Traffic Impact Analysis

Marjorie K. Rawlings Transition School
Appendices



Date: March 3, 2020
PN#: 19-0513
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 12th St & NE 31st Ave TUE AM
Site Code :
Start Date : 1/28/2020
Page No : 1

Groups Printed- Cars

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	0	3	0	4	6	8	1	1	16	0	0	0	2	2	1	5	2	0	8	30
07:15 AM	4	2	2	0	8	1	11	1	0	13	0	0	0	1	1	0	8	1	0	9	31
07:30 AM	5	4	1	0	10	2	14	0	0	16	1	4	2	7	14	2	11	5	0	18	58
07:45 AM	0	8	1	0	9	0	24	1	4	29	1	3	2	0	6	1	13	1	0	15	59
Total	10	14	7	0	31	9	57	3	5	74	2	7	4	10	23	4	37	9	0	50	178
08:00 AM	4	3	2	0	9	0	10	0	0	10	0	4	0	0	4	1	13	2	0	16	39
08:15 AM	0	1	1	0	2	1	11	3	0	15	0	1	0	2	3	0	4	3	0	7	27
08:30 AM	2	1	0	0	3	4	8	2	0	14	0	0	2	1	3	0	6	1	0	7	27
08:45 AM	4	2	3	0	9	2	9	1	0	12	0	1	0	1	2	1	4	4	0	9	32
Total	10	7	6	0	23	7	38	6	0	51	0	6	2	4	12	2	27	10	0	39	125
09:00 AM	2	1	2	0	5	3	5	3	0	11	1	1	2	0	4	1	12	4	0	17	37
09:15 AM	3	2	1	0	6	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4	17
09:30 AM	1	0	1	0	2	1	9	0	0	10	1	1	0	0	2	0	0	1	0	1	15
09:45 AM	1	1	1	1	4	1	10	1	0	12	1	2	0	0	3	1	7	2	0	10	29
Total	7	4	5	1	17	5	30	4	0	39	4	4	2	0	10	2	23	7	0	32	98
Grand Total	27	25	18	1	71	21	125	13	5	164	6	17	8	14	45	8	87	26	0	121	401
Apprch %	38	35.2	25.4	1.4		12.8	76.2	7.9	3		13.3	37.8	17.8	31.1		6.6	71.9	21.5	0		
Total %	6.7	6.2	4.5	0.2	17.7	5.2	31.2	3.2	1.2	40.9	1.5	4.2	2	3.5	11.2	2	21.7	6.5	0	30.2	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	4	2	**2**	8	1	11	**1**	13	0	0	0	0	0	8	1	9	30
07:30 AM	**5**	4	1	**10**	**2**	14	0	16	**1**	**4**	**2**	**7**	**2**	11	**5**	**18**	51
07:45 AM	0	**8**	1	9	0	**24**	1	**25**	1	3	2	6	1	**13**	1	15	**55**
08:00 AM	4	3	2	9	0	10	0	10	0	4	0	4	1	13	2	16	39
Total Volume	13	17	6	36	3	59	2	64	2	11	4	17	4	45	9	58	175
% App. Total	36.1	47.2	16.7		4.7	92.2	3.1		11.8	64.7	23.5		6.9	77.6	15.5		
PHF	.650	.531	.750	.900	.375	.615	.500	.640	.500	.688	.500	.607	.500	.865	.450	.806	.795

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

File Name : 1-NE 12th St & NE 31st Ave TUE AM
Site Code :
Start Date : 1/28/2020
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Groups Printed- Trucks

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	1	0	1	0	0	1	0	1	0	0	0	0	0	0	2	0	0	2	4
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	1	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	1	1	0	2	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	5
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	0	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	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	0	0	0	0	0	0	0
Grand Total	0	1	2	0	3	0	0	2	0	2	0	0	1	0	1	0	2	1	0	3	9
Apprch %	0	33.3	66.7	0		0	0	100	0		0	0	100	0		0	66.7	33.3	0		
Total %	0	11.1	22.2	0	33.3	0	0	22.2	0	22.2	0	0	11.1	0	11.1	0	22.2	11.1	0	33.3	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	0	0	**1**	1	0	0	0	0	0	0	0	0	0	**2**	0	**2**	**3**
08:00 AM	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	**1**	**1**	0	0	0	0	0	0	**1**	1	2
08:30 AM	0	**1**	1	**2**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	3
Total Volume	0	1	2	3	0	0	1	1	0	0	1	1	0	2	1	3	8
% App. Total	0	33.3	66.7		0	0	100		0	0	100		0	66.7	33.3		
PHF	.000	.250	.500	.375	.000	.000	.250	.250	.000	.000	.250	.250	.000	.250	.250	.375	.667

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Groups Printed- Combined

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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
07:00 AM	1	0	3	0	4	6	8	2	1	17	0	0	0	2	2	1	5	2	0	8	31
07:15 AM	4	2	2	0	8	1	11	1	0	13	0	0	0	1	1	0	8	1	0	9	31
07:30 AM	5	4	1	0	10	2	14	0	0	16	1	4	2	7	14	2	11	5	0	18	58
07:45 AM	0	8	2	0	10	0	24	1	4	29	1	3	2	0	6	1	15	1	0	17	62
Total	10	14	8	0	32	9	57	4	5	75	2	7	4	10	23	4	39	9	0	52	182
08:00 AM	4	3	2	0	9	0	10	0	0	10	0	4	0	0	4	1	13	2	0	16	39
08:15 AM	0	1	1	0	2	1	11	4	0	16	0	1	0	2	3	0	4	4	0	8	29
08:30 AM	2	2	1	0	5	4	8	2	0	14	0	0	3	1	4	0	6	1	0	7	30
08:45 AM	4	2	3	0	9	2	9	1	0	12	0	1	0	1	2	1	4	4	0	9	32
Total	10	8	7	0	25	7	38	7	0	52	0	6	3	4	13	2	27	11	0	40	130
09:00 AM	2	1	2	0	5	3	5	3	0	11	1	1	2	0	4	1	12	4	0	17	37
09:15 AM	3	2	1	0	6	0	6	0	0	6	1	0	0	0	1	0	4	0	0	4	17
09:30 AM	1	0	1	0	2	1	9	0	0	10	1	1	0	0	2	0	0	1	0	1	15
09:45 AM	1	1	1	1	4	1	10	1	0	12	1	2	0	0	3	1	7	2	0	10	29
Total	7	4	5	1	17	5	30	4	0	39	4	4	2	0	10	2	23	7	0	32	98
Grand Total	27	26	20	1	74	21	125	15	5	166	6	17	9	14	46	8	89	27	0	124	410
Apprch %	36.5	35.1	27	1.4		12.7	75.3	9	3		13	37	19.6	30.4		6.5	71.8	21.8	0		
Total %	6.6	6.3	4.9	0.2	18	5.1	30.5	3.7	1.2	40.5	1.5	4.1	2.2	3.4	11.2	2	21.7	6.6	0	30.2	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	4	2	**2**	8	1	11	**1**	13	0	0	0	0	0	8	1	9	30
07:30 AM	**5**	4	1	**10**	**2**	14	0	16	**1**	**4**	**2**	**7**	**2**	11	**5**	**18**	51
07:45 AM	0	**8**	2	10	0	**24**	1	**25**	1	3	2	6	1	**15**	1	17	**58**
08:00 AM	4	3	2	9	0	10	0	10	0	4	0	4	1	13	2	16	39
Total Volume	13	17	7	37	3	59	2	64	2	11	4	17	4	47	9	60	178
% App. Total	35.1	45.9	18.9		4.7	92.2	3.1		11.8	64.7	23.5		6.7	78.3	15		
PHF	.650	.531	.875	.925	.375	.615	.500	.640	.500	.688	.500	.607	.500	.783	.450	.833	.767

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Groups Printed- Cars

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	3	2	2	0	7	3	8	2	0	13	0	0	1	1	2	2	11	2	0	15	37
02:30 PM	1	3	3	0	7	1	12	0	0	13	1	2	0	1	4	1	9	1	0	11	35
02:45 PM	2	0	4	0	6	2	15	0	0	17	1	4	1	0	6	1	17	2	0	20	49
Total	6	5	9	0	20	6	35	2	0	43	2	6	2	2	12	4	37	5	0	46	121
03:00 PM	2	4	0	2	8	5	13	3	9	30	2	6	1	5	14	3	11	2	9	25	77
03:15 PM	2	1	1	1	5	4	15	0	0	19	2	1	0	3	6	0	11	2	0	13	43
03:30 PM	6	1	1	0	8	3	11	5	1	20	1	1	2	3	7	0	5	2	0	7	42
03:45 PM	5	2	3	0	10	2	13	4	0	19	3	2	0	0	5	1	13	5	0	19	53
Total	15	8	5	3	31	14	52	12	10	88	8	10	3	11	32	4	40	11	9	64	215
04:00 PM	0	0	1	0	1	0	13	2	0	15	3	3	4	1	11	2	13	4	0	19	46
04:15 PM	0	4	2	0	6	3	14	0	0	17	1	1	0	1	3	1	17	7	0	25	51
Grand Total	21	17	17	3	58	23	114	16	10	163	14	20	9	15	58	11	107	27	9	154	433
Apprch %	36.2	29.3	29.3	5.2		14.1	69.9	9.8	6.1		24.1	34.5	15.5	25.9		7.1	69.5	17.5	5.8		
Total %	4.8	3.9	3.9	0.7	13.4	5.3	26.3	3.7	2.3	37.6	3.2	4.6	2.1	3.5	13.4	2.5	24.7	6.2	2.1	35.6	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	**6**	1	1	8	**3**	11	**5**	**19**	1	1	2	4	0	5	2	7	38
03:45 PM	5	2	**3**	**10**	2	13	4	19	**3**	2	0	5	1	13	5	19	**53**
04:00 PM	0	0	1	1	0	13	2	15	3	**3**	**4**	**10**	**2**	13	4	19	45
04:15 PM	0	**4**	2	6	3	**14**	0	17	1	1	0	2	1	**17**	**7**	**25**	50
Total Volume	11	7	7	25	8	51	11	70	8	7	6	21	4	48	18	70	186
% App. Total	44	28	28		11.4	72.9	15.7		38.1	33.3	28.6		5.7	68.6	25.7		
PHF	.458	.438	.583	.625	.667	.911	.550	.921	.667	.583	.375	.525	.500	.706	.643	.700	.877

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Groups Printed- Trucks

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
02:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45 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	2	0	0	2	0	0	0	0	0	0	0	0	0	0	2
03:00 PM	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
03:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	2
03:45 PM	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	0	1	0	0	1	4
04:00 PM	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	0	1	0	0	1	3
04:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	1	0	0	1	1	5	0	0	6	0	1	0	0	1	0	2	0	0	2	10
Apprch %	0	100	0	0		16.7	83.3	0	0		0	100	0	0		0	100	0	0		
Total %	0	10	0	0	10	10	50	0	0	60	0	10	0	0	10	0	20	0	0	20	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	0	**1**	0	1	0	0	0	0	0	**1**	0	**1**	2
03:45 PM	0	0	0	0	0	0	0	0	0	**1**	0	**1**	0	0	0	0	1
04:00 PM	0	0	0	0	**1**	1	0	**2**	0	0	0	0	0	1	0	1	**3**
04:15 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
Total Volume	0	0	0	0	1	3	0	4	0	1	0	1	0	2	0	2	7
% App. Total	0	0	0		25	75	0		0	100	0		0	100	0		
PHF	.000	.000	.000	.000	.250	.750	.000	.500	.000	.250	.000	.250	.000	.500	.000	.500	.583

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	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	3	2	2	0	7	3	9	2	0	14	0	0	1	1	2	2	11	2	0	15	38
02:30 PM	1	3	3	0	7	1	12	0	0	13	1	2	0	1	4	1	9	1	0	11	35
02:45 PM	2	0	4	0	6	2	16	0	0	18	1	4	1	0	6	1	17	2	0	20	50
Total	6	5	9	0	20	6	37	2	0	45	2	6	2	2	12	4	37	5	0	46	123
03:00 PM	2	5	0	2	9	5	13	3	9	30	2	6	1	5	14	3	11	2	9	25	78
03:15 PM	2	1	1	1	5	4	15	0	0	19	2	1	0	3	6	0	11	2	0	13	43
03:30 PM	6	1	1	0	8	3	12	5	1	21	1	1	2	3	7	0	6	2	0	8	44
03:45 PM	5	2	3	0	10	2	13	4	0	19	3	3	0	0	6	1	13	5	0	19	54
Total	15	9	5	3	32	14	53	12	10	89	8	11	3	11	33	4	41	11	9	65	219
04:00 PM	0	0	1	0	1	1	14	2	0	17	3	3	4	1	11	2	14	4	0	20	49
04:15 PM	0	4	2	0	6	3	15	0	0	18	1	1	0	1	3	1	17	7	0	25	52
Grand Total	21	18	17	3	59	24	119	16	10	169	14	21	9	15	59	11	109	27	9	156	443
Apprch %	35.6	30.5	28.8	5.1		14.2	70.4	9.5	5.9		23.7	35.6	15.3	25.4		7.1	69.9	17.3	5.8		
Total %	4.7	4.1	3.8	0.7	13.3	5.4	26.9	3.6	2.3	38.1	3.2	4.7	2	3.4	13.3	2.5	24.6	6.1	2	35.2	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	**6**	1	1	8	**3**	12	**5**	**20**	1	1	2	4	0	6	2	8	40
03:45 PM	5	2	**3**	**10**	2	13	4	19	**3**	**3**	0	6	1	13	5	19	**54**
04:00 PM	0	0	1	1	1	14	2	17	3	3	**4**	**10**	**2**	14	4	20	48
04:15 PM	0	**4**	2	6	3	**15**	0	18	1	1	0	2	1	**17**	**7**	**25**	51
Total Volume	11	7	7	25	9	54	11	74	8	8	6	22	4	50	18	72	193
% App. Total	44	28	28		12.2	73	14.9		36.4	36.4	27.3		5.6	69.4	25		
PHF	.458	.438	.583	.625	.750	.900	.550	.925	.667	.667	.375	.550	.500	.735	.643	.720	.894

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Groups Printed- Cars

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	1	0	2	3	7	1	0	11	0	1	0	5	6	0	8	0	0	8	27
07:15 AM	3	1	3	0	7	2	10	1	0	13	0	1	0	0	1	0	7	2	0	9	30
07:30 AM	6	4	3	0	13	1	17	2	0	20	4	2	1	5	12	2	7	4	0	13	58
07:45 AM	2	4	1	0	7	0	19	2	3	24	0	5	1	4	10	1	14	3	0	18	59
Total	11	10	8	0	29	6	53	6	3	68	4	9	2	14	29	3	36	9	0	48	174
08:00 AM	2	2	1	0	5	1	16	1	0	18	0	1	0	0	1	0	18	0	0	18	42
08:15 AM	1	3	2	0	6	2	8	1	0	11	1	0	2	0	3	0	7	0	0	7	27
08:30 AM	1	2	1	0	4	2	9	0	0	11	1	3	3	2	9	1	12	2	0	15	39
08:45 AM	2	1	0	0	3	0	16	1	0	17	1	1	0	3	5	0	5	0	0	5	30
Total	6	8	4	0	18	5	49	3	0	57	3	5	5	5	18	1	42	2	0	45	138
09:00 AM	1	2	1	0	4	3	7	0	0	10	1	1	1	0	3	0	4	2	0	6	23
09:15 AM	1	0	1	0	2	0	6	1	0	7	1	1	0	1	3	1	4	1	0	6	18
09:30 AM	2	4	0	0	6	0	8	1	0	9	1	0	0	0	1	0	6	1	0	7	23
09:45 AM	2	1	1	0	4	0	7	0	0	7	0	0	0	1	1	0	5	3	0	8	20
Total	6	7	3	0	16	3	28	2	0	33	3	2	1	2	8	1	19	7	0	27	84
Grand Total	23	25	15	0	63	14	130	11	3	158	10	16	8	21	55	5	97	18	0	120	396
Apprch %	36.5	39.7	23.8	0		8.9	82.3	7	1.9		18.2	29.1	14.5	38.2		4.2	80.8	15	0		
Total %	5.8	6.3	3.8	0	15.9	3.5	32.8	2.8	0.8	39.9	2.5	4	2	5.3	13.9	1.3	24.5	4.5	0	30.3	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	3	1	**3**	7	**2**	10	1	13	0	1	0	1	0	7	2	9	30
07:30 AM	**6**	**4**	3	**13**	1	17	**2**	20	**4**	2	**1**	**7**	**2**	7	**4**	13	**53**
07:45 AM	2	4	1	7	0	**19**	2	**21**	0	**5**	1	6	1	14	3	**18**	52
08:00 AM	2	2	1	5	1	16	1	18	0	1	0	1	0	**18**	0	18	42
Total Volume	13	11	8	32	4	62	6	72	4	9	2	15	3	46	9	58	177
% App. Total	40.6	34.4	25		5.6	86.1	8.3		26.7	60	13.3		5.2	79.3	15.5		
PHF	.542	.688	.667	.615	.500	.816	.750	.857	.250	.450	.500	.536	.375	.639	.563	.806	.835

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Groups Printed- Trucks

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	0	1	0	0	0	0	0	0	0	0	0	0	1
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	3
Total	0	1	1	0	2	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	4
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
08:15 AM	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	2
08:30 AM	0	1	2	0	3	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	4
08:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Total	0	1	2	0	3	0	0	1	0	1	0	0	2	0	2	0	1	1	0	2	8
09:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
09:30 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
09:45 AM	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	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
Grand Total	0	2	3	0	5	0	1	2	0	3	0	0	2	0	2	0	2	1	0	3	13
Apprch %	0	40	60	0		0	33.3	66.7	0		0	0	100	0		0	66.7	33.3	0		
Total %	0	15.4	23.1	0	38.5	0	7.7	15.4	0	23.1	0	0	15.4	0	15.4	0	15.4	7.7	0	23.1	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	0	**1**	1	2	0	0	0	0	0	0	0	0	0	**1**	0	**1**	3
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:15 AM	0	0	0	0	0	0	**1**	**1**	0	0	0	0	0	0	**1**	1	2
08:30 AM	0	1	**2**	**3**	0	0	0	0	0	0	**1**	**1**	0	0	0	0	**4**
Total Volume	0	2	3	5	0	0	1	1	0	0	1	1	0	2	1	3	10
% App. Total	0	40	60		0	0	100		0	0	100		0	66.7	33.3		
PHF	.000	.500	.375	.417	.000	.000	.250	.250	.000	.000	.250	.250	.000	.500	.250	.750	.625

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	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	1	0	2	3	7	2	0	12	0	1	0	5	6	0	8	0	0	8	28
07:15 AM	3	1	3	0	7	2	10	1	0	13	0	1	0	0	1	0	7	2	0	9	30
07:30 AM	6	4	3	0	13	1	17	2	0	20	4	2	1	5	12	2	7	4	0	13	58
07:45 AM	2	5	2	0	9	0	19	2	3	24	0	5	1	4	10	1	15	3	0	19	62
Total	11	11	9	0	31	6	53	7	3	69	4	9	2	14	29	3	37	9	0	49	178
08:00 AM	2	2	1	0	5	1	16	1	0	18	0	1	0	0	1	0	19	0	0	19	43
08:15 AM	1	3	2	0	6	2	8	2	0	12	1	0	2	0	3	0	7	1	0	8	29
08:30 AM	1	3	3	0	7	2	9	0	0	11	1	3	4	2	10	1	12	2	0	15	43
08:45 AM	2	1	0	0	3	0	16	1	0	17	1	1	1	3	6	0	5	0	0	5	31
Total	6	9	6	0	21	5	49	4	0	58	3	5	7	5	20	1	43	3	0	47	146
09:00 AM	1	2	1	0	4	3	7	0	0	10	1	1	1	0	3	0	4	2	0	6	23
09:15 AM	1	0	1	0	2	0	6	1	0	7	1	1	0	1	3	1	4	1	0	6	18
09:30 AM	2	4	0	0	6	0	9	1	0	10	1	0	0	0	1	0	6	1	0	7	24
09:45 AM	2	1	1	0	4	0	7	0	0	7	0	0	0	1	1	0	5	3	0	8	20
Total	6	7	3	0	16	3	29	2	0	34	3	2	1	2	8	1	19	7	0	27	85
Grand Total	23	27	18	0	68	14	131	13	3	161	10	16	10	21	57	5	99	19	0	123	409
Apprch %	33.8	39.7	26.5	0		8.7	81.4	8.1	1.9		17.5	28.1	17.5	36.8		4.1	80.5	15.4	0		
Total %	5.6	6.6	4.4	0	16.6	3.4	32	3.2	0.7	39.4	2.4	3.9	2.4	5.1	13.9	1.2	24.2	4.6	0	30.1	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	3	1	**3**	7	**2**	10	1	13	0	1	0	1	0	7	2	9	30
07:30 AM	**6**	4	3	**13**	1	17	**2**	20	**4**	2	**1**	**7**	**2**	7	**4**	13	53
07:45 AM	2	**5**	2	9	0	**19**	2	**21**	0	**5**	1	6	1	15	3	**19**	**55**
08:00 AM	2	2	1	5	1	16	1	18	0	1	0	1	0	**19**	0	19	43
Total Volume	13	12	9	34	4	62	6	72	4	9	2	15	3	48	9	60	181
% App. Total	38.2	35.3	26.5		5.6	86.1	8.3		26.7	60	13.3		5	80	15		
PHF	.542	.600	.750	.654	.500	.816	.750	.857	.250	.450	.500	.536	.375	.632	.563	.789	.823

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Groups Printed- Cars

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	1	0	3	2	17	1	0	20	3	2	0	0	5	1	18	3	0	22	50
02:30 PM	1	3	4	0	8	2	8	2	0	12	0	0	0	2	2	1	11	2	0	14	36
02:45 PM	1	1	2	0	4	5	7	3	0	15	0	1	0	1	2	1	17	0	0	18	39
Total	3	5	7	0	15	9	32	6	0	47	3	3	0	3	9	3	46	5	0	54	125
03:00 PM	0	1	2	0	3	2	22	2	2	28	2	6	2	0	10	1	9	2	0	12	53
03:15 PM	2	1	4	1	8	4	11	1	6	22	0	0	2	5	7	1	12	0	6	19	56
03:30 PM	2	0	3	0	5	2	16	1	2	21	0	1	0	2	3	0	7	1	0	8	37
03:45 PM	4	1	3	0	8	2	12	1	0	15	2	4	1	2	9	1	8	4	0	13	45
Total	8	3	12	1	24	10	61	5	10	86	4	11	5	9	29	3	36	7	6	52	191
04:00 PM	3	1	0	0	4	0	14	0	0	14	2	1	0	1	4	0	14	2	0	16	38
04:15 PM	4	4	2	0	10	1	16	0	0	17	2	2	3	2	9	2	6	10	0	18	54
Grand Total	18	13	21	1	53	20	123	11	10	164	11	17	8	15	51	8	102	24	6	140	408
Apprch %	34	24.5	39.6	1.9		12.2	75	6.7	6.1		21.6	33.3	15.7	29.4		5.7	72.9	17.1	4.3		
Total %	4.4	3.2	5.1	0.2	13	4.9	30.1	2.7	2.5	40.2	2.7	4.2	2	3.7	12.5	2	25	5.9	1.5	34.3	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	**1**	1	1	3	2	17	1	20	**3**	2	0	5	**1**	**18**	**3**	**22**	50
02:30 PM	1	**3**	**4**	**8**	2	8	2	12	0	0	0	0	1	11	2	14	34
02:45 PM	1	1	2	4	**5**	7	**3**	15	0	1	0	1	1	17	0	18	38
03:00 PM	0	1	2	3	2	**22**	2	**26**	2	**6**	**2**	**10**	1	9	2	12	**51**
Total Volume	3	6	9	18	11	54	8	73	5	9	2	16	4	55	7	66	173
% App. Total	16.7	33.3	50		15.1	74	11		31.2	56.2	12.5		6.1	83.3	10.6		
PHF	.750	.500	.563	.563	.550	.614	.667	.702	.417	.375	.250	.400	1.00	.764	.583	.750	.848

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Groups Printed- Trucks

	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	2
02:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
02:45 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	1	0	3	5
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	1	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	0	0	1	3
Total	0	2	0	0	2	0	2	0	0	2	0	1	0	0	1	0	1	0	0	1	6
04:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
04:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	1
Grand Total	0	2	0	0	2	0	4	0	0	4	0	1	0	0	1	1	3	1	0	5	12
Apprch %	0	100	0	0		0	100	0	0		0	100	0	0		20	60	20	0		
Total %	0	16.7	0	0	16.7	0	33.3	0	0	33.3	0	8.3	0	0	8.3	8.3	25	8.3	0	41.7	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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 03:00 PM																	
03:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15 PM	0	**1**	0	**1**	0	**1**	0	**1**	0	0	0	0	0	0	0	0	2
03:30 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
03:45 PM	0	1	0	1	0	0	0	0	0	**1**	0	**1**	0	**1**	0	**1**	**3**
Total Volume	0	2	0	2	0	2	0	2	0	1	0	1	0	1	0	1	6
% App. Total	0	100	0		0	100	0		0	100	0		0	100	0		
PHF	.000	.500	.000	.500	.000	.500	.000	.500	.000	.250	.000	.250	.000	.250	.000	.250	.500

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	NE 12th St Southbound					NE 31st Ave Westbound					NE 12th St Northbound					NE 31st 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	1	1	0	3	2	18	1	0	21	3	2	0	0	5	1	18	4	0	23	52
02:30 PM	1	3	4	0	8	2	9	2	0	13	0	0	0	2	2	1	13	2	0	16	39
02:45 PM	1	1	2	0	4	5	7	3	0	15	0	1	0	1	2	1	17	0	0	18	39
Total	3	5	7	0	15	9	34	6	0	49	3	3	0	3	9	3	48	6	0	57	130
03:00 PM	0	1	2	0	3	2	22	2	2	28	2	6	2	0	10	1	9	2	0	12	53
03:15 PM	2	2	4	1	9	4	12	1	6	23	0	0	2	5	7	1	12	0	6	19	58
03:30 PM	2	0	3	0	5	2	17	1	2	22	0	1	0	2	3	0	7	1	0	8	38
03:45 PM	4	2	3	0	9	2	12	1	0	15	2	5	1	2	10	1	9	4	0	14	48
Total	8	5	12	1	26	10	63	5	10	88	4	12	5	9	30	3	37	7	6	53	197
04:00 PM	3	1	0	0	4	0	14	0	0	14	2	1	0	1	4	0	14	2	0	16	38
04:15 PM	4	4	2	0	10	1	16	0	0	17	2	2	3	2	9	3	6	10	0	19	55
Grand Total	18	15	21	1	55	20	127	11	10	168	11	18	8	15	52	9	105	25	6	145	420
Apprch %	32.7	27.3	38.2	1.8		11.9	75.6	6.5	6		21.2	34.6	15.4	28.8		6.2	72.4	17.2	4.1		
Total %	4.3	3.6	5	0.2	13.1	4.8	30.2	2.6	2.4	40	2.6	4.3	1.9	3.6	12.4	2.1	25	6	1.4	34.5	

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	**1**	1	1	3	2	18	1	21	**3**	2	0	5	**1**	**18**	**4**	**23**	**52**
02:30 PM	1	**3**	**4**	**8**	2	9	2	13	0	0	0	0	1	13	2	16	37
02:45 PM	1	1	2	4	**5**	7	**3**	15	0	1	0	1	1	17	0	18	38
03:00 PM	0	1	2	3	2	**22**	2	**26**	2	**6**	**2**	**10**	1	9	2	12	51
Total Volume	3	6	9	18	11	56	8	75	5	9	2	16	4	57	8	69	178
% App. Total	16.7	33.3	50		14.7	74.7	10.7		31.2	56.2	12.5		5.8	82.6	11.6		
PHF	.750	.500	.563	.563	.550	.636	.667	.721	.417	.375	.250	.400	1.00	.792	.500	.750	.856

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Groups Printed- Cars

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	19	6	1	29	7	4	1	3	15	2	17	4	1	24	4	3	3	1	11	79
07:15 AM	5	30	13	0	48	22	4	1	2	29	3	33	2	1	39	0	3	15	3	21	137
07:30 AM	9	43	14	0	66	23	9	0	4	36	2	52	0	3	57	3	2	12	5	22	181
07:45 AM	15	62	13	1	91	19	4	4	0	27	2	36	1	0	39	5	5	6	0	16	173
Total	32	154	46	2	234	71	21	6	9	107	9	138	7	5	159	12	13	36	9	70	570
08:00 AM	2	36	15	0	53	12	2	2	0	16	2	25	2	0	29	4	4	5	0	13	111
08:15 AM	10	32	16	0	58	13	2	1	3	19	1	10	1	1	13	2	2	0	4	8	98
08:30 AM	4	24	11	0	39	16	4	3	2	25	1	25	3	3	32	4	1	5	1	11	107
08:45 AM	4	29	7	0	40	8	3	0	0	11	2	23	1	0	26	2	3	4	0	9	86
Total	20	121	49	0	190	49	11	6	5	71	6	83	7	4	100	12	10	14	5	41	402
09:00 AM	2	29	11	0	42	8	2	3	0	13	2	19	2	0	23	6	6	1	0	13	91
09:15 AM	4	16	4	1	25	6	3	1	0	10	1	21	0	0	22	1	4	1	1	7	64
09:30 AM	1	17	8	0	26	3	6	2	2	13	0	18	4	0	22	2	0	0	0	2	63
09:45 AM	3	29	7	0	39	9	7	0	1	17	1	19	2	1	23	3	4	2	0	9	88
Total	10	91	30	1	132	26	18	6	3	53	4	77	8	1	90	12	14	4	1	31	306
Grand Total	62	366	125	3	556	146	50	18	17	231	19	298	22	10	349	36	37	54	15	142	1278
Apprch %	11.2	65.8	22.5	0.5		63.2	21.6	7.8	7.4		5.4	85.4	6.3	2.9		25.4	26.1	38	10.6		
Total %	4.9	28.6	9.8	0.2	43.5	11.4	3.9	1.4	1.3	18.1	1.5	23.3	1.7	0.8	27.3	2.8	2.9	4.2	1.2	11.1	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	5	30	13	48	22	4	1	27	**3**	33	**2**	38	0	3	**15**	**18**	131
07:30 AM	9	43	14	66	**23**	**9**	0	**32**	2	**52**	0	**54**	3	2	12	17	169
07:45 AM	**15**	**62**	13	**90**	19	4	**4**	27	2	36	1	39	**5**	**5**	6	16	**172**
08:00 AM	2	36	**15**	53	12	2	2	16	2	25	2	29	4	4	5	13	111
Total Volume	31	171	55	257	76	19	7	102	9	146	5	160	12	14	38	64	583
% App. Total	12.1	66.5	21.4		74.5	18.6	6.9		5.6	91.2	3.1		18.8	21.9	59.4		
PHF	.517	.690	.917	.714	.826	.528	.438	.797	.750	.702	.625	.741	.600	.700	.633	.889	.847

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	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	1	3	1	0	5	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	8
07:15 AM	0	1	0	0	1	0	0	1	0	1	0	5	0	0	5	0	0	0	0	0	7
07:30 AM	0	2	1	0	3	1	0	1	0	2	0	0	0	0	0	0	0	0	0	0	5
07:45 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	1	1	0	2	4
Total	1	7	2	0	10	3	0	2	0	5	0	7	0	0	7	0	1	1	0	2	24
08:00 AM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
08:15 AM	1	1	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	6
08:30 AM	0	2	2	0	4	2	0	0	0	2	0	2	0	0	2	0	0	0	0	0	8
08:45 AM	0	2	1	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
Total	1	5	4	0	10	5	0	0	0	5	0	9	0	0	9	0	0	0	0	0	24
09:00 AM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
09:15 AM	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
09:30 AM	0	2	1	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
09:45 AM	0	1	1	0	2	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	4
Total	0	6	3	0	9	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	15
Grand Total	2	18	9	0	29	9	0	2	0	11	0	21	0	0	21	0	1	1	0	2	63
Apprch %	6.9	62.1	31	0		81.8	0	18.2	0		0	100	0	0		0	50	50	0		
Total %	3.2	28.6	14.3	0	46	14.3	0	3.2	0	17.5	0	33.3	0	0	33.3	0	1.6	1.6	0	3.2	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	**1**	1	0	2	0	0	0	0	0	**4**	0	**4**	0	0	0	0	6
08:30 AM	0	2	**2**	**4**	**2**	0	0	**2**	0	2	0	2	0	0	0	0	**8**
08:45 AM	0	2	1	3	1	0	0	1	0	2	0	2	0	0	0	0	6
09:00 AM	0	**3**	1	4	0	0	0	0	0	1	0	1	0	0	0	0	5
Total Volume	1	8	4	13	3	0	0	3	0	9	0	9	0	0	0	0	25
% App. Total	7.7	61.5	30.8		100	0	0		0	100	0		0	0	0		
PHF	.250	.667	.500	.813	.375	.000	.000	.375	.000	.563	.000	.563	.000	.000	.000	.000	.781

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	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	22	7	1	34	9	4	1	3	17	2	18	4	1	25	4	3	3	1	11	87
07:15 AM	5	31	13	0	49	22	4	2	2	30	3	38	2	1	44	0	3	15	3	21	144
07:30 AM	9	45	15	0	69	24	9	1	4	38	2	52	0	3	57	3	2	12	5	22	186
07:45 AM	15	63	13	1	92	19	4	4	0	27	2	37	1	0	40	5	6	7	0	18	177
Total	33	161	48	2	244	74	21	8	9	112	9	145	7	5	166	12	14	37	9	72	594
08:00 AM	2	36	16	0	54	14	2	2	0	18	2	26	2	0	30	4	4	5	0	13	115
08:15 AM	11	33	16	0	60	13	2	1	3	19	1	14	1	1	17	2	2	0	4	8	104
08:30 AM	4	26	13	0	43	18	4	3	2	27	1	27	3	3	34	4	1	5	1	11	115
08:45 AM	4	31	8	0	43	9	3	0	0	12	2	25	1	0	28	2	3	4	0	9	92
Total	21	126	53	0	200	54	11	6	5	76	6	92	7	4	109	12	10	14	5	41	426
09:00 AM	2	32	12	0	46	8	2	3	0	13	2	20	2	0	24	6	6	1	0	13	96
09:15 AM	4	16	4	1	25	6	3	1	0	10	1	24	0	0	25	1	4	1	1	7	67
09:30 AM	1	19	9	0	29	3	6	2	2	13	0	18	4	0	22	2	0	0	0	2	66
09:45 AM	3	30	8	0	41	10	7	0	1	18	1	20	2	1	24	3	4	2	0	9	92
Total	10	97	33	1	141	27	18	6	3	54	4	82	8	1	95	12	14	4	1	31	321
Grand Total	64	384	134	3	585	155	50	20	17	242	19	319	22	10	370	36	38	55	15	144	1341
Apprch %	10.9	65.6	22.9	0.5		64	20.7	8.3	7		5.1	86.2	5.9	2.7		25	26.4	38.2	10.4		
Total %	4.8	28.6	10	0.2	43.6	11.6	3.7	1.5	1.3	18	1.4	23.8	1.6	0.7	27.6	2.7	2.8	4.1	1.1	10.7	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	5	31	13	49	22	4	2	28	**3**	38	**2**	43	0	3	**15**	**18**	138
07:30 AM	9	45	15	69	**24**	**9**	1	**34**	2	**52**	0	**54**	3	2	12	17	174
07:45 AM	**15**	**63**	13	**91**	19	4	**4**	27	2	37	1	40	**5**	**6**	7	18	**176**
08:00 AM	2	36	**16**	54	14	2	2	18	2	26	2	30	4	4	5	13	115
Total Volume	31	175	57	263	79	19	9	107	9	153	5	167	12	15	39	66	603
% App. Total	11.8	66.5	21.7		73.8	17.8	8.4		5.4	91.6	3		18.2	22.7	59.1		
PHF	.517	.694	.891	.723	.823	.528	.563	.787	.750	.736	.625	.773	.600	.625	.650	.917	.857

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Groups Printed- Cars

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	28	5	0	39	12	6	2	1	21	4	26	2	1	33	4	6	3	3	16	109
02:30 PM	4	24	7	0	35	15	5	1	4	25	6	24	3	0	33	4	5	3	1	13	106
02:45 PM	2	34	11	1	48	12	8	4	3	27	1	25	3	1	30	2	10	7	1	20	125
Total	12	86	23	1	122	39	19	7	8	73	11	75	8	2	96	10	21	13	5	49	340
03:00 PM	11	47	13	0	71	14	5	3	8	30	6	31	7	4	48	2	7	6	10	25	174
03:15 PM	6	35	11	5	57	17	6	3	5	31	1	23	4	0	28	3	8	2	3	16	132
03:30 PM	8	33	12	0	53	9	11	1	1	22	3	38	1	2	44	4	2	4	1	11	130
03:45 PM	4	40	8	0	52	18	9	1	1	29	2	27	7	0	36	4	4	5	2	15	132
Total	29	155	44	5	233	58	31	8	15	112	12	119	19	6	156	13	21	17	16	67	568
04:00 PM	6	32	7	0	45	18	7	3	4	32	3	41	4	1	49	5	8	3	0	16	142
04:15 PM	2	36	14	0	52	18	8	2	0	28	4	28	3	1	36	5	9	6	3	23	139
Grand Total	49	309	88	6	452	133	65	20	27	245	30	263	34	10	337	33	59	39	24	155	1189
Apprch %	10.8	68.4	19.5	1.3		54.3	26.5	8.2	11		8.9	78	10.1	3		21.3	38.1	25.2	15.5		
Total %	4.1	26	7.4	0.5	38	11.2	5.5	1.7	2.3	20.6	2.5	22.1	2.9	0.8	28.3	2.8	5	3.3	2	13	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	**8**	33	12	**53**	9	**11**	1	21	3	38	1	42	4	2	4	10	126
03:45 PM	4	**40**	8	52	**18**	9	1	**28**	2	27	**7**	36	4	4	5	13	129
04:00 PM	6	32	7	45	18	7	**3**	28	3	**41**	4	**48**	**5**	8	3	16	**137**
04:15 PM	2	36	**14**	52	18	8	2	28	**4**	28	3	35	5	**9**	**6**	**20**	135
Total Volume	20	141	41	202	63	35	7	105	12	134	15	161	18	23	18	59	527
% App. Total	9.9	69.8	20.3		60	33.3	6.7		7.5	83.2	9.3		30.5	39	30.5		
PHF	.625	.881	.732	.953	.875	.795	.583	.938	.750	.817	.536	.839	.900	.639	.750	.738	.962

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Groups Printed- Trucks

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	3	1	0	5	4	0	0	0	4	1	2	0	0	3	0	0	0	0	0	12
02:30 PM	0	0	1	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
02:45 PM	1	5	2	0	8	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	11
Total	2	8	4	0	14	8	0	0	0	8	1	4	0	0	5	0	0	0	0	0	27
03:00 PM	0	5	3	0	8	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	13
03:15 PM	0	3	0	0	3	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	7
03:30 PM	0	4	1	0	5	0	0	0	0	0	0	2	1	0	3	0	1	0	0	1	9
03:45 PM	0	1	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	0	13	4	0	17	5	0	0	0	5	0	9	1	0	10	0	1	0	0	1	33
04:00 PM	0	0	1	0	1	0	2	0	0	2	0	3	0	0	3	0	0	0	0	0	6
04:15 PM	0	0	1	0	1	1	2	0	0	3	0	4	0	0	4	0	1	0	0	1	9
Grand Total	2	21	10	0	33	14	4	0	0	18	1	20	1	0	22	0	2	0	0	2	75
Apprch %	6.1	63.6	30.3	0		77.8	22.2	0	0		4.5	90.9	4.5	0		0	100	0	0		
Total %	2.7	28	13.3	0	44	18.7	5.3	0	0	24	1.3	26.7	1.3	0	29.3	0	2.7	0	0	2.7	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	**1**	3	1	5	**4**	0	0	**4**	**1**	2	0	**3**	0	0	0	0	12
02:30 PM	0	0	1	1	2	0	0	2	0	1	0	1	0	0	0	0	4
02:45 PM	1	**5**	2	**8**	2	0	0	2	0	1	0	1	0	0	0	0	11
03:00 PM	0	5	**3**	8	2	0	0	2	0	**3**	0	3	0	0	0	0	**13**
Total Volume	2	13	7	22	10	0	0	10	1	7	0	8	0	0	0	0	40
% App. Total	9.1	59.1	31.8		100	0	0		12.5	87.5	0		0	0	0		
PHF	.500	.650	.583	.688	.625	.000	.000	.625	.250	.583	.000	.667	.000	.000	.000	.000	.769

Peggy Malone & Associates, Inc.
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File Name : 2-NE 15th St & NE 31st Ave TUE PM
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Groups Printed- Combined

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	7	31	6	0	44	16	6	2	1	25	5	28	2	1	36	4	6	3	3	16	121
02:30 PM	4	24	8	0	36	17	5	1	4	27	6	25	3	0	34	4	5	3	1	13	110
02:45 PM	3	39	13	1	56	14	8	4	3	29	1	26	3	1	31	2	10	7	1	20	136
Total	14	94	27	1	136	47	19	7	8	81	12	79	8	2	101	10	21	13	5	49	367
03:00 PM	11	52	16	0	79	16	5	3	8	32	6	34	7	4	51	2	7	6	10	25	187
03:15 PM	6	38	11	5	60	18	6	3	5	32	1	26	4	0	31	3	8	2	3	16	139
03:30 PM	8	37	13	0	58	9	11	1	1	22	3	40	2	2	47	4	3	4	1	12	139
03:45 PM	4	41	8	0	53	20	9	1	1	31	2	28	7	0	37	4	4	5	2	15	136
Total	29	168	48	5	250	63	31	8	15	117	12	128	20	6	166	13	22	17	16	68	601
04:00 PM	6	32	8	0	46	18	9	3	4	34	3	44	4	1	52	5	8	3	0	16	148
04:15 PM	2	36	15	0	53	19	10	2	0	31	4	32	3	1	40	5	10	6	3	24	148
Grand Total	51	330	98	6	485	147	69	20	27	263	31	283	35	10	359	33	61	39	24	157	1264
Apprch %	10.5	68	20.2	1.2		55.9	26.2	7.6	10.3		8.6	78.8	9.7	2.8		21	38.9	24.8	15.3		
Total %	4	26.1	7.8	0.5	38.4	11.6	5.5	1.6	2.1	20.8	2.5	22.4	2.8	0.8	28.4	2.6	4.8	3.1	1.9	12.4	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 03:00 PM																	
03:00 PM	**11**	**52**	**16**	**79**	16	5	**3**	24	**6**	34	**7**	**47**	2	7	**6**	**15**	**165**
03:15 PM	6	38	11	55	18	6	3	27	1	26	4	31	3	**8**	2	13	126
03:30 PM	8	37	13	58	9	**11**	1	21	3	**40**	2	45	**4**	3	4	11	135
03:45 PM	4	41	8	53	**20**	9	1	**30**	2	28	7	37	4	4	5	13	133
Total Volume	29	168	48	245	63	31	8	102	12	128	20	160	13	22	17	52	559
% App. Total	11.8	68.6	19.6		61.8	30.4	7.8		7.5	80	12.5		25	42.3	32.7		
PHF	.659	.808	.750	.775	.788	.705	.667	.850	.500	.800	.714	.851	.813	.688	.708	.867	.847

Peggy Malone & Associates, Inc.
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File Name : 2-NE 15th St & NE 31st Ave THUR AM
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Groups Printed- Cars

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	5	24	5	1	35	13	2	1	1	17	2	19	1	3	25	2	8	3	5	18	95
07:15 AM	7	27	12	0	46	23	5	2	3	33	4	25	1	0	30	4	5	11	0	20	129
07:30 AM	8	40	17	1	66	27	5	0	4	36	2	38	2	0	42	2	1	13	1	17	161
07:45 AM	14	49	22	1	86	15	5	2	2	24	1	27	1	0	29	5	6	8	0	19	158
Total	34	140	56	3	233	78	17	5	10	110	9	109	5	3	126	13	20	35	6	74	543
08:00 AM	7	55	12	0	74	8	3	2	5	18	0	22	3	2	27	2	9	2	1	14	133
08:15 AM	3	35	13	0	51	5	6	1	4	16	4	25	3	3	35	2	6	4	0	12	114
08:30 AM	2	23	11	1	37	10	5	1	0	16	1	11	7	0	19	1	5	5	1	12	84
08:45 AM	5	29	10	0	44	12	8	1	0	21	2	18	3	1	24	2	4	3	0	9	98
Total	17	142	46	1	206	35	22	5	9	71	7	76	16	6	105	7	24	14	2	47	429
09:00 AM	2	23	11	0	36	8	4	2	0	14	2	23	1	1	27	2	5	1	0	8	85
09:15 AM	0	25	8	1	34	6	6	3	4	19	2	17	2	0	21	0	3	2	1	6	80
09:30 AM	3	22	10	0	35	8	4	2	0	14	1	16	1	0	18	2	3	2	1	8	75
09:45 AM	3	22	7	0	32	4	4	0	0	8	0	21	1	0	22	2	4	2	0	8	70
Total	8	92	36	1	137	26	18	7	4	55	5	77	5	1	88	6	15	7	2	30	310
Grand Total	59	374	138	5	576	139	57	17	23	236	21	262	26	10	319	26	59	56	10	151	1282
Apprch %	10.2	64.9	24	0.9		58.9	24.2	7.2	9.7		6.6	82.1	8.2	3.1		17.2	39.1	37.1	6.6		
Total %	4.6	29.2	10.8	0.4	44.9	10.8	4.4	1.3	1.8	18.4	1.6	20.4	2	0.8	24.9	2	4.6	4.4	0.8	11.8	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	7	27	12	46	23	**5**	**2**	30	**4**	25	1	30	4	5	11	**20**	126
07:30 AM	8	40	17	65	**27**	5	0	**32**	2	**38**	2	**42**	2	1	**13**	16	**155**
07:45 AM	**14**	49	**22**	**85**	15	5	2	22	1	27	1	29	**5**	6	8	19	155
08:00 AM	7	**55**	12	74	8	3	2	13	0	22	**3**	25	2	**9**	2	13	125
Total Volume	36	171	63	270	73	18	6	97	7	112	7	126	13	21	34	68	561
% App. Total	13.3	63.3	23.3		75.3	18.6	6.2		5.6	88.9	5.6		19.1	30.9	50		
PHF	.643	.777	.716	.794	.676	.900	.750	.758	.438	.737	.583	.750	.650	.583	.654	.850	.905

Peggy Malone & Associates, Inc.
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Groups Printed- Trucks

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	2	1	0	3	3	0	0	0	3	0	2	0	0	2	0	0	0	0	0	8
07:15 AM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
07:30 AM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
07:45 AM	0	1	0	0	1	1	0	0	0	1	0	2	0	0	2	0	1	1	0	2	6
Total	0	8	2	0	10	4	0	0	0	4	0	6	0	0	6	0	1	1	0	2	22
08:00 AM	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
08:15 AM	1	0	2	0	3	1	0	0	0	1	0	4	0	0	4	0	0	0	0	0	8
08:30 AM	0	4	0	0	4	2	1	0	0	3	0	2	0	0	2	0	0	0	0	0	9
08:45 AM	1	0	0	0	1	2	0	0	0	2	0	1	0	0	1	0	0	0	0	0	4
Total	2	5	2	0	9	5	1	0	0	6	0	8	0	0	8	0	0	0	0	0	23
09:00 AM	0	3	0	0	3	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	5
09:15 AM	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	3
09:30 AM	0	3	0	0	3	1	1	0	0	2	0	2	0	0	2	0	0	0	0	0	7
09:45 AM	0	1	0	0	1	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	2
Total	0	8	0	0	8	3	1	0	0	4	0	5	0	0	5	0	0	0	0	0	17
Grand Total	2	21	4	0	27	12	2	0	0	14	0	19	0	0	19	0	1	1	0	2	62
Apprch %	7.4	77.8	14.8	0		85.7	14.3	0	0		0	100	0	0		0	50	50	0		
Total %	3.2	33.9	6.5	0	43.5	19.4	3.2	0	0	22.6	0	30.6	0	0	30.6	0	1.6	1.6	0	3.2	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	**1**	0	**2**	3	1	0	0	1	0	**4**	0	**4**	0	0	0	0	8
08:30 AM	0	**4**	0	**4**	**2**	**1**	0	**3**	0	2	0	2	0	0	0	0	**9**
08:45 AM	1	0	0	1	2	0	0	2	0	1	0	1	0	0	0	0	4
09:00 AM	0	3	0	3	0	0	0	0	0	2	0	2	0	0	0	0	5
Total Volume	2	7	2	11	5	1	0	6	0	9	0	9	0	0	0	0	26
% App. Total	18.2	63.6	18.2		83.3	16.7	0		0	100	0		0	0	0		
PHF	.500	.438	.250	.688	.625	.250	.000	.500	.000	.563	.000	.563	.000	.000	.000	.000	.722

Peggy Malone & Associates, Inc.
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Groups Printed- Combined

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	5	26	6	1	38	16	2	1	1	20	2	21	1	3	27	2	8	3	5	18	103
07:15 AM	7	30	13	0	50	23	5	2	3	33	4	27	1	0	32	4	5	11	0	20	135
07:30 AM	8	42	17	1	68	27	5	0	4	36	2	38	2	0	42	2	1	13	1	17	163
07:45 AM	14	50	22	1	87	16	5	2	2	25	1	29	1	0	31	5	7	9	0	21	164
Total	34	148	58	3	243	82	17	5	10	114	9	115	5	3	132	13	21	36	6	76	565
08:00 AM	7	56	12	0	75	8	3	2	5	18	0	23	3	2	28	2	9	2	1	14	135
08:15 AM	4	35	15	0	54	6	6	1	4	17	4	29	3	3	39	2	6	4	0	12	122
08:30 AM	2	27	11	1	41	12	6	1	0	19	1	13	7	0	21	1	5	5	1	12	93
08:45 AM	6	29	10	0	45	14	8	1	0	23	2	19	3	1	25	2	4	3	0	9	102
Total	19	147	48	1	215	40	23	5	9	77	7	84	16	6	113	7	24	14	2	47	452
09:00 AM	2	26	11	0	39	8	4	2	0	14	2	25	1	1	29	2	5	1	0	8	90
09:15 AM	0	26	8	1	35	7	6	3	4	20	2	18	2	0	22	0	3	2	1	6	83
09:30 AM	3	25	10	0	38	9	5	2	0	16	1	18	1	0	20	2	3	2	1	8	82
09:45 AM	3	23	7	0	33	5	4	0	0	9	0	21	1	0	22	2	4	2	0	8	72
Total	8	100	36	1	145	29	19	7	4	59	5	82	5	1	93	6	15	7	2	30	327
Grand Total	61	395	142	5	603	151	59	17	23	250	21	281	26	10	338	26	60	57	10	153	1344
Apprch %	10.1	65.5	23.5	0.8		60.4	23.6	6.8	9.2		6.2	83.1	7.7	3		17	39.2	37.3	6.5		
Total %	4.5	29.4	10.6	0.4	44.9	11.2	4.4	1.3	1.7	18.6	1.6	20.9	1.9	0.7	25.1	1.9	4.5	4.2	0.7	11.4	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 07:15 AM																	
07:15 AM	7	30	13	50	23	**5**	**2**	30	**4**	27	1	32	4	5	11	20	132
07:30 AM	8	42	17	67	**27**	5	0	**32**	2	**38**	2	**42**	2	1	**13**	16	157
07:45 AM	**14**	50	**22**	**86**	16	5	2	23	1	29	1	31	**5**	7	9	**21**	**161**
08:00 AM	7	**56**	12	75	8	3	2	13	0	23	**3**	26	2	**9**	2	13	127
Total Volume	36	178	64	278	74	18	6	98	7	117	7	131	13	22	35	70	577
% App. Total	12.9	64	23		75.5	18.4	6.1		5.3	89.3	5.3		18.6	31.4	50		
PHF	.643	.795	.727	.808	.685	.900	.750	.766	.438	.770	.583	.780	.650	.611	.673	.833	.896

Peggy Malone & Associates, Inc.
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Groups Printed- Cars

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	9	33	13	0	55	13	4	1	0	18	2	16	3	1	22	2	7	2	0	11	106
02:30 PM	1	29	16	0	46	14	9	2	0	25	4	30	1	0	35	5	2	7	2	16	122
02:45 PM	4	38	18	1	61	18	5	1	0	24	3	36	5	0	44	4	8	8	2	22	151
Total	14	100	47	1	162	45	18	4	0	67	9	82	9	1	101	11	17	17	4	49	379
03:00 PM	11	49	10	0	70	20	13	4	6	43	3	24	2	2	31	3	2	7	9	21	165
03:15 PM	5	32	9	1	47	7	6	4	4	21	1	27	0	1	29	4	4	5	0	13	110
03:30 PM	9	42	7	0	58	21	9	7	2	39	5	28	1	0	34	3	3	5	1	12	143
03:45 PM	4	32	7	0	43	19	6	8	2	35	3	30	7	1	41	4	1	4	0	9	128
Total	29	155	33	1	218	67	34	23	14	138	12	109	10	4	135	14	10	21	10	55	546
04:00 PM	3	41	10	0	54	16	3	6	6	31	7	35	4	0	46	2	3	5	3	13	144
04:15 PM	5	38	10	1	54	12	8	4	2	26	4	25	3	3	35	4	4	5	3	16	131
Grand Total	51	334	100	3	488	140	63	37	22	262	32	251	26	8	317	31	34	48	20	133	1200
Apprch %	10.5	68.4	20.5	0.6		53.4	24	14.1	8.4		10.1	79.2	8.2	2.5		23.3	25.6	36.1	15		
Total %	4.2	27.8	8.3	0.2	40.7	11.7	5.2	3.1	1.8	21.8	2.7	20.9	2.2	0.7	26.4	2.6	2.8	4	1.7	11.1	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 02:45 PM																	
02:45 PM	4	38	**18**	60	18	5	1	24	3	**36**	**5**	**44**	**4**	**8**	**8**	**20**	**148**
03:00 PM	**11**	**49**	10	**70**	20	**13**	4	**37**	3	24	2	29	3	2	7	12	148
03:15 PM	5	32	9	46	7	6	4	17	1	27	0	28	4	4	5	13	104
03:30 PM	9	42	7	58	**21**	9	**7**	37	**5**	28	1	34	3	3	5	11	140
Total Volume	29	161	44	234	66	33	16	115	12	115	8	135	14	17	25	56	540
% App. Total	12.4	68.8	18.8		57.4	28.7	13.9		8.9	85.2	5.9		25	30.4	44.6		
PHF	.659	.821	.611	.836	.786	.635	.571	.777	.600	.799	.400	.767	.875	.531	.781	.700	.912

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Groups Printed- Trucks

	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	2	1	0	4	5	0	0	0	5	0	2	0	0	2	0	0	0	0	0	11
02:30 PM	1	2	0	0	3	2	0	0	0	2	0	2	0	0	2	0	1	1	0	2	9
02:45 PM	0	3	1	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	6
Total	2	7	2	0	11	7	0	0	0	7	0	6	0	0	6	0	1	1	0	2	26
03:00 PM	0	6	2	0	8	2	1	0	0	3	0	3	0	0	3	0	0	0	0	0	14
03:15 PM	0	2	0	0	2	2	0	0	0	2	0	3	0	0	3	0	0	0	0	0	7
03:30 PM	0	3	1	0	4	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	5
03:45 PM	0	1	0	0	1	0	0	0	0	0	0	3	0	0	3	0	1	0	0	1	5
Total	0	12	3	0	15	4	1	0	0	5	0	10	0	0	10	0	1	0	0	1	31
04:00 PM	0	1	2	0	3	1	0	0	0	1	0	2	0	0	2	0	0	0	0	0	6
04:15 PM	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
Grand Total	2	21	7	0	30	12	1	0	0	13	0	20	0	0	20	0	2	1	0	3	66
Apprch %	6.7	70	23.3	0		92.3	7.7	0	0		0	100	0	0		0	66.7	33.3	0		
Total %	3	31.8	10.6	0	45.5	18.2	1.5	0	0	19.7	0	30.3	0	0	30.3	0	3	1.5	0	4.5	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	**1**	2	1	4	**5**	0	0	**5**	0	2	0	2	0	0	0	0	11
02:30 PM	1	2	0	3	2	0	0	2	0	2	0	2	0	**1**	**1**	**2**	9
02:45 PM	0	3	1	4	0	0	0	0	0	2	0	2	0	0	0	0	6
03:00 PM	0	**6**	**2**	**8**	2	**1**	0	3	0	**3**	0	**3**	0	0	0	0	**14**
Total Volume	2	13	4	19	9	1	0	10	0	9	0	9	0	1	1	2	40
% App. Total	10.5	68.4	21.1		90	10	0		0	100	0		0	50	50		
PHF	.500	.542	.500	.594	.450	.250	.000	.500	.000	.750	.000	.750	.000	.250	.250	.250	.714

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	NE 15th St Southbound					NE 31st Ave Westbound					NE 15th St Northbound					NE 31st 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	10	35	14	0	59	18	4	1	0	23	2	18	3	1	24	2	7	2	0	11	117
02:30 PM	2	31	16	0	49	16	9	2	0	27	4	32	1	0	37	5	3	8	2	18	131
02:45 PM	4	41	19	1	65	18	5	1	0	24	3	38	5	0	46	4	8	8	2	22	157
Total	16	107	49	1	173	52	18	4	0	74	9	88	9	1	107	11	18	18	4	51	405
03:00 PM	11	55	12	0	78	22	14	4	6	46	3	27	2	2	34	3	2	7	9	21	179
03:15 PM	5	34	9	1	49	9	6	4	4	23	1	30	0	1	32	4	4	5	0	13	117
03:30 PM	9	45	8	0	62	21	9	7	2	39	5	29	1	0	35	3	3	5	1	12	148
03:45 PM	4	33	7	0	44	19	6	8	2	35	3	33	7	1	44	4	2	4	0	10	133
Total	29	167	36	1	233	71	35	23	14	143	12	119	10	4	145	14	11	21	10	56	577
04:00 PM	3	42	12	0	57	17	3	6	6	32	7	37	4	0	48	2	3	5	3	13	150
04:15 PM	5	39	10	1	55	12	8	4	2	26	4	27	3	3	37	4	4	5	3	16	134
Grand Total	53	355	107	3	518	152	64	37	22	275	32	271	26	8	337	31	36	49	20	136	1266
Apprch %	10.2	68.5	20.7	0.6		55.3	23.3	13.5	8		9.5	80.4	7.7	2.4		22.8	26.5	36	14.7		
Total %	4.2	28	8.5	0.2	40.9	12	5.1	2.9	1.7	21.7	2.5	21.4	2.1	0.6	26.6	2.4	2.8	3.9	1.6	10.7	

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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 02:45 PM																	
02:45 PM	4	41	**19**	64	18	5	1	24	3	**38**	**5**	**46**	**4**	**8**	**8**	**20**	154
03:00 PM	**11**	**55**	12	**78**	**22**	**14**	4	**40**	3	27	2	32	3	2	7	12	**162**
03:15 PM	5	34	9	48	9	6	4	19	1	30	0	31	4	4	5	13	111
03:30 PM	9	45	8	62	21	9	**7**	37	**5**	29	1	35	3	3	5	11	145
Total Volume	29	175	48	252	70	34	16	120	12	124	8	144	14	17	25	56	572
% App. Total	11.5	69.4	19		58.3	28.3	13.3		8.3	86.1	5.6		25	30.4	44.6		
PHF	.659	.795	.632	.808	.795	.607	.571	.750	.600	.816	.400	.783	.875	.531	.781	.700	.883

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	3	20	10	33	22	6	0	28	1	0	2	3	64
07:15 AM	3	42	21	66	59	5	0	64	2	1	3	6	136
07:30 AM	4	56	15	75	78	11	0	89	9	5	2	16	180
07:45 AM	4	83	12	99	60	3	0	63	4	4	3	11	173
Total	14	201	58	273	219	25	0	244	16	10	10	36	553
08:00 AM	1	48	6	55	34	4	0	38	5	2	0	7	100
08:15 AM	0	45	3	48	19	0	1	20	1	0	0	1	69
08:30 AM	1	34	0	35	41	1	0	42	1	0	1	2	79
08:45 AM	1	29	0	30	27	0	0	27	0	1	0	1	58
Total	3	156	9	168	121	5	1	127	7	3	1	11	306
09:00 AM	0	36	0	36	20	1	0	21	0	0	0	0	57
09:15 AM	0	21	1	22	22	0	0	22	0	0	0	0	44
09:30 AM	0	21	2	23	21	0	0	21	0	0	0	0	44
09:45 AM	0	32	0	32	27	0	0	27	0	0	0	0	59
Total	0	110	3	113	90	1	0	91	0	0	0	0	204
Grand Total	17	467	70	554	430	31	1	462	23	13	11	47	1063
Apprch %	3.1	84.3	12.6		93.1	6.7	0.2		48.9	27.7	23.4		
Total %	1.6	43.9	6.6	52.1	40.5	2.9	0.1	43.5	2.2	1.2	1	4.4	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	3	42	45	59	5	64	2	1	3	112
07:30 AM	**4**	56	60	**78**	**11**	**89**	**9**	**5**	**14**	**163**
07:45 AM	4	**83**	**87**	60	3	63	4	4	8	158
08:00 AM	1	48	49	34	4	38	5	2	7	94
Total Volume	12	229	241	231	23	254	20	12	32	527
% App. Total	5	95		90.9	9.1		62.5	37.5		
PHF	.750	.690	.693	.740	.523	.713	.556	.600	.571	.808

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	1	3	0	4	2	1	0	3	1	0	0	1	8
07:15 AM	0	0	0	0	4	1	0	5	1	0	0	1	6
07:30 AM	0	4	0	4	1	0	0	1	0	1	0	1	6
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	1	7	0	8	9	2	0	11	2	1	0	3	22
08:00 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
08:30 AM	1	4	0	5	2	0	0	2	0	1	0	1	8
08:45 AM	0	3	0	3	5	0	0	5	0	0	0	0	8
Total	1	11	0	12	14	0	0	14	0	1	0	1	27
09:00 AM	0	4	0	4	1	0	0	1	0	0	0	0	5
09:15 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
09:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
09:45 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
Total	0	9	0	9	5	0	0	5	0	0	0	0	14
Grand Total	2	27	0	29	28	2	0	30	2	2	0	4	63
Apprch %	6.9	93.1	0		93.3	6.7	0		50	50	0		
Total %	3.2	42.9	0	46	44.4	3.2	0	47.6	3.2	3.2	0	6.3	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	0	2	2	3	0	3	0	0	0	5
08:15 AM	0	2	2	4	0	4	0	0	0	6
08:30 AM	**1**	**4**	**5**	2	0	2	0	**1**	**1**	**8**
08:45 AM	0	3	3	**5**	0	**5**	0	0	0	8
Total Volume	1	11	12	14	0	14	0	1	1	27
% App. Total	8.3	91.7		100	0		0	100		
PHF	.250	.688	.600	.700	.000	.700	.000	.250	.250	.844

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Groups Printed- Combined

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	23	10	37	24	7	0	31	2	0	2	4	72
07:15 AM	3	42	21	66	63	6	0	69	3	1	3	7	142
07:30 AM	4	60	15	79	79	11	0	90	9	6	2	17	186
07:45 AM	4	83	12	99	62	3	0	65	4	4	3	11	175
Total	15	208	58	281	228	27	0	255	18	11	10	39	575
08:00 AM	1	50	6	57	37	4	0	41	5	2	0	7	105
08:15 AM	0	47	3	50	23	0	1	24	1	0	0	1	75
08:30 AM	2	38	0	40	43	1	0	44	1	1	1	3	87
08:45 AM	1	32	0	33	32	0	0	32	0	1	0	1	66
Total	4	167	9	180	135	5	1	141	7	4	1	12	333
09:00 AM	0	40	0	40	21	1	0	22	0	0	0	0	62
09:15 AM	0	21	1	22	24	0	0	24	0	0	0	0	46
09:30 AM	0	24	2	26	21	0	0	21	0	0	0	0	47
09:45 AM	0	34	0	34	29	0	0	29	0	0	0	0	63
Total	0	119	3	122	95	1	0	96	0	0	0	0	218
Grand Total	19	494	70	583	458	33	1	492	25	15	11	51	1126
Apprch %	3.3	84.7	12		93.1	6.7	0.2		49	29.4	21.6		
Total %	1.7	43.9	6.2	51.8	40.7	2.9	0.1	43.7	2.2	1.3	1	4.5	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	3	42	45	63	6	69	3	1	4	118
07:30 AM	**4**	60	64	**79**	**11**	**90**	**9**	**6**	**15**	**169**
07:45 AM	4	**83**	**87**	62	3	65	4	4	8	160
08:00 AM	1	50	51	37	4	41	5	2	7	99
Total Volume	12	235	247	241	24	265	21	13	34	546
% App. Total	4.9	95.1		90.9	9.1		61.8	38.2		
PHF	.750	.708	.710	.763	.545	.736	.583	.542	.567	.808

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	37	11	49	36	1	0	37	1	4	0	5	91
02:30 PM	1	30	0	31	34	1	0	35	0	0	2	2	68
02:45 PM	0	46	28	74	36	0	1	37	2	0	13	15	126
Total	2	113	39	154	106	2	1	109	3	4	15	22	285
03:00 PM	0	61	9	70	43	1	0	44	4	0	7	11	125
03:15 PM	0	37	3	40	39	0	1	40	1	0	2	3	83
03:30 PM	1	50	44	95	39	1	0	40	0	3	0	3	138
03:45 PM	1	46	0	47	35	0	0	35	1	0	0	1	83
Total	2	194	56	252	156	2	1	159	6	3	9	18	429
04:00 PM	0	30	2	32	50	1	0	51	2	1	0	3	86
04:15 PM	0	48	0	48	46	0	0	46	1	0	1	2	96
Grand Total	4	385	97	486	358	5	2	365	12	8	25	45	896
Apprch %	0.8	79.2	20		98.1	1.4	0.5		26.7	17.8	55.6		
Total %	0.4	43	10.8	54.2	40	0.6	0.2	40.7	1.3	0.9	2.8	5	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	46	46	36	0	36	2	0	2	84
03:00 PM	0	**61**	**61**	**43**	**1**	**44**	**4**	0	**4**	**109**
03:15 PM	0	37	37	39	0	39	1	0	1	77
03:30 PM	**1**	50	51	39	1	40	0	**3**	3	94
Total Volume	1	194	195	157	2	159	7	3	10	364
% App. Total	0.5	99.5		98.7	1.3		70	30		
PHF	.250	.795	.799	.913	.500	.903	.438	.250	.625	.835

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	3	0	3	4	3	0	7	2	0	0	2	12
02:30 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
02:45 PM	0	8	0	8	2	1	0	3	2	0	0	2	13
Total	0	12	0	12	8	4	0	12	4	0	0	4	28
03:00 PM	0	5	0	5	5	1	0	6	1	0	0	1	12
03:15 PM	0	3	0	3	6	0	0	6	0	0	0	0	9
03:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
03:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	14	0	14	15	1	0	16	1	0	0	1	31
04:00 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
04:15 PM	0	1	0	1	4	0	0	4	0	0	0	0	5
Grand Total	0	28	0	28	30	5	0	35	5	0	0	5	68
Apprch %	0	100	0		85.7	14.3	0		100	0	0		
Total %	0	41.2	0	41.2	44.1	7.4	0	51.5	7.4	0	0	7.4	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	**8**	**8**	2	**1**	3	**2**	0	**2**	**13**
03:00 PM	0	5	5	5	1	**6**	1	0	1	12
03:15 PM	0	3	3	**6**	0	6	0	0	0	9
03:30 PM	0	5	5	2	0	2	0	0	0	7
Total Volume	0	21	21	15	2	17	3	0	3	41
% App. Total	0	100		88.2	11.8		100	0		
PHF	.000	.656	.656	.625	.500	.708	.375	.000	.375	.788

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	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	40	11	52	40	4	0	44	3	4	0	7	103
02:30 PM	1	31	0	32	36	1	0	37	0	0	2	2	71
02:45 PM	0	54	28	82	38	1	1	40	4	0	13	17	139
Total	2	125	39	166	114	6	1	121	7	4	15	26	313
03:00 PM	0	66	9	75	48	2	0	50	5	0	7	12	137
03:15 PM	0	40	3	43	45	0	1	46	1	0	2	3	92
03:30 PM	1	55	44	100	41	1	0	42	0	3	0	3	145
03:45 PM	1	47	0	48	37	0	0	37	1	0	0	1	86
Total	2	208	56	266	171	3	1	175	7	3	9	19	460
04:00 PM	0	31	2	33	53	1	0	54	2	1	0	3	90
04:15 PM	0	49	0	49	50	0	0	50	1	0	1	2	101
Grand Total	4	413	97	514	388	10	2	400	17	8	25	50	964
Apprch %	0.8	80.4	18.9		97	2.5	0.5		34	16	50		
Total %	0.4	42.8	10.1	53.3	40.2	1	0.2	41.5	1.8	0.8	2.6	5.2	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	54	54	38	1	39	4	0	4	97
03:00 PM	0	**66**	**66**	**48**	**2**	**50**	**5**	0	**5**	**121**
03:15 PM	0	40	40	45	0	45	1	0	1	86
03:30 PM	**1**	55	56	41	1	42	0	**3**	3	101
Total Volume	1	215	216	172	4	176	10	3	13	405
% App. Total	0.5	99.5		97.7	2.3		76.9	23.1		
PHF	.250	.814	.818	.896	.500	.880	.500	.250	.650	.837

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	3	24	11	38	25	3	0	28	1	0	7	8	74
07:15 AM	2	39	15	56	52	5	0	57	0	1	2	3	116
07:30 AM	3	63	25	91	69	6	0	75	5	1	2	8	174
07:45 AM	1	77	11	89	49	8	0	57	6	6	0	12	158
Total	9	203	62	274	195	22	0	217	12	8	11	31	522
08:00 AM	3	57	3	63	31	2	0	33	6	1	1	8	104
08:15 AM	0	48	1	49	25	1	0	26	1	1	0	2	77
08:30 AM	1	31	0	32	22	0	3	25	0	0	1	1	58
08:45 AM	0	36	0	36	30	0	0	30	0	0	0	0	66
Total	4	172	4	180	108	3	3	114	7	2	2	11	305
09:00 AM	1	30	0	31	21	2	0	23	1	0	0	1	55
09:15 AM	0	29	0	29	24	0	0	24	0	1	0	1	54
09:30 AM	0	32	0	32	22	0	0	22	0	0	2	2	56
09:45 AM	0	29	0	29	22	0	0	22	0	0	0	0	51
Total	1	120	0	121	89	2	0	91	1	1	2	4	216
Grand Total	14	495	66	575	392	27	3	422	20	11	15	46	1043
Apprch %	2.4	86.1	11.5		92.9	6.4	0.7		43.5	23.9	32.6		
Total %	1.3	47.5	6.3	55.1	37.6	2.6	0.3	40.5	1.9	1.1	1.4	4.4	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	2	39	41	52	5	57	0	1	1	99
07:30 AM	**3**	63	66	**69**	6	**75**	5	1	6	**147**
07:45 AM	1	**77**	**78**	49	**8**	57	**6**	**6**	**12**	147
08:00 AM	3	57	60	31	2	33	6	1	7	100
Total Volume	9	236	245	201	21	222	17	9	26	493
% App. Total	3.7	96.3		90.5	9.5		65.4	34.6		
PHF	.750	.766	.785	.728	.656	.740	.708	.375	.542	.838

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	1	4	0	5	4	1	0	5	1	1	0	2	12
07:15 AM	0	1	0	1	1	1	0	2	1	1	0	2	5
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	1	8	0	9	9	2	0	11	2	2	0	4	24
08:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
08:15 AM	0	3	0	3	5	0	0	5	0	0	0	0	8
08:30 AM	1	4	0	5	3	0	0	3	0	1	0	1	9
08:45 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
Total	1	9	0	10	13	0	0	13	0	1	0	1	24
09:00 AM	0	3	0	3	2	0	0	2	0	0	0	0	5
09:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
09:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
09:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	7	0	7	7	0	0	7	0	0	0	0	14
Grand Total	2	24	0	26	29	2	0	31	2	3	0	5	62
Apprch %	7.7	92.3	0		93.5	6.5	0		40	60	0		
Total %	3.2	38.7	0	41.9	46.8	3.2	0	50	3.2	4.8	0	8.1	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	3	3	**5**	0	**5**	0	0	0	8
08:30 AM	**1**	**4**	**5**	3	0	3	0	**1**	**1**	**9**
08:45 AM	0	1	1	4	0	4	0	0	0	5
09:00 AM	0	3	3	2	0	2	0	0	0	5
Total Volume	1	11	12	14	0	14	0	1	1	27
% App. Total	8.3	91.7		100	0		0	100		
PHF	.250	.688	.600	.700	.000	.700	.000	.250	.250	.750

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	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	28	11	43	29	4	0	33	2	1	7	10	86
07:15 AM	2	40	15	57	53	6	0	59	1	2	2	5	121
07:30 AM	3	66	25	94	69	6	0	75	5	1	2	8	177
07:45 AM	1	77	11	89	53	8	0	61	6	6	0	12	162
Total	10	211	62	283	204	24	0	228	14	10	11	35	546
08:00 AM	3	58	3	64	32	2	0	34	6	1	1	8	106
08:15 AM	0	51	1	52	30	1	0	31	1	1	0	2	85
08:30 AM	2	35	0	37	25	0	3	28	0	1	1	2	67
08:45 AM	0	37	0	37	34	0	0	34	0	0	0	0	71
Total	5	181	4	190	121	3	3	127	7	3	2	12	329
09:00 AM	1	33	0	34	23	2	0	25	1	0	0	1	60
09:15 AM	0	30	0	30	26	0	0	26	0	1	0	1	57
09:30 AM	0	34	0	34	23	0	0	23	0	0	2	2	59
09:45 AM	0	30	0	30	24	0	0	24	0	0	0	0	54
Total	1	127	0	128	96	2	0	98	1	1	2	4	230
Grand Total	16	519	66	601	421	29	3	453	22	14	15	51	1105
Apprch %	2.7	86.4	11		92.9	6.4	0.7		43.1	27.5	29.4		
Total %	1.4	47	6	54.4	38.1	2.6	0.3	41	2	1.3	1.4	4.6	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	2	40	42	53	6	59	1	2	3	104
07:30 AM	**3**	66	69	**69**	6	**75**	5	1	6	150
07:45 AM	1	**77**	**78**	53	**8**	61	**6**	**6**	**12**	**151**
08:00 AM	3	58	61	32	2	34	6	1	7	102
Total Volume	9	241	250	207	22	229	18	10	28	507
% App. Total	3.6	96.4		90.4	9.6		64.3	35.7		
PHF	.750	.782	.801	.750	.688	.763	.750	.417	.583	.839

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	44	7	52	27	0	4	31	3	3	5	11	94
02:30 PM	0	48	0	48	45	2	0	47	0	0	0	0	95
02:45 PM	0	57	21	78	55	0	0	55	3	1	14	18	151
Total	1	149	28	178	127	2	4	133	6	4	19	29	340
03:00 PM	1	57	9	67	40	1	0	41	2	0	9	11	119
03:15 PM	0	44	0	44	37	0	0	37	2	0	0	2	83
03:30 PM	0	46	29	75	43	0	0	43	0	0	3	3	121
03:45 PM	1	39	0	40	50	0	0	50	1	1	0	2	92
Total	2	186	38	226	170	1	0	171	5	1	12	18	415
04:00 PM	0	49	0	49	50	0	0	50	1	1	1	3	102
04:15 PM	0	45	0	45	39	0	1	40	0	1	3	4	89
Grand Total	3	429	66	498	386	3	5	394	12	7	35	54	946
Apprch %	0.6	86.1	13.3		98	0.8	1.3		22.2	13	64.8		
Total %	0.3	45.3	7	52.6	40.8	0.3	0.5	41.6	1.3	0.7	3.7	5.7	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:30 PM										
02:30 PM	0	48	48	45	**2**	47	0	0	0	95
02:45 PM	0	**57**	57	**55**	0	**55**	**3**	**1**	**4**	**116**
03:00 PM	**1**	57	**58**	40	1	41	2	0	2	101
03:15 PM	0	44	44	37	0	37	2	0	2	83
Total Volume	1	206	207	177	3	180	7	1	8	395
% App. Total	0.5	99.5		98.3	1.7		87.5	12.5		
PHF	.250	.904	.892	.805	.375	.818	.583	.250	.500	.851

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	2	3	3	0	6	1	0	0	1	9
02:30 PM	0	2	0	2	5	1	0	6	1	0	0	1	9
02:45 PM	0	3	0	3	2	0	0	2	1	0	0	1	6
Total	0	7	0	7	10	4	0	14	3	0	0	3	24
03:00 PM	0	8	0	8	3	1	0	4	1	1	0	2	14
03:15 PM	0	2	0	2	6	0	0	6	0	0	0	0	8
03:30 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
03:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
Total	0	15	0	15	13	1	0	14	1	1	0	2	31
04:00 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
04:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Grand Total	0	26	0	26	28	5	0	33	4	1	0	5	64
Apprch %	0	100	0		84.8	15.2	0		80	20	0		
Total %	0	40.6	0	40.6	43.8	7.8	0	51.6	6.2	1.6	0	7.8	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	2	3	**3**	**6**	**1**	0	1	9
02:30 PM	0	2	2	**5**	1	6	1	0	1	9
02:45 PM	0	3	3	2	0	2	1	0	1	6
03:00 PM	0	**8**	**8**	3	1	4	1	**1**	**2**	**14**
Total Volume	0	15	15	13	5	18	4	1	5	38
% App. Total	0	100		72.2	27.8		80	20		
PHF	.000	.469	.469	.650	.417	.750	1.00	.250	.625	.679

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Groups Printed- Combined

	NE 15th St Southbound				NE 15th St Northbound				MKR South Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	46	7	54	30	3	4	37	4	3	5	12	103
02:30 PM	0	50	0	50	50	3	0	53	1	0	0	1	104
02:45 PM	0	60	21	81	57	0	0	57	4	1	14	19	157
Total	1	156	28	185	137	6	4	147	9	4	19	32	364
03:00 PM	1	65	9	75	43	2	0	45	3	1	9	13	133
03:15 PM	0	46	0	46	43	0	0	43	2	0	0	2	91
03:30 PM	0	50	29	79	44	0	0	44	0	0	3	3	126
03:45 PM	1	40	0	41	53	0	0	53	1	1	0	2	96
Total	2	201	38	241	183	2	0	185	6	2	12	20	446
04:00 PM	0	52	0	52	53	0	0	53	1	1	1	3	108
04:15 PM	0	46	0	46	41	0	1	42	0	1	3	4	92
Grand Total	3	455	66	524	414	8	5	427	16	8	35	59	1010
Apprch %	0.6	86.8	12.6		97	1.9	1.2		27.1	13.6	59.3		
Total %	0.3	45	6.5	51.9	41	0.8	0.5	42.3	1.6	0.8	3.5	5.8	

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:30 PM										
02:30 PM	0	50	50	50	**3**	53	1	0	1	104
02:45 PM	0	60	60	**57**	0	**57**	**4**	**1**	**5**	**122**
03:00 PM	**1**	**65**	**66**	43	2	45	3	1	4	115
03:15 PM	0	46	46	43	0	43	2	0	2	91
Total Volume	1	221	222	193	5	198	10	2	12	432
% App. Total	0.5	99.5		97.5	2.5		83.3	16.7		
PHF	.250	.850	.841	.846	.417	.868	.625	.500	.600	.885

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	10	16	0	26	7	16	0	23	11	1	0	12	61
07:15 AM	14	28	0	42	34	30	2	66	17	8	2	27	135
07:30 AM	13	40	0	53	53	35	2	90	27	11	0	38	181
07:45 AM	8	62	0	70	56	11	3	70	20	3	0	23	163
Total	45	146	0	191	150	92	7	249	75	23	2	100	540
08:00 AM	4	44	0	48	37	3	0	40	5	0	0	5	93
08:15 AM	0	40	0	40	16	4	0	20	3	2	0	5	65
08:30 AM	2	32	0	34	37	6	0	43	4	3	2	9	86
08:45 AM	2	24	0	26	22	6	0	28	4	0	0	4	58
Total	8	140	0	148	112	19	0	131	16	5	2	23	302
09:00 AM	0	31	0	31	19	2	0	21	3	1	0	4	56
09:15 AM	3	23	0	26	18	1	0	19	0	1	0	1	46
09:30 AM	1	21	0	22	21	0	0	21	2	1	0	3	46
09:45 AM	2	25	0	27	27	1	1	29	2	0	1	3	59
Total	6	100	0	106	85	4	1	90	7	3	1	11	207
Grand Total	59	386	0	445	347	115	8	470	98	31	5	134	1049
Apprch %	13.3	86.7	0		73.8	24.5	1.7		73.1	23.1	3.7		
Total %	5.6	36.8	0	42.4	33.1	11	0.8	44.8	9.3	3	0.5	12.8	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**14**	28	42	34	30	64	17	8	25	131
07:30 AM	13	40	53	53	**35**	**88**	**27**	**11**	**38**	**179**
07:45 AM	8	**62**	**70**	**56**	11	67	20	3	23	160
08:00 AM	4	44	48	37	3	40	5	0	5	93
Total Volume	39	174	213	180	79	259	69	22	91	563
% App. Total	18.3	81.7		69.5	30.5		75.8	24.2		
PHF	.696	.702	.761	.804	.564	.736	.639	.500	.599	.786

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	2	0	0	2	0	0	0	0	6
07:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
07:30 AM	0	4	0	4	2	0	0	2	0	0	0	0	6
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	8	0	8	10	0	0	10	0	0	0	0	18
08:00 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
08:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
08:30 AM	0	5	0	5	3	1	0	4	0	0	0	0	9
08:45 AM	0	2	0	2	4	0	0	4	1	0	0	1	7
Total	0	10	0	10	14	1	0	15	1	0	0	1	26
09:00 AM	0	4	0	4	1	0	0	1	0	0	0	0	5
09:15 AM	1	1	0	2	3	0	0	3	0	0	0	0	5
09:30 AM	1	2	0	3	0	0	0	0	2	0	0	2	5
09:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	2	8	0	10	6	0	0	6	2	0	0	2	18
Grand Total	2	26	0	28	30	1	0	31	3	0	0	3	62
Apprch %	7.1	92.9	0		96.8	3.2	0		100	0	0		
Total %	3.2	41.9	0	45.2	48.4	1.6	0	50	4.8	0	0	4.8	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	0	2	2	3	0	3	0	0	0	5
08:15 AM	0	1	1	**4**	0	**4**	0	0	0	5
08:30 AM	0	**5**	**5**	3	**1**	4	0	0	0	**9**
08:45 AM	0	2	2	4	0	4	**1**	0	**1**	7
Total Volume	0	10	10	14	1	15	1	0	1	26
% App. Total	0	100		93.3	6.7		100	0		
PHF	.000	.500	.500	.875	.250	.938	.250	.000	.250	.722

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	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	10	20	0	30	9	16	0	25	11	1	0	12	67
07:15 AM	14	28	0	42	38	30	2	70	17	8	2	27	139
07:30 AM	13	44	0	57	55	35	2	92	27	11	0	38	187
07:45 AM	8	62	0	70	58	11	3	72	20	3	0	23	165
Total	45	154	0	199	160	92	7	259	75	23	2	100	558
08:00 AM	4	46	0	50	40	3	0	43	5	0	0	5	98
08:15 AM	0	41	0	41	20	4	0	24	3	2	0	5	70
08:30 AM	2	37	0	39	40	7	0	47	4	3	2	9	95
08:45 AM	2	26	0	28	26	6	0	32	5	0	0	5	65
Total	8	150	0	158	126	20	0	146	17	5	2	24	328
09:00 AM	0	35	0	35	20	2	0	22	3	1	0	4	61
09:15 AM	4	24	0	28	21	1	0	22	0	1	0	1	51
09:30 AM	2	23	0	25	21	0	0	21	4	1	0	5	51
09:45 AM	2	26	0	28	29	1	1	31	2	0	1	3	62
Total	8	108	0	116	91	4	1	96	9	3	1	13	225
Grand Total	61	412	0	473	377	116	8	501	101	31	5	137	1111
Apprch %	12.9	87.1	0		75.2	23.2	1.6		73.7	22.6	3.6		
Total %	5.5	37.1	0	42.6	33.9	10.4	0.7	45.1	9.1	2.8	0.5	12.3	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**14**	28	42	38	30	68	17	8	25	135
07:30 AM	13	44	57	55	**35**	**90**	**27**	**11**	**38**	**185**
07:45 AM	8	**62**	**70**	**58**	11	69	20	3	23	162
08:00 AM	4	46	50	40	3	43	5	0	5	98
Total Volume	39	180	219	191	79	270	69	22	91	580
% App. Total	17.8	82.2		70.7	29.3		75.8	24.2		
PHF	.696	.726	.782	.823	.564	.750	.639	.500	.599	.784

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	3	33	0	36	36	4	0	40	3	1	2	6	82
02:30 PM	3	27	0	30	33	6	0	39	3	1	0	4	73
02:45 PM	5	26	0	31	29	7	0	36	25	4	2	31	98
Total	11	86	0	97	98	17	0	115	31	6	4	41	253
03:00 PM	6	41	4	51	30	13	0	43	17	10	1	28	122
03:15 PM	2	30	0	32	33	4	0	37	4	3	0	7	76
03:30 PM	1	52	0	53	41	1	0	42	0	3	0	3	98
03:45 PM	0	41	0	41	37	2	0	39	5	6	0	11	91
Total	9	164	4	177	141	20	0	161	26	22	1	49	387
04:00 PM	1	25	0	26	48	1	0	49	3	4	1	8	83
04:15 PM	0	46	0	46	42	1	2	45	5	3	0	8	99
Grand Total	21	321	4	346	329	39	2	370	65	35	6	106	822
Apprch %	6.1	92.8	1.2		88.9	10.5	0.5		61.3	33	5.7		
Total %	2.6	39.1	0.5	42.1	40	4.7	0.2	45	7.9	4.3	0.7	12.9	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	5	26	31	29	7	36	**25**	4	**29**	96
03:00 PM	**6**	41	47	30	**13**	**43**	17	**10**	27	**117**
03:15 PM	2	30	32	33	4	37	4	3	7	76
03:30 PM	1	**52**	**53**	**41**	1	42	0	3	3	98
Total Volume	14	149	163	133	25	158	46	20	66	387
% App. Total	8.6	91.4		84.2	15.8		69.7	30.3		
PHF	.583	.716	.769	.811	.481	.919	.460	.500	.569	.827

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
02:30 PM	1	1	0	2	2	1	0	3	0	0	0	0	5
02:45 PM	0	8	0	8	1	0	0	1	2	0	0	2	11
Total	1	11	0	12	6	1	0	7	2	0	0	2	21
03:00 PM	0	4	0	4	5	0	0	5	0	0	0	0	9
03:15 PM	0	3	0	3	6	0	0	6	0	0	0	0	9
03:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
03:45 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
Total	0	13	0	13	16	0	0	16	0	0	0	0	29
04:00 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
04:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
Grand Total	1	27	0	28	30	1	0	31	2	0	0	2	61
Apprch %	3.6	96.4	0		96.8	3.2	0		100	0	0		
Total %	1.6	44.3	0	45.9	49.2	1.6	0	50.8	3.3	0	0	3.3	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	**8**	**8**	1	0	1	**2**	0	**2**	**11**
03:00 PM	0	4	4	5	0	5	0	0	0	9
03:15 PM	0	3	3	**6**	0	**6**	0	0	0	9
03:30 PM	0	5	5	2	0	2	0	0	0	7
Total Volume	0	20	20	14	0	14	2	0	2	36
% App. Total	0	100		100	0		100	0		
PHF	.000	.625	.625	.583	.000	.583	.250	.000	.250	.818

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	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	3	35	0	38	39	4	0	43	3	1	2	6	87
02:30 PM	4	28	0	32	35	7	0	42	3	1	0	4	78
02:45 PM	5	34	0	39	30	7	0	37	27	4	2	33	109
Total	12	97	0	109	104	18	0	122	33	6	4	43	274
03:00 PM	6	45	4	55	35	13	0	48	17	10	1	28	131
03:15 PM	2	33	0	35	39	4	0	43	4	3	0	7	85
03:30 PM	1	57	0	58	43	1	0	44	0	3	0	3	105
03:45 PM	0	42	0	42	40	2	0	42	5	6	0	11	95
Total	9	177	4	190	157	20	0	177	26	22	1	49	416
04:00 PM	1	26	0	27	51	1	0	52	3	4	1	8	87
04:15 PM	0	48	0	48	47	1	2	50	5	3	0	8	106
Grand Total	22	348	4	374	359	40	2	401	67	35	6	108	883
Apprch %	5.9	93	1.1		89.5	10	0.5		62	32.4	5.6		
Total %	2.5	39.4	0.5	42.4	40.7	4.5	0.2	45.4	7.6	4	0.7	12.2	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	5	34	39	30	7	37	**27**	4	**31**	107
03:00 PM	**6**	45	51	35	**13**	**48**	17	**10**	27	**126**
03:15 PM	2	33	35	39	4	43	4	3	7	85
03:30 PM	1	**57**	**58**	**43**	1	44	0	3	3	105
Total Volume	14	169	183	147	25	172	48	20	68	423
% App. Total	7.7	92.3		85.5	14.5		70.6	29.4		
PHF	.583	.741	.789	.855	.481	.896	.444	.500	.548	.839

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	15	20	0	35	13	13	1	27	10	0	0	10	72
07:15 AM	17	19	0	36	24	31	4	59	24	7	3	34	129
07:30 AM	15	48	0	63	52	23	3	78	24	6	1	31	172
07:45 AM	4	62	0	66	43	16	6	65	16	5	0	21	152
Total	51	149	0	200	132	83	14	229	74	18	4	96	525
08:00 AM	6	55	0	61	26	7	2	35	9	1	0	10	106
08:15 AM	0	36	0	36	24	2	2	28	5	0	0	5	69
08:30 AM	2	27	0	29	19	2	0	21	3	2	0	5	55
08:45 AM	0	36	0	36	30	2	0	32	1	0	0	1	69
Total	8	154	0	162	99	13	4	116	18	3	0	21	299
09:00 AM	3	30	0	33	19	1	0	20	1	3	0	4	57
09:15 AM	1	27	0	28	18	4	0	22	2	1	0	3	53
09:30 AM	0	31	0	31	24	0	0	24	1	1	2	4	59
09:45 AM	0	27	0	27	22	0	0	22	1	0	0	1	50
Total	4	115	0	119	83	5	0	88	5	5	2	12	219
Grand Total	63	418	0	481	314	101	18	433	97	26	6	129	1043
Apprch %	13.1	86.9	0		72.5	23.3	4.2		75.2	20.2	4.7		
Total %	6	40.1	0	46.1	30.1	9.7	1.7	41.5	9.3	2.5	0.6	12.4	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**17**	19	36	24	**31**	55	**24**	**7**	**31**	122
07:30 AM	15	48	63	**52**	23	**75**	24	6	30	**168**
07:45 AM	4	**62**	**66**	43	16	59	16	5	21	146
08:00 AM	6	55	61	26	7	33	9	1	10	104
Total Volume	42	184	226	145	77	222	73	19	92	540
% App. Total	18.6	81.4		65.3	34.7		79.3	20.7		
PHF	.618	.742	.856	.697	.621	.740	.760	.679	.742	.804

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	5	0	0	5	1	0	0	1	10
07:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	8	0	8	11	0	0	11	1	0	0	1	20
08:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
08:15 AM	0	3	0	3	4	1	0	5	0	0	0	0	8
08:30 AM	0	4	0	4	5	0	0	5	1	0	0	1	10
08:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	9	0	9	12	1	0	13	1	0	0	1	23
09:00 AM	0	3	0	3	1	0	0	1	0	0	0	0	4
09:15 AM	0	1	0	1	3	0	0	3	0	0	0	0	4
09:30 AM	0	2	0	2	2	0	0	2	0	0	0	0	4
09:45 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
Total	0	7	0	7	7	0	0	7	0	0	0	0	14
Grand Total	0	24	0	24	30	1	0	31	2	0	0	2	57
Apprch %	0	100	0		96.8	3.2	0		100	0	0		
Total %	0	42.1	0	42.1	52.6	1.8	0	54.4	3.5	0	0	3.5	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	3	3	4	**1**	**5**	0	0	0	8
08:30 AM	0	**4**	**4**	**5**	0	5	**1**	0	**1**	**10**
08:45 AM	0	1	1	2	0	2	0	0	0	3
09:00 AM	0	3	3	1	0	1	0	0	0	4
Total Volume	0	11	11	12	1	13	1	0	1	25
% App. Total	0	100		92.3	7.7		100	0		
PHF	.000	.688	.688	.600	.250	.650	.250	.000	.250	.625

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	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	15	24	0	39	18	13	1	32	11	0	0	11	82
07:15 AM	17	20	0	37	26	31	4	61	24	7	3	34	132
07:30 AM	15	51	0	66	52	23	3	78	24	6	1	31	175
07:45 AM	4	62	0	66	47	16	6	69	16	5	0	21	156
Total	51	157	0	208	143	83	14	240	75	18	4	97	545
08:00 AM	6	56	0	62	27	7	2	36	9	1	0	10	108
08:15 AM	0	39	0	39	28	3	2	33	5	0	0	5	77
08:30 AM	2	31	0	33	24	2	0	26	4	2	0	6	65
08:45 AM	0	37	0	37	32	2	0	34	1	0	0	1	72
Total	8	163	0	171	111	14	4	129	19	3	0	22	322
09:00 AM	3	33	0	36	20	1	0	21	1	3	0	4	61
09:15 AM	1	28	0	29	21	4	0	25	2	1	0	3	57
09:30 AM	0	33	0	33	26	0	0	26	1	1	2	4	63
09:45 AM	0	28	0	28	23	0	0	23	1	0	0	1	52
Total	4	122	0	126	90	5	0	95	5	5	2	12	233
Grand Total	63	442	0	505	344	102	18	464	99	26	6	131	1100
Apprch %	12.5	87.5	0		74.1	22	3.9		75.6	19.8	4.6		
Total %	5.7	40.2	0	45.9	31.3	9.3	1.6	42.2	9	2.4	0.5	11.9	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**17**	20	37	26	**31**	57	**24**	**7**	**31**	125
07:30 AM	15	51	**66**	**52**	23	**75**	24	6	30	**171**
07:45 AM	4	**62**	66	47	16	63	16	5	21	150
08:00 AM	6	56	62	27	7	34	9	1	10	106
Total Volume	42	189	231	152	77	229	73	19	92	552
% App. Total	18.2	81.8		66.4	33.6		79.3	20.7		
PHF	.618	.762	.875	.731	.621	.763	.760	.679	.742	.807

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	41	0	42	30	6	0	36	3	0	0	3	81
02:30 PM	2	42	0	44	43	5	0	48	6	3	0	9	101
02:45 PM	4	43	0	47	39	14	0	53	17	5	8	30	130
Total	7	126	0	133	112	25	0	137	26	8	8	42	312
03:00 PM	5	49	0	54	31	10	3	44	10	12	4	26	124
03:15 PM	4	39	0	43	36	3	0	39	5	1	0	6	88
03:30 PM	1	44	0	45	44	2	0	46	2	4	1	7	98
03:45 PM	0	41	0	41	49	3	0	52	7	1	0	8	101
Total	10	173	0	183	160	18	3	181	24	18	5	47	411
04:00 PM	3	41	0	44	40	8	0	48	7	10	1	18	110
04:15 PM	0	34	0	34	40	2	2	44	8	11	0	19	97
Grand Total	20	374	0	394	352	53	5	410	65	47	14	126	930
Apprch %	5.1	94.9	0		85.9	12.9	1.2		51.6	37.3	11.1		
Total %	2.2	40.2	0	42.4	37.8	5.7	0.5	44.1	7	5.1	1.5	13.5	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:30 PM										
02:30 PM	2	42	44	**43**	5	48	6	3	9	101
02:45 PM	4	43	47	39	**14**	**53**	**17**	5	**22**	**122**
03:00 PM	**5**	**49**	**54**	31	10	41	10	**12**	22	117
03:15 PM	4	39	43	36	3	39	5	1	6	88
Total Volume	15	173	188	149	32	181	38	21	59	428
% App. Total	8	92		82.3	17.7		64.4	35.6		
PHF	.750	.883	.870	.866	.571	.854	.559	.438	.670	.877

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
02:30 PM	1	2	0	3	3	1	0	4	0	0	0	0	7
02:45 PM	0	1	0	1	2	0	0	2	2	0	0	2	5
Total	1	5	0	6	9	1	0	10	2	0	0	2	18
03:00 PM	0	8	0	8	4	0	0	4	0	0	0	0	12
03:15 PM	0	1	0	1	6	0	0	6	0	0	0	0	7
03:30 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
03:45 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
Total	0	15	0	15	14	0	0	14	0	0	0	0	29
04:00 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
04:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Grand Total	1	23	0	24	28	1	0	29	2	0	0	2	55
Apprch %	4.2	95.8	0		96.6	3.4	0		100	0	0		
Total %	1.8	41.8	0	43.6	50.9	1.8	0	52.7	3.6	0	0	3.6	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:30 PM										
02:30 PM	**1**	2	3	3	**1**	4	0	0	0	7
02:45 PM	0	1	1	2	0	2	**2**	0	**2**	5
03:00 PM	0	**8**	**8**	4	0	4	0	0	0	**12**
03:15 PM	0	1	1	**6**	0	**6**	0	0	0	7
Total Volume	1	12	13	15	1	16	2	0	2	31
% App. Total	7.7	92.3		93.8	6.2		100	0		
PHF	.250	.375	.406	.625	.250	.667	.250	.000	.250	.646

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File Name : 4-NE 15th St & MKR North Drvwy THUR PM
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	NE 15th St Southbound				NE 15th St Northbound				MKR North Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	43	0	44	34	6	0	40	3	0	0	3	87
02:30 PM	3	44	0	47	46	6	0	52	6	3	0	9	108
02:45 PM	4	44	0	48	41	14	0	55	19	5	8	32	135
Total	8	131	0	139	121	26	0	147	28	8	8	44	330
03:00 PM	5	57	0	62	35	10	3	48	10	12	4	26	136
03:15 PM	4	40	0	44	42	3	0	45	5	1	0	6	95
03:30 PM	1	48	0	49	45	2	0	47	2	4	1	7	103
03:45 PM	0	43	0	43	52	3	0	55	7	1	0	8	106
Total	10	188	0	198	174	18	3	195	24	18	5	47	440
04:00 PM	3	43	0	46	43	8	0	51	7	10	1	18	115
04:15 PM	0	35	0	35	42	2	2	46	8	11	0	19	100
Grand Total	21	397	0	418	380	54	5	439	67	47	14	128	985
Apprch %	5	95	0		86.6	12.3	1.1		52.3	36.7	10.9		
Total %	2.1	40.3	0	42.4	38.6	5.5	0.5	44.6	6.8	4.8	1.4	13	

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:30 PM										
02:30 PM	3	44	47	**46**	6	52	6	3	9	108
02:45 PM	4	44	48	41	**14**	**55**	**19**	5	**24**	127
03:00 PM	**5**	**57**	**62**	35	10	45	10	**12**	22	**129**
03:15 PM	4	40	44	42	3	45	5	1	6	95
Total Volume	16	185	201	164	33	197	40	21	61	459
% App. Total	8	92		83.2	16.8		65.6	34.4		
PHF	.800	.811	.810	.891	.589	.895	.526	.438	.635	.890

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File Name : 5-NE 15th St & Head Start Pre-K Drvwy TUE AM
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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	25	0	29	6	1	0	7	1	0	0	1	37
07:15 AM	12	42	0	54	35	5	0	40	0	0	2	2	96
07:30 AM	13	37	0	50	39	26	0	65	16	7	1	24	139
07:45 AM	19	52	0	71	44	15	1	60	17	16	0	33	164
Total	48	156	0	204	124	47	1	172	34	23	3	60	436
08:00 AM	6	37	0	43	29	8	0	37	12	7	0	19	99
08:15 AM	4	35	0	39	13	6	0	19	3	1	0	4	62
08:30 AM	5	31	0	36	36	3	0	39	4	1	2	7	82
08:45 AM	1	22	0	23	21	3	1	25	4	2	1	7	55
Total	16	125	0	141	99	20	1	120	23	11	3	37	298
09:00 AM	0	30	0	30	17	2	0	19	0	2	0	2	51
09:15 AM	1	23	0	24	20	1	0	21	3	3	0	6	51
09:30 AM	1	20	0	21	20	2	0	22	1	1	0	2	45
09:45 AM	2	28	0	30	24	3	0	27	4	0	0	4	61
Total	4	101	0	105	81	8	0	89	8	6	0	14	208
Grand Total	68	382	0	450	304	75	2	381	65	40	6	111	942
Apprch %	15.1	84.9	0		79.8	19.7	0.5		58.6	36	5.4		
Total %	7.2	40.6	0	47.8	32.3	8	0.2	40.4	6.9	4.2	0.6	11.8	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	12	42	54	35	5	40	0	0	0	94
07:30 AM	13	37	50	39	**26**	**65**	16	7	23	138
07:45 AM	**19**	**52**	**71**	**44**	15	59	**17**	**16**	**33**	**163**
08:00 AM	6	37	43	29	8	37	12	7	19	99
Total Volume	50	168	218	147	54	201	45	30	75	494
% App. Total	22.9	77.1		73.1	26.9		60	40		
PHF	.658	.808	.768	.835	.519	.773	.662	.469	.568	.758

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	2	0	0	2	0	0	0	0	6
07:15 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
07:30 AM	0	4	0	4	2	0	0	2	0	0	0	0	6
07:45 AM	0	0	0	0	2	0	0	2	0	0	0	0	2
Total	0	8	0	8	10	0	0	10	0	0	0	0	18
08:00 AM	0	2	0	2	3	0	0	3	0	0	0	0	5
08:15 AM	0	2	0	2	4	0	0	4	0	0	0	0	6
08:30 AM	0	5	0	5	2	0	0	2	0	0	0	0	7
08:45 AM	0	2	0	2	5	0	0	5	0	0	0	0	7
Total	0	11	0	11	14	0	0	14	0	0	0	0	25
09:00 AM	0	5	0	5	0	0	0	0	0	0	0	0	5
09:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
09:30 AM	0	1	0	1	0	0	0	0	0	0	0	0	1
09:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	8	0	8	4	0	0	4	0	0	0	0	12
Grand Total	0	27	0	27	28	0	0	28	0	0	0	0	55
Apprch %	0	100	0		100	0	0		0	0	0		
Total %	0	49.1	0	49.1	50.9	0	0	50.9	0	0	0	0	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	0	2	2	3	0	3	0	0	0	5
08:15 AM	0	2	2	4	0	4	0	0	0	6
08:30 AM	0	**5**	**5**	2	0	2	0	0	0	**7**
08:45 AM	0	2	2	**5**	0	**5**	0	0	0	7
Total Volume	0	11	11	14	0	14	0	0	0	25
% App. Total	0	100		100	0		0	0		
PHF	.000	.550	.550	.700	.000	.700	.000	.000	.000	.893

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Groups Printed- Combined

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	29	0	33	8	1	0	9	1	0	0	1	43
07:15 AM	12	42	0	54	39	5	0	44	0	0	2	2	100
07:30 AM	13	41	0	54	41	26	0	67	16	7	1	24	145
07:45 AM	19	52	0	71	46	15	1	62	17	16	0	33	166
Total	48	164	0	212	134	47	1	182	34	23	3	60	454
08:00 AM	6	39	0	45	32	8	0	40	12	7	0	19	104
08:15 AM	4	37	0	41	17	6	0	23	3	1	0	4	68
08:30 AM	5	36	0	41	38	3	0	41	4	1	2	7	89
08:45 AM	1	24	0	25	26	3	1	30	4	2	1	7	62
Total	16	136	0	152	113	20	1	134	23	11	3	37	323
09:00 AM	0	35	0	35	17	2	0	19	0	2	0	2	56
09:15 AM	1	24	0	25	22	1	0	23	3	3	0	6	54
09:30 AM	1	21	0	22	20	2	0	22	1	1	0	2	46
09:45 AM	2	29	0	31	26	3	0	29	4	0	0	4	64
Total	4	109	0	113	85	8	0	93	8	6	0	14	220
Grand Total	68	409	0	477	332	75	2	409	65	40	6	111	997
Apprch %	14.3	85.7	0		81.2	18.3	0.5		58.6	36	5.4		
Total %	6.8	41	0	47.8	33.3	7.5	0.2	41	6.5	4	0.6	11.1	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	12	42	54	39	5	44	0	0	0	98
07:30 AM	13	41	54	41	**26**	**67**	16	7	23	144
07:45 AM	**19**	**52**	**71**	**46**	15	61	**17**	**16**	**33**	**165**
08:00 AM	6	39	45	32	8	40	12	7	19	104
Total Volume	50	174	224	158	54	212	45	30	75	511
% App. Total	22.3	77.7		74.5	25.5		60	40		
PHF	.658	.837	.789	.859	.519	.791	.662	.469	.568	.774

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	31	0	32	33	3	0	36	5	0	2	7	75
02:30 PM	0	29	0	29	29	3	0	32	1	1	1	3	64
02:45 PM	1	27	0	28	34	2	0	36	4	2	0	6	70
Total	2	87	0	89	96	8	0	104	10	3	3	16	209
03:00 PM	2	40	0	42	36	3	0	39	6	4	7	17	98
03:15 PM	1	31	0	32	37	1	0	38	2	0	0	2	72
03:30 PM	0	51	0	51	41	2	0	43	2	1	0	3	97
03:45 PM	1	38	0	39	41	1	0	42	2	0	0	2	83
Total	4	160	0	164	155	7	0	162	12	5	7	24	350
04:00 PM	0	25	0	25	54	0	0	54	0	1	1	2	81
04:15 PM	0	43	0	43	45	1	0	46	2	1	0	3	92
Grand Total	6	315	0	321	350	16	0	366	24	10	11	45	732
Apprch %	1.9	98.1	0		95.6	4.4	0		53.3	22.2	24.4		
Total %	0.8	43	0	43.9	47.8	2.2	0	50	3.3	1.4	1.5	6.1	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**51**	**51**	41	**2**	43	**2**	**1**	**3**	**97**
03:45 PM	**1**	38	39	41	1	42	2	0	2	83
04:00 PM	0	25	25	**54**	0	**54**	0	1	1	80
04:15 PM	0	43	43	45	1	46	2	1	3	92
Total Volume	1	157	158	181	4	185	6	3	9	352
% App. Total	0.6	99.4		97.8	2.2		66.7	33.3		
PHF	.250	.770	.775	.838	.500	.856	.750	.750	.750	.907

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	3	0	3	5	0	0	5	0	0	0	0	8
02:30 PM	0	2	0	2	1	0	0	1	0	0	0	0	3
02:45 PM	0	8	0	8	1	0	0	1	0	0	0	0	9
Total	0	13	0	13	7	0	0	7	0	0	0	0	20
03:00 PM	0	4	0	4	5	0	0	5	0	0	0	0	9
03:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
03:30 PM	0	5	0	5	2	0	0	2	0	0	0	0	7
03:45 PM	0	1	0	1	2	0	0	2	1	0	0	1	4
Total	0	12	0	12	14	0	0	14	1	0	0	1	27
04:00 PM	0	1	0	1	3	0	0	3	0	0	0	0	4
04:15 PM	0	2	0	2	5	0	0	5	0	0	0	0	7
Grand Total	0	28	0	28	29	0	0	29	1	0	0	1	58
Apprch %	0	100	0		100	0	0		100	0	0		
Total %	0	48.3	0	48.3	50	0	0	50	1.7	0	0	1.7	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	**8**	**8**	1	0	1	0	0	0	**9**
03:00 PM	0	4	4	**5**	0	**5**	0	0	0	9
03:15 PM	0	2	2	5	0	5	0	0	0	7
03:30 PM	0	5	5	2	0	2	0	0	0	7
Total Volume	0	19	19	13	0	13	0	0	0	32
% App. Total	0	100		100	0		0	0		
PHF	.000	.594	.594	.650	.000	.650	.000	.000	.000	.889

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Groups Printed- Combined

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	1	37	0	38	43	3	0	46	5	0	2	7	91
02:30 PM	0	33	0	33	31	3	0	34	1	1	1	3	70
02:45 PM	1	43	0	44	36	2	0	38	4	2	0	6	88
Total	2	113	0	115	110	8	0	118	10	3	3	16	249
03:00 PM	2	48	0	50	46	3	0	49	6	4	7	17	116
03:15 PM	1	35	0	36	47	1	0	48	2	0	0	2	86
03:30 PM	0	61	0	61	45	2	0	47	2	1	0	3	111
03:45 PM	1	40	0	41	45	1	0	46	4	0	0	4	91
Total	4	184	0	188	183	7	0	190	14	5	7	26	404
04:00 PM	0	27	0	27	60	0	0	60	0	1	1	2	89
04:15 PM	0	47	0	47	55	1	0	56	2	1	0	3	106
Grand Total	6	371	0	377	408	16	0	424	26	10	11	47	848
Apprch %	1.6	98.4	0		96.2	3.8	0		55.3	21.3	23.4		
Total %	0.7	43.8	0	44.5	48.1	1.9	0	50	3.1	1.2	1.3	5.5	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**2**	48	50	46	**3**	**49**	**6**	**4**	**10**	109
03:15 PM	1	35	36	**47**	1	48	2	0	2	86
03:30 PM	0	**61**	**61**	45	2	47	2	1	3	**111**
03:45 PM	1	40	41	45	1	46	4	0	4	91
Total Volume	4	184	188	183	7	190	14	5	19	397
% App. Total	2.1	97.9		96.3	3.7		73.7	26.3		
PHF	.500	.754	.770	.973	.583	.969	.583	.313	.475	.894

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	34	0	38	12	0	0	12	1	0	0	1	51
07:15 AM	13	36	0	49	22	10	0	32	0	1	2	3	84
07:30 AM	9	49	0	58	41	18	0	59	14	10	4	28	145
07:45 AM	18	51	0	69	31	17	0	48	15	12	1	28	145
Total	44	170	0	214	106	45	0	151	30	23	7	60	425
08:00 AM	3	49	0	52	21	8	0	29	12	3	0	15	96
08:15 AM	2	32	0	34	21	2	0	23	4	2	0	6	63
08:30 AM	2	26	0	28	18	4	0	22	3	2	0	5	55
08:45 AM	0	33	0	33	27	1	0	28	3	0	0	3	64
Total	7	140	0	147	87	15	0	102	22	7	0	29	278
09:00 AM	0	31	0	31	20	1	0	21	2	0	0	2	54
09:15 AM	0	26	0	26	20	0	0	20	1	2	0	3	49
09:30 AM	0	31	0	31	23	2	0	25	0	1	3	4	60
09:45 AM	1	26	0	27	19	2	0	21	1	0	0	1	49
Total	1	114	0	115	82	5	0	87	4	3	3	10	212
Grand Total	52	424	0	476	275	65	0	340	56	33	10	99	915
Apprch %	10.9	89.1	0		80.9	19.1	0		56.6	33.3	10.1		
Total %	5.7	46.3	0	52	30.1	7.1	0	37.2	6.1	3.6	1.1	10.8	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	13	36	49	22	10	32	0	1	1	82
07:30 AM	9	49	58	**41**	**18**	**59**	14	10	24	141
07:45 AM	**18**	**51**	**69**	31	17	48	**15**	**12**	**27**	**144**
08:00 AM	3	49	52	21	8	29	12	3	15	96
Total Volume	43	185	228	115	53	168	41	26	67	463
% App. Total	18.9	81.1		68.5	31.5		61.2	38.8		
PHF	.597	.907	.826	.701	.736	.712	.683	.542	.620	.804

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	0	4	0	4	5	0	0	5	0	0	0	0	9
07:15 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
07:30 AM	0	3	0	3	0	0	0	0	0	0	0	0	3
07:45 AM	0	0	0	0	4	0	0	4	0	0	0	0	4
Total	0	8	0	8	11	0	0	11	0	0	0	0	19
08:00 AM	0	1	0	1	1	0	0	1	0	0	0	0	2
08:15 AM	0	3	0	3	4	0	0	4	0	0	0	0	7
08:30 AM	0	4	0	4	4	0	0	4	0	0	0	0	8
08:45 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
Total	0	9	0	9	13	0	0	13	0	0	0	0	22
09:00 AM	0	3	0	3	1	0	0	1	0	0	0	0	4
09:15 AM	0	1	0	1	4	0	0	4	0	0	0	0	5
09:30 AM	0	2	0	2	1	0	0	1	0	0	0	0	3
09:45 AM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	7	0	7	8	0	0	8	0	0	0	0	15
Grand Total	0	24	0	24	32	0	0	32	0	0	0	0	56
Apprch %	0	100	0		100	0	0		0	0	0		
Total %	0	42.9	0	42.9	57.1	0	0	57.1	0	0	0	0	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	3	3	**4**	0	**4**	0	0	0	7
08:30 AM	0	**4**	**4**	4	0	4	0	0	0	**8**
08:45 AM	0	1	1	4	0	4	0	0	0	5
09:00 AM	0	3	3	1	0	1	0	0	0	4
Total Volume	0	11	11	13	0	13	0	0	0	24
% App. Total	0	100		100	0		0	0		
PHF	.000	.688	.688	.813	.000	.813	.000	.000	.000	.750

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	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
07:00 AM	4	38	0	42	17	0	0	17	1	0	0	1	60
07:15 AM	13	37	0	50	24	10	0	34	0	1	2	3	87
07:30 AM	9	52	0	61	41	18	0	59	14	10	4	28	148
07:45 AM	18	51	0	69	35	17	0	52	15	12	1	28	149
Total	44	178	0	222	117	45	0	162	30	23	7	60	444
08:00 AM	3	50	0	53	22	8	0	30	12	3	0	15	98
08:15 AM	2	35	0	37	25	2	0	27	4	2	0	6	70
08:30 AM	2	30	0	32	22	4	0	26	3	2	0	5	63
08:45 AM	0	34	0	34	31	1	0	32	3	0	0	3	69
Total	7	149	0	156	100	15	0	115	22	7	0	29	300
09:00 AM	0	34	0	34	21	1	0	22	2	0	0	2	58
09:15 AM	0	27	0	27	24	0	0	24	1	2	0	3	54
09:30 AM	0	33	0	33	24	2	0	26	0	1	3	4	63
09:45 AM	1	27	0	28	21	2	0	23	1	0	0	1	52
Total	1	121	0	122	90	5	0	95	4	3	3	10	227
Grand Total	52	448	0	500	307	65	0	372	56	33	10	99	971
Apprch %	10.4	89.6	0		82.5	17.5	0		56.6	33.3	10.1		
Total %	5.4	46.1	0	51.5	31.6	6.7	0	38.3	5.8	3.4	1	10.2	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	13	37	50	24	10	34	0	1	1	85
07:30 AM	9	**52**	61	**41**	**18**	**59**	14	10	24	144
07:45 AM	**18**	51	**69**	35	17	52	**15**	**12**	**27**	**148**
08:00 AM	3	50	53	22	8	30	12	3	15	98
Total Volume	43	190	233	122	53	175	41	26	67	475
% App. Total	18.5	81.5		69.7	30.3		61.2	38.8		
PHF	.597	.913	.844	.744	.736	.742	.683	.542	.620	.802

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Groups Printed- Cars

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	3	37	0	40	28	0	0	28	4	1	0	5	73
02:30 PM	0	44	0	44	40	3	2	45	0	1	0	1	90
02:45 PM	0	42	0	42	41	5	0	46	3	1	4	8	96
Total	3	123	0	126	109	8	2	119	7	3	4	14	259
03:00 PM	1	50	0	51	44	1	0	45	7	4	4	15	111
03:15 PM	0	42	0	42	34	1	0	35	1	1	0	2	79
03:30 PM	2	42	0	44	45	2	0	47	2	1	0	3	94
03:45 PM	0	38	0	38	49	0	0	49	1	0	0	1	88
Total	3	172	0	175	172	4	0	176	11	6	4	21	372
04:00 PM	0	43	0	43	50	0	0	50	1	3	1	5	98
04:15 PM	0	31	0	31	52	1	0	53	3	0	0	3	87
Grand Total	6	369	0	375	383	13	2	398	22	12	9	43	816
Apprch %	1.6	98.4	0		96.2	3.3	0.5		51.2	27.9	20.9		
Total %	0.7	45.2	0	46	46.9	1.6	0.2	48.8	2.7	1.5	1.1	5.3	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	42	42	41	**5**	46	3	1	4	92
03:00 PM	1	**50**	**51**	44	1	45	**7**	**4**	**11**	**107**
03:15 PM	0	42	42	34	1	35	1	1	2	79
03:30 PM	**2**	42	44	**45**	2	**47**	2	1	3	94
Total Volume	3	176	179	164	9	173	13	7	20	372
% App. Total	1.7	98.3		94.8	5.2		65	35		
PHF	.375	.880	.877	.911	.450	.920	.464	.438	.455	.869

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Groups Printed- Trucks

	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	0	2	0	2	4	0	0	4	0	0	0	0	6
02:30 PM	0	3	0	3	3	0	0	3	0	0	0	0	6
02:45 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Total	0	6	0	6	9	0	0	9	0	0	0	0	15
03:00 PM	0	8	0	8	4	0	0	4	0	0	0	0	12
03:15 PM	0	2	0	2	6	0	0	6	0	0	0	0	8
03:30 PM	0	4	0	4	1	0	0	1	0	0	0	0	5
03:45 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
Total	0	16	0	16	14	0	0	14	0	0	0	0	30
04:00 PM	0	2	0	2	3	0	0	3	0	0	0	0	5
04:15 PM	0	1	0	1	2	0	0	2	0	0	0	0	3
Grand Total	0	25	0	25	28	0	0	28	0	0	0	0	53
Apprch %	0	100	0		100	0	0		0	0	0		
Total %	0	47.2	0	47.2	52.8	0	0	52.8	0	0	0	0	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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	**8**	**8**	4	0	4	0	0	0	**12**
03:15 PM	0	2	2	**6**	0	**6**	0	0	0	8
03:30 PM	0	4	4	1	0	1	0	0	0	5
03:45 PM	0	2	2	3	0	3	0	0	0	5
Total Volume	0	16	16	14	0	14	0	0	0	30
% App. Total	0	100		100	0		0	0		
PHF	.000	.500	.500	.583	.000	.583	.000	.000	.000	.625

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	NE 15th St Southbound				NE 15th St Northbound				Head Start Pre-K Driveway Eastbound				
Start Time	Right	Thru	Peds	App. Total	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Int. Total
02:15 PM	3	39	0	42	32	0	0	32	4	1	0	5	79
02:30 PM	0	47	0	47	43	3	2	48	0	1	0	1	96
02:45 PM	0	43	0	43	43	5	0	48	3	1	4	8	99
Total	3	129	0	132	118	8	2	128	7	3	4	14	274
03:00 PM	1	58	0	59	48	1	0	49	7	4	4	15	123
03:15 PM	0	44	0	44	40	1	0	41	1	1	0	2	87
03:30 PM	2	46	0	48	46	2	0	48	2	1	0	3	99
03:45 PM	0	40	0	40	52	0	0	52	1	0	0	1	93
Total	3	188	0	191	186	4	0	190	11	6	4	21	402
04:00 PM	0	45	0	45	53	0	0	53	1	3	1	5	103
04:15 PM	0	32	0	32	54	1	0	55	3	0	0	3	90
Grand Total	6	394	0	400	411	13	2	426	22	12	9	43	869
Apprch %	1.5	98.5	0		96.5	3.1	0.5		51.2	27.9	20.9		
Total %	0.7	45.3	0	46	47.3	1.5	0.2	49	2.5	1.4	1	4.9	

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound			
Start Time	Right	Thru	App. Total	Thru	Left	App. Total	Right	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 02:45 PM										
02:45 PM	0	43	43	43	**5**	48	3	1	4	95
03:00 PM	1	**58**	**59**	**48**	1	**49**	**7**	**4**	**11**	**119**
03:15 PM	0	44	44	40	1	41	1	1	2	87
03:30 PM	**2**	46	48	46	2	48	2	1	3	99
Total Volume	3	191	194	177	9	186	13	7	20	400
% App. Total	1.5	98.5		95.2	4.8		65	35		
PHF	.375	.823	.822	.922	.450	.949	.464	.438	.455	.840

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Groups Printed- Cars

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	13	9	24	2	48	9	148	3	0	160	0	2	3	0	5	16	53	8	0	77	290
07:15 AM	19	27	23	4	73	11	134	1	0	146	2	19	10	2	33	28	83	15	4	130	382
07:30 AM	34	22	32	3	91	29	162	7	10	208	1	23	15	0	39	21	94	23	1	139	477
07:45 AM	50	43	46	0	139	26	133	5	2	166	3	37	23	1	64	24	95	31	0	150	519
Total	116	101	125	9	351	75	577	16	12	680	6	81	51	3	141	89	325	77	5	496	1668
08:00 AM	23	22	39	0	84	15	182	3	2	202	5	12	19	0	36	18	104	10	0	132	454
08:15 AM	14	14	14	0	42	13	151	3	2	169	0	4	11	0	15	22	79	8	0	109	335
08:30 AM	7	15	9	0	31	11	157	4	0	172	2	8	17	0	27	14	84	10	0	108	338
08:45 AM	17	8	14	0	39	16	153	2	1	172	4	4	20	0	28	16	86	9	0	111	350
Total	61	59	76	0	196	55	643	12	5	715	11	28	67	0	106	70	353	37	0	460	1477
09:00 AM	10	8	14	0	32	9	112	3	0	124	3	7	10	1	21	20	89	14	0	123	300
09:15 AM	11	10	8	0	29	5	102	1	1	109	4	7	12	0	23	13	81	9	0	103	264
09:30 AM	12	7	8	0	27	6	118	2	0	126	1	6	13	1	21	18	108	9	0	135	309
09:45 AM	8	10	15	0	33	9	108	4	0	121	2	9	10	1	22	16	91	13	2	122	298
Total	41	35	45	0	121	29	440	10	1	480	10	29	45	3	87	67	369	45	2	483	1171
Grand Total	218	195	246	9	668	159	1660	38	18	1875	27	138	163	6	334	226	1047	159	7	1439	4316
Apprch %	32.6	29.2	36.8	1.3		8.5	88.5	2	1		8.1	41.3	48.8	1.8		15.7	72.8	11	0.5		
Total %	5.1	4.5	5.7	0.2	15.5	3.7	38.5	0.9	0.4	43.4	0.6	3.2	3.8	0.1	7.7	5.2	24.3	3.7	0.2	33.3	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 07:15 AM																	
07:15 AM	19	27	23	69	11	134	1	146	2	19	10	31	**28**	83	15	126	372
07:30 AM	34	22	32	88	**29**	162	**7**	198	1	23	15	39	21	94	23	138	463
07:45 AM	**50**	**43**	**46**	**139**	26	133	5	164	3	**37**	**23**	**63**	24	95	**31**	**150**	**516**
08:00 AM	23	22	39	84	15	**182**	3	**200**	**5**	12	19	36	18	**104**	10	132	452
Total Volume	126	114	140	380	81	611	16	708	11	91	67	169	91	376	79	546	1803
% App. Total	33.2	30	36.8		11.4	86.3	2.3		6.5	53.8	39.6		16.7	68.9	14.5		
PHF	.630	.663	.761	.683	.698	.839	.571	.885	.550	.615	.728	.671	.813	.904	.637	.910	.874

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	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	1	2	0	3	0	2	0	0	2	0	0	2	0	2	2	5	0	0	7	14
07:15 AM	0	0	1	0	1	1	6	0	0	7	2	1	1	0	4	0	3	0	0	3	15
07:30 AM	1	2	1	0	4	0	13	1	0	14	0	0	2	0	2	1	7	0	0	8	28
07:45 AM	0	0	3	0	3	0	12	0	0	12	0	0	2	0	2	1	4	0	0	5	22
Total	1	3	7	0	11	1	33	1	0	35	2	1	7	0	10	4	19	0	0	23	79
08:00 AM	0	0	2	0	2	0	13	1	0	14	1	0	1	0	2	1	3	0	0	4	22
08:15 AM	0	1	3	0	4	2	5	0	0	7	1	3	1	0	5	0	8	0	0	8	24
08:30 AM	1	1	3	0	5	2	11	2	0	15	0	0	2	0	2	2	6	0	0	8	30
08:45 AM	0	1	1	0	2	0	8	0	0	8	0	1	5	0	6	1	11	0	0	12	28
Total	1	3	9	0	13	4	37	3	0	44	2	4	9	0	15	4	28	0	0	32	104
09:00 AM	0	2	1	0	3	0	11	0	0	11	0	0	0	0	0	2	10	0	0	12	26
09:15 AM	0	1	2	0	3	0	8	0	0	8	1	0	2	0	3	0	14	0	0	14	28
09:30 AM	0	0	3	0	3	0	10	1	0	11	0	0	0	0	0	1	13	0	0	14	28
09:45 AM	1	0	2	0	3	0	9	0	0	9	0	1	1	0	2	0	7	1	0	8	22
Total	1	3	8	0	12	0	38	1	0	39	1	1	3	0	5	3	44	1	0	48	104
Grand Total	3	9	24	0	36	5	108	5	0	118	5	6	19	0	30	11	91	1	0	103	287
Apprch %	8.3	25	66.7	0		4.2	91.5	4.2	0		16.7	20	63.3	0		10.7	88.3	1	0		
Total %	1	3.1	8.4	0	12.5	1.7	37.6	1.7	0	41.1	1.7	2.1	6.6	0	10.5	3.8	31.7	0.3	0	35.9	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	**1**	1	**3**	**5**	**2**	**11**	**2**	**15**	0	0	2	2	**2**	6	0	8	**30**
08:45 AM	0	1	1	2	0	8	0	8	0	**1**	**5**	**6**	1	11	0	12	28
09:00 AM	0	**2**	1	3	0	11	0	11	0	0	0	0	2	10	0	12	26
09:15 AM	0	1	2	3	0	8	0	8	**1**	0	2	3	0	**14**	0	**14**	28
Total Volume	1	5	7	13	2	38	2	42	1	1	9	11	5	41	0	46	112
% App. Total	7.7	38.5	53.8		4.8	90.5	4.8		9.1	9.1	81.8		10.9	89.1	0		
PHF	.250	.625	.583	.650	.250	.864	.250	.700	.250	.250	.450	.458	.625	.732	.000	.821	.933

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Groups Printed- Combined

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	13	10	26	2	51	9	150	3	0	162	0	2	5	0	7	18	58	8	0	84	304
07:15 AM	19	27	24	4	74	12	140	1	0	153	4	20	11	2	37	28	86	15	4	133	397
07:30 AM	35	24	33	3	95	29	175	8	10	222	1	23	17	0	41	22	101	23	1	147	505
07:45 AM	50	43	49	0	142	26	145	5	2	178	3	37	25	1	66	25	99	31	0	155	541
Total	117	104	132	9	362	76	610	17	12	715	8	82	58	3	151	93	344	77	5	519	1747
08:00 AM	23	22	41	0	86	15	195	4	2	216	6	12	20	0	38	19	107	10	0	136	476
08:15 AM	14	15	17	0	46	15	156	3	2	176	1	7	12	0	20	22	87	8	0	117	359
08:30 AM	8	16	12	0	36	13	168	6	0	187	2	8	19	0	29	16	90	10	0	116	368
08:45 AM	17	9	15	0	41	16	161	2	1	180	4	5	25	0	34	17	97	9	0	123	378
Total	62	62	85	0	209	59	680	15	5	759	13	32	76	0	121	74	381	37	0	492	1581
09:00 AM	10	10	15	0	35	9	123	3	0	135	3	7	10	1	21	22	99	14	0	135	326
09:15 AM	11	11	10	0	32	5	110	1	1	117	5	7	14	0	26	13	95	9	0	117	292
09:30 AM	12	7	11	0	30	6	128	3	0	137	1	6	13	1	21	19	121	9	0	149	337
09:45 AM	9	10	17	0	36	9	117	4	0	130	2	10	11	1	24	16	98	14	2	130	320
Total	42	38	53	0	133	29	478	11	1	519	11	30	48	3	92	70	413	46	2	531	1275
Grand Total	221	204	270	9	704	164	1768	43	18	1993	32	144	182	6	364	237	1138	160	7	1542	4603
Apprch %	31.4	29	38.4	1.3		8.2	88.7	2.2	0.9		8.8	39.6	50	1.6		15.4	73.8	10.4	0.5		
Total %	4.8	4.4	5.9	0.2	15.3	3.6	38.4	0.9	0.4	43.3	0.7	3.1	4	0.1	7.9	5.1	24.7	3.5	0.2	33.5	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 07:15 AM																	
07:15 AM	19	27	24	70	12	140	1	153	4	20	11	35	**28**	86	15	129	387
07:30 AM	35	24	33	92	**29**	175	**8**	212	1	23	17	41	22	101	23	146	491
07:45 AM	**50**	**43**	**49**	**142**	26	145	5	176	3	**37**	**25**	**65**	25	99	**31**	**155**	**538**
08:00 AM	23	22	41	86	15	**195**	4	**214**	**6**	12	20	38	19	**107**	10	136	474
Total Volume	127	116	147	390	82	655	18	755	14	92	73	179	94	393	79	566	1890
% App. Total	32.6	29.7	37.7		10.9	86.8	2.4		7.8	51.4	40.8		16.6	69.4	14		
PHF	.635	.674	.750	.687	.707	.840	.563	.882	.583	.622	.730	.688	.839	.918	.637	.913	.878

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Groups Printed- Cars

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	13	11	12	2	38	11	97	3	1	112	1	15	14	5	35	16	154	13	0	183	368
02:30 PM	22	9	9	0	40	9	111	4	1	125	2	11	16	0	29	14	113	13	1	141	335
02:45 PM	8	4	10	0	22	11	122	6	0	139	3	16	14	3	36	21	110	24	0	155	352
Total	43	24	31	2	100	31	330	13	2	376	6	42	44	8	100	51	377	50	1	479	1055
03:00 PM	18	20	24	0	62	17	117	4	2	140	1	15	21	1	38	22	120	21	5	168	408
03:15 PM	20	8	13	0	41	17	145	3	1	166	2	15	19	4	40	23	119	18	1	161	408
03:30 PM	21	15	16	0	52	15	107	3	0	125	6	14	20	2	42	29	125	12	1	167	386
03:45 PM	12	12	13	2	39	12	122	1	0	135	3	19	15	0	37	25	128	24	0	177	388
Total	71	55	66	2	194	61	491	11	3	566	12	63	75	7	157	99	492	75	7	673	1590
04:00 PM	15	8	19	0	42	14	118	5	0	137	4	13	27	2	46	14	150	22	1	187	412
04:15 PM	16	17	19	0	52	19	117	3	1	140	6	20	26	1	53	23	144	25	1	193	438
Grand Total	145	104	135	4	388	125	1056	32	6	1219	28	138	172	18	356	187	1163	172	10	1532	3495
Apprch %	37.4	26.8	34.8	1		10.3	86.6	2.6	0.5		7.9	38.8	48.3	5.1		12.2	75.9	11.2	0.7		
Total %	4.1	3	3.9	0.1	11.1	3.6	30.2	0.9	0.2	34.9	0.8	3.9	4.9	0.5	10.2	5.4	33.3	4.9	0.3	43.8	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	**21**	15	16	**52**	15	107	3	125	**6**	14	20	40	**29**	125	12	166	383
03:45 PM	12	12	13	37	12	**122**	1	135	3	19	15	37	25	128	24	177	386
04:00 PM	15	8	**19**	42	14	118	**5**	137	4	13	**27**	44	14	**150**	22	186	409
04:15 PM	16	**17**	19	52	**19**	117	3	**139**	6	**20**	26	**52**	23	144	**25**	**192**	**435**
Total Volume	64	52	67	183	60	464	12	536	19	66	88	173	91	547	83	721	1613
% App. Total	35	28.4	36.6		11.2	86.6	2.2		11	38.2	50.9		12.6	75.9	11.5		
PHF	.762	.765	.882	.880	.789	.951	.600	.964	.792	.825	.815	.832	.784	.912	.830	.939	.927

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Groups Printed- Trucks

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	0	2	0	2	0	9	1	0	10	3	1	1	0	5	3	4	0	0	7	24
02:30 PM	0	1	1	0	2	0	7	0	0	7	0	0	2	0	2	1	8	1	0	10	21
02:45 PM	0	2	0	0	2	1	8	1	0	10	0	1	0	0	1	4	7	0	0	11	24
Total	0	3	3	0	6	1	24	2	0	27	3	2	3	0	8	8	19	1	0	28	69
03:00 PM	0	1	0	0	1	0	7	0	0	7	1	1	1	0	3	4	4	0	0	8	19
03:15 PM	0	1	0	0	1	0	5	1	0	6	2	3	4	0	9	1	5	0	0	6	22
03:30 PM	0	2	0	0	2	1	5	1	0	7	1	0	0	0	1	2	6	0	0	8	18
03:45 PM	1	0	1	0	2	0	4	1	0	5	0	1	1	0	2	0	9	1	0	10	19
Total	1	4	1	0	6	1	21	3	0	25	4	5	6	0	15	7	24	1	0	32	78
04:00 PM	0	0	0	0	0	2	5	0	0	7	1	2	1	0	4	1	5	0	0	6	17
04:15 PM	1	0	1	0	2	1	1	0	0	2	1	0	3	0	4	2	7	1	0	10	18
Grand Total	2	7	5	0	14	5	51	5	0	61	9	9	13	0	31	18	55	3	0	76	182
Apprch %	14.3	50	35.7	0		8.2	83.6	8.2	0		29	29	41.9	0		23.7	72.4	3.9	0		
Total %	1.1	3.8	2.7	0	7.7	2.7	28	2.7	0	33.5	4.9	4.9	7.1	0	17	9.9	30.2	1.6	0	41.8	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	0	**2**	**2**	0	**9**	**1**	**10**	**3**	**1**	1	**5**	3	4	0	7	**24**
02:30 PM	0	1	1	2	0	7	0	7	0	0	**2**	2	1	**8**	**1**	10	21
02:45 PM	0	**2**	0	2	**1**	8	1	10	0	1	0	1	**4**	7	0	**11**	24
03:00 PM	0	1	0	1	0	7	0	7	1	1	1	3	4	4	0	8	19
Total Volume	0	4	3	7	1	31	2	34	4	3	4	11	12	23	1	36	88
% App. Total	0	57.1	42.9		2.9	91.2	5.9		36.4	27.3	36.4		33.3	63.9	2.8		
PHF	.000	.500	.375	.875	.250	.861	.500	.850	.333	.750	.500	.550	.750	.719	.250	.818	.917

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Groups Printed- Combined

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	13	11	14	2	40	11	106	4	1	122	4	16	15	5	40	19	158	13	0	190	392
02:30 PM	22	10	10	0	42	9	118	4	1	132	2	11	18	0	31	15	121	14	1	151	356
02:45 PM	8	6	10	0	24	12	130	7	0	149	3	17	14	3	37	25	117	24	0	166	376
Total	43	27	34	2	106	32	354	15	2	403	9	44	47	8	108	59	396	51	1	507	1124
03:00 PM	18	21	24	0	63	17	124	4	2	147	2	16	22	1	41	26	124	21	5	176	427
03:15 PM	20	9	13	0	42	17	150	4	1	172	4	18	23	4	49	24	124	18	1	167	430
03:30 PM	21	17	16	0	54	16	112	4	0	132	7	14	20	2	43	31	131	12	1	175	404
03:45 PM	13	12	14	2	41	12	126	2	0	140	3	20	16	0	39	25	137	25	0	187	407
Total	72	59	67	2	200	62	512	14	3	591	16	68	81	7	172	106	516	76	7	705	1668
04:00 PM	15	8	19	0	42	16	123	5	0	144	5	15	28	2	50	15	155	22	1	193	429
04:15 PM	17	17	20	0	54	20	118	3	1	142	7	20	29	1	57	25	151	26	1	203	456
Grand Total	147	111	140	4	402	130	1107	37	6	1280	37	147	185	18	387	205	1218	175	10	1608	3677
Apprch %	36.6	27.6	34.8	1		10.2	86.5	2.9	0.5		9.6	38	47.8	4.7		12.7	75.7	10.9	0.6		
Total %	4	3	3.8	0.1	10.9	3.5	30.1	1	0.2	34.8	1	4	5	0.5	10.5	5.6	33.1	4.8	0.3	43.7	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	**21**	**17**	16	**54**	16	112	4	132	**7**	14	20	41	**31**	131	12	174	401
03:45 PM	13	12	14	39	12	**126**	2	140	3	**20**	16	39	25	137	25	187	405
04:00 PM	15	8	19	42	16	123	**5**	**144**	5	15	28	48	15	**155**	22	192	426
04:15 PM	17	17	**20**	54	**20**	118	3	141	7	20	**29**	**56**	25	151	**26**	**202**	**453**
Total Volume	66	54	69	189	64	479	14	557	22	69	93	184	96	574	85	755	1685
% App. Total	34.9	28.6	36.5		11.5	86	2.5		12	37.5	50.5		12.7	76	11.3		
PHF	.786	.794	.863	.875	.800	.950	.700	.967	.786	.863	.802	.821	.774	.926	.817	.934	.930

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Groups Printed- Cars

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	18	15	25	0	58	21	149	4	0	174	1	5	6	2	14	19	67	4	0	90	336
07:15 AM	18	14	30	0	62	13	142	6	0	161	0	11	8	0	19	30	80	23	3	136	378
07:30 AM	45	31	39	2	117	27	152	4	4	187	4	26	16	0	46	22	114	26	1	163	513
07:45 AM	41	48	37	1	127	25	155	6	5	191	2	26	17	1	46	18	111	29	1	159	523
Total	122	108	131	3	364	86	598	20	9	713	7	68	47	3	125	89	372	82	5	548	1750
08:00 AM	21	33	37	0	91	12	153	1	0	166	2	10	12	0	24	15	121	12	0	148	429
08:15 AM	17	15	12	0	44	20	135	2	0	157	1	8	12	0	21	17	74	14	0	105	327
08:30 AM	13	14	16	0	43	9	143	2	0	154	0	7	10	0	17	12	74	16	0	102	316
08:45 AM	16	11	22	0	49	11	158	3	0	172	1	8	19	1	29	15	74	7	0	96	346
Total	67	73	87	0	227	52	589	8	0	649	4	33	53	1	91	59	343	49	0	451	1418
09:00 AM	14	14	8	1	37	7	131	4	2	144	1	6	16	0	23	16	79	6	0	101	305
09:15 AM	5	9	7	0	21	13	113	5	1	132	2	6	11	3	22	11	74	3	0	88	263
09:30 AM	12	14	5	0	31	8	94	3	2	107	1	12	9	0	22	16	86	10	1	113	273
09:45 AM	11	8	10	0	29	5	103	5	1	114	0	9	10	0	19	12	81	5	0	98	260
Total	42	45	30	1	118	33	441	17	6	497	4	33	46	3	86	55	320	24	1	400	1101
Grand Total	231	226	248	4	709	171	1628	45	15	1859	15	134	146	7	302	203	1035	155	6	1399	4269
Apprch %	32.6	31.9	35	0.6		9.2	87.6	2.4	0.8		5	44.4	48.3	2.3		14.5	74	11.1	0.4		
Total %	5.4	5.3	5.8	0.1	16.6	4	38.1	1.1	0.4	43.5	0.4	3.1	3.4	0.2	7.1	4.8	24.2	3.6	0.1	32.8	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 07:15 AM																	
07:15 AM	18	14	30	62	13	142	**6**	161	0	11	8	19	**30**	80	23	133	375
07:30 AM	**45**	31	**39**	115	**27**	152	4	183	**4**	**26**	16	**46**	22	114	26	**162**	506
07:45 AM	41	**48**	37	**126**	25	**155**	6	**186**	2	26	**17**	45	18	111	**29**	158	**515**
08:00 AM	21	33	37	91	12	153	1	166	2	10	12	24	15	**121**	12	148	429
Total Volume	125	126	143	394	77	602	17	696	8	73	53	134	85	426	90	601	1825
% App. Total	31.7	32	36.3		11.1	86.5	2.4		6	54.5	39.6		14.1	70.9	15		
PHF	.694	.656	.917	.782	.713	.971	.708	.935	.500	.702	.779	.728	.708	.880	.776	.927	.886

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Groups Printed- Trucks

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	1	2	0	3	0	4	0	0	4	1	0	3	0	4	3	1	0	0	4	15
07:15 AM	0	0	1	0	1	1	0	0	0	1	1	0	2	0	3	1	2	0	0	3	8
07:30 AM	0	1	0	0	1	0	8	1	0	9	0	0	0	0	0	1	4	0	0	5	15
07:45 AM	1	0	1	0	2	1	11	0	0	12	0	1	2	0	3	0	3	0	0	3	20
Total	1	2	4	0	7	2	23	1	0	26	2	1	7	0	10	5	10	0	0	15	58
08:00 AM	0	0	0	0	0	0	7	0	0	7	0	1	0	0	1	1	6	0	0	7	15
08:15 AM	0	2	0	0	2	0	8	1	0	9	1	1	3	0	5	1	7	0	0	8	24
08:30 AM	1	1	2	0	4	1	6	2	0	9	0	1	1	0	2	1	6	0	0	7	22
08:45 AM	1	0	3	0	4	0	6	0	0	6	0	2	4	0	6	1	6	0	0	7	23
Total	2	3	5	0	10	1	27	3	0	31	1	5	8	0	14	4	25	0	0	29	84
09:00 AM	0	2	2	0	4	0	9	0	0	9	0	0	0	0	0	1	4	0	0	5	18
09:15 AM	0	0	2	0	2	0	5	0	0	5	1	1	1	0	3	1	8	0	0	9	19
09:30 AM	0	1	4	0	5	1	6	1	0	8	0	1	0	0	1	2	5	0	0	7	21
09:45 AM	0	1	2	0	3	1	15	0	0	16	0	0	2	0	2	0	4	0	0	4	25
Total	0	4	10	0	14	2	35	1	0	38	1	2	3	0	6	4	21	0	0	25	83
Grand Total	3	9	19	0	31	5	85	5	0	95	4	8	18	0	30	13	56	0	0	69	225
Apprch %	9.7	29	61.3	0		5.3	89.5	5.3	0		13.3	26.7	60	0		18.8	81.2	0	0		
Total %	1.3	4	8.4	0	13.8	2.2	37.8	2.2	0	42.2	1.8	3.6	8	0	13.3	5.8	24.9	0	0	30.7	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	**2**	0	2	0	8	1	**9**	**1**	1	3	5	**1**	**7**	0	**8**	**24**
08:30 AM	**1**	1	2	**4**	**1**	6	**2**	9	0	1	1	2	1	6	0	7	22
08:45 AM	1	0	**3**	4	0	6	0	6	0	**2**	**4**	**6**	1	6	0	7	23
09:00 AM	0	2	2	4	0	**9**	0	9	0	0	0	0	1	4	0	5	18
Total Volume	2	5	7	14	1	29	3	33	1	4	8	13	4	23	0	27	87
% App. Total	14.3	35.7	50		3	87.9	9.1		7.7	30.8	61.5		14.8	85.2	0		
PHF	.500	.625	.583	.875	.250	.806	.375	.917	.250	.500	.500	.542	1.00	.821	.000	.844	.906

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Groups Printed- Combined

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	18	16	27	0	61	21	153	4	0	178	2	5	9	2	18	22	68	4	0	94	351
07:15 AM	18	14	31	0	63	14	142	6	0	162	1	11	10	0	22	31	82	23	3	139	386
07:30 AM	45	32	39	2	118	27	160	5	4	196	4	26	16	0	46	23	118	26	1	168	528
07:45 AM	42	48	38	1	129	26	166	6	5	203	2	27	19	1	49	18	114	29	1	162	543
Total	123	110	135	3	371	88	621	21	9	739	9	69	54	3	135	94	382	82	5	563	1808
08:00 AM	21	33	37	0	91	12	160	1	0	173	2	11	12	0	25	16	127	12	0	155	444
08:15 AM	17	17	12	0	46	20	143	3	0	166	2	9	15	0	26	18	81	14	0	113	351
08:30 AM	14	15	18	0	47	10	149	4	0	163	0	8	11	0	19	13	80	16	0	109	338
08:45 AM	17	11	25	0	53	11	164	3	0	178	1	10	23	1	35	16	80	7	0	103	369
Total	69	76	92	0	237	53	616	11	0	680	5	38	61	1	105	63	368	49	0	480	1502
09:00 AM	14	16	10	1	41	7	140	4	2	153	1	6	16	0	23	17	83	6	0	106	323
09:15 AM	5	9	9	0	23	13	118	5	1	137	3	7	12	3	25	12	82	3	0	97	282
09:30 AM	12	15	9	0	36	9	100	4	2	115	1	13	9	0	23	18	91	10	1	120	294
09:45 AM	11	9	12	0	32	6	118	5	1	130	0	9	12	0	21	12	85	5	0	102	285
Total	42	49	40	1	132	35	476	18	6	535	5	35	49	3	92	59	341	24	1	425	1184
Grand Total	234	235	267	4	740	176	1713	50	15	1954	19	142	164	7	332	216	1091	155	6	1468	4494
Apprch %	31.6	31.8	36.1	0.5		9	87.7	2.6	0.8		5.7	42.8	49.4	2.1		14.7	74.3	10.6	0.4		
Total %	5.2	5.2	5.9	0.1	16.5	3.9	38.1	1.1	0.3	43.5	0.4	3.2	3.6	0.2	7.4	4.8	24.3	3.4	0.1	32.7	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 07:15 AM																	
07:15 AM	18	14	31	63	14	142	**6**	162	1	11	10	22	**31**	82	23	136	383
07:30 AM	**45**	32	**39**	116	**27**	160	5	192	**4**	26	16	46	23	118	26	**167**	521
07:45 AM	42	**48**	38	**128**	26	**166**	6	**198**	2	**27**	**19**	**48**	18	114	**29**	161	**535**
08:00 AM	21	33	37	91	12	160	1	173	2	11	12	25	16	**127**	12	155	444
Total Volume	126	127	145	398	79	628	18	725	9	75	57	141	88	441	90	619	1883
% App. Total	31.7	31.9	36.4		10.9	86.6	2.5		6.4	53.2	40.4		14.2	71.2	14.5		
PHF	.700	.661	.929	.777	.731	.946	.750	.915	.563	.694	.750	.734	.710	.868	.776	.927	.880

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Groups Printed- Cars

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	16	13	9	0	38	9	106	3	0	118	2	11	17	0	30	23	121	19	0	163	349
02:30 PM	18	19	13	0	50	10	113	8	1	132	7	8	16	0	31	18	132	16	0	166	379
02:45 PM	17	12	7	0	36	12	105	4	0	121	4	23	13	1	41	28	119	21	0	168	366
Total	51	44	29	0	124	31	324	15	1	371	13	42	46	1	102	69	372	56	0	497	1094
03:00 PM	22	18	24	1	65	21	126	5	2	154	2	21	29	7	59	27	125	19	7	178	456
03:15 PM	17	6	10	1	34	20	146	8	1	175	0	12	13	2	27	26	145	19	0	190	426
03:30 PM	13	18	17	3	51	18	146	4	4	172	2	20	29	2	53	29	135	17	0	181	457
03:45 PM	16	13	15	1	45	17	133	4	0	154	1	16	24	2	43	21	112	18	0	151	393
Total	68	55	66	6	195	76	551	21	7	655	5	69	95	13	182	103	517	73	7	700	1732
04:00 PM	12	16	10	3	41	15	136	4	1	156	4	18	24	0	46	23	133	23	0	179	422
04:15 PM	15	12	21	0	48	18	113	3	1	135	4	24	28	1	57	14	125	14	0	153	393
Grand Total	146	127	126	9	408	140	1124	43	10	1317	26	153	193	15	387	209	1147	166	7	1529	3641
Apprch %	35.8	31.1	30.9	2.2		10.6	85.3	3.3	0.8		6.7	39.5	49.9	3.9		13.7	75	10.9	0.5		
Total %	4	3.5	3.5	0.2	11.2	3.8	30.9	1.2	0.3	36.2	0.7	4.2	5.3	0.4	10.6	5.7	31.5	4.6	0.2	42	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 03:00 PM																	
03:00 PM	**22**	**18**	**24**	**64**	**21**	126	5	152	**2**	**21**	**29**	**52**	27	125	**19**	171	439
03:15 PM	17	6	10	33	20	**146**	**8**	**174**	0	12	13	25	26	**145**	19	**190**	422
03:30 PM	13	18	17	48	18	146	4	168	2	20	29	51	**29**	135	17	181	**448**
03:45 PM	16	13	15	44	17	133	4	154	1	16	24	41	21	112	18	151	390
Total Volume	68	55	66	189	76	551	21	648	5	69	95	169	103	517	73	693	1699
% App. Total	36	29.1	34.9		11.7	85	3.2		3	40.8	56.2		14.9	74.6	10.5		
PHF	.773	.764	.688	.738	.905	.943	.656	.931	.625	.821	.819	.813	.888	.891	.961	.912	.948

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Groups Printed- Trucks

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	0	2	0	2	0	6	2	0	8	1	2	0	0	3	1	10	1	0	12	25
02:30 PM	0	0	2	0	2	0	9	2	0	11	1	2	1	0	4	1	7	0	0	8	25
02:45 PM	0	0	0	0	0	1	4	0	0	5	0	3	1	0	4	0	3	0	0	3	12
Total	0	0	4	0	4	1	19	4	0	24	2	7	2	0	11	2	20	1	0	23	62
03:00 PM	0	3	1	0	4	0	4	0	0	4	1	2	1	0	4	4	5	0	0	9	21
03:15 PM	0	1	1	0	2	0	6	1	0	7	1	1	3	0	5	0	2	0	0	2	16
03:30 PM	0	1	1	0	2	1	4	1	0	6	1	1	0	0	2	0	2	0	0	2	12
03:45 PM	0	1	0	0	1	0	3	0	0	3	1	0	2	0	3	2	8	1	0	11	18
Total	0	6	3	0	9	1	17	2	0	20	4	4	6	0	14	6	17	1	0	24	67
04:00 PM	0	0	3	0	3	0	5	1	0	6	2	1	0	0	3	2	7	1	0	10	22
04:15 PM	0	0	2	0	2	0	2	0	0	2	1	0	0	0	1	0	5	1	0	6	11
Grand Total	0	6	12	0	18	2	43	7	0	52	9	12	8	0	29	10	49	4	0	63	162
Apprch %	0	33.3	66.7	0		3.8	82.7	13.5	0		31	41.4	27.6	0		15.9	77.8	6.3	0		
Total %	0	3.7	7.4	0	11.1	1.2	26.5	4.3	0	32.1	5.6	7.4	4.9	0	17.9	6.2	30.2	2.5	0	38.9	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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	0	**2**	2	0	6	**2**	8	**1**	2	0	3	1	**10**	**1**	**12**	**25**
02:30 PM	0	0	2	2	0	**9**	2	**11**	1	2	**1**	**4**	1	7	0	8	25
02:45 PM	0	0	0	0	**1**	4	0	5	0	**3**	1	4	0	3	0	3	12
03:00 PM	0	**3**	1	**4**	0	4	0	4	1	2	1	4	**4**	5	0	9	21
Total Volume	0	3	5	8	1	23	4	28	3	9	3	15	6	25	1	32	83
% App. Total	0	37.5	62.5		3.6	82.1	14.3		20	60	20		18.8	78.1	3.1		
PHF	.000	.250	.625	.500	.250	.639	.500	.636	.750	.750	.750	.938	.375	.625	.250	.667	.830

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Groups Printed- Combined

	NE 15th St Southbound					NE 39th Ave Westbound					NE 15th St Northbound					NE 39th 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	16	13	11	0	40	9	112	5	0	126	3	13	17	0	33	24	131	20	0	175	374
02:30 PM	18	19	15	0	52	10	122	10	1	143	8	10	17	0	35	19	139	16	0	174	404
02:45 PM	17	12	7	0	36	13	109	4	0	126	4	26	14	1	45	28	122	21	0	171	378
Total	51	44	33	0	128	32	343	19	1	395	15	49	48	1	113	71	392	57	0	520	1156
03:00 PM	22	21	25	1	69	21	130	5	2	158	3	23	30	7	63	31	130	19	7	187	477
03:15 PM	17	7	11	1	36	20	152	9	1	182	1	13	16	2	32	26	147	19	0	192	442
03:30 PM	13	19	18	3	53	19	150	5	4	178	3	21	29	2	55	29	137	17	0	183	469
03:45 PM	16	14	15	1	46	17	136	4	0	157	2	16	26	2	46	23	120	19	0	162	411
Total	68	61	69	6	204	77	568	23	7	675	9	73	101	13	196	109	534	74	7	724	1799
04:00 PM	12	16	13	3	44	15	141	5	1	162	6	19	24	0	49	25	140	24	0	189	444
04:15 PM	15	12	23	0	50	18	115	3	1	137	5	24	28	1	58	14	130	15	0	159	404
Grand Total	146	133	138	9	426	142	1167	50	10	1369	35	165	201	15	416	219	1196	170	7	1592	3803
Apprch %	34.3	31.2	32.4	2.1		10.4	85.2	3.7	0.7		8.4	39.7	48.3	3.6		13.8	75.1	10.7	0.4		
Total %	3.8	3.5	3.6	0.2	11.2	3.7	30.7	1.3	0.3	36	0.9	4.3	5.3	0.4	10.9	5.8	31.4	4.5	0.2	41.9	

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th 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 03:00 PM																	
03:00 PM	**22**	**21**	**25**	**68**	**21**	130	5	156	**3**	**23**	**30**	**56**	**31**	130	**19**	180	**460**
03:15 PM	17	7	11	35	20	**152**	**9**	**181**	1	13	16	30	26	**147**	19	**192**	438
03:30 PM	13	19	18	50	19	150	5	174	3	21	29	53	29	137	17	183	460
03:45 PM	16	14	15	45	17	136	4	157	2	16	26	44	23	120	19	162	408
Total Volume	68	61	69	198	77	568	23	668	9	73	101	183	109	534	74	717	1766
% App. Total	34.3	30.8	34.8		11.5	85	3.4		4.9	39.9	55.2		15.2	74.5	10.3		
PHF	.773	.726	.690	.728	.917	.934	.639	.923	.750	.793	.842	.817	.879	.908	.974	.934	.960

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Groups Printed- Cars

	NE 39th Ave Westbound				NE 12th St Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	180	1	0	181	0	6	0	6	1	94	0	0	95	282
07:15 AM	164	1	0	165	0	6	0	6	3	113	0	0	116	287
07:30 AM	198	7	0	205	7	5	1	13	2	129	0	1	132	350
07:45 AM	215	4	0	219	6	1	1	8	6	136	0	0	142	369
Total	757	13	0	770	13	18	2	33	12	472	0	1	485	1288
08:00 AM	222	3	0	225	1	3	0	4	3	125	0	0	128	357
08:15 AM	175	0	0	175	0	1	0	1	1	104	0	1	106	282
08:30 AM	189	0	0	189	0	1	0	1	1	110	1	0	112	302
08:45 AM	203	1	0	204	3	4	0	7	3	107	0	0	110	321
Total	789	4	0	793	4	9	0	13	8	446	1	1	456	1262
09:00 AM	121	4	0	125	2	4	0	6	2	114	0	0	116	247
09:15 AM	137	1	0	138	0	3	1	4	3	102	0	0	105	247
09:30 AM	142	0	0	142	0	6	0	6	4	129	0	0	133	281
09:45 AM	119	1	0	120	2	0	0	2	2	114	0	0	116	238
Total	519	6	0	525	4	13	1	18	11	459	0	0	470	1013
10:00 AM	137	0	0	137	2	1	0	3	2	93	0	0	95	235
10:15 AM	121	1	0	122	1	2	0	3	3	82	0	0	85	210
10:30 AM	130	0	0	130	4	2	0	6	0	115	0	0	115	251
10:45 AM	126	1	0	127	0	6	0	6	3	103	0	0	106	239
Total	514	2	0	516	7	11	0	18	8	393	0	0	401	935
11:00 AM	122	1	0	123	1	2	0	3	5	102	0	0	107	233
11:15 AM	122	4	0	126	1	5	0	6	1	88	0	0	89	221
11:30 AM	118	0	0	118	1	2	0	3	7	92	0	0	99	220
11:45 AM	103	0	0	103	1	7	1	9	1	111	0	0	112	224
Total	465	5	0	470	4	16	1	21	14	393	0	0	407	898
12:00 PM	121	1	0	122	2	4	0	6	1	130	0	0	131	259
12:15 PM	119	1	0	120	3	1	0	4	3	110	0	0	113	237
12:30 PM	114	0	0	114	1	5	0	6	3	155	0	0	158	278
12:45 PM	133	0	0	133	2	0	0	2	3	121	0	0	124	259
Total	487	2	0	489	8	10	0	18	10	516	0	0	526	1033
01:00 PM	115	0	0	115	1	2	1	4	5	133	0	0	138	257
01:15 PM	111	0	0	111	0	3	0	3	3	112	1	0	116	230
01:30 PM	119	0	0	119	1	0	4	5	4	114	0	0	118	242
01:45 PM	120	0	0	120	3	4	0	7	1	122	0	0	123	250
Total	465	0	0	465	5	9	5	19	13	481	1	0	495	979
02:00 PM	165	2	0	167	1	2	1	4	8	147	0	0	155	326
02:15 PM	133	2	0	135	1	3	3	7	3	182	0	0	185	327
02:30 PM	141	4	0	145	1	4	0	5	1	150	0	0	151	301
02:45 PM	160	0	0	160	3	4	0	7	2	153	0	0	155	322
Total	599	8	0	607	6	13	4	23	14	632	0	0	646	1276
03:00 PM	155	5	2	162	0	5	0	5	2	155	0	0	157	324
03:15 PM	190	4	0	194	1	2	3	6	2	153	0	0	155	355
03:30 PM	145	3	0	148	3	2	0	5	2	172	0	0	174	327
03:45 PM	141	2	0	143	2	2	0	4	3	149	0	0	152	299
Total	631	14	2	647	6	11	3	20	9	629	0	0	638	1305
04:00 PM	158	2	0	160	3	1	0	4	3	159	0	0	162	326
04:15 PM	160	1	0	161	0	0	0	0	4	201	0	0	205	366
04:30 PM	194	0	0	194	1	5	3	9	3	183	0	0	186	389
04:45 PM	201	3	0	204	1	2	0	3	5	174	0	0	179	386
Total	713	6	0	719	5	8	3	16	15	717	0	0	732	1467
05:00 PM	174	1	0	175	2	5	1	8	6	156	0	0	162	345
05:15 PM	170	3	0	173	0	7	1	8	2	237	0	0	239	420
05:30 PM	170	4	0	174	4	5	1	10	3	205	0	0	208	392
05:45 PM	148	1	0	149	4	0	0	4	7	191	0	0	198	351
Total	662	9	0	671	10	17	3	30	18	789	0	0	807	1508
06:00 PM	144	0	0	144	1	3	0	4	5	192	0	0	197	345
06:15 PM	118	1	0	119	0	1	0	1	4	181	0	0	185	305
06:30 PM	131	1	0	132	2	1	0	3	5	122	0	0	127	262
06:45 PM	92	1	0	93	1	3	0	4	3	111	0	0	114	211
Total	485	3	0	488	4	8	0	12	17	606	0	0	623	1123
Grand Total	7086	72	2	7160	76	143	22	241	149	6533	2	2	6686	14087
Apprch %	99	1	0		31.5	59.3	9.1		2.2	97.7	0	0		
Total %	50.3	0.5	0	50.8	0.5	1	0.2	1.7	1.1	46.4	0	0	47.5	

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	NE 39th Ave Westbound			NE 12th St Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	164	1	165	0	**6**	6	3	113	0	116	287
07:30 AM	198	**7**	205	**7**	5	**12**	2	129	0	131	348
07:45 AM	215	4	219	6	1	7	**6**	**136**	0	**142**	**368**
08:00 AM	**222**	3	**225**	1	3	4	3	125	0	128	357
Total Volume	799	15	814	14	15	29	14	503	0	517	1360
% App. Total	98.2	1.8		48.3	51.7		2.7	97.3	0		
PHF	.900	.536	.904	.500	.625	.604	.583	.925	.000	.910	.924
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	**201**	3	**204**	1	2	3	5	174	0	179	386
05:00 PM	174	1	175	2	5	7	**6**	156	0	162	344
05:15 PM	170	3	173	0	**7**	7	2	**237**	0	**239**	**419**
05:30 PM	170	**4**	174	**4**	5	**9**	3	205	0	208	391
Total Volume	715	11	726	7	19	26	16	772	0	788	1540
% App. Total	98.5	1.5		26.9	73.1		2	98	0		
PHF	.889	.688	.890	.438	.679	.722	.667	.814	.000	.824	.919

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File Name : 7-NE 12th St & NE 39th Ave TUE
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Groups Printed- Trucks

	NE 39th Ave Westbound				NE 12th St Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	4	0	0	4	0	0	0	0	0	8	0	0	8	12
07:15 AM	7	0	0	7	0	0	0	0	0	2	0	0	2	9
07:30 AM	13	1	0	14	0	0	0	0	0	8	0	0	8	22
07:45 AM	16	0	0	16	0	0	0	0	0	6	0	0	6	22
Total	40	1	0	41	0	0	0	0	0	24	0	0	24	65
08:00 AM	16	0	0	16	0	0	0	0	0	4	0	0	4	20
08:15 AM	5	0	0	5	0	0	0	0	0	8	0	0	8	13
08:30 AM	17	1	0	18	1	0	0	1	0	8	0	0	8	27
08:45 AM	13	0	0	13	0	0	0	0	0	13	0	0	13	26
Total	51	1	0	52	1	0	0	1	0	33	0	0	33	86
09:00 AM	12	0	0	12	0	0	0	0	0	12	0	0	12	24
09:15 AM	11	0	0	11	0	0	0	0	0	15	0	0	15	26
09:30 AM	10	0	0	10	0	0	0	0	0	15	0	0	15	25
09:45 AM	9	0	0	9	0	0	0	0	0	10	0	0	10	19
Total	42	0	0	42	0	0	0	0	0	52	0	0	52	94
10:00 AM	9	0	0	9	1	0	0	1	0	11	0	0	11	21
10:15 AM	12	0	0	12	0	0	0	0	0	8	0	0	8	20
10:30 AM	14	0	0	14	0	0	0	0	0	13	0	0	13	27
10:45 AM	8	0	0	8	0	0	0	0	0	8	0	0	8	16
Total	43	0	0	43	1	0	0	1	0	40	0	0	40	84
11:00 AM	12	0	0	12	0	1	0	1	1	12	0	0	13	26
11:15 AM	11	0	0	11	0	0	0	0	0	13	0	0	13	24
11:30 AM	9	0	0	9	0	0	0	0	0	10	0	0	10	19
11:45 AM	7	0	0	7	0	0	0	0	0	8	0	0	8	15
Total	39	0	0	39	0	1	0	1	1	43	0	0	44	84
12:00 PM	11	0	0	11	0	0	0	0	0	6	0	0	6	17
12:15 PM	10	0	0	10	0	0	0	0	0	10	0	0	10	20
12:30 PM	11	0	0	11	0	0	0	0	0	9	0	0	9	20
12:45 PM	7	1	0	8	0	0	0	0	0	6	0	0	6	14
Total	39	1	0	40	0	0	0	0	0	31	0	0	31	71
01:00 PM	3	0	0	3	0	1	0	1	1	9	0	0	10	14
01:15 PM	7	0	0	7	0	0	0	0	0	4	0	0	4	11
01:30 PM	9	0	0	9	0	0	0	0	0	2	0	0	2	11
01:45 PM	4	0	0	4	0	0	0	0	0	8	0	0	8	12
Total	23	0	0	23	0	1	0	1	1	23	0	0	24	48
02:00 PM	13	0	0	13	0	0	0	0	0	7	0	0	7	20
02:15 PM	13	1	0	14	0	0	0	0	0	8	0	0	8	22
02:30 PM	7	0	0	7	0	0	0	0	0	11	0	0	11	18
02:45 PM	9	0	0	9	0	0	0	0	0	10	0	0	10	19
Total	42	1	0	43	0	0	0	0	0	36	0	0	36	79
03:00 PM	7	1	0	8	0	0	0	0	0	7	0	0	7	15
03:15 PM	8	0	0	8	0	0	0	0	0	7	0	0	7	15
03:30 PM	5	0	0	5	0	0	0	0	0	9	0	0	9	14
03:45 PM	6	0	0	6	1	0	0	1	0	7	0	0	7	14
Total	26	1	0	27	1	0	0	1	0	30	0	0	30	58
04:00 PM	4	1	0	5	0	0	0	0	0	7	0	0	7	12
04:15 PM	3	1	0	4	0	1	0	1	0	11	0	0	11	16
04:30 PM	7	0	0	7	0	0	0	0	0	10	0	0	10	17
04:45 PM	1	0	0	1	0	0	0	0	0	6	0	0	6	7
Total	15	2	0	17	0	1	0	1	0	34	0	0	34	52
05:00 PM	7	0	0	7	0	0	0	0	0	1	0	0	1	8
05:15 PM	3	0	0	3	0	0	0	0	0	2	0	0	2	5
05:30 PM	2	0	0	2	0	0	0	0	0	2	0	0	2	4
05:45 PM	4	0	0	4	0	0	0	0	1	3	0	0	4	8
Total	16	0	0	16	0	0	0	0	1	8	0	0	9	25
06:00 PM	3	0	0	3	0	1	0	1	0	2	0	0	2	6
06:15 PM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
06:30 PM	2	0	0	2	0	0	0	0	0	1	0	0	1	3
06:45 PM	1	0	0	1	0	0	0	0	0	3	0	0	3	4
Total	9	0	0	9	0	1	0	1	0	7	0	0	7	17
Grand Total	385	7	0	392	3	4	0	7	3	361	0	0	364	763
Apprch %	98.2	1.8	0		42.9	57.1	0		0.8	99.2	0	0		
Total %	50.5	0.9	0	51.4	0.4	0.5	0	0.9	0.4	47.3	0	0	47.7	

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	NE 39th Ave Westbound			NE 12th St Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 08:30 AM											
08:30 AM	**17**	**1**	**18**	**1**	0	**1**	0	8	0	8	**27**
08:45 AM	13	0	13	0	0	0	0	13	0	13	26
09:00 AM	12	0	12	0	0	0	0	12	0	12	24
09:15 AM	11	0	11	0	0	0	0	**15**	0	**15**	26
Total Volume	53	1	54	1	0	1	0	48	0	48	103
% App. Total	98.1	1.9		100	0		0	100	0		
PHF	.779	.250	.750	.250	.000	.250	.000	.800	.000	.800	.954
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 02:00 PM											
02:00 PM	**13**	0	13	0	0	0	0	7	0	7	20
02:15 PM	13	**1**	**14**	0	0	0	0	8	0	8	**22**
02:30 PM	7	0	7	0	0	0	0	**11**	0	**11**	18
02:45 PM	9	0	9	0	0	0	0	10	0	10	19
Total Volume	42	1	43	0	0	0	0	36	0	36	79
% App. Total	97.7	2.3		0	0		0	100	0		
PHF	.808	.250	.768	.000	.000	.000	.000	.818	.000	.818	.898

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Groups Printed- Combined

	NE 39th Ave Westbound				NE 12th St Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	184	1	0	185	0	6	0	6	1	102	0	0	103	294
07:15 AM	171	1	0	172	0	6	0	6	3	115	0	0	118	296
07:30 AM	211	8	0	219	7	5	1	13	2	137	0	1	140	372
07:45 AM	231	4	0	235	6	1	1	8	6	142	0	0	148	391
Total	797	14	0	811	13	18	2	33	12	496	0	1	509	1353
08:00 AM	238	3	0	241	1	3	0	4	3	129	0	0	132	377
08:15 AM	180	0	0	180	0	1	0	1	1	112	0	1	114	295
08:30 AM	206	1	0	207	1	1	0	2	1	118	1	0	120	329
08:45 AM	216	1	0	217	3	4	0	7	3	120	0	0	123	347
Total	840	5	0	845	5	9	0	14	8	479	1	1	489	1348
09:00 AM	133	4	0	137	2	4	0	6	2	126	0	0	128	271
09:15 AM	148	1	0	149	0	3	1	4	3	117	0	0	120	273
09:30 AM	152	0	0	152	0	6	0	6	4	144	0	0	148	306
09:45 AM	128	1	0	129	2	0	0	2	2	124	0	0	126	257
Total	561	6	0	567	4	13	1	18	11	511	0	0	522	1107
10:00 AM	146	0	0	146	3	1	0	4	2	104	0	0	106	256
10:15 AM	133	1	0	134	1	2	0	3	3	90	0	0	93	230
10:30 AM	144	0	0	144	4	2	0	6	0	128	0	0	128	278
10:45 AM	134	1	0	135	0	6	0	6	3	111	0	0	114	255
Total	557	2	0	559	8	11	0	19	8	433	0	0	441	1019
11:00 AM	134	1	0	135	1	3	0	4	6	114	0	0	120	259
11:15 AM	133	4	0	137	1	5	0	6	1	101	0	0	102	245
11:30 AM	127	0	0	127	1	2	0	3	7	102	0	0	109	239
11:45 AM	110	0	0	110	1	7	1	9	1	119	0	0	120	239
Total	504	5	0	509	4	17	1	22	15	436	0	0	451	982
12:00 PM	132	1	0	133	2	4	0	6	1	136	0	0	137	276
12:15 PM	129	1	0	130	3	1	0	4	3	120	0	0	123	257
12:30 PM	125	0	0	125	1	5	0	6	3	164	0	0	167	298
12:45 PM	140	1	0	141	2	0	0	2	3	127	0	0	130	273
Total	526	3	0	529	8	10	0	18	10	547	0	0	557	1104
01:00 PM	118	0	0	118	1	3	1	5	6	142	0	0	148	271
01:15 PM	118	0	0	118	0	3	0	3	3	116	1	0	120	241
01:30 PM	128	0	0	128	1	0	4	5	4	116	0	0	120	253
01:45 PM	124	0	0	124	3	4	0	7	1	130	0	0	131	262
Total	488	0	0	488	5	10	5	20	14	504	1	0	519	1027
02:00 PM	178	2	0	180	1	2	1	4	8	154	0	0	162	346
02:15 PM	146	3	0	149	1	3	3	7	3	190	0	0	193	349
02:30 PM	148	4	0	152	1	4	0	5	1	161	0	0	162	319
02:45 PM	169	0	0	169	3	4	0	7	2	163	0	0	165	341
Total	641	9	0	650	6	13	4	23	14	668	0	0	682	1355
03:00 PM	162	6	2	170	0	5	0	5	2	162	0	0	164	339
03:15 PM	198	4	0	202	1	2	3	6	2	160	0	0	162	370
03:30 PM	150	3	0	153	3	2	0	5	2	181	0	0	183	341
03:45 PM	147	2	0	149	3	2	0	5	3	156	0	0	159	313
Total	657	15	2	674	7	11	3	21	9	659	0	0	668	1363
04:00 PM	162	3	0	165	3	1	0	4	3	166	0	0	169	338
04:15 PM	163	2	0	165	0	1	0	1	4	212	0	0	216	382
04:30 PM	201	0	0	201	1	5	3	9	3	193	0	0	196	406
04:45 PM	202	3	0	205	1	2	0	3	5	180	0	0	185	393
Total	728	8	0	736	5	9	3	17	15	751	0	0	766	1519
05:00 PM	181	1	0	182	2	5	1	8	6	157	0	0	163	353
05:15 PM	173	3	0	176	0	7	1	8	2	239	0	0	241	425
05:30 PM	172	4	0	176	4	5	1	10	3	207	0	0	210	396
05:45 PM	152	1	0	153	4	0	0	4	8	194	0	0	202	359
Total	678	9	0	687	10	17	3	30	19	797	0	0	816	1533
06:00 PM	147	0	0	147	1	4	0	5	5	194	0	0	199	351
06:15 PM	121	1	0	122	0	1	0	1	4	182	0	0	186	309
06:30 PM	133	1	0	134	2	1	0	3	5	123	0	0	128	265
06:45 PM	93	1	0	94	1	3	0	4	3	114	0	0	117	215
Total	494	3	0	497	4	9	0	13	17	613	0	0	630	1140
Grand Total	7471	79	2	7552	79	147	22	248	152	6894	2	2	7050	14850
Apprch %	98.9	1	0		31.9	59.3	8.9		2.2	97.8	0	0		
Total %	50.3	0.5	0	50.9	0.5	1	0.1	1.7	1	46.4	0	0	47.5	

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	NE 39th Ave Westbound			NE 12th St Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	171	1	172	0	**6**	6	3	115	0	118	296
07:30 AM	211	**8**	219	**7**	5	**12**	2	137	0	139	370
07:45 AM	231	4	235	6	1	7	**6**	**142**	0	**148**	**390**
08:00 AM	**238**	3	**241**	1	3	4	3	129	0	132	377
Total Volume	851	16	867	14	15	29	14	523	0	537	1433
% App. Total	98.2	1.8		48.3	51.7		2.6	97.4	0		
PHF	.894	.500	.899	.500	.625	.604	.583	.921	.000	.907	.919
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	201	0	201	1	5	6	3	193	0	196	403
04:45 PM	**202**	**3**	**205**	1	2	3	5	180	0	185	393
05:00 PM	181	1	182	**2**	5	**7**	**6**	157	0	163	352
05:15 PM	173	3	176	0	**7**	7	2	**239**	0	**241**	**424**
Total Volume	757	7	764	4	19	23	16	769	0	785	1572
% App. Total	99.1	0.9		17.4	82.6		2	98	0		
PHF	.937	.583	.932	.500	.679	.821	.667	.804	.000	.814	.927

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Groups Printed- Cars

	NE 39th Ave Westbound				NE 12TH sT Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	169	0	0	169	1	6	3	10	3	83	0	0	86	265
07:15 AM	185	2	0	187	1	4	0	5	2	124	0	0	126	318
07:30 AM	206	4	0	210	7	3	0	10	2	167	0	0	169	389
07:45 AM	215	2	0	217	5	4	0	9	5	137	0	0	142	368
Total	775	8	0	783	14	17	3	34	12	511	0	0	523	1340
08:00 AM	177	2	0	179	1	4	0	5	3	149	0	0	152	336
08:15 AM	173	2	0	175	0	2	0	2	2	107	0	0	109	286
08:30 AM	167	2	0	169	4	1	0	5	4	101	0	0	105	279
08:45 AM	204	0	0	204	0	2	0	2	0	103	0	0	103	309
Total	721	6	0	727	5	9	0	14	9	460	0	0	469	1210
09:00 AM	145	1	0	146	1	2	0	3	4	91	0	0	95	244
09:15 AM	147	0	0	147	1	1	1	3	2	90	0	0	92	242
09:30 AM	108	0	0	108	0	2	0	2	1	117	0	0	118	228
09:45 AM	130	0	0	130	0	3	0	3	2	99	0	0	101	234
Total	530	1	0	531	2	8	1	11	9	397	0	0	406	948
10:00 AM	125	0	0	125	2	4	0	6	1	88	0	0	89	220
10:15 AM	123	1	0	124	0	1	1	2	1	84	0	1	86	212
10:30 AM	123	2	0	125	0	0	1	1	2	112	0	0	114	240
10:45 AM	127	2	0	129	1	3	0	4	0	87	0	0	87	220
Total	498	5	0	503	3	8	2	13	4	371	0	1	376	892
11:00 AM	136	0	0	136	2	2	0	4	3	131	0	0	134	274
11:15 AM	130	2	0	132	1	5	0	6	3	112	0	0	115	253
11:30 AM	105	2	0	107	1	2	1	4	2	128	0	0	130	241
11:45 AM	131	1	0	132	3	3	0	6	3	117	0	0	120	258
Total	502	5	0	507	7	12	1	20	11	488	0	0	499	1026
12:00 PM	142	3	0	145	0	2	0	2	4	143	0	0	147	294
12:15 PM	122	2	0	124	0	3	1	4	1	134	0	0	135	263
12:30 PM	118	0	0	118	0	1	0	1	2	147	0	0	149	268
12:45 PM	119	1	0	120	1	2	3	6	4	139	0	0	143	269
Total	501	6	0	507	1	8	4	13	11	563	0	0	574	1094
01:00 PM	115	2	0	117	2	0	0	2	7	126	0	0	133	252
01:15 PM	134	1	0	135	1	0	0	1	2	136	0	0	138	274
01:30 PM	135	0	0	135	0	3	0	3	1	156	0	0	157	295
01:45 PM	148	2	0	150	2	6	1	9	2	142	0	0	144	303
Total	532	5	0	537	5	9	1	15	12	560	0	0	572	1124
02:00 PM	138	1	0	139	1	2	1	4	1	151	0	0	152	295
02:15 PM	138	1	0	139	1	2	0	3	2	154	0	0	156	298
02:30 PM	140	3	0	143	1	4	0	5	3	173	0	0	176	324
02:45 PM	146	1	0	147	2	2	1	5	1	184	0	0	185	337
Total	562	6	0	568	5	10	2	17	7	662	0	0	669	1254
03:00 PM	156	2	0	158	3	4	3	10	0	156	0	0	156	324
03:15 PM	198	0	0	198	1	2	3	6	3	192	0	0	195	399
03:30 PM	190	1	0	191	1	4	0	5	3	195	0	0	198	394
03:45 PM	157	3	0	160	3	6	0	9	4	149	0	0	153	322
Total	701	6	0	707	8	16	6	30	10	692	0	0	702	1439
04:00 PM	185	2	0	187	2	1	0	3	4	168	0	0	172	362
04:15 PM	157	2	1	160	5	2	1	8	6	162	0	0	168	336
04:30 PM	186	1	0	187	3	2	2	7	6	195	0	0	201	395
04:45 PM	190	1	0	191	3	4	4	11	4	197	0	0	201	403
Total	718	6	1	725	13	9	7	29	20	722	0	0	742	1496
05:00 PM	199	4	0	203	3	3	1	7	9	238	0	0	247	457
05:15 PM	193	3	0	196	5	13	0	18	15	236	0	0	251	465
05:30 PM	164	3	0	167	4	9	1	14	7	261	0	0	268	449
05:45 PM	168	0	0	168	4	7	2	13	2	179	1	0	182	363
Total	724	10	0	734	16	32	4	52	33	914	1	0	948	1734
06:00 PM	116	2	0	118	3	3	0	6	5	191	0	0	196	320
06:15 PM	122	1	0	123	2	4	0	6	5	146	0	0	151	280
06:30 PM	119	3	0	122	2	6	2	10	6	112	0	0	118	250
06:45 PM	106	2	0	108	0	5	0	5	8	137	0	0	145	258
Total	463	8	0	471	7	18	2	27	24	586	0	0	610	1108
Grand Total	7227	72	1	7300	86	156	33	275	162	6926	1	1	7090	14665
Apprch %	99	1	0		31.3	56.7	12		2.3	97.7	0	0		
Total %	49.3	0.5	0	49.8	0.6	1.1	0.2	1.9	1.1	47.2	0	0	48.3	

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	NE 39th Ave Westbound			NE 12TH sT Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	185	2	187	1	**4**	5	2	124	0	126	318
07:30 AM	206	**4**	210	**7**	3	**10**	2	**167**	0	**169**	**389**
07:45 AM	**215**	2	**217**	5	4	9	**5**	137	0	142	368
08:00 AM	177	2	179	1	4	5	3	149	0	152	336
Total Volume	783	10	793	14	15	29	12	577	0	589	1411
% App. Total	98.7	1.3		48.3	51.7		2	98	0		
PHF	.910	.625	.914	.500	.938	.725	.600	.864	.000	.871	.907
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	190	1	191	3	4	7	4	197	0	201	399
05:00 PM	**199**	**4**	**203**	3	3	6	9	238	0	247	456
05:15 PM	193	3	196	**5**	**13**	**18**	**15**	236	0	251	**465**
05:30 PM	164	3	167	4	9	13	7	**261**	0	**268**	448
Total Volume	746	11	757	15	29	44	35	932	0	967	1768
% App. Total	98.5	1.5		34.1	65.9		3.6	96.4	0		
PHF	.937	.688	.932	.750	.558	.611	.583	.893	.000	.902	.951

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File Name : 7-NE 12th St & NE 39th Ave THUR
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Groups Printed- Trucks

	NE 39th Ave Westbound				NE 12TH sT Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	6	0	0	6	0	0	0	0	0	4	0	0	4	10
07:15 AM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
07:30 AM	9	0	0	9	0	0	0	0	1	4	0	0	5	14
07:45 AM	13	1	0	14	0	0	0	0	0	3	0	0	3	17
Total	30	1	0	31	0	0	0	0	1	14	0	0	15	46
08:00 AM	7	0	0	7	0	0	0	0	0	7	0	0	7	14
08:15 AM	11	0	0	11	0	0	0	0	0	7	0	0	7	18
08:30 AM	5	1	0	6	1	0	0	1	1	7	0	0	8	15
08:45 AM	10	0	0	10	0	0	0	0	0	6	0	0	6	16
Total	33	1	0	34	1	0	0	1	1	27	0	0	28	63
09:00 AM	10	0	0	10	0	0	0	0	0	5	0	0	5	15
09:15 AM	8	0	0	8	0	0	0	0	0	9	0	0	9	17
09:30 AM	6	0	0	6	1	0	0	1	0	6	0	0	6	13
09:45 AM	17	0	0	17	0	0	0	0	0	4	0	0	4	21
Total	41	0	0	41	1	0	0	1	0	24	0	0	24	66
10:00 AM	4	0	0	4	0	0	0	0	0	13	0	0	13	17
10:15 AM	11	0	0	11	0	0	0	0	0	7	0	0	7	18
10:30 AM	10	0	0	10	0	0	0	0	0	6	0	0	6	16
10:45 AM	8	0	0	8	0	0	0	0	0	8	0	0	8	16
Total	33	0	0	33	0	0	0	0	0	34	0	0	34	67
11:00 AM	2	0	0	2	0	0	0	0	0	7	0	0	7	9
11:15 AM	11	0	0	11	0	0	0	0	0	6	0	0	6	17
11:30 AM	10	0	0	10	1	0	0	1	0	10	0	0	10	21
11:45 AM	7	0	0	7	0	0	0	0	0	11	0	0	11	18
Total	30	0	0	30	1	0	0	1	0	34	0	0	34	65
12:00 PM	9	1	0	10	0	0	0	0	0	6	0	0	6	16
12:15 PM	7	0	0	7	0	0	0	0	0	8	0	0	8	15
12:30 PM	11	0	0	11	0	0	0	0	0	7	0	0	7	18
12:45 PM	5	0	0	5	0	0	0	0	0	4	0	0	4	9
Total	32	1	0	33	0	0	0	0	0	25	0	0	25	58
01:00 PM	7	0	0	7	0	0	0	0	0	6	0	0	6	13
01:15 PM	8	0	0	8	0	0	0	0	0	10	0	0	10	18
01:30 PM	8	0	0	8	0	0	0	0	0	6	0	0	6	14
01:45 PM	9	0	0	9	0	0	0	0	0	6	0	0	6	15
Total	32	0	0	32	0	0	0	0	0	28	0	0	28	60
02:00 PM	9	0	0	9	0	0	0	0	0	8	0	0	8	17
02:15 PM	6	1	0	7	0	0	0	0	0	10	0	0	10	17
02:30 PM	11	0	0	11	0	0	0	0	0	8	0	0	8	19
02:45 PM	5	0	0	5	0	0	0	0	0	4	0	0	4	9
Total	31	1	0	32	0	0	0	0	0	30	0	0	30	62
03:00 PM	3	0	0	3	0	0	0	0	0	8	0	0	8	11
03:15 PM	12	1	0	13	0	0	0	0	0	3	0	0	3	16
03:30 PM	4	0	0	4	0	0	0	0	0	2	0	0	2	6
03:45 PM	3	1	0	4	1	0	0	1	1	8	0	0	9	14
Total	22	2	0	24	1	0	0	1	1	21	0	0	22	47
04:00 PM	5	0	0	5	0	0	0	0	1	9	0	0	10	15
04:15 PM	2	0	0	2	0	0	0	0	0	7	0	0	7	9
04:30 PM	8	1	0	9	0	0	0	0	0	12	0	0	12	21
04:45 PM	5	0	0	5	0	0	0	0	0	5	0	0	5	10
Total	20	1	0	21	0	0	0	0	1	33	0	0	34	55
05:00 PM	3	0	0	3	0	0	0	0	0	1	0	0	1	4
05:15 PM	2	0	0	2	0	0	0	0	0	3	0	0	3	5
05:30 PM	3	0	0	3	0	0	0	0	0	3	0	0	3	6
05:45 PM	6	0	0	6	0	0	0	0	0	4	0	0	4	10
Total	14	0	0	14	0	0	0	0	0	11	0	0	11	25
06:00 PM	4	0	0	4	0	0	0	0	0	3	0	0	3	7
06:15 PM	5	0	0	5	0	0	0	0	0	1	0	0	1	6
06:30 PM	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	1	0	0	1	1
Total	9	0	0	9	0	0	0	0	0	6	0	0	6	15
Grand Total	327	7	0	334	4	0	0	4	4	287	0	0	291	629
Apprch %	97.9	2.1	0		100	0	0		1.4	98.6	0	0		
Total %	52	1.1	0	53.1	0.6	0	0	0.6	0.6	45.6	0	0	46.3	

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	NE 39th Ave Westbound			NE 12TH sT Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 09:45 AM											
09:45 AM	**17**	0	**17**	0	0	0	0	4	0	4	**21**
10:00 AM	4	0	4	0	0	0	0	**13**	0	**13**	17
10:15 AM	11	0	11	0	0	0	0	7	0	7	18
10:30 AM	10	0	10	0	0	0	0	6	0	6	16
Total Volume	42	0	42	0	0	0	0	30	0	30	72
% App. Total	100	0		0	0		0	100	0		
PHF	.618	.000	.618	.000	.000	.000	.000	.577	.000	.577	.857
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 01:45 PM											
01:45 PM	9	0	9	0	0	0	0	6	0	6	15
02:00 PM	9	0	9	0	0	0	0	8	0	8	17
02:15 PM	6	**1**	7	0	0	0	0	**10**	0	**10**	17
02:30 PM	**11**	0	**11**	0	0	0	0	8	0	8	**19**
Total Volume	35	1	36	0	0	0	0	32	0	32	68
% App. Total	97.2	2.8		0	0		0	100	0		
PHF	.795	.250	.818	.000	.000	.000	.000	.800	.000	.800	.895

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File Name : 7-NE 12th St & NE 39th Ave THUR
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Groups Printed- Combined

	NE 39th Ave Westbound				NE 12TH sT Northbound				NE 39th Ave Eastbound					
Start Time	Thru	Left	Peds	App. Total	Right	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
07:00 AM	175	0	0	175	1	6	3	10	3	87	0	0	90	275
07:15 AM	187	2	0	189	1	4	0	5	2	127	0	0	129	323
07:30 AM	215	4	0	219	7	3	0	10	3	171	0	0	174	403
07:45 AM	228	3	0	231	5	4	0	9	5	140	0	0	145	385
Total	805	9	0	814	14	17	3	34	13	525	0	0	538	1386
08:00 AM	184	2	0	186	1	4	0	5	3	156	0	0	159	350
08:15 AM	184	2	0	186	0	2	0	2	2	114	0	0	116	304
08:30 AM	172	3	0	175	5	1	0	6	5	108	0	0	113	294
08:45 AM	214	0	0	214	0	2	0	2	0	109	0	0	109	325
Total	754	7	0	761	6	9	0	15	10	487	0	0	497	1273
09:00 AM	155	1	0	156	1	2	0	3	4	96	0	0	100	259
09:15 AM	155	0	0	155	1	1	1	3	2	99	0	0	101	259
09:30 AM	114	0	0	114	1	2	0	3	1	123	0	0	124	241
09:45 AM	147	0	0	147	0	3	0	3	2	103	0	0	105	255
Total	571	1	0	572	3	8	1	12	9	421	0	0	430	1014
10:00 AM	129	0	0	129	2	4	0	6	1	101	0	0	102	237
10:15 AM	134	1	0	135	0	1	1	2	1	91	0	1	93	230
10:30 AM	133	2	0	135	0	0	1	1	2	118	0	0	120	256
10:45 AM	135	2	0	137	1	3	0	4	0	95	0	0	95	236
Total	531	5	0	536	3	8	2	13	4	405	0	1	410	959
11:00 AM	138	0	0	138	2	2	0	4	3	138	0	0	141	283
11:15 AM	141	2	0	143	1	5	0	6	3	118	0	0	121	270
11:30 AM	115	2	0	117	2	2	1	5	2	138	0	0	140	262
11:45 AM	138	1	0	139	3	3	0	6	3	128	0	0	131	276
Total	532	5	0	537	8	12	1	21	11	522	0	0	533	1091
12:00 PM	151	4	0	155	0	2	0	2	4	149	0	0	153	310
12:15 PM	129	2	0	131	0	3	1	4	1	142	0	0	143	278
12:30 PM	129	0	0	129	0	1	0	1	2	154	0	0	156	286
12:45 PM	124	1	0	125	1	2	3	6	4	143	0	0	147	278
Total	533	7	0	540	1	8	4	13	11	588	0	0	599	1152
01:00 PM	122	2	0	124	2	0	0	2	7	132	0	0	139	265
01:15 PM	142	1	0	143	1	0	0	1	2	146	0	0	148	292
01:30 PM	143	0	0	143	0	3	0	3	1	162	0	0	163	309
01:45 PM	157	2	0	159	2	6	1	9	2	148	0	0	150	318
Total	564	5	0	569	5	9	1	15	12	588	0	0	600	1184
02:00 PM	147	1	0	148	1	2	1	4	1	159	0	0	160	312
02:15 PM	144	2	0	146	1	2	0	3	2	164	0	0	166	315
02:30 PM	151	3	0	154	1	4	0	5	3	181	0	0	184	343
02:45 PM	151	1	0	152	2	2	1	5	1	188	0	0	189	346
Total	593	7	0	600	5	10	2	17	7	692	0	0	699	1316
03:00 PM	159	2	0	161	3	4	3	10	0	164	0	0	164	335
03:15 PM	210	1	0	211	1	2	3	6	3	195	0	0	198	415
03:30 PM	194	1	0	195	1	4	0	5	3	197	0	0	200	400
03:45 PM	160	4	0	164	4	6	0	10	5	157	0	0	162	336
Total	723	8	0	731	9	16	6	31	11	713	0	0	724	1486
04:00 PM	190	2	0	192	2	1	0	3	5	177	0	0	182	377
04:15 PM	159	2	1	162	5	2	1	8	6	169	0	0	175	345
04:30 PM	194	2	0	196	3	2	2	7	6	207	0	0	213	416
04:45 PM	195	1	0	196	3	4	4	11	4	202	0	0	206	413
Total	738	7	1	746	13	9	7	29	21	755	0	0	776	1551
05:00 PM	202	4	0	206	3	3	1	7	9	239	0	0	248	461
05:15 PM	195	3	0	198	5	13	0	18	15	239	0	0	254	470
05:30 PM	167	3	0	170	4	9	1	14	7	264	0	0	271	455
05:45 PM	174	0	0	174	4	7	2	13	2	183	1	0	186	373
Total	738	10	0	748	16	32	4	52	33	925	1	0	959	1759
06:00 PM	120	2	0	122	3	3	0	6	5	194	0	0	199	327
06:15 PM	127	1	0	128	2	4	0	6	5	147	0	0	152	286
06:30 PM	119	3	0	122	2	6	2	10	6	113	0	0	119	251
06:45 PM	106	2	0	108	0	5	0	5	8	138	0	0	146	259
Total	472	8	0	480	7	18	2	27	24	592	0	0	616	1123
Grand Total	7554	79	1	7634	90	156	33	279	166	7213	1	1	7381	15294
Apprch %	99	1	0		32.3	55.9	11.8		2.2	97.7	0	0		
Total %	49.4	0.5	0	49.9	0.6	1	0.2	1.8	1.1	47.2	0	0	48.3	

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	NE 39th Ave Westbound			NE 12TH sT Northbound			NE 39th Ave 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 01:00 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 07:15 AM											
07:15 AM	187	2	189	1	**4**	5	2	127	0	129	323
07:30 AM	215	**4**	219	**7**	3	**10**	3	**171**	0	**174**	**403**
07:45 AM	**228**	3	**231**	5	4	9	**5**	140	0	145	385
08:00 AM	184	2	186	1	4	5	3	156	0	159	350
Total Volume	814	11	825	14	15	29	13	594	0	607	1461
% App. Total	98.7	1.3		48.3	51.7		2.1	97.9	0		
PHF	.893	.688	.893	.500	.938	.725	.650	.868	.000	.872	.906
Peak Hour Analysis From 01:15 PM to 06:45 PM - Peak 1 of 1											
Peak Hour for Entire Intersection Begins at 04:45 PM											
04:45 PM	195	1	196	3	4	7	4	202	0	206	409
05:00 PM	**202**	**4**	**206**	3	3	6	9	239	0	248	460
05:15 PM	195	3	198	**5**	**13**	**18**	**15**	239	0	254	**470**
05:30 PM	167	3	170	4	9	13	7	**264**	0	**271**	454
Total Volume	759	11	770	15	29	44	35	944	0	979	1793
% App. Total	98.6	1.4		34.1	65.9		3.6	96.4	0		
PHF	.939	.688	.934	.750	.558	.611	.583	.894	.000	.903	.954

NE 12th St and NE 31st Ave Averaged

Tuesday

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	0	3	0	6	8	2	1	0	0	0	2	1	5	2	0
7:15:00 AM	4	2	2	0	1	11	1	0	0	0	0	1	0	8	1	0
7:30:00 AM	5	4	1	0	2	14	0	0	1	4	2	7	2	11	5	0
7:45:00 AM	0	8	2	0	0	24	1	4	1	3	2	0	1	15	1	0
8:00:00 AM	4	3	2	0	0	10	0	0	0	4	0	0	1	13	2	0
8:15:00 AM	0	1	1	0	1	11	4	0	0	1	0	2	0	4	4	0
8:30:00 AM	2	2	1	0	4	8	2	0	0	0	3	1	0	6	1	0
8:45:00 AM	4	2	3	0	2	9	1	0	0	1	0	1	1	4	4	0
9:00:00 AM	2	1	2	0	3	5	3	0	1	1	2	0	1	12	4	0
9:15:00 AM	3	2	1	0	0	6	0	0	1	0	0	0	0	4	0	0
9:30:00 AM	1	0	1	0	1	9	0	0	1	1	0	0	0	0	1	0
9:45:00 AM	1	1	1	1	1	10	1	0	1	2	0	0	1	7	2	0

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	3	2	2	0	3	9	2	0	0	0	1	1	2	11	2	0
2:30:00 PM	1	3	3	0	1	12	0	0	1	2	0	1	1	9	1	0
2:45:00 PM	2	0	4	0	2	16	0	0	1	4	1	0	1	17	2	0
3:00:00 PM	2	5	0	2	5	13	3	9	2	6	1	5	3	11	2	9
3:15:00 PM	2	1	1	1	4	15	0	0	2	1	0	3	0	11	2	0
3:30:00 PM	6	1	1	0	3	12	5	1	1	1	2	3	0	6	2	0
3:45:00 PM	5	2	3	0	2	13	4	0	3	3	0	0	1	13	5	0
4:00:00 PM	0	0	1	0	1	14	2	0	3	3	4	1	2	14	4	0
4:15:00 PM	0	4	2	0	3	15	0	0	1	1	0	1	1	17	7	0

Thursday

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	1	1	0	3	7	1	0	0	1	0	5	0	8	0	0
7:15:00 AM	3	1	3	0	2	10	1	0	0	1	0	0	0	7	2	0
7:30:00 AM	6	4	3	0	1	17	2	0	4	2	1	5	2	7	4	0
7:45:00 AM	2	4	1	0	0	19	2	3	0	5	1	4	1	14	3	0
8:00:00 AM	2	2	1	0	1	16	1	0	0	1	0	0	0	18	0	0
8:15:00 AM	1	3	2	0	2	8	1	0	1	0	2	0	0	7	0	0
8:30:00 AM	1	2	1	0	2	9	0	0	1	3	3	2	1	12	2	0
8:45:00 AM	2	1	0	0	0	16	1	0	1	1	0	3	0	5	0	0
9:00:00 AM	1	2	1	0	3	7	0	0	1	1	1	0	0	4	2	0
9:15:00 AM	1	0	1	0	0	6	1	0	1	1	0	1	1	4	1	0
9:30:00 AM	2	4	0	0	0	8	1	0	1	0	0	0	0	6	1	0
9:45:00 AM	2	1	1	0	0	7	0	0	0	0	0	1	0	5	3	0

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st 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	1	1	0	2	18	1	0	3	2	0	0	1	18	4	0
2:30:00 PM	1	3	4	0	2	9	2	0	0	0	0	2	1	13	2	0
2:45:00 PM	1	1	2	0	5	7	3	0	0	1	0	1	1	17	0	0
3:00:00 PM	0	1	2	0	2	22	2	2	2	6	2	0	1	9	2	0
3:15:00 PM	2	2	4	1	4	12	1	6	0	0	2	5	1	12	0	6
3:30:00 PM	2	0	3	0	2	17	1	2	0	1	0	2	0	7	1	0
3:45:00 PM	4	2	3	0	2	12	1	0	2	5	1	2	1	9	4	0
4:00:00 PM	3	1	0	0	0	14	0	0	2	1	0	1	0	14	2	0
4:15:00 PM	4	4	2	0	1	16	0	0	2	2	3	2	3	6	10	0

Averaged

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0.5	0.5	2	0	4.5	7.5	1.5	0.5	0	0.5	0	3.5	0.5	6.5	1	0
7:15:00 AM	3.5	1.5	2.5	0	1.5	10.5	1	0	0	0.5	0	0.5	0	7.5	1.5	0
7:30:00 AM	5.5	4	2	0	1.5	15.5	1	0	2.5	3	1.5	6	2	9	4.5	0
7:45:00 AM	1	6	1.5	0	0	21.5	1.5	3.5	0.5	4	1.5	2	1	14.5	2	0
8:00:00 AM	3	2.5	1.5	0	0.5	13	0.5	0	0	2.5	0	0	0.5	15.5	1	0
8:15:00 AM	0.5	2	1.5	0	1.5	9.5	2.5	0	0.5	0.5	1	1	0	5.5	2	0
8:30:00 AM	1.5	2	1	0	3	8.5	1	0	0.5	1.5	3	1.5	0.5	9	1.5	0
8:45:00 AM	3	1.5	1.5	0	1	12.5	1	0	0.5	1	0	2	0.5	4.5	2	0
9:00:00 AM	1.5	1.5	1.5	0	3	6	1.5	0	1	1	1.5	0	0.5	8	3	0
9:15:00 AM	2	1	1	0	0	6	0.5	0	1	0.5	0	0.5	0.5	4	0.5	0
9:30:00 AM	1.5	2	0.5	0	0.5	8.5	0.5	0	1	0.5	0	0	0	3	1	0
9:45:00 AM	1.5	1	1	0.5	0.5	8.5	0.5	0	0.5	1	0	0.5	0.5	6	2.5	0

	NE 12th St Southbound				NE 31st Ave Westbound				NE 12th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	2	1.5	1.5	0	2.5	13.5	1.5	0	1.5	1	0.5	0.5	1.5	14.5	3	0
2:30:00 PM	1	3	3.5	0	1.5	10.5	1	0	0.5	1	0	1.5	1	11	1.5	0
2:45:00 PM	1.5	0.5	3	0	3.5	11.5	1.5	0	0.5	2.5	0.5	0.5	1	17	1	0
3:00:00 PM	1	3	1	1	3.5	17.5	2.5	5.5	2	6	1.5	2.5	2	10	2	4.5
3:15:00 PM	2	1.5	2.5	1	4	13.5	0.5	3	1	0.5	1	4	0.5	11.5	1	3
3:30:00 PM	4	0.5	2	0	2.5	14.5	3	1.5	0.5	1	1	2.5	0	6.5	1.5	0
3:45:00 PM	4.5	2	3	0	2	12.5	2.5	0	2.5	4	0.5	1	1	11	4.5	0
4:00:00 PM	1.5	0.5	0.5	0	0.5	14	1	0	2.5	2	2	1	1	14	3	0
4:15:00 PM	2	4	2	0	2	15.5	0	0	1.5	1.5	1.5	1.5	2	11.5	8.5	0

NE 12th St and NE 31st Ave Averaged

Tuesday

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st 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	22	7	1	9	4	1	3	2	18	4	1	4	3	3	1
7:15:00 AM	5	31	13	0	22	4	2	2	3	38	2	1	0	3	15	3
7:30:00 AM	9	45	15	0	24	9	1	4	2	52	0	3	3	2	12	5
7:45:00 AM	15	63	13	1	19	4	4	0	2	37	1	0	5	6	7	0
8:00:00 AM	2	36	16	0	14	2	2	0	2	26	2	0	4	4	5	0
8:15:00 AM	11	33	16	0	13	2	1	3	1	14	1	1	2	2	0	4
8:30:00 AM	4	26	13	0	18	4	3	2	1	27	3	3	4	1	5	1
8:45:00 AM	4	31	8	0	9	3	0	0	2	25	1	0	2	3	4	0
9:00:00 AM	2	32	12	0	8	2	3	0	2	20	2	0	6	6	1	0
9:15:00 AM	4	16	4	1	6	3	1	0	1	24	0	0	1	4	1	1
9:30:00 AM	1	19	9	0	3	6	2	2	0	18	4	0	2	0	0	0
9:45:00 AM	3	30	8	0	10	7	0	1	1	20	2	1	3	4	2	0

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	7	31	6	0	16	6	2	1	5	28	2	1	4	6	3	3
2:30:00 PM	4	24	8	0	17	5	1	4	6	25	3	0	4	5	3	1
2:45:00 PM	3	39	13	1	14	8	4	3	1	26	3	1	2	10	7	1
3:00:00 PM	11	52	16	0	16	5	3	8	6	34	7	4	2	7	6	10
3:15:00 PM	6	38	11	5	18	6	3	5	1	26	4	0	3	8	2	3
3:30:00 PM	8	37	13	0	9	11	1	1	3	40	2	2	4	3	4	1
3:45:00 PM	4	41	8	0	20	9	1	1	2	28	7	0	4	4	5	2
4:00:00 PM	6	32	8	0	18	9	3	4	3	44	4	1	5	8	3	0
4:15:00 PM	2	36	15	0	19	10	2	0	4	32	3	1	5	10	6	3

Thursday

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	5	26	6	1	16	2	1	1	2	21	1	3	2	8	3	5
7:15:00 AM	7	30	13	0	23	5	2	3	4	27	1	0	4	5	11	0
7:30:00 AM	8	42	17	1	27	5	0	4	2	38	2	0	2	1	13	1
7:45:00 AM	14	50	22	1	16	5	2	2	1	29	1	0	5	7	9	0
8:00:00 AM	7	56	12	0	8	3	2	5	0	23	3	2	2	9	2	1
8:15:00 AM	4	35	15	0	6	6	1	4	4	29	3	3	2	6	4	0
8:30:00 AM	2	27	11	1	12	6	1	0	1	13	7	0	1	5	5	1
8:45:00 AM	6	29	10	0	14	8	1	0	2	19	3	1	2	4	3	0
9:00:00 AM	2	26	11	0	8	4	2	0	2	25	1	1	2	5	1	0
9:15:00 AM	0	26	8	1	7	6	3	4	2	18	2	0	0	3	2	1
9:30:00 AM	3	25	10	0	9	5	2	0	1	18	1	0	2	3	2	1
9:45:00 AM	3	23	7	0	5	4	0	0	0	21	1	0	2	4	2	0

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	10	35	14	0	18	4	1	0	2	18	3	1	2	7	2	0
2:30:00 PM	2	31	16	0	16	9	2	0	4	32	1	0	5	3	8	2
2:45:00 PM	4	41	19	1	18	5	1	0	3	38	5	0	4	8	8	2
3:00:00 PM	11	55	12	0	22	14	4	6	3	27	2	2	3	2	7	9
3:15:00 PM	5	34	9	1	9	6	4	4	1	30	0	1	4	4	5	0
3:30:00 PM	9	45	8	0	21	9	7	2	5	29	1	0	3	3	5	1
3:45:00 PM	4	33	7	0	19	6	8	2	3	33	7	1	4	2	4	0
4:00:00 PM	3	42	12	0	17	3	6	6	7	37	4	0	2	3	5	3
4:15:00 PM	5	39	10	1	12	8	4	2	4	27	3	3	4	4	5	3

Averaged

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	4.5	24	6.5	1	12.5	3	1	2	2	19.5	2.5	2	3	5.5	3	3
7:15:00 AM	6	30.5	13	0	22.5	4.5	2	2.5	3.5	32.5	1.5	0.5	2	4	13	1.5
7:30:00 AM	8.5	43.5	16	0.5	25.5	7	0.5	4	2	45	1	1.5	2.5	1.5	12.5	3
7:45:00 AM	14.5	56.5	17.5	1	17.5	4.5	3	1	1.5	33	1	0	5	6.5	8	0
8:00:00 AM	4.5	46	14	0	11	2.5	2	2.5	1	24.5	2.5	1	3	6.5	3.5	0.5
8:15:00 AM	7.5	34	15.5	0	9.5	4	1	3.5	2.5	21.5	2	2	2	4	2	2
8:30:00 AM	3	26.5	12	0.5	15	5	2	1	1	20	5	1.5	2.5	3	5	1
8:45:00 AM	5	30	9	0	11.5	5.5	0.5	0	2	22	2	0.5	2	3.5	3.5	0
9:00:00 AM	2	29	11.5	0	8	3	2.5	0	2	22.5	1.5	0.5	4	5.5	1	0
9:15:00 AM	2	21	6	1	6.5	4.5	2	2	1.5	21	1	0	0.5	3.5	1.5	1
9:30:00 AM	2	22	9.5	0	6	5.5	2	1	0.5	18	2.5	0	2	1.5	1	0.5
9:45:00 AM	3	26.5	7.5	0	7.5	5.5	0	0.5	0.5	20.5	1.5	0.5	2.5	4	2	0

	NE 15th St Southbound				NE 31st Ave Westbound				NE 15th St Northbound				NE 31st Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	8.5	33	10	0	17	5	1.5	0.5	3.5	23	2.5	1	3	6.5	2.5	1.5
2:30:00 PM	3	27.5	12	0	16.5	7	1.5	2	5	28.5	2	0	4.5	4	5.5	1.5
2:45:00 PM	3.5	40	16	1	16	6.5	2.5	1.5	2	32	4	0.5	3	9	7.5	1.5
3:00:00 PM	11	53.5	14	0	19	9.5	3.5	7	4.5	30.5	4.5	3	2.5	4.5	6.5	9.5
3:15:00 PM	5.5	36	10	3	13.5	6	3.5	4.5	1	28	2	0.5	3.5	6	3.5	1.5
3:30:00 PM	8.5	41	10.5	0	15	10	4	1.5	4	34.5	1.5	1	3.5	3	4.5	1
3:45:00 PM	4	37	7.5	0	19.5	7.5	4.5	1.5	2.5	30.5	7	0.5	4	3	4.5	1
4:00:00 PM	4.5	37	10	0	17.5	6	4.5	5	5	40.5	4	0.5	3.5	5.5	4	1.5
4:15:00 PM	3.5	37.5	12.5	0.5	15.5	9	3	1	4	29.5	3	2	4.5	7	5.5	3

NE 15th St and MKR South Drvwy Averaged

Tuesday

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	23	10	24	7	0	2	0	2
7:15:00 AM	3	42	21	63	6	0	3	1	3
7:30:00 AM	4	60	15	79	11	0	9	6	2
7:45:00 AM	4	83	12	62	3	0	4	4	3
8:00:00 AM	1	50	6	37	4	0	5	2	0
8:15:00 AM	0	47	3	23	0	1	1	0	0
8:30:00 AM	2	38	0	43	1	0	1	1	1
8:45:00 AM	1	32	0	32	0	0	0	1	0
9:00:00 AM	0	40	0	21	1	0	0	0	0
9:15:00 AM	0	21	1	24	0	0	0	0	0
9:30:00 AM	0	24	2	21	0	0	0	0	0
9:45:00 AM	0	34	0	29	0	0	0	0	0

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	1	40	11	40	4	0	3	4	0
2:30:00 PM	1	31	0	36	1	0	0	0	2
2:45:00 PM	0	54	28	38	1	1	4	0	13
3:00:00 PM	0	66	9	48	2	0	5	0	7
3:15:00 PM	0	40	3	45	0	1	1	0	2
3:30:00 PM	1	55	44	41	1	0	0	3	0
3:45:00 PM	1	47	0	37	0	0	1	0	0
4:00:00 PM	0	31	2	53	1	0	2	1	0
4:15:00 PM	0	49	0	50	0	0	1	0	1

Thursday

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	28	11	29	4	0	2	1	7
7:15:00 AM	2	40	15	53	6	0	1	2	2
7:30:00 AM	3	66	25	69	6	0	5	1	2
7:45:00 AM	1	77	11	53	8	0	6	6	0
8:00:00 AM	3	58	3	32	2	0	6	1	1
8:15:00 AM	0	51	1	30	1	0	1	1	0
8:30:00 AM	2	35	0	25	0	3	0	1	1
8:45:00 AM	0	37	0	34	0	0	0	0	0
9:00:00 AM	1	33	0	23	2	0	1	0	0
9:15:00 AM	0	30	0	26	0	0	0	1	0
9:30:00 AM	0	34	0	23	0	0	0	0	2
9:45:00 AM	0	30	0	24	0	0	0	0	0

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	1	46	7	30	3	4	4	3	5
2:30:00 PM	0	50	0	50	3	0	1	0	0
2:45:00 PM	0	60	21	57	0	0	4	1	14
3:00:00 PM	1	65	9	43	2	0	3	1	9
3:15:00 PM	0	46	0	43	0	0	2	0	0
3:30:00 PM	0	50	29	44	0	0	0	0	3
3:45:00 PM	1	40	0	53	0	0	1	1	0
4:00:00 PM	0	52	0	53	0	0	1	1	1
4:15:00 PM	0	46	0	41	0	1	0	1	3

Averaged

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	25.5	10.5	26.5	5.5	0	2	0.5	4.5
7:15:00 AM	2.5	41	18	58	6	0	2	1.5	2.5
7:30:00 AM	3.5	63	20	74	8.5	0	7	3.5	2
7:45:00 AM	2.5	80	11.5	57.5	5.5	0	5	5	1.5
8:00:00 AM	2	54	4.5	34.5	3	0	5.5	1.5	0.5
8:15:00 AM	0	49	2	26.5	0.5	0.5	1	0.5	0
8:30:00 AM	2	36.5	0	34	0.5	1.5	0.5	1	1
8:45:00 AM	0.5	34.5	0	33	0	0	0	0.5	0
9:00:00 AM	0.5	36.5	0	22	1.5	0	0.5	0	0
9:15:00 AM	0	25.5	0.5	25	0	0	0	0.5	0
9:30:00 AM	0	29	1	22	0	0	0	0	1
9:45:00 AM	0	32	0	26.5	0	0	0	0	0

	NE 15th St Southbound			NE 15th St Northbound			MKR South Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	1	43	9	35	3.5	2	3.5	3.5	2.5
2:30:00 PM	0.5	40.5	0	43	2	0	0.5	0	1
2:45:00 PM	0	57	24.5	47.5	0.5	0.5	4	0.5	13.5
3:00:00 PM	0.5	65.5	9	45.5	2	0	4	0.5	8
3:15:00 PM	0	43	1.5	44	0	0.5	1.5	0	1
3:30:00 PM	0.5	52.5	36.5	42.5	0.5	0	0	1.5	1.5
3:45:00 PM	1	43.5	0	45	0	0	1	0.5	0
4:00:00 PM	0	41.5	1	53	0.5	0	1.5	1	0.5
4:15:00 PM	0	47.5	0	45.5	0	0.5	0.5	0.5	2

NE 15th St and MKR North Drvwy Averaged

Tuesday

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	10	20	0	9	16	0	11	1	0
7:15:00 AM	14	28	0	38	30	2	17	8	2
7:30:00 AM	13	44	0	55	35	2	27	11	0
7:45:00 AM	8	62	0	58	11	3	20	3	0
8:00:00 AM	4	46	0	40	3	0	5	0	0
8:15:00 AM	0	41	0	20	4	0	3	2	0
8:30:00 AM	2	37	0	40	7	0	4	3	2
8:45:00 AM	2	26	0	26	6	0	5	0	0
9:00:00 AM	0	35	0	20	2	0	3	1	0
9:15:00 AM	4	24	0	21	1	0	0	1	0
9:30:00 AM	2	23	0	21	0	0	4	1	0
9:45:00 AM	2	26	0	29	1	1	2	0	1

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	3	35	0	39	4	0	3	1	2
2:30:00 PM	4	28	0	35	7	0	3	1	0
2:45:00 PM	5	34	0	30	7	0	27	4	2
3:00:00 PM	6	45	4	35	13	0	17	10	1
3:15:00 PM	2	33	0	39	4	0	4	3	0
3:30:00 PM	1	57	0	43	1	0	0	3	0
3:45:00 PM	0	42	0	40	2	0	5	6	0
4:00:00 PM	1	26	0	51	1	0	3	4	1
4:15:00 PM	0	48	0	47	1	2	5	3	0

Thursday

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	15	24	0	18	13	1	11	0	0
7:15:00 AM	17	20	0	26	31	4	24	7	3
7:30:00 AM	15	51	0	52	23	3	24	6	1
7:45:00 AM	4	62	0	47	16	6	16	5	0
8:00:00 AM	6	56	0	27	7	2	9	1	0
8:15:00 AM	0	39	0	28	3	2	5	0	0
8:30:00 AM	2	31	0	24	2	0	4	2	0
8:45:00 AM	0	37	0	32	2	0	1	0	0
9:00:00 AM	3	33	0	20	1	0	1	3	0
9:15:00 AM	1	28	0	21	4	0	2	1	0
9:30:00 AM	0	33	0	26	0	0	1	1	2
9:45:00 AM	0	28	0	23	0	0	1	0	0

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	1	43	0	34	6	0	3	0	0
2:30:00 PM	3	44	0	46	6	0	6	3	0
2:45:00 PM	4	44	0	41	14	0	19	5	8
3:00:00 PM	5	57	0	35	10	3	10	12	4
3:15:00 PM	4	40	0	42	3	0	5	1	0
3:30:00 PM	1	48	0	45	2	0	2	4	1
3:45:00 PM	0	43	0	52	3	0	7	1	0
4:00:00 PM	3	43	0	43	8	0	7	10	1
4:15:00 PM	0	35	0	42	2	2	8	11	0

Averaged

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	12.5	22	0	13.5	14.5	0.5	11	0.5	0
7:15:00 AM	15.5	24	0	32	30.5	3	20.5	7.5	2.5
7:30:00 AM	14	47.5	0	53.5	29	2.5	25.5	8.5	0.5
7:45:00 AM	6	62	0	52.5	13.5	4.5	18	4	0
8:00:00 AM	5	51	0	33.5	5	1	7	0.5	0
8:15:00 AM	0	40	0	24	3.5	1	4	1	0
8:30:00 AM	2	34	0	32	4.5	0	4	2.5	1
8:45:00 AM	1	31.5	0	29	4	0	3	0	0
9:00:00 AM	1.5	34	0	20	1.5	0	2	2	0
9:15:00 AM	2.5	26	0	21	2.5	0	1	1	0
9:30:00 AM	1	28	0	23.5	0	0	2.5	1	1
9:45:00 AM	1	27	0	26	0.5	0.5	1.5	0	0.5

	NE 15th St Southbound			NE 15th St Northbound			MKR North Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	2	39	0	36.5	5	0	3	0.5	1
2:30:00 PM	3.5	36	0	40.5	6.5	0	4.5	2	0
2:45:00 PM	4.5	39	0	35.5	10.5	0	23	4.5	5
3:00:00 PM	5.5	51	2	35	11.5	1.5	13.5	11	2.5
3:15:00 PM	3	36.5	0	40.5	3.5	0	4.5	2	0
3:30:00 PM	1	52.5	0	44	1.5	0	1	3.5	0.5
3:45:00 PM	0	42.5	0	46	2.5	0	6	3.5	0
4:00:00 PM	2	34.5	0	47	4.5	0	5	7	1
4:15:00 PM	0	41.5	0	44.5	1.5	2	6.5	7	0

NE 15th St and Head Start Pre-K Drvwy

Tuesday

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	29	0	8	1	0	1	0	0
7:15:00 AM	12	42	0	39	5	0	0	0	2
7:30:00 AM	13	41	0	41	26	0	16	7	1
7:45:00 AM	19	52	0	46	15	1	17	16	0
8:00:00 AM	6	39	0	32	8	0	12	7	0
8:15:00 AM	4	37	0	17	6	0	3	1	0
8:30:00 AM	5	36	0	38	3	0	4	1	2
8:45:00 AM	1	24	0	26	3	1	4	2	1
9:00:00 AM	0	35	0	17	2	0	0	2	0
9:15:00 AM	1	24	0	22	1	0	3	3	0
9:30:00 AM	1	21	0	20	2	0	1	1	0
9:45:00 AM	2	29	0	26	3	0	4	0	0

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	1	37	0	43	3	0	5	0	2
2:30:00 PM	0	33	0	31	3	0	1	1	1
2:45:00 PM	1	43	0	36	2	0	4	2	0
3:00:00 PM	2	48	0	46	3	0	6	4	7
3:15:00 PM	1	35	0	47	1	0	2	0	0
3:30:00 PM	0	61	0	45	2	0	2	1	0
3:45:00 PM	1	40	0	45	1	0	4	0	0
4:00:00 PM	0	27	0	60	0	0	0	1	1
4:15:00 PM	0	47	0	55	1	0	2	1	0

Thursday

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	38	0	17	0	0	1	0	0
7:15:00 AM	13	37	0	24	10	0	0	1	2
7:30:00 AM	9	52	0	41	18	0	14	10	4
7:45:00 AM	18	51	0	35	17	0	15	12	1
8:00:00 AM	3	50	0	22	8	0	12	3	0
8:15:00 AM	2	35	0	25	2	0	4	2	0
8:30:00 AM	2	30	0	22	4	0	3	2	0
8:45:00 AM	0	34	0	31	1	0	3	0	0
9:00:00 AM	0	34	0	21	1	0	2	0	0
9:15:00 AM	0	27	0	24	0	0	1	2	0
9:30:00 AM	0	33	0	24	2	0	0	1	3
9:45:00 AM	1	27	0	21	2	0	1	0	0

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	3	39	0	32	0	0	4	1	0
2:30:00 PM	0	47	0	43	3	2	0	1	0
2:45:00 PM	0	43	0	43	5	0	3	1	4
3:00:00 PM	1	58	0	48	1	0	7	4	4
3:15:00 PM	0	44	0	40	1	0	1	1	0
3:30:00 PM	2	46	0	46	2	0	2	1	0
3:45:00 PM	0	40	0	52	0	0	1	0	0
4:00:00 PM	0	45	0	53	0	0	1	3	1
4:15:00 PM	0	32	0	54	1	0	3	0	0

Averaged

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
7:00:00 AM	4	33.5	0	12.5	0.5	0	1	0	0
7:15:00 AM	12.5	39.5	0	31.5	7.5	0	0	0.5	2
7:30:00 AM	11	46.5	0	41	22	0	15	8.5	2.5
7:45:00 AM	18.5	51.5	0	40.5	16	0.5	16	14	0.5
8:00:00 AM	4.5	44.5	0	27	8	0	12	5	0
8:15:00 AM	3	36	0	21	4	0	3.5	1.5	0
8:30:00 AM	3.5	33	0	30	3.5	0	3.5	1.5	1
8:45:00 AM	0.5	29	0	28.5	2	0.5	3.5	1	0.5
9:00:00 AM	0	34.5	0	19	1.5	0	1	1	0
9:15:00 AM	0.5	25.5	0	23	0.5	0	2	2.5	0
9:30:00 AM	0.5	27	0	22	2	0	0.5	1	1.5
9:45:00 AM	1.5	28	0	23.5	2.5	0	2.5	0	0

	NE 15th St Southbound			NE 15th St Northbound			Head Start Pre-K Driveway Eastbound		
Start Time	Right	Thru	Peds	Thru	Left	Peds	Right	Left	Peds
2:15:00 PM	2	38	0	37.5	1.5	0	4.5	0.5	1
2:30:00 PM	0	40	0	37	3	1	0.5	1	0.5
2:45:00 PM	0.5	43	0	39.5	3.5	0	3.5	1.5	2
3:00:00 PM	1.5	53	0	47	2	0	6.5	4	5.5
3:15:00 PM	0.5	39.5	0	43.5	1	0	1.5	0.5	0
3:30:00 PM	1	53.5	0	45.5	2	0	2	1	0
3:45:00 PM	0.5	40	0	48.5	0.5	0	2.5	0	0
4:00:00 PM	0	36	0	56.5	0	0	0.5	2	1
4:15:00 PM	0	39.5	0	54.5	1	0	2.5	0.5	0

NE 15th St and NE 39th Ave Averaged

Tuesday

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	13	10	26	2	9	150	3	0	0	2	5	0	18	58	8	0
7:15:00 AM	19	27	24	4	12	140	1	0	4	20	11	2	28	86	15	4
7:30:00 AM	35	24	33	3	29	175	8	10	1	23	17	0	22	101	23	1
7:45:00 AM	50	43	49	0	26	145	5	2	3	37	25	1	25	99	31	0
8:00:00 AM	23	22	41	0	15	195	4	2	6	12	20	0	19	107	10	0
8:15:00 AM	14	15	17	0	15	156	3	2	1	7	12	0	22	87	8	0
8:30:00 AM	8	16	12	0	13	168	6	0	2	8	19	0	16	90	10	0
8:45:00 AM	17	9	15	0	16	161	2	1	4	5	25	0	17	97	9	0
9:00:00 AM	10	10	15	0	9	123	3	0	3	7	10	1	22	99	14	0
9:15:00 AM	11	11	10	0	5	110	1	1	5	7	14	0	13	95	9	0
9:30:00 AM	12	7	11	0	6	128	3	0	1	6	13	1	19	121	9	0
9:45:00 AM	9	10	17	0	9	117	4	0	2	10	11	1	16	98	14	2

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	13	11	14	2	11	106	4	1	4	16	15	5	19	158	13	0
2:30:00 PM	22	10	10	0	9	118	4	1	2	11	18	0	15	121	14	1
2:45:00 PM	8	6	10	0	12	130	7	0	3	17	14	3	25	117	24	0
3:00:00 PM	18	21	24	0	17	124	4	2	2	16	22	1	26	124	21	5
3:15:00 PM	20	9	13	0	17	150	4	1	4	18	23	4	24	124	18	1
3:30:00 PM	21	17	16	0	16	112	4	0	7	14	20	2	31	131	12	1
3:45:00 PM	13	12	14	2	12	126	2	0	3	20	16	0	25	137	25	0
4:00:00 PM	15	8	19	0	16	123	5	0	5	15	28	2	15	155	22	1
4:15:00 PM	17	17	20	0	20	118	3	1	7	20	29	1	25	151	26	1

Thursday

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	18	16	27	0	21	153	4	0	2	5	9	2	22	68	4	0
7:15:00 AM	18	14	31	0	14	142	6	0	1	11	10	0	31	82	23	3
7:30:00 AM	45	32	39	2	27	160	5	4	4	26	16	0	23	118	26	1
7:45:00 AM	42	48	38	1	26	166	6	5	2	27	19	1	18	114	29	1
8:00:00 AM	21	33	37	0	12	160	1	0	2	11	12	0	16	127	12	0
8:15:00 AM	17	17	12	0	20	143	3	0	2	9	15	0	18	81	14	0
8:30:00 AM	14	15	18	0	10	149	4	0	0	8	11	0	13	80	16	0
8:45:00 AM	17	11	25	0	11	164	3	0	1	10	23	1	16	80	7	0
9:00:00 AM	14	16	10	1	7	140	4	2	1	6	16	0	17	83	6	0
9:15:00 AM	5	9	9	0	13	118	5	1	3	7	12	3	12	82	3	0
9:30:00 AM	12	15	9	0	9	100	4	2	1	13	9	0	18	91	10	1
9:45:00 AM	11	9	12	0	6	118	5	1	0	9	12	0	12	85	5	0

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	16	13	11	0	9	112	5	0	3	13	17	0	24	131	20	0
2:30:00 PM	18	19	15	0	10	122	10	1	8	10	17	0	19	139	16	0
2:45:00 PM	17	12	7	0	13	109	4	0	4	26	14	1	28	122	21	0
3:00:00 PM	22	21	25	1	21	130	5	2	3	23	30	7	31	130	19	7
3:15:00 PM	17	7	11	1	20	152	9	1	1	13	16	2	26	147	19	0
3:30:00 PM	13	19	18	3	19	150	5	4	3	21	29	2	29	137	17	0
3:45:00 PM	16	14	15	1	17	136	4	0	2	16	26	2	23	120	19	0
4:00:00 PM	12	16	13	3	15	141	5	1	6	19	24	0	25	140	24	0
4:15:00 PM	15	12	23	0	18	115	3	1	5	24	28	1	14	130	15	0

Averaged

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	15.5	13	26.5	1	15	151.5	3.5	0	1	3.5	7	1	20	63	6	0
7:15:00 AM	18.5	20.5	27.5	2	13	141	3.5	0	2.5	15.5	10.5	1	29.5	84	19	3.5
7:30:00 AM	40	28	36	2.5	28	167.5	6.5	7	2.5	24.5	16.5	0	22.5	109.5	24.5	1
7:45:00 AM	46	45.5	43.5	0.5	26	155.5	5.5	3.5	2.5	32	22	1	21.5	106.5	30	0.5
8:00:00 AM	22	27.5	39	0	13.5	177.5	2.5	1	4	11.5	16	0	17.5	117	11	0
8:15:00 AM	15.5	16	14.5	0	17.5	149.5	3	1	1.5	8	13.5	0	20	84	11	0
8:30:00 AM	11	15.5	15	0	11.5	158.5	5	0	1	8	15	0	14.5	85	13	0
8:45:00 AM	17	10	20	0	13.5	162.5	2.5	0.5	2.5	7.5	24	0.5	16.5	88.5	8	0
9:00:00 AM	12	13	12.5	0.5	8	131.5	3.5	1	2	6.5	13	0.5	19.5	91	10	0
9:15:00 AM	8	10	9.5	0	9	114	3	1	4	7	13	1.5	12.5	88.5	6	0
9:30:00 AM	12	11	10	0	7.5	114	3.5	1	1	9.5	11	0.5	18.5	106	9.5	0.5
9:45:00 AM	10	9.5	14.5	0	7.5	117.5	4.5	0.5	1	9.5	11.5	0.5	14	91.5	9.5	1

	NE 15th St Southbound				NE 39th Ave Westbound				NE 15th St Northbound				NE 39th Ave Eastbound			
Start Time	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
2:15:00 PM	14.5	12	12.5	1	10	109	4.5	0.5	3.5	14.5	16	2.5	21.5	144.5	16.5	0
2:30:00 PM	20	14.5	12.5	0	9.5	120	7	1	5	10.5	17.5	0	17	130	15	0.5
2:45:00 PM	12.5	9	8.5	0	12.5	119.5	5.5	0	3.5	21.5	14	2	26.5	119.5	22.5	0
3:00:00 PM	20	21	24.5	0.5	19	127	4.5	2	2.5	19.5	26	4	28.5	127	20	6
3:15:00 PM	18.5	8	12	0.5	18.5	151	6.5	1	2.5	15.5	19.5	3	25	135.5	18.5	0.5
3:30:00 PM	17	18	17	1.5	17.5	131	4.5	2	5	17.5	24.5	2	30	134	14.5	0.5
3:45:00 PM	14.5	13	14.5	1.5	14.5	131	3	0	2.5	18	21	1	24	128.5	22	0
4:00:00 PM	13.5	12	16	1.5	15.5	132	5	0.5	5.5	17	26	1	20	147.5	23	0.5
4:15:00 PM	16	14.5	21.5	0	19	116.5	3	1	6	22	28.5	1	19.5	140.5	20.5	0.5

NE 12th St and NE 39th Ave Averaged

Tuesday

	NE 39th Ave Westbound			NE 12th St Northbound			NE 39th Ave Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	184	1	0	0	6	0	1	102	0	0
7:15:00 AM	171	1	0	0	6	0	3	115	0	0
7:30:00 AM	211	8	0	7	5	1	2	137	0	1
7:45:00 AM	231	4	0	6	1	1	6	142	0	0
8:00:00 AM	238	3	0	1	3	0	3	129	0	0
8:15:00 AM	180	0	0	0	1	0	1	112	0	1
8:30:00 AM	206	1	0	1	1	0	1	118	1	0
8:45:00 AM	216	1	0	3	4	0	3	120	0	0
9:00:00 AM	133	4	0	2	4	0	2	126	0	0
9:15:00 AM	148	1	0	0	3	1	3	117	0	0
9:30:00 AM	152	0	0	0	6	0	4	144	0	0
9:45:00 AM	128	1	0	2	0	0	2	124	0	0
10:00:00 AM	146	0	0	3	1	0	2	104	0	0
10:15:00 AM	133	1	0	1	2	0	3	90	0	0
10:30:00 AM	144	0	0	4	2	0	0	128	0	0
10:45:00 AM	134	1	0	0	6	0	3	111	0	0
11:00:00 AM	134	1	0	1	3	0	6	114	0	0
11:15:00 AM	133	4	0	1	5	0	1	101	0	0
11:30:00 AM	127	0	0	1	2	0	7	102	0	0
11:45:00 AM	110	0	0	1	7	1	1	119	0	0
12:00:00 PM	132	1	0	2	4	0	1	136	0	0
12:15:00 PM	129	1	0	3	1	0	3	120	0	0
12:30:00 PM	125	0	0	1	5	0	3	164	0	0
12:45:00 PM	140	1	0	2	0	0	3	127	0	0
1:00:00 PM	118	0	0	1	3	1	6	142	0	0
1:15:00 PM	118	0	0	0	3	0	3	116	1	0
1:30:00 PM	128	0	0	1	0	4	4	116	0	0
1:45:00 PM	124	0	0	3	4	0	1	130	0	0
2:00:00 PM	178	2	0	1	2	1	8	154	0	0
2:15:00 PM	146	3	0	1	3	3	3	190	0	0
2:30:00 PM	148	4	0	1	4	0	1	161	0	0
2:45:00 PM	169	0	0	3	4	0	2	163	0	0
3:00:00 PM	162	6	2	0	5	0	2	162	0	0
3:15:00 PM	198	4	0	1	2	3	2	160	0	0
3:30:00 PM	150	3	0	3	2	0	2	181	0	0
3:45:00 PM	147	2	0	3	2	0	3	156	0	0
4:00:00 PM	162	3	0	3	1	0	3	166	0	0
4:15:00 PM	163	2	0	0	1	0	4	212	0	0
4:30:00 PM	201	0	0	1	5	3	3	193	0	0
4:45:00 PM	202	3	0	1	2	0	5	180	0	0
5:00:00 PM	181	1	0	2	5	1	6	157	0	0
5:15:00 PM	173	3	0	0	7	1	2	239	0	0
5:30:00 PM	172	4	0	4	5	1	3	207	0	0
5:45:00 PM	152	1	0	4	0	0	8	194	0	0
6:00:00 PM	147	0	0	1	4	0	5	194	0	0
6:15:00 PM	121	1	0	0	1	0	4	182	0	0
6:30:00 PM	133	1	0	2	1	0	5	123	0	0
6:45:00 PM	93	1	0	1	3	0	3	114	0	0

Thursday

	NE 39th Ave Westbound			NE 12TH sT Northbound			NE 39th Ave Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	175	0	0	1	6	3	3	87	0	0
7:15:00 AM	187	2	0	1	4	0	2	127	0	0
7:30:00 AM	215	4	0	7	3	0	3	171	0	0
7:45:00 AM	228	3	0	5	4	0	5	140	0	0
8:00:00 AM	184	2	0	1	4	0	3	156	0	0
8:15:00 AM	184	2	0	0	2	0	2	114	0	0
8:30:00 AM	172	3	0	5	1	0	5	108	0	0
8:45:00 AM	214	0	0	0	2	0	0	109	0	0
9:00:00 AM	155	1	0	1	2	0	4	96	0	0
9:15:00 AM	155	0	0	1	1	1	2	99	0	0
9:30:00 AM	114	0	0	1	2	0	1	123	0	0
9:45:00 AM	147	0	0	0	3	0	2	103	0	0
10:00:00 AM	129	0	0	2	4	0	1	101	0	0
10:15:00 AM	134	1	0	0	1	1	1	91	0	1
10:30:00 AM	133	2	0	0	0	1	2	118	0	0
10:45:00 AM	135	2	0	1	3	0	0	95	0	0
11:00:00 AM	138	0	0	2	2	0	3	138	0	0
11:15:00 AM	141	2	0	1	5	0	3	118	0	0
11:30:00 AM	115	2	0	2	2	1	2	138	0	0
11:45:00 AM	138	1	0	3	3	0	3	128	0	0
12:00:00 PM	151	4	0	0	2	0	4	149	0	0
12:15:00 PM	129	2	0	0	3	1	1	142	0	0
12:30:00 PM	129	0	0	0	1	0	2	154	0	0
12:45:00 PM	124	1	0	1	2	3	4	143	0	0
1:00:00 PM	122	2	0	2	0	0	7	132	0	0
1:15:00 PM	142	1	0	1	0	0	2	146	0	0
1:30:00 PM	143	0	0	0	3	0	1	162	0	0
1:45:00 PM	157	2	0	2	6	1	2	148	0	0
2:00:00 PM	147	1	0	1	2	1	1	159	0	0
2:15:00 PM	144	2	0	1	2	0	2	164	0	0
2:30:00 PM	151	3	0	1	4	0	3	181	0	0
2:45:00 PM	151	1	0	2	2	1	1	188	0	0
3:00:00 PM	159	2	0	3	4	3	0	164	0	0
3:15:00 PM	210	1	0	1	2	3	3	195	0	0
3:30:00 PM	194	1	0	1	4	0	3	197	0	0
3:45:00 PM	160	4	0	4	6	0	5	157	0	0
4:00:00 PM	190	2	0	2	1	0	5	177	0	0
4:15:00 PM	159	2	1	5	2	1	6	169	0	0
4:30:00 PM	194	2	0	3	2	2	6	207	0	0
4:45:00 PM	195	1	0	3	4	4	4	202	0	0
5:00:00 PM	202	4	0	3	3	1	9	239	0	0
5:15:00 PM	195	3	0	5	13	0	15	239	0	0
5:30:00 PM	167	3	0	4	9	1	7	264	0	0
5:45:00 PM	174	0	0	4	7	2	2	183	1	0
6:00:00 PM	120	2	0	3	3	0	5	194	0	0
6:15:00 PM	127	1	0	2	4	0	5	147	0	0
6:30:00 PM	119	3	0	2	6	2	6	113	0	0
6:45:00 PM	106	2	0	0	5	0	8	138	0	0

Averaged

	NE 39th Ave Westbound			NE 12TH sT Northbound			NE 39th Ave Eastbound			
Start Time	Thru	Left	Peds	Right	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	179.5	0.5	0	0.5	6	1.5	2	94.5	0	0
7:15:00 AM	179	1.5	0	0.5	5	0	2.5	121	0	0
7:30:00 AM	213	6	0	7	4	0.5	2.5	154	0	0.5
7:45:00 AM	229.5	3.5	0	5.5	2.5	0.5	5.5	141	0	0
8:00:00 AM	211	2.5	0	1	3.5	0	3	142.5	0	0
8:15:00 AM	182	1	0	0	1.5	0	1.5	113	0	0.5
8:30:00 AM	189	2	0	3	1	0	3	113	0.5	0
8:45:00 AM	215	0.5	0	1.5	3	0	1.5	114.5	0	0
9:00:00 AM	144	2.5	0	1.5	3	0	3	111	0	0
9:15:00 AM	151.5	0.5	0	0.5	2	1	2.5	108	0	0
9:30:00 AM	133	0	0	0.5	4	0	2.5	133.5	0	0
9:45:00 AM	137.5	0.5	0	1	1.5	0	2	113.5	0	0
10:00:00 AM	137.5	0	0	2.5	2.5	0	1.5	102.5	0	0
10:15:00 AM	133.5	1	0	0.5	1.5	0.5	2	90.5	0	0.5
10:30:00 AM	138.5	1	0	2	1	0.5	1	123	0	0
10:45:00 AM	134.5	1.5	0	0.5	4.5	0	1.5	103	0	0
11:00:00 AM	136	0.5	0	1.5	2.5	0	4.5	126	0	0
11:15:00 AM	137	3	0	1	5	0	2	109.5	0	0
11:30:00 AM	121	1	0	1.5	2	0.5	4.5	120	0	0
11:45:00 AM	124	0.5	0	2	5	0.5	2	123.5	0	0
12:00:00 PM	141.5	2.5	0	1	3	0	2.5	142.5	0	0
12:15:00 PM	129	1.5	0	1.5	2	0.5	2	131	0	0
12:30:00 PM	127	0	0	0.5	3	0	2.5	159	0	0
12:45:00 PM	132	1	0	1.5	1	1.5	3.5	135	0	0
1:00:00 PM	120	1	0	1.5	1.5	0.5	6.5	137	0	0
1:15:00 PM	130	0.5	0	0.5	1.5	0	2.5	131	0.5	0
1:30:00 PM	135.5	0	0	0.5	1.5	2	2.5	139	0	0
1:45:00 PM	140.5	1	0	2.5	5	0.5	1.5	139	0	0
2:00:00 PM	162.5	1.5	0	1	2	1	4.5	156.5	0	0
2:15:00 PM	145	2.5	0	1	2.5	1.5	2.5	177	0	0
2:30:00 PM	149.5	3.5	0	1	4	0	2	171	0	0
2:45:00 PM	160	0.5	0	2.5	3	0.5	1.5	175.5	0	0
3:00:00 PM	160.5	4	1	1.5	4.5	1.5	1	163	0	0
3:15:00 PM	204	2.5	0	1	2	3	2.5	177.5	0	0
3:30:00 PM	172	2	0	2	3	0	2.5	189	0	0
3:45:00 PM	153.5	3	0	3.5	4	0	4	156.5	0	0
4:00:00 PM	176	2.5	0	2.5	1	0	4	171.5	0	0
4:15:00 PM	161	2	0.5	2.5	1.5	0.5	5	190.5	0	0
4:30:00 PM	197.5	1	0	2	3.5	2.5	4.5	200	0	0
4:45:00 PM	198.5	2	0	2	3	2	4.5	191	0	0
5:00:00 PM	191.5	2.5	0	2.5	4	1	7.5	198	0	0
5:15:00 PM	184	3	0	2.5	10	0.5	8.5	239	0	0
5:30:00 PM	169.5	3.5	0	4	7	1	5	235.5	0	0
5:45:00 PM	163	0.5	0	4	3.5	1	5	188.5	0.5	0
6:00:00 PM	133.5	1	0	2	3.5	0	5	194	0	0
6:15:00 PM	124	1	0	1	2.5	0	4.5	164.5	0	0
6:30:00 PM	126	2	0	2	3.5	1	5.5	118	0	0
6:45:00 PM	99.5	1.5	0	0.5	4	0	5.5	126	0	0

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: 2600 ALACHUA COUNTYWIDE

MOCF: 0.97

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

* PEAK SEASON

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2018 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9173 - NE 15TH ST. .1 MI. N. OF NE 16TH AVE.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	3500 F	0	0	9.00	57.90	2.70
2017	3400 C	N 0	S 0	9.00	53.80	2.60
2016	3200 R	0	0	9.00	53.60	2.80
2015	3100 T	0	0	9.00	57.00	2.60
2014	3000 S			9.00	57.40	2.40
2013	3000 F	0	0	9.00	57.80	2.60
2012	3000 C	N 0	S 0	9.00	58.40	2.50

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: 1002 - SR 222 300' W OF NE 15TH ST.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2018	18800 C	E 9200	W 9600	9.00	52.70	2.50
2017	17800 C	E 8800	W 9000	9.00	52.70	2.60
2016	18400 C	E 9200	W 9200	9.00	52.80	2.70
2015	18300 C	E 9200	W 9100	9.00	52.70	2.30
2014	18000 C	E 9000	W 9000	9.00	52.60	2.30
2013	15800 C	E 7900	W 7900	9.00	52.70	2.30
2012	17000 C	E 8500	W 8500	9.00	52.50	2.20
2011	17000 C	E 8500	W 8500	9.00	52.90	2.30
2010	16000 C	E 8000	W 8000	9.43	51.94	2.90
2009	17000 C	E 8600	W 8400	9.43	53.42	2.80
2008	17900 C	E 8900	W 9000	9.32	52.55	2.60
2007	17700 C	E 9000	W 8700	9.05	51.52	3.00
2006	17600 C	E 8900	W 8700	9.16	52.08	2.80
2005	19500 C	E 9800	W 9700	9.20	53.00	5.30
2004	19200 C	E 9600	W 9600	9.70	53.70	6.10
2003	18300 C	E 9300	W 9000	9.20	53.00	4.30

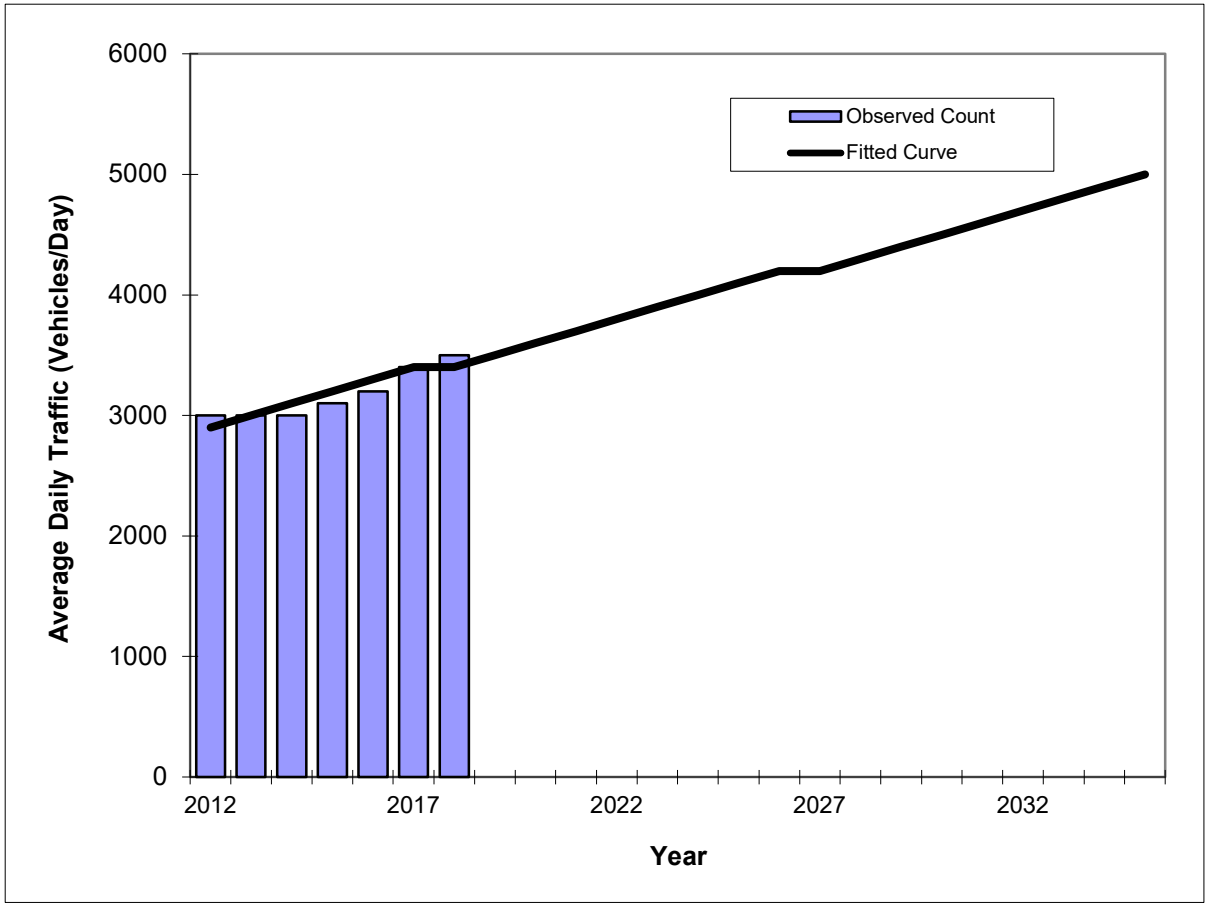
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
*K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

NE 15TH ST --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	9173
Highway:	NE 15TH ST



Year	Traffic (ADT/AADT) Count*	Trend**
2012	3000	2900
2013	3000	3000
2014	3000	3100
2015	3100	3200
2016	3200	3300
2017	3400	3400
2018	3500	3400
2021 Opening Year Trend		
2021	N/A	3700
2022 Mid-Year Trend		
2022	N/A	3800
2023 Design Year Trend		
2023	N/A	3900
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	89
Trend R-squared:	87.78%
Trend Annual Historic Growth Rate:	2.87%
Trend Growth Rate (2018 to Design Year):	2.94%
Printed:	20-Feb-20

Straight Line Growth Option

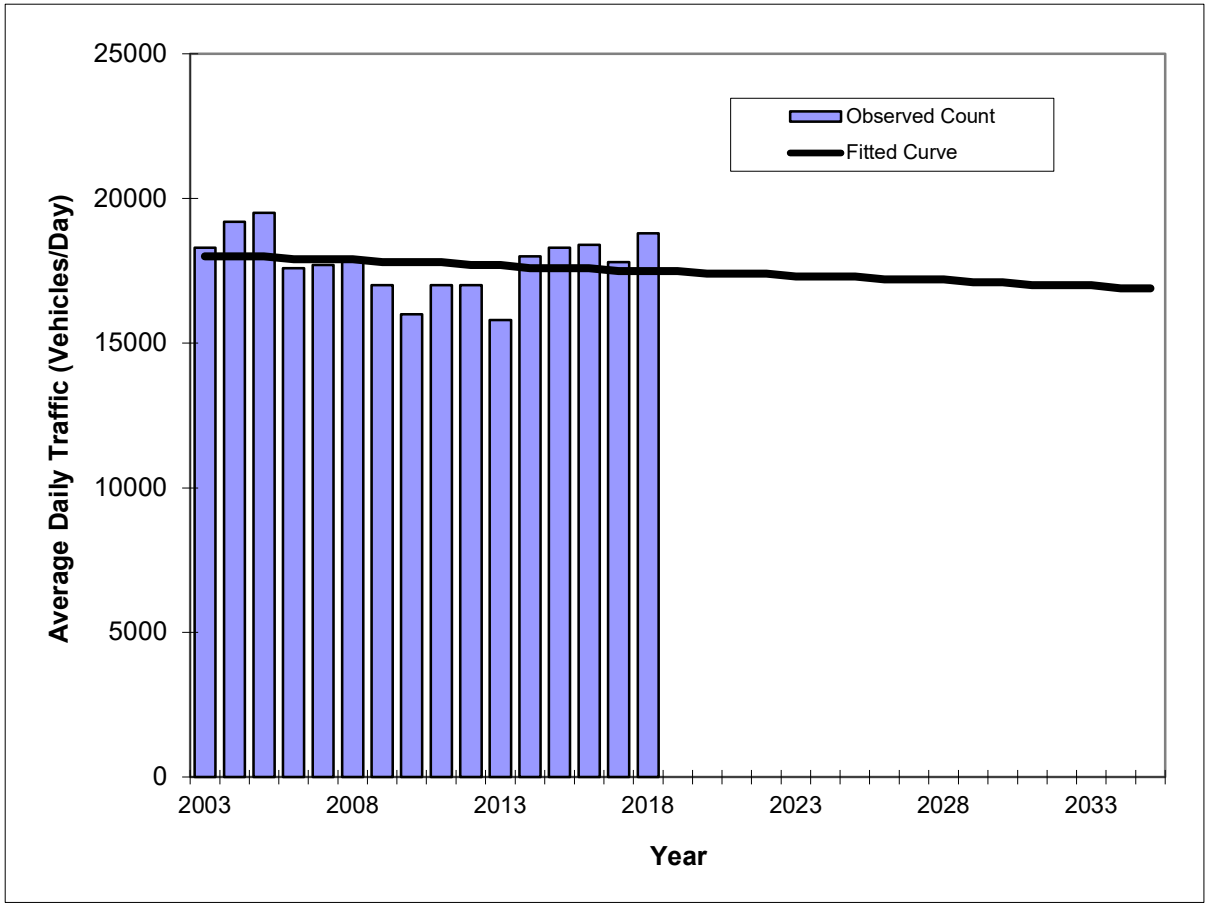
***Axle-Adjusted**

Traffic Trends - V03.a

SR 222 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	1002
Highway:	SR 222



Year	Traffic (ADT/AADT) Count*	Trend**
2008	9100	18000
2009	9000	18000
2010	9000	18000
2011	9100	17900
2012	8700	17900
2013	8800	17900
2014	8400	17800
2015	8900	17800
2016	17000	17800
2017	17000	17700
2018	15800	17700
		17600
		17600
		17600
		17500
		17500
2021 Opening Year Trend		
2021	N/A	17400
2022 Mid-Year Trend		
2022	N/A	17400
2023 Design Year Trend		
2023	N/A	17300
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	-35
Trend R-squared:	2.63%
Trend Annual Historic Growth Rate:	-0.19%
Trend Growth Rate (2018 to Design Year):	-0.23%
Printed:	20-Feb-20

Straight Line Growth Option

***Axle-Adjusted**

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

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(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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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 Rawlings transition school?

    A. We expect 15 buses from Westwood to Rawlings.

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

    A. We expect 17 buses from Littlewood to Rawlings.

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

    A. Westwood 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.

4. What are the anticipated arrival and departure times of Littlewood buses under a Rawlings 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 Rawlings 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. Are there any staggered school schedules planned under the Rawlings transition scenarios (maybe due to adjacent Metcalfe School)?

    A. We currently have 5 buses serving Rawlings. We anticipate 22 buses will serve Rawlings and Littlewood. A staggered school time may need to be discussed to avoid having Littlewood and Rawlings arriving at the same time. Currently we arrive at 7:15 am to both Littlewood and Rawlings, as there bell times are 7:45 am. Our recommendation would be to make Littlewood bell time 7:30 am, with bus arrivals at 7:00 am, and afternoon bell time 1:37 pm

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
9:00 AM	364	376
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 Rawlings peak 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 Rawlings Transition School Project Trip Calculations

15 Minute Peak Total Project Trips X 4 – Used for Howard Bishop to Rawlings			
Scenario	Vehicle Trips	Pedestrian Converted to Parent/Student Trips	Total Vehicle Trips Used for Analysis
AM Inbound	252	103	355
AM Outbound	242	103	345
PM Inbound	162	215	377
PM Outbound	200	215	415

*Assume all pedestrian trips become parent/student drop-off trips

Appendix E
Forecasted Turning Movements

NE 12th Street and NE 31st Avenue

Rawlings Elementary - Growth Rate Data					
Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 31st Avenue Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 31st Avenue 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 31st Avenue Eastbound**			**NE 31st 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	8	36	18	6	62	4	10	12	6	22	16	8
Peak Season Volume (Existing)	8	37	19	6	64	4	10	12	6	23	17	8
Howard Biship to Rawlings 2020/ 2021 - No-build	8	39	20	6	68	4	11	13	6	24	18	8
*Howard Biship to Rawlings 2020/ 2021 - With Project Trips	2	40	7	199	37	4	2	126	13	188	125	4
Westwood to Rawlings 2021/ 2022 - No-build	9	40	21	6	69	4	11	13	6	25	18	9
* Westwood to Rawlings 2021/ 2022 - With Project Trips	2	36	109	28	27	7	4	100	7	107	107	21
Littlewood to Rawlings 2022/ 2023 - No-build	9	41	21	7	70	4	11	13	7	25	19	9
Littlewood to Rawlings 2022/ 2023 - With Project Trips	9	41	179	7	70	4	11	172	7	206	200	9
Truck %		0%			0%			0%			0%	
PM Peak Hour Background Traffic Volumes												
Scenario	**NE 31st Avenue Eastbound**			**NE 31st 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	8	40	8	14	70	10	8	24	6	4	12	4
Peak Season Volume (Existing)	8	42	8	15	73	10	8	25	6	4	12	4
Howard Biship to Rawlings 2020/ 2021 - No-build	8	45	8	16	77	11	8	27	6	4	13	4
*Howard Biship to Rawlings 2020/ 2021 - With Project Trips	4	49	20	207	55	11	11	144	2	20	148	231
Westwood to Rawlings 2021/ 2022 - No-build	9	45	9	16	79	11	9	27	6	4	13	4
**Westwood to Rawlings 2021/ 2022 - With Project Trips	4	46	123	23	52	10	10	121	2	154	143	32
Littlewood to Rawlings 2022/ 2023 - No-build	9	46	9	17	80	11	9	28	7	4	13	4
*** Littlewood to Rawlings 2022/ 2023 - With Project Trips	7	65	78	11	62	7	7	70	2	179	178	7
Truck %		0%			0%			0%			10%	

* Howard Bishop peaks are provided (8:30 AM and 3:45 PM)

**Westwood peaks are provided (9:00 AM and 3:45 PM)

***Littlewood PM peak is provided 2:00 PM

Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 39th Avenue Eastbound	-0.19%	1.00%	1.030	1.040	1.050
NE 39th Avenue Westbound	-0.19%	1.00%	1.030	1.040	1.050
NE 12th Street Northbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes						
Scenario	**NE 39th Avenue**		**NE 39th Avenue**		**NE 12th Street**	
	Eastbound		**Westbound**		**Northbound**	
	Right	**Thru**	**Thru**	**Left**	**Right**	**Left**
Observed Turning Movement Counts	10	616	852	24	28	16
Peak Season Volume (Existing)	10	641	886	25	29	17
Howard Biship to Rawlings 2020/ 2021 - No-build	10	660	913	26	31	18
* Howard Biship to Rawlings 2020/ 2021 - With Project Trips	13	484	810	59	62	5
Westwood to Rawlings 2021/ 2022 - No-build	10	667	921	26	32	19
**Westwood to Rawlings 2021/ 2022 - With Project Trips	170	480	623	11	7	176
Littlewood to Rawlings 2022/ 2023 - No-build	11	673	930	26	33	19
***Littlewood to Rawlings 2022/ 2023 - With Project Trips	58	673	930	26	33	73
Truck %	4%		5%		0%	

PM Peak Hour Background Traffic Volumes						
Scenario	**NE 39th Avenue**		**NE 39th Avenue**		**NE 12th Street**	
	Eastbound		**Westbound**		**Northbound**	
	Right	**Thru**	**Thru**	**Left**	**Right**	**Left**
Observed Turning Movement Counts	4	652	642	16	6	18
Peak Season Volume (Existing)	4	678	668	17	6	19
Howard Biship to Rawlings 2020/ 2021 - No-build	4	698	688	18	7	21
*Howard Biship to Rawlings 2020/ 2021 - With Project Trips	19	671	696	59	63	9
Westwood to Rawlings 2021/ 2022 - No-build	4	705	695	18	7	21
**Westwood to Rawlings 2021/ 2022 - With Project Trips	186	677	664	13	16	237
Littlewood to Rawlings 2022/ 2023 - No-build	4	712	701	18	7	22
***Littlewood to Rawlings 2022/ 2023 - With Project Trips	39	684	710	7	5	61
Truck %	5%		3%		0%	

* Howard Bishop peaks are provided (8:30 AM and 3:45 PM)

**Westwood peaks are provided (9:00 AM and 3:45 PM)

***Littlewood PM peak is provided 2:00 PM

Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 31st Avenue Eastbound	Not Available	2.00%	1.060	1.080	1.100
NE 31st Avenue Westbound	Not Available	2.00%	1.060	1.080	1.100
NE 15th Street Northbound	2.87%	2.87%	1.086	1.115	1.144
NE 15th Street Southbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes												
Scenario	**NE 31st Avenue Eastbound**			**NE 31st Avenue Westbound**			**NE 15th Street Northbound**			**NE 15th Street Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	10	6	50	102	28	2	8	180	4	34	176	64
Peak Season Volume (Existing)	10	6	52	106	29	2	8	187	4	35	183	67
Howard Biship to Rawlings 2020/ 2021 - No-build	11	6	55	112	31	2	9	203	4	38	199	73
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	127	78	22	66	89	9	11	138	151	14	120	54
Westwood to Rawlings 2021/ 2022- No-build	11	6	56	114	31	2	9	208	4	39	204	75
Westwood to Rawlings 2021/ 2022- With Project Trips	32	25	4	36	13	11	9	104	22	9	134	53
Littlewood to Rawlings 2022/ 2023- No-build	11	7	57	117	32	2	9	214	5	40	209	77
Littlewood to Rawlings 2022/ 2023- With Project Trips	No Impact											
Truck %	0%			3%			0%			4%		
PM Peak Hour Background Traffic Volumes												
Scenario	**NE 31st Avenue Eastbound**			**NE 31st Avenue Westbound**			**NE 15th Street Northbound**			**NE 15th Street Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	10	18	26	76	38	14	18	122	18	44	214	56
Peak Season Volume (Existing)	10	19	27	79	40	15	19	127	19	46	223	58
Howard Biship to Rawlings 2020/ 2021- No-build	11	20	29	84	42	16	21	138	21	50	242	63
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	18	92	159	86	105	20	11	138	158	18	167	34
Westwood to Rawlings 2021/ 2022- No-build	11	21	29	85	43	16	21	142	21	51	249	65
Westwood to Rawlings 2021/ 2022- With Project Trips	38	13	20	88	34	20	12	141	47	19	172	35
Littlewood to Rawlings 2021/ 2022- No-build	11	21	30	87	44	17	22	145	22	53	255	66
Littlewood to Rawlings 2022/ 2023- With Project Trips	No Impact											
Truck %	0%			8%			8%			10%		

* Howard Bishop peaks are provided (8:30 AM and 3:45 PM)

**Westwood peaks are provided (9:00 AM and 3:45 PM)

***Littlewood PM peak is provided 2:00 PM

NE 15th Street and Head Start Pre-K Driveway

Rawlings Elementary - Growth Rate Data					
Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
Head Start Pre-K Driveway Eastbound	Not Applicable	N/A	N/A	N/A	N/A
NE 15th Street Northbound	2.87%	2.87%	1.086	1.115	1.144
NE 15th Street Southbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes						
Scenario	**Head Start Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	60	34	164	88	44	186
Peak Season Volume (Existing)	60	34	171	88	44	193
Howard Bishop to Rawlings 2020/ 2021 - No-build	60	34	186	88	44	210
Howard Bishop to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	60	34	191	88	44	215
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	60	34	196	88	44	221
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	0%		2%		6%	

PM Peak Hour Background Traffic Volumes						
Scenario	**Head Start Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	26	16	188	8	6	212
Peak Season Volume (Existing)	26	16	196	8	6	220
Howard Bishop to Rawlings 2020/ 2021 - No-build	26	16	213	8	6	239
Howard Bishop to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	26	16	219	8	6	245
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	26	16	224	8	6	252
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	0%		2%		3%	

Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
South Access Eastbound	Not Applicable	N/A	N/A	N/A	N/A
NE 15th Street Northbound	2.87%	2.87%	1.086	1.115	1.144
NE 15th Street Southbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes						
Scenario	**South Access Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	28	14	296	34	14	252
Peak Season Volume (Existing)	28	14	308	34	14	262
Howard Biship to Rawlings 2020/ 2021 - No-build	28	14	335	34	14	285
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	28	14	343	34	14	292
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	28	14	352	34	14	300
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	5%		1%		5%	

PM Peak Hour Background Traffic Volumes						
Scenario	**South Access Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	16	2	182	8	2	262
Peak Season Volume (Existing)	16	2	189	8	2	272
Howard Biship to Rawlings 2020/ 2021 - No-build	16	2	205	8	2	295
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	16	2	211	8	2	303
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	16	2	216	8	2	311
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	8%		3%		3%	

NE 15th Street and North Access

Rawlings Elementary - Growth Rate Data					
Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
North Access Eastbound	Not Applicable	N/A	N/A	N/A	N/A
NE 15th Street Northbound	2.87%	2.87%	1.086	1.115	1.144
NE 15th Street Southbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes						
Scenario	**North Access Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	102	34	214	116	56	190
Peak Season Volume (Existing)	102	34	223	116	56	198
Howard Biship to Rawlings 2020/ 2021 - No-build	102	34	242	116	56	215
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	102	34	249	116	56	221
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	102	34	255	116	56	226
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	0%		1%		6%	
PM Peak Hour Background Traffic Volumes						
Scenario	**North Access Eastbound**		**NE 15th Street Northbound**		**NE 15th Street Southbound**	
	Right	**Left**	**Thru**	**Left**	**Right**	**Thru**
Observed Turning Movement Counts	54	44	140	46	22	204
Peak Season Volume (Existing)	54	44	146	46	22	212
Howard Biship to Rawlings 2020/ 2021 - No-build	54	44	159	46	22	230
Howard Biship to Rawlings 2020/ 2021 - With Project Trips	Not Impacted					
Westwood to Rawlings 2021/ 2022 - No-build	54	44	163	46	22	236
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted					
Littlewood to Rawlings 2022/ 2023 - No-build	54	44	167	46	22	242
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted					
Truck %	0%		2%		3%	

NE 15th Street and NE 39th Avenue

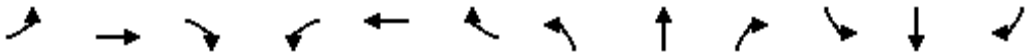
Rawlings Elementary - Growth Rate Data					
Peak Season Factor			1.04		
Growth Rate					
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2022 Growth Factor**	**2023 Growth Factor**
NE 39th Avenue Eastbound	-0.19%	1.00%	1.030	1.040	1.050
NE 39th Avenue Westbound	-0.19%	1.00%	1.030	1.040	1.050
NE 15th Street Northbound	2.87%	2.87%	1.086	1.115	1.144
NE 15th Street Southbound	2.87%	2.87%	1.086	1.115	1.144

AM Peak Hour Background Traffic Volumes												
Scenario	**NE 39th Avenue Eastbound**			**NE 39th Avenue Westbound**			**NE 15th Street Northbound**			**NE 15th Street Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	90	438	98	112	670	26	10	98	66	160	112	144
Peak Season Volume (Existing)	94	456	102	116	697	27	10	102	69	166	116	150
Howard Bishop to Rawlings 2020/ 2021 - No-build	97	470	105	119	718	28	11	111	75	180	126	163
Howard Bishop to Rawlings 2020/ 2021 - With Project Trips	Not Impacted											
Westwood to Rawlings 2021/ 2022 - No-build	98	474	106	121	725	28	11	114	77	185	129	167
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted											
Littlewood to Rawlings 2022/ 2023 - No-build	99	479	107	122	732	28	11	117	79	190	133	172
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted											
Truck %	4%			6%			2%			2%		

PM Peak Hour Background Traffic Volumes												
Scenario	**NE 39th Avenue Eastbound**			**NE 39th Avenue Westbound**			**NE 15th Street Northbound**			**NE 15th Street Southbound**		
	Right	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**	**Right**	**Thru**	**Left**
Observed Turning Movement Counts	114	508	80	76	508	18	10	78	104	80	84	98
Peak Season Volume (Existing)	119	528	83	79	528	19	10	81	108	83	87	102
Howard Bishop to Rawlings 2020/ 2021 - No-build	123	544	85	81	544	20	11	88	117	90	94	111
Howard Bishop to Rawlings 2020/ 2021 - With Project Trips	Not Impacted											
Westwood to Rawlings 2021/ 2022 - No-build	124	549	86	82	549	20	11	90	120	93	97	114
Westwood to Rawlings 2021/ 2022 - With Project Trips	Not Impacted											
Littlewood to Rawlings 2022/ 2023 - No-build	125	554	87	83	554	20	11	93	123	95	99	117
Littlewood to Rawlings 2022/ 2023 - With Project Trips	Not Impacted											
Truck %	5%			4%			7%			4%		

Appendix F
HCS and Synchro Reports

2020/2021 HCS and Synchro Reports



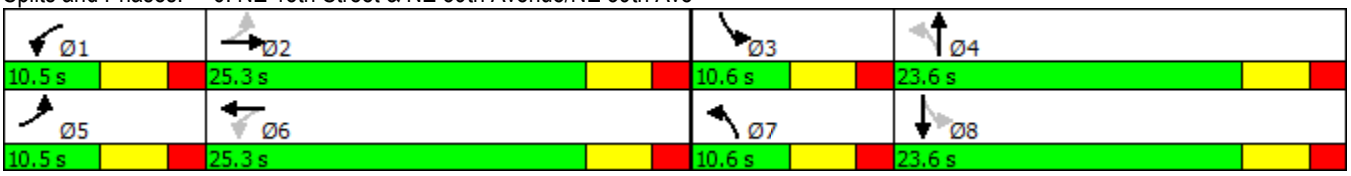
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	470	97	28	718	119	75	111	11	163	126	180
Future Volume (vph)	105	470	97	28	718	119	75	111	11	163	126	180
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99		1.00	1.00		0.97	0.99	
Frt		0.974			0.979			0.986			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3381	0	1703	3316	0	1770	1829	0	1770	1682	0
Flt Permitted	0.172			0.400			0.423			0.679		
Satd. Flow (perm)	313	3381	0	717	3316	0	786	1829	0	1230	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			27			7			99	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	10					10	4		28	28		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 (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	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)	105	470	97	28	718	119	75	111	11	163	126	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	105	567	0	28	837	0	75	122	0	163	306	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	10.5	25.3		10.5	25.3		10.6	23.6		10.6	23.6	
Total Split (%)	15.0%	36.1%		15.0%	36.1%		15.1%	33.7%		15.1%	33.7%	
Maximum Green (s)	5.0	19.8		5.0	19.8		5.1	18.1		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

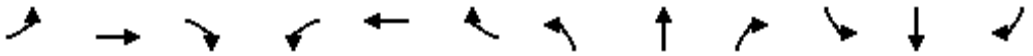
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.1	23.2		23.0	19.3		22.5	18.7		22.5	18.7	
Actuated g/C Ratio	0.39	0.36		0.35	0.30		0.35	0.29		0.35	0.29	
v/c Ratio	0.45	0.46		0.08	0.83		0.21	0.23		0.35	0.55	
Control Delay	18.9	18.0		12.4	31.3		14.7	21.1		16.7	19.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	18.9	18.0		12.4	31.3		14.7	21.1		16.7	19.5	
LOS	B	B		B	C		B	C		B	B	
Approach Delay		18.2			30.7			18.6			18.5	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	26	77		7	174		19	39		44	76	
Queue Length 95th (ft)	54	151		20	#277		43	80		83	153	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	233	1286		332	1060		351	530		468	553	
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	0.45	0.44		0.08	0.79		0.21	0.23		0.35	0.55	

Intersection Summary

Area Type: Other
Cycle Length: 70
Actuated Cycle Length: 65
Natural Cycle: 70
Control Type: Actuated-Uncoordinated
Maximum v/c Ratio: 0.83
Intersection Signal Delay: 23.2 — Intersection LOS: C
Intersection Capacity Utilization 72.0% — ICU Level of Service C
Analysis Period (min) 15
95th percentile volume exceeds capacity, queue may be longer.
Queue shown is maximum after two cycles.

Splits and Phases: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave



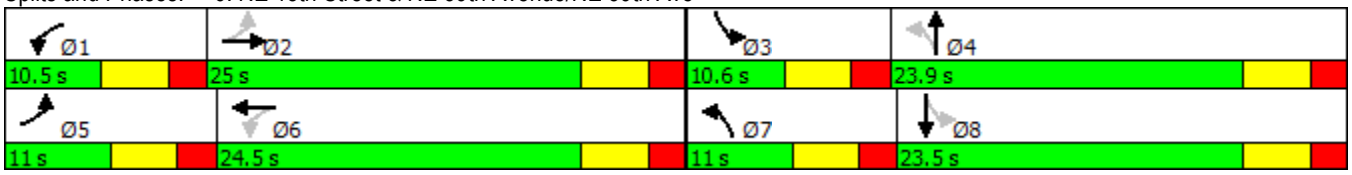


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	85	544	123	20	544	81	117	88	11	111	94	90
Future Volume (vph)	85	544	123	20	544	81	117	88	11	111	94	90
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.99	1.00		0.98	1.00		0.99	0.98	
Frt		0.972			0.981			0.983			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3311	0	1736	3395	0	1687	1741	0	1736	1661	0
Flt Permitted	0.255			0.345			0.628			0.693		
Satd. Flow (perm)	461	3311	0	624	3395	0	1093	1741	0	1256	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			23			9			66	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	2		16	16		2	24		8	8		24
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 (%)	5%	5%	5%	4%	4%	4%	7%	7%	7%	4%	4%	4%
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)	85	544	123	20	544	81	117	88	11	111	94	90
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	667	0	20	625	0	117	99	0	111	184	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	25.0		10.5	24.5		11.0	23.9		10.6	23.5	
Total Split (%)	15.7%	35.7%		15.0%	35.0%		15.7%	34.1%		15.1%	33.6%	
Maximum Green (s)	5.5	19.5		5.0	19.0		5.5	18.4		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.3	22.3		19.8	16.2		23.4	19.4		22.8	19.1	
Actuated g/C Ratio	0.37	0.35		0.31	0.26		0.37	0.31		0.36	0.30	
v/c Ratio	0.30	0.56		0.07	0.70		0.25	0.18		0.22	0.34	
Control Delay	15.2	18.0		12.5	26.2		14.6	19.5		14.4	16.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.2	18.0		12.5	26.2		14.6	19.5		14.4	16.2	
LOS	B	B		B	C		B	B		B	B	
Approach Delay		17.7			25.8			16.9			15.5	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	21	96		5	120		30	30		28	40	
Queue Length 95th (ft)	46	184		16	174		62	66		59	93	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	286	1357		289	1094		460	541		496	549	
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	0.30	0.49		0.07	0.57		0.25	0.18		0.22	0.34	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62.9			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.70			
Intersection Signal Delay: 20.0		Intersection LOS: C	
Intersection Capacity Utilization 63.2%		ICU Level of Service B	
Analysis Period (min) 15			

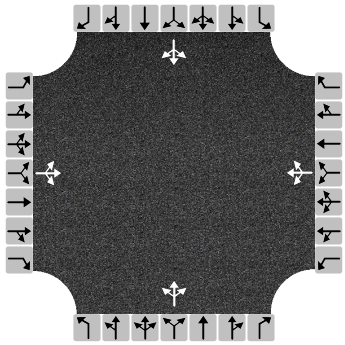
Splits and Phases: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave



HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	NE 31st Avenue
Analysis Year	2021	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	39	8	4	68	6	6	13	11	8	18	24
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	67			78			30			50		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.060			0.069			0.027			0.044		
Final Departure Headway, hd (s)	4.13			4.10			4.08			3.99		
Final Degree of Utilization, x	0.077			0.089			0.034			0.055		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.13			2.10			2.08			1.99		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	67			78			30			50		
Capacity	871			878			882			903		
95% Queue Length, Q_{95} (veh)	0.2			0.3			0.1			0.2		
Control Delay (s/veh)	7.5			7.5			7.2			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.5			7.5			7.2			7.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

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HCS7 Two-Way Stop-Control Report

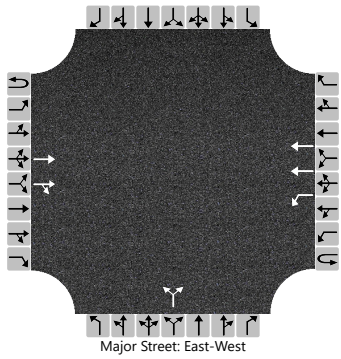
General Information

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	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			660	10	0	26	913			18		31				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

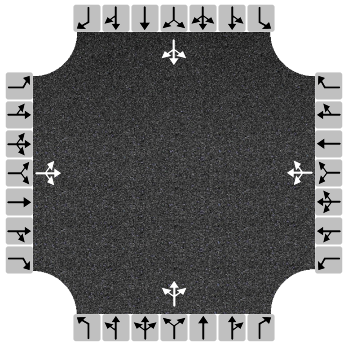
Flow Rate, v (veh/h)						26					49					
Capacity, c (veh/h)						893					472					
v/c Ratio						0.03					0.10					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
Control Delay (s/veh)						9.2					13.5					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.3				13.5							
Approach LOS									B							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	31st Ave
Analysis Year	2021	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	55	6	11	2	31	112	4	203	9	73	199	38
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	72			145			216			310		
Percent Heavy Vehicles	0			3			0			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.064			0.129			0.192			0.276		
Final Departure Headway, hd (s)	5.47			4.89			4.85			4.79		
Final Degree of Utilization, x	0.109			0.197			0.291			0.413		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.47			2.89			2.85			2.79		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	72			145			216			310		
Capacity	658			736			743			751		
95% Queue Length, Q_{95} (veh)	0.4			0.7			1.2			2.0		
Control Delay (s/veh)	9.1			9.1			9.8			11.1		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.1			9.1			9.8			11.1		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.2						B					

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HCS7 Two-Way Stop-Control Report

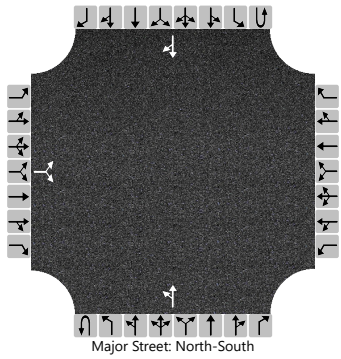
General Information

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

Site Information

Intersection	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		14		28						34	335				285	14
Percent Heavy Vehicles (%)		5		5						1						
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						4.1						
Critical Headway (sec)		6.45		6.25						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.35						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							34						
Capacity, c (veh/h)			508							1250						
v/c Ratio			0.08							0.03						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			12.7							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.7								1.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

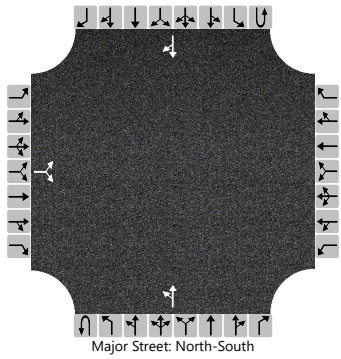
General Information

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

Site Information

Intersection	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		102						116	242				215	56
Percent Heavy Vehicles (%)		0		0						1						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			136							116						
Capacity, c (veh/h)			601							1294						
v/c Ratio			0.23							0.09						
95% Queue Length, Q_{95} (veh)			0.9							0.3						
Control Delay (s/veh)			12.7							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.7								3.2						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

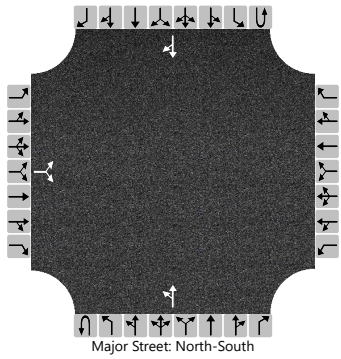
General Information

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

Site Information

Intersection	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		60						88	186				210	44
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

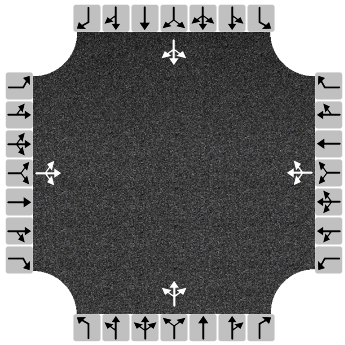
Flow Rate, v (veh/h)			94							88						
Capacity, c (veh/h)			604							1288						
v/c Ratio			0.16							0.07						
95% Queue Length, Q_{95} (veh)			0.5							0.2						
Control Delay (s/veh)			12.0							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.0								3.0						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	NE 31st Avenue
Analysis Year	2021	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	8	45	8	11	77	16	6	27	8	4	13	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	61			104			41			21		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.054			0.092			0.036			0.019		
Final Departure Headway, hd (s)	4.08			4.03			4.18			4.39		
Final Degree of Utilization, x	0.069			0.116			0.048			0.026		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.08			2.03			2.18			2.39		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	61			104			41			21		
Capacity	881			894			860			821		
95% Queue Length, Q_{95} (veh)	0.2			0.4			0.1			0.1		
Control Delay (s/veh)	7.4			7.6			7.4			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.4			7.6			7.4			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.5						A					

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HCS7 Two-Way Stop-Control Report

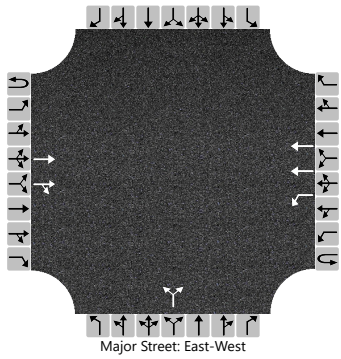
General Information

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	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			698	4	0	18	688			21		7				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

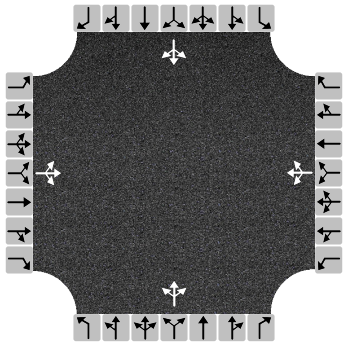
Flow Rate, v (veh/h)						18					28					
Capacity, c (veh/h)						875					379					
v/c Ratio						0.02					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						9.2					15.2					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.2				15.2							
Approach LOS									C							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	31st Ave
Analysis Year	2021	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	29	20	11	16	42	84	21	138	21	63	242	50
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	60			142			180			355		
Percent Heavy Vehicles	0			8			8			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.053			0.126			0.160			0.316		
Final Departure Headway, hd (s)	5.45			5.12			4.99			4.81		
Final Degree of Utilization, x	0.091			0.202			0.250			0.474		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.45			3.12			2.99			2.81		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	60			142			180			355		
Capacity	661			703			721			749		
95% Queue Length, Q_{95} (veh)	0.3			0.8			1.0			2.6		
Control Delay (s/veh)	9.0			9.4			9.6			12.1		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.0			9.4			9.6			12.1		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.7						B					

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HCS7 Two-Way Stop-Control Report

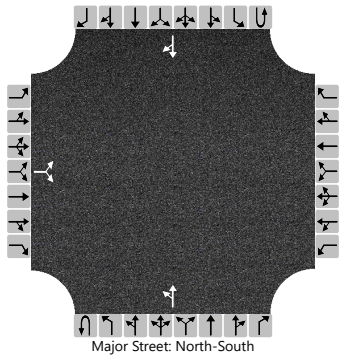
General Information

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	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		16						8	205				295	2
Percent Heavy Vehicles (%)		8		8						3						
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						4.1						
Critical Headway (sec)		6.48		6.28						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.57		3.37						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18							8						
Capacity, c (veh/h)			638							1188						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.8							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.8								0.4						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

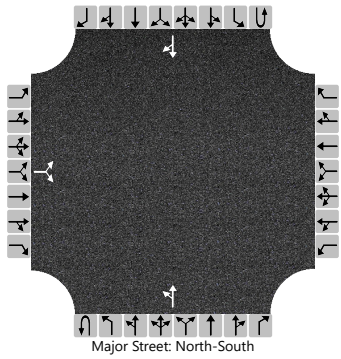
General Information

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

Site Information

Intersection	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		44		54						46	159				230	22
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			98							46						
Capacity, c (veh/h)			620							1290						
v/c Ratio			0.16							0.04						
95% Queue Length, Q_{95} (veh)			0.6							0.1						
Control Delay (s/veh)			11.9							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.9								2.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

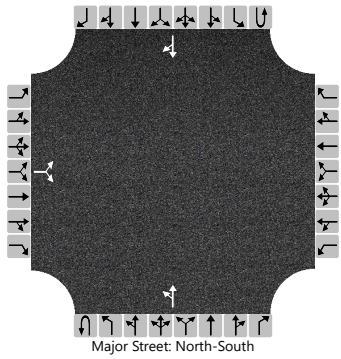
General Information

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

Site Information

Intersection	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		16		26						8	213				239	6
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							8						
Capacity, c (veh/h)			650							1270						
v/c Ratio			0.06							0.01						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			10.9							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.9								0.3						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

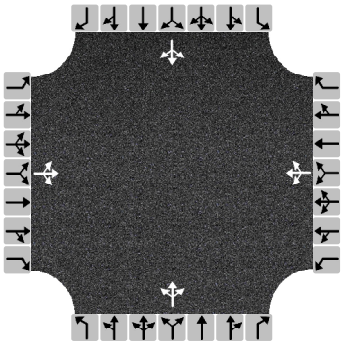
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2021
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	With Howard Bishop Project Trips

Site Information

Intersection	NE 12th St & NE 31st Ave
Jurisdiction	Alachua County
East/West Street	NE 31st Avenue
North/South Street	NE 12th Street
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	7	40	2	4	37	199	13	126	2	4	125	188
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	49			240			141			317		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.044			0.213			0.125			0.282		
Final Departure Headway, hd (s)	5.33			4.56			5.01			4.44		
Final Degree of Utilization, x	0.072			0.304			0.196			0.391		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.33			2.56			3.01			2.44		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	49			240			141			317		
Capacity	676			790			719			810		
95% Queue Length, Q_{95} (veh)	0.2			1.3			0.7			1.9		
Control Delay (s/veh)	8.7			9.5			9.2			10.3		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	8.7			9.5			9.2			10.3		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	9.7						A					

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HCS7 Two-Way Stop-Control Report

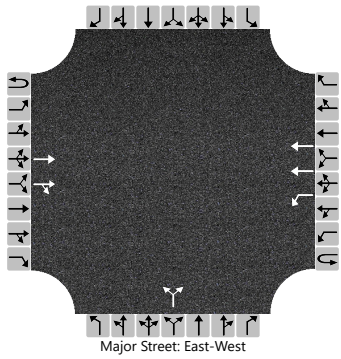
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2021
Time Analyzed	AM
Intersection Orientation	East-West
Project Description	With Howard Bishop Project Trips

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			484	13	0	59	810			5		62				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

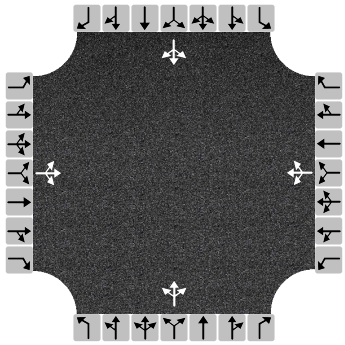
Flow Rate, v (veh/h)						59					67					
Capacity, c (veh/h)						1039					696					
v/c Ratio						0.06					0.10					
95% Queue Length, Q_{95} (veh)						0.2					0.3					
Control Delay (s/veh)						8.7					10.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)					0.6				10.7							
Approach LOS									B							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	31st Ave
Analysis Year	2021	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	With Howard Bishop Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	22	78	127	9	89	66	151	138	11	54	120	14
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	227			164			300			188		
Percent Heavy Vehicles	0			3			0			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.202			0.146			0.267			0.167		
Final Departure Headway, hd (s)	5.23			5.47			5.37			5.56		
Final Degree of Utilization, x	0.330			0.249			0.448			0.290		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.23			3.47			3.37			3.56		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	227			164			300			188		
Capacity	688			658			670			648		
95% Queue Length, Q_{95} (veh)	1.4			1.0			2.3			1.2		
Control Delay (s/veh)	10.8			10.3			12.7			10.8		
Level of Service, LOS	B			B			B			B		
Approach Delay (s/veh)	10.8			10.3			12.7			10.8		
Approach LOS	B			B			B			B		
Intersection Delay, s/veh | LOS	11.3						B					

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HCS7 All-Way Stop Control Report

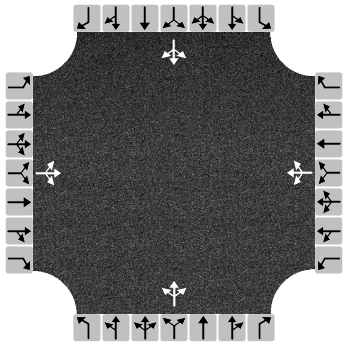
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2021
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	With Howard Bishop Project Trips

Site Information

Intersection	NE 12th St & NE 31st Ave
Jurisdiction	Alachua County
East/West Street	NE 31st Avenue
North/South Street	NE 12th Street
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	49	4	11	55	207	2	144	11	231	148	20
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	73			273			157			399		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.065			0.243			0.140			0.355		
Final Departure Headway, hd (s)	5.95			5.12			5.46			5.36		
Final Degree of Utilization, x	0.121			0.388			0.238			0.595		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.95			3.12			3.46			3.36		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	73			273			157			399		
Capacity	605			703			660			671		
95% Queue Length, Q_{95} (veh)	0.4			1.8			0.9			3.9		
Control Delay (s/veh)	9.8			11.3			10.2			15.9		
Level of Service, LOS	A			B			B			C		
Approach Delay (s/veh)	9.8			11.3			10.2			15.9		
Approach LOS	A			B			B			C		
Intersection Delay, s/veh | LOS	13.0						B					

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HCS7 Two-Way Stop-Control Report

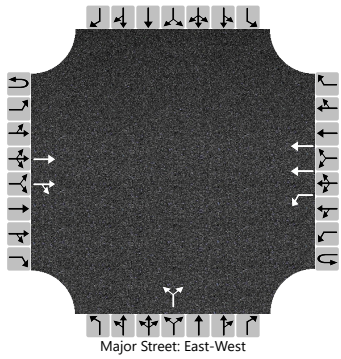
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/16/2020
Analysis Year	2021
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	With Howard Bishop Project Trips

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			671	19	0	59	696			9		63				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

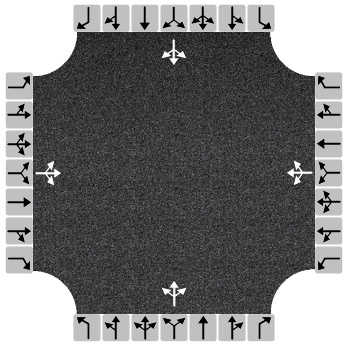
Flow Rate, v (veh/h)						59					72					
Capacity, c (veh/h)						884					567					
v/c Ratio						0.07					0.13					
95% Queue Length, Q_{95} (veh)						0.2					0.4					
Control Delay (s/veh)						9.4					12.3					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.7				12.3						
Approach LOS										B						

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	31st Ave
Analysis Year	2021	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	With Howard Bishop Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	159	92	18	20	105	86	158	138	11	34	167	18
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	269			211			307			219		
Percent Heavy Vehicles	0			8			8			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.239			0.188			0.273			0.195		
Final Departure Headway, hd (s)	6.04			6.01			6.05			6.16		
Final Degree of Utilization, x	0.452			0.352			0.516			0.375		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	4.04			4.01			4.05			4.16		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	269			211			307			219		
Capacity	596			599			595			584		
95% Queue Length, Q_{95} (veh)	2.3			1.6			3.0			1.7		
Control Delay (s/veh)	13.9			12.2			15.3			12.8		
Level of Service, LOS	B			B			C			B		
Approach Delay (s/veh)	13.9			12.2			15.3			12.8		
Approach LOS	B			B			C			B		
Intersection Delay, s/veh | LOS	13.8						B					

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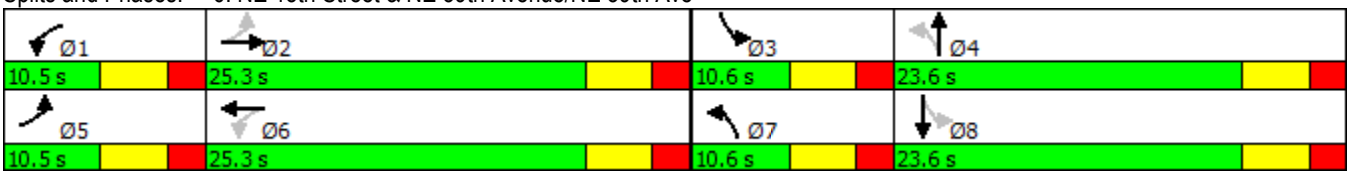
2021/2022 HCS and Synchro Reports

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	474	98	28	725	121	77	114	11	167	129	185
Future Volume (vph)	106	474	98	28	725	121	77	114	11	167	129	185
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)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99		1.00	1.00		0.97	0.99	
Frt		0.974			0.979			0.987			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3381	0	1703	3316	0	1770	1831	0	1770	1682	0
Flt Permitted	0.172			0.388			0.451			0.638		
Satd. Flow (perm)	313	3381	0	695	3316	0	838	1831	0	1156	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			27			7			99	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	10					10	4		28	28		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 (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	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)	106	474	98	28	725	121	77	114	11	167	129	185
Shared Lane Traffic (%)												
Lane Group Flow (vph)	106	572	0	28	846	0	77	125	0	167	314	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	10.5	25.3		10.5	25.3		10.6	23.6		10.6	23.6	
Total Split (%)	15.0%	36.1%		15.0%	36.1%		15.1%	33.7%		15.1%	33.7%	
Maximum Green (s)	5.0	19.8		5.0	19.8		5.1	18.1		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.1	23.2		23.0	19.1		23.4	18.2		24.7	20.8	
Actuated g/C Ratio	0.37	0.35		0.34	0.28		0.35	0.27		0.37	0.31	
v/c Ratio	0.48	0.48		0.09	0.88		0.21	0.25		0.35	0.53	
Control Delay	19.9	18.7		12.4	35.2		14.6	21.1		16.7	19.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	19.9	18.7		12.4	35.2		14.6	21.1		16.7	19.1	
LOS	B	B		B	D		B	C		B	B	
Approach Delay		18.9			34.5			18.6			18.3	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	26	78		7	176		20	40		45	79	
Queue Length 95th (ft)	54	152		20	#282		44	82		84	159	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	223	1229		313	1003		362	502		471	588	
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	0.48	0.47		0.09	0.84		0.21	0.25		0.35	0.53	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 67.2			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 24.8		Intersection LOS: C	
Intersection Capacity Utilization 72.5%		ICU Level of Service C	
Analysis Period (min) 15			
# 95th percentile volume exceeds capacity, queue may be longer.			
Queue shown is maximum after two cycles.			

Splits and Phases: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave

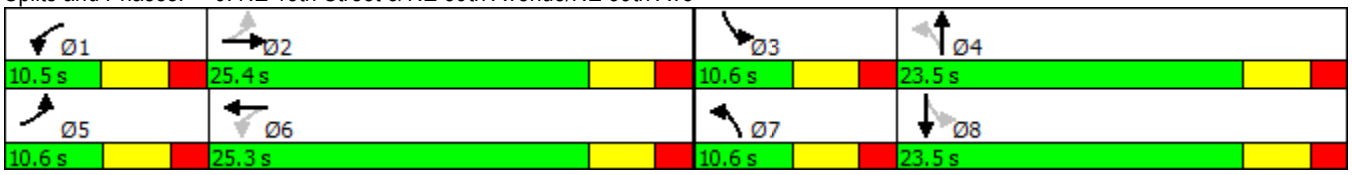


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	86	549	124	20	549	82	120	90	11	114	97	93
Future Volume (vph)	86	549	124	20	549	82	120	90	11	114	97	93
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.99	1.00		0.98	1.00		0.99	0.98	
Frt		0.972			0.981			0.984			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3311	0	1736	3395	0	1687	1743	0	1736	1661	0
Flt Permitted	0.260			0.338			0.629			0.692		
Satd. Flow (perm)	470	3311	0	611	3395	0	1093	1743	0	1254	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		39			24			8			66	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	2		16	16		2	24		8	8		24
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 (%)	5%	5%	5%	4%	4%	4%	7%	7%	7%	4%	4%	4%
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)	86	549	124	20	549	82	120	90	11	114	97	93
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	673	0	20	631	0	120	101	0	114	190	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	10.6	25.4		10.5	25.3		10.6	23.5		10.6	23.5	
Total Split (%)	15.1%	36.3%		15.0%	36.1%		15.1%	33.6%		15.1%	33.6%	
Maximum Green (s)	5.1	19.9		5.0	19.8		5.1	18.0		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.2	22.3		20.1	16.4		22.7	19.0		22.7	19.0	
Actuated g/C Ratio	0.37	0.36		0.32	0.26		0.36	0.30		0.36	0.30	
v/c Ratio	0.31	0.56		0.07	0.69		0.27	0.19		0.23	0.35	
Control Delay	15.2	17.8		12.2	25.4		15.2	20.0		14.5	16.4	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.2	17.8		12.2	25.4		15.2	20.0		14.5	16.4	
LOS	B	B		B	C		B	B		B	B	
Approach Delay		17.5			25.0			17.4			15.7	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	21	96		5	120		30	30		28	41	
Queue Length 95th (ft)	46	184		16	172		64	68		61	96	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	281	1373		291	1148		447	534		496	549	
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	0.31	0.49		0.07	0.55		0.27	0.19		0.23	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 62.5			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.69			
Intersection Signal Delay: 19.7		Intersection LOS: B	
Intersection Capacity Utilization 63.6%		ICU Level of Service B	
Analysis Period (min) 15			

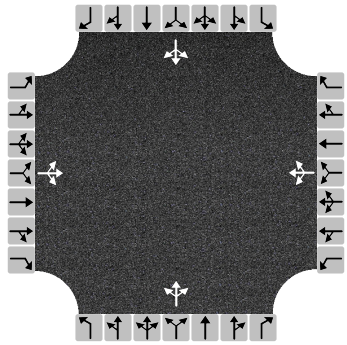
Splits and Phases: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave



HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	NE 31st Avenue
Analysis Year	2022	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	40	9	4	69	6	6	13	11	9	18	25
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	70			79			30			52		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.062			0.070			0.027			0.046		
Final Departure Headway, hd (s)	4.13			4.11			4.09			4.00		
Final Degree of Utilization, x	0.080			0.090			0.034			0.058		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.13			2.11			2.09			2.00		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	70			79			30			52		
Capacity	871			877			880			901		
95% Queue Length, Q_{95} (veh)	0.3			0.3			0.1			0.2		
Control Delay (s/veh)	7.5			7.5			7.2			7.2		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.5			7.5			7.2			7.2		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

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HCS7 Two-Way Stop-Control Report

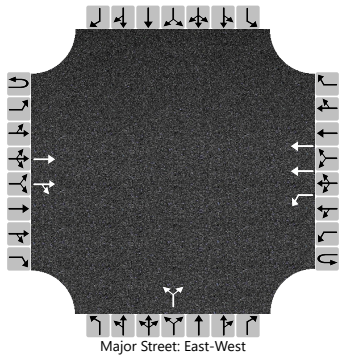
General Information

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	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			667	10	0	26	921			19		32				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

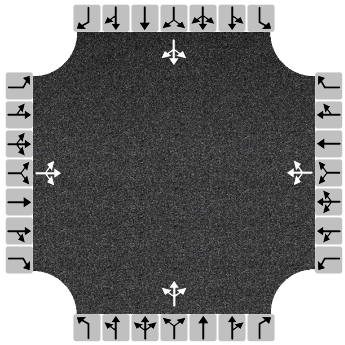
Flow Rate, v (veh/h)						26					51					
Capacity, c (veh/h)						887					467					
v/c Ratio						0.03					0.11					
95% Queue Length, Q_{95} (veh)						0.1					0.4					
Control Delay (s/veh)						9.2					13.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.3				13.7						
Approach LOS										B						

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	31st Ave
Analysis Year	2022	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	56	6	11	2	31	114	4	208	9	75	204	39
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	73			147			221			318		
Percent Heavy Vehicles	0			3			0			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.065			0.131			0.196			0.283		
Final Departure Headway, hd (s)	5.52			4.92			4.87			4.81		
Final Degree of Utilization, x	0.112			0.201			0.299			0.425		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.52			2.92			2.87			2.81		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	73			147			221			318		
Capacity	653			731			739			748		
95% Queue Length, Q_{95} (veh)	0.4			0.7			1.3			2.1		
Control Delay (s/veh)	9.2			9.2			9.9			11.3		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.2			9.2			9.9			11.3		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.3						B					

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HCS7 Two-Way Stop-Control Report

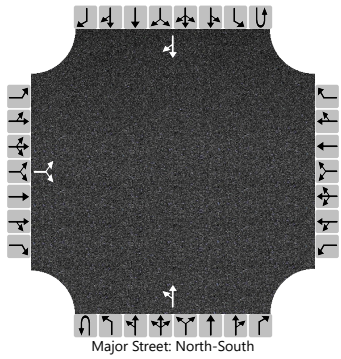
General Information

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

Site Information

Intersection	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		14		28						34	343				292	14
Percent Heavy Vehicles (%)		5		5						1						
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						4.1						
Critical Headway (sec)		6.45		6.25						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.35						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							34						
Capacity, c (veh/h)			501							1242						
v/c Ratio			0.08							0.03						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			12.8							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.8								1.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

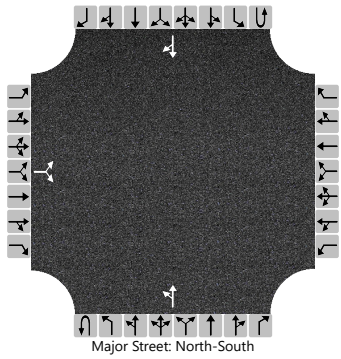
General Information

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

Site Information

Intersection	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		102						116	249				221	56
Percent Heavy Vehicles (%)		0		0						1						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			136							116						
Capacity, c (veh/h)			594							1287						
v/c Ratio			0.23							0.09						
95% Queue Length, Q_{95} (veh)			0.9							0.3						
Control Delay (s/veh)			12.9							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)	12.9								3.1							
Approach LOS	B															

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HCS7 Two-Way Stop-Control Report

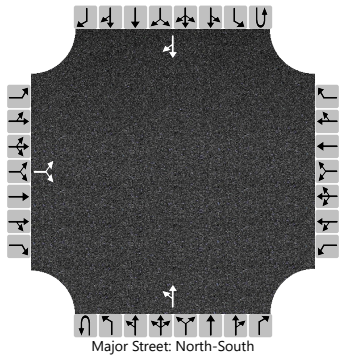
General Information

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

Site Information

Intersection	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		60						88	191				215	44
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

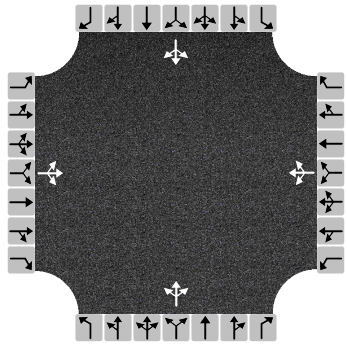
Flow Rate, v (veh/h)			94							88						
Capacity, c (veh/h)			598							1282						
v/c Ratio			0.16							0.07						
95% Queue Length, Q_{95} (veh)			0.6							0.2						
Control Delay (s/veh)			12.1							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.1								2.9						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	NE 31st Avenue
Analysis Year	2022	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	45	9	11	79	16	6	27	9	4	13	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	63			106			42			21		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.056			0.094			0.037			0.019		
Final Departure Headway, hd (s)	4.08			4.03			4.18			4.40		
Final Degree of Utilization, x	0.071			0.119			0.049			0.026		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.08			2.03			2.18			2.40		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	63			106			42			21		
Capacity	881			893			861			819		
95% Queue Length, Q_{95} (veh)	0.2			0.4			0.2			0.1		
Control Delay (s/veh)	7.4			7.6			7.4			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.4			7.6			7.4			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.5						A					

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HCS7 Two-Way Stop-Control Report

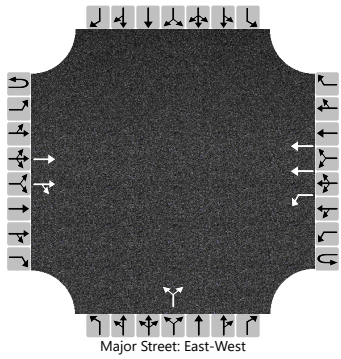
General Information

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	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			705	4	0	18	695			21		7				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

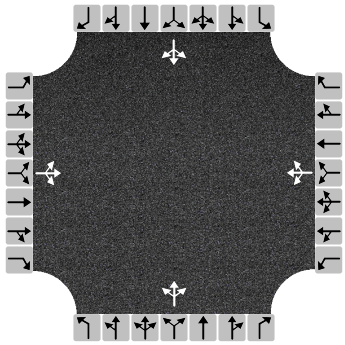
Flow Rate, v (veh/h)						18					28					
Capacity, c (veh/h)						870					376					
v/c Ratio						0.02					0.07					
95% Queue Length, Q_{95} (veh)						0.1					0.2					
Control Delay (s/veh)						9.2					15.3					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.2				15.3							
Approach LOS									C							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Beth Dodd	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/16/2020	East/West Street	31st Ave
Analysis Year	2022	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	29	21	11	16	43	85	21	142	21	65	249	51
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	61			144			184			365		
Percent Heavy Vehicles	0			8			8			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.054			0.128			0.164			0.324		
Final Departure Headway, hd (s)	5.49			5.16			5.02			4.83		
Final Degree of Utilization, x	0.093			0.207			0.257			0.489		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.49			3.16			3.02			2.83		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	61			144			184			365		
Capacity	656			697			717			746		
95% Queue Length, Q_{95} (veh)	0.3			0.8			1.0			2.7		
Control Delay (s/veh)	9.1			9.5			9.7			12.4		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.1			9.5			9.7			12.4		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.9						B					

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HCS7 Two-Way Stop-Control Report

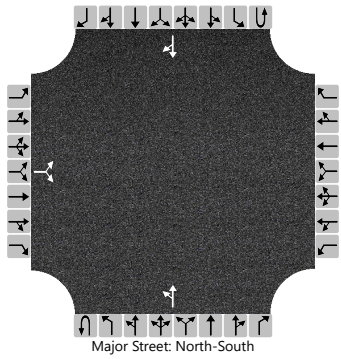
General Information

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	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		16						8	211				303	2
Percent Heavy Vehicles (%)		8		8						3						
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						4.1						
Critical Headway (sec)		6.48		6.28						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.57		3.37						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18							8						
Capacity, c (veh/h)			630							1180						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			10.9							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		10.9								0.4						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

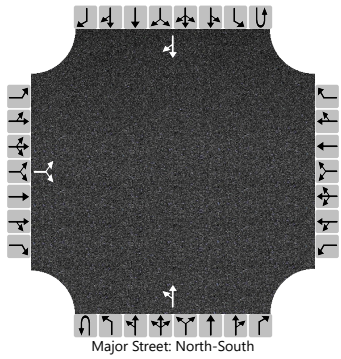
General Information

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	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		44		54						46	163				236	22
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			98							46						
Capacity, c (veh/h)			613							1283						
v/c Ratio			0.16							0.04						
95% Queue Length, Q_{95} (veh)			0.6							0.1						
Control Delay (s/veh)			12.0							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.0								2.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

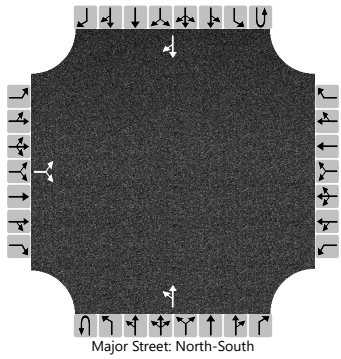
General Information

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	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		16		26						8	219				245	6
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

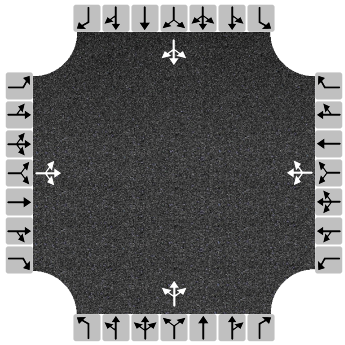
Flow Rate, v (veh/h)			42							8						
Capacity, c (veh/h)			643							1263						
v/c Ratio			0.07							0.01						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			11.0							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.0								0.3						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	NE 31st Avenue
Analysis Year	2022	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	With Westwood Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	109	36	2	7	27	27	7	100	4	21	107	107
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	147			61			111			235		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.131			0.054			0.099			0.209		
Final Departure Headway, hd (s)	4.92			4.66			4.69			4.31		
Final Degree of Utilization, x	0.201			0.079			0.145			0.281		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.92			2.66			2.69			2.31		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	147			61			111			235		
Capacity	732			773			768			836		
95% Queue Length, Q_{95} (veh)	0.7			0.3			0.5			1.2		
Control Delay (s/veh)	9.1			8.1			8.5			9.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	9.1			8.1			8.5			9.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.8						A					

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HCS7 Two-Way Stop-Control Report

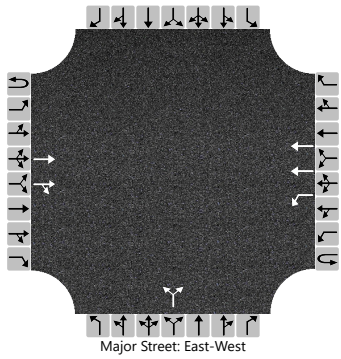
General Information

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

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			480	170	0	11	623			176		7				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

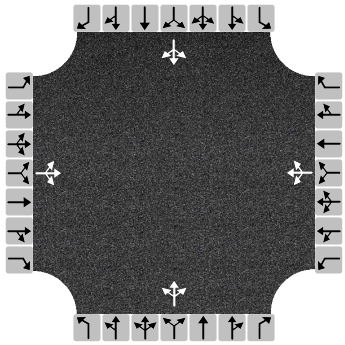
Flow Rate, v (veh/h)						11					183					
Capacity, c (veh/h)						909					404					
v/c Ratio						0.01					0.45					
95% Queue Length, Q_{95} (veh)						0.0					2.3					
Control Delay (s/veh)						9.0					21.1					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.2				21.1							
Approach LOS									C							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	31st Ave
Analysis Year	2022	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	With Westwood Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	4	25	32	11	13	36	22	104	9	53	134	9
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	61			60			135			196		
Percent Heavy Vehicles	0			3			0			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.054			0.053			0.120			0.174		
Final Departure Headway, hd (s)	4.43			4.46			4.39			4.43		
Final Degree of Utilization, x	0.075			0.074			0.165			0.241		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.43			2.46			2.39			2.43		

Capacity, Delay and Level of Service

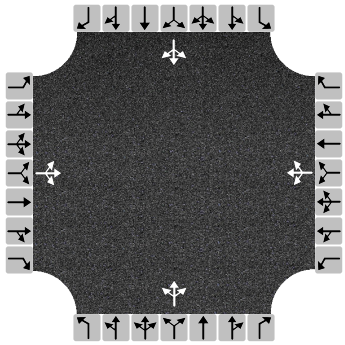
Flow Rate, v (veh/h)	61			60			135			196		
Capacity	812			807			819			813		
95% Queue Length, Q_{95} (veh)	0.2			0.2			0.6			0.9		
Control Delay (s/veh)	7.8			7.8			8.3			8.8		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.8			7.8			8.3			8.8		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	8.4						A					

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	NE 31st Avenue
Analysis Year	2022	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	With Westwood Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	123	46	4	10	52	23	2	121	10	32	143	154
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	173			85			133			329		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.154			0.076			0.118			0.292		
Final Departure Headway, hd (s)	5.29			5.17			4.99			4.69		
Final Degree of Utilization, x	0.254			0.122			0.184			0.429		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.29			3.17			2.99			2.69		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	173			85			133			329		
Capacity	680			696			722			767		
95% Queue Length, Q_{95} (veh)	1.0			0.4			0.7			2.2		
Control Delay (s/veh)	10.1			8.9			9.1			11.2		
Level of Service, LOS	B			A			A			B		
Approach Delay (s/veh)	10.1			8.9			9.1			11.2		
Approach LOS	B			A			A			B		
Intersection Delay, s/veh | LOS	10.3						B					

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HCS7 Two-Way Stop-Control Report

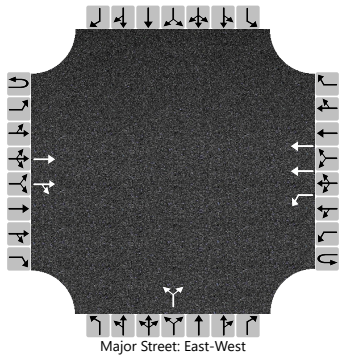
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2022
Time Analyzed	PM
Intersection Orientation	East-West
Project Description	With Westwood Project Trips

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			677	186	0	13	664			237		16				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

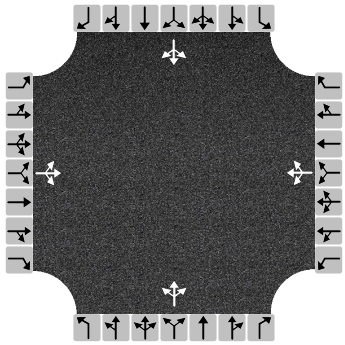
Flow Rate, v (veh/h)						13					253					
Capacity, c (veh/h)						760					325					
v/c Ratio						0.02					0.78					
95% Queue Length, Q_{95} (veh)						0.1					6.2					
Control Delay (s/veh)						9.8					45.9					
Level of Service (LOS)						A					E					
Approach Delay (s/veh)					0.2				45.9							
Approach LOS									E							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	31st Ave
Analysis Year	2022	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	Wtih Westwood Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	20	13	38	20	34	88	47	141	12	35	172	19
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	71			142			200			226		
Percent Heavy Vehicles	0			8			8			10		

Departure Headway and Service Time

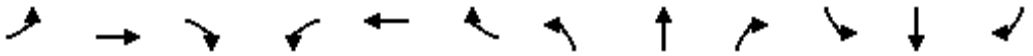
Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.063			0.126			0.178			0.201		
Final Departure Headway, hd (s)	4.90			4.85			4.88			4.85		
Final Degree of Utilization, x	0.097			0.191			0.271			0.305		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.90			2.85			2.88			2.85		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	71			142			200			226		
Capacity	734			742			738			742		
95% Queue Length, Q_{95} (veh)	0.3			0.7			1.1			1.3		
Control Delay (s/veh)	8.4			9.0			9.7			10.0		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	8.4			9.0			9.7			10.0		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	9.5						A					

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2022/2023 HCS and Synchro Reports

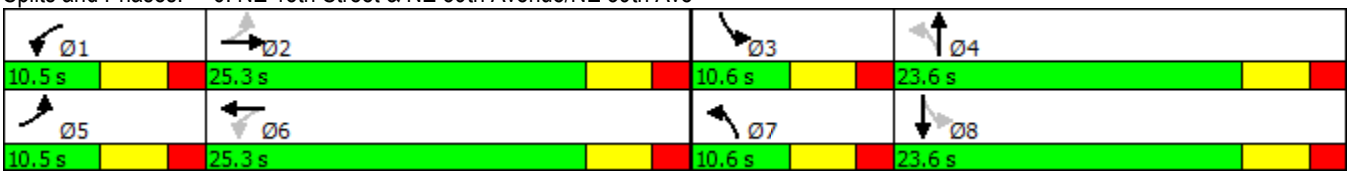


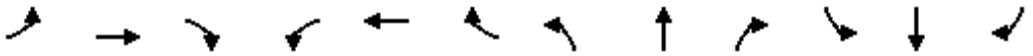
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	479	99	28	732	122	79	117	11	172	133	190
Future Volume (vph)	107	479	99	28	732	122	79	117	11	172	133	190
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00				0.99		1.00	1.00		0.97	0.99	
Frt		0.974			0.979			0.987			0.912	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3381	0	1703	3316	0	1770	1832	0	1770	1682	0
Flt Permitted	0.172			0.384			0.437			0.636		
Satd. Flow (perm)	313	3381	0	688	3316	0	812	1832	0	1152	1682	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		35			27			7			99	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	10					10	4		28	28		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 (%)	4%	4%	4%	6%	6%	6%	2%	2%	2%	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)	107	479	99	28	732	122	79	117	11	172	133	190
Shared Lane Traffic (%)												
Lane Group Flow (vph)	107	578	0	28	854	0	79	128	0	172	323	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	10.5	25.3		10.5	25.3		10.6	23.6		10.6	23.6	
Total Split (%)	15.0%	36.1%		15.0%	36.1%		15.1%	33.7%		15.1%	33.7%	
Maximum Green (s)	5.0	19.8		5.0	19.8		5.1	18.1		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	25.2	23.2		23.0	19.2		23.4	18.2		24.7	20.8	
Actuated g/C Ratio	0.37	0.34		0.34	0.29		0.35	0.27		0.37	0.31	
v/c Ratio	0.48	0.49		0.09	0.88		0.22	0.26		0.37	0.55	
Control Delay	20.0	18.7		12.4	35.8		14.7	21.2		16.9	19.6	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	20.0	18.7		12.4	35.8		14.7	21.2		16.9	19.6	
LOS	C	B		B	D		B	C		B	B	
Approach Delay		18.9			35.1			18.7			18.7	
Approach LOS		B			D			B			B	
Queue Length 50th (ft)	27	80		7	179		20	41		47	83	
Queue Length 95th (ft)	55	154		20	#286		45	83		86	165	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	223	1228		311	1002		355	501		469	587	
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	0.48	0.47		0.09	0.85		0.22	0.26		0.37	0.55	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 67.3			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.88			
Intersection Signal Delay: 25.1		Intersection LOS: C	
Intersection Capacity Utilization 73.1%		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: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave



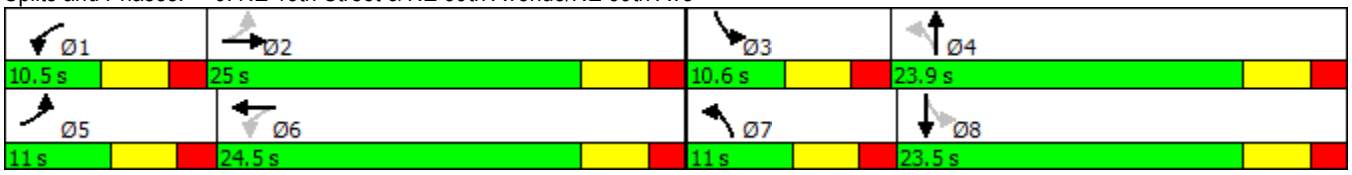


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	87	554	125	20	554	83	123	93	11	117	99	95
Future Volume (vph)	87	554	125	20	554	83	123	93	11	117	99	95
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	145		0	140		0	120		0	130		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	0.95	1.00	0.95	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Ped Bike Factor	1.00	0.99		0.99	1.00		0.98	1.00		0.99	0.98	
Frt		0.972			0.980			0.984			0.927	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1719	3311	0	1736	3391	0	1687	1743	0	1736	1661	0
Flt Permitted	0.248			0.337			0.611			0.690		
Satd. Flow (perm)	448	3311	0	610	3391	0	1063	1743	0	1250	1661	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		38			23			8			66	
Link Speed (mph)		45			45			30			45	
Link Distance (ft)		4387			5597			1381			1635	
Travel Time (s)		66.5			84.8			31.4			24.8	
Confl. Peds. (#/hr)	2		16	16		2	24		8	8		24
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 (%)	5%	5%	5%	4%	4%	4%	7%	7%	7%	4%	4%	4%
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)	87	554	125	20	554	83	123	93	11	117	99	95
Shared Lane Traffic (%)												
Lane Group Flow (vph)	87	679	0	20	637	0	123	104	0	117	194	0
Turn Type	pm+pt	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		
Detector Phase	5	2		1	6		7	4		3	8	
Switch Phase												
Minimum Initial (s)	5.0	10.0		5.0	10.0		5.0	5.0		5.0	5.0	
Minimum Split (s)	10.5	23.5		10.5	23.5		10.5	23.5		10.5	23.5	
Total Split (s)	11.0	25.0		10.5	24.5		11.0	23.9		10.6	23.5	
Total Split (%)	15.7%	35.7%		15.0%	35.0%		15.7%	34.1%		15.1%	33.6%	
Maximum Green (s)	5.5	19.5		5.0	19.0		5.5	18.4		5.1	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		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
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	None	Min		None	Min		None	Max		None	Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		11.0			11.0			11.0			11.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	23.4	22.4		19.9	16.3		23.4	19.4		22.8	19.1	
Actuated g/C Ratio	0.37	0.36		0.32	0.26		0.37	0.31		0.36	0.30	
v/c Ratio	0.31	0.56		0.07	0.71		0.27	0.19		0.24	0.35	
Control Delay	15.4	18.1		12.5	26.5		15.0	19.9		14.6	16.7	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	15.4	18.1		12.5	26.5		15.0	19.9		14.6	16.7	
LOS	B	B		B	C		B	B		B	B	
Approach Delay		17.8			26.1			17.2			15.9	
Approach LOS		B			C			B			B	
Queue Length 50th (ft)	22	99		5	123		32	32		30	44	
Queue Length 95th (ft)	47	187		16	178		65	69		62	98	
Internal Link Dist (ft)		4307			5517			1301			1555	
Turn Bay Length (ft)	145			140			120			130		
Base Capacity (vph)	283	1361		286	1091		451	541		493	548	
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	0.31	0.50		0.07	0.58		0.27	0.19		0.24	0.35	

Intersection Summary			
Area Type:	Other		
Cycle Length: 70			
Actuated Cycle Length: 63			
Natural Cycle: 70			
Control Type: Actuated-Uncoordinated			
Maximum v/c Ratio: 0.71			
Intersection Signal Delay: 20.2		Intersection LOS: C	
Intersection Capacity Utilization 63.9%		ICU Level of Service B	
Analysis Period (min) 15			

Splits and Phases: 6: NE 15th Street & NE 39th Avenue/NE 39th Ave



HCS7 All-Way Stop Control Report

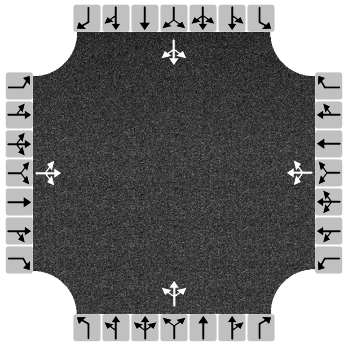
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/15/2020
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	AM
Project Description	No-build

Site Information

Intersection	NE 12th St & NE 31st Ave
Jurisdiction	Alachua County
East/West Street	NE 31st Avenue
North/South Street	NE 12th Street
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	21	41	9	4	70	7	7	13	11	9	19	25
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	71			81			31			53		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.063			0.072			0.028			0.047		
Final Departure Headway, hd (s)	4.14			4.11			4.11			4.01		
Final Degree of Utilization, x	0.082			0.092			0.035			0.059		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.14			2.11			2.11			2.01		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	71			81			31			53		
Capacity	870			877			875			898		
95% Queue Length, Q_{95} (veh)	0.3			0.3			0.1			0.2		
Control Delay (s/veh)	7.5			7.5			7.3			7.3		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.5			7.5			7.3			7.3		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.4						A					

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HCS7 Two-Way Stop-Control Report

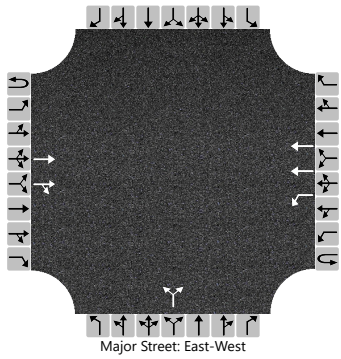
General Information

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

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			673	11	0	26	930			19		33				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage			Left + Thru							1						

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

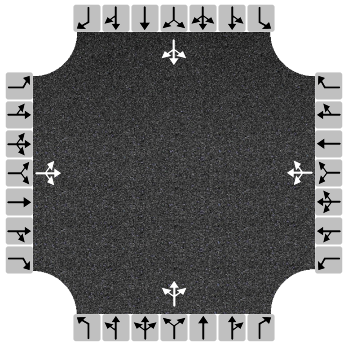
Flow Rate, v (veh/h)						26					52					
Capacity, c (veh/h)						882					466					
v/c Ratio						0.03					0.11					
95% Queue Length, Q_{95} (veh)						0.1					0.4					
Control Delay (s/veh)						9.2					13.7					
Level of Service (LOS)						A					B					
Approach Delay (s/veh)						0.3				13.7						
Approach LOS										B						

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Brian Snyder	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/15/2020	East/West Street	31st Ave
Analysis Year	2023	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	57	7	11	2	32	117	5	214	9	77	209	40
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	75			151			228			326		
Percent Heavy Vehicles	0			3			0			4		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.067			0.134			0.203			0.290		
Final Departure Headway, hd (s)	5.57			4.97			4.91			4.85		
Final Degree of Utilization, x	0.116			0.209			0.311			0.439		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.57			2.97			2.91			2.85		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	75			151			228			326		
Capacity	646			724			733			743		
95% Queue Length, Q_{95} (veh)	0.4			0.8			1.3			2.3		
Control Delay (s/veh)	9.3			9.3			10.1			11.6		
Level of Service, LOS	A			A			B			B		
Approach Delay (s/veh)	9.3			9.3			10.1			11.6		
Approach LOS	A			A			B			B		
Intersection Delay, s/veh | LOS	10.5						B					

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HCS7 Two-Way Stop-Control Report

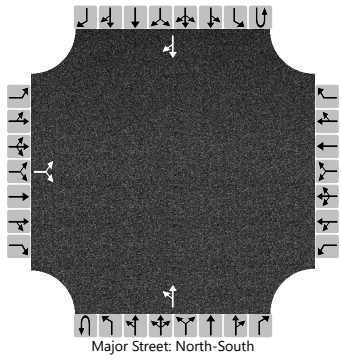
General Information

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

Site Information

Intersection	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		14		28						34	352				300	14
Percent Heavy Vehicles (%)		5		5						1						
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						4.1						
Critical Headway (sec)		6.45		6.25						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.55		3.35						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			42							34						
Capacity, c (veh/h)			492							1234						
v/c Ratio			0.09							0.03						
95% Queue Length, Q_{95} (veh)			0.3							0.1						
Control Delay (s/veh)			13.0							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		13.0								1.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

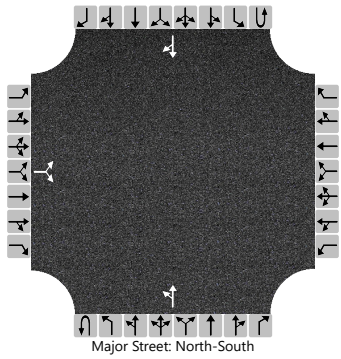
General Information

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	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		102						116	255				226	56
Percent Heavy Vehicles (%)		0		0						1						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.11						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.21						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			136							116						
Capacity, c (veh/h)			588							1282						
v/c Ratio			0.23							0.09						
95% Queue Length, Q_{95} (veh)			0.9							0.3						
Control Delay (s/veh)			13.0							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		13.0								3.1						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

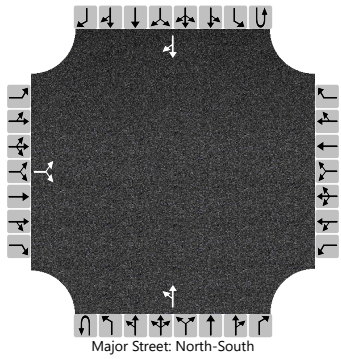
General Information

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	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		34		60						88	196				221	44
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

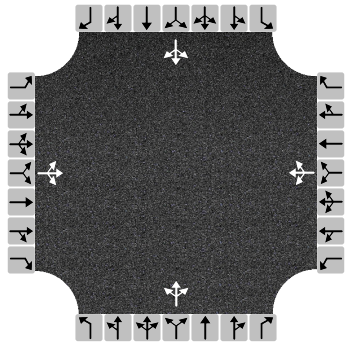
Flow Rate, v (veh/h)			94							88						
Capacity, c (veh/h)			591							1276						
v/c Ratio			0.16							0.07						
95% Queue Length, Q_{95} (veh)			0.6							0.2						
Control Delay (s/veh)			12.2							8.0						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.2								2.9						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/15/2020	East/West Street	NE 31st Avenue
Analysis Year	2023	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	9	46	9	11	80	17	7	28	9	4	13	4
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	64			108			44			21		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.057			0.096			0.039			0.019		
Final Departure Headway, hd (s)	4.09			4.03			4.20			4.41		
Final Degree of Utilization, x	0.073			0.121			0.051			0.026		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	2.09			2.03			2.20			2.41		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	64			108			44			21		
Capacity	880			893			858			817		
95% Queue Length, Q_{95} (veh)	0.2			0.4			0.2			0.1		
Control Delay (s/veh)	7.4			7.6			7.4			7.5		
Level of Service, LOS	A			A			A			A		
Approach Delay (s/veh)	7.4			7.6			7.4			7.5		
Approach LOS	A			A			A			A		
Intersection Delay, s/veh | LOS	7.5						A					

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HCS7 Two-Way Stop-Control Report

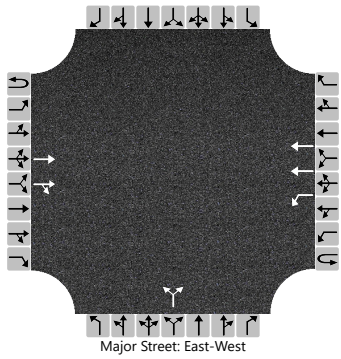
General Information

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

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			712	4	0	18	701			22		7				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

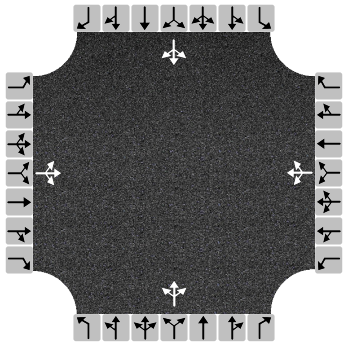
Flow Rate, v (veh/h)						18					29					
Capacity, c (veh/h)						864					371					
v/c Ratio						0.02					0.08					
95% Queue Length, Q_{95} (veh)						0.1					0.3					
Control Delay (s/veh)						9.3					15.5					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.2				15.5							
Approach LOS									C							

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Brian Snyder	Intersection	15th St and 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/15/2020	East/West Street	31st Ave
Analysis Year	2023	North/South Street	15th St
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	PM		
Project Description	No-build		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	30	21	11	17	44	87	22	145	22	66	255	53
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	62			148			189			374		
Percent Heavy Vehicles	0			8			8			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.055			0.132			0.168			0.332		
Final Departure Headway, hd (s)	5.55			5.21			5.05			4.85		
Final Degree of Utilization, x	0.096			0.214			0.265			0.504		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.55			3.21			3.05			2.85		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	62			148			189			374		
Capacity	649			691			712			742		
95% Queue Length, Q_{95} (veh)	0.3			0.8			1.1			2.9		
Control Delay (s/veh)	9.1			9.6			9.9			12.7		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.1			9.6			9.9			12.7		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	11.1						B					

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HCS7 Two-Way Stop-Control Report

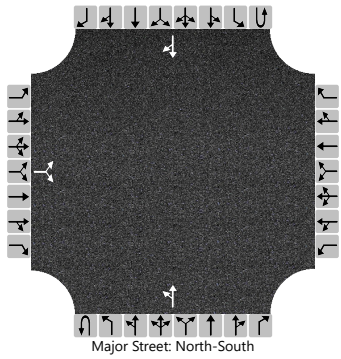
General Information

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

Site Information

Intersection	15th St and South MKR
Jurisdiction	Alachua County
East/West Street	South MKR Access
North/South Street	NE 15th Street
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	1	0		0	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		2		16						8	216				311	2
Percent Heavy Vehicles (%)		8		8						3						
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						4.1						
Critical Headway (sec)		6.48		6.28						4.13						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.57		3.37						2.23						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			18							8						
Capacity, c (veh/h)			623							1172						
v/c Ratio			0.03							0.01						
95% Queue Length, Q_{95} (veh)			0.1							0.0						
Control Delay (s/veh)			11.0							8.1						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.0								0.3						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

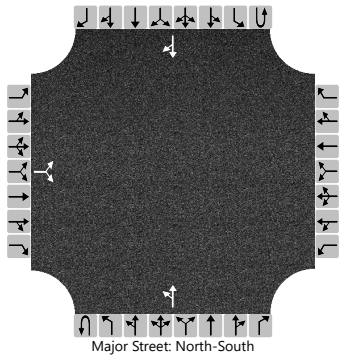
General Information

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

Site Information

Intersection	NE 15th St & North MKR
Jurisdiction	Alachua County
East/West Street	North MKR Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		44		54						46	167				242	22
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)			98							46						
Capacity, c (veh/h)			606							1277						
v/c Ratio			0.16							0.04						
95% Queue Length, Q_{95} (veh)			0.6							0.1						
Control Delay (s/veh)			12.1							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		12.1								2.0						
Approach LOS		B														

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HCS7 Two-Way Stop-Control Report

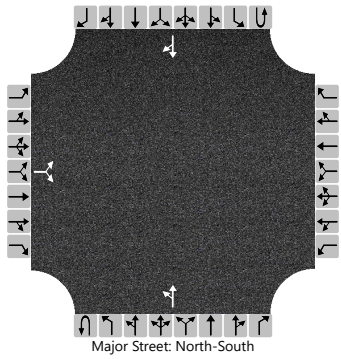
General Information

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

Site Information

Intersection	15th St & Head Start
Jurisdiction	Alachua County
East/West Street	Head Start Access
North/South Street	NE 15th 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	0	0	0	0	1	0	0	0	1	0
Configuration			LR							LT						TR
Volume (veh/h)		16		26						8	224				252	6
Percent Heavy Vehicles (%)		0		0						2						
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						4.1						
Critical Headway (sec)		6.40		6.20						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.50		3.30						2.22						

Delay, Queue Length, and Level of Service

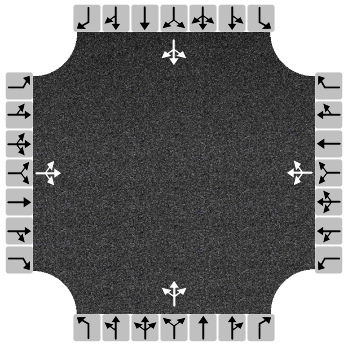
Flow Rate, v (veh/h)			42							8						
Capacity, c (veh/h)			635							1256						
v/c Ratio			0.07							0.01						
95% Queue Length, Q_{95} (veh)			0.2							0.0						
Control Delay (s/veh)			11.1							7.9						
Level of Service (LOS)			B							A						
Approach Delay (s/veh)		11.1								0.3						
Approach LOS		B														

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HCS7 All-Way Stop Control Report

General Information		Site Information	
Analyst	Savanna Stockton	Intersection	NE 12th St & NE 31st Ave
Agency/Co.	CHW	Jurisdiction	Alachua County
Date Performed	2/17/2020	East/West Street	NE 31st Avenue
Analysis Year	2023	North/South Street	NE 12th Street
Analysis Time Period (hrs)	0.25	Peak Hour Factor	1.00
Time Analyzed	AM		
Project Description	With Littlewood Project Trips		

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	179	41	9	4	70	7	7	172	11	9	200	206
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	229			81			190			415		
Percent Heavy Vehicles	0			0			0			0		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.204			0.072			0.169			0.369		
Final Departure Headway, hd (s)	5.74			5.87			5.41			4.84		
Final Degree of Utilization, x	0.365			0.132			0.285			0.558		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.74			3.87			3.41			2.84		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	229			81			190			415		
Capacity	628			613			666			744		
95% Queue Length, Q_{95} (veh)	1.7			0.5			1.2			3.5		
Control Delay (s/veh)	12.0			9.8			10.6			13.8		
Level of Service, LOS	B			A			B			B		
Approach Delay (s/veh)	12.0			9.8			10.6			13.8		
Approach LOS	B			A			B			B		
Intersection Delay, s/veh | LOS	12.3						B					

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HCS7 Two-Way Stop-Control Report

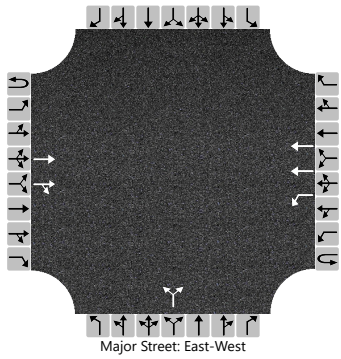
General Information

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

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			673	58	0	26	930			73		33				
Percent Heavy Vehicles (%)					5	5				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.20				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.25				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						26					106					
Capacity, c (veh/h)						846					362					
v/c Ratio						0.03					0.29					
95% Queue Length, Q_{95} (veh)						0.1					1.2					
Control Delay (s/veh)						9.4					19.0					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.3				19.0							
Approach LOS									C							

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HCS7 All-Way Stop Control Report

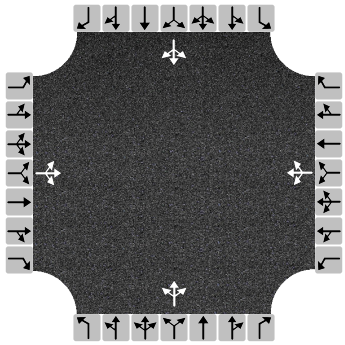
General Information

Analyst	Savanna Stockton
Agency/Co.	CHW
Date Performed	2/17/2020
Analysis Year	2023
Analysis Time Period (hrs)	0.25
Time Analyzed	PM
Project Description	With Littlewood Project Trips

Site Information

Intersection	NE 12th St & NE 31st Ave
Jurisdiction	Alachua County
East/West Street	NE 31st Avenue
North/South Street	NE 12th Street
Peak Hour Factor	1.00

Lanes



Vehicle Volume and Adjustments

Approach	Eastbound			Westbound			Northbound			Southbound		
Movement	L	T	R	L	T	R	L	T	R	L	T	R
Volume	78	65	7	7	62	11	2	70	7	7	178	179
% Thrus in Shared Lane												
Lane	L1	L2	L3	L1	L2	L3	L1	L2	L3	L1	L2	L3
Configuration	LTR			LTR			LTR			LTR		
Flow Rate, v (veh/h)	150			80			79			364		
Percent Heavy Vehicles	0			0			0			10		

Departure Headway and Service Time

Initial Departure Headway, hd (s)	3.20			3.20			3.20			3.20		
Initial Degree of Utilization, x	0.133			0.071			0.070			0.324		
Final Departure Headway, hd (s)	5.15			5.12			4.91			4.50		
Final Degree of Utilization, x	0.215			0.114			0.108			0.455		
Move-Up Time, m (s)	2.0			2.0			2.0			2.0		
Service Time, ts (s)	3.15			3.12			2.91			2.50		

Capacity, Delay and Level of Service

Flow Rate, v (veh/h)	150			80			79			364		
Capacity	699			703			733			801		
95% Queue Length, Q_{95} (veh)	0.8			0.4			0.4			2.4		
Control Delay (s/veh)	9.6			8.8			8.5			11.2		
Level of Service, LOS	A			A			A			B		
Approach Delay (s/veh)	9.6			8.8			8.5			11.2		
Approach LOS	A			A			A			B		
Intersection Delay, s/veh | LOS	10.2						B					

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HCS7 Two-Way Stop-Control Report

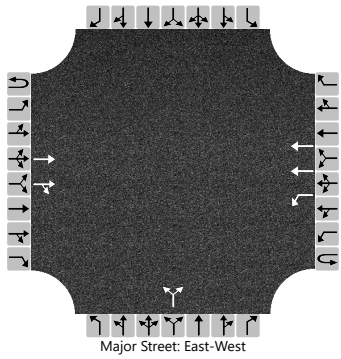
General Information

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 Project Trips

Site Information

Intersection	12th St and 39th Ave
Jurisdiction	Alachua County
East/West Street	NE 39th 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	2	0	0	1	2	0		0	1	0		0	0	0
Configuration			T	TR		L	T				LR					
Volume (veh/h)			684	39	0	7	710			61		5				
Percent Heavy Vehicles (%)					3	3				0		0				
Proportion Time Blocked																
Percent Grade (%)										0						
Right Turn Channelized																
Median Type | Storage	Left + Thru								1							

Critical and Follow-up Headways

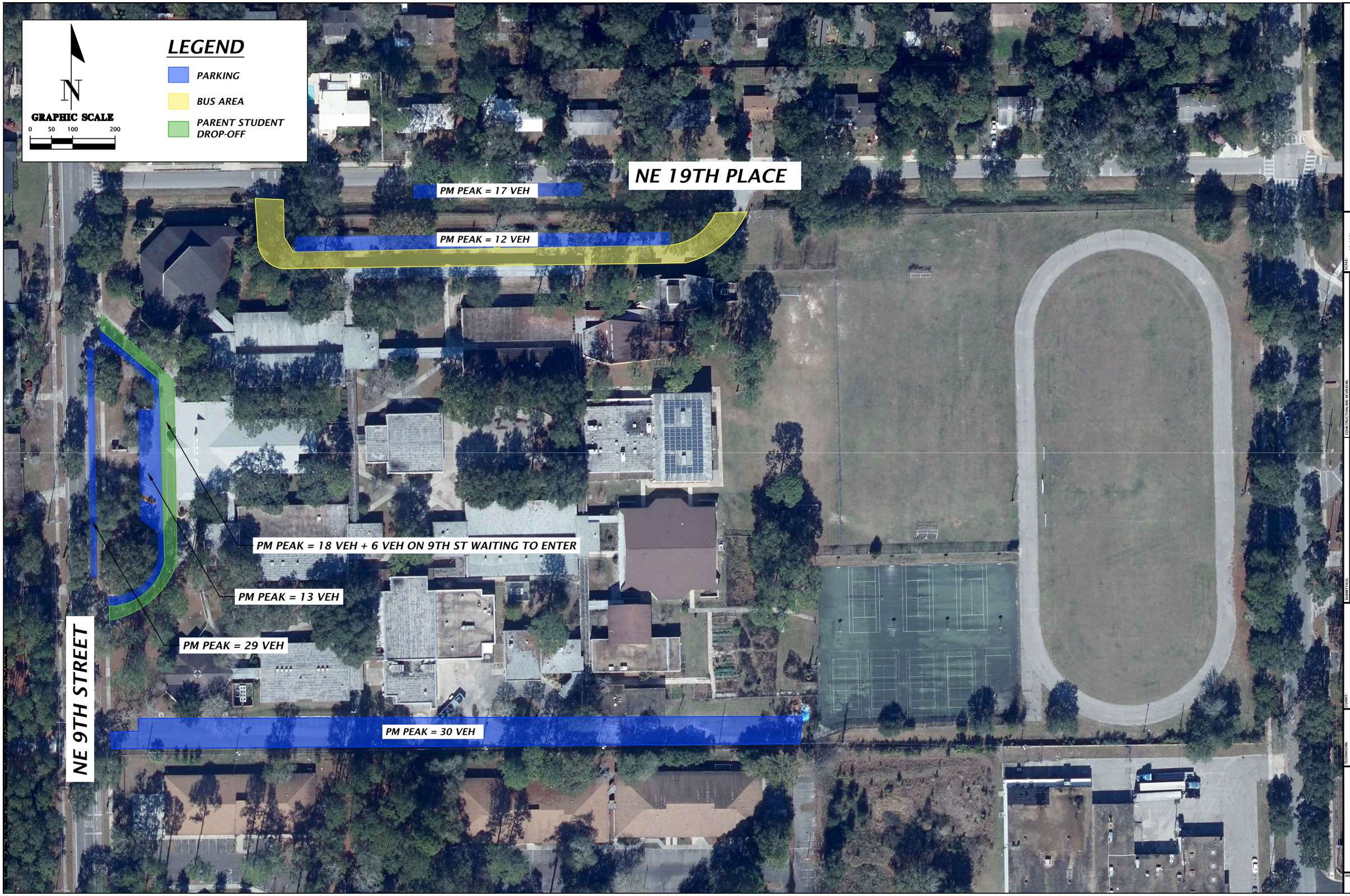
Base Critical Headway (sec)						4.1				7.5		6.9				
Critical Headway (sec)						4.16				6.80		6.90				
Base Follow-Up Headway (sec)						2.2				3.5		3.3				
Follow-Up Headway (sec)						2.23				3.50		3.30				

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)						7					66					
Capacity, c (veh/h)						859					350					
v/c Ratio						0.01					0.19					
95% Queue Length, Q_{95} (veh)						0.0					0.7					
Control Delay (s/veh)						9.2					17.7					
Level of Service (LOS)						A					C					
Approach Delay (s/veh)					0.1				17.7							
Approach LOS									C							

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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.: