	1	6	0	0	7	18
06:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
06:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	4
Grand Total	8	7	19	0	34	5	83	2	0	90	5	11	2	0	18	4	82	6	0	92	234
Apprch %	23.5	20.6	55.9	0		5.6	92.2	2.2	0		27.8	61.1	11.1	0		4.3	89.1	6.5	0		
Total %	3.4	3	8.1	0	14.5	2.1	35.5	0.9	0	38.5	2.1	4.7	0.9	0	7.7	1.7	35	2.6	0	39.3	

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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:30 AM																	
08:30 AM	0	0	0	0	0	**4**	**1**	**5**	0	0	**1**	1	0	2	0	2	8
08:45 AM	**1**	**1**	**3**	**5**	0	3	0	3	0	**2**	0	**2**	0	0	0	0	**10**
09:00 AM	0	0	2	2	0	1	0	1	0	0	0	0	**2**	4	0	**6**	9
09:15 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	**5**	0	5	7
Total Volume	1	1	5	7	0	10	1	11	0	2	1	3	2	11	0	13	34
% App. Total	14.3	14.3	71.4		0	90.9	9.1		0	66.7	33.3		15.4	84.6	0		
PHF	.250	.250	.417	.350	.000	.625	.250	.550	.000	.250	.250	.375	.250	.550	.000	.542	.850
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	**1**	0	0	1	0	1	0	1	0	1	0	1	0	2	0	2	5
03:15 PM	0	0	0	0	**1**	**2**	0	**3**	0	**2**	0	**2**	0	**3**	0	**3**	8
03:30 PM	0	0	1	1	0	2	0	2	**1**	1	0	2	0	2	0	2	7
03:45 PM	0	**1**	**5**	**6**	1	2	0	3	0	0	0	0	0	2	0	2	**11**
Total Volume	1	1	6	8	2	7	0	9	1	4	0	5	0	9	0	9	31
% App. Total	12.5	12.5	75		22.2	77.8	0		20	80	0		0	100	0		
PHF	.250	.250	.300	.333	.500	.875	.000	.750	.250	.500	.000	.625	.000	.750	.000	.750	.705

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File Name : 8-NE 12th Street & NE 16th Ave THUR
Site Code :
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Groups Printed- Combined

	NE 12th St Southbound					NE 16th Ave Westbound					NE 12th St Northbound					NE 16th Ave Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	1	2	0	7	2	38	0	0	40	0	3	2	0	5	1	26	7	0	34	86
07:15 AM	7	3	5	2	17	5	40	1	0	46	1	7	1	2	11	2	29	12	0	43	117
07:30 AM	16	9	6	1	32	4	64	0	0	68	5	8	1	0	14	0	31	7	3	41	155
07:45 AM	8	3	2	1	14	2	71	1	2	76	0	4	1	0	5	0	43	4	2	49	144
Total	35	16	15	4	70	13	213	2	2	230	6	22	5	2	35	3	129	30	5	167	502
08:00 AM	7	1	5	1	14	2	78	2	0	82	3	1	0	0	4	0	55	6	1	62	162
08:15 AM	7	4	3	11	25	4	68	0	3	75	0	3	3	1	7	2	33	6	0	41	148
08:30 AM	7	2	5	1	15	4	82	3	0	89	2	3	3	1	9	2	71	1	4	78	191
08:45 AM	4	3	6	2	15	6	80	0	0	86	2	4	4	0	10	3	50	1	1	55	166
Total	25	10	19	15	69	16	308	5	3	332	7	11	10	2	30	7	209	14	6	236	667
09:00 AM	9	0	6	1	16	2	76	1	0	79	2	2	1	2	7	4	63	7	1	75	177
09:15 AM	9	2	3	0	14	2	61	0	0	63	0	2	3	1	6	1	53	5	0	59	142
09:30 AM	1	5	3	0	9	3	56	0	0	59	1	1	1	1	4	1	44	2	0	47	119
09:45 AM	6	1	3	1	11	2	59	1	0	62	2	1	2	0	5	5	50	1	0	56	134
Total	25	8	15	2	50	9	252	2	0	263	5	6	7	4	22	11	210	15	1	237	572
10:00 AM	5	2	1	1	9	4	67	1	0	72	0	4	2	2	8	1	65	4	1	71	160
10:15 AM	3	3	4	0	10	3	56	1	0	60	2	2	0	0	4	1	41	4	0	46	120
10:30 AM	5	1	2	0	8	3	48	1	0	52	2	1	4	1	8	1	47	2	0	50	118
10:45 AM	7	0	1	0	8	1	63	1	0	65	5	1	0	0	6	0	64	5	0	69	148
Total	20	6	8	1	35	11	234	4	0	249	9	8	6	3	26	3	217	15	1	236	546
11:00 AM	8	0	1	0	9	2	74	0	0	76	3	4	1	0	8	1	47	2	0	50	143
11:15 AM	5	0	4	0	9	5	60	1	0	66	4	0	2	0	6	0	67	3	0	70	151
11:30 AM	6	1	4	0	11	2	72	1	0	75	0	7	2	0	9	3	69	4	1	77	172
11:45 AM	3	1	3	2	9	2	66	1	0	69	3	4	2	0	9	3	82	4	0	89	176
Total	22	2	12	2	38	11	272	3	0	286	10	15	7	0	32	7	265	13	1	286	642
12:00 PM	3	2	2	1	8	3	62	2	0	67	0	8	2	0	10	4	65	3	0	72	157
12:15 PM	2	3	4	0	9	2	69	1	0	72	2	3	1	0	6	2	80	9	0	91	178
12:30 PM	6	0	4	2	12	2	72	1	0	75	5	4	1	0	10	2	72	5	0	79	176
12:45 PM	4	4	3	1	12	5	65	0	0	70	2	1	2	0	5	0	81	7	0	88	175
Total	15	9	13	4	41	12	268	4	0	284	9	16	6	0	31	8	298	24	0	330	686
01:00 PM	5	0	2	2	9	3	69	0	0	72	2	3	2	1	8	0	77	3	0	80	169
01:15 PM	2	2	4	1	9	2	57	1	0	60	0	0	0	1	1	1	67	1	0	69	139
01:30 PM	5	2	7	1	15	5	77	3	0	85	4	3	0	0	7	2	72	1	0	75	182
01:45 PM	3	1	5	0	9	5	68	4	0	77	1	1	4	1	7	0	76	6	0	82	175
Total	15	5	18	4	42	15	271	8	0	294	7	7	6	3	23	3	292	11	0	306	665
02:00 PM	7	1	1	0	9	3	82	1	0	86	1	1	2	0	4	3	72	6	0	81	180
02:15 PM	5	4	3	1	13	3	77	1	1	82	1	1	5	1	8	3	83	6	1	93	196
02:30 PM	4	1	3	3	11	5	88	2	1	96	2	5	1	1	9	4	67	5	0	76	192
02:45 PM	3	1	6	0	10	4	60	3	1	68	5	2	2	0	9	1	82	6	5	94	181
Total	19	7	13	4	43	15	307	7	3	332	9	9	10	2	30	11	304	23	6	344	749
03:00 PM	13	6	3	0	22	4	84	2	1	91	4	7	3	2	16	2	82	1	9	94	223
03:15 PM	5	4	4	1	14	8	88	0	0	96	1	3	1	1	6	0	80	3	1	84	200
03:30 PM	13	1	6	0	20	6	64	3	0	73	2	3	1	2	8	3	83	7	2	95	196
03:45 PM	9	4	11	2	26	5	85	3	0	93	1	5	2	2	10	4	86	6	3	99	228
Total	40	15	24	3	82	23	321	8	1	353	8	18	7	7	40	9	331	17	15	372	847
04:00 PM	8	5	5	0	18	3	74	4	0	81	5	4	3	1	13	2	96	12	2	112	224
04:15 PM	13	4	9	1	27	6	65	2	0	73	4	4	2	2	12	1	93	6	1	101	213
04:30 PM	10	5	3	1	19	5	97	2	0	104	4	6	6	4	20	0	94	4	1	99	242
04:45 PM	11	3	8	0	22	1	65	2	0	68	3	7	2	1	13	0	89	4	2	95	198
Total	42	17	25	2	86	15	301	10	0	326	16	21	13	8	58	3	372	26	6	407	877
05:00 PM	4	1	6	2	13	6	72	6	0	84	5	7	2	0	14	6	97	12	2	117	228
05:15 PM	11	1	4	2	18	10	87	1	0	98	5	8	1	0	14	3	91	7	0	101	231
05:30 PM	5	4	7	0	16	5	72	5	0	82	4	8	5	0	17	4	96	4	2	106	221
05:45 PM	7	7	7	2	23	6	78	3	0	87	4	2	0	0	6	2	106	4	1	113	229
Total	27	13	24	6	70	27	309	15	0	351	18	25	8	0	51	15	390	27	5	437	909
06:00 PM	7	0	5	0	12	4	65	1	0	70	2	0	1	0	3	3	84	5	0	92	177
06:15 PM	3	0	5	1	9	5	77	0	0	82	2	2	2	2	8	4	77	11	2	94	193
06:30 PM	3	1	5	0	9	3	57	2	2	64	3	1	2	1	7	3	66	8	0	77	157
06:45 PM	6	1	1	1	9	7	59	1	0	67	2	4	2	0	8	4	55	3	0	62	146
Total	19	2	16	2	39	19	258	4	2	283	9	7	7	3	26	14	282	27	2	325	673
Grand Total	304	110	202	49	665	186	3314	72	11	3583	113	165	92	34	404	94	3299	242	48	3683	8335
Apprch %	45.7	16.5	30.4	7.4		5.2	92.5	2	0.3		28	40.8	22.8	8.4		2.6	89.6	6.6	1.3		
Total %	3.6	1.3	2.4	0.6	8	2.2	39.8	0.9	0.1	43	1.4	2	1.1	0.4	4.8	1.1	39.6	2.9	0.6	44.2	

Peggy Malone & Associates, Inc.
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	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 01:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 12:15 PM																	
12:15 PM	2	3	**4**	9	2	69	**1**	72	2	3	1	6	**2**	80	**9**	**91**	**178**
12:30 PM	**6**	0	4	10	2	**72**	1	**75**	**5**	**4**	1	**10**	2	72	5	79	174
12:45 PM	4	**4**	3	**11**	**5**	65	0	70	2	1	**2**	5	0	**81**	7	88	174
01:00 PM	5	0	2	7	3	69	0	72	2	3	2	7	0	77	3	80	166
Total Volume	17	7	13	37	12	275	2	289	11	11	6	28	4	310	24	338	692
% App. Total	45.9	18.9	35.1		4.2	95.2	0.7		39.3	39.3	21.4		1.2	91.7	7.1		
PHF	.708	.438	.813	.841	.600	.955	.500	.963	.550	.688	.750	.700	.500	.957	.667	.929	.972
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	4	1	6	11	6	72	**6**	84	**5**	7	2	14	**6**	97	**12**	**115**	224
05:15 PM	**11**	1	4	16	**10**	**87**	1	**98**	5	**8**	1	14	3	91	7	101	**229**
05:30 PM	5	4	**7**	16	5	72	5	82	4	8	**5**	**17**	4	96	4	104	219
05:45 PM	7	**7**	7	**21**	6	78	3	87	4	2	0	6	2	**106**	4	112	226
Total Volume	27	13	24	64	27	309	15	351	18	25	8	51	15	390	27	432	898
% App. Total	42.2	20.3	37.5		7.7	88	4.3		35.3	49	15.7		3.5	90.3	6.2		
PHF	.614	.464	.857	.762	.675	.888	.625	.895	.900	.781	.400	.750	.625	.920	.563	.939	.980

NE 9th St and South Access Averaged

Tuesday

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	27	1	0	0	0	0	0	0	15	0	0	1	0	0	0
7:15:00 AM	0	37	1	0	1	0	0	1	2	28	1	0	1	0	0	0
7:30:00 AM	1	46	4	0	0	0	1	3	2	41	0	0	2	0	0	0
7:45:00 AM	0	59	3	0	1	0	4	4	7	44	0	0	4	0	2	0
8:00:00 AM	0	72	5	0	0	1	0	7	4	50	2	0	0	2	0	1
8:15:00 AM	2	63	0	0	2	0	4	14	9	60	1	0	0	0	1	0
8:30:00 AM	0	73	2	0	1	0	4	5	6	78	0	0	1	0	0	0
8:45:00 AM	1	73	3	2	1	0	1	19	2	57	1	0	3	0	0	0
9:00:00 AM	1	66	2	0	2	0	2	10	2	59	1	0	3	1	0	1
9:15:00 AM	0	47	2	0	2	0	2	3	0	27	0	0	0	0	1	2
9:30:00 AM	0	33	1	0	0	0	1	1	1	32	0	0	1	0	0	0
9:45:00 AM	0	39	1	0	3	0	0	2	1	22	0	0	0	0	0	0

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	1	51	1	0	0	1	2	2	1	34	1	0	0	0	3	0
2:30:00 PM	0	39	1	0	5	0	0	2	0	43	2	0	0	0	0	1
2:45:00 PM	0	36	1	0	3	0	1	1	0	34	1	0	0	0	1	4
3:00:00 PM	0	46	1	0	1	0	1	1	1	55	2	0	0	0	1	0
3:15:00 PM	1	50	3	0	0	0	1	18	1	48	0	0	0	1	2	0
3:30:00 PM	2	37	1	11	1	1	4	90	2	49	10	0	6	0	0	0
3:45:00 PM	0	57	1	0	2	4	3	40	4	60	4	0	6	0	1	3
4:00:00 PM	0	64	0	1	1	0	4	11	1	52	0	0	1	0	1	1
4:15:00 PM	2	48	0	0	4	0	5	4	2	41	0	0	1	0	2	0

Thursday

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	24	2	0	0	0	0	0	2	27	0	0	1	0	0	0
7:15:00 AM	0	52	1	0	0	0	1	0	3	23	0	0	1	0	0	0
7:30:00 AM	0	44	4	0	0	0	4	0	4	34	2	0	1	0	0	0
7:45:00 AM	0	71	2	0	1	0	4	7	3	55	1	0	3	0	0	0
8:00:00 AM	1	53	6	0	0	0	2	6	3	43	0	0	0	2	0	0
8:15:00 AM	0	63	0	0	2	0	2	5	6	48	0	0	1	1	1	0
8:30:00 AM	0	74	3	0	1	0	3	8	3	74	0	0	1	0	0	1
8:45:00 AM	1	68	0	0	0	0	1	14	2	66	0	0	1	0	0	0
9:00:00 AM	0	61	5	0	4	0	1	7	1	60	0	0	2	0	0	0
9:15:00 AM	2	44	1	2	0	0	1	4	1	42	2	0	1	0	2	2
9:30:00 AM	0	39	2	0	0	0	2	6	3	47	1	0	2	0	0	0
9:45:00 AM	0	32	0	0	0	0	1	2	0	37	0	0	0	0	1	0

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	36	0	0	1	1	4	0	1	31	1	0	0	0	0	0
2:30:00 PM	0	52	2	0	1	0	1	2	2	52	2	0	0	0	1	0
2:45:00 PM	2	45	2	1	1	0	0	0	1	35	1	0	0	0	1	1
3:00:00 PM	0	55	1	0	1	0	0	0	1	49	1	0	1	0	0	0
3:15:00 PM	2	40	1	0	0	0	0	15	0	49	1	0	0	0	3	2
3:30:00 PM	4	49	0	3	2	0	3	58	1	56	6	0	6	0	0	1
3:45:00 PM	1	61	0	7	0	0	3	25	1	61	4	0	1	0	3	2
4:00:00 PM	0	61	0	0	1	0	0	10	1	53	1	0	2	0	0	0
4:15:00 PM	1	59	0	0	2	0	2	8	1	47	1	0	1	0	1	0

Averaged

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	25.5	1.5	0	0	0	0	0	1	21	0	0	1	0	0	0
7:15:00 AM	0	44.5	1	0	0.5	0	0.5	0.5	2.5	25.5	0.5	0	1	0	0	0
7:30:00 AM	0.5	45	4	0	0	0	2.5	1.5	3	37.5	1	0	1.5	0	0	0
7:45:00 AM	0	65	2.5	0	1	0	4	5.5	5	49.5	0.5	0	3.5	0	1	0
8:00:00 AM	0.5	62.5	5.5	0	0	0.5	1	6.5	3.5	46.5	1	0	0	2	0	0.5
8:15:00 AM	1	63	0	0	2	0	3	9.5	7.5	54	0.5	0	0.5	0.5	1	0
8:30:00 AM	0	73.5	2.5	0	1	0	3.5	6.5	4.5	76	0	0	1	0	0	0.5
8:45:00 AM	1	70.5	1.5	1	0.5	0	1	16.5	2	61.5	0.5	0	2	0	0	0
9:00:00 AM	0.5	63.5	3.5	0	3	0	1.5	8.5	1.5	59.5	0.5	0	2.5	0.5	0	0.5
9:15:00 AM	1	45.5	1.5	1	1	0	1.5	3.5	0.5	34.5	1	0	0.5	0	1.5	2
9:30:00 AM	0	36	1.5	0	0	0	1.5	3.5	2	39.5	0.5	0	1.5	0	0	0
9:45:00 AM	0	35.5	0.5	0	1.5	0	0.5	2	0.5	29.5	0	0	0	0	0.5	0
								64								

	NE 9th St Southbound				School South Access Westbound				NE 9th St Northbound				NE 18th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0.5	43.5	0.5	0	0.5	1	3	1	1	32.5	1	0	0	0	1.5	0
2:30:00 PM	0	45.5	1.5	0	3	0	0.5	2	1	47.5	2	0	0	0	0.5	0.5
2:45:00 PM	1	40.5	1.5	0.5	2	0	0.5	0.5	0.5	34.5	1	0	0	0	1	2.5
3:00:00 PM	0	50.5	1	0	1	0	0.5	0.5	1	52	1.5	0	0.5	0	0.5	0
3:15:00 PM	1.5	45	2	0	0	0	0.5	16.5	0.5	48.5	0.5	0	0	0.5	2.5	1
3:30:00 PM	3	43	0.5	7	1.5	0.5	3.5	74	1.5	52.5	8	0	6	0	0	0.5
3:45:00 PM	0.5	59	0.5	3.5	1	2	3	32.5	2.5	60.5	4	0	3.5	0	2	2.5
4:00:00 PM	0	62.5	0	0.5	1	0	2	10.5	1	52.5	0.5	0	1.5	0	0.5	0.5
4:15:00 PM	1.5	53.5	0	0	3	0	3.5	6	1.5	44	0.5	0	1	0	1.5	0

NE 9th St and South Loop Entrance Averaged

Tuesday

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	25	0	0	0	0	0	1	14	0	0
7:15:00 AM	38	3	0	0	0	0	1	28	0	0
7:30:00 AM	51	5	0	0	0	1	5	36	0	0
7:45:00 AM	62	12	0	0	0	2	11	36	0	0
8:00:00 AM	77	16	0	0	0	1	17	35	0	0
8:15:00 AM	66	23	0	0	0	6	16	48	0	0
8:30:00 AM	74	24	0	0	0	1	26	53	0	0
8:45:00 AM	76	17	0	0	0	2	25	33	0	0
9:00:00 AM	70	32	0	0	0	3	18	43	0	0
9:15:00 AM	49	8	0	0	0	0	11	18	0	0
9:30:00 AM	33	1	0	0	0	1	6	25	0	0
9:45:00 AM	40	0	0	0	0	0	5	20	0	0

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	54	3	0	0	0	0	6	31	0	0
2:30:00 PM	40	7	0	0	0	4	5	41	0	0
2:45:00 PM	38	3	0	0	0	1	4	34	0	0
3:00:00 PM	46	7	0	0	0	2	5	51	0	0
3:15:00 PM	56	5	0	0	0	19	5	43	0	0
3:30:00 PM	41	13	0	0	0	3	12	42	1	0
3:45:00 PM	53	14	2	0	0	5	13	51	1	0
4:00:00 PM	65	7	0	0	0	3	3	52	0	0
4:15:00 PM	50	1	0	0	0	2	4	43	0	0

Thursday

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	26	1	0	0	0	0	1	26	0	0
7:15:00 AM	52	7	0	0	0	0	1	22	0	0
7:30:00 AM	48	4	0	0	0	0	9	25	0	0
7:45:00 AM	74	10	0	0	0	3	11	45	0	0
8:00:00 AM	60	17	0	0	0	0	9	34	0	0
8:15:00 AM	63	23	0	0	0	0	19	32	0	0
8:30:00 AM	76	27	1	0	0	4	30	43	0	0
8:45:00 AM	68	19	0	0	0	4	22	44	0	0
9:00:00 AM	66	25	0	0	0	5	32	31	0	0
9:15:00 AM	46	15	0	0	0	1	20	23	0	0
9:30:00 AM	41	9	0	0	0	2	12	37	0	0
9:45:00 AM	32	8	0	0	0	2	7	33	0	0

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	37	0	0	0	0	0	3	28	0	0
2:30:00 PM	54	5	0	0	0	2	9	46	1	0
2:45:00 PM	50	3	1	0	0	1	4	34	0	0
3:00:00 PM	52	3	0	0	0	3	5	45	0	0
3:15:00 PM	44	3	0	0	0	7	6	42	0	0
3:30:00 PM	51	9	0	0	0	3	13	45	1	0
3:45:00 PM	61	12	0	0	0	3	14	51	0	0
4:00:00 PM	63	9	0	0	0	2	9	43	0	0
4:15:00 PM	59	4	0	0	0	2	3	48	0	0

Averaged

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	25.5	0.5	0	0	0	0	1	20	0	0
7:15:00 AM	45	5	0	0	0	0	1	25	0	0
7:30:00 AM	49.5	4.5	0	0	0	0.5	7	30.5	0	0
7:45:00 AM	68	11	0	0	0	2.5	11	40.5	0	0
8:00:00 AM	68.5	16.5	0	0	0	0.5	13	34.5	0	0
8:15:00 AM	64.5	23	0	0	0	3	17.5	40	0	0
8:30:00 AM	75	25.5	0.5	0	0	2.5	28	48	0	0
8:45:00 AM	72	18	0	0	0	3	23.5	38.5	0	0
9:00:00 AM	68	28.5	0	0	0	4	25	37	0	0
9:15:00 AM	47.5	11.5	0	0	0	0.5	15.5	20.5	0	0
9:30:00 AM	37	5	0	0	0	1.5	9	31	0	0
9:45:00 AM	36	4	0	0	0	1	6	26.5	0	0

	NE 9th St Southbound			School Center Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	45.5	1.5	0	0	0	0	4.5	29.5	0	0
2:30:00 PM	47	6	0	0	0	3	7	43.5	0.5	0
2:45:00 PM	44	3	0.5	0	0	1	4	34	0	0
3:00:00 PM	49	5	0	0	0	2.5	5	48	0	0
3:15:00 PM	50	4	0	0	0	13	5.5	42.5	0	0
3:30:00 PM	46	11	0	0	0	3	12.5	43.5	1	0
3:45:00 PM	57	13	1	0	0	4	13.5	51	0.5	0
4:00:00 PM	64	8	0	0	0	2.5	6	47.5	0	0
4:15:00 PM	54.5	2.5	0	0	0	2	3.5	45.5	0	0

NE 9th St and North Loop Exit Averaged

Tuesday

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	26	0	0	0	1	0	0	15	0	0
7:15:00 AM	39	0	0	0	3	0	0	26	0	0
7:30:00 AM	52	0	0	3	4	1	0	36	0	0
7:45:00 AM	63	0	0	5	8	2	0	37	0	0
8:00:00 AM	78	0	0	14	15	1	0	32	0	0
8:15:00 AM	63	0	0	15	25	5	0	49	0	0
8:30:00 AM	74	0	0	23	25	1	0	56	0	0
8:45:00 AM	69	0	0	17	26	3	0	33	0	0
9:00:00 AM	74	0	0	19	27	1	0	41	0	0
9:15:00 AM	44	0	0	12	12	0	0	20	0	0
9:30:00 AM	30	0	0	2	2	1	0	26	0	0
9:45:00 AM	39	0	0	3	2	0	0	21	0	0

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	53	0	0	3	1	1	0	25	0	0
2:30:00 PM	41	0	0	7	4	1	0	45	0	0
2:45:00 PM	39	0	0	6	3	2	0	33	0	0
3:00:00 PM	53	0	0	2	1	3	0	50	0	0
3:15:00 PM	57	0	0	2	1	15	0	41	0	0
3:30:00 PM	47	1	0	19	12	4	0	44	0	0
3:45:00 PM	47	0	0	26	11	4	0	53	1	0
4:00:00 PM	67	0	0	6	8	2	0	55	1	0
4:15:00 PM	47	0	1	2	3	2	0	42	0	0

Thursday

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	23	0	0	0	1	0	0	25	0	0
7:15:00 AM	55	0	0	3	4	0	0	21	0	0
7:30:00 AM	52	0	0	7	3	0	0	25	0	0
7:45:00 AM	70	0	0	8	10	3	0	46	0	0
8:00:00 AM	69	0	0	10	8	0	0	34	0	0
8:15:00 AM	62	0	0	8	26	0	0	28	0	0
8:30:00 AM	72	0	0	32	30	2	0	44	0	0
8:45:00 AM	68	0	0	19	22	4	0	40	1	0
9:00:00 AM	68	0	0	29	19	9	0	31	0	0
9:15:00 AM	41	0	0	19	17	2	0	23	0	0
9:30:00 AM	40	0	0	8	11	1	0	38	0	0
9:45:00 AM	30	0	0	7	8	2	0	32	1	0

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	37	0	0	1	1	0	0	26	0	0
2:30:00 PM	49	0	0	6	8	1	0	45	1	0
2:45:00 PM	51	0	0	2	1	1	0	34	0	0
3:00:00 PM	53	0	0	0	5	0	0	45	0	0
3:15:00 PM	43	0	0	1	0	7	0	36	0	0
3:30:00 PM	55	2	0	18	12	6	0	49	1	0
3:45:00 PM	46	0	0	19	15	0	0	55	1	0
4:00:00 PM	66	0	0	10	7	1	0	45	0	0
4:15:00 PM	57	0	0	3	5	1	0	47	0	0

Averaged

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	24.5	0	0	0	1	0	0	20	0	0
7:15:00 AM	47	0	0	1.5	3.5	0	0	23.5	0	0
7:30:00 AM	52	0	0	5	3.5	0.5	0	30.5	0	0
7:45:00 AM	66.5	0	0	6.5	9	2.5	0	41.5	0	0
8:00:00 AM	73.5	0	0	12	11.5	0.5	0	33	0	0
8:15:00 AM	62.5	0	0	11.5	25.5	2.5	0	38.5	0	0
8:30:00 AM	73	0	0	27.5	27.5	1.5	0	50	0	0
8:45:00 AM	68.5	0	0	18	24	3.5	0	36.5	0.5	0
9:00:00 AM	71	0	0	24	23	5	0	36	0	0
9:15:00 AM	42.5	0	0	15.5	14.5	1	0	21.5	0	0
9:30:00 AM	35	0	0	5	6.5	1	0	32	0	0
9:45:00 AM	34.5	0	0	5	5	1	0	26.5	0.5	0

	NE 9th St Southbound			School North Access Westbound			NE 9th St Northbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	45	0	0	2	1	0.5	0	25.5	0	0
2:30:00 PM	45	0	0	6.5	6	1	0	45	0.5	0
2:45:00 PM	45	0	0	4	2	1.5	0	33.5	0	0
3:00:00 PM	53	0	0	1	3	1.5	0	47.5	0	0
3:15:00 PM	50	0	0	1.5	0.5	11	0	38.5	0	0
3:30:00 PM	51	1.5	0	18.5	12	5	0	46.5	0.5	0
3:45:00 PM	46.5	0	0	22.5	13	2	0	54	1	0
4:00:00 PM	66.5	0	0	8	7.5	1.5	0	50	0.5	0
4:15:00 PM	52	0	0.5	2.5	4	1.5	0	44.5	0	0

NE 19th Pl and West Bus Entrance Averaged

Tuesday

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	0	0	0	1	0	0	0	0	0
7:15:00 AM	3	0	0	0	0	0	0	2	0	0
7:30:00 AM	7	1	0	1	1	0	3	2	0	0
7:45:00 AM	4	0	0	0	2	1	5	1	0	0
8:00:00 AM	3	0	1	1	6	0	12	2	0	0
8:15:00 AM	13	0	1	0	3	2	2	14	0	0
8:30:00 AM	8	0	0	1	0	2	4	8	1	0
8:45:00 AM	10	2	3	0	0	5	8	8	0	2
9:00:00 AM	9	0	1	0	0	3	3	4	0	1
9:15:00 AM	3	1	1	0	0	0	2	1	0	0
9:30:00 AM	1	1	0	0	0	0	0	3	0	0
9:45:00 AM	3	0	0	0	0	0	0	2	0	0

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	1	0	0	0	0	0	0	2	0	0
2:30:00 PM	2	0	0	0	0	0	0	4	0	0
2:45:00 PM	1	0	0	0	0	0	0	3	0	0
3:00:00 PM	3	1	0	0	0	0	0	5	0	0
3:15:00 PM	2	2	1	0	0	5	1	7	0	1
3:30:00 PM	7	1	0	0	0	1	1	19	2	0
3:45:00 PM	8	4	1	0	0	1	8	10	0	2
4:00:00 PM	12	0	1	0	0	0	4	5	0	1
4:15:00 PM	2	1	0	0	1	0	1	4	0	0

Thursday

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	1	2	0	0
7:15:00 AM	7	0	0	1	2	0	2	2	0	0
7:30:00 AM	5	0	0	1	1	0	1	5	0	0
7:45:00 AM	6	0	0	0	0	0	3	2	0	0
8:00:00 AM	4	1	1	3	3	0	7	1	0	0
8:15:00 AM	6	1	0	0	1	10	4	7	1	0
8:30:00 AM	6	0	0	0	0	3	1	7	0	2
8:45:00 AM	10	2	0	0	0	2	10	5	0	0
9:00:00 AM	9	0	1	0	0	1	2	17	1	0
9:15:00 AM	3	1	0	0	0	0	1	5	0	1
9:30:00 AM	2	0	0	0	0	0	0	5	0	0
9:45:00 AM	3	0	0	0	0	0	0	2	0	0

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	2	1	0
2:45:00 PM	3	0	0	0	0	0	0	3	0	0
3:00:00 PM	4	0	0	0	0	0	0	0	0	0
3:15:00 PM	1	1	0	0	0	0	2	4	0	0
3:30:00 PM	7	3	0	0	0	0	0	11	2	0
3:45:00 PM	7	3	1	0	2	0	7	10	0	0
4:00:00 PM	8	0	0	0	0	0	6	1	0	0
4:15:00 PM	2	0	5	0	0	0	1	3	0	0

Averaged

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0.5	0	0	0	0.5	0	0.5	1	0	0
7:15:00 AM	5	0	0	0.5	1	0	1	2	0	0
7:30:00 AM	6	0.5	0	1	1	0	2	3.5	0	0
7:45:00 AM	5	0	0	0	1	0.5	4	1.5	0	0
8:00:00 AM	3.5	0.5	1	2	4.5	0	9.5	1.5	0	0
8:15:00 AM	9.5	0.5	0.5	0	2	6	3	10.5	0.5	0
8:30:00 AM	7	0	0	0.5	0	2.5	2.5	7.5	0.5	1
8:45:00 AM	10	2	1.5	0	0	3.5	9	6.5	0	1
9:00:00 AM	9	0	1	0	0	2	2.5	10.5	0.5	0.5
9:15:00 AM	3	1	0.5	0	0	0	1.5	3	0	0.5
9:30:00 AM	1.5	0.5	0	0	0	0	0	4	0	0
9:45:00 AM	3	0	0	0	0	0	0	2	0	0

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0.5	0	0	0	0	0	0	1	0	0
2:30:00 PM	1	0	0	0	0	0	0	3	0.5	0
2:45:00 PM	2	0	0	0	0	0	0	3	0	0
3:00:00 PM	3.5	0.5	0	0	0	0	0	2.5	0	0
3:15:00 PM	1.5	1.5	0.5	0	0	2.5	1.5	5.5	0	0.5
3:30:00 PM	7	2	0	0	0	0.5	0.5	15	2	0
3:45:00 PM	7.5	3.5	1	0	1	0.5	7.5	10	0	1
4:00:00 PM	10	0	0.5	0	0	0	5	3	0	0.5
4:15:00 PM	2	0.5	2.5	0	0.5	0	1	3.5	0	0

NE 19th Pl and East Bus Exit Averaged

Tuesday

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	0	0	0
7:15:00 AM	3	0	0	0	0	0	0	1	0	0
7:30:00 AM	6	0	0	0	0	0	0	4	0	0
7:45:00 AM	4	0	0	0	0	0	0	1	0	0
8:00:00 AM	2	0	0	0	0	0	0	2	1	0
8:15:00 AM	2	0	0	0	4	1	2	4	6	0
8:30:00 AM	3	0	0	0	1	0	0	3	3	0
8:45:00 AM	7	0	2	7	4	0	1	5	1	2
9:00:00 AM	4	0	2	2	1	4	1	4	0	0
9:15:00 AM	2	0	1	0	1	0	0	2	0	0
9:30:00 AM	1	0	0	0	0	0	0	1	0	0
9:45:00 AM	2	0	0	0	0	0	0	1	0	0

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	1	0	0	0	0	0	0	2	0	0
2:30:00 PM	2	0	0	0	0	0	0	4	0	0
2:45:00 PM	1	0	0	0	0	0	0	2	0	0
3:00:00 PM	4	1	0	0	0	0	0	3	0	0
3:15:00 PM	3	0	0	0	0	2	1	2	0	0
3:30:00 PM	7	0	6	3	0	6	0	16	0	1
3:45:00 PM	6	0	10	6	5	6	0	17	0	0
4:00:00 PM	2	0	0	1	9	0	0	5	0	0
4:15:00 PM	1	0	0	0	2	2	0	6	0	0

Thursday

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	1	0	0
7:15:00 AM	5	0	0	0	0	0	0	3	0	0
7:30:00 AM	4	0	0	0	0	0	0	5	0	0
7:45:00 AM	5	0	0	0	0	0	0	0	0	0
8:00:00 AM	4	0	0	0	0	0	0	3	0	0
8:15:00 AM	4	0	0	0	1	0	0	5	1	1
8:30:00 AM	5	0	4	0	1	0	0	4	0	0
8:45:00 AM	7	0	1	7	4	0	0	5	2	0
9:00:00 AM	4	0	0	0	0	0	2	14	2	0
9:15:00 AM	2	0	0	0	0	0	0	2	1	0
9:30:00 AM	2	0	0	2	0	0	0	5	0	0
9:45:00 AM	2	0	0	0	0	0	0	2	0	0

	NE 19th Pl Westbound			East Bus Exit Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	0	0	0	0	0	0	0	0	0
2:30:00 PM	0	0	0	0	0	0	0	2	0	0
2:45:00 PM	2	0	0	0	0	0	0	1	0	0
3:00:00 PM	4	0	0	0	0	0	0	0	0	0
3:15:00 PM	4	0	0	0	0	0	0	0	0	0
3:30:00 PM	8	0	5	4	1	0	1	13	1	3
3:45:00 PM	6	1	14	4	2	4	0	12	0	0
4:00:00 PM	2	0	2	2	6	0	0	1	0	0
4:15:00 PM	2	0	0	0	0	1	0	3	0	0

Averaged

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	0	0	0	0.5	0	0
7:15:00 AM	4	0	0	0	0	0	0	2	0	0
7:30:00 AM	5	0	0	0	0	0	0	4.5	0	0
7:45:00 AM	4.5	0	0	0	0	0	0	0.5	0	0
8:00:00 AM	3	0	0	0	0	0	0	2.5	0.5	0
8:15:00 AM	3	0	0	0	2.5	0.5	1	4.5	3.5	0.5
8:30:00 AM	4	0	2	0	1	0	0	3.5	1.5	0
8:45:00 AM	7	0	1.5	7	4	0	0.5	5	1.5	1
9:00:00 AM	4	0	1	1	0.5	2	1.5	9	1	0
9:15:00 AM	2	0	0.5	0	0.5	0	0	2	0.5	0
9:30:00 AM	1.5	0	0	1	0	0	0	3	0	0
9:45:00 AM	2	0	0	0	0	0	0	1.5	0	0

	NE 19th Pl Westbound			West Bus Entrance Northbound			NE 19th Pl Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0.5	0	0	0	0	0	0	1	0	0
2:30:00 PM	1	0	0	0	0	0	0	3	0	0
2:45:00 PM	1.5	0	0	0	0	0	0	1.5	0	0
3:00:00 PM	4	0.5	0	0	0	0	0	1.5	0	0
3:15:00 PM	3.5	0	0	0	0	1	0.5	1	0	0
3:30:00 PM	7.5	0	5.5	3.5	0.5	3	0.5	14.5	0.5	2
3:45:00 PM	6	0.5	12	5	3.5	5	0	14.5	0	0
4:00:00 PM	2	0	1	1.5	7.5	0	0	3	0	0
4:15:00 PM	1.5	0	0	0	1	1.5	0	4.5	0	0

NE 19th Pl and NE 12th St Averaged

Tuesday

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	6	0	0	0	0	0	0	2	4	0	0	0	0	0	0
7:15:00 AM	0	20	0	0	0	2	1	0	1	12	3	0	2	0	0	1
7:30:00 AM	0	15	1	1	1	0	1	2	2	10	5	2	4	1	0	2
7:45:00 AM	1	10	0	0	0	2	2	1	0	8	1	0	1	0	0	3
8:00:00 AM	1	8	1	2	0	1	2	1	0	5	0	0	1	0	1	0
8:15:00 AM	1	6	0	2	0	1	2	2	0	3	1	0	3	1	0	2
8:30:00 AM	1	8	0	0	0	1	0	0	2	7	0	0	2	0	1	0
8:45:00 AM	2	5	0	2	0	1	1	2	1	7	4	5	10	1	1	7
9:00:00 AM	1	6	0	2	0	3	1	0	0	4	0	0	5	0	2	1
9:15:00 AM	0	5	0	0	0	1	1	0	0	6	1	0	1	0	1	0
9:30:00 AM	1	6	0	0	0	0	0	0	1	7	0	0	1	0	0	0
9:45:00 AM	0	9	0	0	2	2	1	0	2	8	0	0	1	0	0	0

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	3	0	0	0	1	0	0	0	6	1	0	1	0	1	3
2:30:00 PM	1	9	0	0	0	1	1	0	2	8	0	0	3	1	0	1
2:45:00 PM	0	12	1	0	1	0	0	1	0	6	4	9	2	0	0	4
3:00:00 PM	0	15	1	3	0	1	1	0	1	18	2	1	2	0	1	0
3:15:00 PM	1	9	0	0	0	0	0	0	0	14	2	0	1	0	0	3
3:30:00 PM	2	9	0	1	1	2	1	0	1	16	6	0	12	1	7	0
3:45:00 PM	2	13	1	7	0	2	0	2	3	14	2	5	18	4	4	8
4:00:00 PM	0	8	2	1	2	0	1	4	3	14	0	2	3	2	1	3
4:15:00 PM	0	5	0	0	0	1	5	0	0	22	0	1	3	2	0	2

Thursday

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	3	0	0	0	0	1	0	2	4	1	1	1	0	0	0
7:15:00 AM	0	17	0	0	0	2	1	0	0	13	3	0	3	0	0	1
7:30:00 AM	0	16	1	1	2	0	2	1	1	9	5	2	7	0	0	3
7:45:00 AM	1	5	0	1	1	1	2	0	0	6	1	0	0	0	0	0
8:00:00 AM	0	4	0	0	0	2	2	1	1	2	2	0	0	1	2	0
8:15:00 AM	2	8	0	0	0	1	0	0	1	7	1	0	3	1	1	2
8:30:00 AM	1	10	0	0	0	3	1	1	0	4	1	1	2	1	1	0
8:45:00 AM	1	4	0	1	0	2	2	0	0	10	3	3	9	0	2	2
9:00:00 AM	1	7	0	1	1	1	4	0	4	4	3	1	12	2	2	0
9:15:00 AM	0	7	0	2	0	0	0	0	0	9	2	0	1	0	1	0
9:30:00 AM	1	6	1	0	0	0	1	0	0	4	1	0	6	1	0	0
9:45:00 AM	0	7	0	0	0	1	0	0	0	4	2	0	1	1	0	2

	NE 12th St Southbound				NE 19th Pl Westbound				NE 12th St Northbound				NE 19th Pl Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	8	1	0	1	0	1	0	0	9	0	0	1	0	0	1
2:30:00 PM	0	6	0	1	1	0	1	0	2	5	1	0	2	0	0	1
2:45:00 PM	0	6	1	0	0	2	1	0	0	11	0	12	1	0	0	2
3:00:00 PM	1	7	1	1	0	1	0	0	3	16	3	1	0	0	0	0
3:15:00 PM	0	10	1	0	0	2	1	0	3	6	4	0	0	0	0	4
3:30:00 PM	2	5	1	1	0	4	2	0	1	7	4	1	12	3	3	4
3:45:00 PM	0	10	0	6	2	1	1	2	2	15	5	3	10	0	5	4
4:00:00 PM	0	7	0	0	1	0	3	0	2	12	1	3	2	1	1	0
4:15:00 PM	1	13	0	1	1	1	1	2	2	13	1	0	2	1	0	1

Averaged

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	4.5	0	0	0	0	0.5	0	2	4	0.5	0.5	0.5	0	0	0
7:15:00 AM	0	18.5	0	0	0	2	1	0	0.5	12.5	3	0	2.5	0	0	1
7:30:00 AM	0	15.5	1	1	1.5	0	1.5	1.5	1.5	9.5	5	2	5.5	0.5	0	2.5
7:45:00 AM	1	7.5	0	0.5	0.5	1.5	2	0.5	0	7	1	0	0.5	0	0	1.5
8:00:00 AM	0.5	6	0.5	1	0	1.5	2	1	0.5	3.5	1	0	0.5	0.5	1.5	0
8:15:00 AM	1.5	7	0	1	0	1	1	1	0.5	5	1	0	3	1	0.5	2
8:30:00 AM	1	9	0	0	0	2	0.5	0.5	1	5.5	0.5	0.5	2	0.5	1	0
8:45:00 AM	1.5	4.5	0	1.5	0	1.5	1.5	1	0.5	8.5	3.5	4	9.5	0.5	1.5	4.5
9:00:00 AM	1	6.5	0	1.5	0.5	2	2.5	0	2	4	1.5	0.5	8.5	1	2	0.5
9:15:00 AM	0	6	0	1	0	0.5	0.5	0	0	7.5	1.5	0	1	0	1	0
9:30:00 AM	1	6	0.5	0	0	0	0.5	0	0.5	5.5	0.5	0	3.5	0.5	0	0
9:45:00 AM	0	8	0	0	1	1.5	0.5	0	1	6	1	0	1	0.5	0	1

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	0	5.5	0.5	0	0.5	0.5	0.5	0	0	7.5	0.5	0	1	0	0.5	2
2:30:00 PM	0.5	7.5	0	0.5	0.5	0.5	1	0	2	6.5	0.5	0	2.5	0.5	0	1
2:45:00 PM	0	9	1	0	0.5	1	0.5	0.5	0	8.5	2	10.5	1.5	0	0	3
3:00:00 PM	0.5	11	1	2	0	1	0.5	0	2	17	2.5	1	1	0	0.5	0
3:15:00 PM	0.5	9.5	0.5	0	0	1	0.5	0	1.5	10	3	0	0.5	0	0	3.5
3:30:00 PM	2	7	0.5	1	0.5	3	1.5	0	1	11.5	5	0.5	12	2	5	2
3:45:00 PM	1	11.5	0.5	6.5	1	1.5	0.5	2	2.5	14.5	3.5	4	14	2	4.5	6
4:00:00 PM	0	7.5	1	0.5	1.5	0	2	2	2.5	13	0.5	2.5	2.5	1.5	1	1.5
4:15:00 PM	0.5	9	0	0.5	0.5	1	3	1	1	17.5	0.5	0.5	2.5	1.5	0	1.5

NE 12th St and NE 16th Ave Averaged

Tuesday

	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	3	1	3	2	1	38	1	0	1	2	1	0	1	19	5	1
7:15:00 AM	9	2	3	0	6	48	0	0	1	4	3	0	1	32	11	0
7:30:00 AM	10	12	2	0	6	58	1	0	3	4	1	0	1	39	5	2
7:45:00 AM	9	4	4	0	4	75	1	0	0	6	1	0	1	55	7	0
8:00:00 AM	6	4	4	1	3	65	6	0	3	2	0	1	0	49	5	3
8:15:00 AM	6	4	4	9	1	67	1	0	2	5	0	2	2	52	0	2
8:30:00 AM	11	2	3	4	1	80	0	1	2	1	3	0	1	48	5	0
8:45:00 AM	2	3	9	0	6	85	1	0	2	5	5	2	5	33	10	0
9:00:00 AM	5	4	3	0	1	66	1	0	1	1	2	1	2	69	2	2
9:15:00 AM	3	1	6	3	6	50	4	0	1	0	4	1	1	49	5	0
9:30:00 AM	12	1	2	0	4	58	1	0	1	2	2	0	0	49	1	0
9:45:00 AM	12	1	7	4	5	66	2	0	1	2	2	1	2	55	1	0
10:00:00 AM	7	2	3	1	1	65	1	0	2	0	2	0	0	62	1	1
10:15:00 AM	4	0	3	1	2	50	3	0	0	1	2	1	2	55	4	0
10:30:00 AM	2	3	2	2	3	52	1	0	1	2	2	2	0	50	5	2
10:45:00 AM	3	3	4	1	2	61	0	0	1	3	0	0	3	55	0	1
11:00:00 AM	2	0	2	4	0	55	2	0	0	0	2	1	2	42	8	1
11:15:00 AM	1	0	5	1	4	66	1	0	2	2	3	0	3	60	5	0
11:30:00 AM	3	1	2	1	3	67	0	2	2	2	4	3	0	56	5	0
11:45:00 AM	5	1	2	3	4	83	1	0	1	3	2	1	2	77	3	2
12:00:00 PM	5	1	4	0	3	77	2	1	1	2	4	1	2	73	3	1
12:15:00 PM	7	3	1	1	4	61	1	0	4	0	3	1	1	76	4	0
12:30:00 PM	4	4	2	2	1	57	1	0	4	4	0	0	2	62	5	0
12:45:00 PM	6	5	4	2	3	63	2	0	2	3	2	0	7	87	5	0
1:00:00 PM	10	0	1	1	2	64	1	0	1	7	1	1	3	75	3	0
1:15:00 PM	4	0	2	2	4	70	0	0	1	2	2	0	1	76	1	0
1:30:00 PM	10	5	1	5	3	66	2	0	4	2	3	1	0	78	7	1
1:45:00 PM	2	0	3	2	1	72	1	1	5	4	1	0	0	74	9	0
2:00:00 PM	10	1	2	0	4	60	1	1	3	7	1	1	5	80	2	0
2:15:00 PM	6	2	2	2	4	69	4	0	3	2	5	0	2	89	3	0
2:30:00 PM	3	3	4	10	2	72	3	0	2	4	4	1	5	79	6	0
2:45:00 PM	6	5	4	5	3	74	4	1	3	3	4	0	2	75	6	0
3:00:00 PM	12	7	8	0	8	75	1	0	4	7	2	2	4	67	7	4
3:15:00 PM	9	2	4	0	6	72	2	0	2	3	4	1	1	85	8	1
3:30:00 PM	9	1	7	3	8	66	3	1	3	6	2	0	3	79	10	2
3:45:00 PM	12	9	13	0	4	91	2	2	2	5	3	2	4	95	4	8
4:00:00 PM	6	4	4	5	3	73	3	0	4	10	1	0	5	93	7	1
4:15:00 PM	6	6	4	2	8	64	5	0	6	6	3	0	1	86	4	1
4:30:00 PM	14	4	3	0	3	85	4	0	1	1	5	2	1	100	2	2
4:45:00 PM	9	5	3	1	7	78	2	0	1	7	2	2	1	92	4	0
5:00:00 PM	8	2	9	0	3	102	2	0	5	4	2	0	3	100	12	2
5:15:00 PM	7	2	5	1	5	74	7	1	5	7	1	1	6	110	12	0
5:30:00 PM	10	6	11	1	5	65	0	0	4	6	4	0	1	95	12	0
5:45:00 PM	13	3	9	2	6	71	3	0	2	3	1	0	2	79	3	0
6:00:00 PM	8	1	10	0	6	71	2	0	3	6	0	1	3	88	6	0
6:15:00 PM	3	5	9	1	8	70	1	0	6	6	2	1	0	86	14	1
6:30:00 PM	1	1	0	0	4	66	3	0	3	2	1	2	7	80	9	1
6:45:00 PM	4	2	4	1	1	46	1	0	1	1	4	1	3	46	4	0

Thursday

	NE 12th St Southbound				NE 16th Ave Westbound				NE 12th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	4	1	2	0	2	38	0	0	0	3	2	0	1	26	7	0
7:15:00 AM	7	3	5	2	5	40	1	0	1	7	1	2	2	29	12	0
7:30:00 AM	16	9	6	1	4	64	0	0	5	8	1	0	0	31	7	3
7:45:00 AM	8	3	2	1	2	71	1	2	0	4	1	0	0	43	4	2
8:00:00 AM	7	1	5	1	2	78	2	0	3	1	0	0	0	55	6	1
8:15:00 AM	7	4	3	11	4	68	0	3	0	3	3	1	2	33	6	0
8:30:00 AM	7	2	5	1	4	82	3	0	2	3	3	1	2	71	1	4
8:45:00 AM	4	3	6	2	6	80	0	0	2	4	4	0	3	50	1	1
9:00:00 AM	9	0	6	1	2	76	1	0	2	2	1	2	4	63	7	1
9:15:00 AM	9	2	3	0	2	61	0	0	0	2	3	1	1	53	5	0
9:30:00 AM	1	5	3	0	3	56	0	0	1	1	1	1	1	44	2	0
9:45:00 AM	6	1	3	1	2	59	1	0	2	1	2	0	5	50	1	0
10:00:00 AM	5	2	1	1	4	67	1	0	0	4	2	2	1	65	4	1
10:15:00 AM	3	3	4	0	3	56	1	0	2	2	0	0	1	41	4	0
10:30:00 AM	5	1	2	0	3	48	1	0	2	1	4	1	1	47	2	0
10:45:00 AM	7	0	1	0	1	63	1	0	5	1	0	0	0	64	5	0
11:00:00 AM	8	0	1	0	2	74	0	0	3	4	1	0	1	47	2	0
11:15:00 AM	5	0	4	0	5	60	1	0	4	0	2	0	0	67	3	0
11:30:00 AM	6	1	4	0	2	72	1	0	0	7	2	0	3	69	4	1
11:45:00 AM	3	1	3	2	2	66	1	0	3	4	2	0	3	82	4	0
12:00:00 PM	3	2	2	1	3	62	2	0	0	8	2	0	4	65	3	0
12:15:00 PM	2	3	4	0	2	69	1	0	2	3	1	0	2	80	9	0

12:30:00 PM	6	0	4	2	2	72	1	0	5	4	1	0	2	72	5	0
12:45:00 PM	4	4	3	1	5	65	0	0	2	1	2	0	0	81	7	0
1:00:00 PM	5	0	2	2	3	69	0	0	2	3	2	1	0	77	3	0
1:15:00 PM	2	2	4	1	2	57	1	0	0	0	0	1	1	67	1	0
1:30:00 PM	5	2	7	1	5	77	3	0	4	3	0	0	2	72	1	0
1:45:00 PM	3	1	5	0	5	68	4	0	1	1	4	1	0	76	6	0
2:00:00 PM	7	1	1	0	3	82	1	0	1	1	2	0	3	72	6	0
2:15:00 PM	5	4	3	1	3	77	1	1	1	1	5	1	3	83	6	1
2:30:00 PM	4	1	3	3	5	88	2	1	2	5	1	1	4	67	5	0
2:45:00 PM	3	1	6	0	4	60	3	1	5	2	2	0	1	82	6	5
3:00:00 PM	13	6	3	0	4	84	2	1	4	7	3	2	2	82	1	9
3:15:00 PM	5	4	4	1	8	88	0	0	1	3	1	1	0	80	3	1
3:30:00 PM	13	1	6	0	6	64	3	0	2	3	1	2	3	83	7	2
3:45:00 PM	9	4	11	2	5	85	3	0	1	5	2	2	4	86	6	3
4:00:00 PM	8	5	5	0	3	74	4	0	5	4	3	1	2	96	12	2
4:15:00 PM	13	4	9	1	6	65	2	0	4	4	2	2	1	93	6	1
4:30:00 PM	10	5	3	1	5	97	2	0	4	6	6	4	0	94	4	1
4:45:00 PM	11	3	8	0	1	65	2	0	3	7	2	1	0	89	4	2
5:00:00 PM	4	1	6	2	6	72	6	0	5	7	2	0	6	97	12	2
5:15:00 PM	11	1	4	2	10	87	1	0	5	8	1	0	3	91	7	0
5:30:00 PM	5	4	7	0	5	72	5	0	4	8	5	0	4	96	4	2
5:45:00 PM	7	7	7	2	6	78	3	0	4	2	0	0	2	106	4	1
6:00:00 PM	7	0	5	0	4	65	1	0	2	0	1	0	3	84	5	0
6:15:00 PM	3	0	5	1	5	77	0	0	2	2	2	2	4	77	11	2
6:30:00 PM	3	1	5	0	3	57	2	2	3	1	2	1	3	66	8	0
6:45:00 PM	6	1	1	1	7	59	1	0	2	4	2	0	4	55	3	0

Averaged

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	3.5	1	2.5	1	1.5	38	0.5	0	0.5	2.5	1.5	0	1	22.5	6	0.5
7:15:00 AM	8	2.5	4	1	5.5	44	0.5	0	1	5.5	2	1	1.5	30.5	11.5	0
7:30:00 AM	13	10.5	4	0.5	5	61	0.5	0	4	6	1	0	0.5	35	6	2.5
7:45:00 AM	8.5	3.5	3	0.5	3	73	1	1	0	5	1	0	0.5	49	5.5	1
8:00:00 AM	6.5	2.5	4.5	1	2.5	71.5	4	0	3	1.5	0	0.5	0	52	5.5	2
8:15:00 AM	6.5	4	3.5	10	2.5	67.5	0.5	1.5	1	4	1.5	1.5	2	42.5	3	1
8:30:00 AM	9	2	4	2.5	2.5	81	1.5	0.5	2	2	3	0.5	1.5	59.5	3	2
8:45:00 AM	3	3	7.5	1	6	82.5	0.5	0	2	4.5	4.5	1	4	41.5	5.5	0.5
9:00:00 AM	7	2	4.5	0.5	1.5	71	1	0	1.5	1.5	1.5	1.5	3	66	4.5	1.5
9:15:00 AM	6	1.5	4.5	1.5	4	55.5	2	0	0.5	1	3.5	1	1	51	5	0
9:30:00 AM	6.5	3	2.5	0	3.5	57	0.5	0	1	1.5	1.5	0.5	0.5	46.5	1.5	0
9:45:00 AM	9	1	5	2.5	3.5	62.5	1.5	0	1.5	1.5	2	0.5	3.5	52.5	1	0
10:00:00 AM	6	2	2	1	2.5	66	1	0	1	2	2	1	0.5	63.5	2.5	1
10:15:00 AM	3.5	1.5	3.5	0.5	2.5	53	2	0	1	1.5	1	0.5	1.5	48	4	0
10:30:00 AM	3.5	2	2	1	3	50	1	0	1.5	1.5	3	1.5	0.5	48.5	3.5	1
10:45:00 AM	5	1.5	2.5	0.5	1.5	62	0.5	0	3	2	0	0	1.5	59.5	2.5	0.5
11:00:00 AM	5	0	1.5	2	1	64.5	1	0	1.5	2	1.5	0.5	1.5	44.5	5	0.5
11:15:00 AM	3	0	4.5	0.5	4.5	63	1	0	3	1	2.5	0	1.5	63.5	4	0
11:30:00 AM	4.5	1	3	0.5	2.5	69.5	0.5	1	1	4.5	3	1.5	1.5	62.5	4.5	0.5
11:45:00 AM	4	1	2.5	2.5	3	74.5	1	0	2	3.5	2	0.5	2.5	79.5	3.5	1
12:00:00 PM	4	1.5	3	0.5	3	69.5	2	0.5	0.5	5	3	0.5	3	69	3	0.5
12:15:00 PM	4.5	3	2.5	0.5	3	65	1	0	3	1.5	2	0.5	1.5	78	6.5	0
12:30:00 PM	5	2	3	2	1.5	64.5	1	0	4.5	4	0.5	0	2	67	5	0
12:45:00 PM	5	4.5	3.5	1.5	4	64	1	0	2	2	2	0	3.5	84	6	0
1:00:00 PM	7.5	0	1.5	1.5	2.5	66.5	0.5	0	1.5	5	1.5	1	1.5	76	3	0
1:15:00 PM	3	1	3	1.5	3	63.5	0.5	0	0.5	1	1	0.5	1	71.5	1	0
1:30:00 PM	7.5	3.5	4	3	4	71.5	2.5	0	4	2.5	1.5	0.5	1	75	4	0.5
1:45:00 PM	2.5	0.5	4	1	3	70	2.5	0.5	3	2.5	2.5	0.5	0	75	7.5	0
2:00:00 PM	8.5	1	1.5	0	3.5	71	1	0.5	2	4	1.5	0.5	4	76	4	0
2:15:00 PM	5.5	3	2.5	1.5	3.5	73	2.5	0.5	2	1.5	5	0.5	2.5	86	4.5	0.5
2:30:00 PM	3.5	2	3.5	6.5	3.5	80	2.5	0.5	2	4.5	2.5	1	4.5	73	5.5	0
2:45:00 PM	4.5	3	5	2.5	3.5	67	3.5	1	4	2.5	3	0	1.5	78.5	6	2.5
3:00:00 PM	12.5	6.5	5.5	0	6	79.5	1.5	0.5	4	7	2.5	2	3	74.5	4	6.5
3:15:00 PM	7	3	4	0.5	7	80	1	0	1.5	3	2.5	1	0.5	82.5	5.5	1
3:30:00 PM	11	1	6.5	1.5	7	65	3	0.5	2.5	4.5	1.5	1	3	81	8.5	2
3:45:00 PM	10.5	6.5	12	1	4.5	88	2.5	1	1.5	5	2.5	2	4	90.5	5	5.5
4:00:00 PM	7	4.5	4.5	2.5	3	73.5	3.5	0	4.5	7	2	0.5	3.5	94.5	9.5	1.5
4:15:00 PM	9.5	5	6.5	1.5	7	64.5	3.5	0	5	5	2.5	1	1	89.5	5	1
4:30:00 PM	12	4.5	3	0.5	4	91	3	0	2.5	3.5	5.5	3	0.5	97	3	1.5
4:45:00 PM	10	4	5.5	0.5	4	71.5	2	0	2	7	2	1.5	0.5	90.5	4	1
5:00:00 PM	6	1.5	7.5	1	4.5	87	4	0	5	5.5	2	0	4.5	98.5	12	2
5:15:00 PM	9	1.5	4.5	1.5	7.5	80.5	4	0.5	5	7.5	1	0.5	4.5	100.5	9.5	0
5:30:00 PM	7.5	5	9	0.5	5	68.5	2.5	0	4	7	4.5	0	2.5	95.5	8	1
5:45:00 PM	10	5	8	2	6	74.5	3	0	3	2.5	0.5	0	2	92.5	3.5	0.5
6:00:00 PM	7.5	0.5	7.5	0	5	68	1.5	0	2.5	3	0.5	0.5	3	86	5.5	0
6:15:00 PM	3	2.5	7	1	6.5	73.5	0.5	0	4	4	2	1.5	2	81.5	12.5	1.5
6:30:00 PM	2	1	2.5	0	3.5	61.5	2.5	1	3	1.5	1.5	1.5	5	73	8.5	0.5
6:45:00 PM	5	1.5	2.5	1	4	52.5	1	0	1.5	2.5	3	0.5	3.5	50.5	3.5	0

NE 9th St and NE 16th Ave Averaged

Tuesday

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	3	22	0	1	2	38	3	1	3	14	11	0	9	27	1	0
7:15:00 AM	5	28	2	0	7	50	8	0	9	19	21	0	19	48	6	0
7:30:00 AM	6	40	1	3	5	56	6	1	8	38	25	0	17	51	6	2
7:45:00 AM	8	45	12	0	5	63	12	0	8	40	34	0	22	58	12	0
8:00:00 AM	7	56	4	2	8	55	8	5	11	42	27	1	16	52	16	1
8:15:00 AM	24	33	8	0	12	51	16	4	12	39	18	0	12	56	28	0
8:30:00 AM	17	56	7	4	8	72	9	1	17	58	20	0	16	60	19	2
8:45:00 AM	27	44	5	3	13	65	11	0	17	27	23	1	9	59	16	2
9:00:00 AM	17	42	9	0	12	66	5	1	12	37	14	2	12	72	12	0
9:15:00 AM	13	22	7	0	6	52	3	3	8	17	12	1	18	52	10	2
9:30:00 AM	10	15	6	0	2	64	7	0	4	22	17	0	13	38	8	0
9:45:00 AM	9	29	5	0	7	65	8	1	7	12	16	2	14	54	6	0

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	6	33	6	1	5	76	6	2	9	22	14	1	16	87	14	0
2:30:00 PM	12	22	5	2	8	82	10	0	22	26	20	0	32	63	8	1
2:45:00 PM	12	26	4	0	6	78	8	2	9	27	24	0	23	77	4	0
3:00:00 PM	11	29	6	0	6	75	19	0	17	39	18	0	22	68	12	0
3:15:00 PM	8	37	8	5	6	79	12	2	13	32	13	3	22	89	17	2
3:30:00 PM	16	29	7	3	14	77	13	6	16	42	24	3	21	64	18	1
3:45:00 PM	16	38	13	5	11	86	22	6	12	36	21	0	36	88	12	2
4:00:00 PM	20	40	6	4	5	84	5	3	15	37	23	0	26	91	7	1
4:15:00 PM	13	36	3	2	4	75	8	0	13	28	15	0	12	80	9	3

Thursday

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	2	18	3	0	3	39	5	0	4	20	16	0	15	32	3	0
7:15:00 AM	13	38	1	0	6	41	5	0	7	16	22	0	12	45	9	0
7:30:00 AM	6	42	1	2	3	67	8	0	7	38	32	0	18	39	6	1
7:45:00 AM	14	52	5	0	5	59	14	0	13	47	32	0	21	49	5	0
8:00:00 AM	13	36	6	2	8	69	10	2	13	34	22	0	21	58	8	0
8:15:00 AM	14	32	8	0	11	65	16	4	22	40	21	1	21	53	13	0
8:30:00 AM	15	48	14	0	13	71	12	1	9	36	18	1	16	68	24	0
8:45:00 AM	25	35	4	5	10	66	8	2	24	42	22	2	15	60	21	1
9:00:00 AM	14	30	11	3	21	59	10	2	18	20	15	0	17	62	22	0
9:15:00 AM	12	22	10	2	15	51	10	0	8	25	10	1	13	59	11	0
9:30:00 AM	5	31	5	2	11	50	6	0	10	28	13	1	9	43	13	0
9:45:00 AM	11	22	3	0	5	59	9	0	13	24	10	1	11	55	11	0

	NE 9th St Southbound				NE 16th Ave Westbound				NE 9th St Northbound				NE 16th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	6	33	3	2	5	77	9	0	15	24	19	1	14	75	5	0
2:30:00 PM	15	30	7	1	6	88	12	1	11	38	22	1	21	80	11	0
2:45:00 PM	8	28	5	1	4	69	13	0	14	22	26	0	13	75	8	2
3:00:00 PM	10	41	8	0	11	86	12	1	16	33	29	0	18	75	6	0
3:15:00 PM	4	33	5	1	8	87	12	1	14	30	14	1	24	78	15	0
3:30:00 PM	11	29	7	2	8	80	16	3	18	37	21	1	17	80	19	0
3:45:00 PM	19	39	10	5	7	94	13	5	14	41	19	1	25	72	14	4
4:00:00 PM	16	46	6	0	4	82	14	0	18	39	18	1	20	97	9	1
4:15:00 PM	9	49	3	0	5	80	7	0	16	36	23	1	16	81	11	0

Averaged

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	2.5	20	1.5	0.5	2.5	38.5	4	0.5	3.5	17	13.5	0	12	29.5	2	0
7:15:00 AM	9	33	1.5	0	6.5	45.5	6.5	0	8	17.5	21.5	0	15.5	46.5	7.5	0
7:30:00 AM	6	41	1	2.5	4	61.5	7	0.5	7.5	38	28.5	0	17.5	45	6	1.5
7:45:00 AM	11	48.5	8.5	0	5	61	13	0	10.5	43.5	33	0	21.5	53.5	8.5	0
8:00:00 AM	10	46	5	2	8	62	9	3.5	12	38	24.5	0.5	18.5	55	12	0.5
8:15:00 AM	19	32.5	8	0	11.5	58	16	4	17	39.5	19.5	0.5	16.5	54.5	20.5	0
8:30:00 AM	16	52	10.5	2	10.5	71.5	10.5	1	13	47	19	0.5	16	64	21.5	1
8:45:00 AM	26	39.5	4.5	4	11.5	65.5	9.5	1	20.5	34.5	22.5	1.5	12	59.5	18.5	1.5
9:00:00 AM	15.5	36	10	1.5	16.5	62.5	7.5	1.5	15	28.5	14.5	1	14.5	67	17	0
9:15:00 AM	12.5	22	8.5	1	10.5	51.5	6.5	1.5	8	21	11	1	15.5	55.5	10.5	1
9:30:00 AM	7.5	23	5.5	1	6.5	57	6.5	0	7	25	15	0.5	11	40.5	10.5	0
9:45:00 AM	10	25.5	4	0	6	62	8.5	0.5	10	18	13	1.5	12.5	54.5	8.5	0

	Southbound				Westbound				Northbound				Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	6	33	4.5	1.5	5	76.5	7.5	1	12	23	16.5	1	15	81	9.5	0
2:30:00 PM	13.5	26	6	1.5	7	85	11	0.5	16.5	32	21	0.5	26.5	71.5	9.5	0.5
2:45:00 PM	10	27	4.5	0.5	5	73.5	10.5	1	11.5	24.5	25	0	18	76	6	1
3:00:00 PM	10.5	35	7	0	8.5	80.5	15.5	0.5	16.5	36	23.5	0	20	71.5	9	0
3:15:00 PM	6	35	6.5	3	7	83	12	1.5	13.5	31	13.5	2	23	83.5	16	1
3:30:00 PM	13.5	29	7	2.5	11	78.5	14.5	4.5	17	39.5	22.5	2	19	72	18.5	0.5
3:45:00 PM	17.5	38.5	11.5	5	9	90	17.5	5.5	13	38.5	20	0.5	30.5	80	13	3
4:00:00 PM	18	43	6	2	4.5	83	9.5	1.5	16.5	38	20.5	0.5	23	94	8	1
4:15:00 PM	11	42.5	3	1	4.5	77.5	7.5	0	14.5	32	19	0.5	14	80.5	10	1.5

National Data & Surveying Services

Intersection Turning Movement Count

Location: Littlewood Elementary School Dwy W/O SR 121/NW 34th St & NW 8th Ave
City: Gainesville
Control:

Project ID: 20-03039-001
Date: 1/28/2020

Total

NS/EW Streets:	Littlewood Elementary School Dwy W/O SR 121/NW 34th St				Littlewood Elementary School Dwy W/O SR 121/NW 34th St				NW 8th Ave				NW 8th Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
7:00 AM	0	0	0	0	2	0	20	0	62	0	0	0	0	0	38	0	122
7:15 AM	0	0	0	0	1	0	96	0	64	0	0	0	0	0	55	0	216
7:30 AM	0	0	0	0	0	0	104	0	34	0	0	0	0	0	57	0	195
7:45 AM	0	0	0	0	20	0	50	0	13	0	0	0	0	0	17	0	100
8:00 AM	0	0	0	0	4	0	7	0	6	0	0	0	0	0	6	0	23
8:15 AM	0	0	0	0	1	0	4	0	4	0	0	0	0	0	4	0	13
8:30 AM	0	0	0	0	2	0	5	0	2	0	0	0	0	0	4	0	13
8:45 AM	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3	0	5
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	30	0	287	0	186	0	0	0	0	0	184	0	687
APPROACH %'s :					9.46%	0.00%	90.54%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	07:00 AM - 08:00 AM																TOTAL
PEAK HR VOL :	0	0	0	0	23	0	270	0	173	0	0	0	0	0	167	0	633
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.288	0.000	0.649	0.000	0.676	0.000	0.000	0.000	0.000	0.000	0.732	0.000	0.733
					0.704				0.676				0.732				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
1:00 PM	0	0	0	0	3	0	1	0	6	0	0	0	0	0	7	0	17
1:15 PM	0	0	0	0	4	0	4	0	11	0	0	0	0	0	10	0	29
1:30 PM	0	0	0	0	2	0	9	0	10	0	0	0	0	0	15	0	36
1:45 PM	0	0	0	0	7	0	24	0	18	0	0	0	0	0	19	0	68
2:00 PM	0	0	0	0	25	0	73	0	17	0	0	0	0	0	20	0	135
2:15 PM	0	0	0	0	5	0	15	0	0	0	0	0	0	0	4	0	24
2:30 PM	0	0	0	0	5	0	4	0	6	0	0	0	0	0	5	0	20
2:45 PM	0	0	0	0	8	0	13	0	10	0	0	0	0	0	12	0	43
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	59	0	143	0	78	0	0	0	0	0	92	0	372
APPROACH %'s :					29.21%	0.00%	70.79%	0.00%	100.00%	0.00%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	
PEAK HR :	01:15 PM - 02:15 PM																TOTAL
PEAK HR VOL :	0	0	0	0	38	0	110	0	56	0	0	0	0	0	64	0	268
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.380	0.000	0.377	0.000	0.778	0.000	0.000	0.000	0.000	0.000	0.800	0.000	0.496
					0.378				0.778				0.800				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westwood Middle School Western Dwy E/O SR 121/NW 34th St & NW 15th Ave
City: Gainesville
Control:

Project ID: 20-03039-001
Date: 1/28/2020

Total

NS/EW Streets:	Westwood Middle School Western Dwy E/O SR 121/NW 34th St				Westwood Middle School Western Dwy E/O SR 121/NW 34th St				NW 15th Ave				NW 15th Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	0	0	0	0	0	0	0	0	0	21	0	15	0	0	0	36
8:15 AM	0	0	0	0	0	0	0	0	0	0	23	0	10	0	0	0	33
8:30 AM	0	0	0	0	0	0	0	0	0	0	36	0	23	0	0	0	59
8:45 AM	0	0	0	0	0	0	0	0	0	0	41	0	11	0	0	0	52
9:00 AM	0	0	0	0	0	0	0	0	0	0	40	0	19	0	0	0	59
9:15 AM	0	0	0	0	0	0	0	0	0	0	34	0	13	0	0	0	47
9:30 AM	0	0	0	0	0	0	0	0	0	0	5	0	1	0	0	0	6
9:45 AM	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	1
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0	0	201	0	92	0	0	0	293
APPROACH %'s :									0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	0	0	0	0	0	0	0	0	0	0	151	0	66	0	0	0	217
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.921	0.000	0.717	0.000	0.000	0.000	0.919
									0.921				0.717				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:30 PM	0	0	0	0	0	0	0	0	0	0	2	0	1	0	0	0	3
2:45 PM	0	0	0	0	0	0	0	0	0	0	3	0	2	0	0	0	5
3:00 PM	1	0	0	0	0	0	0	0	0	0	6	0	9	0	0	0	16
3:15 PM	0	0	1	0	0	0	0	0	0	0	9	0	3	0	0	0	13
3:30 PM	0	0	0	0	0	0	0	0	0	0	19	0	8	0	0	0	27
3:45 PM	0	0	0	0	0	0	0	0	0	0	17	0	9	0	0	0	26
4:00 PM	1	0	0	0	0	0	0	0	0	0	9	0	9	0	0	0	19
4:15 PM	0	0	0	0	0	0	0	0	0	0	6	0	3	0	0	0	9
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	0	1	0	0	0	0	0	0	0	71	0	44	0	0	0	118
APPROACH %'s :	66.67%	0.00%	33.33%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:15 PM - 04:15 PM																TOTAL
PEAK HR VOL :	1	0	1	0	0	0	0	0	0	0	54	0	29	0	0	0	85
PEAK HR FACTOR :	0.250	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.711	0.000	0.806	0.000	0.000	0.000	0.787
		0.500								0.711				0.806			

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westwood Middle School Middle Dwy & NW 15th Ave
City: Gainesville
Control:

Project ID: 20-03039-002
Date: 1/28/2020

Total

NS/EW Streets:	Westwood Middle School Middle Dwy				Westwood Middle School Middle Dwy				NW 15th Ave				NW 15th Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	0	6
8:15 AM	0	0	1	0	0	0	0	0	0	0	0	0	4	0	0	0	5
8:30 AM	4	0	1	0	0	0	0	0	0	0	2	0	3	0	0	0	10
8:45 AM	2	0	1	0	0	0	0	0	0	0	0	0	11	0	0	0	14
9:00 AM	5	0	4	0	0	0	0	0	0	0	0	0	3	0	0	0	12
9:15 AM	0	0	3	0	0	0	0	0	0	0	0	0	3	0	0	0	6
9:30 AM	2	0	0	0	0	0	0	0	0	0	0	0	7	0	0	0	9
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	13	0	10	0	0	0	0	0	0	0	3	0	38	0	0	0	64
APPROACH %'s :	56.52%	0.00%	43.48%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	11	0	9	0	0	0	0	0	0	0	2	0	20	0	0	0	42
PEAK HR FACTOR :	0.550	0.000	0.563	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.455	0.000	0.000	0.000	0.750
	0.556								0.250				0.455				

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:30 PM	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2
2:45 PM	2	0	2	0	0	0	0	0	0	0	0	0	4	0	0	0	8
3:00 PM	0	0	0	0	0	0	0	0	0	0	1	0	6	0	0	0	7
3:15 PM	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
3:30 PM	9	0	8	0	0	0	0	0	0	0	0	0	2	0	0	0	19
3:45 PM	11	0	2	0	0	0	0	0	0	0	0	0	9	0	0	0	22
4:00 PM	3	0	3	0	0	0	0	0	0	0	0	0	6	0	0	0	12
4:15 PM	1	0	2	0	0	0	0	0	0	0	0	0	8	0	0	0	11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	29	0	17	0	0	0	0	0	0	0	2	0	36	0	0	0	84
APPROACH %'s :	63.04%	0.00%	36.96%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	24	0	15	0	0	0	0	0	0	0	0	0	25	0	0	0	64
PEAK HR FACTOR :	0.545	0.000	0.469	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.694	0.000	0.000	0.000	0.727
	0.574												0.694				

National Data & Surveying Services

Intersection Turning Movement Count

Location: Westwood Middle School Eastern Dwy W/O NW 31st Dr & NW 15th Ave
City: Gainesville
Control:

Project ID: 20-03039-003
Date: 1/28/2020

Total

NS/EW Streets:	Westwood Middle School Eastern Dwy W/O NW 31st Dr				Westwood Middle School Eastern Dwy W/O NW 31st Dr				NW 15th Ave				NW 15th Ave				
AM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
8:00 AM	10	0	21	0	0	0	0	0	0	0	0	0	0	0	0	0	31
8:15 AM	11	0	15	0	0	0	0	0	0	0	0	0	0	0	0	0	26
8:30 AM	16	0	28	0	0	0	0	0	0	0	0	0	0	0	0	0	44
8:45 AM	24	0	25	0	0	0	0	0	0	0	0	0	0	0	0	0	49
9:00 AM	20	0	36	0	0	0	0	0	0	0	0	0	0	0	0	0	56
9:15 AM	25	0	30	0	0	0	0	0	0	0	0	0	0	0	0	0	55
9:30 AM	3	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	17
9:45 AM	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	109	0	171	0	0	0	0	0	0	0	0	0	0	0	0	0	280
APPROACH %'s :	38.93%	0.00%	61.07%	0.00%													
PEAK HR :	08:30 AM - 09:30 AM																TOTAL
PEAK HR VOL :	85	0	119	0	0	0	0	0	0	0	0	0	0	0	0	0	204
PEAK HR FACTOR :	0.850	0.000	0.826	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.911
	0.911																

PM	NORTHBOUND				SOUTHBOUND				EASTBOUND				WESTBOUND				
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:30 PM	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	2
2:45 PM	1	0	1	0	0	0	0	0	0	0	1	0	0	0	0	0	3
3:00 PM	7	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	10
3:15 PM	2	0	7	0	0	0	0	0	0	0	0	0	1	0	0	0	10
3:30 PM	15	0	14	0	0	0	0	0	0	0	0	0	0	0	0	0	29
3:45 PM	18	0	19	0	0	0	0	0	0	0	0	0	0	0	0	0	37
4:00 PM	11	0	16	0	0	0	0	0	0	0	0	0	0	0	0	0	27
4:15 PM	8	0	6	0	0	0	0	0	0	0	1	0	0	0	0	0	15
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	63	0	67	0	0	0	0	0	0	0	2	0	1	0	0	0	133
APPROACH %'s :	48.46%	0.00%	51.54%	0.00%					0.00%	0.00%	100.00%	0.00%	100.00%	0.00%	0.00%	0.00%	
PEAK HR :	03:30 PM - 04:30 PM																TOTAL
PEAK HR VOL :	52	0	55	0	0	0	0	0	0	0	1	0	0	0	0	0	108
PEAK HR FACTOR :	0.722	0.000	0.724	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	0.000	0.000	0.000	0.000	0.000	0.730
	0.723								0.250								

Appendix B
Peak Season and Growth Rate Data

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 2601 GAINESVILLE URBAN

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.08	1.11
2	01/07/2018 - 01/13/2018	1.06	1.09
3	01/14/2018 - 01/20/2018	1.04	1.07
4	01/21/2018 - 01/27/2018	1.02	1.05
5	01/28/2018 - 02/03/2018	1.00	1.03
* 6	02/04/2018 - 02/10/2018	0.98	1.01
* 7	02/11/2018 - 02/17/2018	0.96	0.99
* 8	02/18/2018 - 02/24/2018	0.96	0.99
* 9	02/25/2018 - 03/03/2018	0.97	1.00
*10	03/04/2018 - 03/10/2018	0.97	1.00
*11	03/11/2018 - 03/17/2018	0.97	1.00
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.97	1.00
*14	04/01/2018 - 04/07/2018	0.96	0.99
*15	04/08/2018 - 04/14/2018	0.96	0.99
*16	04/15/2018 - 04/21/2018	0.96	0.99
*17	04/22/2018 - 04/28/2018	0.98	1.01
*18	04/29/2018 - 05/05/2018	0.99	1.02
19	05/06/2018 - 05/12/2018	1.01	1.04
20	05/13/2018 - 05/19/2018	1.02	1.05
21	05/20/2018 - 05/26/2018	1.03	1.06
22	05/27/2018 - 06/02/2018	1.03	1.06
23	06/03/2018 - 06/09/2018	1.04	1.07
24	06/10/2018 - 06/16/2018	1.05	1.08
25	06/17/2018 - 06/23/2018	1.05	1.08
26	06/24/2018 - 06/30/2018	1.05	1.08
27	07/01/2018 - 07/07/2018	1.05	1.08
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.05	1.08
30	07/22/2018 - 07/28/2018	1.03	1.06
31	07/29/2018 - 08/04/2018	1.02	1.05
32	08/05/2018 - 08/11/2018	1.00	1.03
33	08/12/2018 - 08/18/2018	0.99	1.02
34	08/19/2018 - 08/25/2018	0.98	1.01
35	08/26/2018 - 09/01/2018	0.98	1.01
36	09/02/2018 - 09/08/2018	0.98	1.01
37	09/09/2018 - 09/15/2018	0.98	1.01
38	09/16/2018 - 09/22/2018	0.98	1.01
39	09/23/2018 - 09/29/2018	0.97	1.00
40	09/30/2018 - 10/06/2018	0.97	1.00
41	10/07/2018 - 10/13/2018	0.96	0.99
42	10/14/2018 - 10/20/2018	0.96	0.99
43	10/21/2018 - 10/27/2018	0.97	1.00
44	10/28/2018 - 11/03/2018	0.98	1.01
45	11/04/2018 - 11/10/2018	0.99	1.02
46	11/11/2018 - 11/17/2018	1.00	1.03
47	11/18/2018 - 11/24/2018	1.02	1.05
48	11/25/2018 - 12/01/2018	1.04	1.07
49	12/02/2018 - 12/08/2018	1.06	1.09
50	12/09/2018 - 12/15/2018	1.08	1.11
51	12/16/2018 - 12/22/2018	1.06	1.09
52	12/23/2018 - 12/29/2018	1.05	1.08
53	12/30/2018 - 12/31/2018	1.04	1.07

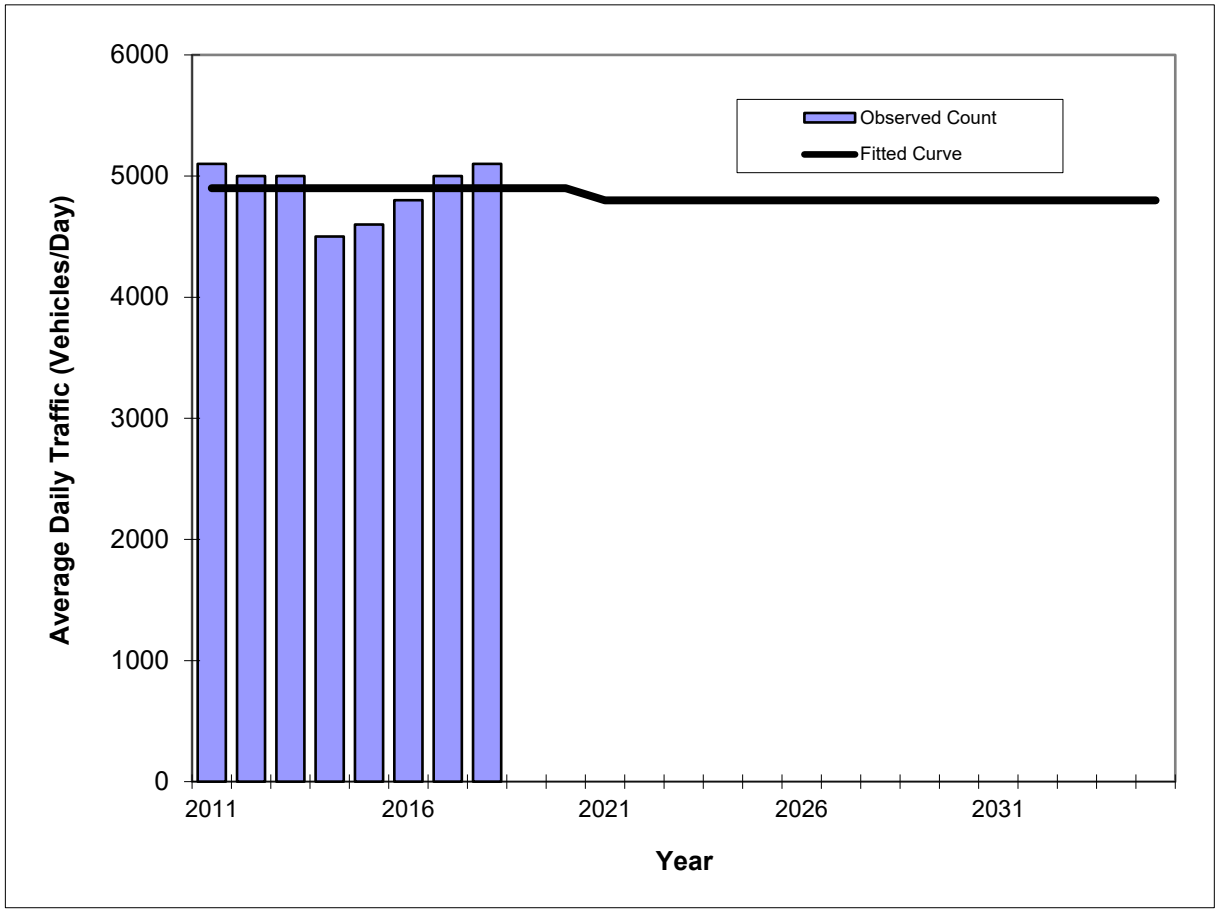
* PEAK SEASON

Traffic Trends - V03.a

NE 9TH STREET --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	9117
Highway:	NE 9TH STREET



Year	Traffic (ADT/AADT) Count*	Trend**
2011	5100	4900
2012	5000	4900
2013	5000	4900
2014	4500	4900
2015	4600	4900
2016	4800	4900
2017	5000	4900
2018	5100	4900
2021 Opening Year Trend		
2021	N/A	4800
2022 Mid-Year Trend		
2022	N/A	4800
2023 Design Year Trend		
2023	N/A	4800
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-6
Trend R-squared:	0.40%
Trend Annual Historic Growth Rate:	0.00%
Trend Growth Rate (2018 to Design Year):	-0.41%
Printed:	13-Feb-20

Straight Line Growth Option

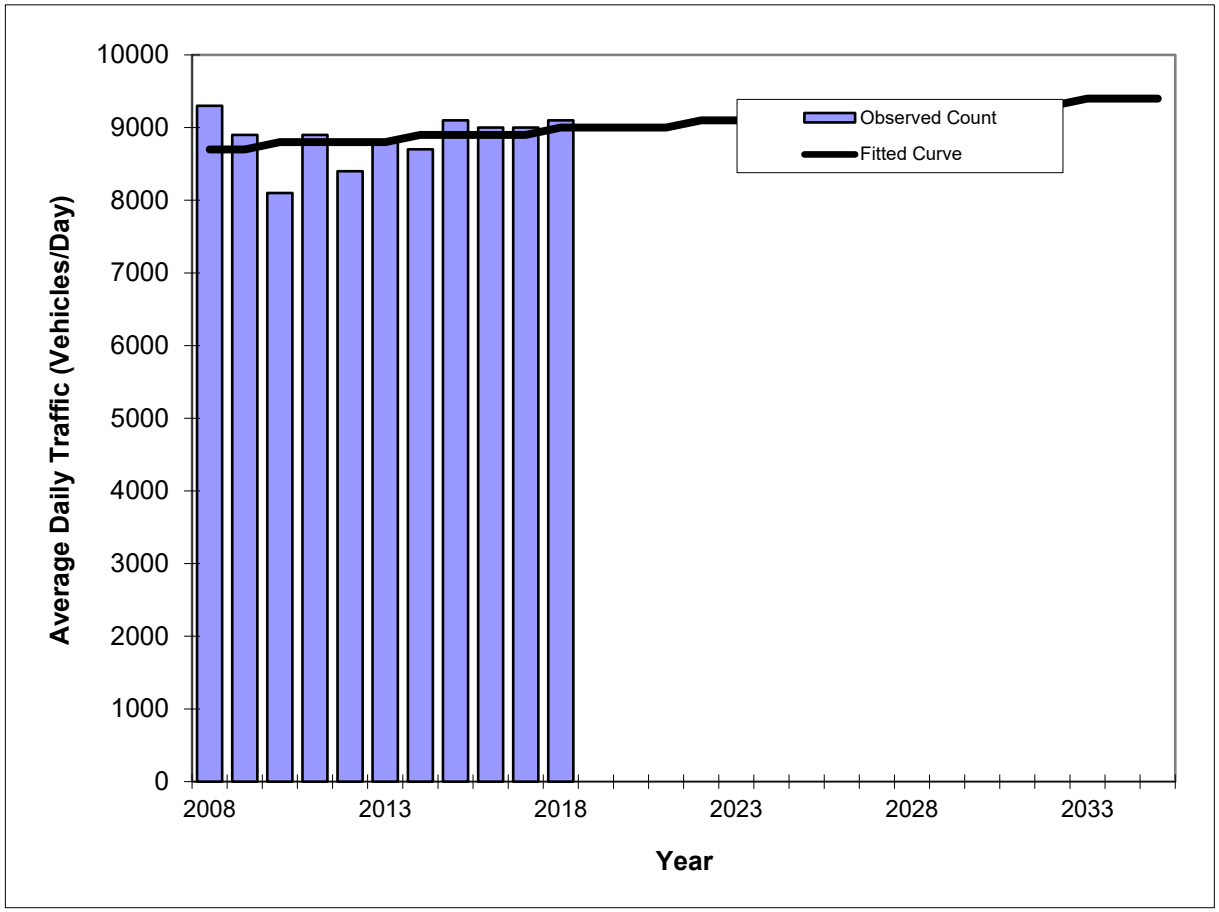
***Axle-Adjusted**

Traffic Trends - V03.a

NE 16th Avenue --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	9005
Highway:	NE 16th Avenue



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9300	8700
2009	8900	8700
2010	8100	8800
2011	8900	8800
2012	8400	8800
2013	8800	8800
2014	8700	8900
2015	9100	8900
2016	9000	8900
2017	9000	8900
2018	9100	9000
2021 Opening Year Trend		
2021	N/A	9000
2022 Mid-Year Trend		
2022	N/A	9100
2023 Design Year Trend		
2023	N/A	9100
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	25
Trend R-squared:	6.11%
Trend Annual Historic Growth Rate:	0.34%
Trend Growth Rate (2018 to Design Year):	0.22%
Printed:	13-Feb-20

Straight Line Growth Option

***Axle-Adjusted**

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9117 - NE 9TH ST .1 MI. N. OF SR 26 (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	5100 R	0	0	9.00	57.90	2.70
2017	5000 T	0	0	9.00	53.80	2.60
2016	4800 S	0	0	9.00	53.60	2.80
2015	4600 F	0	0	9.00	57.00	2.60
2014	4500 C	N	S	9.00	57.40	2.40
2013	5000 S	0	0	9.00	57.80	2.60
2012	5000 F	0	0	9.00	58.40	2.50
2011	5100 C	N 0	S 0	9.00	58.80	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9005 - NE 16TH AVE. E. OF NE 9TH ST. (HPMS)

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	9100 C	E 0	W 0	9.00	57.90	2.70
2017	9000 C	E 0	W 0	9.00	53.80	2.60
2016	9000 C	E 0	W 0	9.00	53.60	2.80
2015	9100 C	E 0	W 0	9.00	57.00	2.20
2014	8700 C	E	W	9.00	57.40	2.20
2013	8800 C	E 4600	W 4200	9.00	57.80	2.20
2012	8400 C	E 0	W 0	9.00	58.40	2.50
2011	8900 C	E 0	W 0	9.00	58.80	2.80
2010	8100 C	E 0	W 0	10.13	59.87	2.30
2009	8900 C	E 0	W 0	10.04	57.81	3.00
2008	9300 C	E 0	W 0	10.17	57.73	2.80

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Appendix C
Bus Data

BOARD MEMBERS

Tina Certain
Robert P. Hyatt
Leanetta McNealy, Ph.D.
Gunnar F. Paulson, Ed.D.
Eileen F. Roy

SUPERINTENDENT OF SCHOOLS

Karen D. Clarke

Alachua County Public Schools

An 'A-rated' District

Mission Statement: We are committed to the success of every student!

District Office
620 East University Avenue
Gainesville, Florida
32601-5498

www.sbac.edu
(352) 955-7300
Fax (352) 955-6700

Traffic - Transportation Survey Responses for Alternative Sites of Temporary Modular Transitional School 02/14/2020

1. How many buses currently serve Westwood Middle School? Is this number anticipated to change over the next 3 years?

    A. Currently, there are 12 buses. There may be a couple buses added once the construction is completed at Westwood Middle.

2. How many buses currently serve Howard Bishop Middle School?

    A. Currently, there are 15 buses.

3. How many buses are anticipated to serve Howard Bishop Middle School students during the 2020-2021 school year if the temporary modular school adjacent to Westwood is used?

    A. We anticipate about 25 buses. We would need to add ten buses because Howard Bishop is a Magnet School.

4. What times are the buses anticipated to serve Howard Bishop Middle School students during the 2020-2021 school year planned to arrive at the temporary modular school adjacent to Westwood?

    A. To avoid having all traffic at the same time through the Westwood neighborhood area, we would consider staggering the school times for Howard Bishop Middle and Westwood Middle. Howard Bishop Middle and Lincoln Middle students ride together on the bus. This needs to be considered when determining which school would start first.
    B. Howard Bishop Middle Bus Time Arrivals: 8:50 - 9:10 a.m. Departures: 3:20 – 3:47 p.m. Bell Times: 9:20 a.m. and 3:37 p.m.
    C. Westwood Middle Bus Time Arrivals: 9:10 – 9:30 a.m. Departures: 3:47 – 3:57 p.m. Bell Times: 9:40 a.m. and 3:57 p.m.

5. Where will the buses that are anticipated to serve Howard Bishop Middle School students during the 2020-2021 school year come from as they are arriving at the temporary modular school adjacent to Westwood? For example, "8 buses are anticipated to arrive from the east via NW 16th Avenue". Will the patterns be different in the morning and afternoon?

    A. About 10 to 15 of our buses will come from the east via NW 16th Avenue. The other 10 buses would come from the east via NW 8th Avenue turning north onto NW 31 Drive.

6. Where will each of the buses that are anticipated to serve Howard Bishop Middle School students during the 2020-2021 school year go after leaving the temporary modular school adjacent to Westwood? For example, "5 buses are anticipated to depart destined for northbound on NW 34th Street via NW 16th Avenue". Will the patterns be different in the morning and afternoon?

    A. In the afternoon, all 25 buses will travel north on NW 31st Drive and head east on NW 16th Avenue.

7. How many buses currently serve Littlewood Elementary School?

    A. Currently, there are 11 buses.

8. How many buses are anticipated to serve Littlewood Elementary School students during the 2022-2023 school year if the temporary modular school adjacent to Westwood is used?

    A. There will be 11 buses.

9. What times are the buses anticipated to serve Littlewood Elementary School students during the 2022-2023 school year planned to arrive at the temporary modular school adjacent to Westwood?

    A. Littlewood Elementary Bus Time Arrivals: 7:15 – 7:30 a.m. Departures: 1:35 – 2:05 p.m. Bell Times: 7:45 a.m. and 1:47 p.m.

10. Where will each of the buses that are anticipated to serve Littlewood Elementary School students during the 2022-2023 school year come from as they are arriving at the temporary modular school adjacent to Westwood? For example, "7 buses are anticipated to arrive from the west via NW 8th Avenue". Will the patterns be different in the morning and afternoon?

    A. About eight to nine buses will travel east on NW 16th Avenue and turn south onto NW 31st Drive. The other two to three buses will travel east on NW 8th Avenue and turn north on NW 31st Drive.

11. Where will each of the buses that are anticipated to serve Littlewood Elementary School students during the 2022-2023 school year go after leaving the temporary modular school adjacent to Westwood? For example, “6 buses are anticipated to depart destined for westbound on NW 8th Avenue”. Will the patterns be different in the morning and afternoon?

    A. About eight to nine buses will depart the temporary modular school heading north onto NW 31st Drive, then head west onto NW 15th Ave and north onto NW 34th Street. The other two to three buses will depart by traveling south onto NW 31st Drive and then head west on NW 8th Avenue. The pattern is the same for the morning and afternoon.

/kn

BOARD MEMBERS

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Eileen F. Roy

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Traffic - Transportation Survey Responses for Alternative Sites of Temporary Modular Transitional School 02/18/2020

1. How many buses are expected from Westwood to the Howard Bishop transition school?

    A. We expect 15 buses from Westwood to Howard Bishop.

2. How many buses are expected from Littlewood to the Howard Bishop transition school?

    A. We expect 17 buses from Littlewood to Howard Bishop.

3. What are the anticipated arrival and departure times of Westwood buses under a Howard Bishop transition scenario?

    A. Westwood Middle Bus Time Arrivals: 9:10 – 9:30 a.m. Departures: 3:47 – 3:57 p.m. Bell Times: 9:40 a.m. and 3:57 p.m.

4. What are the anticipated arrival and departure times of Littlewood buses under a Howard Bishop transition scenario?

    A. Littlewood Elementary Bus Time Arrivals: 7:15 – 7:30 a.m. Departures: 1:35 – 2:05 p.m. Bell Times: 7:45 a.m. and 1:47 p.m.

5. What are the anticipated arrival and departure times of Howard Bishop buses under a Howard Bishop transition scenario?

    A. Howard Bishop Middle Bus Time Arrivals: 8:50 - 9:10 a.m. Departures: 3:20 – 3:47 p.m. Bell Times: 9:20 a.m. and 3:37 p.m.

6. An email stated that Howard school times would be staggered 45 minutes after Westwood under a Westwood transition scenario. Are there any staggered school schedules planned under the Howard Bishop transition scenarios?

   A. To avoid having all traffic at the same time through the Howard Bishop neighborhood area, we would consider staggering the school times for Howard Bishop Middle and Westwood Middle. Howard Bishop Middle and Lincoln Middle students ride together on the bus. This needs to be considered when determining which school would start first. Times should be staggered twenty minutes with Howard Bishop Middle starting first and then Westwood Middle. Refer to question three for Westwood Middle times, and question five for Howard Bishop times.

Appendix D
Transition Project Trips

Westwood to Transition School Project Trip Calculations

Current Transportation Mode Split			
Time of Day	Total Vehicles Exiting Parent/Student Drop-off	Number of Buses provided by School Board	Estimated number of Peds/Bikes (All Other)
AM	303	12	147
PM	176	12	274

* Assumed bus occupancy of about 80% or 50 students per bus

Estimated Transportation Mode Split with Transition School		
Time of Day	Added Parent/Student Drop off trips - Inbound	Added Parent/Student Drop off trips - Outbound
AM	147	147
PM	274	274

* Conservatively assumed 100% of Peds/Bikes will become Parent/Student Drop Off Trips

Westwood Project Trips to Transition School							
AM					PM		
Time	Volume	% of Time Period	Added Parent/Student Drop-off Inbound	Volume	Time	% of Time Period	Added Parent/Student Drop-off Inbound
Inbound							
8:00 AM	36	0.12	18	3	2:30 PM	0.03	8
8:15 AM	33	0.11	16	5	2:45 PM	0.04	11
8:30 AM	59	0.2	29	15	3:00 PM	0.13	36
8:45 AM	52	0.18	26	12	3:15 PM	0.1	27
9:00 AM	59	0.2	29	27	3:30 PM	0.23	63
9:15 AM	47	0.16	24	26	3:45 PM	0.23	63
9:30 AM	6	0.02	3	18	4:00 PM	0.16	44
9:45 AM	1	0.01	2	9	4:15 PM	0.08	22
Total:	293		147	115			274
Outbound							
8:00 AM	31	0.03	16	2	2:30 PM	0.03	5
8:15 AM	26	0.04	13	2	2:45 PM	0.04	5
8:30 AM	44	0.13	24	10	3:00 PM	0.13	22
8:45 AM	49	0.1	26	9	3:15 PM	0.1	19
9:00 AM	56	0.23	29	29	3:30 PM	0.23	60
9:15 AM	55	0.23	29	37	3:45 PM	0.23	77
9:30 AM	17	0.16	9	27	4:00 PM	0.16	58
9:45 AM	2	0.08	1	14	4:15 PM	0.08	28
Total:	280		147	130			274

Total Inbound and Outbound Vehicle Trips after Transition							
AM				PM			
Time	Inbound	Outbound	Total	Time	Inbound	Outbound	Total
8:00 AM	60	47	107	2:30 PM	13	7	20
8:15 AM	53	40	93	2:45 PM	20	11	31
8:30 AM	93	73	166	3:00 PM	58	32	90
8:45 AM	89	78	167	3:15 PM	39	31	70
9:00 AM	91	94	185	3:30 PM	92	106	198
9:15 AM	74	87	161	3:45 PM	98	127	225
9:30 AM	16	28	44	4:00 PM	68	91	159
9:45 AM	5	3	8	4:15 PM	39	45	84
Total	481	450	931	Total	427	450	877

Westwood Middle School Project Trips During Howard Bishop Peaks (Peak 15 Minute Volumes X 4)		
Time	Inbound	Outbound
8:30 AM	372	292
3:45 PM	392	508

Littlewood to Transition School Project Trip Calculations

Current Transportation Mode Split			
Time of Day	Total Vehicles Exiting Parent/Student Drop-off	Number of Buses, provided by School Board	Number of Students that could be served by Parent/Student Drop-off and Buses
AM	317	11	867
PM	202	11	752

* Assumed bus occupancy of about 80% or 50 students per bus

Total Inbound and Outbound Vehicle Trips after Transition							
AM				PM			
Time	Inbound	Outbound	Total	Time	Inbound	Outbound	Total
7:00 AM	100	22	122	1:00 PM	13	4	17
7:15 AM	119	97	216	1:15 PM	21	8	29
7:30 AM	91	104	195	1:30 PM	25	11	36
7:45 AM	30	70	100	1:45 PM	37	31	68
8:00 AM	12	11	23	2:00 PM	37	98	135
8:15 AM	8	5	13	2:15 PM	4	20	24
8:30 AM	6	7	13	2:30 PM	11	9	20
8:45 AM	4	1	5	2:45 PM	22	21	43
Total	370	317	687	Total	170	148	318

*7:30 AM matches the peak time of the nearby school Metcalfe and is used for analysis. 2:00 PM peak used for analysis.

Littlewood Middle School Project Trips (Peak 15 Minute Volumes X 4)		
Time	Inbound	Outbound
7:30 AM	364	416
2:00 PM	148	392

Howard Bishop to Howard Bishop Transition School Project Trip Calculations

15 Minute Peak Total Project Trips X 4 (Excluding Bus Loop) - Used for Howard Bishop to Howard Bishop	
AM Inbound	242
AM Outbound	238
PM Inbound	114
PM Outbound	166

Appendix E
Forecasted Turning Movements

NE 9th Street and NE 18th Avenue

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 18th Avenue Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 18th Avenue Westbound	Not Available	2.00%	1.060	1.080	1.100
NE 9th Street Northbound	0.00%	1.00%	1.030	1.040	1.050
NE 9th Street Southbound	0.00%	1.00%	1.030	1.040	1.050

AM Peak Hour Background Traffic Volumes												
Scenario	**NE 18th Avenue**			**NE 18th Avenue**			**NE 9th Street**			**NE 9th Street**		
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	4	0	0	4	0	14	18	304	0	0	294	10
Peak Season Volume (Existing)	4	0	0	4	0	14	18	313	0	0	303	10
Howard Bishop at Bishop 2020/2021 - No-build	4	0	0	4	0	14	18	322	0	0	312	10
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted											
Westwood at Bishop 2021/2022 - No-build	4	0	0	4	0	14	18	326	0	0	315	10
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted											
Littlewood at Bishop 2022/2023 - No-build	4	0	0	4	0	14	18	329	0	0	318	10
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted											
Truck %	0%			11%			1%			1%		

PM Peak Hour Background Traffic Volumes												
Scenario	**NE 18th Avenue**			**NE 18th Avenue**			**NE 9th Street**			**NE 9th Street**		
	Eastbound			**Westbound**			**Northbound**			**Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	14	0	8	4	8	12	10	242	16	2	236	2
Peak Season Volume (Existing)	14	0	8	4	8	12	10	249	16	2	243	2
Howard Bishop at Bishop 2020/2021 - No-build	15	0	8	4	8	12	10	256	16	2	250	2
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted											
Westwood at Bishop 2021/2022 - No-build	15	0	9	4	8	12	10	259	17	2	253	2
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted											
Littlewood at Bishop 2022/2023 - No-build	15	0	9	4	8	12	10	261	17	2	255	2
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted											
Truck %	0%			0%			10%			2%		

NE 9th Street and South Loop Entrance

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 9th Street Northbound	0.00%	1.00%	1.030	1.040	1.050
NE 9th Street Southbound	0.00%	1.00%	1.030	1.040	1.050

AM Peak Hour Background Traffic Volumes				
Scenario	**NE 9th Street Northbound**		**NE 9th Street Southbound**	
	Right	**Thru**	**Thru**	**Left**
Observed Turning Movement Counts	112	192	300	102
Peak Season Volume (Existing)	112	198	309	102
Howard Bishop at Bishop 2020/2021 - No-build	112	204	318	102
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	112	206	321	102
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	112	208	324	102
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	1%		2%	

PM Peak Hour Background Traffic Volumes				
Scenario	**NE 9th Street Northbound**		**NE 9th Street Southbound**	
	Right	**Thru**	**Thru**	**Left**
Observed Turning Movement Counts	24	204	228	52
Peak Season Volume (Existing)	24	210	235	52
Howard Bishop at Bishop 2020/2021 - No-build	24	216	242	52
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	24	218	244	52
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	24	221	247	52
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	9%		1%	

NE 9th Street and North Loop Exit

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
North Drop off Loop Westbound	Not Applicable	N/A	N/A	N/A	N/A
NE 9th Street Northbound	0.00%	1.00%	1.030	1.040	1.050
NE 9th Street Southbound	0.00%	1.00%	1.030	1.040	1.050

AM Peak Hour Background Traffic Volumes				
Scenario	**North Drop off Westbound**		**NE 9th Street Northbound**	**NE 9th Street Southbound**
	Right	**Left**	**Thru**	**Thru**
Observed Turning Movement Counts	110	110	200	292
Peak Season Volume (Existing)	110	110	206	301
Howard Bishop at Bishop 2020/2021 - No-build	110	110	212	310
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	110	110	214	313
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	110	110	216	316
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	0%		1%	3%

PM Peak Hour Background Traffic Volumes				
Scenario	**North Drop off Westbound**		**NE 9th Street Northbound**	**NE 9th Street Southbound**
	Right	**Left**	**Thru**	**Thru**
Observed Turning Movement Counts	90	52	216	186
Peak Season Volume (Existing)	90	52	222	192
Howard Bishop at Bishop 2020/2021 - No-build	90	52	229	198
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	90	52	231	200
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	90	52	233	202
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	0%		10%	2%

NE 19th Place and Bus Loop Entrance

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 19th Place Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 19th Place Westbound	Not Available	2.00%	1.060	1.080	1.100

AM Peak Hour Background Traffic Volumes				
Scenario	**NW 19th Place Eastbound**		**NW 19th Place Westbound**	
	Right	**Thru**	**Thru**	**Left**
Observed Turning Movement Counts	10	30	28	0
Peak Season Volume (Existing)	10	31	29	0
Howard Bishop at Bishop 2020/2021 - No-build	10	33	31	0
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	10	33	31	0
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	10	34	32	0
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	5%		7%	

PM Peak Hour Background Traffic Volumes				
Scenario	**NW 19th Place Eastbound**		**NW 19th Place Westbound**	
	Right	**Thru**	**Thru**	**Left**
Observed Turning Movement Counts	30	40	30	14
Peak Season Volume (Existing)	30	41	31	14
Howard Bishop at Bishop 2020/2021 - No-build	30	43	33	14
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	30	44	33	14
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	30	45	34	14
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	34%		32%	

NE 19th Place and Bus Loop Exit

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 19th Avenue Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 19th Avenue Westbound	Not Available	2.00%	1.060	1.080	1.100
Bus Loop Exit Northbound	Not Applicable	N/A	N/A	N/A	N/A

AM Peak Hour Background Traffic Volumes				
Scenario	NE 19th Place Eastbound	NE 19th Place Westbound	Bus Loop Exit Northbound	
	Thru	Thru	Right	Left
Observed Turning Movement Counts	14	16	0	4
Peak Season Volume (Existing)	14	16	0	4
Howard Bishop at Bishop 2020/2021 - No-build	15	17	0	4
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	15	17	0	4
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	15	18	0	4
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	0%	0%	50%	

PM Peak Hour Background Traffic Volumes				
Scenario	NE 19th Place Eastbound	NE 19th Place Westbound	Bus Loop Exit Northbound	
	Thru	Thru	Right	Left
Observed Turning Movement Counts	58	24	20	14
Peak Season Volume (Existing)	60	25	20	14
Howard Bishop at Bishop 2020/2021 - No-build	64	27	20	14
Howard Bishop at Bishop 2020/2021 - With Project Trips	Not Impacted			
Westwood at Bishop 2021/2022 - No-build	65	27	20	14
Westwood at Bishop 2021/2022 - With Project Trips	Not Impacted			
Littlewood at Bishop 2022/2023 - No-build	66	28	20	14
Littlewood at Bishop 2022/2023 - With Project Trips	Not Impacted			
Truck %	0%	23%	77%	

NE 12th Street and NE 19th Place

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 19th Place Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 19th Place Westbound	Not Available	2.00%	1.060	1.080	1.100
NE 12th Street Northbound	Not Available	2.00%	1.060	1.080	1.100
NE 12th Street Southbound	Not Available	2.00%	1.060	1.080	1.100

AM Peak Hour Background Traffic Volumes												
Scenario	NE 19th Place Eastbound			NE 19th Place Westbound			NE 12th Street Northbound			NE 12th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	8	2	4	0	8	2	4	22	2	4	36	0
Peak Season Volume (Existing)	8	2	4	0	8	2	4	23	2	4	37	0
Howard Bishop at Bishop 2020/2021 - No-build	8	2	4	0	8	2	4	24	2	4	39	0
Howard Bishop at Bishop 2020/2021 - With Project Trips	112	2	4	0	8	7	9	34	104	4	49	0
Westwood at Bishop 2021/2022 - No-build	9	2	4	0	9	2	4	25	2	4	40	0
Westwood at Bishop 2021/2022 - With Project Trips	9	2	4	0	9	2	4	203	2	4	267	0
Littlewood at Bishop 2022/2023 - No-build	9	2	4	0	9	2	4	25	2	4	41	0
Littlewood at Bishop 2022/2023 - With Project Trips	No Impact											
Truck %	0%			0%			0%			0%		

PM Peak Hour Background Traffic Volumes												
Scenario	NE 19th Place Eastbound			NE 19th Place Westbound			NE 12th Street Northbound			NE 12th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	56	8	18	4	6	2	10	58	14	4	46	2
Peak Season Volume (Existing)	58	8	19	4	6	2	10	60	14	4	47	2
Howard Bishop at Bishop 2020/2021 - No-build	61	8	20	4	6	2	11	64	15	4	50	2
Howard Bishop at Bishop 2020/2021 - With Project Trips	110	8	20	4	6	4	14	72	86	4	54	2
Westwood at Bishop 2021/2022 - No-build	63	9	21	4	6	2	11	65	15	4	51	2
Westwood at Bishop 2021/2022 - With Project Trips	63	9	21	4	6	2	11	375	15	4	290	2
Littlewood at Bishop 2022/2023 - No-build	64	9	21	4	7	2	11	66	15	4	52	2
Littlewood at Bishop 2022/2023 - With Project Trips	No Impact											
Truck %	22%			0%			5%			4%		

NE 12th Street and NE 16th Avenue

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 16th Avenue Eastbound	0.34%	1.00%	1.030	1.040	1.050
NE 16th Avenue Westbound	0.34%	1.00%	1.030	1.040	1.050
NE 12th Street Northbound	Not Available	2.00%	1.060	1.080	1.100
NE 12th Street Southbound	Not Available	2.00%	1.060	1.080	1.100

AM Peak Hour Background Traffic Volumes												
Scenario	NW 16th Avenue Eastbound			NW 16th Avenue Westbound			NE 12th Street Northbound			NE 12th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	6	238	12	10	324	6	8	8	12	36	8	16
Peak Season Volume (Existing)	6	245	12	10	334	6	8	8	12	37	8	16
Howard Bishop at Bishop 2020/2021 - No-build	6	252	12	10	344	6	8	8	13	39	8	17
Howard Bishop at Bishop 2020/2021 - With Transition Trips	6	252	121	22	344	6	8	10	13	146	10	29
Westwood at Bishop 2021/2022 - No-build	6	255	12	10	347	6	9	9	13	40	9	17
Westwood at Bishop 2021/2022 - With Transition Trips	6	255	142	10	347	6	9	24	13	40	21	17
Littlewood at Bishop 2022/2023 - No-build	6	257	13	11	351	6	9	9	13	41	9	18
Littlewood at Bishop 2022/2023 - With Project Trips	2	151	390	22	264	2	18	27	5	475	48	18
Truck %	2%			4%			7%			0%		

PM Peak Hour Background Traffic Volumes												
Scenario	NW 16th Avenue Eastbound			NW 16th Avenue Westbound			NE 12th Street Northbound			NE 12th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	16	362	20	18	352	10	6	20	10	42	26	48
Peak Season Volume (Existing)	16	373	21	19	363	10	6	21	10	43	27	49
Howard Bishop at Bishop 2020/2021 - No-build	16	384	22	20	374	10	6	22	11	46	29	52
Howard Bishop at Bishop 2020/2021 - With Transition Trips	16	384	74	26	374	10	6	23	11	120	31	60
Westwood at Bishop 2021/2022 - No-build	17	388	22	20	378	10	6	23	11	46	29	53
Westwood at Bishop 2021/2022 - With Transition Trips	17	388	159	20	378	10	6	39	11	224	49	53
Littlewood at Bishop 2022/2023 - No-build	17	392	22	20	381	11	7	23	11	47	30	54
Littlewood at Bishop 2022/2023 - With Project Trips	17	329	165	15	307	4	9	18	7	431	5	7
Truck %	2%			2%			6%			24%		

NE 9th Street and NE 16th Avenue

Howard Bishop - Growth Rate Data					
Peak Season Factor			1.03		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 16th Avenue Eastbound	0.34%	1.00%	1.030	1.040	1.050
NE 16th Avenue Westbound	0.34%	1.00%	1.030	1.040	1.050
NE 9th Street Northbound	0.00%	1.00%	1.030	1.040	1.050
NE 9th Street Southbound	0.00%	1.00%	1.030	1.040	1.050

AM Peak Hour Background Traffic Volumes												
Scenario	NW 16th Avenue Eastbound			NW 16th Avenue Westbound			NE 9th Street Northbound			NE 9th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	64	256	86	42	286	42	52	188	76	64	208	42
Peak Season Volume (Existing)	66	264	89	43	295	43	54	194	78	66	214	43
Howard Bishop at Bishop 2020/2021	68	272	92	44	304	44	56	200	80	68	220	44
Howard Bishop at Bishop 2020/2021 - With Project Trips	68	299	92	44	330	125	138	200	80	68	220	44
Westwood at Bishop 2021/2022	69	275	93	45	307	45	56	202	81	69	223	45
Westwood at Bishop 2021/2022 - With Project Trips	69	398	93	45	403	51	63	202	81	69	223	45
Littlewood at Bishop 2022/2023	69	277	93	45	310	45	57	204	82	69	225	45
* Littlewood at Bishop 2022/2023 - With Project Trips	76	402	26	17	503	209	189	164	123	26	177	4
Truck %	1%			2%			4%			1%		

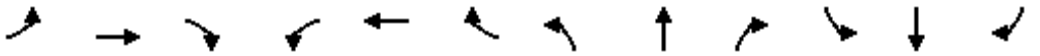
* The Littlewood at Bishop with Project Trips is analyzed during the Littlewood peak at 7:30 AM and 2:00 PM

PM Peak Hour Background Traffic Volumes												
Scenario	NW 16th Avenue Eastbound			NW 16th Avenue Westbound			NE 9th Street Northbound			NE 9th Street Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	122	320	52	36	360	70	52	154	80	70	154	46
Peak Season Volume (Existing)	126	330	54	37	371	72	54	159	82	72	159	47
Howard Bishop at Bishop 2020/2021	130	340	56	38	382	74	56	164	84	74	164	48
Howard Bishop at Bishop 2020/2021 - With Project Trips	130	353	56	38	400	130	95	164	84	74	164	48
Westwood at Bishop 2021/2022	131	343	56	38	386	75	56	165	85	75	165	49
Westwood at Bishop 2021/2022 - With Project Trips	131	472	56	38	554	85	64	165	85	75	165	49
Littlewood at Bishop 2022/2023	132	347	57	39	390	76	57	167	86	76	167	49
* Littlewood at Bishop 2022/2023 - With Project Trips	59	406	38	19	528	199	112	92	66	24	131	18
Truck %	2%			2%			8%			2%		

* The Littlewood at Bishop with Project Trips is analyzed during the Littlewood peak at 7:30 AM and 2:00 PM

Appendix F
HCS and Synchro Reports

2020/2021 HCS and Synchro Reports

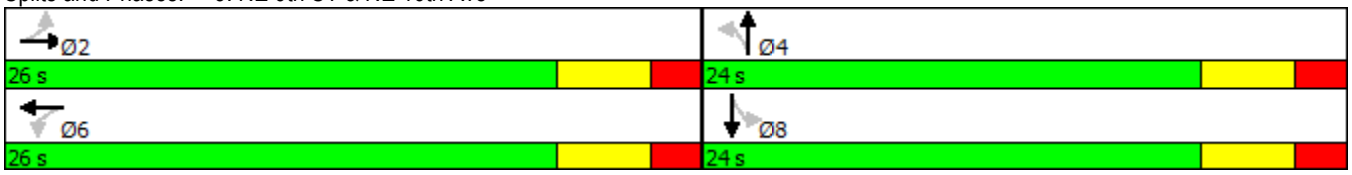


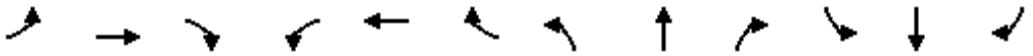
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	272	68	44	304	44	80	200	56	44	220	68
Future Volume (vph)	92	272	68	44	304	44	80	200	56	44	220	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.970			0.981			0.967			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1635	0	1593	1638	0	1562	1581	0	1608	1624	0
Flt Permitted	0.552			0.556			0.583			0.601		
Satd. Flow (perm)	928	1635	0	931	1638	0	955	1581	0	1014	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			18			32			35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	8		2	2		8	4		4	4		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	92	272	68	44	304	44	80	200	56	44	220	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	340	0	44	348	0	80	256	0	44	288	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	17.0	17.0		17.0	17.0		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.50	0.50		0.50	0.50		0.33	0.33		0.33	0.33	
v/c Ratio	0.20	0.41		0.10	0.42		0.25	0.47		0.13	0.51	
Control Delay	10.3	10.3		9.2	10.9		12.4	12.4		10.8	13.0	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	10.3		9.2	10.9		12.4	12.4		10.8	13.0	
LOS	B	B		A	B		B	B		B	B	
Approach Delay		10.3			10.7			12.4			12.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	11	41		5	45		10	31		5	35	
Queue Length 95th (ft)	42	121		23	129		41	96		25	108	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	601	1070		603	1068		574	963		609	990	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.32		0.07	0.33		0.14	0.27		0.07	0.29	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 34.2			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.51			
Intersection Signal Delay: 11.4		Intersection LOS: B	
Intersection Capacity Utilization 67.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



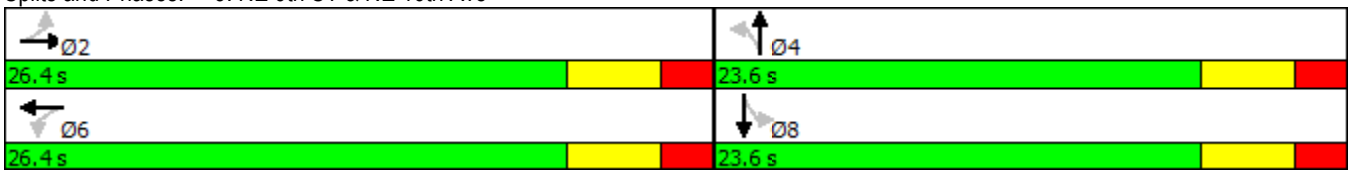


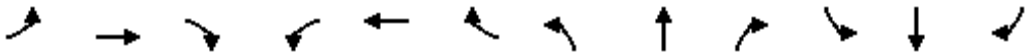
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	340	130	74	382	38	84	164	56	48	164	74
Future Volume (vph)	56	340	130	74	382	38	84	164	56	48	164	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00	1.00		0.99	0.99		0.98	0.99	
Frt		0.959			0.986			0.962			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1598	0	1593	1646	0	1504	1504	0	1593	1580	0
Flt Permitted	0.504			0.455			0.611			0.621		
Satd. Flow (perm)	833	1598	0	762	1646	0	956	1504	0	1018	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			12			39			51	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	20		2	2		20	12		22	22		12
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	340	130	74	382	38	84	164	56	48	164	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	470	0	74	420	0	84	220	0	48	238	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.4	26.4		26.4	26.4		23.6	23.6		23.6	23.6	
Total Split (%)	52.8%	52.8%		52.8%	52.8%		47.2%	47.2%		47.2%	47.2%	
Maximum Green (s)	20.9	20.9		20.9	20.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	19.6	19.6		19.6	19.6		10.3	10.3		10.3	10.3	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.28	0.28		0.28	0.28	
v/c Ratio	0.13	0.53		0.18	0.47		0.31	0.49		0.17	0.50	
Control Delay	8.6	11.0		9.4	10.7		15.0	13.9		12.6	13.3	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.6	11.0		9.4	10.7		15.0	13.9		12.6	13.3	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.7			10.5			14.2			13.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	6	60		9	56		13	29		7	30	
Queue Length 95th (ft)	27	172		35	155		43	82		27	84	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	507	991		464	1006		504	811		536	857	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.47		0.16	0.42		0.17	0.27		0.09	0.28	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 36.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 11.7		Intersection LOS: B	
Intersection Capacity Utilization 71.8%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



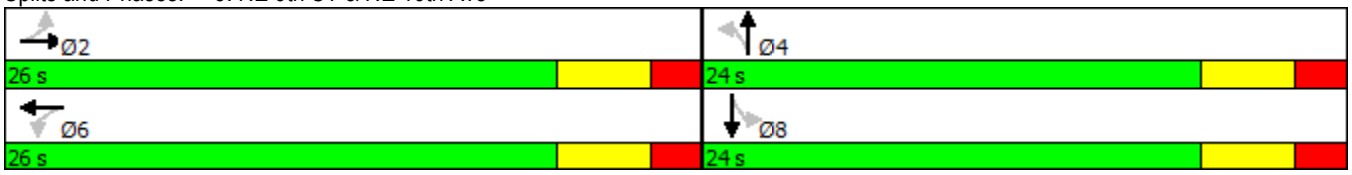


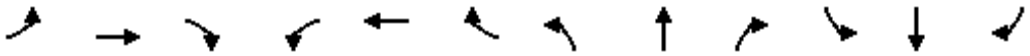
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	299	68	125	330	44	80	200	138	44	220	68
Future Volume (vph)	92	299	68	125	330	44	80	200	138	44	220	68
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.972			0.982			0.939			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1646	0	1593	1646	0	1562	1544	0	1608	1634	0
Flt Permitted	0.519			0.528			0.583			0.551		
Satd. Flow (perm)	879	1646	0	885	1646	0	959	1544	0	933	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		28			16			79			35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	92	299	68	125	330	44	80	200	138	44	220	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	367	0	125	374	0	80	338	0	44	288	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	13.4	13.4		13.4	13.4		11.9	11.9		11.9	11.9	
Actuated g/C Ratio	0.36	0.36		0.36	0.36		0.32	0.32		0.32	0.32	
v/c Ratio	0.29	0.60		0.39	0.62		0.26	0.62		0.15	0.53	
Control Delay	12.0	14.0		13.8	14.9		12.7	14.1		11.3	13.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.0	14.0		13.8	14.9		12.7	14.1		11.3	13.5	
LOS	B	B		B	B		B	B		B	B	
Approach Delay		13.6			14.6			13.8			13.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	12	49		17	53		11	39		6	37	
Queue Length 95th (ft)	43	134		58	142		41	119		25	107	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	518	982		522	977		510	859		496	886	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.18	0.37		0.24	0.38		0.16	0.39		0.09	0.33	

Intersection Summary	
Area Type:	CBD
Cycle Length: 50	
Actuated Cycle Length: 37.1	
Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 13.9	Intersection LOS: B
Intersection Capacity Utilization 73.3%	ICU Level of Service D
Analysis Period (min) 15	

Splits and Phases: 3: NE 9th ST & NE 16th Ave



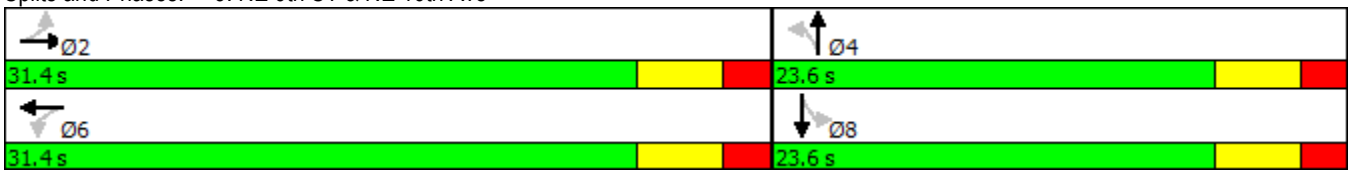


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	353	130	130	400	38	84	164	95	48	164	74
Future Volume (vph)	56	353	130	130	400	38	84	164	95	48	164	74
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.960			0.987			0.945			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1609	0	1593	1655	0	1504	1496	0	1593	1598	0
Flt Permitted	0.483			0.441			0.611			0.599		
Satd. Flow (perm)	810	1609	0	739	1655	0	967	1496	0	1004	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		46			12			57			44	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	353	130	130	400	38	84	164	95	48	164	74
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	483	0	130	438	0	84	259	0	48	238	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.4	31.4		31.4	31.4		23.6	23.6		23.6	23.6	
Total Split (%)	57.1%	57.1%		57.1%	57.1%		42.9%	42.9%		42.9%	42.9%	
Maximum Green (s)	25.9	25.9		25.9	25.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	20.9	20.9		20.9	20.9		11.2	11.2		11.2	11.2	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.29	0.29		0.29	0.29	
v/c Ratio	0.13	0.54		0.32	0.48		0.30	0.54		0.16	0.48	
Control Delay	8.6	11.0		11.5	10.8		15.7	15.0		13.7	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.6	11.0		11.5	10.8		15.7	15.0		13.7	14.1	
LOS	A	B		B	B		B	B		B	B	
Approach Delay		10.8			10.9			15.2			14.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	7	66		17	63		14	35		8	33	
Queue Length 95th (ft)	27	182		62	166		49	107		31	99	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	575	1155		524	1178		508	814		528	861	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.42		0.25	0.37		0.17	0.32		0.09	0.28	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 55			
Actuated Cycle Length: 38.2			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 12.2		Intersection LOS: B	
Intersection Capacity Utilization 76.0%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



HCS7 Two-Way Stop-Control Report

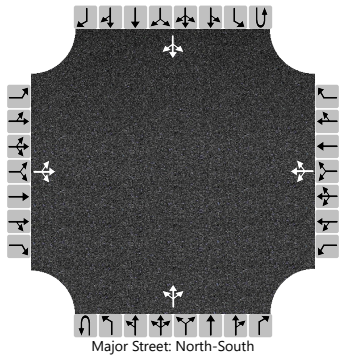
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th Ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	4		14	0	4		0	322	18		10	312	0
Percent Heavy Vehicles (%)		0	0	0		11	11	11		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.21	6.61	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.60	4.10	3.40		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				18			0				10		
Capacity, c (veh/h)			730				375			1250				1168		
v/c Ratio			0.01				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			10.0				15.1			7.9				8.1		
Level of Service (LOS)			A				C			A				A		
Approach Delay (s/veh)		10.0				15.1				0.0				0.3		
Approach LOS		A				C										

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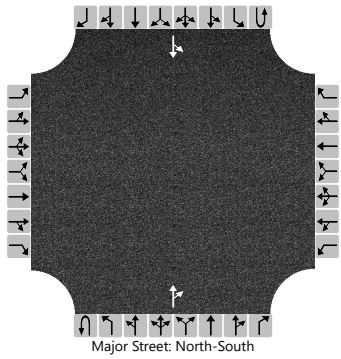
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											204	112		102	318	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														102		
Capacity, c (veh/h)														1244		
v/c Ratio														0.08		
95% Queue Length, Q_{95} (veh)														0.3		
Control Delay (s/veh)														8.2		
Level of Service (LOS)														A		
Approach Delay (s/veh)													2.6			
Approach LOS																

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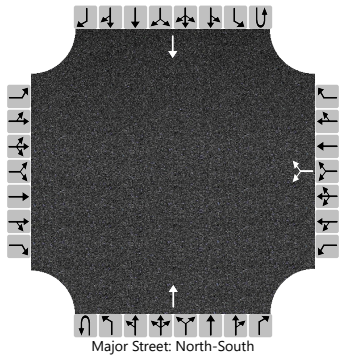
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						110		110			212				310	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							220									
Capacity, c (veh/h)							631									
v/c Ratio							0.35									
95% Queue Length, Q_{95} (veh)							1.6									
Control Delay (s/veh)							13.7									
Level of Service (LOS)							B									
Approach Delay (s/veh)							13.7									
Approach LOS							B									

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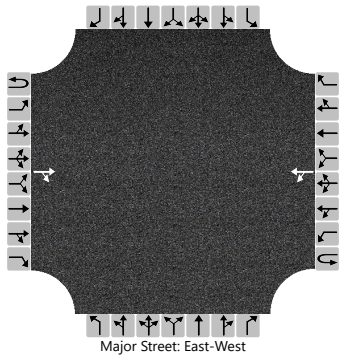
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			33	10		0	31									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1534										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					0.0											
Approach LOS																

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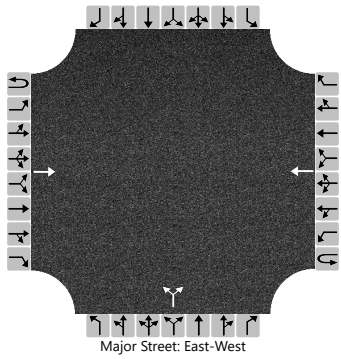
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			15				17			4		0				
Percent Heavy Vehicles (%)										50		50				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.90		6.70				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.95		3.75				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											4					
Capacity, c (veh/h)											872					
v/c Ratio											0.00					
95% Queue Length, Q_{95} (veh)											0.0					
Control Delay (s/veh)											9.1					
Level of Service (LOS)											A					
Approach Delay (s/veh)										9.1						
Approach LOS										A						

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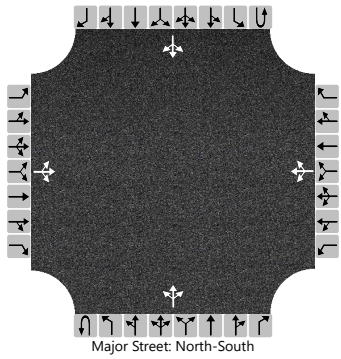
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	8		2	8	0		2	24	4		0	39	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			14				10			2				0		
Capacity, c (veh/h)			959				832			1579				1593		
v/c Ratio			0.01				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			8.8				9.4			7.3				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	8.8				9.4				0.5				0.0			
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

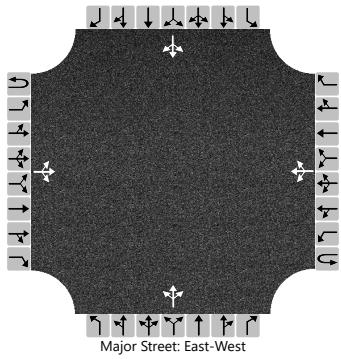
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	252	6		6	344	10		13	8	8		17	8	39
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				6					29				64	
Capacity, c (veh/h)		1183				1290					403				506	
v/c Ratio		0.01				0.00					0.07				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.4	
Control Delay (s/veh)		8.1				7.8					14.6				13.1	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)		0.5				0.2				14.6				13.1		
Approach LOS										B				B		

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HCS7 Two-Way Stop-Control Report

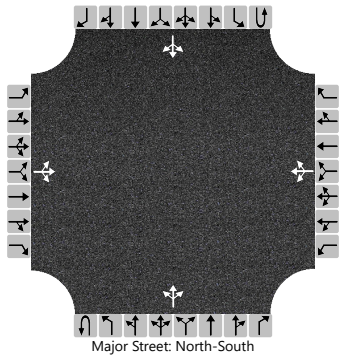
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th Ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		8	0	15		12	8	4		16	256	10		2	250	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		10				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.20				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.29				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			23				24			16				2		
Capacity, c (veh/h)			587				337			1245				1019		
v/c Ratio			0.04				0.07			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			11.4				16.5			7.9				8.5		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)	11.4				16.5				0.6				0.1			
Approach LOS	B				C											

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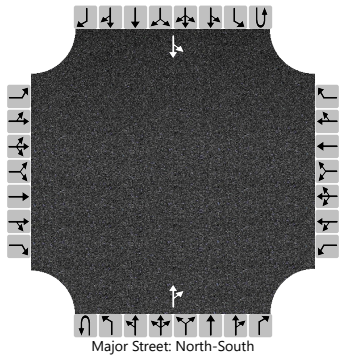
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											216	24		52	242	
Percent Heavy Vehicles (%)														1		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.11		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														52		
Capacity, c (veh/h)														1333		
v/c Ratio														0.04		
95% Queue Length, Q_{95} (veh)														0.1		
Control Delay (s/veh)														7.8		
Level of Service (LOS)														A		
Approach Delay (s/veh)													1.7			
Approach LOS																

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HCS7 Two-Way Stop-Control Report

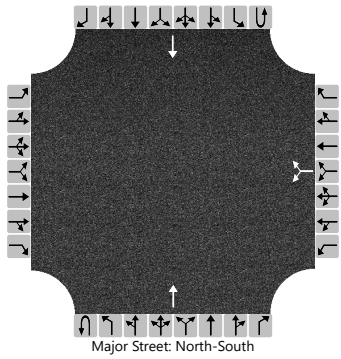
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						52		90			229				198	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							142									
Capacity, c (veh/h)							702									
v/c Ratio							0.20									
95% Queue Length, Q_{95} (veh)							0.8									
Control Delay (s/veh)							11.4									
Level of Service (LOS)							B									
Approach Delay (s/veh)							11.4									
Approach LOS							B									

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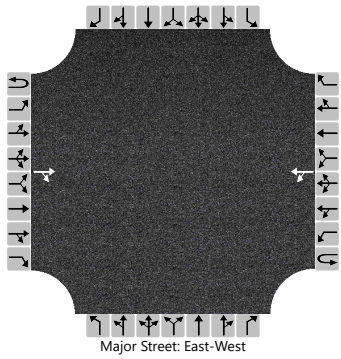
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			43	30		14	33									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14										
Capacity, c (veh/h)						1496										
v/c Ratio						0.01										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)					2.3											
Approach LOS																

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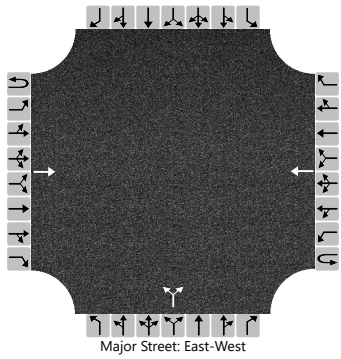
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			64				27			14		20				
Percent Heavy Vehicles (%)										77		77				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.17		6.97				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										4.19		3.99				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											34					
Capacity, c (veh/h)											710					
v/c Ratio											0.05					
95% Queue Length, Q_{95} (veh)											0.2					
Control Delay (s/veh)											10.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.3						
Approach LOS										B						

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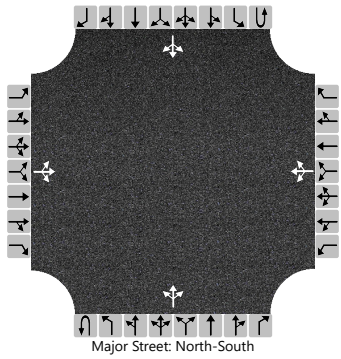
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	8	61		2	6	4		15	64	11		2	50	4
Percent Heavy Vehicles (%)		22	22	22		0	0	0		5				4		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.32	6.72	6.42		7.10	6.50	6.20		4.15				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.70	4.20	3.50		3.50	4.00	3.30		2.25				2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			89				12			15				2		
Capacity, c (veh/h)			793				743			1467				1490		
v/c Ratio			0.11				0.02			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.0			0.0				0.0		
Control Delay (s/veh)			10.1				9.9			7.5				7.4		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)		10.1				9.9				1.3				0.3		
Approach LOS		B				A										

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HCS7 Two-Way Stop-Control Report

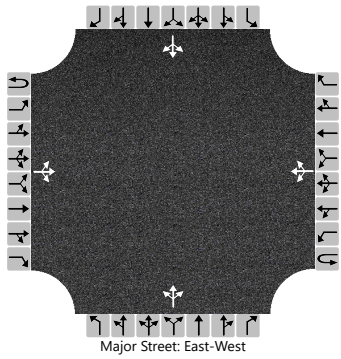
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		22	384	16		10	374	20		11	22	6		52	29	46
Percent Heavy Vehicles (%)		2				2				6	6	6		24	24	24
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.34	6.74	6.44
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.72	4.22	3.52

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				10					39				127	
Capacity, c (veh/h)		1156				1142					270				302	
v/c Ratio		0.02				0.01					0.14				0.42	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.5				2.0	
Control Delay (s/veh)		8.2				8.2					20.5				25.3	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.6				0.3				20.5				25.3			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

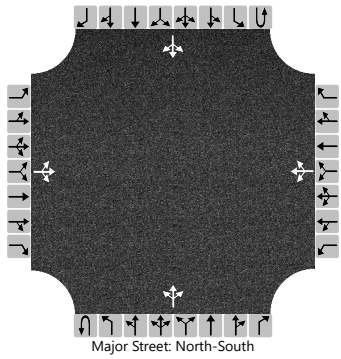
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	Howard to Howard

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12th Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	112		7	8	0		104	34	9		0	49	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			118				15			104				0		
Capacity, c (veh/h)			987				542			1566				1579		
v/c Ratio			0.12				0.03			0.07				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.1			0.2				0.0		
Control Delay (s/veh)			9.1				11.8			7.5				7.3		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.1				11.8				5.4				0.0			
Approach LOS	A				B											

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HCS7 Two-Way Stop-Control Report

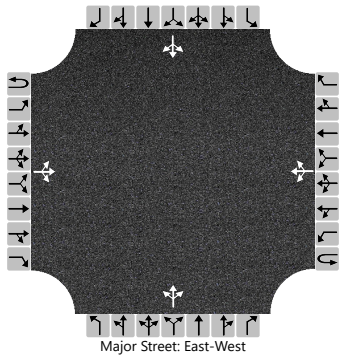
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	Howard to Howard

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		121	252	6		6	344	22		13	10	8		29	10	146
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		121				6					31				185	
Capacity, c (veh/h)		1193				1295					239				498	
v/c Ratio		0.10				0.00					0.13				0.37	
95% Queue Length, Q_{95} (veh)		0.3				0.0					0.4				1.7	
Control Delay (s/veh)		8.4				7.8					22.3				16.5	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	3.3				0.2				22.3				16.5			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

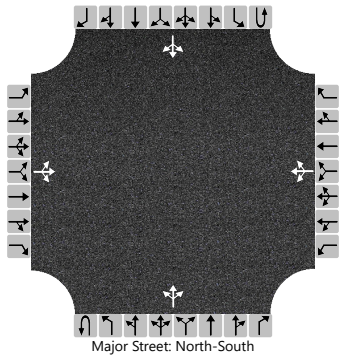
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	Howard to Howard

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		20	8	110		4	6	4		86	72	14		2	54	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			138				14			86				2		
Capacity, c (veh/h)			888				619			1559				1523		
v/c Ratio			0.16				0.02			0.06				0.00		
95% Queue Length, Q_{95} (veh)			0.5				0.1			0.2				0.0		
Control Delay (s/veh)			9.8				11.0			7.4				7.4		
Level of Service (LOS)			A				B			A				A		
Approach Delay (s/veh)	9.8				11.0				3.9				0.3			
Approach LOS	A				B											

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HCS7 Two-Way Stop-Control Report

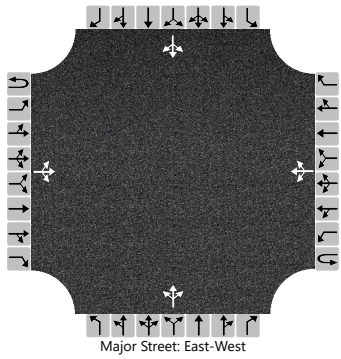
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	Howard to Howard

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		74	384	16		10	374	26		11	23	6		60	31	120
Percent Heavy Vehicles (%)		2				2				6	6	6		6	6	6
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

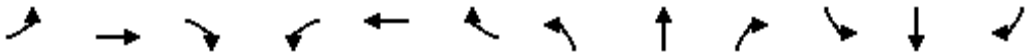
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.16	6.56	6.26
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.55	4.05	3.35

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		74				10					40				211	
Capacity, c (veh/h)		1159				1159					215				339	
v/c Ratio		0.06				0.01					0.19				0.62	
95% Queue Length, Q_{95} (veh)		0.2				0.0					0.7				4.0	
Control Delay (s/veh)		8.3				8.1					25.6				31.6	
Level of Service (LOS)		A				A					D				D	
Approach Delay (s/veh)		1.9				0.3				25.6				31.6		
Approach LOS										D				D		

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2021/2022 HCS and Synchro Reports

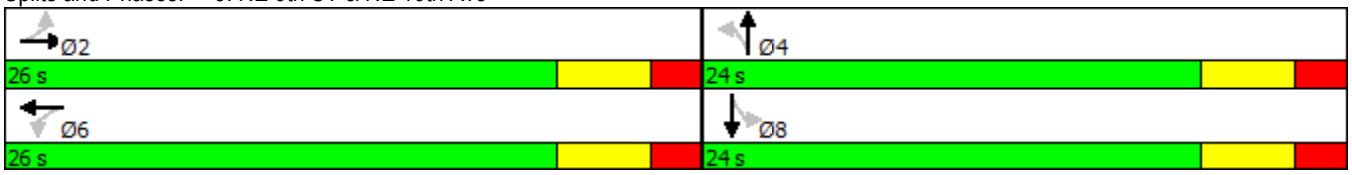


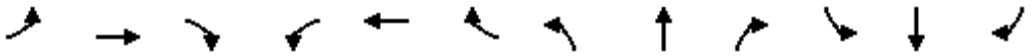
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	272	68	45	307	45	81	202	56	45	223	69
Future Volume (vph)	92	272	68	45	307	45	81	202	56	45	223	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.970			0.981			0.967			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1635	0	1593	1638	0	1562	1581	0	1608	1624	0
Flt Permitted	0.550			0.556			0.581			0.600		
Satd. Flow (perm)	925	1635	0	931	1638	0	952	1581	0	1012	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			18			32			35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	8		2	2		8	4		4	4		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	92	272	68	45	307	45	81	202	56	45	223	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	92	340	0	45	352	0	81	258	0	45	292	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	17.2	17.2		17.2	17.2		11.4	11.4		11.5	11.5	
Actuated g/C Ratio	0.50	0.50		0.50	0.50		0.33	0.33		0.33	0.33	
v/c Ratio	0.20	0.41		0.10	0.43		0.26	0.48		0.13	0.52	
Control Delay	10.3	10.3		9.2	10.9		12.6	12.6		10.9	13.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	10.3		9.2	10.9		12.6	12.6		10.9	13.1	
LOS	B	B		A	B		B	B		B	B	
Approach Delay		10.3			10.7			12.6			12.8	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	11	42		5	46		11	31		6	36	
Queue Length 95th (ft)	42	121		24	131		41	97		25	109	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	595	1063		599	1060		571	961		607	988	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.32		0.08	0.33		0.14	0.27		0.07	0.30	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 34.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 11.5		Intersection LOS: B	
Intersection Capacity Utilization 67.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



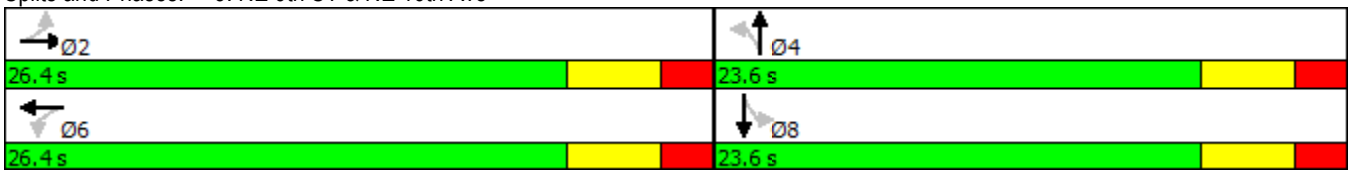


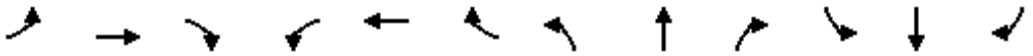
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	343	131	75	386	38	85	165	56	49	165	75
Future Volume (vph)	56	343	131	75	386	38	85	165	56	49	165	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	0.99		1.00	1.00		0.99	0.99		0.98	0.99	
Frt		0.959			0.987			0.962			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1598	0	1593	1648	0	1504	1504	0	1593	1580	0
Flt Permitted	0.500			0.451			0.610			0.620		
Satd. Flow (perm)	827	1598	0	755	1648	0	954	1504	0	1016	1580	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			12			38			51	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	20		2	2		20	12		22	22		12
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	343	131	75	386	38	85	165	56	49	165	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	474	0	75	424	0	85	221	0	49	240	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.4	26.4		26.4	26.4		23.6	23.6		23.6	23.6	
Total Split (%)	52.8%	52.8%		52.8%	52.8%		47.2%	47.2%		47.2%	47.2%	
Maximum Green (s)	20.9	20.9		20.9	20.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	19.8	19.8		19.8	19.8		10.3	10.3		10.3	10.3	
Actuated g/C Ratio	0.54	0.54		0.54	0.54		0.28	0.28		0.28	0.28	
v/c Ratio	0.13	0.54		0.18	0.48		0.32	0.49		0.17	0.50	
Control Delay	8.6	11.1		9.5	10.7		15.1	14.0		12.7	13.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.6	11.1		9.5	10.7		15.1	14.0		12.7	13.4	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.8			10.5			14.3			13.3	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	6	61		9	57		13	30		7	31	
Queue Length 95th (ft)	27	176		35	158		44	83		28	85	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	501	986		457	1003		500	807		533	853	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.11	0.48		0.16	0.42		0.17	0.27		0.09	0.28	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 36.7			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.54			
Intersection Signal Delay: 11.8		Intersection LOS: B	
Intersection Capacity Utilization 72.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



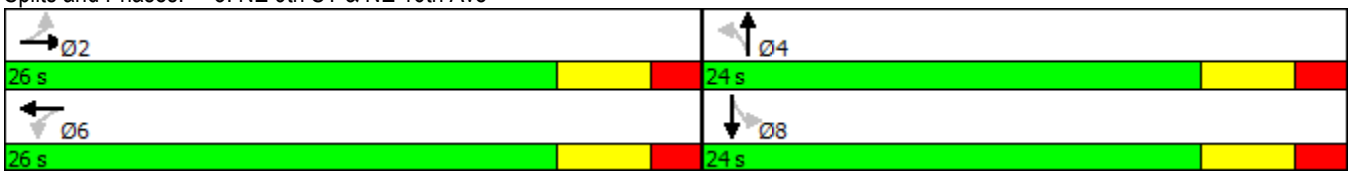


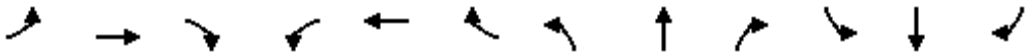
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	398	69	51	403	45	81	202	63	45	223	69
Future Volume (vph)	93	398	69	51	403	45	81	202	63	45	223	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.978			0.985			0.964			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1656	0	1593	1651	0	1562	1585	0	1608	1634	0
Flt Permitted	0.437			0.415			0.581			0.596		
Satd. Flow (perm)	740	1656	0	696	1651	0	955	1585	0	1009	1634	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		21			14			36			35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	93	398	69	51	403	45	81	202	63	45	223	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	467	0	51	448	0	81	265	0	45	292	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	15.2	15.2		15.2	15.2		11.7	11.7		11.7	11.7	
Actuated g/C Ratio	0.39	0.39		0.39	0.39		0.30	0.30		0.30	0.30	
v/c Ratio	0.32	0.70		0.19	0.68		0.28	0.52		0.15	0.56	
Control Delay	12.4	16.6		10.5	15.9		14.0	14.4		12.0	15.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	12.4	16.6		10.5	15.9		14.0	14.4		12.0	15.2	
LOS	B	B		B	B		B	B		B	B	
Approach Delay		15.9			15.4			14.3			14.7	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	12	70		6	68		13	39		7	45	
Queue Length 95th (ft)	46	#187		28	179		41	98		25	109	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	416	940		391	934		484	822		512	846	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.22	0.50		0.13	0.48		0.17	0.32		0.09	0.35	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 38.5			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 15.2		Intersection LOS: B	
Intersection Capacity Utilization 73.3%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



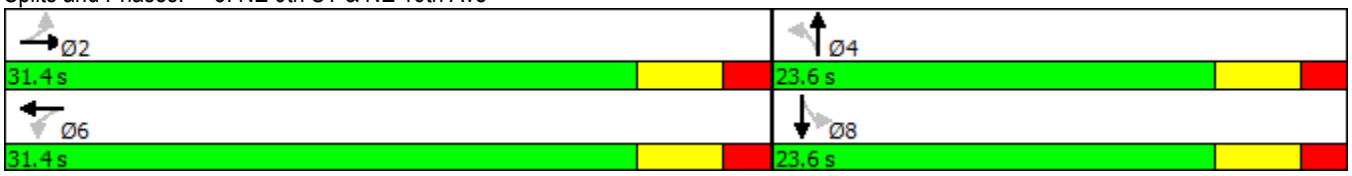


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	56	472	131	85	554	38	85	165	64	49	165	75
Future Volume (vph)	56	472	131	85	554	38	85	165	64	49	165	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.967			0.990			0.958			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1621	0	1593	1660	0	1504	1517	0	1593	1598	0
Flt Permitted	0.357			0.348			0.610			0.616		
Satd. Flow (perm)	599	1621	0	583	1660	0	966	1517	0	1033	1598	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		34			8			38			44	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	56	472	131	85	554	38	85	165	64	49	165	75
Shared Lane Traffic (%)												
Lane Group Flow (vph)	56	603	0	85	592	0	85	229	0	49	240	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.4	31.4		31.4	31.4		23.6	23.6		23.6	23.6	
Total Split (%)	57.1%	57.1%		57.1%	57.1%		42.9%	42.9%		42.9%	42.9%	
Maximum Green (s)	25.9	25.9		25.9	25.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	24.8	24.8		24.8	24.8		11.3	11.3		11.3	11.3	
Actuated g/C Ratio	0.59	0.59		0.59	0.59		0.27	0.27		0.27	0.27	
v/c Ratio	0.16	0.62		0.25	0.61		0.33	0.53		0.18	0.52	
Control Delay	9.1	13.5		10.5	13.3		17.9	17.1		15.2	16.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.1	13.5		10.5	13.3		17.9	17.1		15.2	16.4	
LOS	A	B		B	B		B	B		B	B	
Approach Delay		13.1			12.9			17.3			16.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	7	100		11	102		17	40		9	41	
Queue Length 95th (ft)	29	#311		44	#305		50	98		31	100	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	394	1077		383	1094		444	718		475	759	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.14	0.56		0.22	0.54		0.19	0.32		0.10	0.32	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 55			
Actuated Cycle Length: 42.3			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.62			
Intersection Signal Delay: 14.2		Intersection LOS: B	
Intersection Capacity Utilization 80.0%		ICU Level of Service D	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



HCS7 Two-Way Stop-Control Report

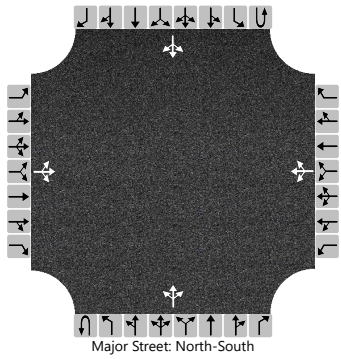
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	4		14	0	4		0	326	18		10	315	0
Percent Heavy Vehicles (%)		0	0	0		11	11	11		1				1		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.21	6.61	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.60	4.10	3.40		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				18			0				10		
Capacity, c (veh/h)			727				371			1246				1164		
v/c Ratio			0.01				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			10.0				15.2			7.9				8.1		
Level of Service (LOS)			A				C			A				A		
Approach Delay (s/veh)		10.0				15.2				0.0				0.3		
Approach LOS		A				C										

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HCS7 Two-Way Stop-Control Report

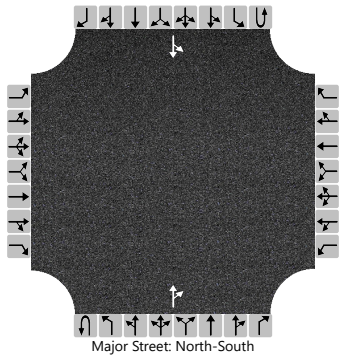
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											206	112		102	321	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														102		
Capacity, c (veh/h)														1242		
v/c Ratio														0.08		
95% Queue Length, Q_{95} (veh)														0.3		
Control Delay (s/veh)														8.2		
Level of Service (LOS)														A		
Approach Delay (s/veh)													2.6			
Approach LOS																

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HCS7 Two-Way Stop-Control Report

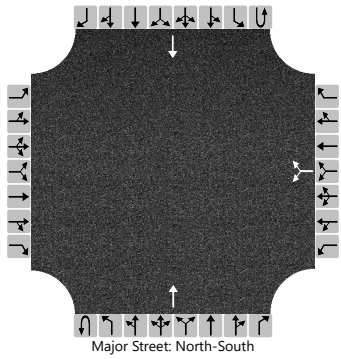
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						110		110			214				313	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage						Undivided										

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							220									
Capacity, c (veh/h)							627									
v/c Ratio							0.35									
95% Queue Length, Q_{95} (veh)							1.6									
Control Delay (s/veh)							13.8									
Level of Service (LOS)							B									
Approach Delay (s/veh)						13.8										
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

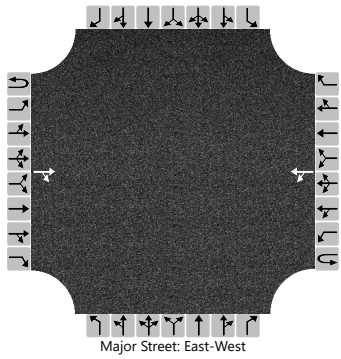
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			33	10		0	31									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1534										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					0.0											
Approach LOS																

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HCS7 Two-Way Stop-Control Report

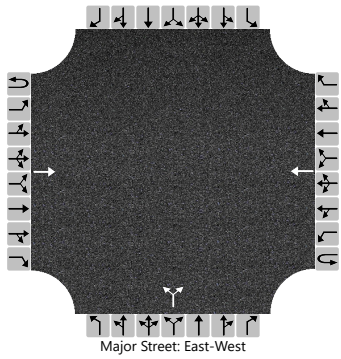
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			15				17			4		0				
Percent Heavy Vehicles (%)										50		50				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.90		6.70				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.95		3.75				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											4					
Capacity, c (veh/h)											872					
v/c Ratio											0.00					
95% Queue Length, Q_{95} (veh)											0.0					
Control Delay (s/veh)											9.1					
Level of Service (LOS)											A					
Approach Delay (s/veh)										9.1						
Approach LOS										A						

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HCS7 Two-Way Stop-Control Report

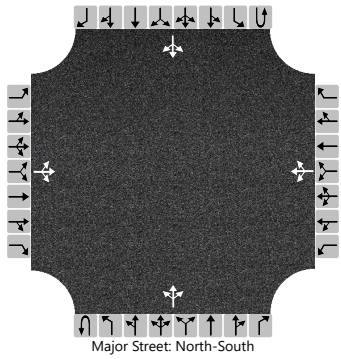
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	9		2	9	0		2	25	4		0	40	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				11			2				0		
Capacity, c (veh/h)			962				828			1577				1592		
v/c Ratio			0.02				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			8.8				9.4			7.3				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	8.8				9.4				0.5				0.0			
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

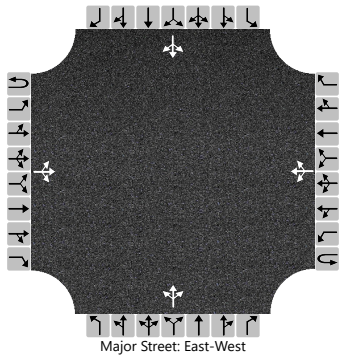
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		12	255	6		6	347	10		13	9	9		17	9	40
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		12				6					31				66	
Capacity, c (veh/h)		1180				1287					404				501	
v/c Ratio		0.01				0.00					0.08				0.13	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.2				0.5	
Control Delay (s/veh)		8.1				7.8					14.7				13.3	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.4				0.2				14.7				13.3			
Approach LOS									B				B			

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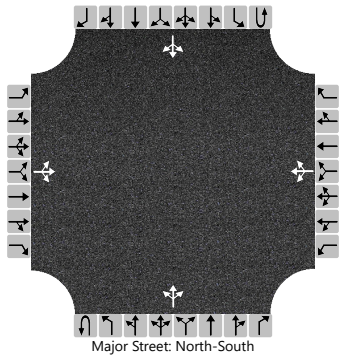
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	0	15		12	8	4		17	259	10		2	253	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		10				2		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.20				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.29				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				24			17				2		
Capacity, c (veh/h)			571				333			1242				1016		
v/c Ratio			0.04				0.07			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			11.6				16.6			7.9				8.6		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)		11.6				16.6				0.6				0.1		
Approach LOS		B				C										

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HCS7 Two-Way Stop-Control Report

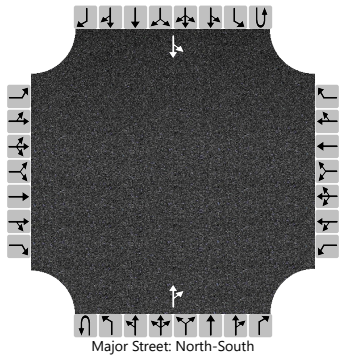
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											218	24		52	244	
Percent Heavy Vehicles (%)														1		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.11		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														52		
Capacity, c (veh/h)														1330		
v/c Ratio														0.04		
95% Queue Length, Q_{95} (veh)														0.1		
Control Delay (s/veh)														7.8		
Level of Service (LOS)														A		
Approach Delay (s/veh)													1.7			
Approach LOS																

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HCS7 Two-Way Stop-Control Report

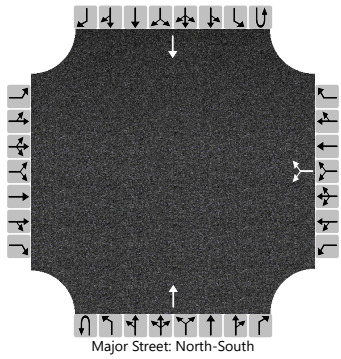
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						52		90			231				200	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)							0									
Right Turn Channelized																
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							142									
Capacity, c (veh/h)							699									
v/c Ratio							0.20									
95% Queue Length, Q_{95} (veh)							0.8									
Control Delay (s/veh)							11.5									
Level of Service (LOS)							B									
Approach Delay (s/veh)							11.5									
Approach LOS							B									

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HCS7 Two-Way Stop-Control Report

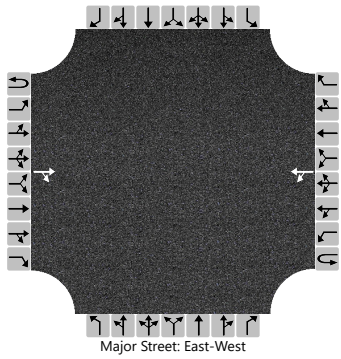
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			44	30		14	33									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14										
Capacity, c (veh/h)						1494										
v/c Ratio						0.01										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)					2.3											
Approach LOS																

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HCS7 Two-Way Stop-Control Report

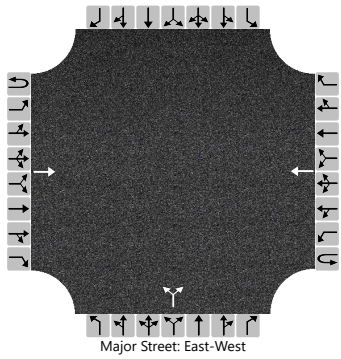
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			65				27			14		20				
Percent Heavy Vehicles (%)										77		77				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.17		6.97				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										4.19		3.99				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											34					
Capacity, c (veh/h)											709					
v/c Ratio											0.05					
95% Queue Length, Q_{95} (veh)											0.2					
Control Delay (s/veh)											10.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.3						
Approach LOS										B						

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HCS7 Two-Way Stop-Control Report

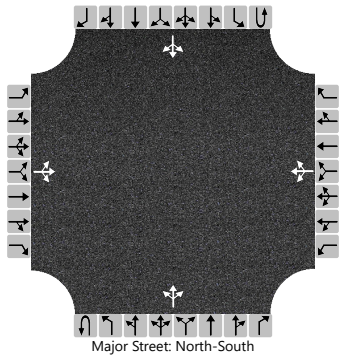
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	9	63		2	6	4		15	65	11		2	51	4
Percent Heavy Vehicles (%)		22	22	22		0	0	0		5				4		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.32	6.72	6.42		7.10	6.50	6.20		4.15				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.70	4.20	3.50		3.50	4.00	3.30		2.25				2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			93				12			15				2		
Capacity, c (veh/h)			789				740			1466				1489		
v/c Ratio			0.12				0.02			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.0			0.0				0.0		
Control Delay (s/veh)			10.2				9.9			7.5				7.4		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)	10.2				9.9				1.3				0.3			
Approach LOS	B				A											

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HCS7 Two-Way Stop-Control Report

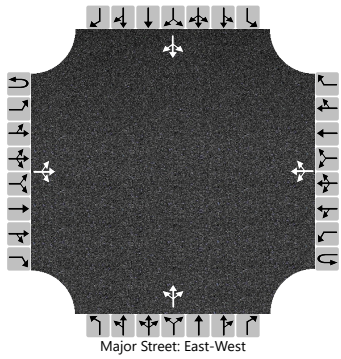
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		22	388	17		10	378	20		11	23	6		53	29	46
Percent Heavy Vehicles (%)		2				2				6	6	6		24	24	24
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.34	6.74	6.44
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.72	4.22	3.52

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				10					40				128	
Capacity, c (veh/h)		1152				1137					267				297	
v/c Ratio		0.02				0.01					0.15				0.43	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.5				2.1	
Control Delay (s/veh)		8.2				8.2					20.8				26.0	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)	0.6				0.3				20.8				26.0			
Approach LOS									C				D			

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HCS7 Two-Way Stop-Control Report

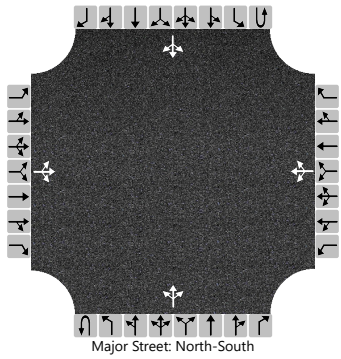
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	With Westwood Trips

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	9		2	9	0		2	203	4		0	267	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				11			2				0		
Capacity, c (veh/h)			626				485			1304				1371		
v/c Ratio			0.02				0.02			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.1			0.0				0.0		
Control Delay (s/veh)			10.9				12.6			7.8				7.6		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)	10.9				12.6				0.1				0.0			
Approach LOS	B				B											

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HCS7 Two-Way Stop-Control Report

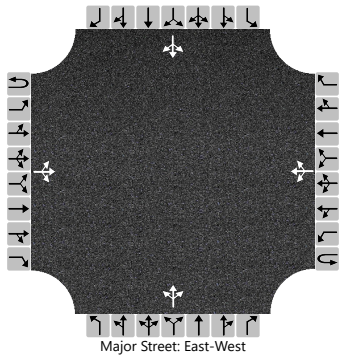
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	With Westwood Trips

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		142	255	6		6	347	10		13	24	9		17	21	40
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		142				6					46				78	
Capacity, c (veh/h)		1180				1287					241				329	
v/c Ratio		0.12				0.00					0.19				0.24	
95% Queue Length, Q_{95} (veh)		0.4				0.0					0.7				0.9	
Control Delay (s/veh)		8.5				7.8					23.4				19.3	
Level of Service (LOS)		A				A					C				C	
Approach Delay (s/veh)	3.8				0.2				23.4				19.3			
Approach LOS									C				C			

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HCS7 Two-Way Stop-Control Report

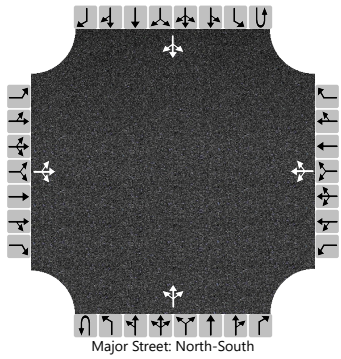
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	With Westwood Trips

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	9	63		2	6	4		15	375	11		2	290	4
Percent Heavy Vehicles (%)		22	22	22		0	0	0		5				4		
Proportion Time Blocked																
Percent Grade (%)		0				0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.32	6.72	6.42		7.10	6.50	6.20		4.15				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.70	4.20	3.50		3.50	4.00	3.30		2.25				2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			93				12			15				2		
Capacity, c (veh/h)			455				376			1197				1145		
v/c Ratio			0.20				0.03			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.8				0.1			0.0				0.0		
Control Delay (s/veh)			14.9				14.9			8.0				8.1		
Level of Service (LOS)			B				B			A				A		
Approach Delay (s/veh)		14.9				14.9				0.4				0.1		
Approach LOS		B				B										

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HCS7 Two-Way Stop-Control Report

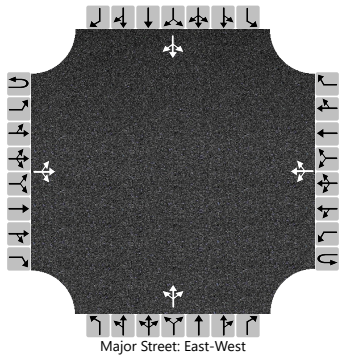
General Information

Analyst	Beth Dodd
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	With Westwood Trips

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		159	388	17		10	378	20		11	39	6		53	49	224
Percent Heavy Vehicles (%)		2				2				6	6	6		24	24	24
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

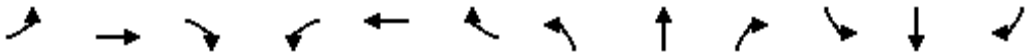
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.34	6.74	6.44
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.72	4.22	3.52

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		159				10					56				326	
Capacity, c (veh/h)		1152				1137					120				269	
v/c Ratio		0.14				0.01					0.47				1.21	
95% Queue Length, Q_{95} (veh)		0.5				0.0					2.1				15.2	
Control Delay (s/veh)		8.6				8.2					58.8				163.8	
Level of Service (LOS)		A				A					F				F	
Approach Delay (s/veh)		3.5				0.3				58.8				163.8		
Approach LOS										F				F		

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2022/2023 HCS and Synchro Reports

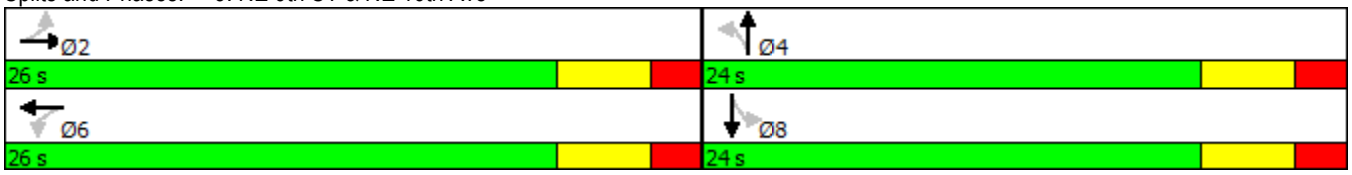


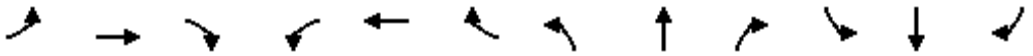
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	93	277	69	45	310	45	82	204	57	45	225	69
Future Volume (vph)	93	277	69	45	310	45	82	204	57	45	225	69
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.99	1.00		1.00	1.00		1.00	0.99		1.00	0.99	
Frt		0.970			0.981			0.967			0.965	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1635	0	1593	1638	0	1562	1581	0	1608	1624	0
Flt Permitted	0.549			0.553			0.580			0.598		
Satd. Flow (perm)	923	1635	0	926	1638	0	950	1581	0	1009	1624	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		30			18			32			35	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	8		2	2		8	4		4	4		4
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	93	277	69	45	310	45	82	204	57	45	225	69
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	346	0	45	355	0	82	261	0	45	294	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	26.0	26.0		26.0	26.0		24.0	24.0		24.0	24.0	
Total Split (%)	52.0%	52.0%		52.0%	52.0%		48.0%	48.0%		48.0%	48.0%	
Maximum Green (s)	20.5	20.5		20.5	20.5		18.5	18.5		18.5	18.5	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	17.3	17.3		17.3	17.3		11.5	11.5		11.6	11.6	
Actuated g/C Ratio	0.50	0.50		0.50	0.50		0.33	0.33		0.34	0.34	
v/c Ratio	0.20	0.42		0.10	0.43		0.26	0.48		0.13	0.52	
Control Delay	10.3	10.4		9.2	10.9		12.6	12.7		10.9	13.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	10.3	10.4		9.2	10.9		12.6	12.7		10.9	13.2	
LOS	B	B		A	B		B	B		B	B	
Approach Delay		10.4			10.7			12.6			12.9	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	11	43		5	47		11	32		6	37	
Queue Length 95th (ft)	43	124		24	132		41	98		25	110	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	592	1059		593	1057		568	958		603	985	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.16	0.33		0.08	0.34		0.14	0.27		0.07	0.30	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 50			
Actuated Cycle Length: 34.6			
Natural Cycle: 50			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.52			
Intersection Signal Delay: 11.6		Intersection LOS: B	
Intersection Capacity Utilization 68.3%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



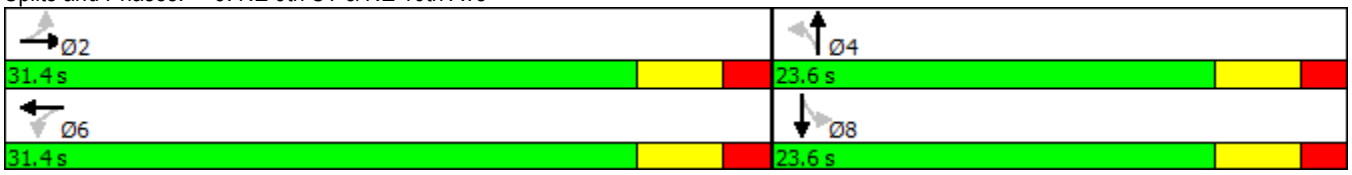


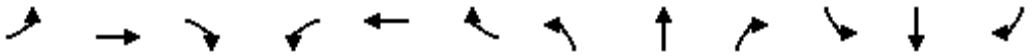
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	57	347	132	76	390	39	86	167	57	49	167	76
Future Volume (vph)	57	347	132	76	390	39	86	167	57	49	167	76
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	0.98	0.99		1.00	1.00		0.99	0.99		0.98	0.99	
Frt		0.959			0.986			0.962			0.953	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1598	0	1593	1645	0	1504	1503	0	1593	1579	0
Flt Permitted	0.494			0.447			0.608			0.619		
Satd. Flow (perm)	816	1598	0	748	1645	0	950	1503	0	1012	1579	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		47			12			33			44	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)	20		2	2		20	12		22	22		12
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	57	347	132	76	390	39	86	167	57	49	167	76
Shared Lane Traffic (%)												
Lane Group Flow (vph)	57	479	0	76	429	0	86	224	0	49	243	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.4	31.4		31.4	31.4		23.6	23.6		23.6	23.6	
Total Split (%)	57.1%	57.1%		57.1%	57.1%		42.9%	42.9%		42.9%	42.9%	
Maximum Green (s)	25.9	25.9		25.9	25.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	20.9	20.9		20.9	20.9		10.8	10.8		10.8	10.8	
Actuated g/C Ratio	0.55	0.55		0.55	0.55		0.28	0.28		0.28	0.28	
v/c Ratio	0.13	0.53		0.19	0.47		0.32	0.50		0.17	0.51	
Control Delay	8.5	10.8		9.3	10.5		16.2	15.3		13.7	14.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	8.5	10.8		9.3	10.5		16.2	15.3		13.7	14.7	
LOS	A	B		A	B		B	B		B	B	
Approach Delay		10.6			10.4			15.5			14.5	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	6	63		9	59		14	32		8	33	
Queue Length 95th (ft)	27	180		36	162		50	98		31	102	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	585	1160		536	1183		492	794		524	838	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.10	0.41		0.14	0.36		0.17	0.28		0.09	0.29	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 55			
Actuated Cycle Length: 38.1			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.53			
Intersection Signal Delay: 12.1		Intersection LOS: B	
Intersection Capacity Utilization 72.9%		ICU Level of Service C	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



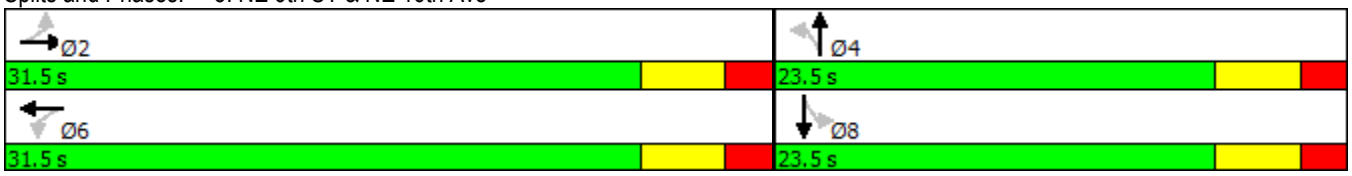


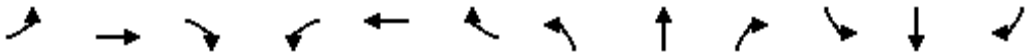
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	26	402	76	209	503	17	123	164	189	4	177	26
Future Volume (vph)	26	402	76	209	503	17	123	164	189	4	177	26
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.976			0.995			0.920			0.981	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1608	1652	0	1593	1668	0	1562	1513	0	1608	1661	0
Flt Permitted	0.368			0.410			0.630			0.471		
Satd. Flow (perm)	623	1652	0	687	1668	0	1036	1513	0	797	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		23			4			112			14	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	1%	1%	1%	2%	2%	2%	4%	4%	4%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	26	402	76	209	503	17	123	164	189	4	177	26
Shared Lane Traffic (%)												
Lane Group Flow (vph)	26	478	0	209	520	0	123	353	0	4	203	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	31.5	31.5		31.5	31.5		23.5	23.5		23.5	23.5	
Total Split (%)	57.3%	57.3%		57.3%	57.3%		42.7%	42.7%		42.7%	42.7%	
Maximum Green (s)	26.0	26.0		26.0	26.0		18.0	18.0		18.0	18.0	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	19.1	19.1		19.1	19.1		12.8	12.8		12.8	12.8	
Actuated g/C Ratio	0.44	0.44		0.44	0.44		0.29	0.29		0.29	0.29	
v/c Ratio	0.10	0.65		0.70	0.71		0.41	0.68		0.02	0.41	
Control Delay	9.0	14.4		26.0	16.7		18.5	17.5		12.8	15.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	9.0	14.4		26.0	16.7		18.5	17.5		12.8	15.5	
LOS	A	B		C	B		B	B		B	B	
Approach Delay		14.2			19.4			17.7			15.4	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	4	84		40	99		26	54		1	40	
Queue Length 95th (ft)	16	183		#141	212		69	138		6	92	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	400	1070		441	1073		460	735		354	747	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.45		0.47	0.48		0.27	0.48		0.01	0.27	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 55			
Actuated Cycle Length: 43.7			
Natural Cycle: 55			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 17.2		Intersection LOS: B	
Intersection Capacity Utilization 86.4%		ICU Level of Service E	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



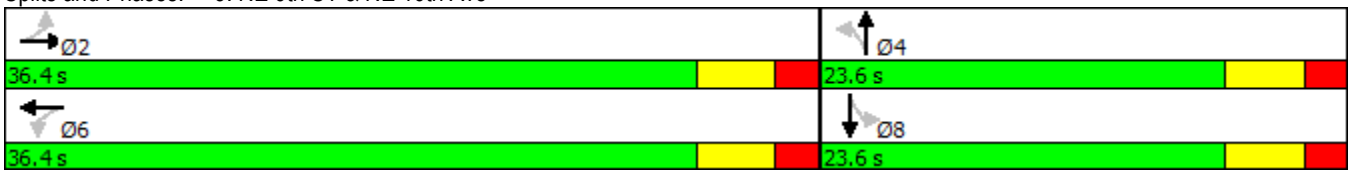


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	38	406	59	199	528	19	66	92	112	18	131	24
Future Volume (vph)	38	406	59	199	528	19	66	92	112	18	131	24
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	90		0	100		0	130		0	90		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor												
Frt		0.981			0.995			0.918			0.977	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1593	1645	0	1593	1668	0	1504	1454	0	1593	1638	0
Flt Permitted	0.404			0.472			0.659			0.630		
Satd. Flow (perm)	677	1645	0	791	1668	0	1043	1454	0	1056	1638	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		18			4			105			16	
Link Speed (mph)		35			35			30			30	
Link Distance (ft)		1164			1214			675			646	
Travel Time (s)		22.7			23.6			15.3			14.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	8%	8%	8%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	38	406	59	199	528	19	66	92	112	18	131	24
Shared Lane Traffic (%)												
Lane Group Flow (vph)	38	465	0	199	547	0	66	204	0	18	155	0
Turn Type	Perm	NA		Perm	NA		Perm	NA		Perm	NA	
Protected Phases		2			6			4			8	
Permitted Phases	2			6			4			8		
Detector Phase	2	2		6	6		4	4		8	8	
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	23.5	23.5		23.5	23.5		23.5	23.5		23.5	23.5	
Total Split (s)	36.4	36.4		36.4	36.4		23.6	23.6		23.6	23.6	
Total Split (%)	60.7%	60.7%		60.7%	60.7%		39.3%	39.3%		39.3%	39.3%	
Maximum Green (s)	30.9	30.9		30.9	30.9		18.1	18.1		18.1	18.1	
Yellow Time (s)	3.5	3.5		3.5	3.5		3.5	3.5		3.5	3.5	
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	5.5	5.5		5.5	5.5		5.5	5.5		5.5	5.5	
Lead/Lag												
Lead-Lag Optimize?												
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	Min	Min		Min	Min		None	None		None	None	
Walk Time (s)	7.0	7.0		7.0	7.0		7.0	7.0		7.0	7.0	
Flash Dont Walk (s)	11.0	11.0		11.0	11.0		11.0	11.0		11.0	11.0	
Pedestrian Calls (#/hr)	0	0		0	0		0	0		0	0	
Act Effct Green (s)	24.5	24.5		24.5	24.5		9.5	9.5		9.6	9.6	
Actuated g/C Ratio	0.60	0.60		0.60	0.60		0.23	0.23		0.23	0.23	
v/c Ratio	0.09	0.47		0.42	0.55		0.28	0.49		0.07	0.39	
Control Delay	6.9	9.0		11.1	10.4		17.9	12.7		15.2	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	6.9	9.0		11.1	10.4		17.9	12.7		15.2	16.7	
LOS	A	A		B	B		B	B		B	B	
Approach Delay		8.9			10.6			14.0			16.6	
Approach LOS		A			B			B			B	
Queue Length 50th (ft)	4	59		26	78		12	17		3	25	
Queue Length 95th (ft)	18	160		89	206		45	75		18	80	
Internal Link Dist (ft)		1084			1134			595			566	
Turn Bay Length (ft)	90			100			130			90		
Base Capacity (vph)	535	1304		625	1319		485	732		491	770	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.07	0.36		0.32	0.41		0.14	0.28		0.04	0.20	

Intersection Summary			
Area Type:	CBD		
Cycle Length: 60			
Actuated Cycle Length: 41.1			
Natural Cycle: 60			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.55			
Intersection Signal Delay: 11.2		Intersection LOS: B	
Intersection Capacity Utilization 75.5%		ICU Level of Service D	
Analysis Period (min) 15			

Splits and Phases: 3: NE 9th ST & NE 16th Ave



HCS7 Two-Way Stop-Control Report

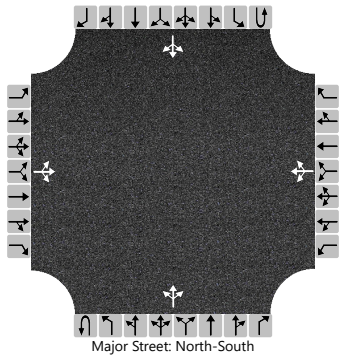
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		0	0	4		14	0	4		0	329	18		10	318	0
Percent Heavy Vehicles (%)		0	0	0		11	11	11		1				1		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.21	6.61	6.31		4.11				4.11		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.60	4.10	3.40		2.21				2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			4				18			0				10		
Capacity, c (veh/h)			724				367			1243				1162		
v/c Ratio			0.01				0.05			0.00				0.01		
95% Queue Length, Q_{95} (veh)			0.0				0.2			0.0				0.0		
Control Delay (s/veh)			10.0				15.3			7.9				8.1		
Level of Service (LOS)			A				C			A				A		
Approach Delay (s/veh)	10.0				15.3				0.0				0.3			
Approach LOS	A				C											

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HCS7 Two-Way Stop-Control Report

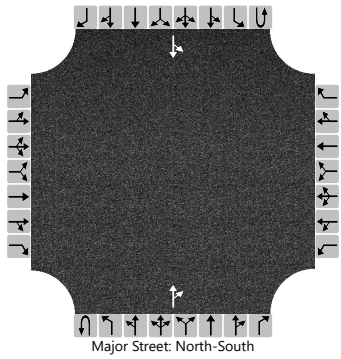
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											208	112		102	324	
Percent Heavy Vehicles (%)														2		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.12		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														102		
Capacity, c (veh/h)														1240		
v/c Ratio														0.08		
95% Queue Length, Q_{95} (veh)														0.3		
Control Delay (s/veh)														8.2		
Level of Service (LOS)														A		
Approach Delay (s/veh)													2.6			
Approach LOS																

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HCS7 Two-Way Stop-Control Report

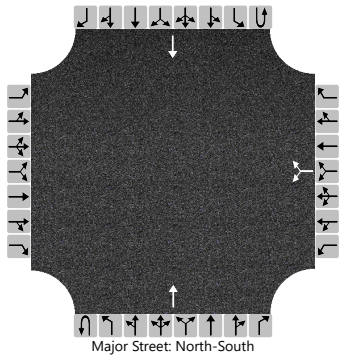
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						110		110			216				316	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							220									
Capacity, c (veh/h)							624									
v/c Ratio							0.35									
95% Queue Length, Q_{95} (veh)							1.6									
Control Delay (s/veh)							13.9									
Level of Service (LOS)							B									
Approach Delay (s/veh)						13.9										
Approach LOS						B										

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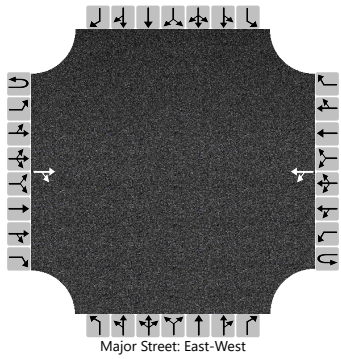
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			34	10		0	32									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						0										
Capacity, c (veh/h)						1533										
v/c Ratio						0.00										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.3										
Level of Service (LOS)						A										
Approach Delay (s/veh)					0.0											
Approach LOS																

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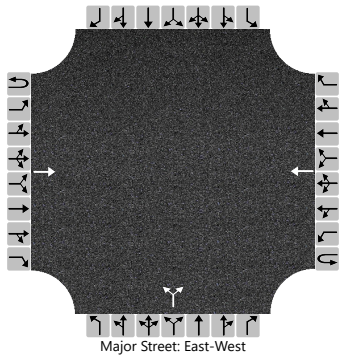
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			15				18			4		0				
Percent Heavy Vehicles (%)										50		50				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										6.90		6.70				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										3.95		3.75				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											4					
Capacity, c (veh/h)											871					
v/c Ratio											0.00					
95% Queue Length, Q_{95} (veh)											0.0					
Control Delay (s/veh)											9.2					
Level of Service (LOS)											A					
Approach Delay (s/veh)										9.2						
Approach LOS										A						

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HCS7 Two-Way Stop-Control Report

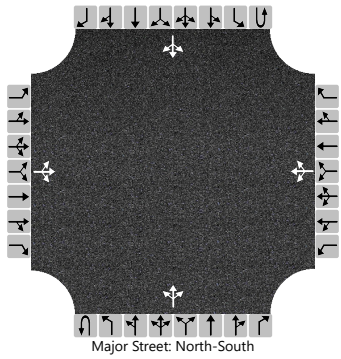
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		4	2	9		2	9	0		2	25	4		0	41	4
Percent Heavy Vehicles (%)		0	0	0		0	0	0		0				0		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.10				4.10		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.20				2.20		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			15				11			2				0		
Capacity, c (veh/h)			960				827			1576				1592		
v/c Ratio			0.02				0.01			0.00				0.00		
95% Queue Length, Q_{95} (veh)			0.0				0.0			0.0				0.0		
Control Delay (s/veh)			8.8				9.4			7.3				7.3		
Level of Service (LOS)			A				A			A				A		
Approach Delay (s/veh)	8.8				9.4				0.5				0.0			
Approach LOS	A				A											

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HCS7 Two-Way Stop-Control Report

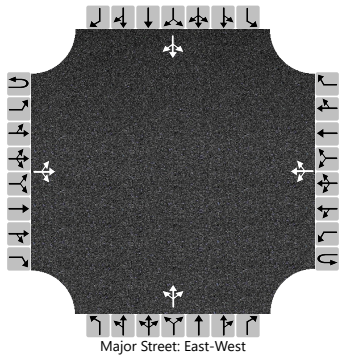
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		13	257	6		6	351	11		13	9	9		18	9	41
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		13				6					31				68	
Capacity, c (veh/h)		1175				1285					398				495	
v/c Ratio		0.01				0.00					0.08				0.14	
95% Queue Length, Q_{95} (veh)		0.0				0.0					0.3				0.5	
Control Delay (s/veh)		8.1				7.8					14.8				13.4	
Level of Service (LOS)		A				A					B				B	
Approach Delay (s/veh)	0.5				0.2				14.8				13.4			
Approach LOS									B				B			

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HCS7 Two-Way Stop-Control Report

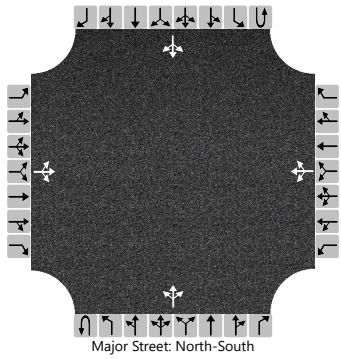
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at NE 18th Ave
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	NE 18th ave
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		9	0	15		12	8	4		17	261	10		2	255	2
Percent Heavy Vehicles (%)		0	0	0		0	0	0		10				2		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.10	6.50	6.20		7.10	6.50	6.20		4.20				4.12		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.50	4.00	3.30		3.50	4.00	3.30		2.29				2.22		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			24				24			17				2		
Capacity, c (veh/h)			569				331			1240				1014		
v/c Ratio			0.04				0.07			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.1				0.2			0.0				0.0		
Control Delay (s/veh)			11.6				16.7			7.9				8.6		
Level of Service (LOS)			B				C			A				A		
Approach Delay (s/veh)	11.6				16.7				0.6				0.1			
Approach LOS	B				C											

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HCS7 Two-Way Stop-Control Report

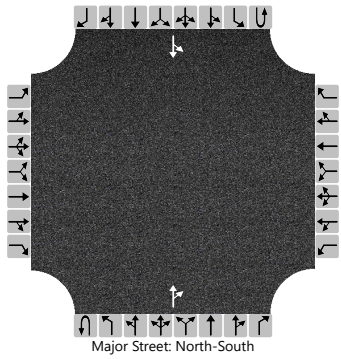
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	NE 9th St at South Loop
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	South Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	0	0	0	0	1	0	0	0	1	0
Configuration												TR		LT		
Volume (veh/h)											221	24		52	247	
Percent Heavy Vehicles (%)														1		
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)														4.1		
Critical Headway (sec)														4.11		
Base Follow-Up Headway (sec)														2.2		
Follow-Up Headway (sec)														2.21		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)														52		
Capacity, c (veh/h)														1327		
v/c Ratio														0.04		
95% Queue Length, Q_{95} (veh)														0.1		
Control Delay (s/veh)														7.8		
Level of Service (LOS)														A		
Approach Delay (s/veh)													1.7			
Approach LOS																

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HCS7 Two-Way Stop-Control Report

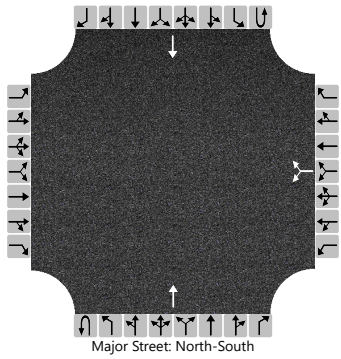
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	9th St at North Loop Exit
Jurisdiction	Alachua County
East/West Street	NE 9th Street
North/South Street	North Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	0	0		0	1	0	0	0	1	0	0	0	1	0
Configuration							LR				T				T	
Volume (veh/h)						52		90			233				202	
Percent Heavy Vehicles (%)						0		0								
Proportion Time Blocked																
Percent Grade (%)						0										
Right Turn Channelized																
Median Type | Storage		Undivided														

Critical and Follow-up Headways

Base Critical Headway (sec)						7.1		6.2								
Critical Headway (sec)						6.40		6.20								
Base Follow-Up Headway (sec)						3.5		3.3								
Follow-Up Headway (sec)						3.50		3.30								

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)							142									
Capacity, c (veh/h)							696									
v/c Ratio							0.20									
95% Queue Length, Q_{95} (veh)							0.8									
Control Delay (s/veh)							11.5									
Level of Service (LOS)							B									
Approach Delay (s/veh)						11.5										
Approach LOS						B										

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HCS7 Two-Way Stop-Control Report

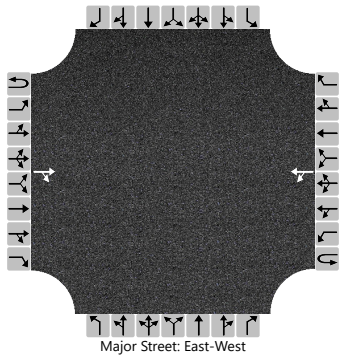
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and West Bus Loop
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	West Bus Loop Entrance
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	0	0		0	0	0
Configuration				TR		LT										
Volume (veh/h)			45	30		14	34									
Percent Heavy Vehicles (%)						7										
Proportion Time Blocked																
Percent Grade (%)																
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1										
Critical Headway (sec)						4.17										
Base Follow-Up Headway (sec)						2.2										
Follow-Up Headway (sec)						2.26										

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						14										
Capacity, c (veh/h)						1493										
v/c Ratio						0.01										
95% Queue Length, Q_{95} (veh)						0.0										
Control Delay (s/veh)						7.4										
Level of Service (LOS)						A										
Approach Delay (s/veh)					2.2											
Approach LOS																

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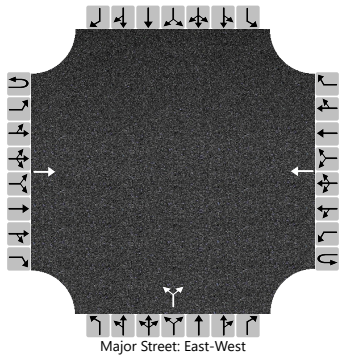
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	19th Pl and East Bus Exit
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	East Bus Loop Exit
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration			T				T				LR					
Volume (veh/h)			66				28			14		20				
Percent Heavy Vehicles (%)										77		77				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)										7.1		6.2				
Critical Headway (sec)										7.17		6.97				
Base Follow-Up Headway (sec)										3.5		3.3				
Follow-Up Headway (sec)										4.19		3.99				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)											34					
Capacity, c (veh/h)											707					
v/c Ratio											0.05					
95% Queue Length, Q_{95} (veh)											0.2					
Control Delay (s/veh)											10.3					
Level of Service (LOS)											B					
Approach Delay (s/veh)										10.3						
Approach LOS										B						

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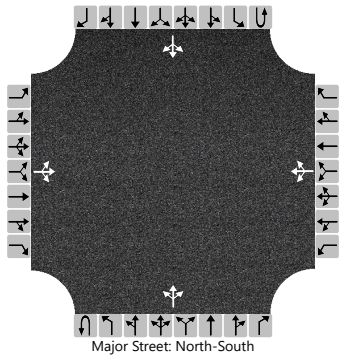
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	North-South
Project Description	No-build

Site Information

Intersection	19th Pl and 12th St
Jurisdiction	Alachua County
East/West Street	NE 19th Place
North/South Street	NE 12 Street
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes


Major Street: North-South

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6
Number of Lanes		0	1	0		0	1	0	0	0	1	0	0	0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		21	9	64		2	7	4		15	66	11		2	52	4
Percent Heavy Vehicles (%)		22	22	22		0	0	0		5				4		
Proportion Time Blocked																
Percent Grade (%)	0				0											
Right Turn Channelized																
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1	6.5	6.2		7.1	6.5	6.2		4.1				4.1		
Critical Headway (sec)		7.32	6.72	6.42		7.10	6.50	6.20		4.15				4.14		
Base Follow-Up Headway (sec)		3.5	4.0	3.3		3.5	4.0	3.3		2.2				2.2		
Follow-Up Headway (sec)		3.70	4.20	3.50		3.50	4.00	3.30		2.25				2.24		

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			94				13			15				2		
Capacity, c (veh/h)			788				733			1465				1488		
v/c Ratio			0.12				0.02			0.01				0.00		
95% Queue Length, Q_{95} (veh)			0.4				0.1			0.0				0.0		
Control Delay (s/veh)			10.2				10.0			7.5				7.4		
Level of Service (LOS)			B				A			A				A		
Approach Delay (s/veh)	10.2				10.0				1.3				0.3			
Approach LOS	B				A											

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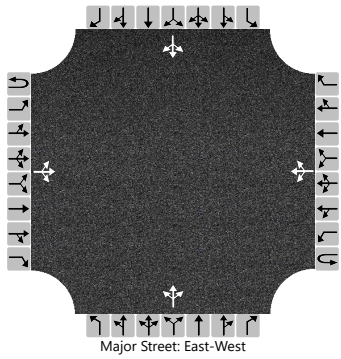
General Information

Analyst	Daniel Hartless
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	No-build

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		22	392	17		11	381	20		11	23	7		54	30	47
Percent Heavy Vehicles (%)		2				2				6	6	6		24	24	24
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.34	6.74	6.44
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.72	4.22	3.52

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		22				11					41				131	
Capacity, c (veh/h)		1149				1133					266				292	
v/c Ratio		0.02				0.01					0.15				0.45	
95% Queue Length, Q_{95} (veh)		0.1				0.0					0.5				2.2	
Control Delay (s/veh)		8.2				8.2					21.0				26.9	
Level of Service (LOS)		A				A					C				D	
Approach Delay (s/veh)		0.6				0.3				21.0				26.9		
Approach LOS										C				D		

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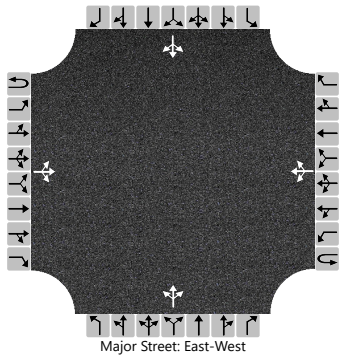
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2023
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	With Littlewood Trips

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		390	151	2		2	264	22		5	27	18		18	48	475
Percent Heavy Vehicles (%)		2				4				7	7	7		0	0	0
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.14				7.17	6.57	6.27		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.24				3.56	4.06	3.36		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		390				2					50				541	
Capacity, c (veh/h)		1253				1410					93				432	
v/c Ratio		0.31				0.00					0.54				1.25	
95% Queue Length, Q_{95} (veh)		1.3				0.0					2.4				22.6	
Control Delay (s/veh)		9.2				7.6					81.1				159.3	
Level of Service (LOS)		A				A					F				F	
Approach Delay (s/veh)		7.5				0.1				81.1				159.3		
Approach LOS										F				F		

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HCS7 Two-Way Stop-Control Report

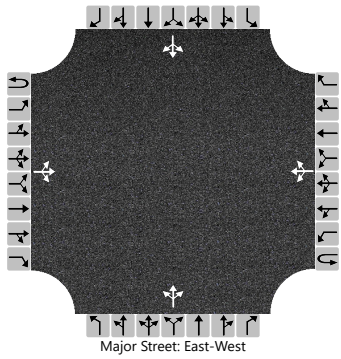
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2023
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	With Littlewood

Site Information

Intersection	NE 16th Av and NE 12th St
Jurisdiction	Alachua County
East/West Street	NE 16th Ave
North/South Street	NE 12th St
Peak Hour Factor	1.00
Analysis Time Period (hrs)	0.25

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		165	329	17		4	307	15		7	18	9		7	5	431
Percent Heavy Vehicles (%)		2				2				6	6	6		24	24	24
Proportion Time Blocked																
Percent Grade (%)										0				0		
Right Turn Channelized																
Median Type | Storage			Undivided													

Critical and Follow-up Headways

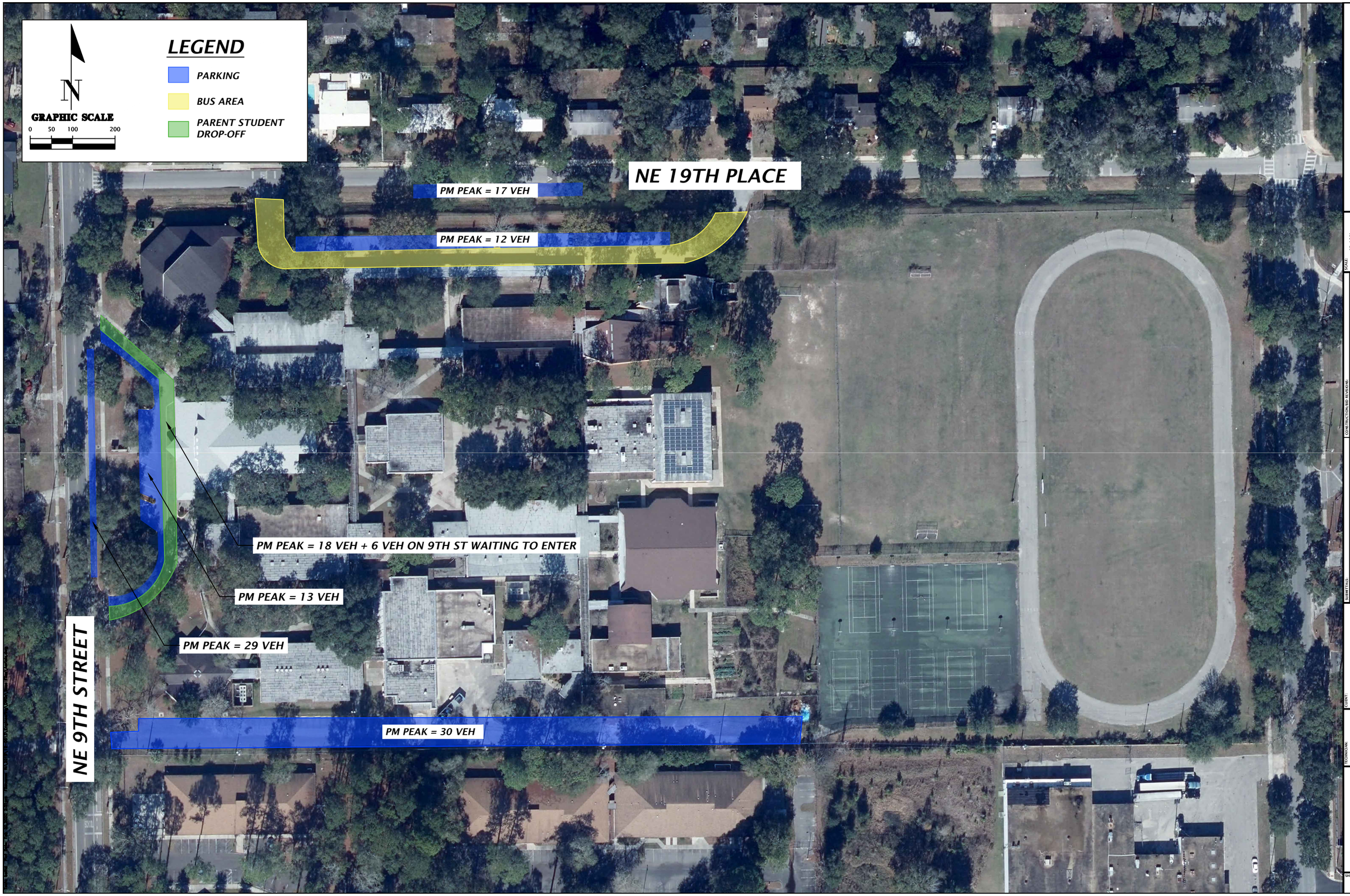
Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.12				7.16	6.56	6.26		7.34	6.74	6.44
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.22				3.55	4.05	3.35		3.72	4.22	3.52

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		165				4					34				443	
Capacity, c (veh/h)		1229				1196					121				593	
v/c Ratio		0.13				0.00					0.28				0.75	
95% Queue Length, Q_{95} (veh)		0.5				0.0					1.1				6.6	
Control Delay (s/veh)		8.4				8.0					45.8				26.9	
Level of Service (LOS)		A				A					E				D	
Approach Delay (s/veh)	3.7				0.1				45.8				26.9			
Approach LOS									E				D			

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Appendix G
Parking Utilization Figures



1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
FLORIDA
CA-8679
CHW
Professional Conveniens

SCALE: 1" = 100'

VERIFY SCALE BAR IS CORRECT FOR ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/RED REVISIONS:

SUBMITTALS:

CLIENT: ALACHUA COUNTY PUBLIC SCHOOLS

PROJECT: TRANSITION SCHOOL TRAFFIC STUDIES

SHEET TITLE: HOWARD BISHOP PARKING UTILIZATION - PM

TECHNICIAN:	B.DODD
DESIGNER:	B.SNYDER, P.E.
QUALITY CONTROL:	B.SNYDER, P.E.
PROJECT NUMBER:	19-0513

SHEET NO.:



1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.dtw-inc.com
CHW
Professional Consultants
est. 1988 FLORIDA CA-26079

SCALE: 1"=60'

VERIFY SCALE BAR IS CORRECT FOR ORIGINAL DRAWING.

IF NOT ONE INCH ON THIS SHEET, ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/REVISIONS:

SUBMITTALS:

CLIENT: ALACHUA COUNTY PUBLIC SCHOOLS

PROJECT: TRANSITION SCHOOL TRAFFIC STUDIES

SHEET TITLE: LITTLEWOOD PARKING UTILIZATION - PM

TECHNICIAN: BDODD

DESIGNER: BSNYDER, P.E.

QUALITY CONTROL: BSNYDER, P.E.

PROJECT NUMBER: 19-0513

SHEET NO.:

NW 15TH AVENUE

NW 34TH STREET

PM PEAK = 84 VEH

PM PEAK = 24 VEH

PM PEAK = 10 VEH

PM PEAK = 14 VEH

LEGEND

- PARKING
- BUS AREA
- PARENT STUDENT DROP-OFF

N

GRAPHIC SCALE

0 40 80 160

1801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com

CHW Professional Consultants

est. 1988 FLORIDA CA-26079

SCALE: 1"=80'

VERIFY SCALE
BAR IS 1 INCH ON
ORIGINAL DRAWING.

IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.

CONSTRUCTION/RED REVISIONS:

SUBMITTALS:

COUNTY: ALACHUA COUNTY PUBLIC SCHOOLS

PROJECT: TRANSITION SCHOOL TRAFFIC STUDIES

SHEET TITLE: WESTWOOD PARKING UTILIZATION - PM

DESIGNED: R.DODD

DRAWN: B.SNYDER, P.E.

QUALITY CONTROL: B.SNYDER, P.E.

PROJECT NUMBER: 19-0513

SHEET NO.: