

Appendix A
Traffic Count Data

2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1000 HILLSBOROUGH COUNTYWIDE

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2013 - 01/05/2013	1.06	1.10
2	01/06/2013 - 01/12/2013	1.04	1.08
3	01/13/2013 - 01/19/2013	1.02	1.06
4	01/20/2013 - 01/26/2013	1.01	1.05
5	01/27/2013 - 02/02/2013	0.99	1.03
* 6	02/03/2013 - 02/09/2013	0.98	1.02
* 7	02/10/2013 - 02/16/2013	0.96	1.00
* 8	02/17/2013 - 02/23/2013	0.95	0.99
* 9	02/24/2013 - 03/02/2013	0.95	0.99
*10	03/03/2013 - 03/09/2013	0.95	0.99
*11	03/10/2013 - 03/16/2013	0.94	0.98
*12	03/17/2013 - 03/23/2013	0.94	0.98
*13	03/24/2013 - 03/30/2013	0.95	0.99
*14	03/31/2013 - 04/06/2013	0.95	0.99
*15	04/07/2013 - 04/13/2013	0.96	1.00
*16	04/14/2013 - 04/20/2013	0.97	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.02
*18	04/28/2013 - 05/04/2013	0.98	1.02
19	05/05/2013 - 05/11/2013	0.99	1.03
20	05/12/2013 - 05/18/2013	1.00	1.04
21	05/19/2013 - 05/25/2013	1.00	1.04
22	05/26/2013 - 06/01/2013	1.00	1.04
23	06/02/2013 - 06/08/2013	1.00	1.04
24	06/09/2013 - 06/15/2013	1.00	1.04
25	06/16/2013 - 06/22/2013	1.01	1.05
26	06/23/2013 - 06/29/2013	1.02	1.06
27	06/30/2013 - 07/06/2013	1.03	1.07
28	07/07/2013 - 07/13/2013	1.05	1.09
29	07/14/2013 - 07/20/2013	1.06	1.10
30	07/21/2013 - 07/27/2013	1.06	1.10
31	07/28/2013 - 08/03/2013	1.05	1.09
32	08/04/2013 - 08/10/2013	1.04	1.08
33	08/11/2013 - 08/17/2013	1.03	1.07
34	08/18/2013 - 08/24/2013	1.03	1.07
35	08/25/2013 - 08/31/2013	1.03	1.07
36	09/01/2013 - 09/07/2013	1.03	1.07
37	09/08/2013 - 09/14/2013	1.02	1.06
38	09/15/2013 - 09/21/2013	1.02	1.06
39	09/22/2013 - 09/28/2013	1.02	1.06
40	09/29/2013 - 10/05/2013	1.01	1.05
41	10/06/2013 - 10/12/2013	1.00	1.04
42	10/13/2013 - 10/19/2013	0.99	1.03
43	10/20/2013 - 10/26/2013	1.00	1.04
44	10/27/2013 - 11/02/2013	1.00	1.04
45	11/03/2013 - 11/09/2013	1.01	1.05
46	11/10/2013 - 11/16/2013	1.01	1.05
47	11/17/2013 - 11/23/2013	1.02	1.06
48	11/24/2013 - 11/30/2013	1.03	1.07
49	12/01/2013 - 12/07/2013	1.04	1.08
50	12/08/2013 - 12/14/2013	1.05	1.09
51	12/15/2013 - 12/21/2013	1.06	1.10
52	12/22/2013 - 12/28/2013	1.04	1.08
53	12/29/2013 - 12/31/2013	1.02	1.06

* PEAK SEASON

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2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1004 HILLSBOROUGH I4

WEEK	DATES	SF	MOCF: 0.97 PSCF
1	01/01/2013 - 01/05/2013	1.00	1.03
2	01/06/2013 - 01/12/2013	1.02	1.05
3	01/13/2013 - 01/19/2013	1.04	1.07
4	01/20/2013 - 01/26/2013	1.03	1.06
5	01/27/2013 - 02/02/2013	1.01	1.04
6	02/03/2013 - 02/09/2013	1.00	1.03
* 7	02/10/2013 - 02/16/2013	0.98	1.01
* 8	02/17/2013 - 02/23/2013	0.97	1.00
* 9	02/24/2013 - 03/02/2013	0.96	0.99
*10	03/03/2013 - 03/09/2013	0.95	0.98
*11	03/10/2013 - 03/16/2013	0.93	0.96
*12	03/17/2013 - 03/23/2013	0.92	0.95
*13	03/24/2013 - 03/30/2013	0.94	0.97
*14	03/31/2013 - 04/06/2013	0.96	0.99
*15	04/07/2013 - 04/13/2013	0.97	1.00
*16	04/14/2013 - 04/20/2013	0.99	1.02
*17	04/21/2013 - 04/27/2013	0.99	1.02
*18	04/28/2013 - 05/04/2013	1.00	1.03
*19	05/05/2013 - 05/11/2013	1.00	1.03
20	05/12/2013 - 05/18/2013	1.00	1.03
21	05/19/2013 - 05/25/2013	1.00	1.03
22	05/26/2013 - 06/01/2013	1.00	1.03
23	06/02/2013 - 06/08/2013	1.01	1.04
24	06/09/2013 - 06/15/2013	1.01	1.04
25	06/16/2013 - 06/22/2013	1.01	1.04
26	06/23/2013 - 06/29/2013	1.01	1.04
27	06/30/2013 - 07/06/2013	1.02	1.05
28	07/07/2013 - 07/13/2013	1.02	1.05
29	07/14/2013 - 07/20/2013	1.02	1.05
30	07/21/2013 - 07/27/2013	1.02	1.05
31	07/28/2013 - 08/03/2013	1.02	1.05
32	08/04/2013 - 08/10/2013	1.01	1.04
33	08/11/2013 - 08/17/2013	1.01	1.04
34	08/18/2013 - 08/24/2013	1.01	1.04
35	08/25/2013 - 08/31/2013	1.02	1.05
36	09/01/2013 - 09/07/2013	1.04	1.07
37	09/08/2013 - 09/14/2013	1.05	1.08
38	09/15/2013 - 09/21/2013	1.06	1.09
39	09/22/2013 - 09/28/2013	1.05	1.08
40	09/29/2013 - 10/05/2013	1.04	1.07
41	10/06/2013 - 10/12/2013	1.02	1.05
42	10/13/2013 - 10/19/2013	1.01	1.04
43	10/20/2013 - 10/26/2013	1.01	1.04
44	10/27/2013 - 11/02/2013	1.01	1.04
45	11/03/2013 - 11/09/2013	1.01	1.04
46	11/10/2013 - 11/16/2013	1.01	1.04
47	11/17/2013 - 11/23/2013	1.01	1.04
48	11/24/2013 - 11/30/2013	1.01	1.04
49	12/01/2013 - 12/07/2013	1.01	1.04
50	12/08/2013 - 12/14/2013	1.00	1.03
51	12/15/2013 - 12/21/2013	1.00	1.03
52	12/22/2013 - 12/28/2013	1.02	1.05
53	12/29/2013 - 12/31/2013	1.04	1.07

* PEAK SEASON

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2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1027 HILLSBOROUGH I275

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2013 - 01/05/2013	0.99	1.03
2	01/06/2013 - 01/12/2013	1.00	1.04
3	01/13/2013 - 01/19/2013	1.01	1.05
4	01/20/2013 - 01/26/2013	1.00	1.04
* 5	01/27/2013 - 02/02/2013	0.99	1.03
* 6	02/03/2013 - 02/09/2013	0.98	1.02
* 7	02/10/2013 - 02/16/2013	0.97	1.01
* 8	02/17/2013 - 02/23/2013	0.96	1.00
* 9	02/24/2013 - 03/02/2013	0.95	0.99
*10	03/03/2013 - 03/09/2013	0.94	0.98
*11	03/10/2013 - 03/16/2013	0.94	0.98
*12	03/17/2013 - 03/23/2013	0.93	0.97
*13	03/24/2013 - 03/30/2013	0.95	0.99
*14	03/31/2013 - 04/06/2013	0.96	1.00
*15	04/07/2013 - 04/13/2013	0.98	1.02
*16	04/14/2013 - 04/20/2013	0.99	1.03
*17	04/21/2013 - 04/27/2013	1.00	1.04
18	04/28/2013 - 05/04/2013	1.01	1.05
19	05/05/2013 - 05/11/2013	1.01	1.05
20	05/12/2013 - 05/18/2013	1.02	1.06
21	05/19/2013 - 05/25/2013	1.02	1.06
22	05/26/2013 - 06/01/2013	1.02	1.06
23	06/02/2013 - 06/08/2013	1.02	1.06
24	06/09/2013 - 06/15/2013	1.02	1.06
25	06/16/2013 - 06/22/2013	1.02	1.06
26	06/23/2013 - 06/29/2013	1.02	1.06
27	06/30/2013 - 07/06/2013	1.03	1.07
28	07/07/2013 - 07/13/2013	1.03	1.07
29	07/14/2013 - 07/20/2013	1.04	1.08
30	07/21/2013 - 07/27/2013	1.04	1.08
31	07/28/2013 - 08/03/2013	1.04	1.08
32	08/04/2013 - 08/10/2013	1.04	1.08
33	08/11/2013 - 08/17/2013	1.04	1.08
34	08/18/2013 - 08/24/2013	1.04	1.08
35	08/25/2013 - 08/31/2013	1.05	1.09
36	09/01/2013 - 09/07/2013	1.06	1.10
37	09/08/2013 - 09/14/2013	1.07	1.11
38	09/15/2013 - 09/21/2013	1.08	1.13
39	09/22/2013 - 09/28/2013	1.06	1.10
40	09/29/2013 - 10/05/2013	1.04	1.08
41	10/06/2013 - 10/12/2013	1.02	1.06
42	10/13/2013 - 10/19/2013	1.01	1.05
43	10/20/2013 - 10/26/2013	1.01	1.05
44	10/27/2013 - 11/02/2013	1.01	1.05
45	11/03/2013 - 11/09/2013	1.01	1.05
46	11/10/2013 - 11/16/2013	1.01	1.05
47	11/17/2013 - 11/23/2013	1.01	1.05
48	11/24/2013 - 11/30/2013	1.00	1.04
49	12/01/2013 - 12/07/2013	1.00	1.04
50	12/08/2013 - 12/14/2013	0.99	1.03
51	12/15/2013 - 12/21/2013	0.99	1.03
52	12/22/2013 - 12/28/2013	1.00	1.04
53	12/29/2013 - 12/31/2013	1.01	1.05

* PEAK SEASON

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2013 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 1075 HILLSBOROUGH I75

WEEK	DATES	SF	MOCF: 0.96 PSCF
1	01/01/2013 - 01/05/2013	0.99	1.03
2	01/06/2013 - 01/12/2013	1.00	1.04
3	01/13/2013 - 01/19/2013	1.01	1.05
4	01/20/2013 - 01/26/2013	1.00	1.04
5	01/27/2013 - 02/02/2013	0.99	1.03
* 6	02/03/2013 - 02/09/2013	0.98	1.02
* 7	02/10/2013 - 02/16/2013	0.97	1.01
* 8	02/17/2013 - 02/23/2013	0.96	1.00
* 9	02/24/2013 - 03/02/2013	0.96	1.00
*10	03/03/2013 - 03/09/2013	0.95	0.99
*11	03/10/2013 - 03/16/2013	0.95	0.99
*12	03/17/2013 - 03/23/2013	0.94	0.98
*13	03/24/2013 - 03/30/2013	0.95	0.99
*14	03/31/2013 - 04/06/2013	0.96	1.00
*15	04/07/2013 - 04/13/2013	0.96	1.00
*16	04/14/2013 - 04/20/2013	0.97	1.01
*17	04/21/2013 - 04/27/2013	0.98	1.02
*18	04/28/2013 - 05/04/2013	0.99	1.03
19	05/05/2013 - 05/11/2013	0.99	1.03
20	05/12/2013 - 05/18/2013	1.00	1.04
21	05/19/2013 - 05/25/2013	1.00	1.04
22	05/26/2013 - 06/01/2013	1.00	1.04
23	06/02/2013 - 06/08/2013	1.01	1.05
24	06/09/2013 - 06/15/2013	1.01	1.05
25	06/16/2013 - 06/22/2013	1.01	1.05
26	06/23/2013 - 06/29/2013	1.01	1.05
27	06/30/2013 - 07/06/2013	1.01	1.05
28	07/07/2013 - 07/13/2013	1.01	1.05
29	07/14/2013 - 07/20/2013	1.01	1.05
30	07/21/2013 - 07/27/2013	1.02	1.06
31	07/28/2013 - 08/03/2013	1.02	1.06
32	08/04/2013 - 08/10/2013	1.03	1.07
33	08/11/2013 - 08/17/2013	1.03	1.07
34	08/18/2013 - 08/24/2013	1.04	1.08
35	08/25/2013 - 08/31/2013	1.04	1.08
36	09/01/2013 - 09/07/2013	1.05	1.09
37	09/08/2013 - 09/14/2013	1.05	1.09
38	09/15/2013 - 09/21/2013	1.05	1.09
39	09/22/2013 - 09/28/2013	1.04	1.08
40	09/29/2013 - 10/05/2013	1.03	1.07
41	10/06/2013 - 10/12/2013	1.01	1.05
42	10/13/2013 - 10/19/2013	1.00	1.04
43	10/20/2013 - 10/26/2013	1.00	1.04
44	10/27/2013 - 11/02/2013	1.00	1.04
45	11/03/2013 - 11/09/2013	1.00	1.04
46	11/10/2013 - 11/16/2013	1.00	1.04
47	11/17/2013 - 11/23/2013	1.00	1.04
48	11/24/2013 - 11/30/2013	1.00	1.04
49	12/01/2013 - 12/07/2013	1.00	1.04
50	12/08/2013 - 12/14/2013	0.99	1.03
51	12/15/2013 - 12/21/2013	0.99	1.03
52	12/22/2013 - 12/28/2013	1.00	1.04
53	12/29/2013 - 12/31/2013	1.01	1.05

* PEAK SEASON

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COUNTY: 10
 STATION: 5306
 DESCRIPTION: SR 585/21ST ST (SB), N OF 7TH AVE
 START DATE: 10/08/2013
 START TIME: 1500

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	48	42	40	40	170
0100	35	36	54	33	158
0200	33	51	42	46	172
0300	30	25	38	54	147
0400	41	50	84	100	275
0500	121	123	208	236	688
0600	257	328	336	411	1332
0700	288	317	285	279	1169
0800	267	288	293	259	1107
0900	271	265	196	220	952
1000	216	219	219	278	932
1100	278	273	263	277	1091
1200	318	285	257	261	1121
1300	306	265	268	313	1152
1400	282	283	279	293	1137
1500	283	352	273	310	1218
1600	296	345	320	321	1282
1700	364	359	304	347	1374
1800	313	269	272	280	1134
1900	276	227	208	184	895
2000	195	200	143	176	714
2100	123	171	105	124	523
2200	149	107	93	92	441
2300	78	84	72	73	307

24-HOUR TOTALS: 19491

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	1301
P.M.	1700	1374
DAILY	1700	1374

TRUCK PERCENTAGE 6.34 NAN 6.34

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	204	15674	2377	15	293	272	7	134	499	10	0	0	6	0	0	1236	19491

COUNTY: 10
 STATION: 5306
 DESCRIPTION: SR 585/21ST ST (SB), N OF 7TH AVE
 START DATE: 10/09/2013
 START TIME: 1500

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	53	67	44	39	203
0100	40	33	35	28	136
0200	37	40	60	43	180
0300	56	40	36	54	186
0400	46	54	83	102	285
0500	99	132	193	231	655
0600	274	326	413	400	1413
0700	291	297	317	284	1189
0800	279	271	260	260	1070
0900	299	254	205	283	1041
1000	253	246	261	233	993
1100	263	275	270	222	1030
1200	283	292	293	280	1148
1300	253	265	282	301	1101
1400	287	285	257	294	1123
1500	291	285	315	311	1202
1600	342	246	285	300	1173
1700	349	293	317	286	1245
1800	365	303	326	296	1290
1900	254	264	235	201	954
2000	205	189	157	141	692
2100	135	145	115	157	552
2200	142	134	115	86	477
2300	103	80	83	86	352

24-HOUR TOTALS: 19690

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	1305
P.M.	1800	1290
DAILY	615	1430

TRUCK PERCENTAGE 5.64 NAN 5.64

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	251	16078	2251	17	283	253	10	139	392	6	0	0	10	0	0	1110	19690

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5306 - SR 585/21ST ST (SB), N OF 7TH AVE

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	19500 C	S 19500	0	9.00	99.90	6.00

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 10
 STATION: 5305
 DESCRIPTION: SR 585/22ND ST (NORTHBOUND), NORTH OF 7TH AVE
 START DATE: 09/23/2013
 START TIME: 1200

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	33	33	41	22	129
0100	35	38	22	44	139
0200	33	40	36	37	146
0300	26	24	38	31	119
0400	46	46	88	70	250
0500	53	82	115	118	368
0600	153	221	210	196	780
0700	304	289	298	297	1188
0800	301	235	259	270	1065
0900	262	241	206	209	918
1000	194	170	191	197	752
1100	190	215	228	249	882
1200	244	188	231	233	896
1300	193	274	236	254	957
1400	259	198	274	276	1007
1500	251	241	323	263	1078
1600	302	266	297	261	1126
1700	299	217	249	261	1026
1800	240	199	170	175	784
1900	154	147	132	155	588
2000	124	130	125	148	527
2100	82	69	82	78	311
2200	96	73	74	48	291
2300	49	68	33	66	216

24-HOUR TOTALS: 15543

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	1188
P.M.	1530	1154
DAILY	700	1188

TRUCK PERCENTAGE 7.84 NAN 7.84

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	55	12166	2104	9	258	146	32	166	584	12	0	0	11	0	0	1218	15543

COUNTY: 10
 STATION: 5305
 DESCRIPTION: SR 585/22ND ST (NORTHBOUND), NORTH OF 7TH AVE
 START DATE: 09/24/2013
 START TIME: 1200

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	55	49	54	32	190
0100	36	33	24	34	127
0200	27	24	33	52	136
0300	45	28	38	56	167
0400	44	33	81	53	211
0500	70	85	105	147	407
0600	157	191	251	300	899
0700	312	339	289	304	1244
0800	279	310	300	261	1150
0900	210	227	183	194	814
1000	182	212	164	189	747
1100	223	194	218	197	832
1200	209	204	205	202	820
1300	213	239	234	218	904
1400	201	209	242	261	913
1500	263	257	294	289	1103
1600	287	227	312	284	1110
1700	285	236	279	262	1062
1800	233	230	200	202	865
1900	161	162	152	162	637
2000	132	131	107	103	473
2100	114	114	101	122	451
2200	93	61	98	103	355
2300	82	51	65	71	269

24-HOUR TOTALS: 15886

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	1244
P.M.	1515	1127
DAILY	700	1244

TRUCK PERCENTAGE 7.56 NAN 7.56

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	60	12423	2202	11	252	135	3	142	632	14	0	0	12	0	0	1201	15886

FLORIDA DEPARTMENT OF TRANSPORTATION
TRANSPORTATION STATISTICS OFFICE
2013 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5305 - SR 585/22ND ST (NORTHBOUND), NORTH OF 7TH AVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	16000	C	N 16000	0	9.00	99.90	7.70
2012	17000	C	N 17000	0	9.00	99.90	8.40
2011	17000	C	N 17000	0	9.00	99.90	9.60
2010	17000	C	N 17000	0	9.51	99.99	7.40
2009	16500	C	N 16500	0	9.54	99.99	9.40
2008	16000	C	N 16000	0	9.13	99.99	9.80
2007	14500	C	N 14500	0	9.52	99.99	8.40
2006	14000	C	N 14000	0	9.41	99.99	14.20
2005	18000	C	N 18000	0	9.70	99.90	8.60
2003	16000	S	N 16000	0	9.80	99.90	15.10
2002	15500	F	N 15500	0	9.80	99.90	13.30
2001	15000	C	N 15000	0	9.20	99.90	15.10
2000	17000	C	N 17000	0	9.60	99.90	15.30
1999	16000	C	N 16000	0	10.40	99.90	16.70
1998	17000	C	N 17000	0	9.90	99.90	14.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 10
 STATION: 5307
 DESCRIPTION: SR 585/22ND ST (NORTHBOUND), NORTH OF SR 585/21ST
 START DATE: 10/09/2013
 START TIME: 1500

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	8	7	7	4	26
0100	3	7	5	0	15
0200	5	7	0	5	17
0300	3	3	3	1	10
0400	3	3	1	2	9
0500	7	13	8	16	44
0600	10	17	10	46	83
0700	77	57	48	67	249
0800	45	64	31	40	180
0900	44	39	45	36	164
1000	35	45	40	54	174
1100	44	50	37	42	173
1200	60	64	51	59	234
1300	52	44	56	61	213
1400	60	58	60	72	250
1500	56	61	64	63	244
1600	74	81	51	69	275
1700	70	73	80	73	296
1800	62	65	64	70	261
1900	45	47	41	38	171
2000	22	28	34	23	107
2100	25	29	21	15	90
2200	18	21	18	14	71
2300	15	17	13	10	55

24-HOUR TOTALS: 3411

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	249
P.M.	1700	296
DAILY	1700	296

TRUCK PERCENTAGE 4.05 NAN 4.05

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	36	2650	587	37	72	14	2	10	3	0	0	0	0	0	0	138	3411

COUNTY: 10
 STATION: 5307
 DESCRIPTION: SR 585/22ND ST (NORTHBOUND), NORTH OF SR 585/21ST
 START DATE: 10/08/2013
 START TIME: 1500

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	13	6	8	3	30
0100	3	11	1	7	22
0200	5	8	10	3	26
0300	7	5	3	5	20
0400	4	1	4	5	14
0500	4	11	12	12	39
0600	13	26	22	40	101
0700	68	68	38	51	225
0800	43	41	45	69	198
0900	51	37	35	34	157
1000	40	35	41	30	146
1100	51	43	47	34	175
1200	45	39	43	52	179
1300	54	52	46	58	210
1400	75	47	54	66	242
1500	54	58	61	78	251
1600	74	79	73	66	292
1700	71	84	94	71	320
1800	69	68	61	45	243
1900	47	52	29	41	169
2000	28	27	29	23	107
2100	28	14	19	15	76
2200	16	17	14	10	57
2300	22	12	9	16	59

24-HOUR TOTALS: 3358

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	225
P.M.	1700	320
DAILY	1700	320

TRUCK PERCENTAGE 4.26 NAN 4.26

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	29	2601	585	40	78	13	0	10	2	0	0	0	0	0	0	143	3358

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5307 - SR 585/22ND ST (NORTHBOUND), NORTH OF SR 585/21ST ST CURVE

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	3400	C	N 3400	0	9.00	99.90	4.10
2012	4000	C	N 4000	0	9.00	99.90	5.30
2011	4600	C	N 4600	0	9.00	99.90	4.00
2010	4400	C	N 4400	0	9.51	99.99	4.50
2009	4300	C	N 4300	0	9.54	99.99	5.10
2008	4400	C	N 4400	0	9.13	99.99	3.60
2007	5000	C	N 5000	0	9.52	99.99	4.70
2006	5200	C	N 5200	0	9.41	99.99	5.80
2005	3900	C	N 3900	0	9.70	99.90	4.40
2002	5300	F	N 5300	0	9.80	99.90	13.30
2001	5200	C	N 5200	0	9.20	99.90	6.00
2000	5900	C	N 5900	0	9.60	99.90	12.80
1999	6700	C	N 6700	0	10.40	99.90	9.10
1998	5400	C	N 5400	0	9.90	99.90	14.10

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 10
 STATION: 5308
 DESCRIPTION: SR 585/BUS US 41/N 21ST ST (SOUTHBOUND), S OF SR 5
 START DATE: 10/09/2013
 START TIME: 1500

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	4	13	6	3	26
0100	1	2	2	3	8
0200	3	3	2	2	10
0300	5	4	3	6	18
0400	1	1	4	5	11
0500	12	9	7	9	37
0600	19	22	26	26	93
0700	37	59	77	39	212
0800	43	47	38	28	156
0900	45	36	41	46	168
1000	35	30	52	37	154
1100	56	27	37	32	152
1200	49	51	44	35	179
1300	44	29	50	47	170
1400	37	52	43	49	181
1500	50	51	44	49	194
1600	54	55	60	60	229
1700	74	68	56	41	239
1800	31	33	44	41	149
1900	39	38	32	29	138
2000	17	22	25	27	91
2100	21	16	19	31	87
2200	21	11	11	7	50
2300	11	7	4	6	28

24-HOUR TOTALS: 2780

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	218
P.M.	1630	262
DAILY	1630	262

TRUCK PERCENTAGE 6.44 NAN 6.44

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	29	2273	299	1	77	90	0	8	3	0	0	0	0	0	0	179	2780

COUNTY: 10
 STATION: 5308
 DESCRIPTION: SR 585/BUS US 41/N 21ST ST (SOUTHBOUND), S OF SR 5
 START DATE: 10/08/2013
 START TIME: 1500

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	10	1	7	6	24
0100	6	4	3	7	20
0200	9	2	4	5	20
0300	1	4	6	6	17
0400	3	2	4	3	12
0500	9	5	8	14	36
0600	9	27	20	34	90
0700	49	53	71	49	222
0800	44	36	54	37	171
0900	31	27	32	26	116
1000	28	34	33	34	129
1100	40	42	57	27	166
1200	42	42	35	40	159
1300	36	52	35	36	159
1400	54	50	26	54	184
1500	69	54	51	44	218
1600	47	43	41	55	186
1700	72	47	49	36	204
1800	47	35	35	42	159
1900	35	28	32	32	127
2000	20	31	25	27	103
2100	30	30	23	15	98
2200	12	13	10	7	42
2300	9	15	10	11	45

24-HOUR TOTALS: 2707

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	222
P.M.	1445	228
DAILY	1445	228

TRUCK PERCENTAGE 6.83 NAN 6.83

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
S	20	2212	290	2	94	71	0	14	4	0	0	0	0	0	0	185	2707

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2013 HISTORICAL AADT REPORT

COUNTY: 10 - HILLSBOROUGH

SITE: 5308 - SR 585/BUS US 41/N 21ST ST (SOUTHBOUND), S OF SR 585/22ND ST

YEAR	AADT		DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2013	2700	C	S 2700	0	9.00	99.90	6.60
2012	3900	E	S 3900	0	9.00	99.90	2.70
2011	4700	C	S 4700	0	9.00	99.90	2.70
2010	4100	E	S 4100	0	9.51	99.99	3.30
2009	4800	C	S 4800	0	9.54	99.99	3.30
2008	4700	C	S 4700	0	9.13	99.99	4.60
2007	4600	C	S 4600	0	9.52	99.99	6.50
2006	4600	C	S 4600	0	9.41	99.99	7.20
2005	5800	C	S 5800		9.70	99.90	7.20
2004	5600	C	S 5600	0	8.60	99.90	7.20
2003	5700	C	S 5700	0	9.80	99.90	6.40
2002	5100	F	S 5100	0	9.80	99.90	4.20
2001	5000	C	S 5000	0	9.20	99.90	9.80
2000	4900	C	S 4900	0	9.60	99.90	14.10
1999	5700	C	S 5700	0	10.40	99.90	4.80
1998	5700	F	S 5700	0	9.90	99.90	8.70

AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; F = 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

COUNTY: 10
 STATION: 9225
 DESCRIPTION: E COLUMBUS DR, 19TH AVE
 START DATE: 01/31/2012
 START TIME: 1000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	6	7	9	9	31	10	12	8	10	40	71
0100	19	12	13	8	52	9	9	6	5	29	81
0200	5	10	15	9	39	5	4	2	4	15	54
0300	6	14	8	15	43	7	4	7	11	29	72
0400	18	18	26	24	86	13	6	14	12	45	131
0500	25	40	36	49	150	17	20	25	23	85	235
0600	36	21	34	31	122	29	27	38	60	154	276
0700	35	41	37	31	144	72	81	77	102	332	476
0800	45	44	59	49	197	138	100	55	77	370	567
0900	44	46	56	49	195	64	51	62	46	223	418
1000	48	40	55	59	202	59	35	34	49	177	379
1100	41	60	57	62	220	42	34	56	49	181	401
1200	60	73	61	57	251	66	69	68	67	270	521
1300	70	64	54	68	256	46	77	53	80	256	512
1400	70	102	69	69	310	64	63	64	52	243	553
1500	67	84	70	95	316	62	78	51	61	252	568
1600	75	82	71	97	325	78	72	76	72	298	623
1700	75	102	55	65	297	61	77	79	94	311	608
1800	55	73	50	60	238	73	63	61	57	254	492
1900	65	52	32	45	194	55	50	45	37	187	381
2000	40	39	43	33	155	29	38	37	22	126	281
2100	46	36	37	23	142	26	15	39	21	101	243
2200	17	21	17	26	81	25	16	23	17	81	162
2300	18	13	12	17	60	14	5	13	12	44	104
24-HOUR TOTALS:	4106					4103					8209

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	815	198	715	417	715	574
P.M.	1615	345	1700	323	1615	631
DAILY	1615	345	715	417	1615	631

COUNTY: 10
 STATION: 9225
 DESCRIPTION: E COLUMBUS DR, 19TH AVE
 START DATE: 02/01/2012
 START TIME: 1000

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	23	26	21	23	93	6	4	13	6	29	122
0100	21	11	13	8	53	8	9	4	3	24	77
0200	18	10	4	20	52	6	2	9	9	26	78
0300	15	19	11	14	59	7	8	6	17	38	97
0400	14	24	31	32	101	9	10	14	15	48	149
0500	29	36	36	42	143	11	20	20	25	76	219
0600	36	40	25	45	146	22	36	32	65	155	301
0700	28	54	45	26	153	64	87	89	104	344	497
0800	56	64	52	60	232	114	98	76	67	355	587
0900	49	49	66	51	215	67	58	64	54	243	458
1000	55	48	64	65	232	61	73	45	57	236	468
1100	59	66	72	73	270	51	56	79	74	260	530
1200	72	73	57	57	259	64	57	47	68	236	495
1300	67	59	60	66	252	59	61	60	69	249	501
1400	57	70	65	71	263	46	65	74	59	244	507
1500	57	86	93	73	309	67	69	67	67	270	579
1600	75	106	80	96	357	88	67	90	94	339	696
1700	92	94	83	89	358	82	85	81	83	331	689
1800	63	70	47	47	227	84	71	73	63	291	518
1900	50	60	37	40	187	47	49	43	32	171	358
2000	71	31	31	43	176	51	20	35	25	131	307
2100	41	37	38	30	146	18	28	29	25	100	246
2200	29	48	42	29	148	18	11	20	22	71	219
2300	23	21	11	10	65	6	10	11	9	36	101
24-HOUR TOTALS:	4496					4303					8799

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	745	232	715	405	715	596
P.M.	1600	374	1615	351	1615	713
DAILY	1600	374	715	405	1615	713

COUNTY: 10
 STATION: 1567
 DESCRIPTION: E COLUMBUS DRIVE, WEST OF 50TH ST (SIS)
 START DATE: 08/13/2013
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	29	29	43	27	128	36	32	20	15	103	231
0100	14	22	25	22	83	9	22	10	11	52	135
0200	24	28	30	35	117	10	12	19	8	49	166
0300	30	43	48	38	159	33	22	25	15	95	254
0400	42	59	65	65	231	12	19	27	34	92	323
0500	56	75	118	166	415	36	58	83	84	261	676
0600	133	184	206	239	762	98	140	116	117	471	1233
0700	184	178	216	196	774	130	172	148	126	576	1350
0800	215	156	180	151	702	122	152	105	122	501	1203
0900	126	171	169	162	628	126	115	121	118	480	1108
1000	151	143	161	162	617	103	119	117	102	441	1058
1100	145	160	165	157	627	111	131	103	85	430	1057
1200	173	176	191	195	735	103	142	132	108	485	1220
1300	169	185	179	172	705	130	97	114	116	457	1162
1400	180	174	172	175	701	121	128	126	130	505	1206
1500	149	177	176	181	683	120	168	123	120	531	1214
1600	190	197	194	198	779	130	136	138	113	517	1296
1700	225	240	237	208	910	128	143	130	125	526	1436
1800	166	193	202	180	741	134	109	97	106	446	1187
1900	142	111	114	113	480	107	90	88	87	372	852
2000	104	106	96	107	413	82	65	76	69	292	705
2100	79	114	90	95	378	47	71	65	65	248	626
2200	85	68	69	48	270	60	54	48	24	186	456
2300	46	60	34	47	187	49	43	28	18	138	325
24-HOUR TOTALS:	12225					8254					20479

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	817	700	576	645	1384
P.M.	1700	910	1430	544	1700	1436
DAILY	1700	910	700	576	1700	1436

TRUCK PERCENTAGE 9.09 11.28 9.97

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	93	8563	2458	44	406	191	11	191	257	8	2	0	1	0	0	1111	12225
W	71	5423	1829	20	349	150	16	164	229	3	0	0	0	0	0	931	8254

COUNTY: 10
 STATION: 1567
 DESCRIPTION: E COLUMBUS DRIVE, WEST OF 50TH ST (SIS)
 START DATE: 08/14/2013
 START TIME: 1200

TIME	DIRECTION: E					DIRECTION: W					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	30	36	38	33	137	29	23	22	14	88	225
0100	32	25	22	23	102	25	31	12	22	90	192
0200	29	29	26	31	115	7	13	26	11	57	172
0300	28	31	49	69	177	19	23	17	9	68	245
0400	54	38	61	70	223	23	33	34	32	122	345
0500	60	79	103	171	413	42	80	60	74	256	669
0600	142	168	230	241	781	117	141	144	145	547	1328
0700	214	198	185	214	811	135	92	168	145	540	1351
0800	155	166	162	165	648	112	150	128	111	501	1149
0900	181	163	164	171	679	113	89	101	121	424	1103
1000	159	143	176	155	633	131	111	120	121	483	1116
1100	162	156	175	195	688	122	108	130	161	521	1209
1200	183	202	161	166	712	125	134	109	104	472	1184
1300	163	193	180	165	701	116	97	144	116	473	1174
1400	208	207	183	166	764	130	142	154	142	568	1332
1500	157	191	175	149	672	134	150	149	142	575	1247
1600	170	224	216	185	795	153	136	121	134	544	1339
1700	186	161	183	180	710	154	121	136	127	538	1248
1800	190	166	184	160	700	109	89	115	104	417	1117
1900	141	144	133	104	522	100	78	98	91	367	889
2000	100	93	96	88	377	87	66	65	68	286	663
2100	94	129	104	105	432	54	59	60	47	220	652
2200	83	77	63	53	276	92	48	55	29	224	500
2300	50	58	50	41	199	39	36	27	31	133	332
24-HOUR TOTALS:	12267					8514					20781

PEAK VOLUME INFORMATION

	DIRECTION: E		DIRECTION: W		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	838	730	575	645	1378
P.M.	1615	811	1515	594	1615	1356
DAILY	630	883	1515	594	615	1418

TRUCK PERCENTAGE 8.63 11.25 9.71

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
E	69	8706	2433	51	388	161	12	189	248	3	2	0	5	0	0	1059	12267
W	73	5633	1850	34	353	163	5	183	217	3	0	0	0	0	0	958	8514

RAMP, 21ST ST TO WB I-4 (2011).txt

County: 10
 Station: 2678
 Description: RP, SR585/21ST ST TO WB SR400/I-4
 Start Date: 09/13/2011
 Start Time: 0600

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	56	65	46	38	205
0100	44	50	27	36	157
0200	40	30	48	54	172
0300	48	50	42	41	181
0400	48	56	69	58	231
0500	60	54	109	111	334
0600	164	140	164	176	644
0700	226	273	241	227	967
0800	206	221	224	194	845
0900	174	166	195	199	734
1000	175	163	203	217	758
1100	178	201	195	186	760
1200	206	229	241	189	865
1300	220	210	218	217	865
1400	242	260	247	252	1001
1500	239	244	274	240	997
1600	255	230	222	191	898
1700	204	192	167	190	753
1800	141	222	157	176	696
1900	188	143	153	148	632
2000	185	145	152	136	618
2100	132	150	99	132	513
2200	95	96	100	92	383
2300	78	69	92	54	293
24-Hour Totals:					14502

Peak Volume Information

	Hour	Volume
A.M.	700	967
P.M.	1515	1013
Daily	1515	1013

County: 10
 Station: 2678
 Description: RP, SR585/21ST ST TO WB SR400/I-4
 Start Date: 09/14/2011
 Start Time: 0600

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	51	68	46	54	219

RAMP, 21ST ST TO WB I-4 (2011).txt

0100	55	57	26	45	183
0200	35	27	40	23	125
0300	53	52	46	35	186
0400	43	63	78	68	252
0500	38	65	97	128	328
0600	135	146	170	194	645
0700	232	248	253	225	958
0800	198	186	172	201	757
0900	201	177	197	179	754
1000	173	181	146	215	715
1100	223	211	165	192	791
1200	239	208	227	211	885
1300	225	204	213	250	892
1400	245	236	241	253	975
1500	224	245	282	249	1000
1600	255	240	236	213	944
1700	199	221	188	204	812
1800	178	196	165	171	710
1900	175	144	167	140	626
2000	147	180	156	123	606
2100	153	158	109	157	577
2200	127	114	121	87	449
2300	79	69	98	43	289

 24-Hour Totals: 14678

Peak Volume Information

	Hour	Volume
A.M.	700	958
P.M.	1515	1031
Daily	1515	1031

Generated by SPS 5.0.21

RAMP, 22ND ST TO EB I-4 (2011).txt

County: 10
 Station: 2680
 Description: RP, SR 585/22ND ST TO EB SR400/I-4
 Start Date: 09/13/2011
 Start Time: 0100

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	18	22	22	24	86
0100	18	34	16	18	86
0200	8	11	19	10	48
0300	24	28	29	32	113
0400	31	17	18	15	81
0500	20	23	26	20	89
0600	47	43	54	36	180
0700	78	86	68	72	304
0800	72	78	90	80	320
0900	103	75	93	53	324
1000	86	54	87	89	316
1100	67	85	74	74	300
1200	78	102	106	71	357
1300	102	74	76	85	337
1400	97	104	79	94	374
1500	109	119	108	104	440
1600	97	103	117	116	433
1700	118	179	118	99	514
1800	95	124	78	64	361
1900	59	72	72	75	278
2000	63	54	83	56	256
2100	73	68	66	50	257
2200	50	55	42	33	180
2300	30	27	34	26	117

24-Hour Totals: 6151

Peak Volume Information

	Hour	Volume
A.M.	800	351
P.M.	1630	531
Daily	1630	531

County: 10
 Station: 2680
 Description: RP, SR 585/22ND ST TO EB SR400/I-4
 Start Date: 09/14/2011
 Start Time: 0100

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	32	22	17	19	90
0100	16	22	14	19	71

RAMP, 22ND ST TO EB I-4 (2011).txt

0200	11	16	14	15	56
0300	35	15	27	16	93
0400	22	16	14	27	79
0500	13	18	33	61	125
0600	40	51	57	73	221
0700	64	104	105	94	367
0800	70	98	80	77	325
0900	70	49	88	90	297
1000	55	87	63	74	279
1100	130	68	62	69	329
1200	91	101	115	96	403
1300	73	77	88	71	309
1400	108	67	65	90	330
1500	86	113	125	110	434
1600	93	124	101	124	442
1700	125	155	124	112	516
1800	81	93	71	76	321
1900	82	66	76	70	294
2000	76	82	101	49	308
2100	59	76	63	61	259
2200	60	60	50	52	222
2300	36	28	17	29	110

 24-Hour Totals: 6280

Peak Volume Information

	Hour	Volume
A.M.	700	373
P.M.	1630	528
Daily	1630	528

Generated by SPS 5.0.21

RAMP, EB I-4 TO 21ST ST (2011).txt

County: 10
 Station: 2679
 Description: RP, EB SR400/I-4 TO SR585/21ST ST
 Start Date: 09/13/2011
 Start Time: 0100

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	52	45	42	37	176
0100	43	28	18	36	125
0200	27	26	27	23	103
0300	17	35	23	30	105
0400	35	25	39	56	155
0500	89	64	113	177	443
0600	163	185	279	302	929
0700	271	299	276	275	1121
0800	253	203	227	237	920
0900	262	290	235	191	978
1000	205	203	205	233	846
1100	220	209	190	231	850
1200	219	214	183	200	816
1300	226	201	196	215	838
1400	233	232	200	222	887
1500	238	209	210	235	892
1600	259	222	246	282	1009
1700	253	262	233	284	1032
1800	242	270	285	202	999
1900	199	198	169	154	720
2000	137	126	196	140	599
2100	115	135	118	117	485
2200	128	106	91	83	408
2300	78	78	66	61	283

24-Hour Totals: 15719

Peak Volume Information

	Hour	Volume
A.M.	645	1121
P.M.	1730	1081
Daily	615	1151

County: 10
 Station: 2679
 Description: RP, EB SR400/I-4 TO SR585/21ST ST
 Start Date: 09/14/2011
 Start Time: 0100

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	60	39	49	40	188
0100	30	30	28	30	118

RAMP, EB I-4 TO 21ST ST (2011).txt

0200	25	25	23	26	99
0300	15	28	20	23	86
0400	42	28	51	67	188
0500	75	76	105	180	436
0600	167	179	239	329	914
0700	331	253	258	256	1098
0800	264	267	206	266	1003
0900	278	210	225	191	904
1000	206	184	195	218	803
1100	234	228	216	201	879
1200	221	207	224	229	881
1300	226	183	240	215	864
1400	199	220	210	221	850
1500	248	223	203	279	953
1600	260	218	234	296	1008
1700	272	288	309	302	1171
1800	240	242	262	269	1013
1900	217	205	187	166	775
2000	170	172	162	128	632
2100	127	148	156	115	546
2200	127	95	109	73	404
2300	104	82	72	72	330

 24-Hour Totals: 16143

Peak Volume Information

	Hour	Volume
A.M.	645	1098
P.M.	1645	1171
Daily	630	1171

Generated by SPS 5.0.21

RAMP, WB I-4 TO 22ND ST (2011).txt

County: 10
 Station: 2677
 Description: RP, WB SR400/I-4 TO SR585/22ND ST(NB)
 Start Date: 09/13/2011
 Start Time: 0600

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	30	11	19	18	78
0100	18	19	10	11	58
0200	12	16	11	8	47
0300	12	11	3	7	33
0400	17	17	16	30	80
0500	32	50	39	56	177
0600	50	58	89	161	358
0700	137	137	182	189	645
0800	172	159	160	213	704
0900	171	133	92	86	482
1000	69	82	81	100	332
1100	84	102	87	104	377
1200	88	82	82	79	331
1300	78	73	93	94	338
1400	56	76	76	64	272
1500	70	80	75	82	307
1600	63	78	85	70	296
1700	91	92	90	106	379
1800	96	83	91	83	353
1900	56	61	38	54	209
2000	43	46	37	50	176
2100	33	41	34	21	129
2200	35	33	33	27	128
2300	23	17	35	14	89

24-Hour Totals: 6378

Peak volume Information

	Hour	Volume
A.M.	800	704
P.M.	1715	384
Daily	800	704

County: 10
 Station: 2677
 Description: RP, WB SR400/I-4 TO SR585/22ND ST(NB)
 Start Date: 09/14/2011
 Start Time: 0600

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	20	13	14	12	59
0100	4	9	5	7	25

RAMP, WB I-4 TO 22ND ST (2011).txt

0200	10	7	8	7	32
0300	13	6	17	13	49
0400	20	21	8	18	67
0500	24	26	49	68	167
0600	56	78	99	146	379
0700	148	137	160	217	662
0800	220	161	127	130	638
0900	115	92	77	70	354
1000	71	89	89	92	341
1100	74	98	85	81	338
1200	95	79	85	102	361
1300	66	66	87	71	290
1400	75	77	76	67	295
1500	59	73	88	53	273
1600	73	66	94	94	327
1700	104	102	111	87	404
1800	70	83	84	76	313
1900	86	71	53	59	269
2000	39	58	43	44	184
2100	28	34	41	32	135
2200	34	17	28	23	102
2300	26	21	16	12	75

 24-Hour Totals: 6139

Peak Volume Information

	Hour	Volume
A.M.	730	758
P.M.	1645	411
Daily	730	758

RAMP, EB I-4 TO COLUMBUS (2011).txt

County: 10
 Station: 2672
 Description: RP, EB SR400/I-4 TO COLUMBUS DR
 Start Date: 11/01/2011
 Start Time: 0000

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	33	45	35	39	152
0100	39	39	40	40	158
0200	31	36	49	42	158
0300	51	53	53	69	226
0400	56	49	74	76	255
0500	58	103	137	159	457
0600	154	219	268	321	962
0700	303	261	298	297	1159
0800	251	230	190	237	908
0900	211	209	211	214	845
1000	211	199	226	210	846
1100	226	206	212	248	892
1200	225	204	235	208	872
1300	230	228	244	251	953
1400	256	269	269	298	1092
1500	252	266	249	251	1018
1600	271	284	253	299	1107
1700	276	313	318	290	1197
1800	259	252	205	168	884
1900	162	142	141	185	630
2000	151	147	135	111	544
2100	116	133	102	87	438
2200	93	110	73	79	355
2300	63	62	57	43	225

24-Hour Totals: 16333

Peak Volume Information

	Hour	Volume
A.M.	645	1183
P.M.	1645	1206
Daily	1645	1206

County: 10
 Station: 2672
 Description: RP, EB SR400/I-4 TO COLUMBUS DR
 Start Date: 11/02/2011
 Start Time: 0000

Time	Direction: E				Total
	1st	2nd	3rd	4th	
0000	49	38	37	34	158
0100	36	24	30	23	113
0200	35	18	28	35	116
0300	55	39	49	65	208

RAMP, EB I-4 TO COLUMBUS (2011).txt

0400	48	55	87	92	282
0500	69	92	113	187	461
0600	160	202	287	310	959
0700	271	285	261	275	1092
0800	251	226	242	219	938
0900	225	260	227	244	956
1000	210	234	227	203	874
1100	223	204	224	245	896
1200	216	236	234	242	928
1300	237	222	239	235	933
1400	225	308	196	223	952
1500	222	250	252	251	975
1600	259	291	246	296	1092
1700	282	283	280	289	1134
1800	308	281	240	225	1054
1900	178	196	186	153	713
2000	145	131	120	112	508
2100	124	109	122	117	472
2200	96	105	82	68	351
2300	73	69	57	48	247

 24-Hour Totals: 16412

Peak Volume Information

	Hour	Volume
A.M.	645	1127
P.M.	1715	1160
Daily	1715	1160

Generated by SPS 5.0.21

RAMP, COLUMBUS TO WB I-4 (2011).txt

County: 10
 Station: 2671
 Description: RP, COLUMBUS DR TO WB SR400/I-4
 Start Date: 09/13/2011
 Start Time: 0000

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	53	38	42	29	162
0100	38	29	17	22	106
0200	15	25	11	19	70
0300	19	28	33	32	112
0400	31	59	40	59	189
0500	62	74	74	145	355
0600	135	162	203	233	733
0700	261	239	377	307	1184
0800	228	242	208	182	860
0900	202	208	226	196	832
1000	200	201	204	240	845
1100	245	231	221	234	931
1200	207	236	231	233	907
1300	273	253	255	296	1077
1400	266	261	276	281	1084
1500	270	284	283	301	1138
1600	311	320	235	283	1149
1700	264	246	214	213	937
1800	175	208	171	221	775
1900	198	190	160	152	700
2000	126	109	152	131	518
2100	127	102	98	113	440
2200	102	100	87	80	369
2300	75	79	57	58	269

24-Hour Totals: 15742

Peak Volume Information

	Hour	Volume
A.M.	645	1184
P.M.	1515	1215
Daily	1515	1215

County: 10
 Station: 2671
 Description: RP, COLUMBUS DR TO WB SR400/I-4
 Start Date: 09/14/2011
 Start Time: 0000

Time	Direction: W				Total
	1st	2nd	3rd	4th	
0000	68	52	26	28	174
0100	23	23	28	17	91
0200	20	21	18	13	72

RAMP, COLUMBUS TO WB I-4 (2011).txt

0300	22	20	22	27	91
0400	34	49	35	81	199
0500	65	69	96	122	352
0600	128	186	214	248	776
0700	256	323	323	363	1265
0800	246	229	224	190	889
0900	248	229	232	223	932
1000	257	239	219	239	954
1100	236	213	223	257	929
1200	274	237	214	218	943
1300	247	252	232	238	969
1400	252	273	272	315	1112
1500	290	334	296	309	1229
1600	269	314	260	243	1086
1700	264	261	237	214	976
1800	137	229	216	258	840
1900	161	215	162	160	698
2000	168	133	133	134	568
2100	135	114	123	126	498
2200	121	107	108	108	444
2300	108	91	90	68	357

 24-Hour Totals: 16444

Peak volume Information

	Hour	Volume
A.M.	645	1265
P.M.	1430	1235
Daily	645	1265

Generated by SPS 5.0.21

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	3	0	13	16	6	3	1	0	0	0	0	0	0	42
12:15	3	1	2	10	11	9	3	0	0	0	0	0	0	0	39
12:30	0	0	5	11	15	16	1	1	0	0	0	0	0	0	49
12:45	0	0	3	9	22	8	3	1	0	0	0	0	0	0	46
	3	4	10	43	64	39	10	3	0	0	0	0	0	0	176
13:00	1	2	1	13	22	14	2	1	0	0	0	0	0	0	56
13:15	3	2	7	16	18	10	3	0	0	0	0	0	0	0	59
13:30	1	2	2	12	24	15	0	1	0	0	0	0	0	0	57
13:45	3	0	2	15	17	8	3	0	0	0	0	0	0	0	48
	8	6	12	56	81	47	8	2	0	0	0	0	0	0	220
14:00	3	0	3	6	28	9	2	0	0	0	0	0	0	0	51
14:15	1	1	6	12	21	12	3	0	0	0	0	0	0	0	56
14:30	2	0	1	4	27	9	2	2	0	0	0	0	0	0	47
14:45	6	1	4	11	18	25	2	3	0	0	0	0	0	0	70
	12	2	14	33	94	55	9	5	0	0	0	0	0	0	224
15:00	2	2	2	9	24	23	3	1	0	0	0	0	0	0	66
15:15	3	1	3	13	20	12	6	0	0	0	0	0	0	0	58
15:30	0	1	3	11	13	22	0	0	0	0	0	0	0	0	50
15:45	2	0	4	10	32	15	5	1	0	0	0	0	0	0	69
	7	4	12	43	89	72	14	2	0	0	0	0	0	0	243
16:00	0	0	3	14	34	11	1	0	0	0	0	0	0	0	63
16:15	2	1	0	9	28	13	2	1	0	0	0	0	0	0	56
16:30	3	1	2	3	24	18	11	2	1	0	0	0	0	0	65
16:45	2	0	4	4	31	31	7	1	0	0	0	0	0	0	80
	7	2	9	30	117	73	21	4	1	0	0	0	0	0	264
17:00	1	2	1	5	22	12	13	0	0	0	0	0	0	0	56
17:15	5	1	3	4	31	30	8	2	0	0	0	0	0	0	84
17:30	1	2	1	8	46	37	10	0	0	0	0	0	0	0	105
17:45	3	0	2	5	31	38	12	2	0	0	0	0	0	0	93
	10	5	7	22	130	117	43	4	0	0	0	0	0	0	338
18:00	1	1	1	8	38	43	14	2	0	0	0	0	0	0	108
18:15	1	2	1	4	32	43	10	2	1	0	0	0	0	0	96
18:30	4	1	2	9	37	46	16	1	0	0	0	0	0	0	116
18:45	2	1	0	9	30	40	13	2	0	0	0	0	0	0	97
	8	5	4	30	137	172	53	7	1	0	0	0	0	0	417
19:00	2	2	4	10	34	44	11	3	0	0	0	0	0	0	110
19:15	1	1	0	9	31	33	5	0	0	0	0	0	0	0	80
19:30	0	2	0	6	20	24	2	2	0	0	0	0	0	0	56
19:45	2	1	1	12	26	15	5	0	0	0	0	0	0	0	62
	5	6	5	37	111	116	23	5	0	0	0	0	0	0	308
20:00	0	1	1	3	15	10	9	2	0	0	0	0	0	0	41
20:15	0	2	0	9	15	21	11	0	0	0	0	0	0	0	58
20:30	0	1	0	2	12	13	5	1	1	0	0	0	0	0	35
20:45	0	0	0	4	9	12	4	0	0	0	0	0	0	0	29
	0	4	1	18	51	56	29	3	1	0	0	0	0	0	163
21:00	0	0	0	5	20	12	2	0	0	0	0	0	0	0	39
21:15	0	0	4	6	14	13	3	0	0	0	0	0	0	0	40
21:30	1	1	1	3	19	9	4	0	0	0	0	0	0	0	38
21:45	0	0	0	6	20	7	2	1	0	0	0	0	0	0	36
	1	1	5	20	73	41	11	1	0	0	0	0	0	0	153
22:00	0	1	2	6	10	3	3	0	0	0	0	0	0	0	25
22:15	0	0	0	10	15	7	0	0	0	0	0	0	0	0	32
22:30	0	0	0	7	5	8	1	0	0	0	0	0	0	0	21
22:45	0	1	1	13	8	5	2	0	0	0	0	0	0	0	30
	0	2	3	36	38	23	6	0	0	0	0	0	0	0	108
23:00	0	1	2	3	8	9	2	1	0	2	0	0	0	0	28
23:15	1	0	3	10	10	4	1	0	0	0	0	0	0	0	29
23:30	0	0	1	2	10	2	0	0	0	0	0	0	0	0	15
23:45	0	1	2	1	6	5	3	0	0	0	0	0	0	0	18
	1	2	8	16	34	20	6	1	0	2	0	0	0	0	90
Total	62	43	90	384	1019	831	233	37	3	2	0	0	0	0	2704

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	1	1	6	10	16	10	1	1	1	0	0	0	0	0	0	47
12:15	0	5	4	13	26	11	1	0	0	0	0	0	0	0	0	60
12:30	1	2	0	7	24	11	3	0	0	0	0	0	0	0	0	48
12:45	2	2	3	9	26	9	3	0	2	0	0	0	0	0	0	56
	4	10	13	39	92	41	8	1	3	0	0	0	0	0	0	211
13:00	0	0	0	13	19	11	1	0	0	0	0	0	0	0	0	44
13:15	5	1	2	10	24	16	5	0	0	0	0	0	0	0	0	63
13:30	0	1	4	9	21	9	2	1	0	0	0	0	0	0	0	47
13:45	1	6	4	10	18	11	3	0	0	0	0	0	0	0	0	53
	6	8	10	42	82	47	11	1	0	0	0	0	0	0	0	207
14:00	4	0	3	19	33	12	2	0	0	0	0	0	0	0	0	73
14:15	2	0	2	15	28	13	0	1	0	0	0	0	0	0	0	61
14:30	0	0	3	9	23	10	4	0	0	0	0	0	0	0	0	49
14:45	0	1	5	10	32	22	4	0	0	0	0	0	0	0	0	74
	6	1	13	53	116	57	10	1	0	0	0	0	0	0	0	257
15:00	4	0	1	9	19	13	2	1	0	0	0	0	0	0	0	49
15:15	1	0	7	13	23	14	4	0	0	0	0	0	0	0	0	62
15:30	2	1	4	13	21	19	2	0	0	0	0	0	0	0	0	62
15:45	1	1	1	9	14	21	2	1	0	0	0	0	0	0	0	50
	8	2	13	44	77	67	10	2	0	0	0	0	0	0	0	223
16:00	1	1	2	8	20	23	4	2	0	0	0	0	0	0	0	61
16:15	3	1	3	14	31	20	7	3	0	0	0	0	0	0	0	82
16:30	2	0	6	15	23	23	4	1	0	0	0	0	0	0	0	74
16:45	5	0	2	13	25	29	12	1	0	0	0	0	0	0	0	87
	11	2	13	50	99	95	27	7	0	0	0	0	0	0	0	304
17:00	2	1	1	12	32	37	6	1	0	0	0	0	0	0	0	92
17:15	3	1	3	9	32	27	4	1	0	0	0	0	0	0	0	80
17:30	4	2	1	13	35	29	12	3	0	0	0	0	0	0	0	99
17:45	5	1	1	3	28	27	18	2	0	1	0	0	0	0	0	86
	14	5	6	37	127	120	40	7	0	1	0	0	0	0	0	357
18:00	2	4	4	6	42	51	7	2	0	0	0	0	0	0	0	118
18:15	2	0	0	10	39	34	12	1	0	0	0	0	0	0	0	98
18:30	3	2	0	5	43	42	17	2	0	0	0	0	0	0	0	114
18:45	1	2	1	3	20	43	15	2	0	0	0	0	0	0	0	87
	8	8	5	24	144	170	51	7	0	0	0	0	0	0	0	417
19:00	3	1	2	11	34	32	19	2	0	0	0	0	0	0	0	104
19:15	0	1	0	8	31	19	9	2	0	0	0	0	0	0	0	70
19:30	1	0	0	9	33	15	3	1	0	0	0	0	0	0	0	62
19:45	2	1	4	6	26	15	6	1	0	0	0	0	0	0	0	61
	6	3	6	34	124	81	37	6	0	0	0	0	0	0	0	297
20:00	1	0	0	1	18	13	9	0	1	0	0	0	0	0	0	43
20:15	1	1	1	2	10	15	5	1	0	0	0	0	0	0	0	36
20:30	1	1	2	5	18	7	0	0	0	0	0	0	0	0	0	34
20:45	0	0	0	12	10	13	3	2	0	0	0	0	0	0	0	40
	3	2	3	20	56	48	17	3	1	0	0	0	0	0	0	153
21:00	0	0	3	6	21	12	8	1	0	0	0	0	0	0	0	51
21:15	1	2	1	5	16	11	1	0	0	0	0	0	0	0	0	37
21:30	0	3	3	6	16	8	0	0	0	0	0	0	0	0	0	36
21:45	1	2	3	10	16	11	0	0	0	0	0	0	0	0	0	43
	2	7	10	27	69	42	9	1	0	0	0	0	0	0	0	167
22:00	0	0	2	11	13	9	0	0	0	0	0	0	0	0	0	35
22:15	0	0	1	7	22	7	0	0	0	0	0	0	0	0	0	37
22:30	0	1	1	5	17	8	0	1	1	0	0	0	0	0	0	34
22:45	0	2	3	6	15	3	1	0	0	0	0	0	0	0	0	30
	0	3	7	29	67	27	1	1	1	0	0	0	0	0	0	136
23:00	2	0	1	10	17	3	1	1	0	0	0	0	0	0	0	35
23:15	0	0	0	13	17	5	1	0	0	0	0	0	0	0	0	36
23:30	0	1	1	5	10	1	1	0	0	0	0	0	0	0	0	19
23:45	0	0	0	10	13	1	2	0	0	0	0	0	0	0	0	26
	2	1	2	38	57	10	5	1	0	0	0	0	0	0	0	116
Total	70	52	101	437	1110	805	226	38	5	1	0	0	0	0	0	2845

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	2	0	2	9	23	8	3	1	0	0	0	0	0	0	0	48
12:15	5	3	6	14	22	15	3	0	0	1	0	0	0	0	0	69
12:30	1	3	1	12	19	17	1	0	0	0	0	0	0	0	0	54
12:45	0	1	8	14	23	13	1	1	1	0	0	0	0	0	0	62
	8	7	17	49	87	53	8	2	1	1	0	0	0	0	0	233
13:00	2	1	1	9	28	10	2	0	0	0	0	0	0	0	0	53
13:15	3	1	1	13	24	14	2	0	0	0	0	0	0	0	0	58
13:30	2	1	3	13	26	15	1	0	0	0	0	0	0	0	0	61
13:45	1	2	6	9	25	8	3	0	0	0	0	0	0	0	0	54
	8	5	11	44	103	47	8	0	0	0	0	0	0	0	0	226
14:00	3	1	1	15	23	16	4	0	0	0	0	0	0	0	0	63
14:15	0	1	3	11	22	19	4	0	0	0	0	0	0	0	0	60
14:30	0	2	3	6	23	15	3	1	0	0	0	0	0	0	0	53
14:45	1	0	2	9	27	20	6	0	0	0	0	0	0	0	0	65
	4	4	9	41	95	70	17	1	0	0	0	0	0	0	0	241
15:00	2	1	1	9	20	22	9	1	1	1	0	0	0	0	0	67
15:15	2	0	3	4	22	21	4	1	0	0	0	0	0	0	0	57
15:30	1	0	4	17	20	16	4	0	0	0	0	0	0	0	0	62
15:45	2	1	2	8	23	8	5	0	0	0	0	0	0	0	0	49
	7	2	10	38	85	67	22	2	1	1	0	0	0	0	0	235
16:00	1	1	2	24	25	21	5	1	1	0	0	0	0	0	0	81
16:15	0	1	1	11	31	21	9	0	0	0	0	0	0	0	0	74
16:30	2	2	1	14	28	22	5	3	0	0	0	0	0	0	0	77
16:45	0	1	1	11	26	28	4	1	0	0	0	0	0	0	0	72
	3	5	5	60	110	92	23	5	1	0	0	0	0	0	0	304
17:00	1	0	1	11	39	30	7	3	0	0	0	0	0	0	0	92
17:15	3	5	1	10	27	33	8	1	0	0	0	0	0	0	0	88
17:30	0	0	1	7	26	35	13	4	0	0	0	0	0	0	0	86
17:45	6	5	5	9	36	42	6	3	0	0	0	0	0	0	0	112
	10	10	8	37	128	140	34	11	0	0	0	0	0	0	0	378
18:00	1	1	6	5	42	32	13	1	0	0	0	0	0	0	0	101
18:15	1	0	3	16	28	33	19	2	0	0	0	0	0	0	0	102
18:30	0	1	2	9	36	32	8	1	1	0	0	0	0	0	0	90
18:45	2	1	1	6	36	47	10	1	0	0	0	0	0	0	0	104
	4	3	12	36	142	144	50	5	1	0	0	0	0	0	0	397
19:00	2	0	1	7	18	36	11	1	0	0	0	0	0	0	0	76
19:15	1	1	2	7	35	39	6	2	1	0	0	0	0	0	0	94
19:30	2	1	0	6	20	12	2	1	0	0	0	0	0	0	0	44
19:45	3	0	1	6	17	16	8	2	0	0	0	0	0	0	0	53
	8	2	4	26	90	103	27	6	1	0	0	0	0	0	0	267
20:00	0	1	2	3	13	18	11	1	1	0	0	0	0	0	0	50
20:15	1	0	1	1	18	20	5	3	0	0	0	0	0	0	0	49
20:30	1	0	0	2	9	18	6	1	1	0	0	0	0	0	0	38
20:45	2	1	3	6	16	16	1	0	1	0	0	0	0	0	0	46
	4	2	6	12	56	72	23	5	3	0	0	0	0	0	0	183
21:00	1	6	5	6	14	14	4	0	0	0	0	0	0	0	0	50
21:15	1	3	0	7	13	10	2	0	0	0	0	0	0	0	0	36
21:30	0	1	1	2	12	13	4	1	0	0	0	0	0	0	0	34
21:45	1	1	0	11	18	4	2	0	0	0	0	0	0	0	0	37
	3	11	6	26	57	41	12	1	0	0	0	0	0	0	0	157
22:00	0	0	2	6	8	7	0	0	0	0	0	0	0	0	0	23
22:15	0	1	2	5	20	8	1	1	0	0	0	0	0	0	0	38
22:30	2	1	2	3	14	12	1	0	0	0	0	0	0	0	0	35
22:45	1	0	1	8	15	5	2	0	0	0	0	0	0	0	0	32
	3	2	7	22	57	32	4	1	0	0	0	0	0	0	0	128
23:00	0	0	2	10	10	5	1	0	0	0	0	0	0	0	0	28
23:15	0	0	0	7	11	7	1	0	0	0	0	0	0	0	0	26
23:30	0	1	2	2	13	6	1	0	0	0	0	0	0	0	0	25
23:45	0	0	1	14	1	3	0	0	0	0	0	0	0	0	0	19
	0	1	5	33	35	21	3	0	0	0	0	0	0	0	0	98
Total	62	54	100	424	1045	882	231	39	8	2	0	0	0	0	0	2847
Grand Total	295	223	409	1816	4478	3345	913	172	24	6	0	0	0	0	0	11681

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7823
 Percent in Pace : 67.0%
 Number of Vehicles > 40 MPH : 1115

Percent of Vehicles > 40 MPH :

9.5%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/24/14	0	0	0	0	2	6	4	6	0	1	0	0	0	0	19
00:15	0	1	0	0	0	1	2	3	0	0	0	0	0	0	7
00:30	0	0	0	1	0	6	0	1	1	0	0	0	0	0	9
00:45	0	0	0	2	2	2	2	0	0	0	0	0	0	0	8
	0	1	0	3	4	15	8	10	1	1	0	0	0	0	43
01:00	0	1	1	0	0	3	4	1	0	0	0	0	0	0	10
01:15	0	0	0	1	2	0	1	1	0	0	0	0	0	0	5
01:30	0	0	2	1	2	2	1	0	0	0	0	0	0	0	8
01:45	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
	0	1	3	6	5	6	6	2	0	0	0	0	0	0	29
02:00	0	3	1	0	2	2	1	0	1	0	0	0	0	0	10
02:15	2	0	1	0	1	1	1	0	0	0	0	0	0	0	6
02:30	1	0	0	1	0	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
	3	3	2	2	4	7	3	0	1	0	0	0	0	0	25
03:00	1	0	0	0	1	2	1	0	1	0	0	0	0	0	6
03:15	0	2	0	0	1	3	1	2	0	0	0	0	0	0	9
03:30	0	0	0	1	1	3	4	1	0	0	0	0	0	0	10
03:45	0	2	2	2	0	2	0	0	1	0	0	0	0	0	9
	1	4	2	3	3	10	6	3	2	0	0	0	0	0	34
04:00	0	0	0	0	1	3	1	2	0	0	0	0	0	0	7
04:15	0	1	1	0	1	3	2	1	0	0	0	0	0	0	9
04:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
04:45	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7
	0	2	2	0	2	11	5	4	0	0	0	0	0	0	26
05:00	0	0	0	0	1	4	5	1	2	0	0	0	0	0	13
05:15	0	0	1	0	1	4	4	5	0	1	0	0	0	0	16
05:30	0	0	3	0	3	5	6	3	0	0	0	0	0	0	20
05:45	0	0	0	1	0	3	1	4	1	0	0	0	0	0	10
	0	0	4	1	5	16	16	13	3	1	0	0	0	0	59
06:00	0	0	3	3	1	5	7	0	0	0	0	0	0	0	19
06:15	1	1	2	0	1	6	7	5	0	0	0	0	0	0	23
06:30	0	0	0	0	0	4	9	12	5	2	0	0	0	0	32
06:45	1	0	0	0	2	9	10	17	6	2	1	0	0	0	48
	2	1	5	3	4	24	33	34	11	4	1	0	0	0	122
07:00	0	0	0	0	5	11	14	8	5	0	0	0	0	0	43
07:15	0	0	0	1	2	12	16	21	5	2	0	0	0	0	59
07:30	3	0	0	3	2	10	15	13	2	0	0	0	0	0	48
07:45	5	1	2	3	2	10	19	11	6	0	1	1	1	0	62
	8	1	2	7	11	43	64	53	18	2	1	1	1	0	212
08:00	3	0	2	3	3	11	16	18	9	1	0	0	0	0	66
08:15	0	0	0	1	4	8	8	13	6	4	1	0	0	0	45
08:30	3	0	0	1	1	10	21	8	8	1	1	1	0	0	55
08:45	2	0	0	1	8	12	19	5	2	0	0	0	0	0	49
	8	0	2	6	16	41	64	44	25	6	2	1	0	0	215
09:00	2	1	3	1	0	6	10	11	2	0	0	0	0	0	36
09:15	3	1	0	1	2	6	16	9	3	0	0	0	0	0	41
09:30	0	0	1	1	4	10	14	9	1	0	0	0	0	0	40
09:45	0	0	1	0	7	7	9	9	1	1	0	0	0	0	35
	5	2	5	3	13	29	49	38	7	1	0	0	0	0	152
10:00	1	0	3	6	6	5	12	7	2	0	0	0	0	0	42
10:15	2	0	2	1	3	10	18	14	3	1	0	0	0	0	54
10:30	1	0	1	0	6	15	17	6	3	1	0	0	0	0	50
10:45	1	0	0	1	5	14	19	7	3	0	0	0	0	0	50
	5	0	6	8	20	44	66	34	11	2	0	0	0	0	196
11:00	0	0	1	1	9	10	15	4	1	0	0	0	0	0	41
11:15	1	0	0	1	9	9	12	11	3	0	0	0	0	0	46
11:30	0	1	1	1	2	16	17	11	4	0	0	0	0	0	53
11:45	0	0	0	3	7	11	16	5	1	0	0	0	0	0	43
	1	1	2	6	27	46	60	31	9	0	0	0	0	0	183
Total	33	16	35	48	114	292	380	266	88	17	4	2	1	0	1296

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	4	2	0	0	6	11	10	10	10	1	1	0	1	0	0	56
12:15	2	0	1	2	3	16	15	8	5	1	2	0	0	0	0	55
12:30	2	0	2	3	3	13	14	13	5	2	1	0	0	0	0	58
12:45	1	0	1	1	4	13	12	9	6	0	0	0	0	0	0	47
	9	2	4	6	16	53	51	40	26	4	4	0	1	0	0	216
13:00	1	0	2	2	10	15	11	10	2	0	0	0	0	0	0	53
13:15	2	0	1	5	6	6	15	10	1	3	0	0	0	0	0	49
13:30	1	0	1	0	4	12	15	9	4	0	0	0	0	0	0	46
13:45	3	1	3	2	3	7	14	13	8	1	0	2	0	0	0	57
	7	1	7	9	23	40	55	42	15	4	0	2	0	0	0	205
14:00	2	0	1	0	1	13	16	15	7	5	1	0	0	0	0	61
14:15	2	0	0	3	7	16	12	8	5	1	0	0	0	0	0	54
14:30	3	0	0	2	9	15	14	12	1	2	0	0	0	0	0	58
14:45	5	0	1	0	5	20	32	10	3	0	0	0	0	0	0	76
	12	0	2	5	22	64	74	45	16	8	1	0	0	0	0	249
15:00	1	0	0	0	6	14	30	8	11	0	0	0	0	0	0	70
15:15	0	0	0	0	2	6	31	8	5	1	1	0	0	0	0	54
15:30	5	0	2	1	5	11	17	21	3	3	0	0	0	0	0	68
15:45	2	0	1	1	4	8	25	21	12	3	0	0	0	0	0	77
	8	0	3	2	17	39	103	58	31	7	1	0	0	0	0	269
16:00	4	0	1	0	2	10	9	15	7	1	1	0	0	0	0	50
16:15	5	0	3	0	4	16	27	15	9	0	0	0	0	0	0	79
16:30	6	1	0	3	5	18	33	34	14	3	1	0	0	0	0	118
16:45	3	0	3	0	5	14	21	34	16	5	1	0	0	0	0	102
	18	1	7	3	16	58	90	98	46	9	3	0	0	0	0	349
17:00	3	1	2	1	5	10	25	36	17	4	0	0	0	0	0	104
17:15	1	0	1	0	4	14	21	29	12	4	0	0	0	0	0	86
17:30	6	0	0	0	5	7	24	29	21	1	0	0	1	0	0	94
17:45	3	0	2	1	1	9	21	33	13	11	0	0	0	0	0	94
	13	1	5	2	15	40	91	127	63	20	0	0	1	0	0	378
18:00	3	0	3	2	7	9	34	18	11	2	0	0	0	0	0	89
18:15	1	2	0	1	3	18	15	21	4	4	0	0	0	0	0	69
18:30	3	0	2	1	1	18	18	17	5	0	0	0	0	0	0	65
18:45	2	1	1	1	2	12	20	12	2	0	0	0	0	0	0	53
	9	3	6	5	13	57	87	68	22	6	0	0	0	0	0	276
19:00	0	1	2	3	4	17	10	11	5	1	0	0	0	0	0	54
19:15	3	1	2	0	3	9	22	10	7	1	0	0	0	0	0	58
19:30	1	1	2	1	5	5	14	1	5	1	1	0	0	0	0	37
19:45	1	0	1	1	6	8	10	11	1	1	0	0	0	0	0	40
	5	3	7	5	18	39	56	33	18	4	1	0	0	0	0	189
20:00	0	0	2	1	4	12	20	9	1	0	0	0	0	0	0	49
20:15	2	0	0	1	2	5	12	8	3	0	0	0	0	0	0	33
20:30	1	0	0	2	0	12	8	8	1	0	0	0	0	0	0	32
20:45	1	0	1	1	7	12	8	4	2	0	0	0	0	0	0	36
	4	0	3	5	13	41	48	29	7	0	0	0	0	0	0	150
21:00	1	1	1	3	8	8	7	0	1	0	0	0	0	0	0	30
21:15	8	1	2	1	11	13	8	0	0	0	0	0	0	0	0	44
21:30	0	0	0	0	6	7	6	2	0	0	0	0	0	0	0	21
21:45	0	1	0	3	3	13	6	4	0	0	0	0	0	0	0	30
	9	3	3	7	28	41	27	6	1	0	0	0	0	0	0	125
22:00	1	0	0	1	4	4	9	6	2	0	0	0	0	0	0	27
22:15	2	0	1	2	4	8	4	2	1	0	0	0	0	0	0	24
22:30	1	0	0	0	4	6	6	2	2	0	0	0	0	0	0	21
22:45	1	0	2	3	3	7	1	3	1	0	0	0	0	0	0	21
	5	0	3	6	15	25	20	13	6	0	0	0	0	0	0	93
23:00	1	0	3	2	3	3	3	0	0	0	0	0	0	0	0	15
23:15	0	1	0	0	1	2	0	1	0	0	0	0	0	0	0	5
23:30	1	1	2	1	2	6	6	2	0	0	0	0	0	0	0	21
23:45	2	0	0	3	1	6	2	3	0	0	0	0	0	0	0	17
	4	2	5	6	7	17	11	6	0	0	0	0	0	0	0	58
Total	103	16	55	61	203	514	713	565	251	62	10	2	2	0	0	2557

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/25/14	0	0	0	2	2	6	7	1	0	0	0	0	0	0	18
00:15	0	0	0	0	0	3	3	1	1	2	0	0	0	0	10
00:30	1	0	0	0	2	5	4	3	0	0	0	0	0	0	15
00:45	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
	1	0	0	2	6	16	14	6	2	2	0	0	0	0	49
01:00	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6
01:15	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:30	0	0	0	2	3	3	2	0	0	0	0	0	0	0	10
01:45	0	0	1	2	2	0	1	2	0	1	0	0	0	0	9
	0	0	1	4	6	8	7	2	0	1	0	0	0	0	29
02:00	0	0	0	0	0	0	1	2	0	0	0	0	0	0	3
02:15	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
02:30	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
02:45	2	0	1	1	0	1	0	2	0	0	0	0	0	0	7
	2	0	1	1	0	5	2	5	0	0	0	0	0	0	16
03:00	0	0	0	2	1	4	3	0	0	0	0	0	0	0	10
03:15	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
03:30	0	0	0	2	0	3	2	0	0	0	0	0	0	0	7
03:45	0	0	1	0	1	2	1	0	1	0	0	0	0	0	6
	0	0	1	4	2	11	7	1	1	0	0	0	0	0	27
04:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
04:15	0	0	0	0	2	2	3	1	0	0	0	0	0	0	8
04:30	1	0	1	0	2	2	2	1	1	0	0	0	0	0	10
04:45	0	0	0	0	0	6	2	1	0	0	0	0	0	0	9
	1	0	1	0	6	12	8	3	1	0	0	0	0	0	32
05:00	1	0	2	1	1	4	1	1	0	0	0	0	0	0	11
05:15	1	0	2	0	2	2	1	3	0	0	0	0	0	0	11
05:30	0	0	0	0	3	5	8	1	2	0	0	0	0	0	19
05:45	3	3	0	0	2	2	5	3	1	0	0	0	0	0	19
	5	3	4	1	8	13	15	8	3	0	0	0	0	0	60
06:00	0	1	1	0	2	5	8	1	2	0	0	0	0	0	20
06:15	2	2	1	2	1	6	8	3	1	1	1	0	0	0	28
06:30	2	0	0	0	1	11	14	9	2	0	0	0	0	0	39
06:45	2	0	1	1	2	10	15	5	3	1	0	0	0	0	40
	6	3	3	3	6	32	45	18	8	2	1	0	0	0	127
07:00	0	0	0	0	3	9	14	7	8	0	1	0	0	0	42
07:15	3	0	0	1	3	5	18	11	5	0	1	0	0	0	47
07:30	2	1	2	3	4	6	22	15	4	1	0	0	0	0	60
07:45	3	0	0	0	4	15	12	14	2	1	0	0	0	0	51
	8	1	2	4	14	35	66	47	19	2	2	0	0	0	200
08:00	4	0	2	4	7	11	19	9	7	1	0	0	0	0	64
08:15	2	0	2	0	4	4	9	12	5	0	0	0	0	0	38
08:30	1	1	1	2	1	10	11	10	2	0	0	0	0	0	39
08:45	4	0	1	0	6	11	18	8	1	2	0	0	0	0	51
	11	1	6	6	18	36	57	39	15	3	0	0	0	0	192
09:00	1	0	0	0	5	7	11	10	2	0	0	0	0	0	36
09:15	3	0	0	1	1	3	11	10	6	1	0	0	0	0	36
09:30	2	0	1	0	3	7	12	11	5	0	0	0	0	0	41
09:45	4	0	0	4	7	19	14	7	1	0	0	0	0	0	56
	10	0	1	5	16	36	48	38	14	1	0	0	0	0	169
10:00	3	2	0	0	11	15	11	4	2	0	0	0	0	0	48
10:15	13	0	0	1	5	12	17	16	8	2	0	0	0	0	74
10:30	7	0	0	1	6	16	12	10	4	0	0	0	0	0	56
10:45	5	0	1	0	6	9	15	6	1	1	0	0	0	0	44
	28	2	1	2	28	52	55	36	15	3	0	0	0	0	222
11:00	8	0	3	1	6	9	14	8	2	1	0	0	0	0	52
11:15	6	1	1	1	5	15	16	8	0	0	0	0	0	0	53
11:30	13	2	4	0	2	11	15	6	0	2	0	0	0	0	55
11:45	6	1	1	0	9	14	10	13	4	0	0	0	0	0	58
	33	4	9	2	22	49	55	35	6	3	0	0	0	0	218
Total	105	14	30	34	132	305	379	238	84	17	3	0	0	0	1341

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
 Orange Park, FL 32073
904.707.8618

Site Code: 2
 Station ID: 2
 COLUMBUS DRIVE EAST OF
 22nd STREET

EB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	7	0	1	0	4	21	11	9	1	1	0	0	0	0	55
12:15	10	0	0	2	4	11	19	11	6	1	1	0	0	0	65
12:30	14	0	0	4	6	8	14	15	4	2	0	0	0	0	67
12:45	11	0	1	0	7	4	21	10	9	1	0	0	0	0	64
13:00	42	0	2	6	21	44	65	45	20	5	1	0	0	0	251
13:15	11	0	2	4	6	18	22	11	2	1	0	0	0	0	77
13:30	12	0	3	3	7	11	12	6	6	2	0	0	0	0	62
13:45	3	0	1	1	3	11	11	10	2	2	0	0	0	0	44
14:00	11	3	1	1	9	15	28	11	4	0	0	0	0	0	83
14:15	37	3	7	9	25	55	73	38	14	5	0	0	0	0	266
14:30	7	0	1	1	6	9	19	10	3	0	0	0	0	0	56
14:45	9	1	1	4	6	15	16	13	0	1	0	0	0	0	66
15:00	5	1	0	2	6	13	18	11	5	0	0	0	0	0	61
15:15	5	1	0	1	4	11	12	15	3	1	0	0	0	0	53
15:30	26	3	2	8	22	48	65	49	11	2	0	0	0	0	236
15:45	5	0	1	2	7	10	17	5	5	1	1	0	0	0	54
16:00	12	0	1	6	6	12	26	10	6	1	1	1	0	0	82
16:15	4	0	2	2	3	12	9	18	6	0	1	0	0	0	57
16:30	8	0	5	2	4	9	22	21	7	1	0	0	0	0	79
16:45	29	0	9	12	20	43	74	54	24	3	3	1	0	0	272
17:00	11	0	0	5	12	30	12	15	7	1	0	0	0	0	93
17:15	6	0	1	4	4	14	25	5	8	2	0	0	0	0	69
17:30	8	0	0	1	10	18	21	20	11	3	0	1	0	0	93
17:45	11	0	2	0	4	14	17	20	12	5	0	0	0	0	85
18:00	36	0	3	10	30	76	75	60	38	11	0	1	0	0	340
18:15	27	3	3	7	15	20	19	17	9	2	0	0	0	0	122
18:30	15	2	2	3	5	18	16	25	7	3	1	0	0	0	97
18:45	10	0	1	2	4	14	27	22	17	8	3	1	0	0	109
19:00	5	0	1	2	2	16	28	19	12	0	1	0	0	0	86
19:15	57	5	7	14	26	68	90	83	45	13	5	1	0	0	414
19:30	6	0	0	0	4	6	20	23	14	3	1	0	0	1	78
19:45	17	1	0	2	1	8	18	11	7	3	0	0	0	0	68
20:00	8	0	1	1	5	15	26	16	4	1	0	0	0	0	77
20:15	14	0	3	2	4	12	20	11	10	0	0	0	0	0	76
20:30	45	1	4	5	14	41	84	61	35	7	1	0	0	1	299
20:45	6	1	0	1	2	8	12	10	10	0	0	0	0	0	50
21:00	3	0	0	0	0	4	4	11	6	0	0	0	0	0	28
21:15	16	1	2	2	4	11	12	7	3	0	0	0	0	0	58
21:30	10	0	2	1	0	7	17	11	0	1	0	0	0	0	49
21:45	35	2	4	4	6	30	45	39	19	1	0	0	0	0	185
22:00	9	1	0	1	4	10	9	12	3	0	0	0	0	0	49
22:15	12	1	1	1	2	10	13	7	7	0	0	0	0	0	54
22:30	11	1	3	4	2	6	10	5	2	1	0	0	0	0	45
22:45	2	0	0	1	6	9	14	1	2	0	0	0	0	0	35
23:00	34	3	4	7	14	35	46	25	14	1	0	0	0	0	183
23:15	0	0	1	2	4	9	12	2	1	0	0	0	0	0	31
23:30	1	0	4	2	9	18	6	1	0	0	0	0	0	0	41
23:45	1	1	0	1	9	6	10	5	2	0	0	0	0	0	35
24:00	1	3	2	6	5	6	5	2	1	1	0	0	0	0	32
24:15	3	4	7	11	27	39	33	10	4	1	0	0	0	0	139
24:30	2	0	0	2	7	6	12	2	1	0	0	0	0	0	32
24:45	1	1	1	3	5	14	6	3	2	0	0	1	0	0	37
25:00	0	0	3	0	1	8	1	2	0	0	0	0	0	0	15
25:15	0	0	0	5	2	4	2	0	0	1	0	0	0	0	14
25:30	3	1	4	10	15	32	21	7	3	1	0	1	0	0	98
25:45	0	0	1	3	3	4	4	1	2	0	0	0	0	0	18
26:00	0	0	1	1	4	4	7	1	0	0	0	0	0	0	18
26:15	0	1	2	1	3	7	6	0	1	0	0	0	0	0	21
26:30	0	0	1	1	1	3	4	1	1	0	0	0	0	0	12
26:45	0	1	5	6	11	18	21	3	4	0	0	0	0	0	69
Total	347	23	58	102	231	529	692	474	231	50	10	4	0	1	2752

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/26/14	1	1	1	1	0	5	1	0	1	0	0	0	0	0	11
00:15	0	1	0	0	2	2	1	0	1	0	0	0	0	0	7
00:30	0	0	0	0	3	5	1	1	0	0	0	1	0	0	11
00:45	0	0	1	0	3	1	1	0	1	0	0	0	0	0	7
01:00	1	2	2	1	8	13	4	1	3	0	0	1	0	0	36
01:15	0	0	0	1	2	5	1	2	1	0	0	0	0	0	12
01:30	0	0	0	1	0	2	0	1	0	0	0	0	0	0	4
01:45	0	0	0	0	3	3	0	1	0	0	0	0	0	0	7
02:00	0	0	2	1	3	1	2	1	0	0	0	0	0	0	10
02:15	0	0	2	3	8	11	3	5	1	0	0	0	0	0	33
02:30	0	1	1	0	2	2	2	1	1	0	0	0	0	0	10
02:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
03:00	0	1	0	2	0	2	0	0	0	0	0	0	0	0	5
03:15	0	0	0	1	2	1	2	0	0	0	0	0	0	0	6
03:30	0	0	1	0	1	2	2	0	0	0	0	0	0	0	6
03:45	0	0	1	3	0	0	1	0	0	0	0	0	0	0	5
04:00	0	1	2	3	4	10	11	0	0	0	0	0	0	0	31
04:15	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
04:30	0	1	0	0	1	1	2	2	0	0	0	0	0	0	7
04:45	0	0	0	0	1	2	1	0	0	1	0	0	0	0	5
05:00	0	0	0	0	2	4	2	5	1	0	0	0	0	0	14
05:15	0	1	1	0	4	8	6	7	1	1	0	0	0	0	29
05:30	0	0	0	1	0	2	1	3	0	0	0	0	0	0	7
05:45	2	0	0	0	1	4	7	6	0	0	0	0	0	0	20
06:00	0	0	0	1	2	3	6	4	2	0	0	0	0	0	18
06:15	1	1	1	0	2	2	6	3	0	1	0	0	0	0	17
06:30	3	1	1	2	5	11	20	16	2	1	0	0	0	0	62
06:45	0	0	0	0	4	5	7	5	3	0	0	0	0	0	24
07:00	0	0	1	1	2	4	8	2	3	0	0	0	0	0	21
07:15	2	0	0	0	3	5	16	4	1	1	0	0	0	0	32
07:30	0	0	3	0	2	6	12	7	9	1	2	0	0	0	42
07:45	2	0	4	1	11	20	43	18	16	2	2	0	0	0	119
08:00	1	0	0	0	5	11	16	15	3	1	0	0	0	0	52
08:15	2	1	0	2	1	8	19	12	5	0	0	0	0	1	51
08:30	2	0	2	3	2	6	18	13	6	1	1	0	0	0	54
08:45	0	0	1	0	1	6	13	10	5	3	1	0	0	0	40
09:00	5	1	3	5	9	31	66	50	19	5	2	0	0	1	197
09:15	1	0	0	3	3	14	20	15	5	3	0	0	0	0	64
09:30	0	0	1	0	6	8	11	9	9	2	0	0	0	0	46
09:45	1	0	0	2	1	7	9	7	3	0	0	0	0	0	30
10:00	0	0	0	1	8	8	12	7	3	0	0	0	0	0	39
10:15	2	0	1	6	18	37	52	38	20	5	0	0	0	0	179
10:30	1	0	0	0	3	2	6	5	4	2	0	0	0	0	23
10:45	2	1	1	3	4	9	20	11	4	0	0	0	0	0	55
11:00	0	1	0	1	4	10	13	9	1	0	0	0	0	0	39
11:15	0	1	0	2	5	9	15	9	2	0	0	0	0	0	43
11:30	3	3	1	6	16	30	54	34	11	2	0	0	0	0	160
11:45	1	1	3	2	7	14	21	5	0	0	0	0	0	0	54
Total	1	1	0	1	2	8	13	6	3	0	0	0	0	0	35
	0	0	0	2	12	16	28	7	1	0	1	0	0	0	67
	1	2	0	3	4	12	16	3	3	0	0	0	0	0	44
	3	4	3	8	25	50	78	21	7	0	1	0	0	0	200
11:00	0	0	0	0	7	14	16	8	5	3	0	0	0	0	53
11:15	0	0	4	0	8	20	10	13	4	0	1	0	0	0	60
11:30	1	0	0	7	4	13	14	10	3	1	0	0	0	0	53
11:45	2	2	2	4	6	14	10	7	4	1	1	0	0	0	53
Total	3	2	6	11	25	61	50	38	16	5	2	0	0	0	219
Total	22	17	27	49	137	287	394	230	97	21	7	1	0	1	1290

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	1	0	3	1	5	12	16	10	1	0	0	0	0	0	0	49
12:15	2	1	2	1	3	12	20	6	4	0	0	0	0	0	0	51
12:30	1	0	1	3	3	16	25	13	4	1	0	0	0	0	0	67
12:45	3	1	1	2	5	12	16	9	2	0	0	0	0	0	0	51
13:00	7	2	7	7	16	52	77	38	11	1	0	0	0	0	0	218
13:15	0	1	2	1	6	15	21	13	4	0	0	0	0	0	0	63
13:30	0	0	1	0	4	18	15	10	6	2	0	0	0	0	0	56
13:45	2	1	4	4	5	11	8	17	4	0	0	0	0	0	0	56
14:00	1	0	3	2	3	17	28	6	5	2	0	0	0	0	0	67
14:15	3	2	10	7	18	61	72	46	19	4	0	0	0	0	0	242
14:30	3	0	1	0	4	10	24	15	1	0	0	0	0	0	0	58
14:45	1	2	4	5	2	13	20	14	9	2	0	0	0	0	0	72
15:00	4	1	1	1	8	17	23	11	2	0	0	0	0	0	0	68
15:15	2	0	0	2	6	14	14	4	2	0	0	0	0	0	0	44
15:30	10	3	6	8	20	54	81	44	14	2	0	0	0	0	0	242
15:45	0	1	1	1	6	27	23	10	4	1	0	0	0	0	0	74
16:00	5	3	2	2	4	15	25	5	1	1	0	0	0	0	0	63
16:15	2	2	1	2	4	15	17	12	5	2	0	0	1	0	0	63
16:30	5	0	1	1	11	18	26	8	1	0	0	0	0	0	0	71
16:45	12	6	5	6	25	75	91	35	11	4	0	0	1	0	0	271
17:00	1	0	0	0	6	11	25	19	14	2	0	0	1	0	0	79
17:15	1	0	1	1	15	22	28	7	2	2	0	0	0	0	0	79
17:30	3	0	2	4	3	16	22	19	6	3	0	0	0	0	0	78
17:45	7	1	2	0	5	9	29	31	8	2	2	0	0	0	0	96
18:00	12	1	5	5	29	58	104	76	30	9	2	0	1	0	0	332
18:15	1	0	3	0	10	5	21	29	16	1	1	0	0	0	0	87
18:30	5	0	1	2	5	9	26	23	10	5	1	0	0	0	0	87
18:45	2	0	2	2	4	16	22	23	5	0	0	0	0	0	0	76
19:00	3	0	2	2	5	20	22	25	7	4	1	0	0	0	0	91
19:15	11	0	8	6	24	50	91	100	38	10	3	0	0	0	0	341
19:30	2	0	2	5	2	12	15	7	13	7	1	0	0	0	0	66
19:45	2	1	2	0	1	9	10	11	3	3	0	0	0	0	0	42
20:00	5	2	9	10	10	54	53	44	21	13	1	0	0	0	0	222
20:15	1	1	3	1	1	9	17	7	3	0	1	0	0	0	0	44
20:30	1	1	1	2	7	9	19	11	1	0	0	0	0	0	0	52
20:45	2	0	1	0	3	10	6	11	6	0	2	0	0	1	0	42
21:00	2	1	0	2	5	9	12	5	0	1	0	0	0	0	0	37
21:15	6	3	5	5	16	37	54	34	10	1	3	0	0	1	0	175
21:30	0	0	1	2	4	10	16	8	1	0	0	0	0	0	0	42
21:45	2	0	1	2	3	12	12	9	1	0	0	1	0	0	0	43
22:00	0	0	0	1	4	9	9	5	1	0	0	0	0	0	0	29
22:15	0	0	0	0	5	12	10	3	1	0	0	0	0	0	0	31
22:30	2	0	2	5	16	43	47	25	4	0	0	1	0	0	0	145
22:45	0	0	0	1	2	6	8	6	0	0	0	0	0	0	0	23
23:00	0	1	1	3	4	15	5	4	3	0	0	0	0	0	0	36
23:15	0	1	1	2	8	7	6	6	1	0	0	0	0	0	0	32
23:30	0	1	0	3	6	13	14	3	0	0	0	0	0	0	0	40
23:45	0	3	2	9	20	41	33	19	4	0	0	0	0	0	0	131
00:00	0	0	0	4	4	10	5	3	0	0	0	0	0	0	0	26
00:15	1	0	1	1	2	7	5	4	1	0	0	0	0	0	0	22
00:30	0	0	3	0	3	6	7	5	0	0	0	0	0	0	0	24
00:45	3	1	2	4	6	4	4	1	0	0	0	0	0	0	0	25
01:00	4	1	6	9	15	27	21	13	1	0	0	0	0	0	0	97
01:15	2	0	3	2	4	8	3	1	1	0	0	0	0	0	0	24
01:30	1	0	0	2	9	5	6	1	0	0	0	0	0	0	0	24
01:45	3	1	0	0	4	5	4	1	2	0	0	0	0	0	0	20
02:00	2	1	0	0	6	4	4	0	0	0	0	0	0	0	0	17
02:15	8	2	3	4	23	22	17	3	3	0	0	0	0	0	0	85
Total	80	25	68	81	232	574	741	477	166	44	9	1	2	1	11737	
Grand Total	690	111	273	375	1049	2501	3299	2250	917	211	43	10	5	3	11737	

15th Percentile : 31 MPH
 50th Percentile : 41 MPH
 85th Percentile : 48 MPH
 95th Percentile : 53 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5800
 Percent in Pace : 49.4%
 Number of Vehicles > 35 MPH : 9239

Percent of Vehicles > 35 MPH :

78.7%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/24/14	2	0	1	2	3	1	0	0	0	0	0	0	0	0	9
00:15	0	0	1	1	4	0	1	0	0	0	0	0	0	0	7
00:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
00:45	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	2	0	4	4	10	2	1	0	0	0	0	0	0	0	23
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:30	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
01:45	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
	0	2	1	5	5	3	0	0	0	0	0	0	0	0	16
02:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
02:15	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
02:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	1	1	2	3	7	0	0	0	0	0	0	0	0	0	14
03:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	4	3	0	1	0	0	0	0	1	0	0	9
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	0	0	0	2	2	4	2	0	0	0	0	0	0	0	10
05:00	0	0	1	3	2	2	1	0	0	0	0	0	0	0	9
05:15	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
05:30	0	0	1	5	4	4	1	0	0	0	0	0	0	0	15
05:45	0	0	1	5	2	3	2	0	0	0	0	0	0	0	13
	0	0	4	15	10	10	4	0	0	0	0	0	0	0	43
06:00	0	0	3	4	3	5	0	0	0	0	0	0	0	0	15
06:15	0	0	0	3	13	6	3	0	0	0	0	0	0	0	25
06:30	2	1	0	13	22	21	5	2	0	0	0	0	0	0	66
06:45	1	0	0	7	20	19	6	1	1	0	0	0	0	0	55
	3	1	3	27	58	51	14	3	1	0	0	0	0	0	161
07:00	14	1	2	8	25	23	3	0	0	0	0	0	0	0	76
07:15	6	0	0	17	67	30	11	1	0	0	0	0	0	0	132
07:30	2	2	4	23	58	28	20	1	0	0	0	0	0	0	138
07:45	3	3	3	19	31	23	12	0	0	0	0	0	0	0	94
	25	6	9	67	181	104	46	2	0	0	0	0	0	0	440
08:00	2	2	1	19	38	26	7	1	0	0	0	0	0	0	96
08:15	0	0	1	17	34	24	5	4	0	0	0	0	0	0	85
08:30	1	2	0	15	32	22	7	0	1	0	0	0	0	0	80
08:45	0	0	2	11	48	20	2	0	0	0	0	0	0	0	83
	3	4	4	62	152	92	21	5	1	0	0	0	0	0	344
09:00	0	1	2	14	24	11	5	1	0	0	0	0	0	0	58
09:15	1	2	1	10	20	9	3	0	0	0	0	0	0	0	46
09:30	2	1	4	16	20	4	1	0	0	0	0	0	0	0	48
09:45	1	1	3	10	15	9	3	0	0	0	0	0	0	0	42
	4	5	10	50	79	33	12	1	0	0	0	0	0	0	194
10:00	0	0	3	10	24	8	1	0	0	0	0	0	0	0	46
10:15	0	2	0	8	25	5	0	0	0	0	0	0	0	0	40
10:30	3	1	1	16	11	12	0	0	0	0	0	0	0	0	44
10:45	1	0	3	11	19	10	2	0	0	0	0	0	0	0	46
	4	3	7	45	79	35	3	0	0	0	0	0	0	0	176
11:00	0	6	8	13	15	8	1	0	0	0	0	0	0	0	51
11:15	1	1	4	8	23	8	3	0	1	0	0	0	0	0	49
11:30	3	2	3	11	16	12	0	0	0	0	0	0	0	0	47
11:45	0	1	4	7	19	1	2	1	0	0	0	0	0	0	35
	4	10	19	39	73	29	6	1	1	0	0	0	0	0	182
Total	46	32	63	323	659	363	110	12	3	0	0	1	0	0	1612

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	4	22	25	17	2	0	1	0	0	0	0	0	72
12:15	1	3	4	14	20	10	4	0	0	0	0	0	0	0	56
12:30	0	2	3	10	14	9	3	0	0	0	0	0	0	0	41
12:45	0	3	2	12	11	6	2	0	0	0	0	0	0	0	36
	2	8	13	58	70	42	11	0	1	0	0	0	0	0	205
13:00	2	1	2	11	19	15	0	0	0	0	0	0	0	0	50
13:15	1	4	3	9	27	11	1	0	0	0	0	0	0	0	56
13:30	4	0	3	10	34	9	5	0	0	0	0	0	0	0	65
13:45	5	2	0	25	25	13	3	1	0	0	0	0	0	0	74
	12	7	8	55	105	48	9	1	0	0	0	0	0	0	245
14:00	1	1	1	17	24	10	2	0	0	0	0	0	0	0	56
14:15	0	0	2	5	29	13	3	2	0	0	0	1	0	0	55
14:30	2	1	2	18	22	15	0	0	0	0	0	0	0	0	60
14:45	3	1	5	23	13	10	2	0	0	0	0	0	0	0	57
	6	3	10	63	88	48	7	2	0	0	0	1	0	0	228
15:00	0	0	3	21	16	7	4	0	0	0	0	0	0	0	51
15:15	2	2	4	18	51	23	4	2	0	0	0	0	0	0	106
15:30	0	2	4	18	38	29	3	1	0	0	0	0	0	0	95
15:45	1	3	2	29	49	35	10	4	0	0	0	0	0	0	133
	3	7	13	86	154	94	21	7	0	0	0	0	0	0	385
16:00	3	1	6	29	49	40	9	1	0	0	0	0	0	0	138
16:15	4	1	1	18	58	34	17	1	0	0	0	0	0	0	134
16:30	5	2	6	29	69	36	10	0	0	0	0	0	0	0	157
16:45	5	1	1	9	41	42	14	2	0	0	0	0	0	0	115
	17	5	14	85	217	152	50	4	0	0	0	0	0	0	544
17:00	2	3	1	17	45	30	10	0	0	0	0	0	0	0	108
17:15	3	2	0	6	42	25	8	3	0	0	0	0	0	0	89
17:30	2	0	0	17	47	26	7	3	0	0	0	0	0	0	102
17:45	0	1	0	16	34	15	1	2	0	0	0	0	0	0	69
	7	6	1	56	168	96	26	8	0	0	0	0	0	0	368
18:00	1	0	1	9	26	11	4	3	0	0	0	0	0	0	55
18:15	5	6	3	9	29	10	3	2	0	0	0	0	0	0	67
18:30	1	4	2	9	16	11	2	0	1	0	0	0	0	0	46
18:45	0	3	3	9	23	12	2	0	0	0	0	0	0	0	52
	7	13	9	36	94	44	11	5	1	0	0	0	0	0	220
19:00	1	2	2	14	14	4	2	2	0	0	0	0	0	0	41
19:15	1	1	3	5	10	4	0	0	0	0	0	0	0	0	24
19:30	0	0	0	10	12	5	1	0	0	0	0	0	0	0	28
19:45	0	0	4	8	12	5	0	0	0	0	0	0	0	0	29
	2	3	9	37	48	18	3	2	0	0	0	0	0	0	122
20:00	0	1	1	4	19	6	0	0	0	0	0	0	0	0	31
20:15	1	1	1	9	13	7	1	0	0	0	0	0	0	0	33
20:30	0	1	1	9	4	6	1	0	0	0	0	0	0	0	22
20:45	2	0	2	9	7	3	0	0	0	0	0	0	0	0	23
	3	3	5	31	43	22	2	0	0	0	0	0	0	0	109
21:00	0	1	2	2	16	2	2	0	0	0	0	0	0	0	25
21:15	0	1	1	8	9	2	1	0	0	0	0	0	0	0	22
21:30	1	1	1	9	10	1	0	0	0	0	0	0	0	0	23
21:45	1	0	1	9	5	4	0	0	0	0	0	0	0	0	20
	2	3	5	28	40	9	3	0	0	0	0	0	0	0	90
22:00	0	2	3	7	4	5	0	1	0	0	0	0	0	0	22
22:15	2	0	3	3	7	3	3	0	0	0	0	0	0	0	21
22:30	2	0	2	2	5	1	1	0	0	0	0	0	0	0	13
22:45	0	0	1	2	0	4	1	0	0	0	0	0	0	0	8
	4	2	9	14	16	13	5	1	0	0	0	0	0	0	64
23:00	0	1	2	3	3	3	0	0	1	0	0	0	0	0	13
23:15	0	0	0	4	5	0	0	1	0	0	0	0	0	0	10
23:30	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8
23:45	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
	0	1	3	12	13	6	1	1	1	0	0	0	0	0	38
Total	65	61	99	561	1056	592	149	31	3	0	0	1	0	0	2618

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
06/25/14	2	1	0	2	2	0	0	0	0	0	0	0	0	0	0	7
00:15	1	1	1	1	4	2	1	0	0	0	0	0	0	0	0	11
00:30	0	0	0	3	1	0	0	0	0	0	0	0	0	0	0	4
00:45	0	0	1	2	0	2	0	0	0	0	0	0	0	0	0	5
	3	2	2	8	7	4	1	0	0	0	0	0	0	0	0	27
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	1	3	1	0	0	0	0	0	0	0	0	0	6
01:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	3
	0	2	0	3	10	1	0	0	0	0	0	0	0	0	0	16
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	3	2	1	0	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	1	2	4	2	1	0	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
03:30	1	0	1	1	1	1	0	0	0	0	0	0	0	0	0	5
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
	1	0	1	2	3	3	0	0	0	0	0	0	0	0	0	10
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	4	1	0	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
	0	0	0	7	3	3	0	0	0	0	0	0	0	0	0	13
05:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	0	7
05:15	0	0	0	1	4	0	0	0	0	0	0	0	0	0	0	5
05:30	1	1	0	2	6	2	3	0	0	0	0	0	0	0	0	15
05:45	0	0	0	8	7	3	2	0	1	0	0	0	0	0	0	21
	1	1	0	13	20	6	6	0	1	0	0	0	0	0	0	48
06:00	0	0	1	6	7	2	0	0	0	0	0	0	0	0	0	16
06:15	1	0	0	1	16	8	1	0	0	0	0	0	0	0	0	27
06:30	0	1	1	9	23	10	8	2	0	0	0	0	0	0	0	54
06:45	1	1	2	6	34	13	5	2	0	0	0	0	0	0	0	64
	2	2	4	22	80	33	14	4	0	0	0	0	0	0	0	161
07:00	9	1	0	9	28	30	5	2	0	0	0	0	0	0	0	84
07:15	0	2	1	16	51	52	16	2	0	0	0	0	0	0	0	140
07:30	4	2	4	28	46	33	13	3	0	0	0	0	0	0	0	133
07:45	2	3	0	12	51	33	10	0	0	1	0	0	0	0	0	112
	15	8	5	65	176	148	44	7	0	1	0	0	0	0	0	469
08:00	3	1	2	22	34	27	14	1	0	0	0	0	0	0	0	104
08:15	1	0	2	13	50	30	5	1	0	0	0	0	0	0	0	102
08:30	1	0	0	20	37	28	10	2	0	0	0	0	0	0	0	98
08:45	5	1	1	21	33	23	5	0	0	0	0	0	0	0	0	89
	10	2	5	76	154	108	34	4	0	0	0	0	0	0	0	393
09:00	1	1	1	12	28	10	5	2	0	0	0	0	0	0	0	60
09:15	3	1	0	18	27	7	2	0	0	0	0	0	0	0	0	58
09:30	0	0	0	10	20	4	2	0	0	0	0	0	0	0	0	36
09:45	0	0	5	14	24	14	4	0	0	0	0	0	0	0	0	61
	4	2	6	54	99	35	13	2	0	0	0	0	0	0	0	215
10:00	2	0	1	17	22	11	3	2	0	0	0	0	0	0	0	58
10:15	1	2	1	16	27	18	4	1	0	0	0	0	0	0	0	70
10:30	2	0	2	15	24	16	5	2	0	0	0	0	0	0	0	66
10:45	1	2	5	8	19	21	4	0	0	0	0	0	0	0	0	60
	6	4	9	56	92	66	16	5	0	0	0	0	0	0	0	254
11:00	0	1	3	11	32	10	5	0	0	0	0	0	0	0	0	62
11:15	0	0	3	12	18	14	4	1	0	0	0	0	0	0	0	52
11:30	0	2	4	9	16	8	4	0	0	0	0	0	0	0	0	43
11:45	0	0	3	12	10	11	1	0	0	0	0	0	0	0	0	37
	0	3	13	44	76	43	14	1	0	0	0	0	0	0	0	194
Total	43	26	46	352	724	452	143	23	1	1	0	0	0	0	0	1811

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	3	2	13	17	9	3	0	0	0	0	0	0	0	48
12:15	0	0	5	14	21	7	3	1	0	0	0	0	0	0	51
12:30	2	4	1	11	19	15	4	0	0	0	0	0	0	0	56
12:45	0	1	3	13	17	14	3	1	0	0	0	0	0	0	52
	3	8	11	51	74	45	13	2	0	0	0	0	0	0	207
13:00	4	2	4	8	24	14	0	1	0	0	0	0	0	0	57
13:15	1	1	4	13	20	11	2	0	0	0	0	0	0	0	52
13:30	2	3	5	15	29	15	2	0	0	0	0	0	0	0	71
13:45	1	3	4	6	26	12	4	0	0	0	0	0	0	0	56
	8	9	17	42	99	52	8	1	0	0	0	0	0	0	236
14:00	3	6	1	16	19	7	1	1	0	0	0	0	0	0	54
14:15	3	3	2	8	22	13	3	0	0	0	0	0	0	0	54
14:30	2	1	1	7	22	7	2	1	0	0	0	0	0	0	43
14:45	0	2	5	10	21	11	2	0	0	0	0	0	0	0	51
	8	12	9	41	84	38	8	2	0	0	0	0	0	0	202
15:00	2	2	4	7	25	10	1	0	0	0	0	1	0	0	52
15:15	0	4	1	16	34	6	1	0	0	0	0	0	0	0	62
15:30	2	2	2	16	35	15	2	1	0	0	0	0	0	0	75
15:45	1	3	6	14	22	19	0	2	0	0	0	0	0	0	67
	5	11	13	53	116	50	4	3	0	0	0	1	0	0	256
16:00	0	3	6	21	35	14	3	1	0	0	0	0	0	0	83
16:15	0	2	4	16	26	19	10	1	0	0	0	0	0	0	78
16:30	0	0	2	16	41	24	3	3	0	0	0	0	0	0	89
16:45	3	2	0	11	24	25	2	0	1	0	0	0	0	0	68
	3	7	12	64	126	82	18	5	1	0	0	0	0	0	318
17:00	0	1	2	17	36	19	6	1	0	0	0	0	0	0	82
17:15	1	4	5	19	38	18	6	1	0	0	0	0	0	0	92
17:30	2	5	3	20	40	17	4	2	0	0	0	0	0	0	93
17:45	1	1	0	10	36	24	7	1	0	0	0	0	0	0	80
	4	11	10	66	150	78	23	5	0	0	0	0	0	0	347
18:00	0	2	2	11	24	12	3	1	1	0	0	0	0	0	56
18:15	1	1	4	12	27	10	3	0	0	0	0	0	0	0	58
18:30	1	1	2	15	29	14	3	1	0	0	0	0	0	0	66
18:45	2	4	1	9	23	11	1	0	0	0	0	0	0	0	51
	4	8	9	47	103	47	10	2	1	0	0	0	0	0	231
19:00	0	0	0	2	18	14	1	0	0	0	0	0	0	0	35
19:15	0	0	2	12	12	7	3	0	0	0	0	0	0	0	36
19:30	0	2	2	10	11	8	2	0	0	0	0	0	0	0	35
19:45	2	1	1	8	11	6	0	0	0	0	0	0	0	0	29
	2	3	5	32	52	35	6	0	0	0	0	0	0	0	135
20:00	0	1	3	8	13	1	1	0	0	0	0	0	0	0	27
20:15	1	0	4	8	7	6	0	1	0	0	0	0	0	0	27
20:30	0	1	3	7	9	4	1	0	0	0	0	0	0	0	25
20:45	3	1	2	12	12	3	1	0	0	0	0	0	0	0	34
	4	3	12	35	41	14	3	1	0	0	0	0	0	0	113
21:00	1	1	2	9	7	3	0	0	0	0	0	0	0	0	23
21:15	0	0	1	6	3	2	0	0	0	0	0	0	0	0	12
21:30	0	0	1	7	5	3	0	1	0	0	0	0	0	0	17
21:45	0	2	5	5	7	3	0	0	1	0	0	0	0	0	23
	1	3	9	27	22	11	0	1	1	0	0	0	0	0	75
22:00	1	1	1	11	10	4	1	0	0	0	0	0	0	0	29
22:15	0	3	1	8	7	3	0	0	0	0	0	0	0	0	22
22:30	0	0	2	7	3	1	2	0	0	0	0	0	0	0	15
22:45	0	2	1	0	4	1	1	0	0	0	0	0	0	0	9
	1	6	5	26	24	9	4	0	0	0	0	0	0	0	75
23:00	1	2	2	3	4	2	1	0	0	0	0	0	0	0	15
23:15	0	0	1	4	4	1	0	0	0	0	1	0	0	0	11
23:30	0	0	1	2	2	3	0	0	0	0	0	0	0	0	8
23:45	0	0	0	3	6	0	0	0	0	0	0	0	0	0	9
	1	2	4	12	16	6	1	0	0	0	1	0	0	0	43
Total	44	83	116	496	907	467	98	22	3	0	1	1	0	0	2238

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/26/14	0	1	0	2	5	3	1	0	0	0	0	0	0	0	12
00:15	1	0	0	1	4	1	1	1	0	0	0	0	0	0	9
00:30	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8
00:45	0	1	1	2	4	0	0	0	0	0	0	0	0	0	8
01:00	1	2	1	8	18	4	2	1	0	0	0	0	0	0	37
01:15	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
01:30	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:15	1	0	1	3	6	2	0	0	0	0	0	0	0	0	13
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	5
03:00	0	0	2	3	6	1	1	0	0	0	0	0	0	0	5
03:15	0	0	1	0	3	0	1	0	0	0	0	0	0	0	5
03:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	1	1	4	7	2	0	0	0	0	0	0	0	0	15
04:15	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
04:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00	0	0	2	2	2	0	1	0	0	0	0	0	0	0	7
05:15	0	0	2	4	7	2	2	0	0	0	0	0	0	0	17
05:30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
05:45	1	0	0	2	4	4	1	0	0	0	0	0	0	0	12
06:00	0	0	0	3	4	4	0	0	0	0	0	0	0	0	11
06:15	0	0	1	4	5	4	0	0	0	0	0	0	0	0	14
06:30	1	0	1	11	14	12	1	0	0	0	0	0	0	0	40
06:45	0	2	0	4	13	2	0	0	0	0	0	0	0	0	21
07:00	3	0	1	6	15	6	2	1	0	0	0	0	0	0	34
07:15	4	1	0	11	17	12	7	1	0	0	0	0	0	0	53
07:30	1	2	2	6	21	20	7	1	0	0	0	0	0	0	60
07:45	8	5	3	27	66	40	16	3	0	0	0	0	0	0	168
08:00	2	0	0	6	35	26	13	1	0	0	0	0	0	0	83
08:15	5	1	6	9	39	52	10	0	0	0	0	0	0	0	122
08:30	2	1	10	9	38	37	15	3	0	0	0	0	0	0	115
08:45	2	2	5	8	40	26	7	0	1	0	0	0	0	0	91
09:00	11	4	21	32	152	141	45	4	1	0	0	0	0	0	411
09:15	3	0	1	10	43	28	14	4	0	0	0	0	0	0	103
09:30	1	1	5	12	43	32	11	2	0	1	0	0	0	0	108
09:45	3	1	2	12	43	29	10	4	0	1	0	0	0	0	105
10:00	1	2	1	10	29	27	7	4	0	0	0	0	0	0	81
10:15	8	4	9	44	158	116	42	14	0	2	0	0	0	0	397
10:30	1	0	1	10	24	10	5	0	0	0	0	0	0	0	51
10:45	4	1	8	12	17	13	1	0	0	0	0	0	0	0	56
11:00	0	2	3	8	25	16	2	1	0	0	0	0	0	0	57
11:15	1	0	4	7	21	14	3	0	0	0	0	0	0	0	50
11:30	6	3	16	37	87	53	11	1	0	0	0	0	0	0	214
11:45	0	0	0	7	21	10	0	0	0	0	0	0	0	0	38
Total	3	0	0	8	16	9	3	0	0	0	0	0	0	0	39
	3	1	5	11	14	15	0	1	0	0	0	0	0	0	50
	1	0	3	8	13	11	2	0	0	0	0	0	0	0	38
	7	1	8	34	64	45	5	1	0	0	0	0	0	0	165
	0	2	0	3	15	13	2	1	0	0	0	0	0	0	36
	1	0	2	8	13	14	0	2	0	1	0	0	0	0	41
	2	2	4	11	10	14	2	0	0	0	0	0	0	0	45
	6	0	5	4	16	10	1	0	0	0	0	0	0	0	42
	9	4	11	26	54	51	5	3	0	1	0	0	0	0	164
Total	52	24	76	233	639	469	130	27	1	3	0	0	0	0	1654

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	1	2	6	15	13	5	1	0	0	0	0	0	0	43
12:15	1	2	5	12	24	5	0	0	0	0	0	0	0	0	49
12:30	3	1	1	8	10	13	4	0	0	0	0	0	0	0	40
12:45	2	3	3	7	26	17	3	0	0	0	0	0	0	0	61
	6	7	11	33	75	48	12	1	0	0	0	0	0	0	193
13:00	0	2	3	10	20	14	1	3	0	0	0	0	0	0	53
13:15	2	0	1	11	26	16	2	0	0	0	0	0	0	0	58
13:30	2	2	1	14	29	14	1	0	0	0	0	0	0	0	63
13:45	2	0	6	10	19	16	8	1	0	0	0	0	0	0	62
	6	4	11	45	94	60	12	4	0	0	0	0	0	0	236
14:00	4	0	2	5	13	18	2	1	0	0	0	0	0	0	45
14:15	1	2	2	15	22	13	2	1	0	0	0	0	0	0	58
14:30	2	1	5	11	16	9	2	0	0	0	0	0	0	0	46
14:45	0	0	2	6	24	10	0	0	0	0	0	0	0	0	42
	7	3	11	37	75	50	6	2	0	0	0	0	0	0	191
15:00	1	0	2	16	30	10	2	0	0	0	0	0	0	0	61
15:15	1	2	3	25	32	10	3	0	0	0	0	0	0	0	76
15:30	2	2	1	7	37	16	2	0	0	0	0	0	0	0	67
15:45	1	2	1	17	29	21	4	3	0	0	0	0	0	0	78
	5	6	7	65	128	57	11	3	0	0	0	0	0	0	282
16:00	1	1	1	11	39	14	5	0	0	0	0	0	0	0	72
16:15	5	4	3	12	32	23	5	4	0	0	0	0	0	0	88
16:30	1	0	3	13	42	22	4	0	0	0	0	0	0	0	85
16:45	1	0	3	21	38	25	5	0	0	0	0	0	0	0	93
	8	5	10	57	151	84	19	4	0	0	0	0	0	0	338
17:00	2	0	1	20	33	21	8	0	0	0	0	0	0	0	85
17:15	3	1	4	14	40	18	5	2	0	0	0	0	0	0	87
17:30	1	0	3	16	45	14	6	0	0	0	0	0	0	0	85
17:45	1	1	1	14	31	10	9	2	0	0	0	0	0	0	69
	7	2	9	64	149	63	28	4	0	0	0	0	0	0	326
18:00	1	2	8	19	32	18	3	1	0	0	0	0	0	0	84
18:15	0	2	2	10	20	16	4	2	0	0	0	0	0	0	56
18:30	5	1	1	13	24	11	1	0	0	0	0	0	0	0	56
18:45	0	1	0	4	18	13	4	0	0	0	0	0	0	0	40
	6	6	11	46	94	58	12	3	0	0	0	0	0	0	236
19:00	0	3	0	8	18	6	2	1	0	0	0	0	0	0	38
19:15	0	0	2	9	18	8	5	2	0	0	0	0	0	0	44
19:30	1	1	1	3	22	9	0	0	0	0	0	0	0	0	37
19:45	1	3	0	7	13	1	4	1	0	0	0	0	0	0	30
	2	7	3	27	71	24	11	4	0	0	0	0	0	0	149
20:00	2	1	3	17	10	5	0	0	0	0	0	0	0	0	38
20:15	0	1	4	8	15	5	2	0	0	0	0	0	0	0	35
20:30	1	3	0	5	10	5	1	0	0	0	0	0	0	0	25
20:45	0	1	1	7	11	6	3	0	0	0	0	0	0	0	29
	3	6	8	37	46	21	6	0	0	0	0	0	0	0	127
21:00	0	0	0	6	8	5	1	0	0	0	0	0	0	0	20
21:15	0	1	1	10	3	1	0	0	0	0	0	0	0	0	16
21:30	0	1	1	10	9	1	3	0	0	0	0	0	0	0	25
21:45	2	3	0	6	11	2	0	0	0	0	0	0	0	0	24
	2	5	2	32	31	9	4	0	0	0	0	0	0	0	85
22:00	0	0	0	4	4	3	2	0	0	0	0	0	0	0	13
22:15	0	1	3	3	8	2	1	0	0	0	0	0	0	0	18
22:30	0	0	1	5	4	3	0	0	0	0	0	0	0	0	13
22:45	0	0	2	4	6	3	0	0	0	0	0	0	0	0	15
	0	1	6	16	22	11	3	0	0	0	0	0	0	0	59
23:00	0	1	1	1	3	4	2	0	0	0	0	0	0	0	12
23:15	1	1	0	4	5	0	0	0	0	0	0	0	0	0	11
23:30	0	1	2	0	7	2	0	0	0	0	0	0	0	0	12
23:45	0	0	2	2	4	0	0	0	0	0	0	0	0	0	8
	1	3	5	7	19	6	2	0	0	0	0	0	0	0	43
Total	53	55	94	466	955	491	126	25	0	0	0	0	0	0	2265
Grand Total	303	281	494	2431	4940	2834	756	140	11	4	1	3	0	0	12198

15th Percentile : 26 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 42 MPH

Stats Mean Speed(Average) : 33 MPH
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 7774
Percent in Pace : 63.7%
Number of Vehicles > 35 MPH : 3749

Percent of Vehicles > 35 MPH :

30.7%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
06/24/14	0	0	0	4	5	0	1	0	0	0	0	0	0	0	0	10
00:15	0	1	2	3	2	1	0	0	0	0	0	0	0	0	0	9
00:30	1	3	0	2	1	0	1	0	0	0	0	0	0	0	0	8
00:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	0	3
	1	4	4	9	9	1	2	0	0	0	0	0	0	0	0	30
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
01:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	3	0	0	0	0	0	0	0	0	0	0	0	5
	1	1	6	5	0	0	0	0	0	0	0	0	0	0	0	13
02:00	0	2	1	1	2	0	0	0	0	0	0	0	0	0	0	6
02:15	0	1	2	1	2	0	0	0	0	0	0	0	0	0	0	6
02:30	0	1	0	3	1	0	0	0	0	0	0	0	0	0	0	5
02:45	0	1	1	2	0	1	0	0	0	0	0	0	0	0	0	5
	0	5	4	7	5	1	0	0	0	0	0	0	0	0	0	22
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	1	0	0	0	0	1	0	0	0	0	0	3
03:30	0	0	0	4	0	1	0	0	0	0	0	0	0	0	0	5
03:45	1	2	0	1	1	0	0	0	0	0	0	0	0	0	0	5
	1	2	1	5	2	1	0	0	0	1	0	0	0	0	0	13
04:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	1	1	0	3	3	2	0	0	0	0	0	0	0	0	0	10
04:45	0	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
	1	2	2	6	4	3	0	0	0	0	0	0	0	0	0	18
05:00	0	0	3	2	1	1	0	0	0	0	0	0	0	0	0	7
05:15	0	2	1	4	6	3	0	0	0	0	0	0	0	0	0	16
05:30	0	2	1	4	4	2	0	1	0	0	0	0	0	0	0	14
05:45	0	0	1	5	0	0	0	0	0	0	0	0	0	0	0	6
	0	4	6	15	11	6	0	1	0	0	0	0	0	0	0	43
06:00	0	1	3	7	3	0	0	0	0	0	0	0	0	0	0	14
06:15	1	1	7	6	7	4	0	0	0	0	0	0	0	0	0	26
06:30	2	3	3	13	20	11	0	0	0	0	0	0	0	0	0	52
06:45	0	3	1	10	7	9	2	0	0	0	0	0	0	0	0	32
	3	8	14	36	37	24	2	0	0	0	0	0	0	0	0	124
07:00	1	1	5	11	32	19	6	3	0	0	0	0	0	0	0	78
07:15	4	1	0	12	44	20	6	1	0	0	0	0	0	0	0	88
07:30	2	0	4	11	44	27	4	0	0	0	0	0	0	0	0	92
07:45	2	3	8	18	24	15	4	0	0	0	0	0	0	0	0	74
	9	5	17	52	144	81	20	4	0	0	0	0	0	0	0	332
08:00	1	2	4	8	29	20	2	0	0	0	0	0	0	0	0	66
08:15	0	1	4	26	23	12	0	0	0	0	0	0	0	0	0	66
08:30	1	1	4	11	27	14	5	1	0	0	0	0	0	0	0	64
08:45	0	0	3	10	27	6	1	0	0	0	0	0	0	0	0	47
	2	4	15	55	106	52	8	1	0	0	0	0	0	0	0	243
09:00	1	2	12	21	17	7	1	0	0	0	0	0	0	0	0	61
09:15	2	2	2	18	21	3	0	0	0	0	0	0	0	0	0	48
09:30	4	3	7	16	18	4	0	0	0	0	0	0	0	0	0	52
09:45	0	2	2	19	14	3	1	0	0	0	0	0	0	0	0	41
	7	9	23	74	70	17	2	0	0	0	0	0	0	0	0	202
10:00	0	2	3	13	17	4	0	0	0	0	0	0	0	0	0	39
10:15	0	3	4	16	16	2	1	0	0	0	0	0	0	0	0	42
10:30	0	1	4	10	18	6	1	0	0	0	0	0	0	0	0	40
10:45	0	2	3	17	15	3	0	0	0	0	0	0	0	0	0	40
	0	8	14	56	66	15	2	0	0	0	0	0	0	0	0	161
11:00	3	2	5	12	15	3	0	0	0	0	0	0	0	0	0	40
11:15	0	0	5	13	18	5	1	0	0	0	0	0	0	0	0	42
11:30	2	3	6	15	6	3	0	0	0	0	0	0	0	0	0	35
11:45	0	2	7	8	8	6	0	0	0	0	0	0	0	0	0	31
	5	7	23	48	47	17	1	0	0	0	0	0	0	0	0	148
Total	30	59	129	368	501	218	37	6	0	1	0	0	0	0	0	1349

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/25/14	0	0	1	3	0	0	0	0	0	0	0	0	0	0	4
00:15	0	0	2	3	1	1	0	0	0	0	0	0	0	0	7
00:30	0	1	0	2	0	0	0	0	0	0	0	0	0	0	3
00:45	0	2	1	0	1	0	0	0	0	0	0	0	0	0	4
	0	3	4	8	2	1	0	0	0	0	0	0	0	0	18
01:00	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:15	0	0	1	2	3	0	0	0	0	0	0	0	0	0	6
01:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
01:45	0	0	0	2	3	0	0	0	0	0	0	0	0	0	5
	0	0	1	4	8	0	0	0	0	0	0	0	0	0	13
02:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:15	1	0	2	3	0	0	0	0	0	0	0	0	0	0	6
02:30	0	1	1	1	0	0	0	0	0	0	0	0	0	0	3
02:45	0	0	1	0	1	0	0	0	0	0	0	0	0	0	2
	1	1	4	4	1	0	0	0	0	0	0	0	0	0	11
03:00	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
03:15	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4
03:30	1	0	2	3	2	0	0	0	0	0	0	0	0	0	8
03:45	0	0	1	1	0	0	0	1	0	0	0	0	0	0	3
	2	0	4	7	5	0	0	1	0	0	0	0	0	0	19
04:00	1	0	0	2	1	0	0	0	0	0	0	0	0	0	4
04:15	0	1	1	2	0	0	0	0	0	0	0	0	0	0	4
04:30	0	1	2	3	2	0	0	0	0	0	0	0	0	0	8
04:45	0	0	0	0	4	1	0	0	0	0	0	0	0	0	5
	1	2	3	7	7	1	0	0	0	0	0	0	0	0	21
05:00	1	0	1	3	2	1	0	0	0	0	0	0	0	0	8
05:15	0	1	2	9	2	0	0	0	0	0	0	0	0	0	14
05:30	0	1	1	7	6	3	0	0	0	0	0	0	0	0	18
05:45	0	0	3	4	4	1	0	0	0	0	0	0	0	0	12
	1	2	7	23	14	5	0	0	0	0	0	0	0	0	52
06:00	0	1	2	4	4	1	0	0	0	0	0	0	0	0	12
06:15	0	1	4	8	9	2	1	0	0	0	0	0	0	0	25
06:30	1	0	5	5	18	8	2	0	0	0	0	0	0	0	39
06:45	1	3	1	15	12	11	0	1	0	0	0	0	0	0	44
	2	5	12	32	43	22	3	1	0	0	0	0	0	0	120
07:00	2	1	4	12	27	18	1	2	0	0	0	0	0	0	67
07:15	3	0	2	14	22	23	3	0	0	0	0	0	0	0	67
07:30	3	0	13	26	39	17	1	0	0	0	0	0	0	0	99
07:45	1	3	0	26	34	18	4	1	0	0	0	0	0	0	87
	9	4	19	78	122	76	9	3	0	0	0	0	0	0	320
08:00	3	2	2	18	30	19	4	0	0	0	0	0	0	0	78
08:15	2	0	8	17	28	12	3	0	0	0	0	0	0	0	70
08:30	0	2	6	11	17	13	0	0	0	0	0	0	0	0	49
08:45	4	0	2	15	20	8	0	1	0	0	0	0	0	0	50
	9	4	18	61	95	52	7	1	0	0	0	0	0	0	247
09:00	0	0	7	17	16	7	1	0	0	0	0	0	0	0	48
09:15	1	3	6	18	10	6	1	0	0	0	0	0	0	0	45
09:30	1	1	0	16	14	5	1	0	0	0	0	0	0	0	38
09:45	0	1	4	14	16	7	1	0	0	0	0	0	0	0	43
	2	5	17	65	56	25	4	0	0	0	0	0	0	0	174
10:00	2	0	2	17	17	5	1	0	0	0	0	0	0	0	44
10:15	3	4	6	13	13	7	0	0	0	0	0	0	0	0	46
10:30	0	0	3	17	13	3	1	0	0	0	0	0	0	0	37
10:45	1	0	1	14	12	3	0	0	0	0	0	0	0	0	31
	6	4	12	61	55	18	2	0	0	0	0	0	0	0	158
11:00	0	0	5	12	17	4	0	0	0	0	0	0	0	0	38
11:15	0	1	1	9	17	11	0	0	0	0	0	0	0	0	39
11:30	1	0	6	14	13	6	1	0	0	0	0	0	0	0	41
11:45	0	1	2	15	11	6	0	0	0	0	0	0	0	0	35
	1	2	14	50	58	27	1	0	0	0	0	0	0	0	153
Total	34	32	115	400	466	227	26	6	0	0	0	0	0	0	1306

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB	Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
	12 PM	0	1	4	16	14	5	0	0	0	0	0	0	0	0	0	40
	12:15	2	0	0	15	14	3	2	0	0	0	0	0	0	0	0	36
	12:30	0	1	4	14	19	5	0	0	0	0	0	0	0	0	0	43
	12:45	0	1	5	12	9	7	3	0	0	0	0	0	0	0	0	37
		2	3	13	57	56	20	5	0	0	0	0	0	0	0	0	156
	13:00	2	1	8	16	16	4	1	0	0	0	0	0	0	0	0	48
	13:15	0	2	5	16	12	2	0	0	0	0	0	0	0	0	0	37
	13:30	1	0	3	13	20	5	1	0	0	0	0	0	0	0	0	43
	13:45	0	1	9	12	22	5	1	0	0	0	0	0	0	0	0	50
		3	4	25	57	70	16	3	0	0	0	0	0	0	0	0	178
	14:00	2	1	7	12	13	6	2	0	0	0	0	0	0	0	0	43
	14:15	2	0	2	13	16	2	0	0	1	0	0	0	0	0	0	36
	14:30	1	0	6	14	17	2	2	0	0	0	0	0	0	0	0	42
	14:45	4	2	7	12	13	1	1	1	0	0	0	0	0	0	0	41
		9	3	22	51	59	11	5	1	1	0	0	0	0	0	0	162
	15:00	7	3	4	10	11	2	0	0	0	0	0	0	0	0	0	37
	15:15	1	2	7	19	21	3	0	0	0	0	0	0	0	0	0	53
	15:30	4	1	3	15	20	4	1	0	0	0	0	0	0	0	0	48
	15:45	0	2	2	8	25	6	3	0	0	0	0	0	0	0	0	46
		12	8	16	52	77	15	4	0	0	0	0	0	0	0	0	184
	16:00	2	1	10	9	27	11	4	1	0	0	0	0	0	0	0	65
	16:15	1	2	1	14	13	9	1	1	0	0	0	0	0	0	0	42
	16:30	3	3	9	15	18	7	3	0	0	0	0	0	0	0	0	58
	16:45	0	2	3	14	20	10	1	0	0	0	0	0	0	0	0	50
		6	8	23	52	78	37	9	2	0	0	0	0	0	0	0	215
	17:00	2	1	8	23	23	13	2	0	0	0	0	0	0	0	0	72
	17:15	2	3	2	18	28	4	0	0	0	0	0	0	0	0	0	57
	17:30	2	2	7	26	16	9	2	0	0	0	0	0	0	0	0	64
	17:45	1	3	0	19	34	2	1	0	0	0	0	0	0	0	0	60
		7	9	17	86	101	28	5	0	0	0	0	0	0	0	0	253
	18:00	6	0	2	8	12	5	0	0	0	0	0	0	0	0	0	33
	18:15	5	1	5	7	17	5	0	0	0	0	0	0	0	0	0	40
	18:30	2	0	3	13	19	4	1	0	0	0	0	0	0	0	0	42
	18:45	1	3	7	16	12	2	0	0	0	0	0	0	0	0	0	41
		14	4	17	44	60	16	1	0	0	0	0	0	0	0	0	156
	19:00	1	2	1	11	7	4	1	0	0	0	0	0	0	0	0	27
	19:15	2	3	5	12	5	3	1	0	0	0	0	0	0	0	0	31
	19:30	5	2	3	14	5	6	0	0	0	0	0	0	0	0	0	35
	19:45	3	3	1	3	5	2	0	0	0	0	0	0	0	0	0	17
		11	10	10	40	22	15	2	0	0	0	0	0	0	0	0	110
	20:00	1	1	6	9	5	2	1	0	0	0	0	0	0	0	0	25
	20:15	2	2	2	9	6	2	0	0	0	0	0	0	0	0	0	23
	20:30	0	2	7	12	7	0	0	0	0	0	0	0	0	0	0	28
	20:45	0	1	4	9	8	2	0	0	0	0	0	0	0	0	0	24
		3	6	19	39	26	6	1	0	0	0	0	0	0	0	0	100
	21:00	1	3	3	5	5	1	0	0	0	0	0	0	0	0	0	18
	21:15	1	3	3	11	2	1	0	0	0	0	0	0	0	0	0	21
	21:30	1	0	5	8	1	1	0	0	0	0	0	0	0	0	0	16
	21:45	0	1	1	7	3	1	1	0	0	0	0	0	0	0	0	14
		3	7	12	31	11	4	1	0	0	0	0	0	0	0	0	69
	22:00	0	2	1	9	2	1	0	0	0	0	0	0	0	0	0	15
	22:15	0	1	1	12	7	0	0	0	0	0	0	0	0	0	0	21
	22:30	0	0	4	8	4	0	1	0	0	0	0	0	0	0	0	17
	22:45	0	1	1	1	3	0	1	0	0	0	0	0	0	0	0	7
		0	4	7	30	16	1	2	0	0	0	0	0	0	0	0	60
	23:00	2	1	1	5	2	0	0	0	0	0	0	0	0	0	0	11
	23:15	0	0	4	7	1	0	0	0	0	1	0	0	0	0	0	13
	23:30	2	2	1	1	0	1	0	0	0	0	0	0	0	0	0	7
	23:45	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
		4	3	7	17	4	1	0	0	1	0	0	0	0	0	0	37
	Total	74	69	188	556	580	170	38	3	1	1	0	0	0	0	0	1680

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/26/14	0	1	0	6	8	0	0	0	0	0	0	0	0	0	15
00:15	2	0	3	3	1	4	0	0	0	0	0	0	0	0	13
00:30	0	1	1	6	2	2	0	0	0	0	0	0	0	0	12
00:45	0	2	3	2	4	2	0	0	0	0	0	0	0	0	13
	2	4	7	17	15	8	0	0	0	0	0	0	0	0	53
01:00	0	1	3	1	5	0	0	0	0	0	0	0	0	0	10
01:15	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
01:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	2	1	7	5	7	1	0	0	0	0	0	0	0	0	23
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
02:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	1	3	2	4	1	0	0	0	0	0	0	0	0	11
03:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
03:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6
03:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	1	2	4	4	4	1	0	0	0	0	0	0	0	0	16
04:00	2	1	1	1	2	0	0	0	0	0	0	0	0	0	7
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
04:45	1	0	0	2	5	3	0	0	0	0	0	0	0	0	11
	3	3	3	5	8	3	0	0	0	0	0	0	0	0	25
05:00	1	0	3	3	1	1	0	0	0	0	0	0	0	0	9
05:15	2	2	5	3	2	1	0	0	0	0	0	0	0	0	15
05:30	0	0	3	3	5	0	0	0	0	0	0	0	0	0	11
05:45	2	0	1	4	2	0	0	0	0	0	0	0	0	0	9
	5	2	12	13	10	2	0	0	0	0	0	0	0	0	44
06:00	0	1	6	7	7	0	0	0	0	0	0	0	0	0	21
06:15	0	2	4	9	9	7	0	0	0	0	0	0	0	0	31
06:30	3	4	2	8	17	7	1	0	0	0	0	0	0	0	42
06:45	1	0	6	7	16	12	0	0	0	0	0	0	0	0	42
	4	7	18	31	49	26	1	0	0	0	0	0	0	0	136
07:00	1	2	0	12	24	12	4	0	0	0	0	0	0	0	55
07:15	1	0	4	17	42	15	1	0	0	0	0	0	0	0	80
07:30	11	3	8	23	25	15	1	0	0	0	0	0	0	0	86
07:45	1	0	5	19	24	14	2	0	1	0	0	0	0	0	66
	14	5	17	71	115	56	8	0	1	0	0	0	0	0	287
08:00	1	0	7	17	31	10	4	0	0	0	0	0	0	0	70
08:15	1	2	1	11	19	14	2	0	0	0	0	0	0	0	50
08:30	1	1	5	20	19	9	1	0	0	0	0	0	0	0	56
08:45	0	0	7	7	25	10	1	0	0	0	0	0	0	0	50
	3	3	20	55	94	43	8	0	0	0	0	0	0	0	226
09:00	2	0	3	7	16	6	0	0	0	0	0	0	0	0	34
09:15	4	3	0	12	24	6	0	0	0	0	0	0	0	0	49
09:30	2	3	1	16	21	7	2	0	0	0	0	0	0	0	52
09:45	1	1	4	12	14	8	1	0	0	0	0	0	0	0	41
	9	7	8	47	75	27	3	0	0	0	0	0	0	0	176
10:00	0	0	2	10	16	3	1	0	0	0	0	0	0	0	32
10:15	0	1	1	10	16	7	1	0	0	0	0	0	0	0	36
10:30	1	0	7	10	14	5	3	0	0	0	0	0	0	0	40
10:45	3	1	5	10	18	4	0	0	0	0	0	0	0	0	41
	4	2	15	40	64	19	5	0	0	0	0	0	0	0	149
11:00	0	3	3	10	16	3	1	0	0	0	0	0	0	0	36
11:15	0	1	6	14	18	4	0	0	0	0	0	0	0	0	43
11:30	1	1	4	8	12	4	1	0	0	0	0	0	0	0	31
11:45	3	3	5	10	13	3	0	0	0	0	0	0	0	0	37
	4	8	18	42	59	14	2	0	0	0	0	0	0	0	147
Total	51	45	132	332	504	201	27	0	1	0	0	0	0	0	1293

Percent of Vehicles > 35 MPH :

16.1%

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 14thStreet&17thAvenueAM
Site Code : 1
Start Date : 6/7/2014
Page No : 1

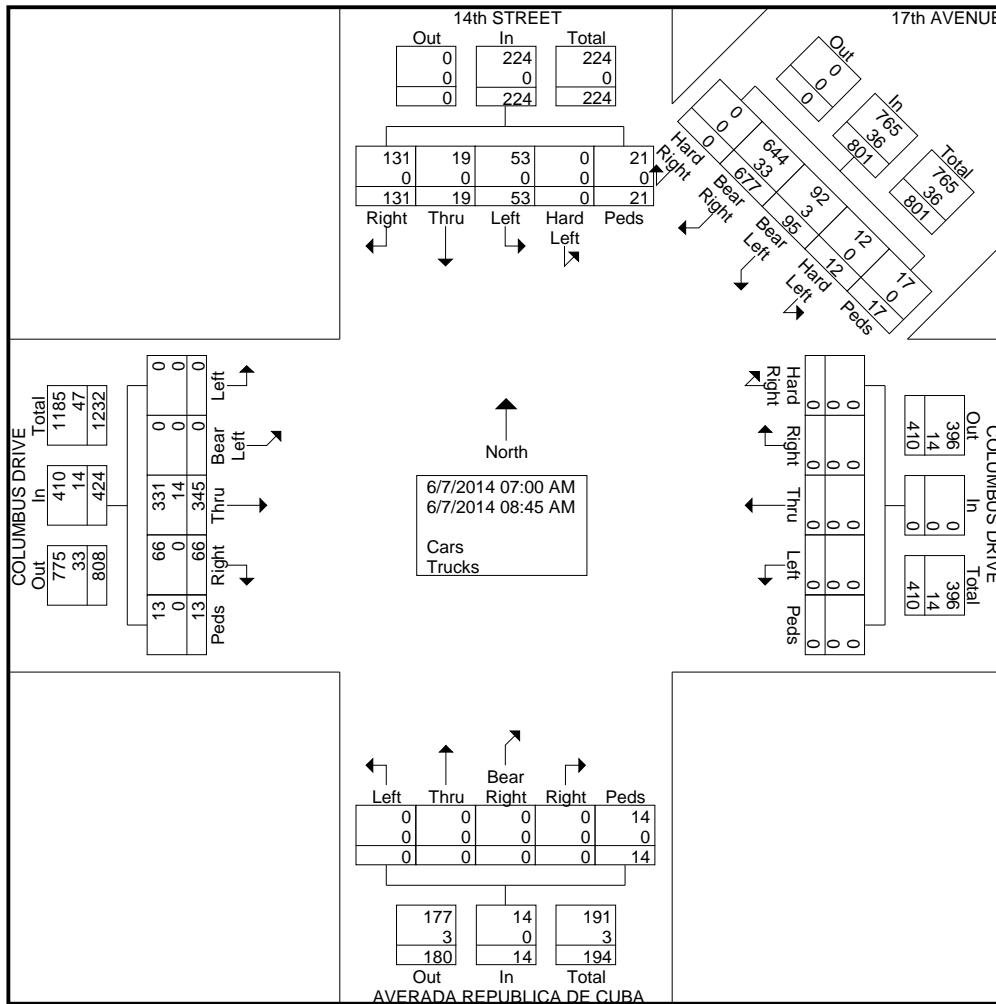
Groups Printed- Cars - Trucks

Start Time	14th STREET Southbound						17th AVENUE Southwestbound						COLUMBUS DRIVE Westbound						AVERADA REPUBLICA DE CUBA Northbound						COLUMBUS DRIVE Eastbound						Int. Total
	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	
07:00 AM	6	4	4	0	0	14	0	84	5	1	1	91	0	0	0	0	0	0	0	0	0	0	0	5	32	0	0	0	37	142	
07:15 AM	12	3	6	0	4	25	0	121	20	1	0	142	0	0	0	0	0	0	0	0	0	1	1	10	29	0	0	0	39	207	
07:30 AM	15	4	2	0	3	24	0	98	29	2	3	132	0	0	0	0	0	0	0	0	0	4	4	13	48	0	0	3	64	224	
07:45 AM	24	2	8	0	0	34	0	92	9	1	5	107	0	0	0	0	0	0	0	0	0	3	3	6	41	0	0	4	51	195	
Total	57	13	20	0	7	97	0	395	63	5	9	472	0	0	0	0	0	0	0	0	8	8	34	150	0	0	7	191	768		
08:00 AM	18	1	12	0	6	37	0	85	7	2	2	96	0	0	0	0	0	0	0	0	0	3	3	8	58	0	0	0	66	202	
08:15 AM	24	0	6	0	3	33	0	57	7	3	0	67	0	0	0	0	0	0	0	0	0	2	2	5	44	0	0	2	51	153	
08:30 AM	17	2	7	0	2	28	0	73	9	1	3	86	0	0	0	0	0	0	0	0	0	1	1	9	47	0	0	1	57	172	
08:45 AM	15	3	8	0	3	29	0	67	9	1	3	80	0	0	0	0	0	0	0	0	0	0	0	10	46	0	0	3	59	168	
Total	74	6	33	0	14	127	0	282	32	7	8	329	0	0	0	0	0	0	0	0	6	6	32	195	0	0	6	233	695		
Grand Total	131	19	53	0	21	224	0	677	95	12	17	801	0	0	0	0	0	0	0	0	0	14	14	66	345	0	0	13	424	1463	
Apprch %	58.5	8.5	23.7	0	9.4		0	84.5	11.9	1.5	2.1		0	0	0	0	0	0	0	0	0	100		15.6	81.4	0	0	3.1			
Total %	9	1.3	3.6	0	1.4	15.3	0	46.3	6.5	0.8	1.2	54.8	0	0	0	0	0	0	0	0	0	1	1	4.5	23.6	0	0	0.9	29		
Cars	131	19	53	0	21	224	0	644	92	12	17	765	0	0	0	0	0	0	0	0	0	14	14	66	331	0	0	13	410	1413	
% Cars	100	100	100	0	100	100	0	95.1	96.8	100	100	95.5	0	0	0	0	0	0	0	0	0	100	100	100	95.9	0	0	100	96.7	96.6	
Trucks	0	0	0	0	0	0	0	33	3	0	0	36	0	0	0	0	0	0	0	0	0	0	0	0	14	0	0	0	14	50	
% Trucks	0	0	0	0	0	0	0	4.9	3.2	0	0	4.5	0	0	0	0	0	0	0	0	0	0	0	4.1	0	0	0	3.3	3.4		

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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 14thStreet&17thAvenueAM
Site Code : 1
Start Date : 6/7/2014
Page No : 2

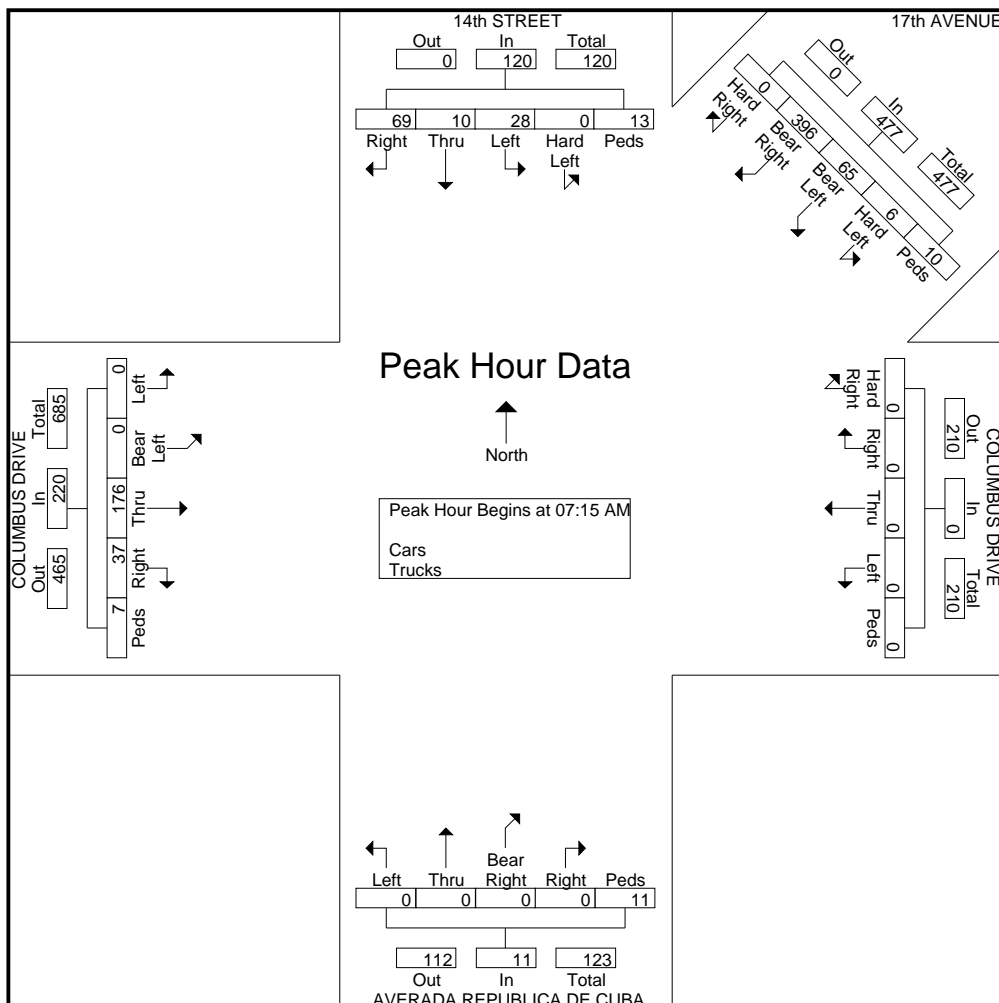


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 14thStreet&17thAvenueAM
Site Code : 1
Start Date : 6/7/2014
Page No : 3

Start Time	14th STREET Southbound					17th AVENUE Southwestbound					COLUMBUS DRIVE Westbound					AVERADA REPUBLICA DE CUBA Northbound					COLUMBUS DRIVE Eastbound					Int. Total					
	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right		Thru	Bear Left	Left	Peds	App. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 07:15 AM																															
07:15 AM	12	3	6	0	4	25	0	121	20	1	0	142	0	0	0	0	0	0	0	0	0	0	1	1	10	29	0	0	0	39	207
07:30 AM	15	4	2	0	3	24	0	98	29	2	3	132	0	0	0	0	0	0	0	0	0	0	4	4	13	48	0	0	3	64	224
07:45 AM	24	2	8	0	0	34	0	92	9	1	5	107	0	0	0	0	0	0	0	0	0	0	3	3	6	41	0	0	4	51	195
08:00 AM	18	1	12	0	6	37	0	85	7	2	2	96	0	0	0	0	0	0	0	0	0	0	3	3	8	58	0	0	0	66	202
Total Volume	69	10	28	0	13	120	0	396	65	6	10	477	0	0	0	0	0	0	0	0	0	0	11	11	37	176	0	0	7	220	828
% App. Total	57.5	8.3	23.3	0	10.8		0	83	13.6	1.3	2.1		0	0	0	0	0		0	0	0	0	100		16.8	80	0	0	3.2		
PHF	.719	.625	.583	.000	.542	.811	.000	.818	.560	.750	.500	.840	.000	.000	.000	.000	.000	.000	.000	.000	.000	.000	.688	.688	.712	.759	.000	.000	.438	.833	.924



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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 14thStreet&17thAvenuePM
Site Code : 1
Start Date : 6/7/2014
Page No : 1

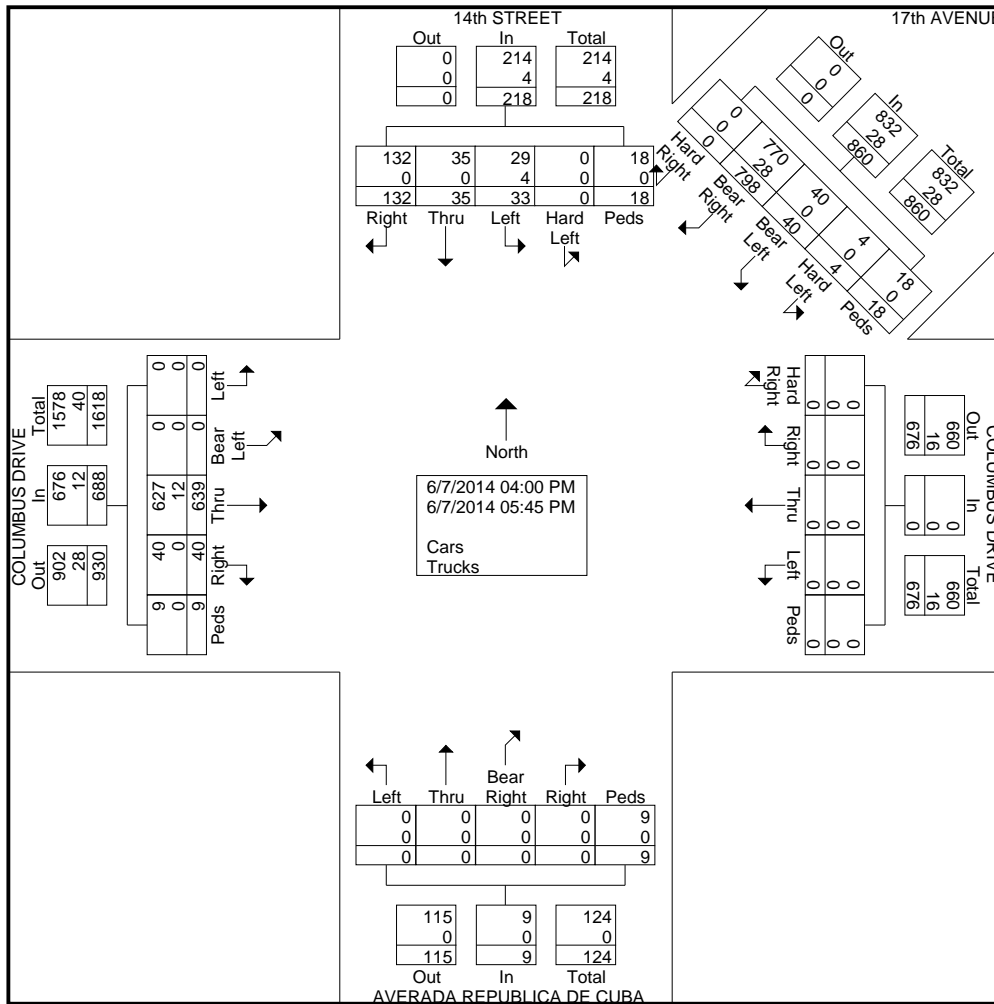
Groups Printed- Cars - Trucks

Start Time	14th STREET Southbound						17th AVENUE Southwestbound						COLUMBUS DRIVE Westbound						AVERADA REPUBLICA DE CUBA Northbound						COLUMBUS DRIVE Eastbound						Int. Total
	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	
04:00 PM	12	3	2	0	0	17	0	129	1	0	2	132	0	0	0	0	0	0	0	0	0	1	1	2	50	0	0	1	53	203	
04:15 PM	14	2	5	0	4	25	0	111	4	1	4	120	0	0	0	0	0	0	0	0	0	0	0	4	76	0	0	0	80	225	
04:30 PM	21	5	1	0	2	29	0	133	7	0	6	146	0	0	0	0	0	0	0	0	0	3	3	8	87	0	0	1	96	274	
04:45 PM	24	8	6	0	1	39	0	110	7	2	2	121	0	0	0	0	0	0	0	0	0	0	0	7	73	0	0	2	82	242	
Total	71	18	14	0	7	110	0	483	19	3	14	519	0	0	0	0	0	0	0	0	4	4	21	286	0	0	4	311	944		
05:00 PM	18	4	5	0	3	30	0	89	1	0	1	91	0	0	0	0	0	0	0	0	0	2	2	3	79	0	0	1	83	206	
05:15 PM	12	7	6	0	2	27	0	85	7	1	0	93	0	0	0	0	0	0	0	0	0	2	2	5	73	0	0	3	81	203	
05:30 PM	15	3	4	0	4	26	0	77	8	0	3	88	0	0	0	0	0	0	0	0	0	0	0	6	103	0	0	0	109	223	
05:45 PM	16	3	4	0	2	25	0	64	5	0	0	69	0	0	0	0	0	0	0	0	0	1	1	5	98	0	0	1	104	199	
Total	61	17	19	0	11	108	0	315	21	1	4	341	0	0	0	0	0	0	0	0	5	5	19	353	0	0	5	377	831		
Grand Total	132	35	33	0	18	218	0	798	40	4	18	860	0	0	0	0	0	0	0	0	9	9	40	639	0	0	9	688	1775		
Apprch %	60.6	16.1	15.1	0	8.3		0	92.8	4.7	0.5	2.1		0	0	0	0	0	0	0	0	100		5.8	92.9	0	0	1.3				
Total %	7.4	2	1.9	0	1	12.3	0	45	2.3	0.2	1	48.5	0	0	0	0	0	0	0	0	0.5	0.5	2.3	36	0	0	0.5	38.8			
Cars	132	35	29	0	18	214	0	770	40	4	18	832	0	0	0	0	0	0	0	0	9	9	40	627	0	0	9	676	1731		
% Cars	100	100	87.9	0	100	98.2	0	96.5	100	100	100	96.7	0	0	0	0	0	0	0	0	100	100	100	98.1	0	0	100	98.3	97.5		
Trucks	0	0	4	0	0	4	0	28	0	0	0	28	0	0	0	0	0	0	0	0	0	0	0	0	12	0	0	0	12	44	
% Trucks	0	0	12.1	0	0	1.8	0	3.5	0	0	0	3.3	0	0	0	0	0	0	0	0	0	0	0	1.9	0	0	0	1.7	2.5		

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351 Crossing Blvd. #1015
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File Name : 14thStreet&17thAvenuePM
Site Code : 1
Start Date : 6/7/2014
Page No : 2

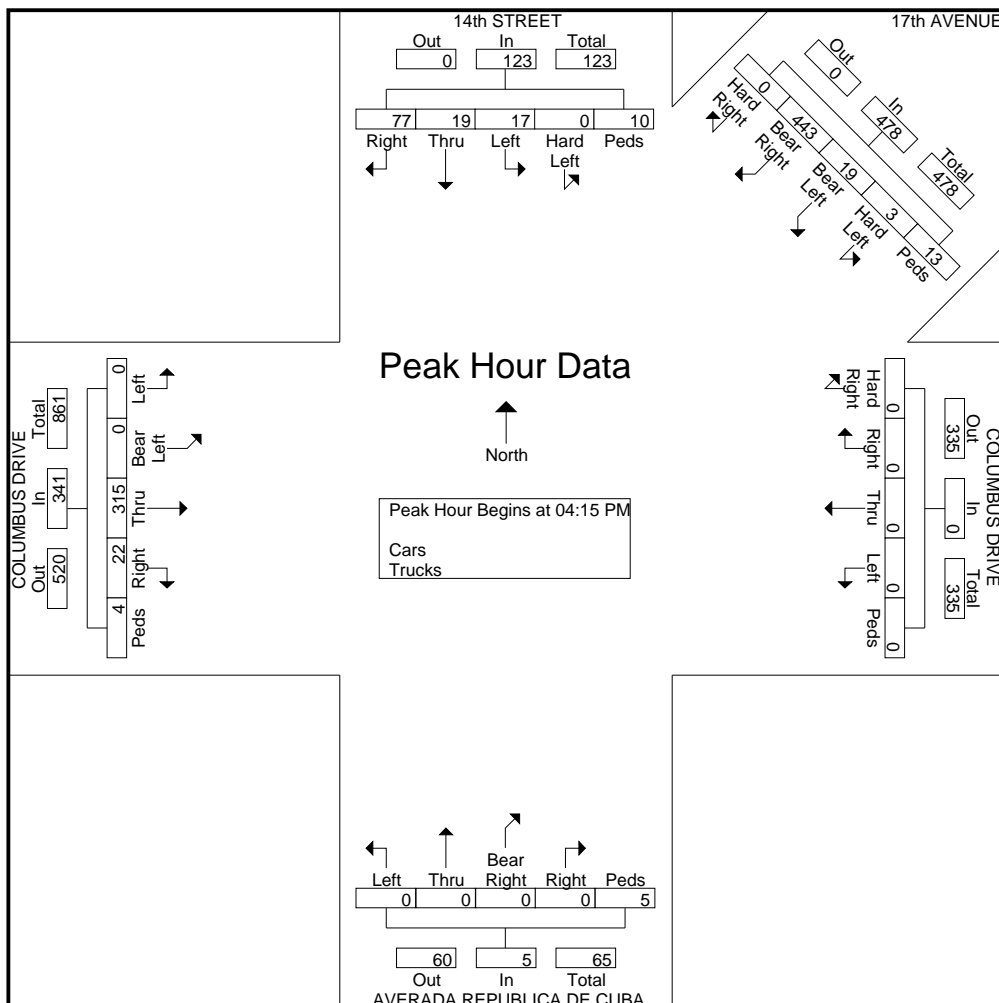


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 14thStreet&17thAvenuePM
Site Code : 1
Start Date : 6/7/2014
Page No : 3

Start Time	14th STREET Southbound						17th AVENUE Southwestbound						COLUMBUS DRIVE Westbound						AVERADA REPUBLICA DE CUBA Northbound						COLUMBUS DRIVE Eastbound						Int. Total
	Right	Thru	Left	Hard Left	Peds	App. Total	Hard Right	Bear Right	Bear Left	Hard Left	Peds	App. Total	Hard Right	Right	Thru	Left	Peds	App. Total	Right	Bear Right	Thru	Left	Peds	App. Total	Right	Thru	Bear Left	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																															
Peak Hour for Entire Intersection Begins at 04:15 PM																															
04:15 PM	14	2	5	0	4	25	0	111	4	1	4	120	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	80	225
04:30 PM	21	5	1	0	2	29	0	133	7	0	6	146	0	0	0	0	0	0	0	0	0	3	3	8	87	0	0	1	96	274	
04:45 PM	24	8	6	0	1	39	0	110	7	2	2	121	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	82	242	
05:00 PM	18	4	5	0	3	30	0	89	1	0	1	91	0	0	0	0	0	0	0	0	0	2	2	3	79	0	0	1	83	206	
Total Volume	77	19	17	0	10	123	0	443	19	3	13	478	0	0	0	0	0	0	0	0	5	5	22	315	0	0	4	341	947		
% App. Total	62.6	15.4	13.8	0	8.1		0	92.7	4	0.6	2.7		0	0	0	0	0	0	0	0	100		6.5	92.4	0	0	1.2				
PHF	.802	.594	.708	.000	.625	.788	.000	.833	.679	.375	.542	.818	.000	.000	.000	.000	.000	.000	.000	.417	.417	.688	.905	.000	.000	.500	.888	.864			



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351 Crossing Blvd. #1015
Orange Park, FL 32073
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File Name : 15thStreet&17thAvenueAM
Site Code : 2_____
Start Date : 6/24/2014
Page No : 1

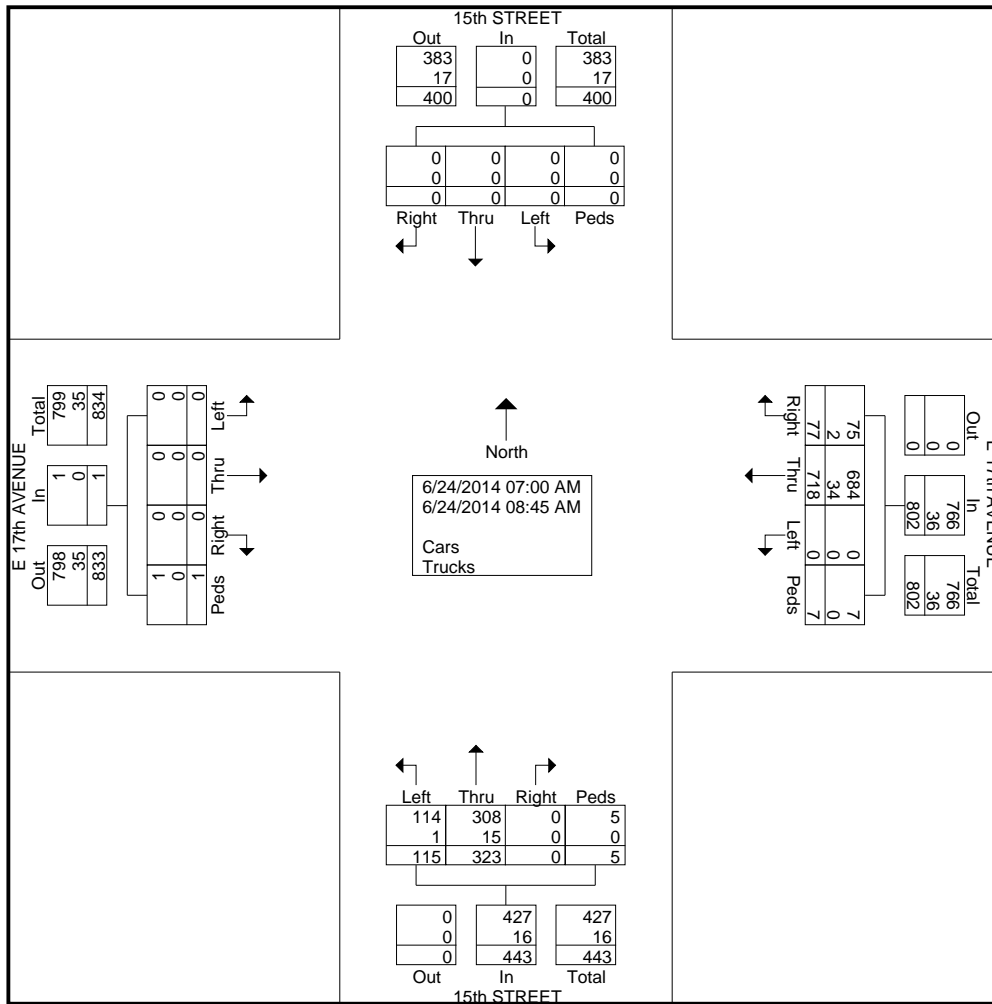
Groups Printed- Cars - Trucks

Start Time	15th STREET Southbound					E 17th AVENUE Westbound					15th STREET Northbound					E 17th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	8	75	0	1	84	0	31	22	0	53	0	0	0	1	1	138
07:15 AM	0	0	0	0	0	11	129	0	1	141	0	31	23	4	58	0	0	0	0	0	199
07:30 AM	0	0	0	0	0	14	118	0	0	132	0	41	21	1	63	0	0	0	0	0	195
07:45 AM	0	0	0	0	0	9	93	0	2	104	0	63	14	0	77	0	0	0	0	0	181
Total	0	0	0	0	0	42	415	0	4	461	0	166	80	5	251	0	0	0	1	1	713
08:00 AM	0	0	0	0	0	11	95	0	1	107	0	44	5	0	49	0	0	0	0	0	156
08:15 AM	0	0	0	0	0	9	63	0	0	72	0	43	8	0	51	0	0	0	0	0	123
08:30 AM	0	0	0	0	0	6	75	0	1	82	0	33	11	0	44	0	0	0	0	0	126
08:45 AM	0	0	0	0	0	9	70	0	1	80	0	37	11	0	48	0	0	0	0	0	128
Total	0	0	0	0	0	35	303	0	3	341	0	157	35	0	192	0	0	0	0	0	533
Grand Total	0	0	0	0	0	77	718	0	7	802	0	323	115	5	443	0	0	0	1	1	1246
Apprch %	0	0	0	0	0	9.6	89.5	0	0.9		0	72.9	26	1.1		0	0	0	100		
Total %	0	0	0	0	0	6.2	57.6	0	0.6	64.4	0	25.9	9.2	0.4	35.6	0	0	0	0.1	0.1	
Cars	0	0	0	0	0	75	684	0	7	766	0	308	114	5	427	0	0	0	1	1	1194
% Cars	0	0	0	0	0	97.4	95.3	0	100	95.5	0	95.4	99.1	100	96.4	0	0	0	100	100	95.8
Trucks	0	0	0	0	0	2	34	0	0	36	0	15	1	0	16	0	0	0	0	0	52
% Trucks	0	0	0	0	0	2.6	4.7	0	0	4.5	0	4.6	0.9	0	3.6	0	0	0	0	0	4.2

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351 Crossing Blvd. #1015
Orange Park, FL 32073
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File Name : 15thStreet&17thAvenueAM
 Site Code : 2_____
 Start Date : 6/24/2014
 Page No : 2

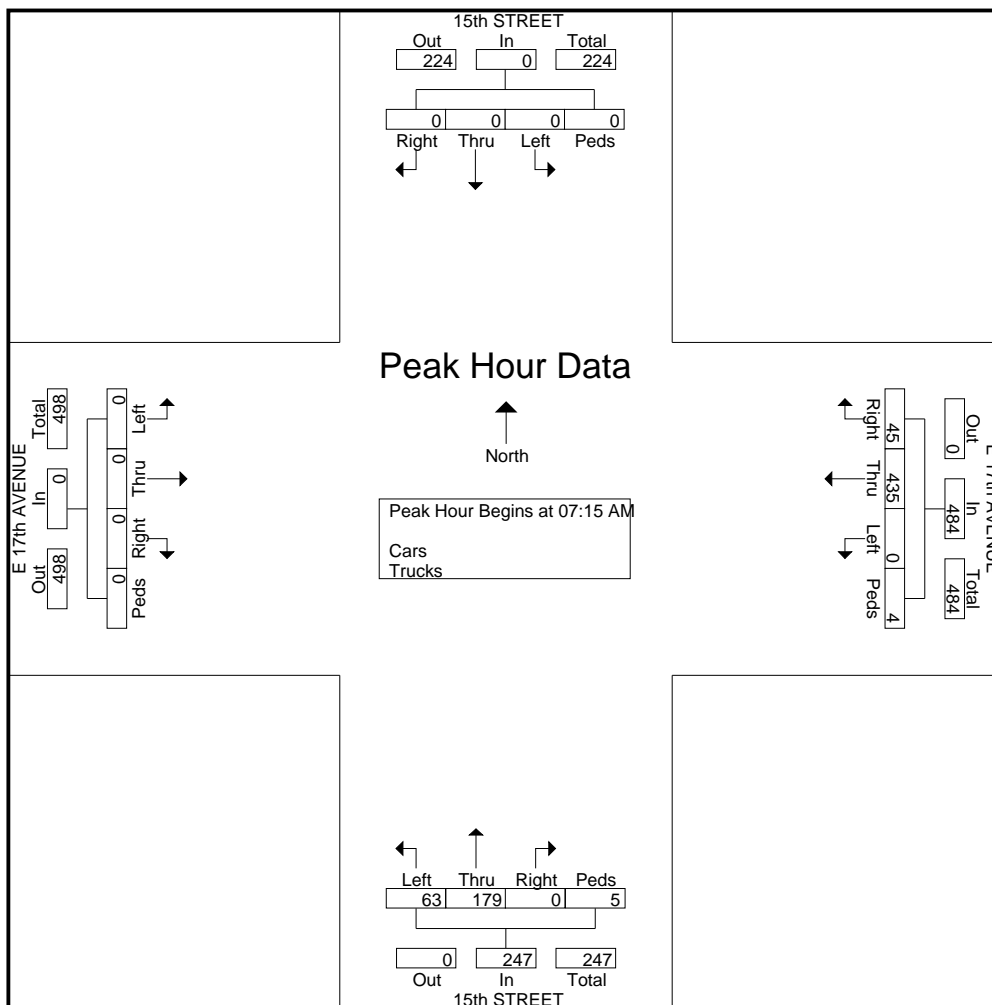


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 15thStreet&17thAvenueAM
 Site Code : 2_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	15th STREET Southbound					E 17th AVENUE Westbound					15th STREET Northbound					E 17th AVENUE Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 07:15 AM																						
07:15 AM	0	0	0	0	0	11	129	0	1	141	0	31	23	4	58	0	0	0	0	0	0	199
07:30 AM	0	0	0	0	0	14	118	0	0	132	0	41	21	1	63	0	0	0	0	0	0	195
07:45 AM	0	0	0	0	0	9	93	0	2	104	0	63	14	0	77	0	0	0	0	0	0	181
08:00 AM	0	0	0	0	0	11	95	0	1	107	0	44	5	0	49	0	0	0	0	0	0	156
Total Volume	0	0	0	0	0	45	435	0	4	484	0	179	63	5	247	0	0	0	0	0	0	731
% App. Total	0	0	0	0	0	9.3	89.9	0	0.8		0	72.5	25.5	2		0	0	0	0	0		
PHF	.000	.000	.000	.000	.000	.804	.843	.000	.500	.858	.000	.710	.685	.313	.802	.000	.000	.000	.000	.000		.918



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 15thStreet&17thAvenuePM
Site Code : 2_____
Start Date : 6/24/2014
Page No : 1

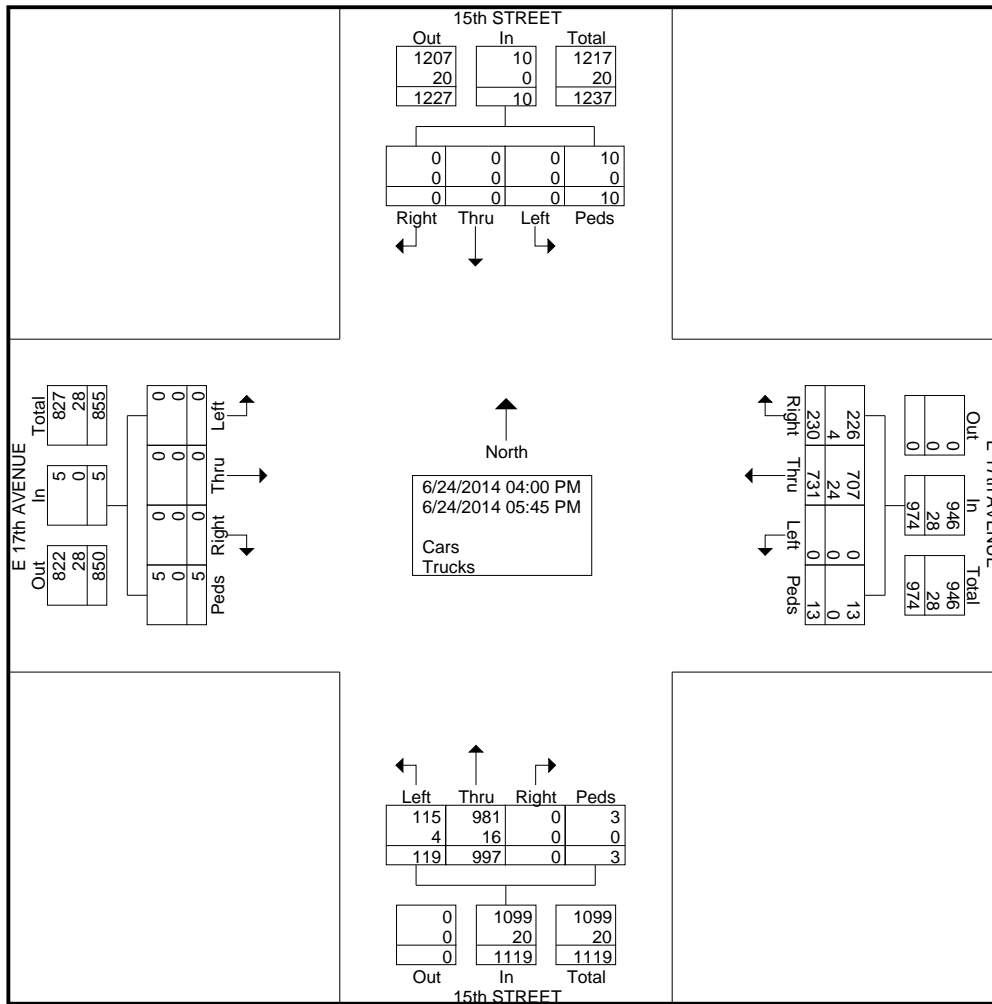
Groups Printed- Cars - Trucks

Start Time	15th STREET Southbound					E 17th AVENUE Westbound					15th STREET Northbound					E 17th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	1	1	36	106	0	4	146	0	108	27	1	136	0	0	0	0	0	283
04:15 PM	0	0	0	0	0	38	96	0	3	137	0	109	19	0	128	0	0	0	0	0	265
04:30 PM	0	0	0	0	0	30	125	0	4	159	0	119	18	1	138	0	0	0	0	0	297
04:45 PM	0	0	0	2	2	32	103	0	0	135	0	120	14	0	134	0	0	0	0	0	271
Total	0	0	0	3	3	136	430	0	11	577	0	456	78	2	536	0	0	0	0	0	1116
05:00 PM	0	0	0	0	0	30	77	0	0	107	0	151	17	0	168	0	0	0	3	3	278
05:15 PM	0	0	0	0	0	25	85	0	0	110	0	165	9	0	174	0	0	0	0	0	284
05:30 PM	0	0	0	7	7	20	80	0	1	101	0	102	5	0	107	0	0	0	1	1	216
05:45 PM	0	0	0	0	0	19	59	0	1	79	0	123	10	1	134	0	0	0	1	1	214
Total	0	0	0	7	7	94	301	0	2	397	0	541	41	1	583	0	0	0	5	5	992
Grand Total	0	0	0	10	10	230	731	0	13	974	0	997	119	3	1119	0	0	0	5	5	2108
Apprch %	0	0	0	100		23.6	75.1	0	1.3		0	89.1	10.6	0.3		0	0	0	100		
Total %	0	0	0	0.5	0.5	10.9	34.7	0	0.6	46.2	0	47.3	5.6	0.1	53.1	0	0	0	0.2	0.2	
Cars	0	0	0	10	10	226	707	0	13	946	0	981	115	3	1099	0	0	0	5	5	2060
% Cars	0	0	0	100	100	98.3	96.7	0	100	97.1	0	98.4	96.6	100	98.2	0	0	0	100	100	97.7
Trucks	0	0	0	0	0	4	24	0	0	28	0	16	4	0	20	0	0	0	0	0	48
% Trucks	0	0	0	0	0	1.7	3.3	0	0	2.9	0	1.6	3.4	0	1.8	0	0	0	0	0	2.3

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Orange Park, FL 32073
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 Start Date : 6/24/2014
 Page No : 2

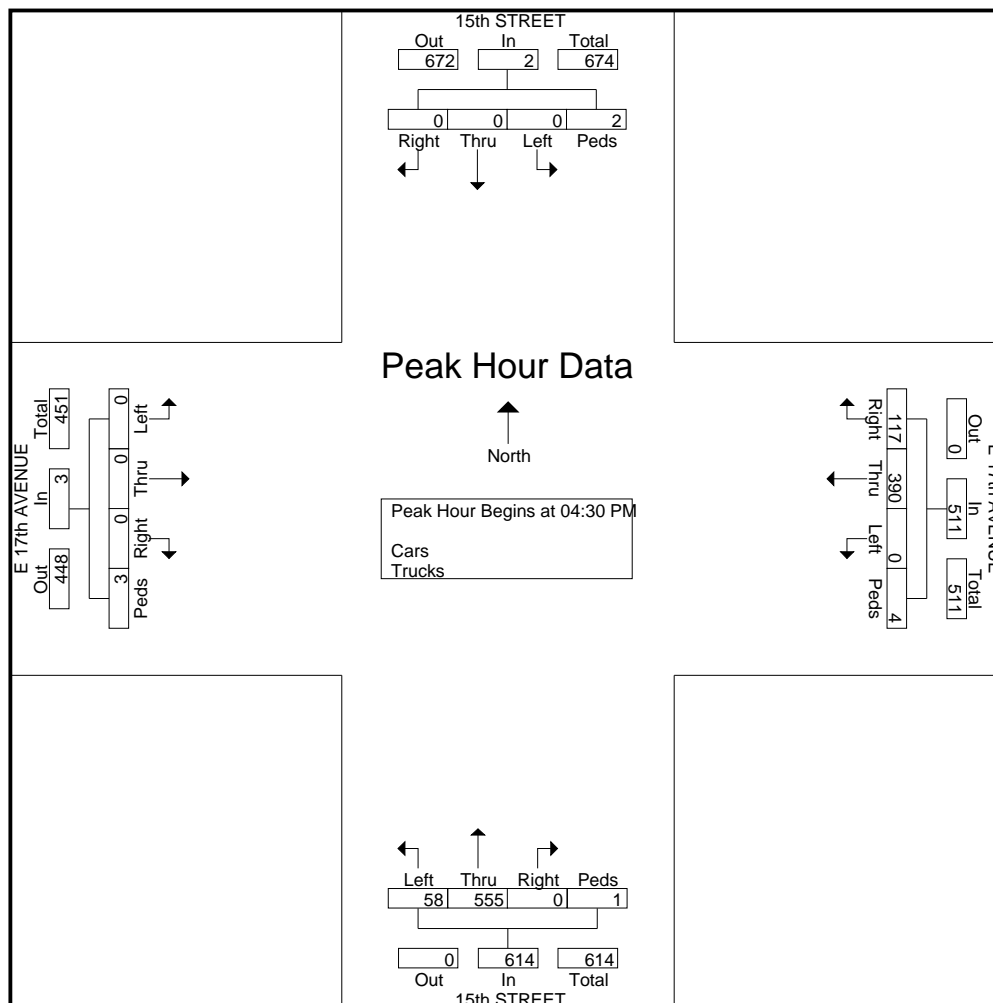


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351 Crossing Blvd. #1015
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904.707.8618

File Name : 15thStreet&17thAvenuePM
 Site Code : 2_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	15th STREET Southbound					E 17th AVENUE Westbound					15th STREET Northbound					E 17th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:30 PM																					
04:30 PM	0	0	0	0	0	30	125	0	4	159	0	119	18	1	138	0	0	0	0	0	297
04:45 PM	0	0	0	2	2	32	103	0	0	135	0	120	14	0	134	0	0	0	0	0	271
05:00 PM	0	0	0	0	0	30	77	0	0	107	0	151	17	0	168	0	0	0	3	3	278
05:15 PM	0	0	0	0	0	25	85	0	0	110	0	165	9	0	174	0	0	0	0	0	284
Total Volume	0	0	0	2	2	117	390	0	4	511	0	555	58	1	614	0	0	0	3	3	1130
% App. Total	0	0	0	100		22.9	76.3	0	0.8		0	90.4	9.4	0.2		0	0	0	100		
PHF	.000	.000	.000	.250	.250	.914	.780	.000	.250	.803	.000	.841	.806	.250	.882	.000	.000	.000	.250	.250	.951



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrAM
Site Code : 3_____
Start Date : 6/24/2014
Page No : 1

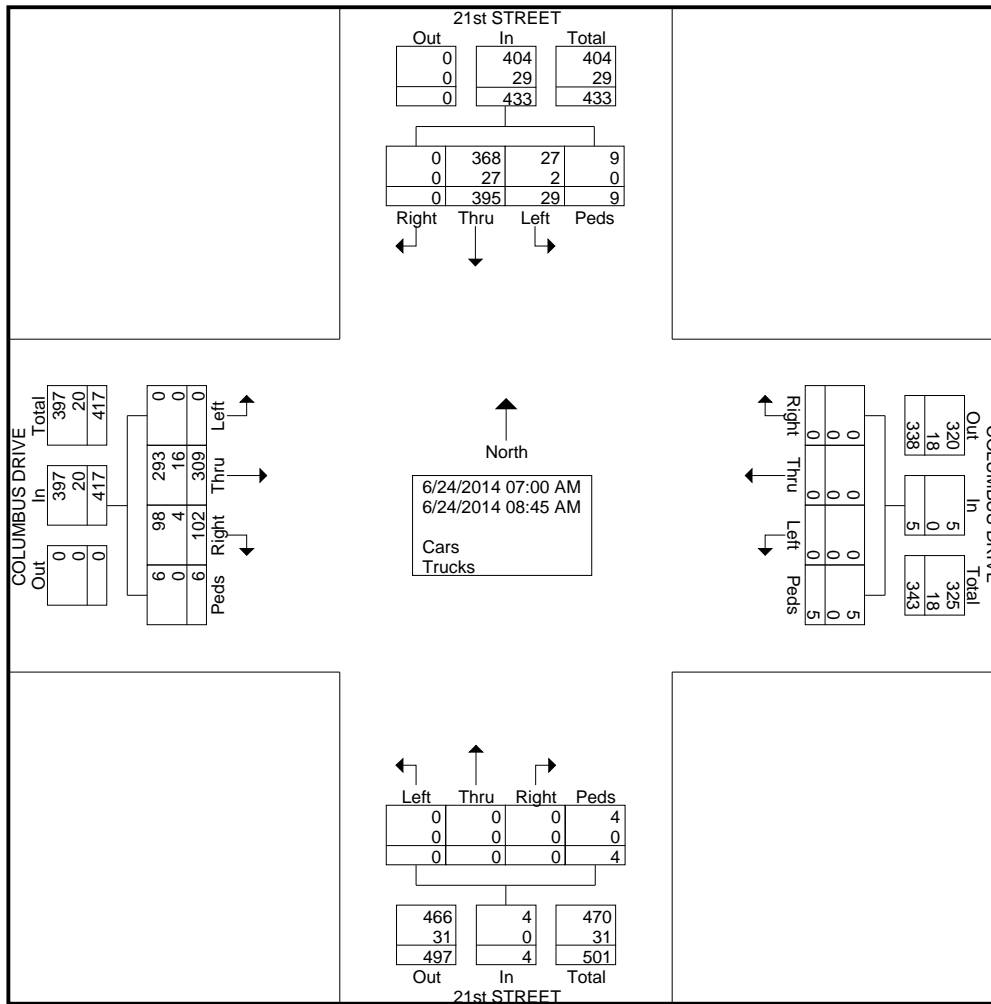
Groups Printed- Cars - Trucks

Start Time	21st STREET Southbound					COLUMBUS DRIVE Westbound					21st STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	39	2	4	45	0	0	0	1	1	0	0	0	2	2	12	29	0	5	46	94
07:15 AM	0	55	6	0	61	0	0	0	0	0	0	0	0	0	0	17	36	0	0	53	114
07:30 AM	0	65	3	0	68	0	0	0	0	0	0	0	0	0	0	17	39	0	0	56	124
07:45 AM	0	64	4	1	69	0	0	0	0	0	0	0	0	1	1	9	33	0	0	42	112
Total	0	223	15	5	243	0	0	0	1	1	0	0	0	3	3	55	137	0	5	197	444
08:00 AM	0	42	3	1	46	0	0	0	0	0	0	0	0	0	0	12	49	0	1	62	108
08:15 AM	0	42	3	0	45	0	0	0	2	2	0	0	0	1	1	6	40	0	0	46	94
08:30 AM	0	51	3	2	56	0	0	0	2	2	0	0	0	0	0	14	39	0	0	53	111
08:45 AM	0	37	5	1	43	0	0	0	0	0	0	0	0	0	0	15	44	0	0	59	102
Total	0	172	14	4	190	0	0	0	4	4	0	0	0	1	1	47	172	0	1	220	415
Grand Total	0	395	29	9	433	0	0	0	5	5	0	0	0	4	4	102	309	0	6	417	859
Apprch %	0	91.2	6.7	2.1		0	0	0	100		0	0	0	100		24.5	74.1	0	1.4		
Total %	0	46	3.4	1	50.4	0	0	0	0.6	0.6	0	0	0	0.5	0.5	11.9	36	0	0.7	48.5	
Cars	0	368	27	9	404	0	0	0	5	5	0	0	0	4	4	98	293	0	6	397	810
% Cars	0	93.2	93.1	100	93.3	0	0	0	100	100	0	0	0	100	100	96.1	94.8	0	100	95.2	94.3
Trucks	0	27	2	0	29	0	0	0	0	0	0	0	0	0	0	4	16	0	0	20	49
% Trucks	0	6.8	6.9	0	6.7	0	0	0	0	0	0	0	0	0	0	3.9	5.2	0	0	4.8	5.7

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrAM
 Site Code : 3_____
 Start Date : 6/24/2014
 Page No : 2



All Traffic Data Services, Inc.

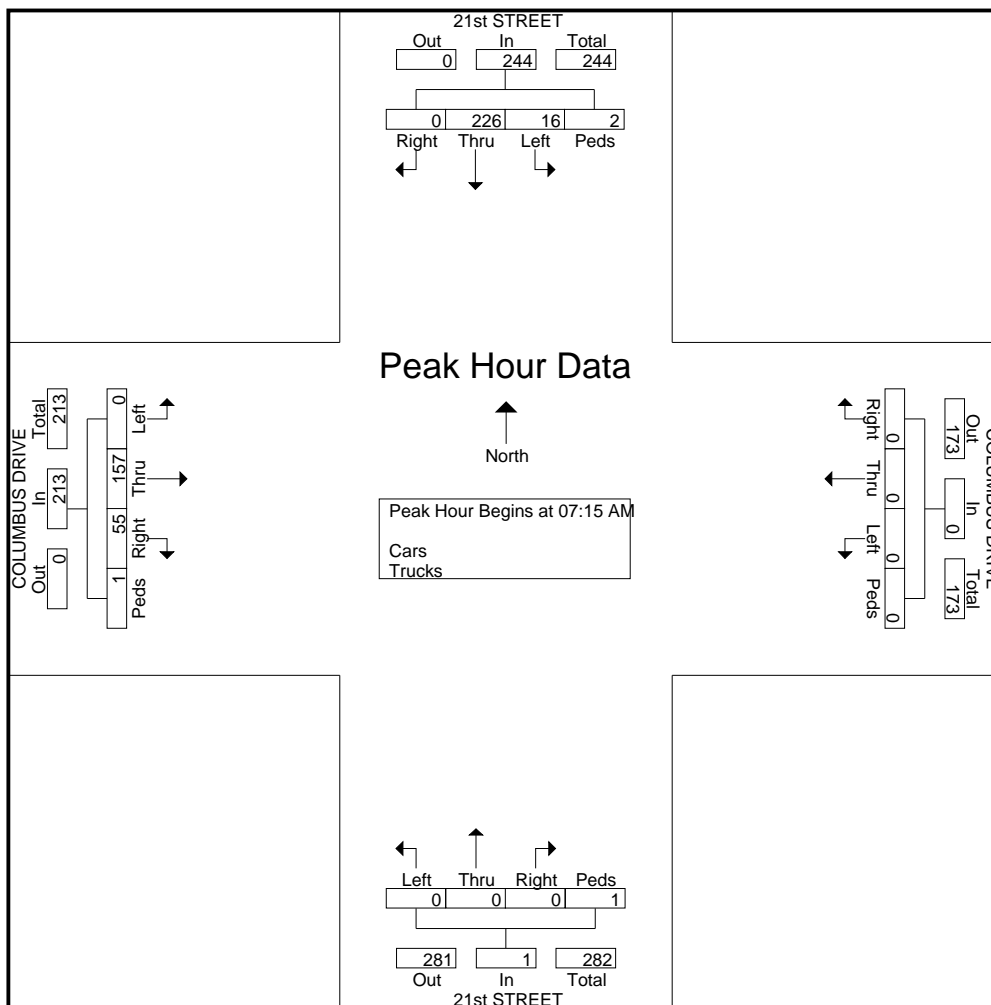
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrAM
 Site Code : 3_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	21st STREET Southbound					COLUMBUS DRIVE Westbound					21st STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:15 AM	0	55	6	0	61	0	0	0	0	0	0	0	0	0	0	17	36	0	0	53	114
07:30 AM	0	65	3	0	68	0	0	0	0	0	0	0	0	0	0	17	39	0	0	56	124
07:45 AM	0	64	4	1	69	0	0	0	0	0	0	0	0	1	1	9	33	0	0	42	112
08:00 AM	0	42	3	1	46	0	0	0	0	0	0	0	0	0	0	12	49	0	1	62	108
Total Volume	0	226	16	2	244	0	0	0	0	0	0	0	0	1	1	55	157	0	1	213	458
% App. Total	0	92.6	6.6	0.8		0	0	0	0		0	0	0	100		25.8	73.7	0	0.5		
PHF	.000	.869	.667	.500	.884	.000	.000	.000	.000	.000	.000	.000	.250	.250		.809	.801	.000	.250	.859	.923

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:15 AM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrPM
Site Code : 3_____
Start Date : 6/24/2014
Page No : 1

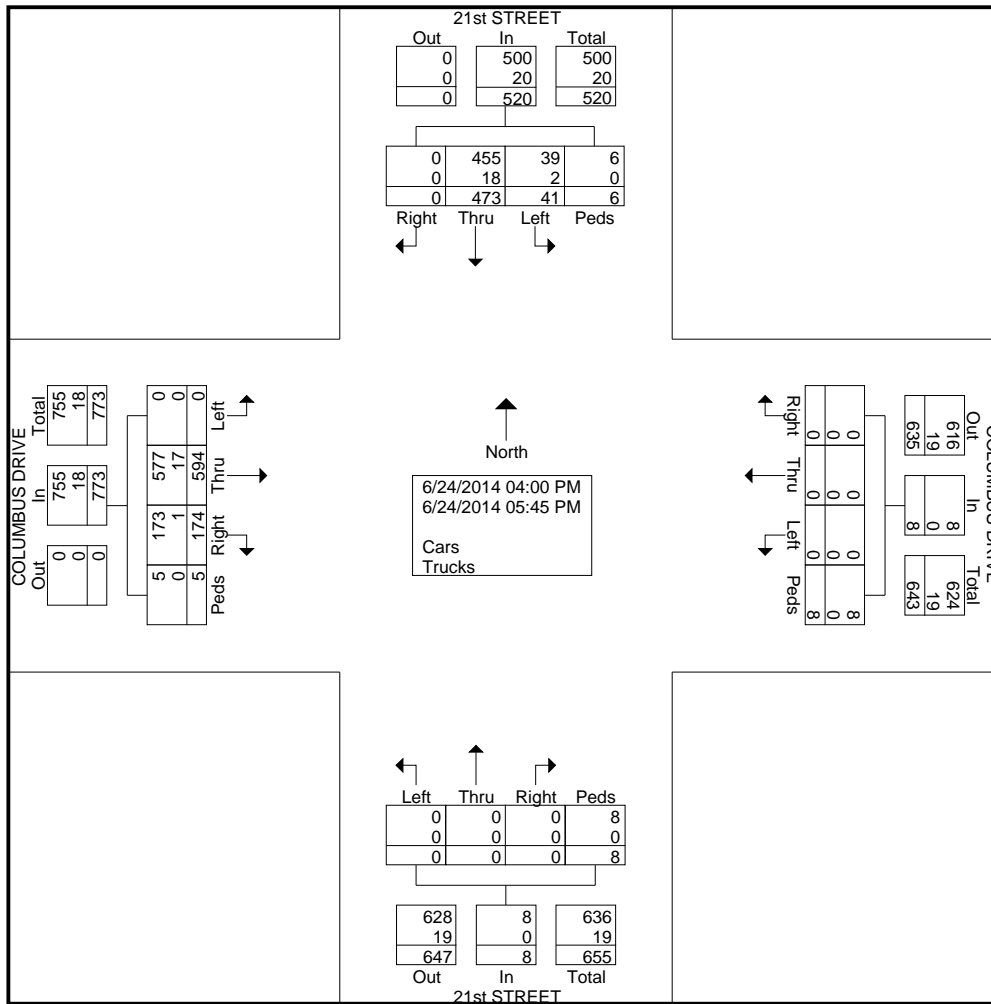
Groups Printed- Cars - Trucks

Start Time	21st STREET Southbound					COLUMBUS DRIVE Westbound					21st STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	53	3	1	57	0	0	0	0	0	0	0	0	0	0	24	36	0	1	61	118
04:15 PM	0	62	4	1	67	0	0	0	1	1	0	0	0	2	2	18	66	0	0	84	154
04:30 PM	0	58	8	0	66	0	0	0	0	0	0	0	0	0	0	20	73	0	0	93	159
04:45 PM	0	69	5	0	74	0	0	0	2	2	0	0	0	4	4	9	86	0	0	95	175
Total	0	242	20	2	264	0	0	0	3	3	0	0	0	6	6	71	261	0	1	333	606
05:00 PM	0	75	8	0	83	0	0	0	0	0	0	0	0	0	0	29	96	0	3	128	211
05:15 PM	0	49	6	2	57	0	0	0	2	2	0	0	0	0	0	27	73	0	1	101	160
05:30 PM	0	55	6	2	63	0	0	0	3	3	0	0	0	2	2	27	80	0	0	107	175
05:45 PM	0	52	1	0	53	0	0	0	0	0	0	0	0	0	0	20	84	0	0	104	157
Total	0	231	21	4	256	0	0	0	5	5	0	0	0	2	2	103	333	0	4	440	703
Grand Total	0	473	41	6	520	0	0	0	8	8	0	0	0	8	8	174	594	0	5	773	1309
Apprch %	0	91	7.9	1.2		0	0	0	100		0	0	0	100		22.5	76.8	0	0.6		
Total %	0	36.1	3.1	0.5	39.7	0	0	0	0.6	0.6	0	0	0	0.6	0.6	13.3	45.4	0	0.4	59.1	
Cars	0	455	39	6	500	0	0	0	8	8	0	0	0	8	8	173	577	0	5	755	1271
% Cars	0	96.2	95.1	100	96.2	0	0	0	100	100	0	0	0	100	100	99.4	97.1	0	100	97.7	97.1
Trucks	0	18	2	0	20	0	0	0	0	0	0	0	0	0	0	1	17	0	0	18	38
% Trucks	0	3.8	4.9	0	3.8	0	0	0	0	0	0	0	0	0	0	0.6	2.9	0	0	2.3	2.9

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrPM
 Site Code : 3_____
 Start Date : 6/24/2014
 Page No : 2



All Traffic Data Services, Inc.

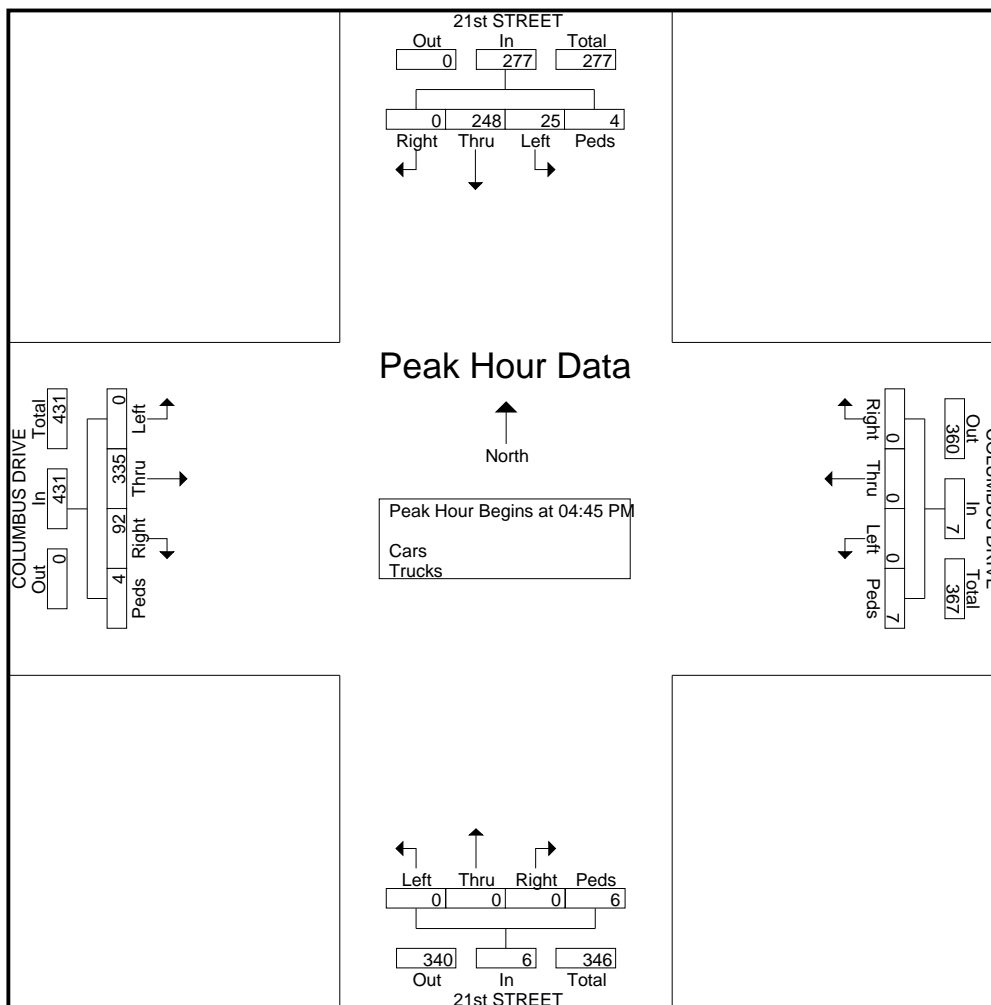
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&ColumbusDrPM
 Site Code : 3_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	21st STREET Southbound					COLUMBUS DRIVE Westbound					21st STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:45 PM	0	69	5	0	74	0	0	0	2	2	0	0	0	4	4	9	86	0	0	95	175
05:00 PM	0	75	8	0	83	0	0	0	0	0	0	0	0	0	0	29	96	0	3	128	211
05:15 PM	0	49	6	2	57	0	0	0	2	2	0	0	0	0	0	27	73	0	1	101	160
05:30 PM	0	55	6	2	63	0	0	0	3	3	0	0	0	2	2	27	80	0	0	107	175
Total Volume	0	248	25	4	277	0	0	0	7	7	0	0	0	6	6	92	335	0	4	431	721
% App. Total	0	89.5	9	1.4		0	0	0	100		0	0	0	100		21.3	77.7	0	0.9		
PHF	.000	.827	.781	.500	.834	.000	.000	.000	.583	.583	.000	.000	.000	.375	.375	.793	.872	.000	.333	.842	.854

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

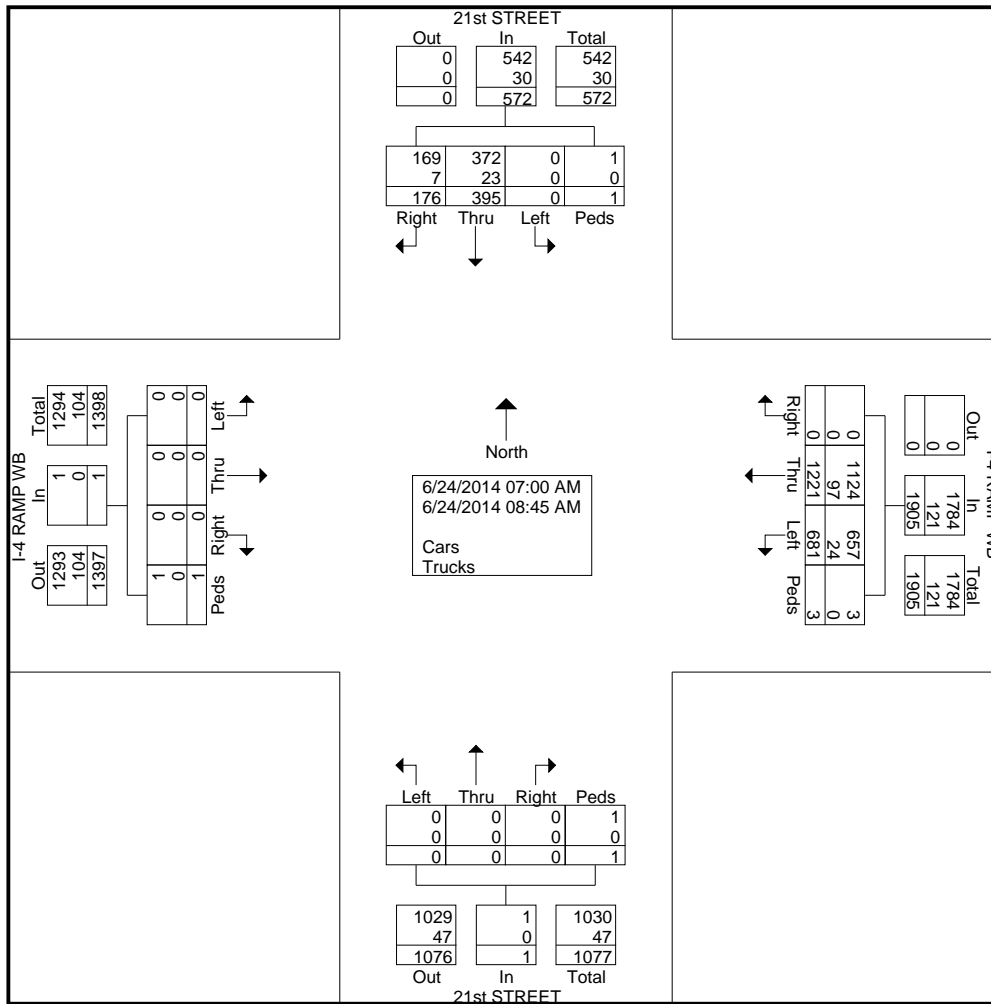
Peak Hour for Entire Intersection Begins at 04:45 PM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&I-4RampWBOnAM
 Site Code : 8_____
 Start Date : 6/24/2014
 Page No : 2

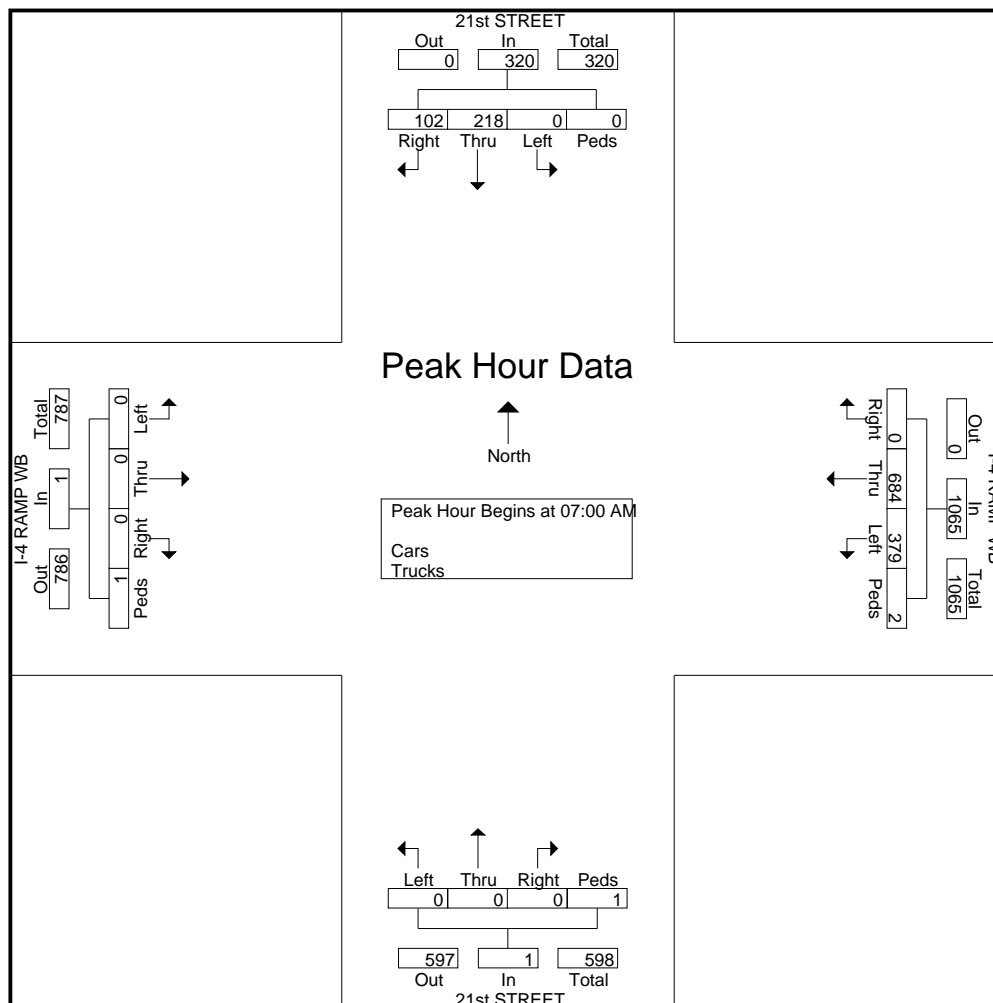


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&I-4RampWBOnAM
 Site Code : 8_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	21st STREET Southbound					I-4 RAMP WB Westbound					21st STREET Northbound					I-4 RAMP WB Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
07:00 AM	17	36	0	0	53	0	182	73	1	256	0	0	0	1	1	0	0	0	1	1	311
07:15 AM	22	54	0	0	76	0	170	107	1	278	0	0	0	0	0	0	0	0	0	0	354
07:30 AM	35	70	0	0	105	0	199	91	0	290	0	0	0	0	0	0	0	0	0	0	395
07:45 AM	28	58	0	0	86	0	133	108	0	241	0	0	0	0	0	0	0	0	0	0	327
Total Volume	102	218	0	0	320	0	684	379	2	1065	0	0	0	1	1	0	0	0	1	1	1387
% App. Total	31.9	68.1	0	0		0	64.2	35.6	0.2		0	0	0	100		0	0	0	100		
PHF	.729	.779	.000	.000	.762	.000	.859	.877	.500	.918	.000	.000	.000	.250	.250	.000	.000	.000	.250	.250	.878



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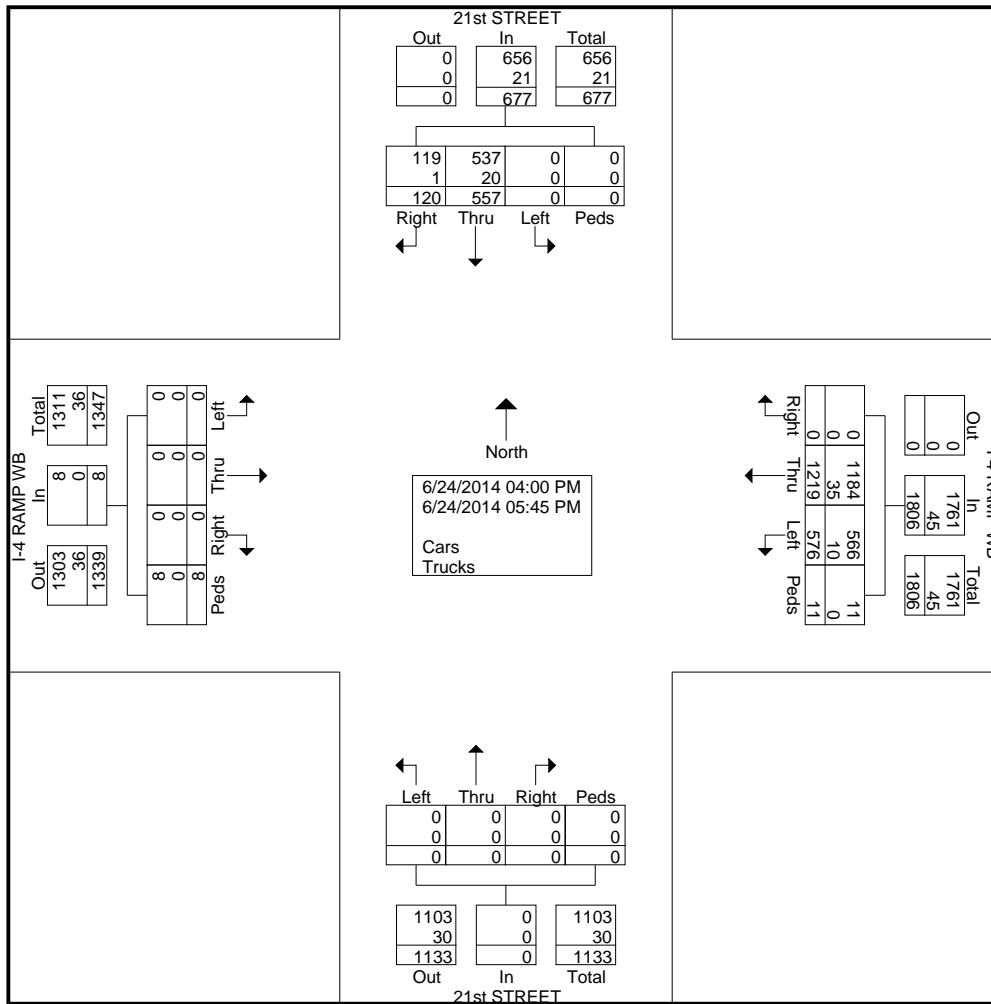
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&I-4RampWBOnPM

Site Code : 8_____

Start Date : 6/24/2014

Page No : 2

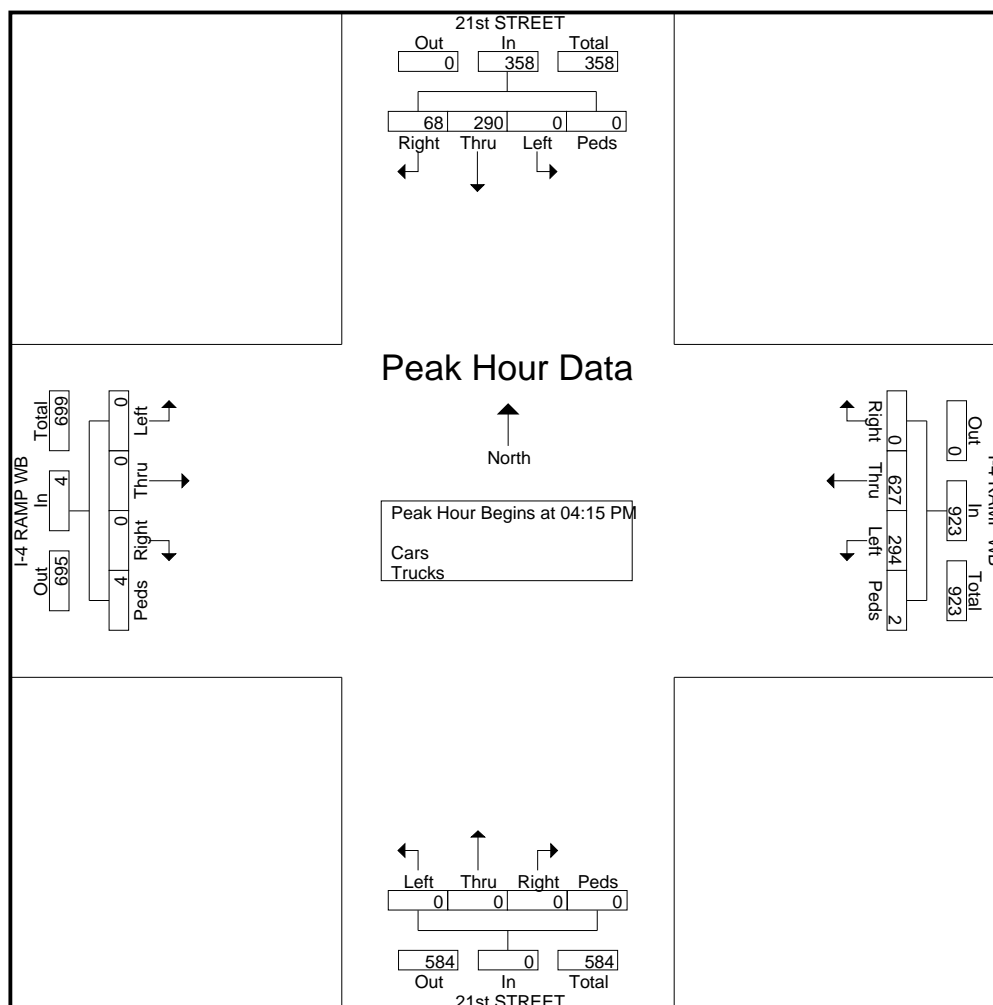


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 21stStreet&I-4RampWBOnPM
 Site Code : 8_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	21st STREET Southbound					I-4 RAMP WB Westbound					21st STREET Northbound					I-4 RAMP WB Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	15	72	0	0	87	0	170	80	0	250	0	0	0	0	0	0	0	0	1	1	338
04:30 PM	17	64	0	0	81	0	144	84	0	228	0	0	0	0	0	0	0	0	0	0	309
04:45 PM	18	66	0	0	84	0	136	68	2	206	0	0	0	0	0	0	0	0	1	1	291
05:00 PM	18	88	0	0	106	0	177	62	0	239	0	0	0	0	0	0	0	0	2	2	347
Total Volume	68	290	0	0	358	0	627	294	2	923	0	0	0	0	0	0	0	0	4	4	1285
% App. Total	19	81	0	0		0	67.9	31.9	0.2		0	0	0	0		0	0	0	100		
PHF	.944	.824	.000	.000	.844	.000	.886	.875	.250	.923	.000	.000	.000	.000	.000	.000	.000	.000	.500	.500	.926



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrAM
Site Code : 4_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	22nd STREET Southbound					COLUMBUS DRIVE Westbound					22nd STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	1	1	0	0	0	3	3	18	58	0	0	76	0	22	3	0	25	105
07:15 AM	0	0	0	0	0	0	0	0	3	3	17	112	0	4	133	0	43	2	2	47	183
07:30 AM	0	0	0	0	0	0	0	0	7	7	10	110	0	0	120	0	45	2	2	49	176
07:45 AM	0	0	0	0	0	0	0	0	3	3	10	103	0	2	115	0	32	4	0	36	154
Total	0	0	0	1	1	0	0	0	16	16	55	383	0	6	444	0	142	11	4	157	618
08:00 AM	0	0	0	2	2	0	0	0	6	6	20	106	0	0	126	0	51	1	1	53	187
08:15 AM	0	0	0	2	2	0	0	0	4	4	11	91	0	5	107	0	38	4	0	42	155
08:30 AM	0	0	0	1	1	0	0	0	2	2	15	85	0	2	102	0	36	6	0	42	147
08:45 AM	0	0	0	2	2	0	0	0	5	5	15	64	0	1	80	0	44	3	0	47	134
Total	0	0	0	7	7	0	0	0	17	17	61	346	0	8	415	0	169	14	1	184	623
Grand Total	0	0	0	8	8	0	0	0	33	33	116	729	0	14	859	0	311	25	5	341	1241
Apprch %	0	0	0	100		0	0	0	100		13.5	84.9	0	1.6		0	91.2	7.3	1.5		
Total %	0	0	0	0.6	0.6	0	0	0	2.7	2.7	9.3	58.7	0	1.1	69.2	0	25.1	2	0.4	27.5	
Cars	0	0	0	8	8	0	0	0	33	33	106	700	0	14	820	0	296	23	5	324	1185
% Cars	0	0	0	100	100	0	0	0	100	100	91.4	96	0	100	95.5	0	95.2	92	100	95	95.5
Trucks	0	0	0	0	0	0	0	0	0	0	10	29	0	0	39	0	15	2	0	17	56
% Trucks	0	0	0	0	0	0	0	0	0	0	8.6	4	0	0	4.5	0	4.8	8	0	5	4.5

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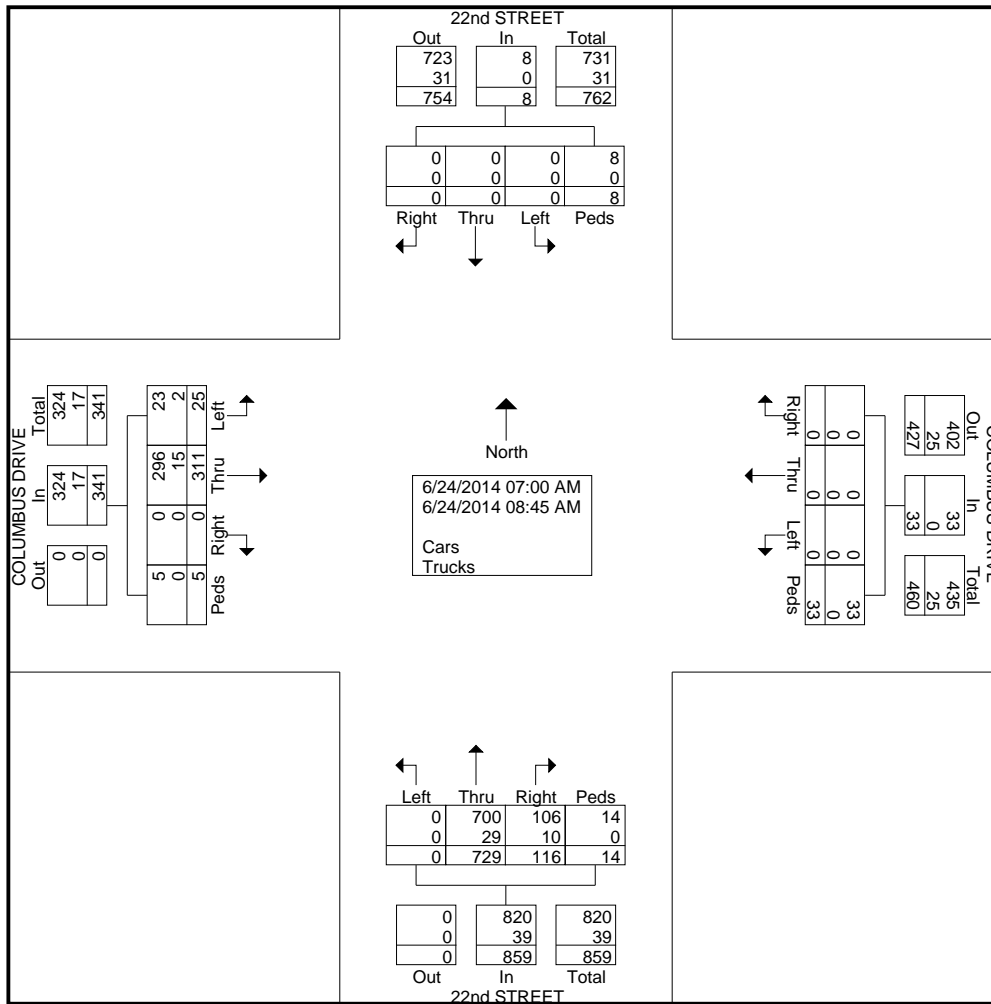
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrAM

Site Code : 4_____

Start Date : 6/24/2014

Page No : 2

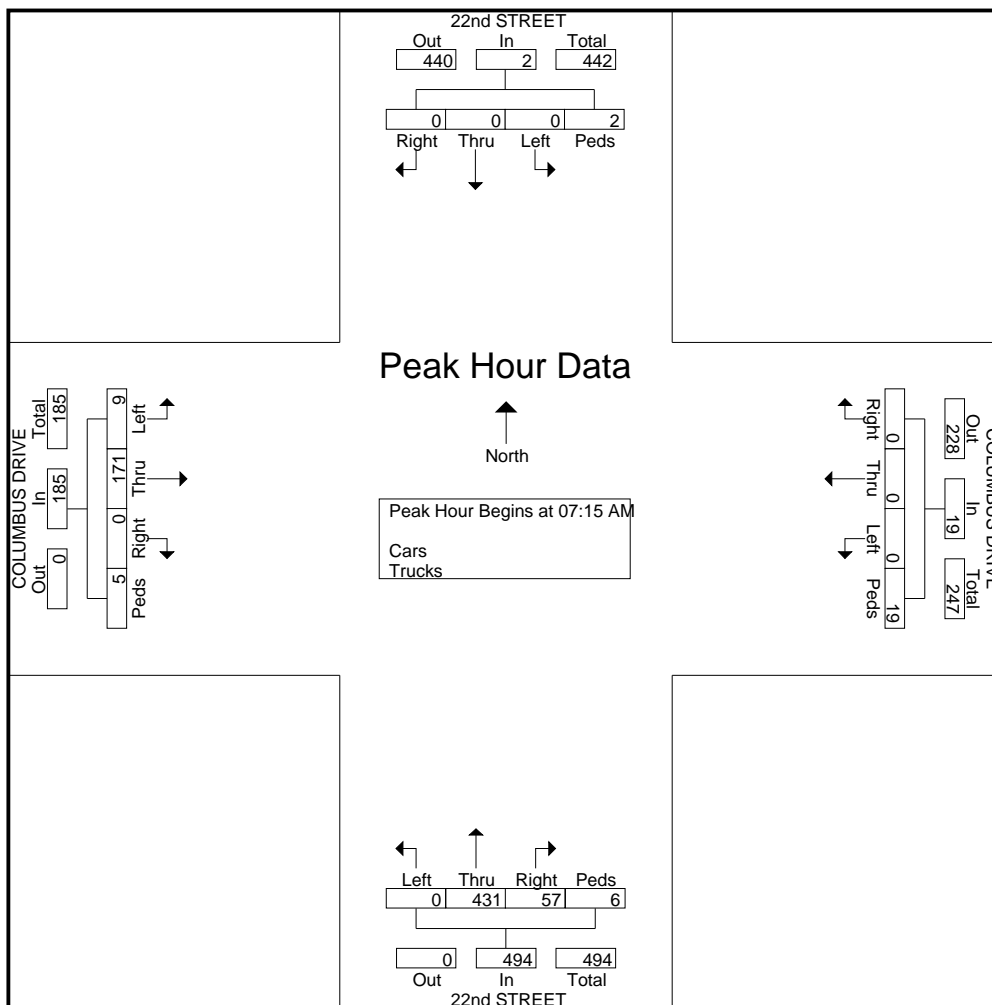


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrAM
 Site Code : 4_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	22nd STREET Southbound					COLUMBUS DRIVE Westbound					22nd STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	0	0	0	0	0	0	0	3	3	17	112	0	4	133	0	43	2	2	47	183
07:30 AM	0	0	0	0	0	0	0	0	7	7	10	110	0	0	120	0	45	2	2	49	176
07:45 AM	0	0	0	0	0	0	0	0	3	3	10	103	0	2	115	0	32	4	0	36	154
08:00 AM	0	0	0	2	2	0	0	0	6	6	20	106	0	0	126	0	51	1	1	53	187
Total Volume	0	0	0	2	2	0	0	0	19	19	57	431	0	6	494	0	171	9	5	185	700
% App. Total	0	0	0	100		0	0	0	100		11.5	87.2	0	1.2		0	92.4	4.9	2.7		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.679	.679	.713	.962	.000	.375	.929	.000	.838	.563	.625	.873	.936



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrPM
Site Code : 4_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	22nd STREET Southbound					COLUMBUS DRIVE Westbound					22nd STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	2	2	13	253	0	0	266	0	39	3	0	42	310
04:15 PM	0	0	0	0	0	0	0	0	5	5	19	248	0	1	268	0	65	5	6	76	349
04:30 PM	0	0	0	1	1	0	0	0	9	9	18	209	0	2	229	0	77	4	3	84	323
04:45 PM	0	0	0	0	0	0	0	0	1	1	29	204	0	8	241	0	80	10	0	90	332
Total	0	0	0	1	1	0	0	0	17	17	79	914	0	11	1004	0	261	22	9	292	1314
05:00 PM	0	0	0	0	0	0	0	0	6	6	23	118	0	0	141	0	91	11	0	102	249
05:15 PM	0	0	0	0	0	0	0	0	4	4	13	151	0	0	164	0	69	7	0	76	244
05:30 PM	0	0	0	0	0	0	0	0	8	8	20	124	0	1	145	0	80	6	1	87	240
05:45 PM	0	0	0	0	0	0	0	0	10	10	13	117	0	1	131	0	78	5	0	83	224
Total	0	0	0	0	0	0	0	0	28	28	69	510	0	2	581	0	318	29	1	348	957
Grand Total	0	0	0	1	1	0	0	0	45	45	148	1424	0	13	1585	0	579	51	10	640	2271
Apprch %	0	0	0	100		0	0	0	100		9.3	89.8	0	0.8		0	90.5	8	1.6		
Total %	0	0	0	0	0	0	0	0	2	2	6.5	62.7	0	0.6	69.8	0	25.5	2.2	0.4	28.2	
Cars	0	0	0	1	1	0	0	0	45	45	134	1370									
% Cars	0	0	0	100	100	0	0	0	100	100	90.5	96.2	0	100	95.7	0	96.9	98	100	97	96.2
Trucks	0	0	0	0	0	0	0	0	0	0	14	54	0	0	68	0	18	1	0	19	87
% Trucks	0	0	0	0	0	0	0	0	0	0	9.5	3.8	0	0	4.3	0	3.1	2	0	3	3.8

All Traffic Data Services, Inc.

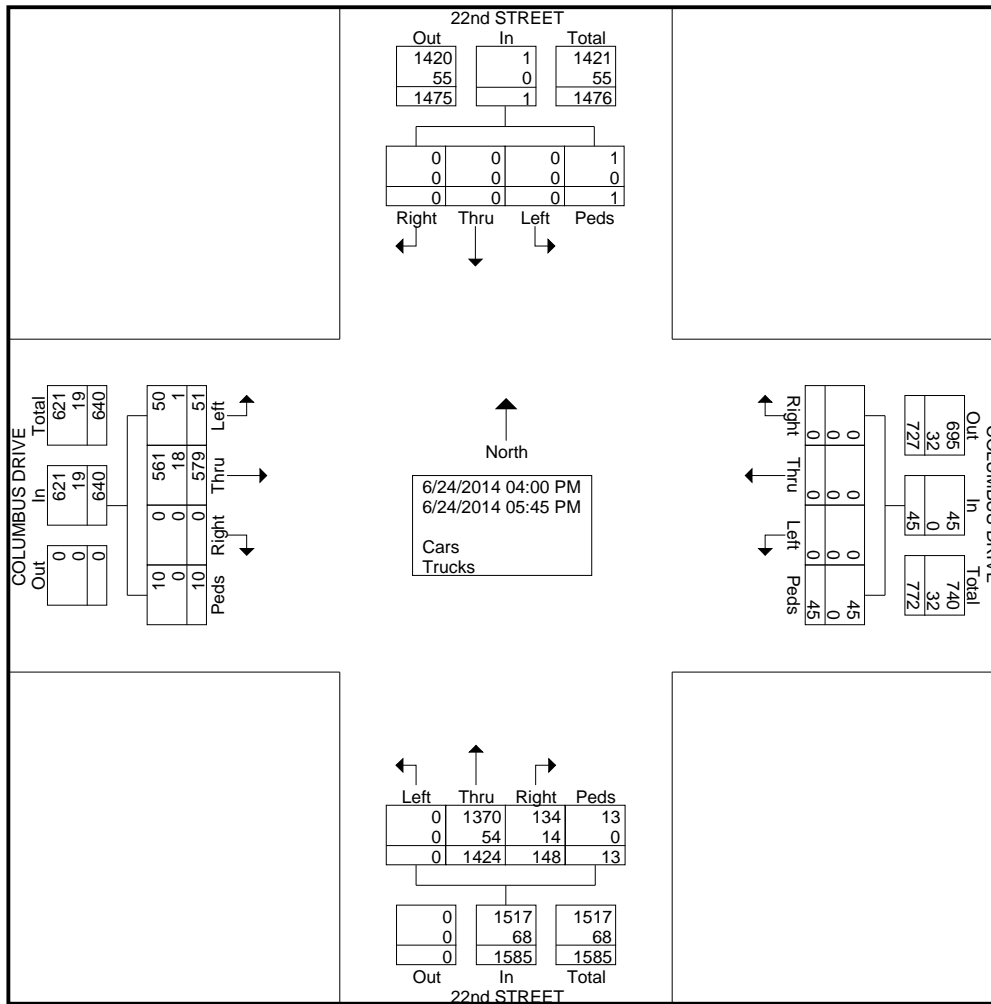
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrPM

Site Code : 4_____

Start Date : 6/24/2014

Page No : 2



All Traffic Data Services, Inc.

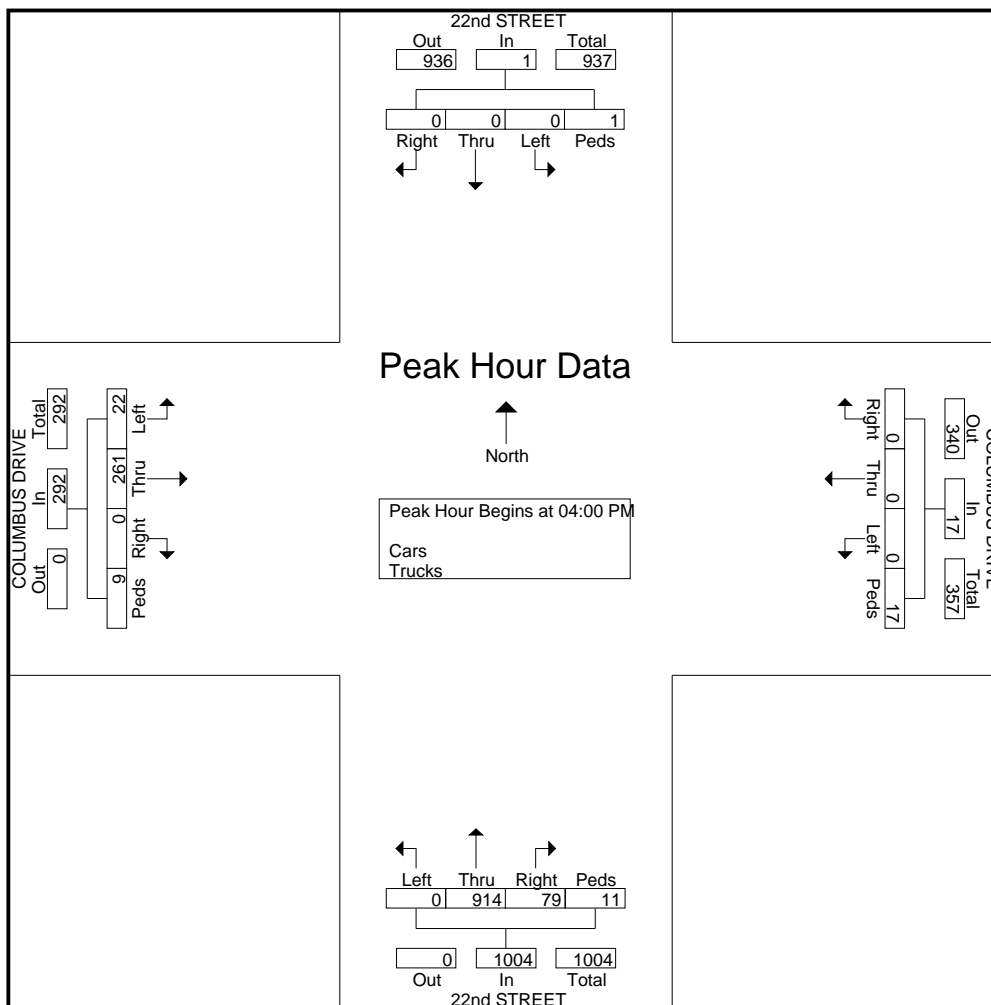
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&ColumbusDrPM
 Site Code : 4_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	22nd STREET Southbound					COLUMBUS DRIVE Westbound					22nd STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	0	0	0	2	2	13	253	0	0	266	0	39	3	0	42	310
04:15 PM	0	0	0	0	0	0	0	0	5	5	19	248	0	1	268	0	65	5	6	76	349
04:30 PM	0	0	0	1	1	0	0	0	9	9	18	209	0	2	229	0	77	4	3	84	323
04:45 PM	0	0	0	0	0	0	0	0	1	1	29	204	0	8	241	0	80	10	0	90	332
Total Volume	0	0	0	1	1	0	0	0	17	17	79	914	0	11	1004	0	261	22	9	292	1314
% App. Total	0	0	0	100		0	0	0	100		7.9	91	0	1.1		0	89.4	7.5	3.1		
PHF	.000	.000	.000	.250	.250	.000	.000	.000	.472	.472	.681	.903	.000	.344	.937	.000	.816	.550	.375	.811	.941

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:00 PM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffAM
Site Code : 9_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	22nd STREET Southbound					1-4 RAMP WB Off Westbound					22nd STREET Northbound					1-4 RAMP WB Off Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	21	94	0	7	122	0	72	160	0	232	0	0	0	2	2	356
07:15 AM	0	0	0	0	0	73	137	0	1	211	0	62	133	0	195	0	0	0	0	0	406
07:30 AM	0	0	0	0	0	60	145	0	5	210	0	92	154	0	246	0	0	0	0	0	456
07:45 AM	0	0	0	0	0	52	140	0	4	196	0	72	101	0	173	0	0	0	0	0	369
Total	0	0	0	0	0	206	516	0	17	739	0	298	548	0	846	0	0	0	2	2	1587
08:00 AM	0	0	0	0	0	36	96	0	1	133	0	86	136	0	222	0	0	0	0	0	355
08:15 AM	0	0	0	0	0	34	111	0	6	151	0	70	116	0	186	0	0	0	0	0	337
08:30 AM	0	0	0	0	0	20	79	0	4	103	0	79	85	0	164	0	0	0	0	0	267
08:45 AM	0	0	0	0	0	27	90	0	3	120	0	62	134	0	196	0	0	0	0	0	316
Total	0	0	0	0	0	117	376	0	14	507	0	297	471	0	768	0	0	0	0	0	1275
Grand Total	0	0	0	0	0	323	892	0	31	1246	0	595	1019	0	1614	0	0	0	2	2	2862
Apprch %	0	0	0	0	0	25.9	71.6	0	2.5		0	36.9	63.1	0		0	0	0	100		
Total %	0	0	0	0	0	11.3	31.2	0	1.1	43.5	0	20.8	35.6	0	56.4	0	0	0	0.1	0.1	
Cars	0	0	0	0	0	313	862	0	31	1206	0	566	932	0	1498	0	0	0	2	2	2706
% Cars	0	0	0	0	0	96.9	96.6	0	100	96.8	0	95.1	91.5	0	92.8	0	0	0	100	100	94.5
Trucks	0	0	0	0	0	10	30	0	0	40	0	29	87	0	116	0	0	0	0	0	156
% Trucks	0	0	0	0	0	3.1	3.4	0	0	3.2	0	4.9	8.5	0	7.2	0	0	0	0	0	5.5

All Traffic Data Services, Inc.

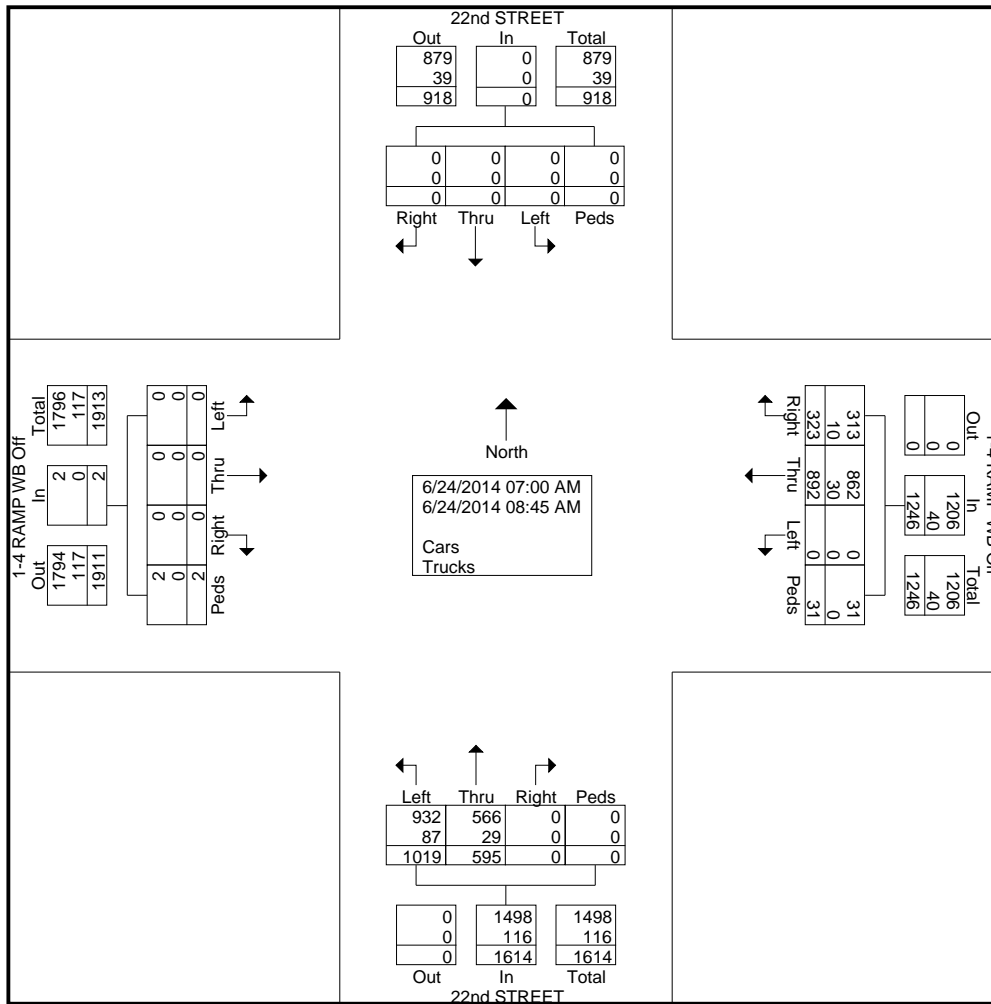
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffAM

Site Code : 9_____

Start Date : 6/24/2014

Page No : 2



All Traffic Data Services, Inc.

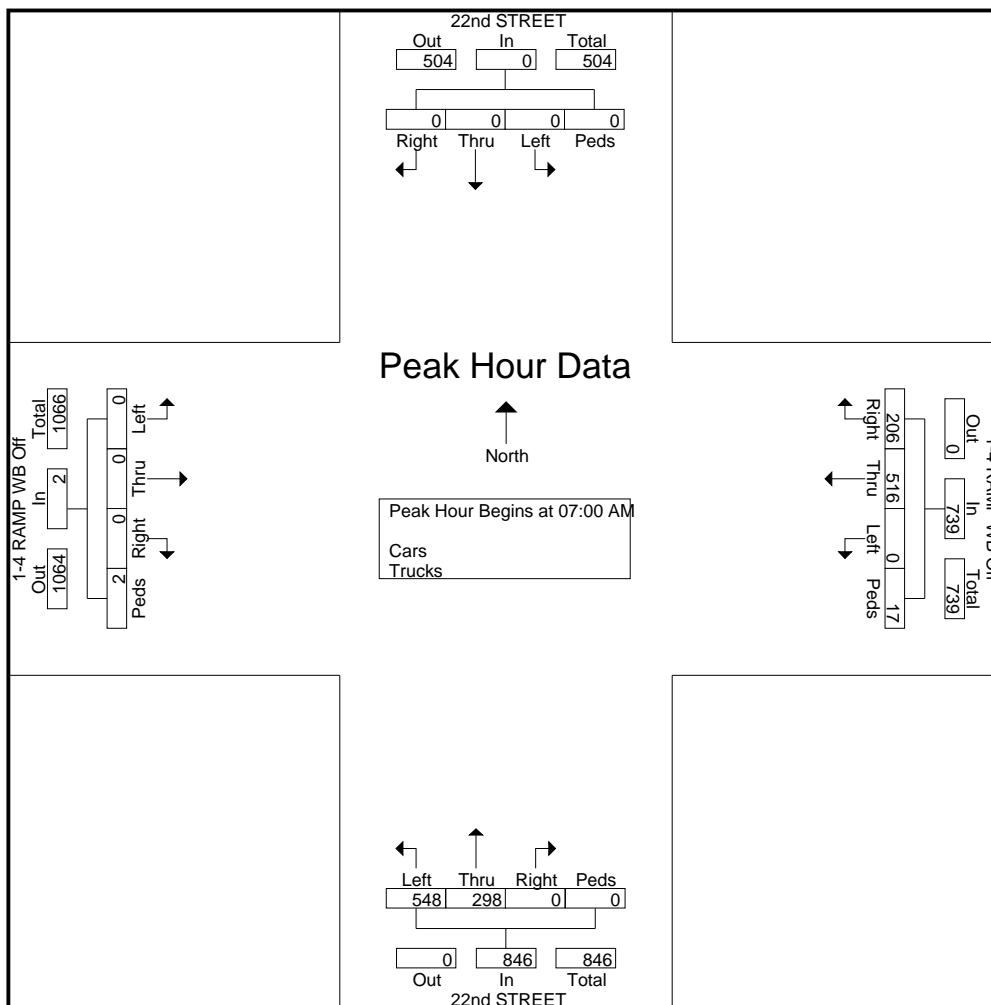
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffAM
Site Code : 9_____
Start Date : 6/24/2014
Page No : 3

Start Time	22nd STREET Southbound					1-4 RAMP WB Off Westbound					22nd STREET Northbound					1-4 RAMP WB Off Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	0	0	0	0	21	94	0	7	122	0	72	160	0	232	0	0	0	2	2	356
07:15 AM	0	0	0	0	0	73	137	0	1	211	0	62	133	0	195	0	0	0	0	0	406
07:30 AM	0	0	0	0	0	60	145	0	5	210	0	92	154	0	246	0	0	0	0	0	456
07:45 AM	0	0	0	0	0	52	140	0	4	196	0	72	101	0	173	0	0	0	0	0	369
Total Volume	0	0	0	0	0	206	516	0	17	739	0	298	548	0	846	0	0	0	2	2	1587
% App. Total	0	0	0	0	0	27.9	69.8	0	2.3		0	35.2	64.8	0		0	0	0	100		
PHF	.000	.000	.000	.000	.000	.705	.890	.000	.607	.876	.000	.810	.856	.000	.860	.000	.000	.000	.250	.250	.870

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:00 AM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffPM

Site Code : 9_____

Start Date : 6/24/2014

Page No : 1

Groups Printed- Cars - Trucks

Start Time	22nd STREET Southbound					1-4 RAMP WB Off Westbound					22nd STREET Northbound					1-4 RAMP WB Off Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	0	0	0	0	151	113	0	3	267	0	111	127	0	238	0	0	0	0	0	505
04:15 PM	0	0	0	2	2	149	102	0	6	257	0	149	147	0	296	0	0	0	0	0	555
04:30 PM	0	0	0	0	0	130	108	0	3	241	0	113	120	0	233	0	0	0	1	1	475
04:45 PM	0	0	0	1	1	92	84	0	8	184	0	122	128	0	250	0	0	0	1	1	436
Total	0	0	0	3	3	522	407	0	20	949	0	495	522	0	1017	0	0	0	2	2	1971
05:00 PM	0	0	0	0	0	26	75	0	9	110	0	133	162	0	295	0	0	0	0	0	405
05:15 PM	0	0	0	0	0	53	75	0	4	132	0	108	133	1	242	0	0	0	0	0	374
05:30 PM	0	0	0	0	0	36	75	0	1	112	0	109	130	0	239	0	0	0	0	0	351
05:45 PM	0	0	0	0	0	26	75	0	7	108	0	110	139	0	249	0	0	0	0	0	357
Total	0	0	0	0	0	141	300	0	21	462	0	460	564	1	1025	0	0	0	0	0	1487
Grand Total	0	0	0	3	3	663	707	0	41	1411	0	955	1086	1	2042	0	0	0	2	2	3458
Apprch %	0	0	0	100		47	50.1	0	2.9		0	46.8	53.2	0		0	0	0	100		
Total %	0	0	0	0.1	0.1	19.2	20.4	0	1.2	40.8	0	27.6	31.4	0	59.1	0	0	0	0.1	0.1	
Cars	0	0	0	3	3	638	691	0	41	1370	0	910	1057								
% Cars	0	0	0	100	100	96.2	97.7	0	100	97.1	0	95.3	97.3	100	96.4	0	0	0	100	100	96.7
Trucks	0	0	0	0	0	25	16	0	0	41	0	45	29	0	74	0	0	0	0	0	115
% Trucks	0	0	0	0	0	3.8	2.3	0	0	2.9	0	4.7	2.7	0	3.6	0	0	0	0	0	3.3

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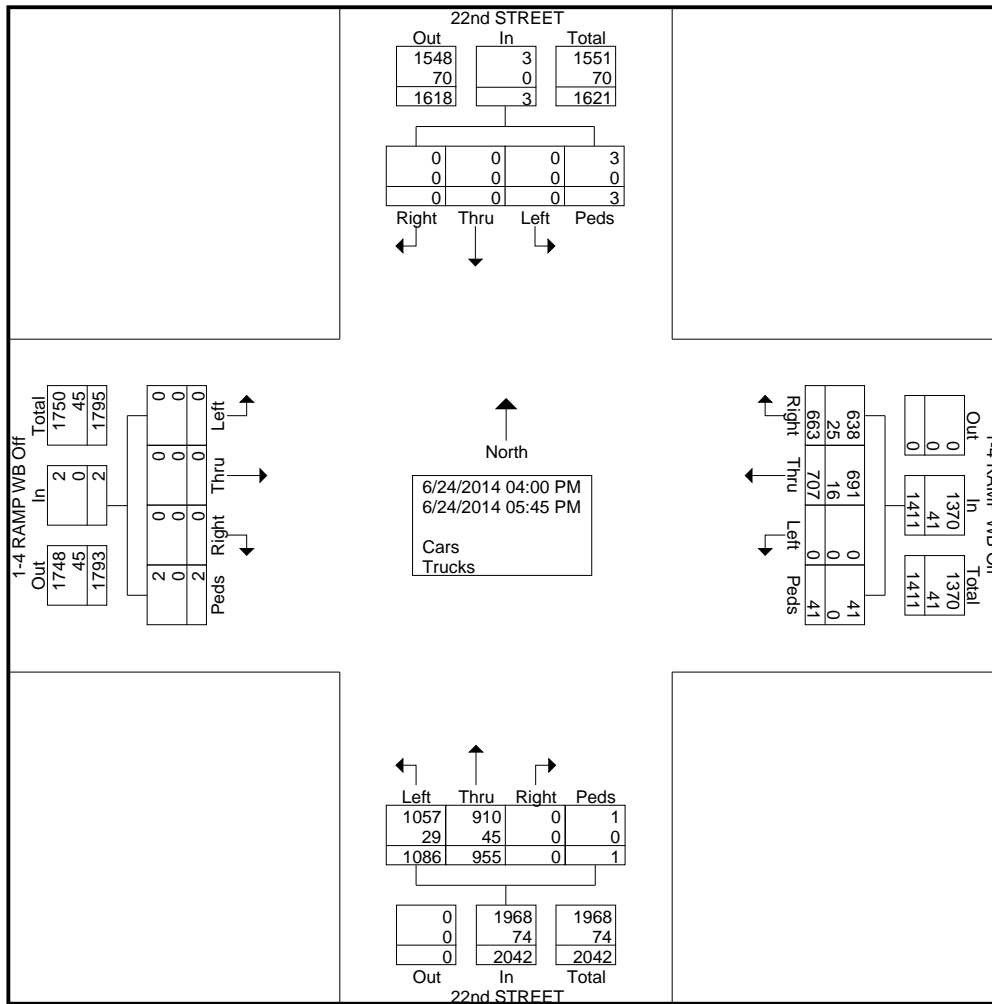
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffPM

Site Code : 9_____

Start Date : 6/24/2014

Page No : 2

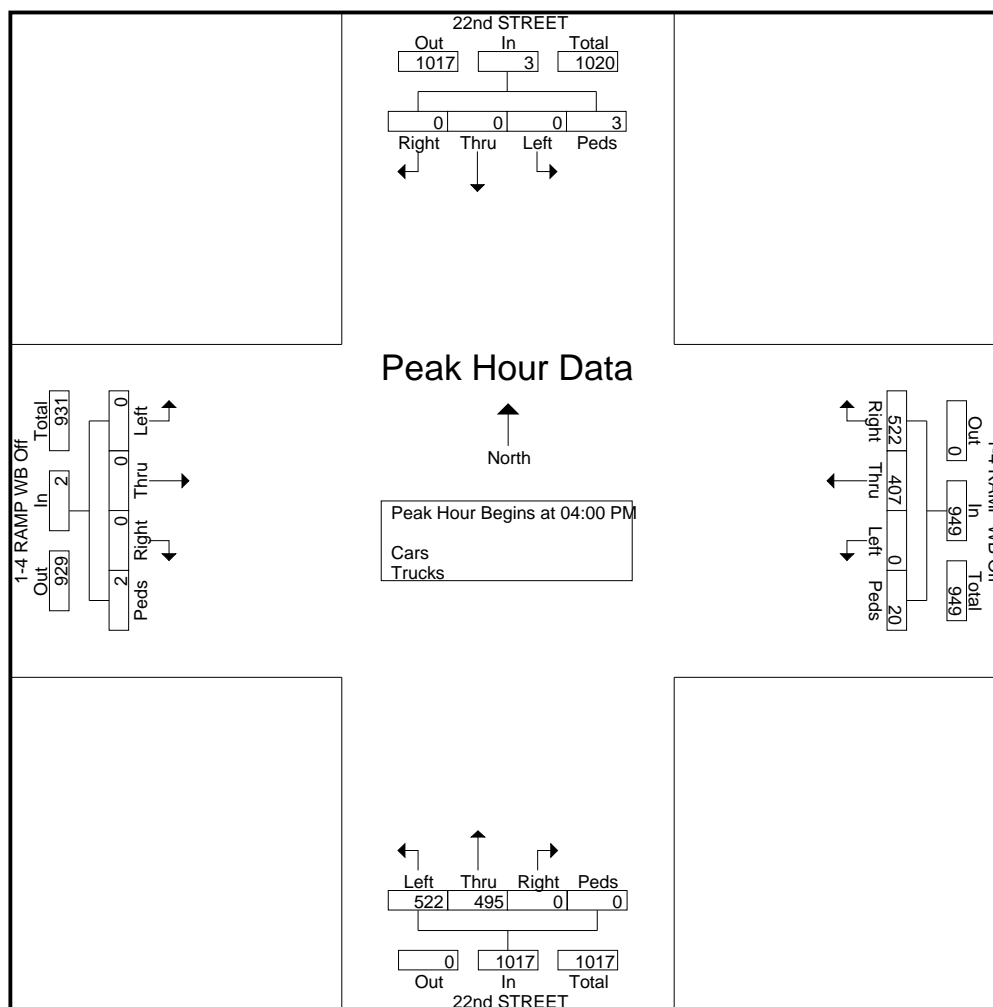


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 22ndStreet&I-4RampWBOffPM
Site Code : 9_____
Start Date : 6/24/2014
Page No : 3

Start Time	22nd STREET Southbound					1-4 RAMP WB Off Westbound					22nd STREET Northbound					1-4 RAMP WB Off Eastbound					Int. Total	
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total		
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																						
Peak Hour for Entire Intersection Begins at 04:00 PM																						
04:00 PM	0	0	0	0	0	151	113	0	3	267	0	111	127	0	238	0	0	0	0	0	0	505
04:15 PM	0	0	0	2	2	149	102	0	6	257	0	149	147	0	296	0	0	0	0	0	0	555
04:30 PM	0	0	0	0	0	130	108	0	3	241	0	113	120	0	233	0	0	0	1	1	1	475
04:45 PM	0	0	0	1	1	92	84	0	8	184	0	122	128	0	250	0	0	0	1	1	1	436
Total Volume	0	0	0	3	3	522	407	0	20	949	0	495	522	0	1017	0	0	0	2	2	2	1971
% App. Total	0	0	0	100		55	42.9	0	2.1		0	48.7	51.3	0		0	0	0	100			
PHF	.000	.000	.000	.375	.375	.864	.900	.000	.625	.889	.000	.831	.888	.000	.859	.000	.000	.000	.500	.500	.888	



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenueAM
Site Code : 5_____
Start Date : 6/24/2014
Page No : 1

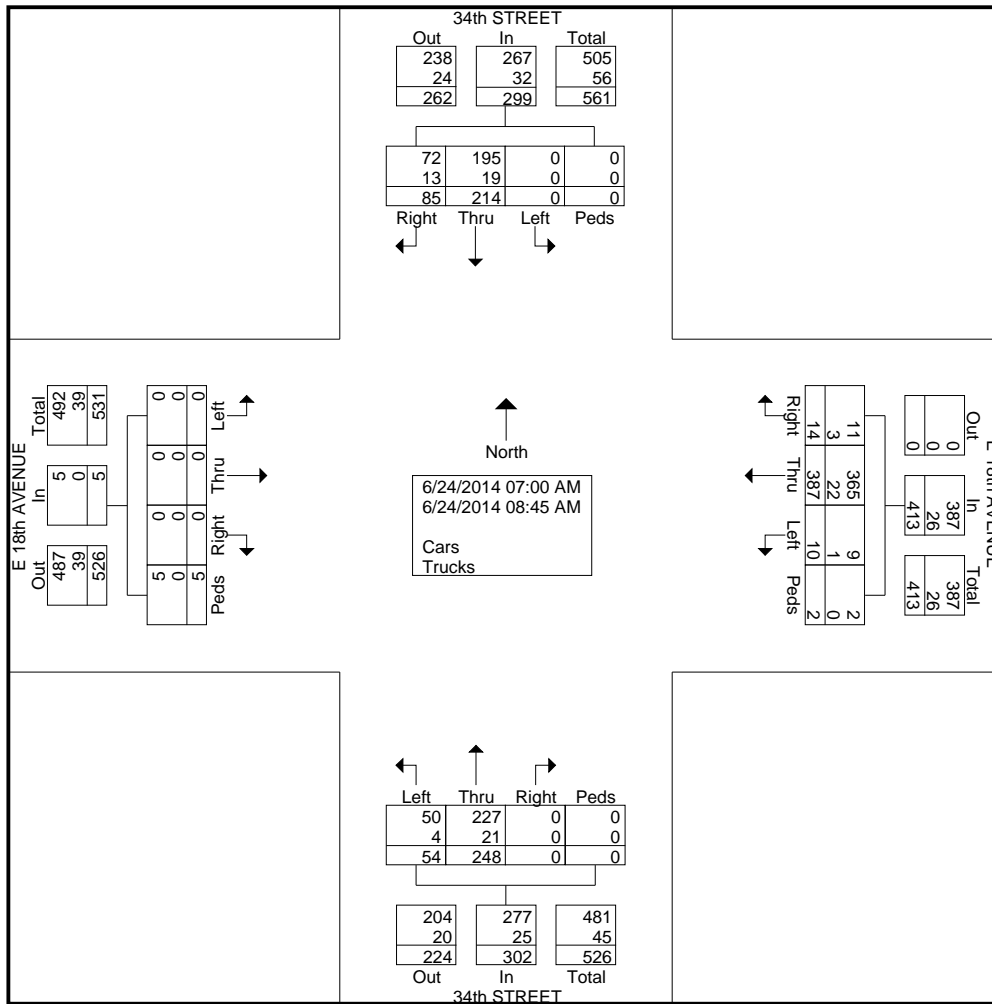
Groups Printed- Cars - Trucks

Start Time	34th STREET Southbound					E 18th AVENUE Westbound					34th STREET Northbound					E 18th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	11	27	0	0	38	0	48	1	0	49	0	26	7	0	33	0	0	0	2	2	122
07:15 AM	10	35	0	0	45	0	75	0	2	77	0	33	10	0	43	0	0	0	0	0	165
07:30 AM	20	17	0	0	37	1	53	0	0	54	0	33	9	0	42	0	0	0	0	0	133
07:45 AM	14	35	0	0	49	2	39	0	0	41	0	31	6	0	37	0	0	0	0	0	127
Total	55	114	0	0	169	3	215	1	2	221	0	123	32	0	155	0	0	0	2	2	547
08:00 AM	8	28	0	0	36	5	57	3	0	65	0	37	2	0	39	0	0	0	2	2	142
08:15 AM	4	20	0	0	24	1	48	0	0	49	0	26	6	0	32	0	0	0	1	1	106
08:30 AM	12	29	0	0	41	2	36	0	0	38	0	34	10	0	44	0	0	0	0	0	123
08:45 AM	6	23	0	0	29	3	31	6	0	40	0	28	4	0	32	0	0	0	0	0	101
Total	30	100	0	0	130	11	172	9	0	192	0	125	22	0	147	0	0	0	3	3	472
Grand Total	85	214	0	0	299	14	387	10	2	413	0	248	54	0	302	0	0	0	5	5	1019
Apprch %	28.4	71.6	0	0		3.4	93.7	2.4	0.5		0	82.1	17.9	0		0	0	0	100		
Total %	8.3	21	0	0	29.3	1.4	38	1	0.2	40.5	0	24.3	5.3	0	29.6	0	0	0	0.5	0.5	
Cars	72	195	0	0	267	11	365	9	2	387	0	227	50	0	277	0	0	0	5	5	936
% Cars	84.7	91.1	0	0	89.3	78.6	94.3	90	100	93.7	0	91.5	92.6	0	91.7	0	0	0	100	100	91.9
Trucks	13	19	0	0	32	3	22	1	0	26	0	21	4	0	25	0	0	0	0	0	83
% Trucks	15.3	8.9	0	0	10.7	21.4	5.7	10	0	6.3	0	8.5	7.4	0	8.3	0	0	0	0	0	8.1

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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenueAM
 Site Code : 5_____
 Start Date : 6/24/2014
 Page No : 2

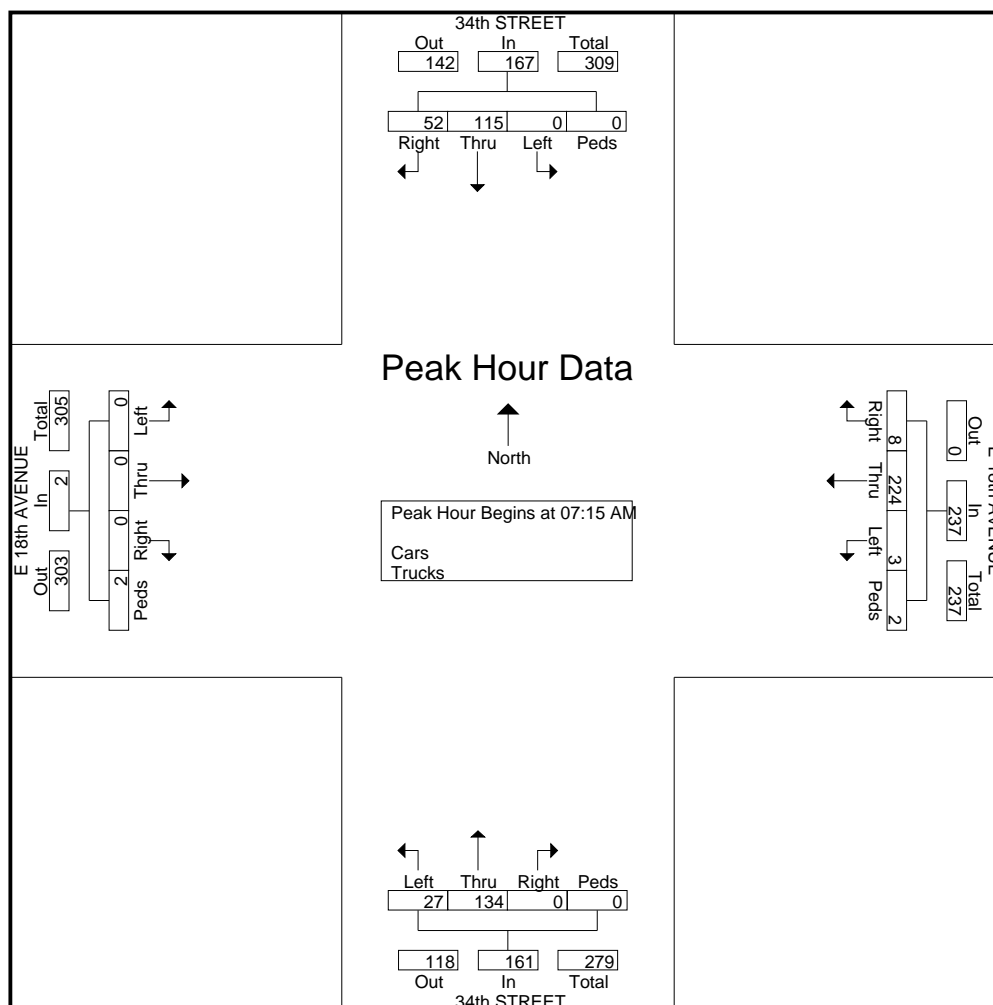


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenueAM
Site Code : 5_____
Start Date : 6/24/2014
Page No : 3

Start Time	34th STREET Southbound					E 18th AVENUE Westbound					34th STREET Northbound					E 18th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	10	35	0	0	45	0	75	0	2	77	0	33	10	0	43	0	0	0	0	0	165
07:30 AM	20	17	0	0	37	1	53	0	0	54	0	33	9	0	42	0	0	0	0	0	133
07:45 AM	14	35	0	0	49	2	39	0	0	41	0	31	6	0	37	0	0	0	0	0	127
08:00 AM	8	28	0	0	36	5	57	3	0	65	0	37	2	0	39	0	0	0	2	2	142
Total Volume	52	115	0	0	167	8	224	3	2	237	0	134	27	0	161	0	0	0	2	2	567
% App. Total	31.1	68.9	0	0		3.4	94.5	1.3	0.8		0	83.2	16.8	0		0	0	0	100		
PHF	.650	.821	.000	.000	.852	.400	.747	.250	.250	.769	.000	.905	.675	.000	.936	.000	.000	.000	.250	.250	.859



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenuePM
Site Code : 5_____
Start Date : 6/24/2014
Page No : 1

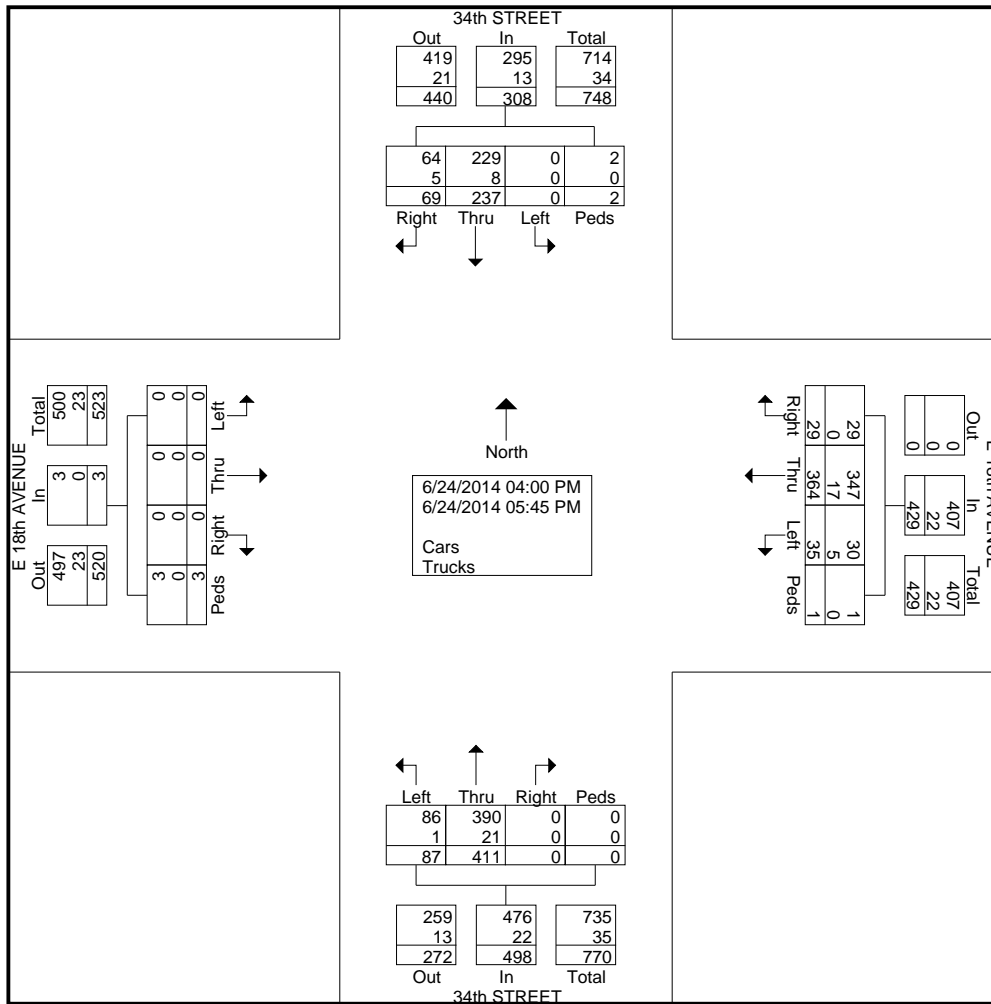
Groups Printed- Cars - Trucks

Start Time	34th STREET Southbound					E 18th AVENUE Westbound					34th STREET Northbound					E 18th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	10	31	0	0	41	1	55	5	0	61	0	47	9	0	56	0	0	0	0	0	158
04:15 PM	8	24	0	0	32	6	31	2	0	39	0	49	15	0	64	0	0	0	0	0	135
04:30 PM	11	31	0	0	42	6	52	6	0	64	0	52	11	0	63	0	0	0	0	0	169
04:45 PM	6	33	0	0	39	1	44	2	0	47	0	47	7	0	54	0	0	0	1	1	141
Total	35	119	0	0	154	14	182	15	0	211	0	195	42	0	237	0	0	0	1	1	603
05:00 PM	6	34	0	0	40	9	55	10	0	74	0	70	12	0	82	0	0	0	1	1	197
05:15 PM	11	29	0	0	40	2	34	2	0	38	0	45	11	0	56	0	0	0	1	1	135
05:30 PM	9	23	0	1	33	3	60	2	0	65	0	56	11	0	67	0	0	0	0	0	165
05:45 PM	8	32	0	1	41	1	33	6	1	41	0	45	11	0	56	0	0	0	0	0	138
Total	34	118	0	2	154	15	182	20	1	218	0	216	45	0	261	0	0	0	2	2	635
Grand Total	69	237	0	2	308	29	364	35	1	429	0	411	87	0	498	0	0	0	3	3	1238
Apprch %	22.4	76.9	0	0.6		6.8	84.8	8.2	0.2		0	82.5	17.5	0		0	0	0	100		
Total %	5.6	19.1	0	0.2	24.9	2.3	29.4	2.8	0.1	34.7	0	33.2	7	0	40.2	0	0	0	0.2	0.2	
Cars	64	229	0	2	295	29	347	30	1	407	0	390	86	0	476	0	0	0	3	3	1181
% Cars	92.8	96.6	0	100	95.8	100	95.3	85.7	100	94.9	0	94.9	98.9	0	95.6	0	0	0	100	100	95.4
Trucks	5	8	0	0	13	0	17	5	0	22	0	21	1	0	22	0	0	0	0	0	57
% Trucks	7.2	3.4	0	0	4.2	0	4.7	14.3	0	5.1	0	5.1	1.1	0	4.4	0	0	0	0	0	4.6

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenuePM
 Site Code : 5_____
 Start Date : 6/24/2014
 Page No : 2

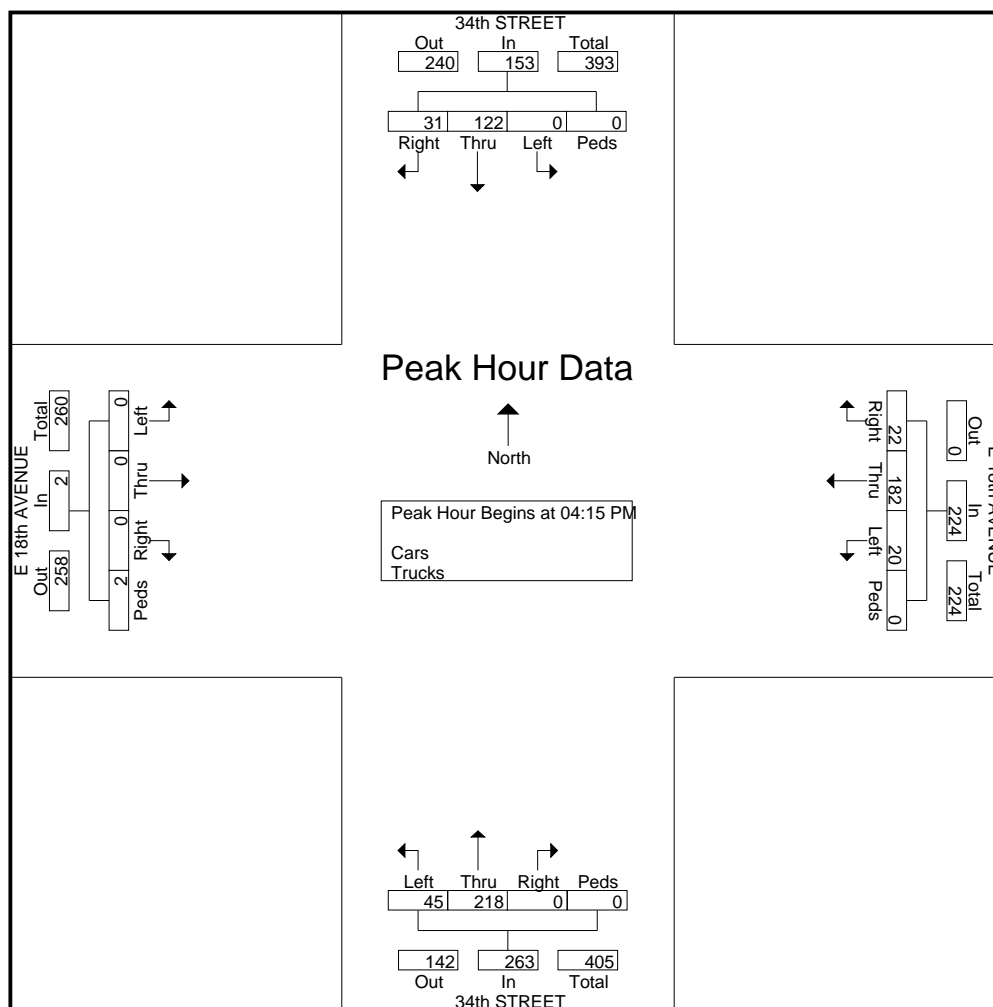


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 34thStreet&18thAvenuePM
 Site Code : 5_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	34th STREET Southbound					E 18th AVENUE Westbound					34th STREET Northbound					E 18th AVENUE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:15 PM																					
04:15 PM	8	24	0	0	32	6	31	2	0	39	0	49	15	0	64	0	0	0	0	0	135
04:30 PM	11	31	0	0	42	6	52	6	0	64	0	52	11	0	63	0	0	0	0	0	169
04:45 PM	6	33	0	0	39	1	44	2	0	47	0	47	7	0	54	0	0	0	1	1	141
05:00 PM	6	34	0	0	40	9	55	10	0	74	0	70	12	0	82	0	0	0	1	1	197
Total Volume	31	122	0	0	153	22	182	20	0	224	0	218	45	0	263	0	0	0	2	2	642
% App. Total	20.3	79.7	0	0		9.8	81.2	8.9	0		0	82.9	17.1	0		0	0	0	100		
PHF	.705	.897	.000	.000	.911	.611	.827	.500	.000	.757	.000	.779	.750	.000	.802	.000	.000	.000	.500	.500	.815



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrAM
Site Code : 6_____
Start Date : 6/24/2014
Page No : 1

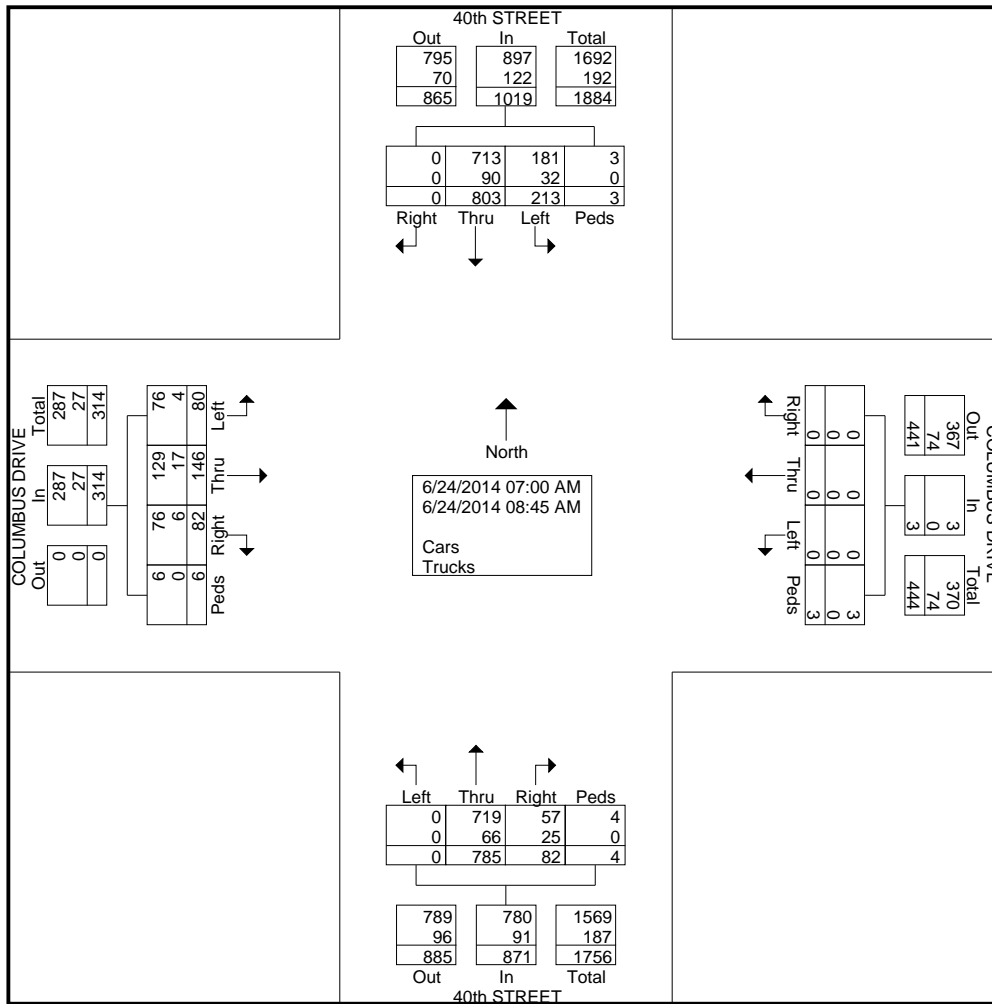
Groups Printed- Cars - Trucks

Start Time	40th STREET Southbound					COLUMBUS DRIVE Westbound					40th STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	81	26	0	107	0	0	0	1	1	8	96	0	1	105	7	16	3	0	26	239
07:15 AM	0	84	32	0	116	0	0	0	0	0	10	102	0	1	113	8	18	15	1	42	271
07:30 AM	0	108	27	2	137	0	0	0	1	1	8	88	0	1	97	16	18	14	2	50	285
07:45 AM	0	132	43	0	175	0	0	0	0	0	14	128	0	0	142	6	12	7	0	25	342
Total	0	405	128	2	535	0	0	0	2	2	40	414	0	3	457	37	64	39	3	143	1137
08:00 AM	0	111	16	0	127	0	0	0	0	0	9	100	0	0	109	12	30	12	2	56	292
08:15 AM	0	103	26	0	129	0	0	0	0	0	13	108	0	0	121	10	22	8	0	40	290
08:30 AM	0	95	19	0	114	0	0	0	1	1	12	74	0	1	87	9	18	14	0	41	243
08:45 AM	0	89	24	1	114	0	0	0	0	0	8	89	0	0	97	14	12	7	1	34	245
Total	0	398	85	1	484	0	0	0	1	1	42	371	0	1	414	45	82	41	3	171	1070
Grand Total	0	803	213	3	1019	0	0	0	3	3	82	785	0	4	871	82	146	80	6	314	2207
Apprch %	0	78.8	20.9	0.3		0	0	0	100		9.4	90.1	0	0.5		26.1	46.5	25.5	1.9		
Total %	0	36.4	9.7	0.1	46.2	0	0	0	0.1	0.1	3.7	35.6	0	0.2	39.5	3.7	6.6	3.6	0.3	14.2	
Cars	0	713	181	3	897	0	0	0	3	3	57	719	0	4	780	76	129	76	6	287	1967
% Cars	0	88.8	85	100	88	0	0	0	100	100	69.5	91.6	0	100	89.6	92.7	88.4	95	100	91.4	89.1
Trucks	0	90	32	0	122	0	0	0	0	0	25	66	0	0	91	6	17	4	0	27	240
% Trucks	0	11.2	15	0	12	0	0	0	0	0	30.5	8.4	0	0	10.4	7.3	11.6	5	0	8.6	10.9

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrAM
 Site Code : 6_____
 Start Date : 6/24/2014
 Page No : 2



All Traffic Data Services, Inc.

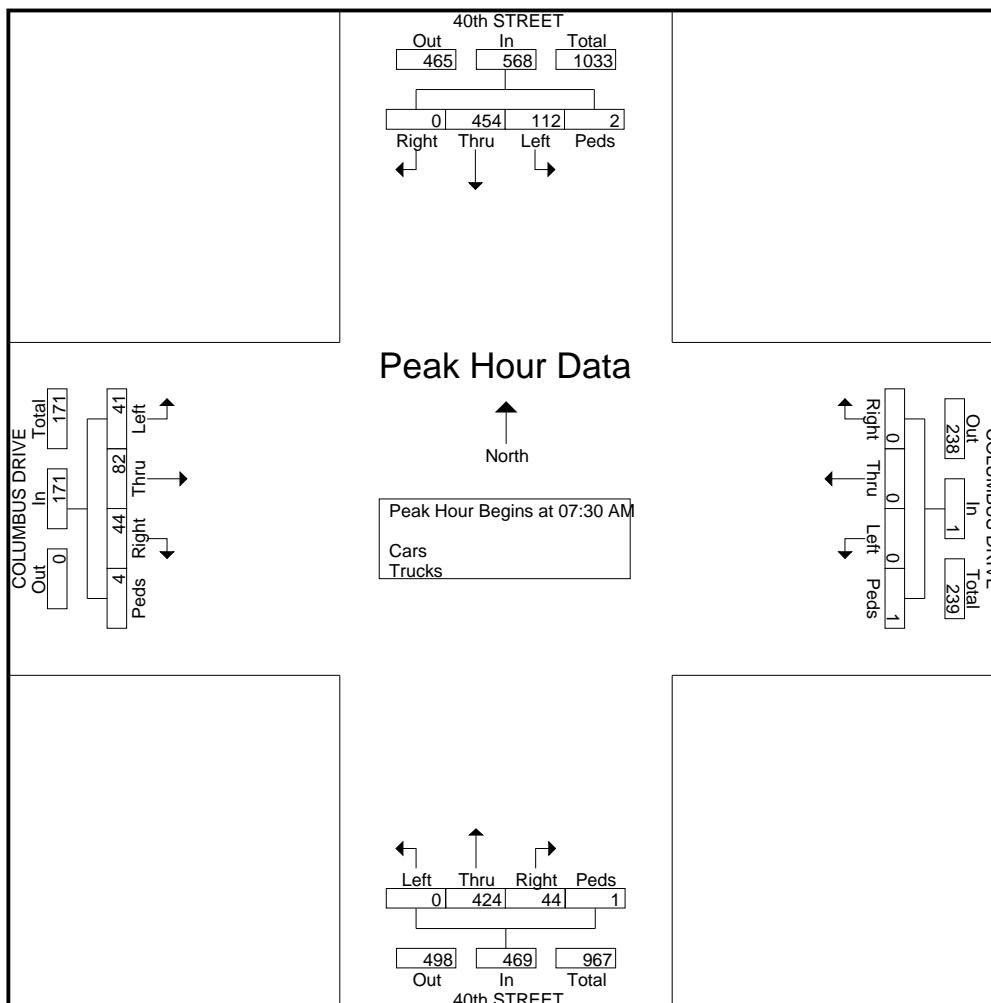
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrAM
 Site Code : 6_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	40th STREET Southbound					COLUMBUS DRIVE Westbound					40th STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:30 AM	0	108	27	2	137	0	0	0	1	1	8	88	0	1	97	16	18	14	2	50	285
07:45 AM	0	132	43	0	175	0	0	0	0	0	14	128	0	0	142	6	12	7	0	25	342
08:00 AM	0	111	16	0	127	0	0	0	0	0	9	100	0	0	109	12	30	12	2	56	292
08:15 AM	0	103	26	0	129	0	0	0	0	0	13	108	0	0	121	10	22	8	0	40	290
Total Volume	0	454	112	2	568	0	0	0	1	1	44	424	0	1	469	44	82	41	4	171	1209
% App. Total	0	79.9	19.7	0.4		0	0	0	100		9.4	90.4	0	0.2		25.7	48	24	2.3		
PHF	.000	.860	.651	.250	.811	.000	.000	.000	.250	.250	.786	.828	.000	.250	.826	.688	.683	.732	.500	.763	.884

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:30 AM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrPM
Site Code : 6_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	40th STREET Southbound					COLUMBUS DRIVE Westbound					40th STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	116	33	0	149	0	0	0	0	0	18	134	0	0	152	8	19	27	0	54	355
04:15 PM	0	112	17	0	129	0	0	0	0	0	13	107	0	0	120	12	26	26	0	64	313
04:30 PM	0	109	30	0	139	0	0	0	0	0	16	140	0	0	156	7	27	32	1	67	362
04:45 PM	0	120	30	0	150	0	0	0	0	0	22	131	0	0	153	9	38	32	0	79	382
Total	0	457	110	0	567	0	0	0	0	0	69	512	0	0	581	36	110	117	1	264	1412
05:00 PM	0	118	29	0	147	0	0	0	0	0	24	157	0	0	181	21	41	40	0	102	430
05:15 PM	0	115	29	0	144	0	0	0	0	0	17	144	0	0	161	8	25	32	0	65	370
05:30 PM	0	136	32	0	168	0	0	0	0	0	10	132	0	0	142	13	36	35	2	86	396
05:45 PM	0	128	27	0	155	0	0	0	0	0	11	107	0	3	121	6	36	33	3	78	354
Total	0	497	117	0	614	0	0	0	0	0	62	540	0	3	605	48	138	140	5	331	1550
Grand Total	0	954	227	0	1181	0	0	0	0	0	131	1052	0	3	1186	84	248	257	6	595	2962
Apprch %	0	80.8	19.2	0		0	0	0	0		11	88.7	0	0.3		14.1	41.7	43.2	1		
Total %	0	32.2	7.7	0	39.9	0	0	0	0	0	4.4	35.5	0	0.1	40	2.8	8.4	8.7	0.2	20.1	
Cars	0	911	209	0	1120	0	0	0	0	0	119	1002									
% Cars	0	95.5	92.1	0	94.8	0	0	0	0	0	90.8	95.2	0	100	94.8	90.5	91.5	99.2	100	94.8	94.8
Trucks	0	43	18	0	61	0	0	0	0	0	12	50	0	0	62	8	21	2	0	31	154
% Trucks	0	4.5	7.9	0	5.2	0	0	0	0	0	9.2	4.8	0	0	5.2	9.5	8.5	0.8	0	5.2	5.2

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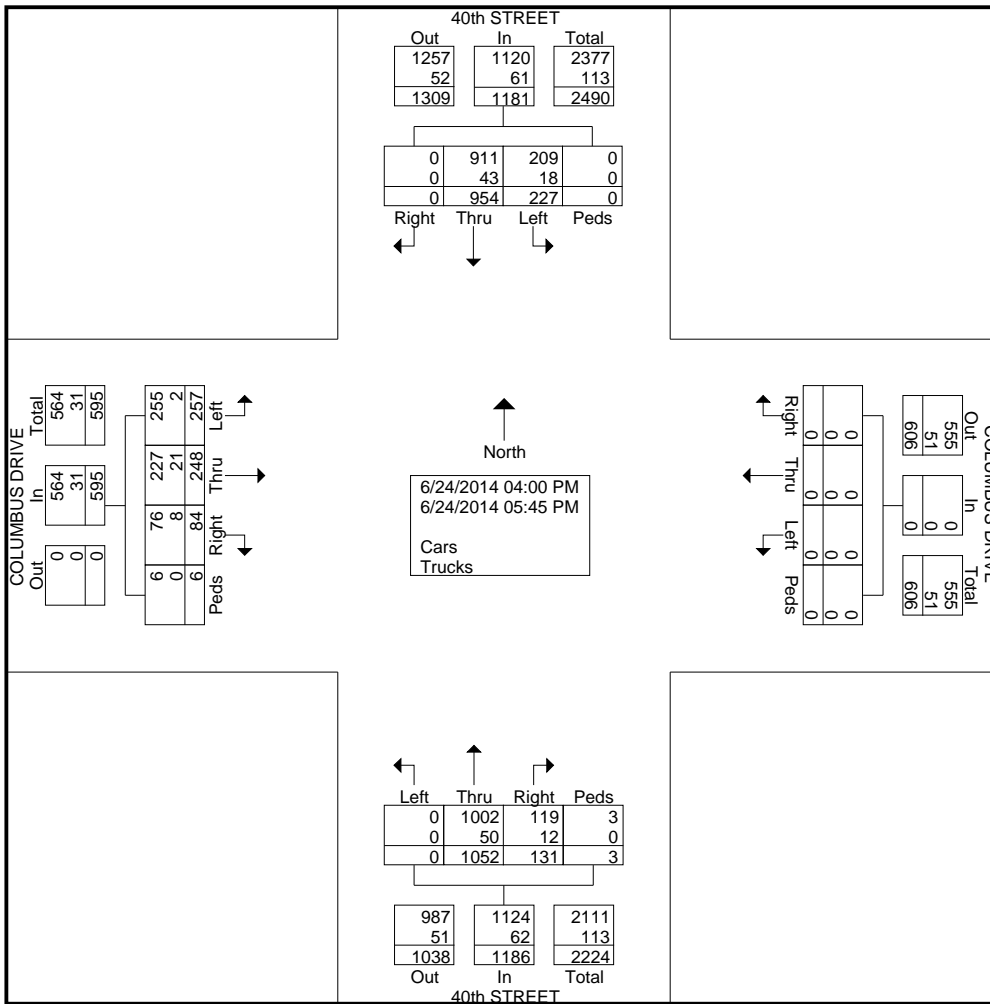
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrPM

Site Code : 6_____

Start Date : 6/24/2014

Page No : 2

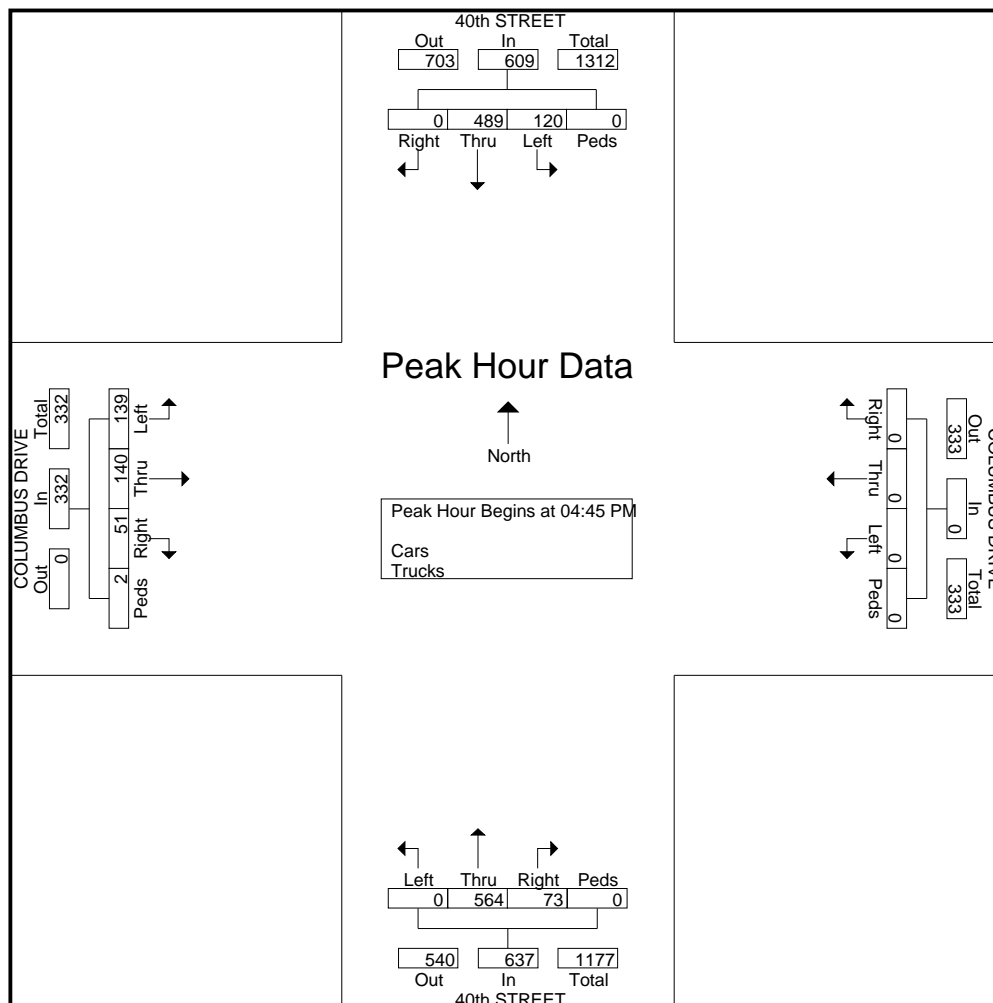


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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : 40thStreet&ColumbusDrPM
 Site Code : 6_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	40th STREET Southbound					COLUMBUS DRIVE Westbound					40th STREET Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	120	30	0	150	0	0	0	0	0	22	131	0	0	153	9	38	32	0	79	382
05:00 PM	0	118	29	0	147	0	0	0	0	0	24	157	0	0	181	21	41	40	0	102	430
05:15 PM	0	115	29	0	144	0	0	0	0	0	17	144	0	0	161	8	25	32	0	65	370
05:30 PM	0	136	32	0	168	0	0	0	0	0	10	132	0	0	142	13	36	35	2	86	396
Total Volume	0	489	120	0	609	0	0	0	0	0	73	564	0	0	637	51	140	139	2	332	1578
% App. Total	0	80.3	19.7	0		0	0	0	0		11.5	88.5	0	0		15.4	42.2	41.9	0.6		
PHF	.000	.899	.938	.000	.906	.000	.000	.000	.000	.000	.760	.898	.000	.000	.880	.607	.854	.869	.250	.814	.917



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBAM
Site Code : 11_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	COLUMBUS DRIVE Southbound					I-4 EB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 EB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	0	19	24	0	43	0	0	0	0	0	0	103	0	0	103	117	46	26	0	189	335
07:15 AM	0	17	20	0	37	0	0	0	0	0	4	123	0	0	127	156	43	29	1	229	393
07:30 AM	0	25	14	0	39	0	0	0	1	1	1	126	0	0	127	146	56	29	2	233	400
07:45 AM	0	26	21	0	47	0	0	0	0	0	4	116	0	0	120	160	85	33	0	278	445
Total	0	87	79	0	166	0	0	0	1	1	9	468	0	0	477	579	230	117	3	929	1573
08:00 AM	0	27	19	0	46	0	0	0	1	1	1	120	0	0	121	135	61	36	0	232	400
08:15 AM	0	25	18	1	44	0	0	0	3	3	2	98	0	0	100	121	61	46	0	228	375
08:30 AM	0	30	25	0	55	0	0	0	0	0	0	104	0	0	104	129	52	35	0	216	375
08:45 AM	0	22	21	0	43	0	0	0	3	3	1	110	0	0	111	138	63	24	0	225	382
Total	0	104	83	1	188	0	0	0	7	7	4	432	0	0	436	523	237	141	0	901	1532
Grand Total	0	191	162	1	354	0	0	0	8	8	13	900	0	0	913	1102	467	258	3	1830	3105
Apprch %	0	54	45.8	0.3		0	0	0	100		1.4	98.6	0	0		60.2	25.5	14.1	0.2		
Total %	0	6.2	5.2	0	11.4	0	0	0	0.3	0.3	0.4	29	0	0	29.4	35.5	15	8.3	0.1	58.9	
Cars	0	171	123	1	295	0	0	0	8	8	5	771	0	0	776	1002					
% Cars	0	89.5	75.9	100	83.3	0	0	0	100	100	38.5	85.7	0	0	85	90.9	94.2	87.2	100	91.3	88.5
Trucks	0	20	39	0	59	0	0	0	0	0	8	129	0	0	137	100	27	33	0	160	356
% Trucks	0	10.5	24.1	0	16.7	0	0	0	0	0	61.5	14.3	0	0	15	9.1	5.8	12.8	0	8.7	11.5

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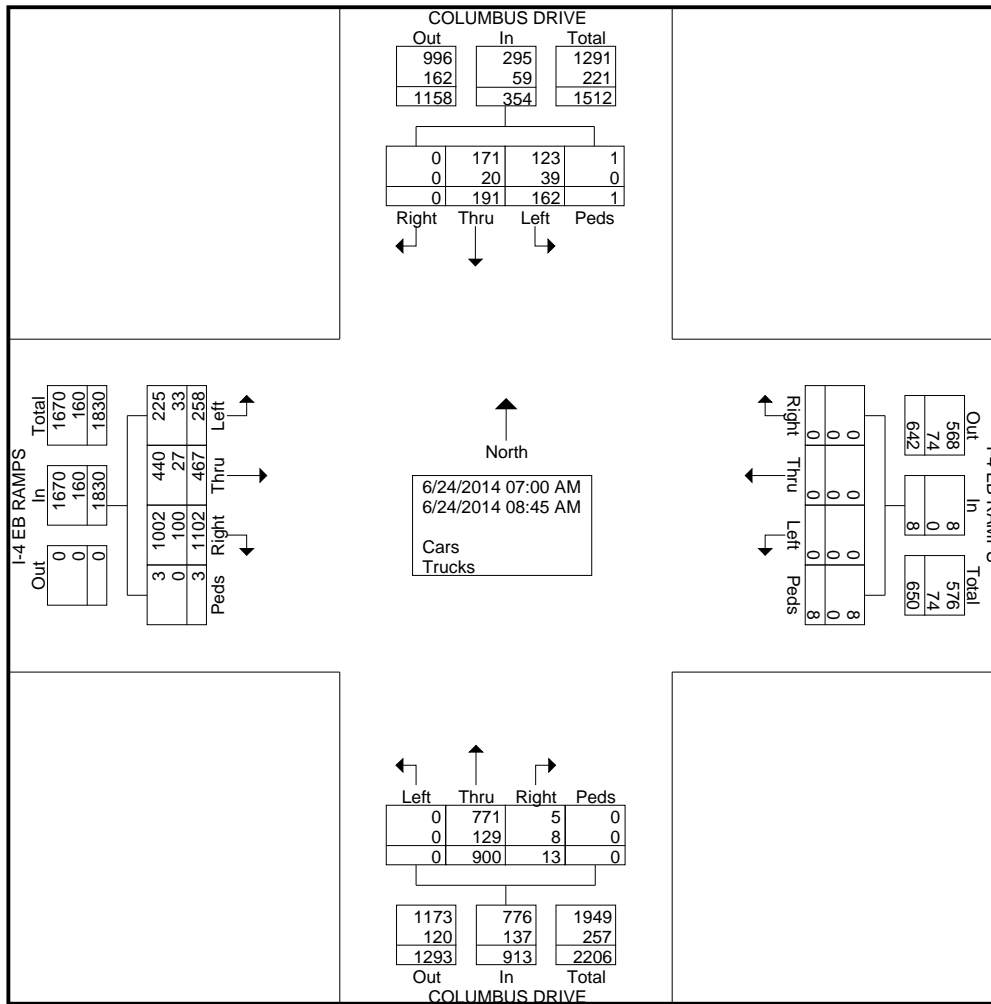
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBAM

Site Code : 11_____

Start Date : 6/24/2014

Page No : 2

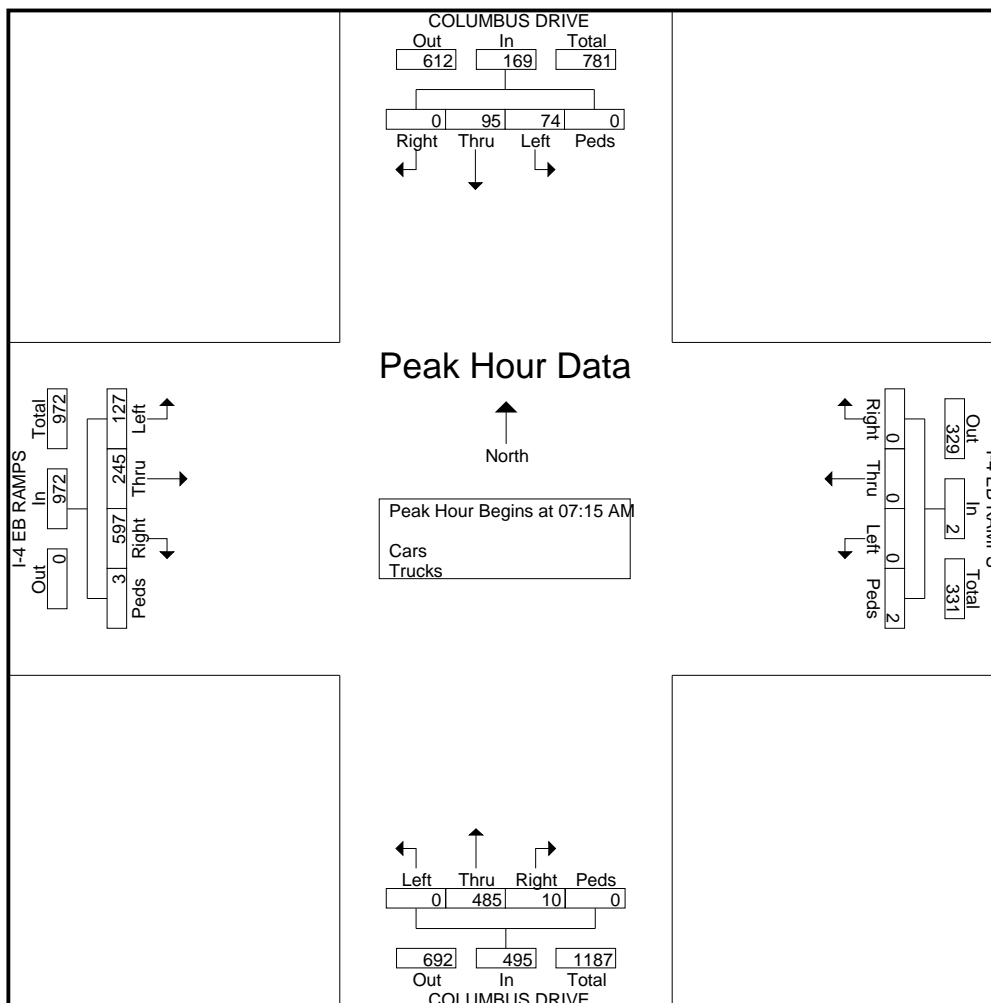


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBAM
Site Code : 11 _____
Start Date : 6/24/2014
Page No : 3

Start Time	COLUMBUS DRIVE Southbound					I-4 EB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 EB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:15 AM																					
07:15 AM	0	17	20	0	37	0	0	0	0	0	4	123	0	0	127	156	43	29	1	229	393
07:30 AM	0	25	14	0	39	0	0	0	1	1	1	126	0	0	127	146	56	29	2	233	400
07:45 AM	0	26	21	0	47	0	0	0	0	0	4	116	0	0	120	160	85	33	0	278	445
08:00 AM	0	27	19	0	46	0	0	0	1	1	1	120	0	0	121	135	61	36	0	232	400
Total Volume	0	95	74	0	169	0	0	0	2	2	10	485	0	0	495	597	245	127	3	972	1638
% App. Total	0	56.2	43.8	0		0	0	0	100		2	98	0	0		61.4	25.2	13.1	0.3		
PHF	.000	.880	.881	.000	.899	.000	.000	.000	.500	.500	.625	.962	.000	.000	.974	.933	.721	.882	.375	.874	.920



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBPM
Site Code : 11_____
Start Date : 6/24/2014
Page No : 1

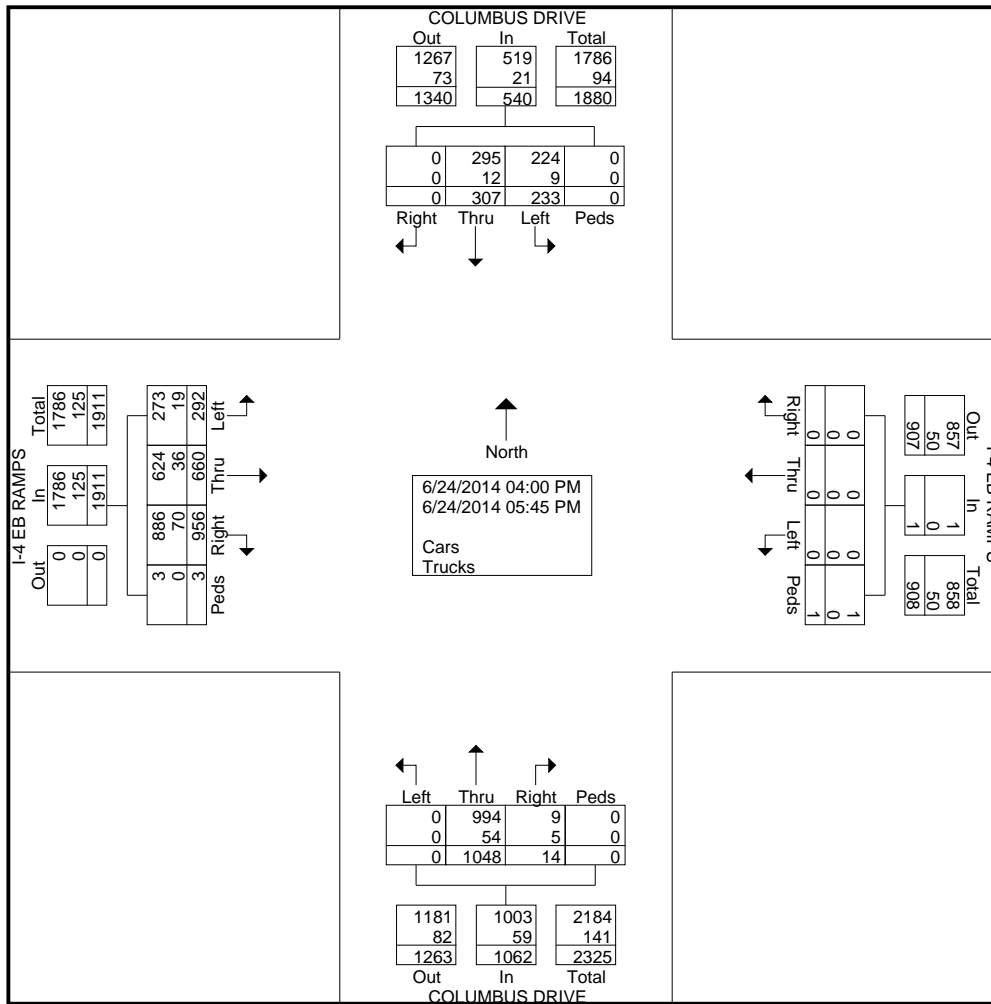
Groups Printed- Cars - Trucks

Start Time	COLUMBUS DRIVE Southbound					I-4 EB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 EB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	0	40	31	0	71	0	0	0	0	0	0	138	0	0	138	120	96	43	0	259	468
04:15 PM	0	29	21	0	50	0	0	0	0	0	2	130	0	0	132	109	93	29	0	231	413
04:30 PM	0	25	26	0	51	0	0	0	0	0	2	144	0	0	146	118	71	43	0	232	429
04:45 PM	0	47	40	0	87	0	0	0	0	0	0	112	0	0	112	117	85	51	0	253	452
Total	0	141	118	0	259	0	0	0	0	0	4	524	0	0	528	464	345	166	0	975	1762
05:00 PM	0	44	40	0	84	0	0	0	1	1	2	148	0	0	150	111	80	31	3	225	460
05:15 PM	0	45	25	0	70	0	0	0	0	0	5	133	0	0	138	114	101	33	0	248	456
05:30 PM	0	39	20	0	59	0	0	0	0	0	3	124	0	0	127	133	70	27	0	230	416
05:45 PM	0	38	30	0	68	0	0	0	0	0	0	119	0	0	119	134	64	35	0	233	420
Total	0	166	115	0	281	0	0	0	1	1	10	524	0	0	534	492	315	126	3	936	1752
Grand Total	0	307	233	0	540	0	0	0	1	1	14	1048	0	0	1062	956	660	292	3	1911	3514
Apprch %	0	56.9	43.1	0		0	0	0	100		1.3	98.7	0	0		50	34.5	15.3	0.2		
Total %	0	8.7	6.6	0	15.4	0	0	0	0	0	0.4	29.8	0	0	30.2	27.2	18.8	8.3	0.1	54.4	
Cars	0	295	224	0	519	0	0	0	1	1	9	994	0	0	1003	886	624	273	3	1786	3309
% Cars	0	96.1	96.1	0	96.1	0	0	0	100	100	64.3	94.8	0	0	94.4	92.7	94.5	93.5	100	93.5	94.2
Trucks	0	12	9	0	21	0	0	0	0	0	5	54	0	0	59	70	36	19	0	125	205
% Trucks	0	3.9	3.9	0	3.9	0	0	0	0	0	35.7	5.2	0	0	5.6	7.3	5.5	6.5	0	6.5	5.8

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351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBPM
 Site Code : 11_____
 Start Date : 6/24/2014
 Page No : 2



All Traffic Data Services, Inc.

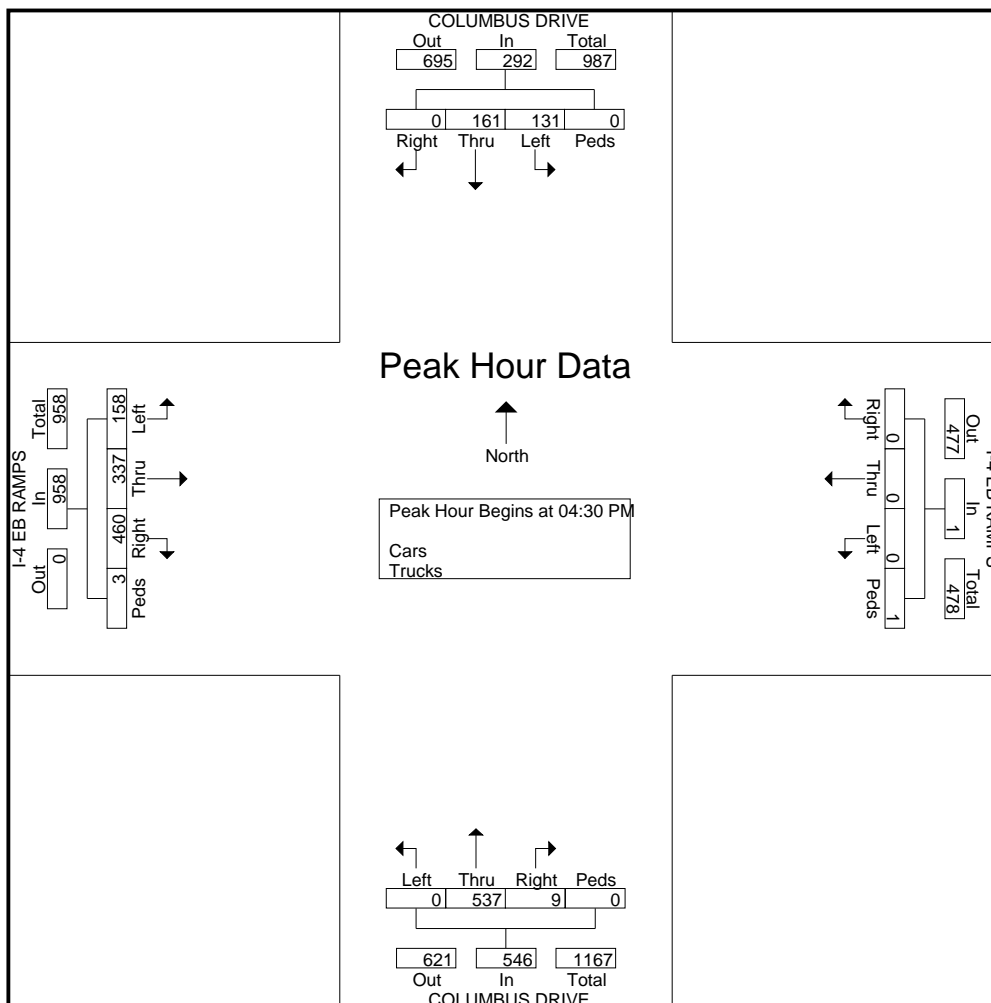
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampEBPM
Site Code : 11 _____
Start Date : 6/24/2014
Page No : 3

Start Time	COLUMBUS DRIVE Southbound					I-4 EB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 EB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:30 PM	0	25	26	0	51	0	0	0	0	0	2	144	0	0	146	118	71	43	0	232	429
04:45 PM	0	47	40	0	87	0	0	0	0	0	0	112	0	0	112	117	85	51	0	253	452
05:00 PM	0	44	40	0	84	0	0	0	1	1	2	148	0	0	150	111	80	31	3	225	460
05:15 PM	0	45	25	0	70	0	0	0	0	0	5	133	0	0	138	114	101	33	0	248	456
Total Volume	0	161	131	0	292	0	0	0	1	1	9	537	0	0	546	460	337	158	3	958	1797
% App. Total	0	55.1	44.9	0		0	0	0	100		1.6	98.4	0	0		48	35.2	16.5	0.3		
PHF	.000	.856	.819	.000	.839	.000	.000	.000	.250	.250	.450	.907	.000	.000	.910	.975	.834	.775	.250	.947	.977

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 04:30 PM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBAM
Site Code : 10_____
Start Date : 6/24/2014
Page No : 1

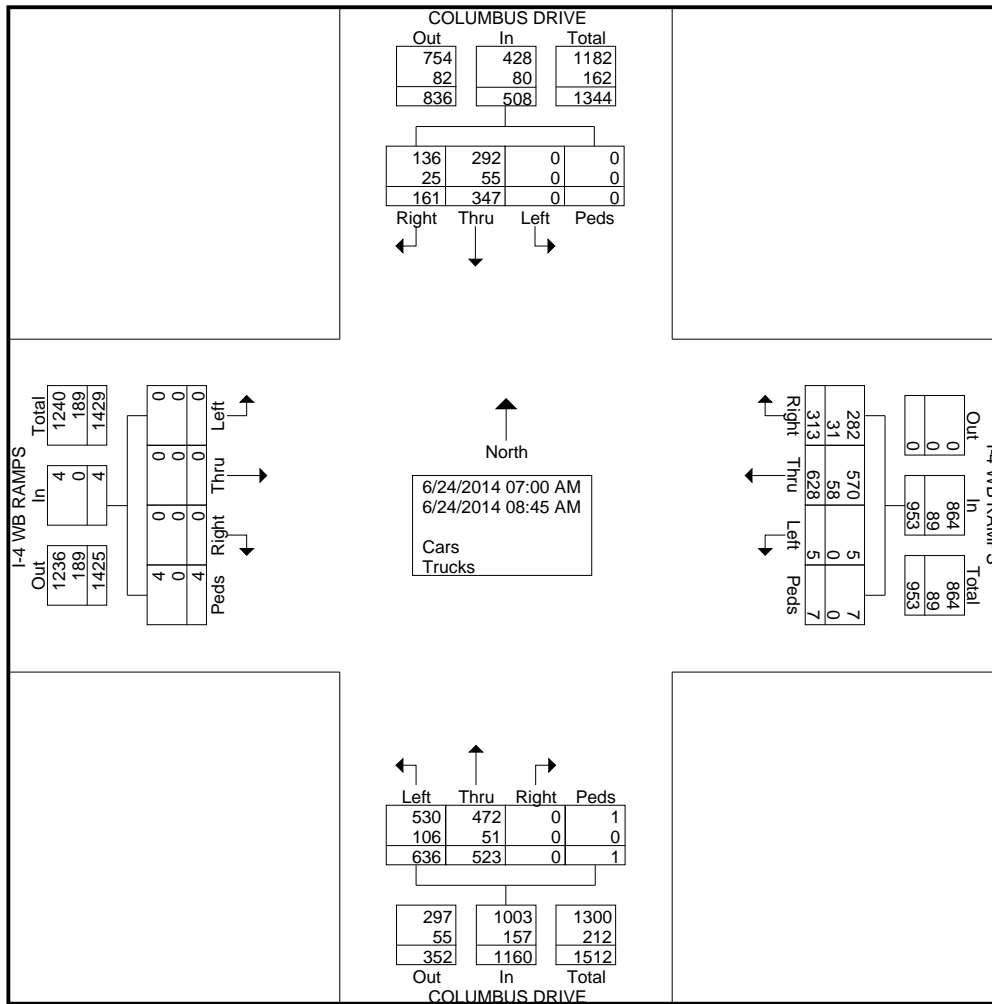
Groups Printed- Cars - Trucks

Start Time	COLUMBUS DRIVE Southbound					I-4 WB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 WB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	10	39	0	0	49	45	72	0	0	117	0	57	92	0	149	0	0	0	0	0	315
07:15 AM	19	30	0	0	49	47	86	0	1	134	0	59	102	0	161	0	0	0	0	0	344
07:30 AM	18	48	0	0	66	40	73	1	1	115	0	65	72	0	137	0	0	0	3	3	321
07:45 AM	39	48	0	0	87	49	79	0	0	128	0	74	71	0	145	0	0	0	0	0	360
Total	86	165	0	0	251	181	310	1	2	494	0	255	337	0	592	0	0	0	3	3	1340
08:00 AM	20	44	0	0	64	46	88	0	1	135	0	81	64	0	145	0	0	0	1	1	345
08:15 AM	26	43	0	0	69	42	88	1	3	134	0	75	79	0	154	0	0	0	0	0	357
08:30 AM	16	48	0	0	64	29	65	0	0	94	0	68	75	1	144	0	0	0	0	0	302
08:45 AM	13	47	0	0	60	15	77	3	1	96	0	44	81	0	125	0	0	0	0	0	281
Total	75	182	0	0	257	132	318	4	5	459	0	268	299	1	568	0	0	0	1	1	1285
Grand Total	161	347	0	0	508	313	628	5	7	953	0	523	636	1	1160	0	0	0	4	4	2625
Apprch %	31.7	68.3	0	0		32.8	65.9	0.5	0.7		0	45.1	54.8	0.1		0	0	0	100		
Total %	6.1	13.2	0	0	19.4	11.9	23.9	0.2	0.3	36.3	0	19.9	24.2	0	44.2	0	0	0	0.2	0.2	
Cars	136	292	0	0	428	282	570	5	7	864	0	472	530	1	1003	0	0	0	4	4	2299
% Cars	84.5	84.1	0	0	84.3	90.1	90.8	100	100	90.7	0	90.2	83.3	100	86.5	0	0	0	100	100	87.6
Trucks	25	55	0	0	80	31	58	0	0	89	0	51	106	0	157	0	0	0	0	0	326
% Trucks	15.5	15.9	0	0	15.7	9.9	9.2	0	0	9.3	0	9.8	16.7	0	13.5	0	0	0	0	0	12.4

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBAM
 Site Code : 10_____
 Start Date : 6/24/2014
 Page No : 2

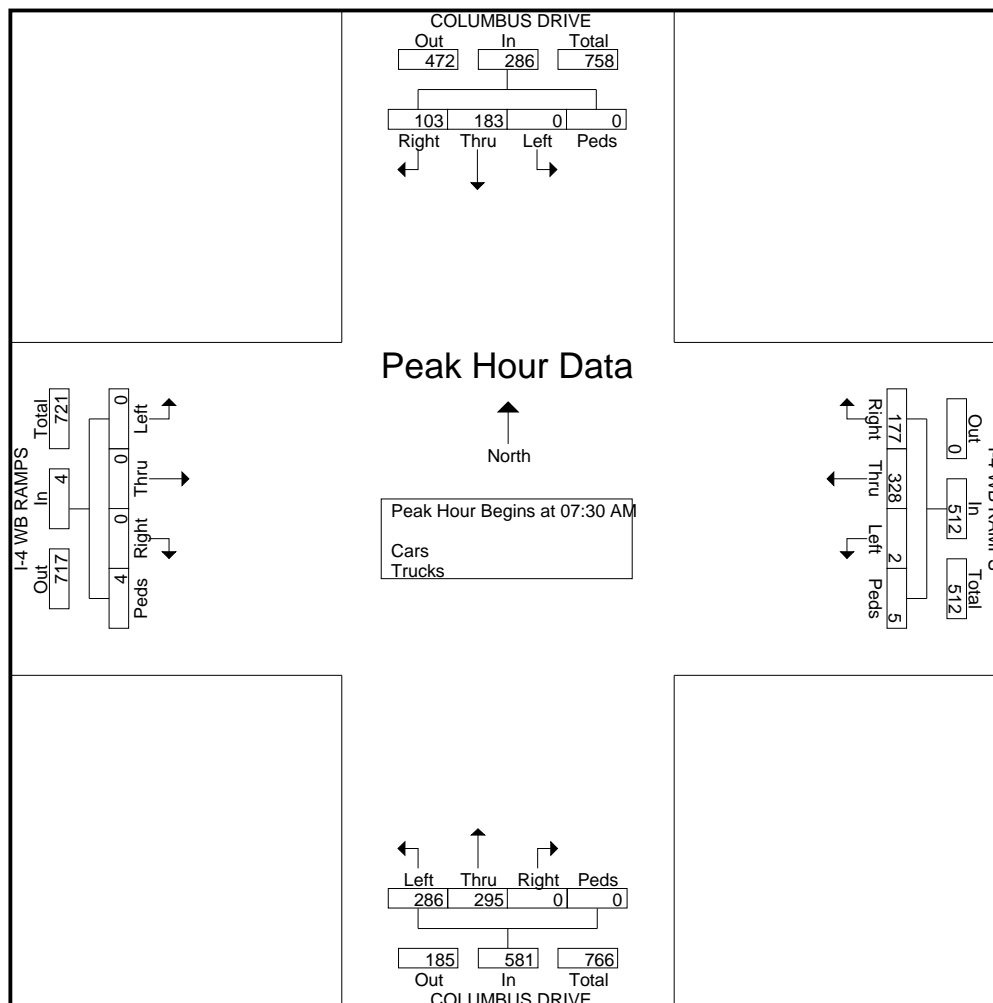


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBAM
 Site Code : 10_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	COLUMBUS DRIVE Southbound					I-4 WB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 WB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 07:30 AM																					
07:30 AM	18	48	0	0	66	40	73	1	1	115	0	65	72	0	137	0	0	0	3	3	321
07:45 AM	39	48	0	0	87	49	79	0	0	128	0	74	71	0	145	0	0	0	0	0	360
08:00 AM	20	44	0	0	64	46	88	0	1	135	0	81	64	0	145	0	0	0	1	1	345
08:15 AM	26	43	0	0	69	42	88	1	3	134	0	75	79	0	154	0	0	0	0	0	357
Total Volume	103	183	0	0	286	177	328	2	5	512	0	295	286	0	581	0	0	0	4	4	1383
% App. Total	36	64	0	0		34.6	64.1	0.4	1		0	50.8	49.2	0		0	0	0	100		
PHF	.660	.953	.000	.000	.822	.903	.932	.500	.417	.948	.000	.910	.905	.000	.943	.000	.000	.000	.333	.333	.960



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBPM
Site Code : 10_____
Start Date : 6/24/2014
Page No : 1

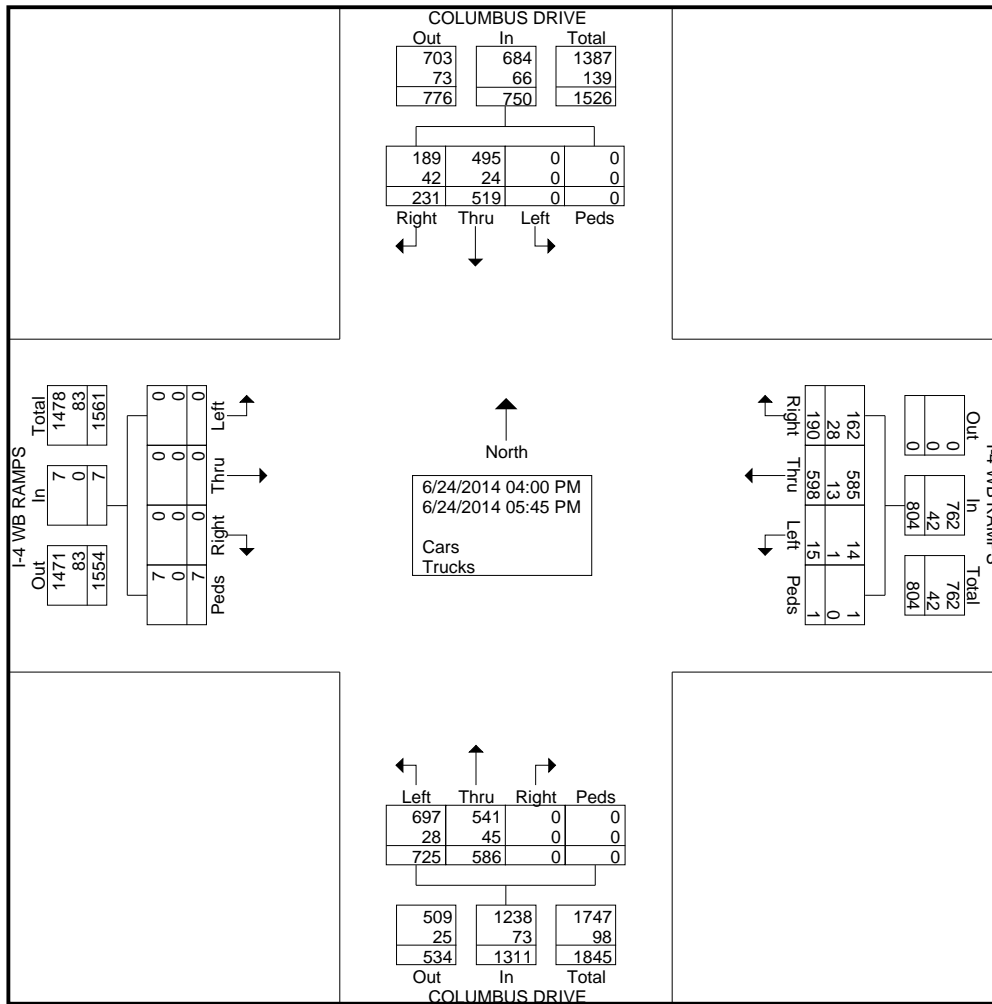
Groups Printed- Cars - Trucks

Start Time	COLUMBUS DRIVE Southbound					I-4 WB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 WB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	29	62	0	0	91	26	80	3	0	109	0	77	94	0	171	0	0	0	3	3	374
04:15 PM	25	55	0	0	80	21	79	0	0	100	0	55	88	0	143	0	0	0	1	1	324
04:30 PM	28	51	0	0	79	31	81	1	1	114	0	67	94	0	161	0	0	0	0	0	354
04:45 PM	46	77	0	0	123	26	63	3	0	92	0	90	111	0	201	0	0	0	0	0	416
Total	128	245	0	0	373	104	303	7	1	415	0	289	387	0	676	0	0	0	4	4	1468
05:00 PM	39	82	0	0	121	16	83	4	0	103	0	74	77	0	151	0	0	0	2	2	377
05:15 PM	25	71	0	0	96	23	72	0	0	95	0	78	98	0	176	0	0	0	1	1	368
05:30 PM	20	58	0	0	78	30	75	2	0	107	0	79	93	0	172	0	0	0	0	0	357
05:45 PM	19	63	0	0	82	17	65	2	0	84	0	66	70	0	136	0	0	0	0	0	302
Total	103	274	0	0	377	86	295	8	0	389	0	297	338	0	635	0	0	0	3	3	1404
Grand Total	231	519	0	0	750	190	598	15	1	804	0	586	725	0	1311	0	0	0	7	7	2872
Apprch %	30.8	69.2	0	0		23.6	74.4	1.9	0.1		0	44.7	55.3	0		0	0	0	100		
Total %	8	18.1	0	0	26.1	6.6	20.8	0.5	0	28	0	20.4	25.2	0	45.6	0	0	0	0.2	0.2	
Cars	189	495	0	0	684	162	585	14	1	762	0	541	697	0	1238	0	0	0	7	7	2691
% Cars	81.8	95.4	0	0	91.2	85.3	97.8	93.3	100	94.8	0	92.3	96.1	0	94.4	0	0	0	100	100	93.7
Trucks	42	24	0	0	66	28	13	1	0	42	0	45	28	0	73	0	0	0	0	0	181
% Trucks	18.2	4.6	0	0	8.8	14.7	2.2	6.7	0	5.2	0	7.7	3.9	0	5.6	0	0	0	0	0	6.3

All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBPM
 Site Code : 10_____
 Start Date : 6/24/2014
 Page No : 2



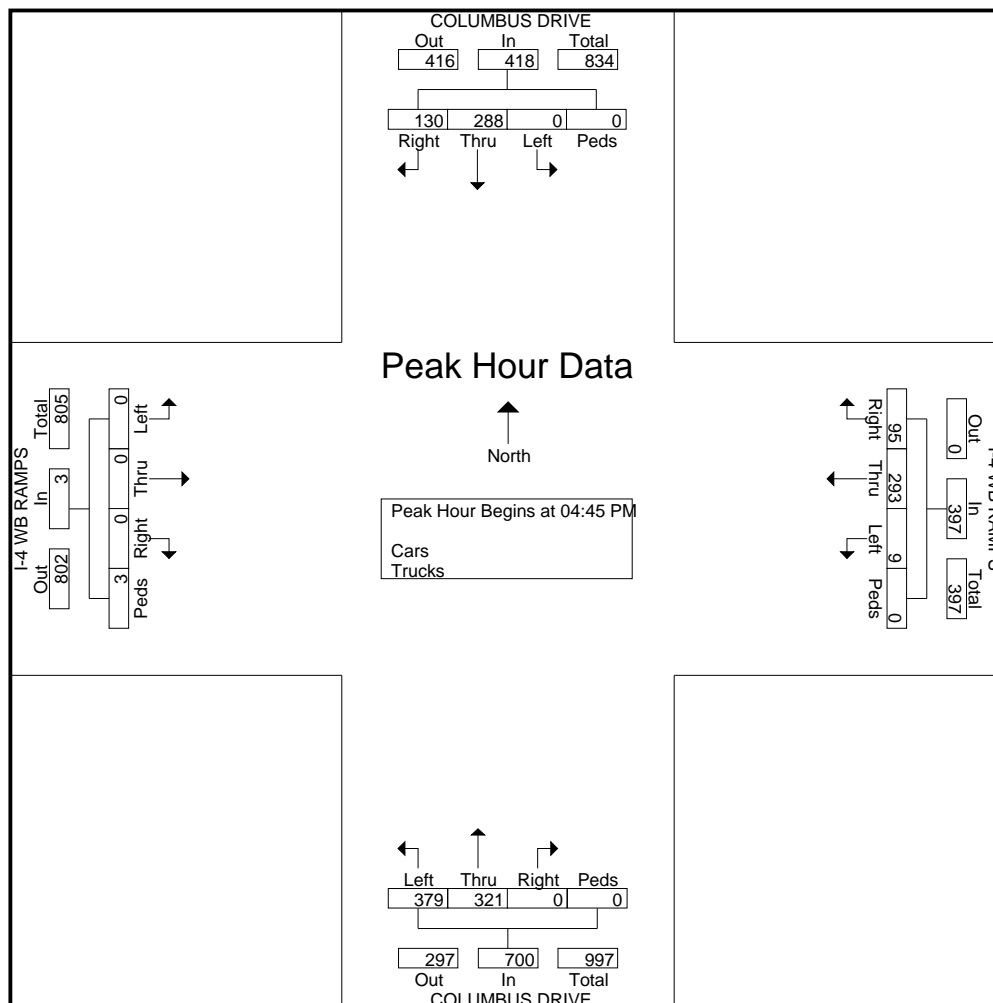
All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : ColumbusDr&I-4RampWBPM
 Site Code : 10_____
 Start Date : 6/24/2014
 Page No : 3

Start Time	COLUMBUS DRIVE Southbound					I-4 WB RAMPS Westbound					COLUMBUS DRIVE Northbound					I-4 WB RAMPS Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:45 PM	46	77	0	0	123	26	63	3	0	92	0	90	111	0	201	0	0	0	0	0	416
05:00 PM	39	82	0	0	121	16	83	4	0	103	0	74	77	0	151	0	0	0	2	2	377
05:15 PM	25	71	0	0	96	23	72	0	0	95	0	78	98	0	176	0	0	0	1	1	368
05:30 PM	20	58	0	0	78	30	75	2	0	107	0	79	93	0	172	0	0	0	0	0	357
Total Volume	130	288	0	0	418	95	293	9	0	397	0	321	379	0	700	0	0	0	3	3	1518
% App. Total	31.1	68.9	0	0		23.9	73.8	2.3	0		0	45.9	54.1	0		0	0	0	100		
PHF	.707	.878	.000	.000	.850	.792	.883	.563	.000	.928	.000	.892	.854	.000	.871	.000	.000	.000	.375	.375	.912

Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1
 Peak Hour for Entire Intersection Begins at 04:45 PM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrAM
Site Code : 7_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	HART DRIVE Southbound					COLUMBUS DRIVE Westbound					HART DRIVE Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:00 AM	6	0	1	0	7	2	76	0	0	78	0	0	0	0	0	0	46	6	0	52	137
07:15 AM	10	0	2	0	12	0	78	0	0	78	0	0	0	0	0	0	49	5	5	59	149
07:30 AM	6	0	3	0	9	6	76	0	0	82	0	0	0	0	0	0	33	7	0	40	131
07:45 AM	5	0	4	0	9	3	74	0	0	77	0	0	0	0	0	0	56	8	3	67	153
Total	27	0	10	0	37	11	304	0	0	315	0	0	0	0	0	0	184	26	8	218	570
08:00 AM	1	0	5	0	6	2	101	0	0	103	0	0	0	0	0	0	48	11	12	71	180
08:15 AM	6	0	5	4	15	3	91	0	0	94	0	0	0	0	0	0	39	6	11	56	165
08:30 AM	4	0	2	5	11	5	76	0	0	81	0	0	0	0	0	0	49	5	2	56	148
08:45 AM	2	0	2	2	6	2	48	0	0	50	0	0	0	0	0	0	43	1	6	50	106
Total	13	0	14	11	38	12	316	0	0	328	0	0	0	0	0	0	179	23	31	233	599
Grand Total	40	0	24	11	75	23	620	0	0	643	0	0	0	0	0	0	363	49	39	451	1169
Apprch %	53.3	0	32	14.7		3.6	96.4	0	0		0	0	0	0		0	80.5	10.9	8.6		
Total %	3.4	0	2.1	0.9	6.4	2	53	0	0	55	0	0	0	0	0	0	31.1	4.2	3.3	38.6	
Cars	40	0	19	11	70	23	543	0	0	566	0	0	0	0	0	0	294	48	39	381	1017
% Cars	100	0	79.2	100	93.3	100	87.6	0	0	88	0	0	0	0	0	0	81	98	100	84.5	87
Trucks	0	0	5	0	5	0	77	0	0	77	0	0	0	0	0	0	69	1	0	70	152
% Trucks	0	0	20.8	0	6.7	0	12.4	0	0	12	0	0	0	0	0	0	19	2	0	15.5	13

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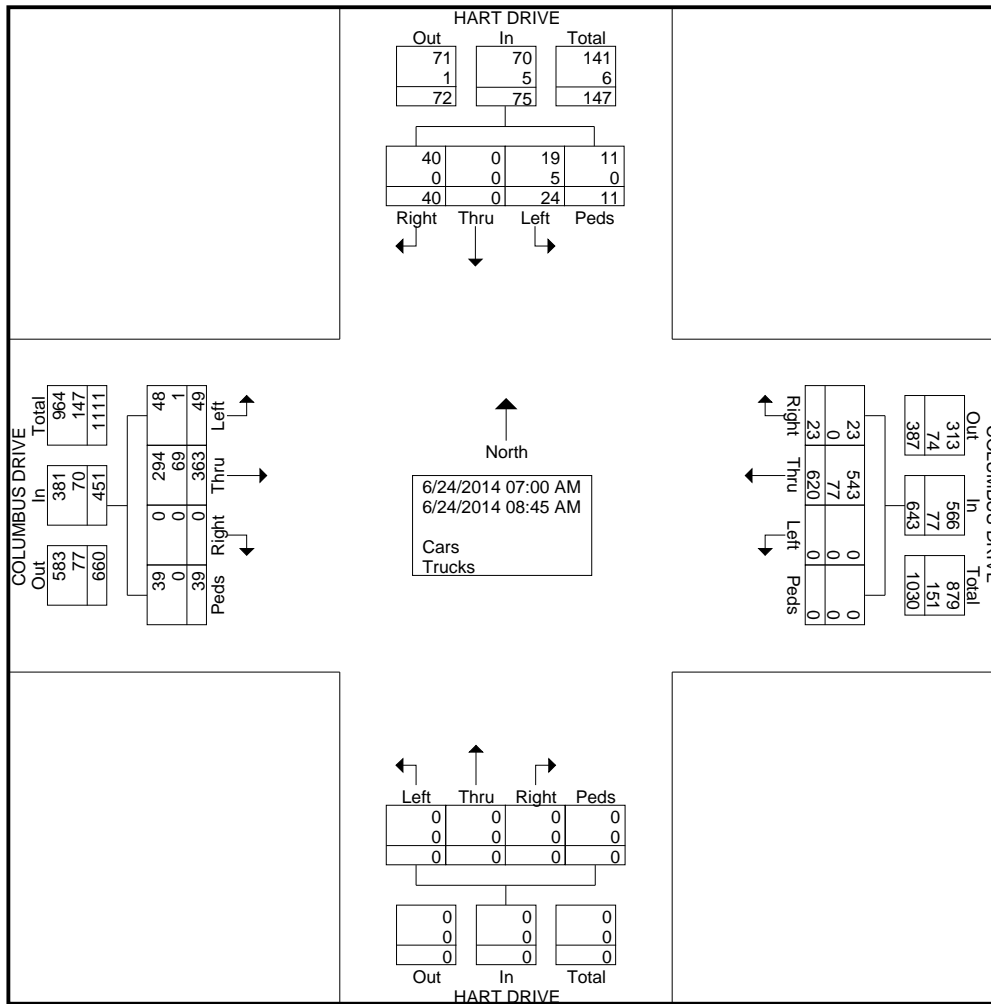
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrAM

Site Code : 7 _____

Start Date : 6/24/2014

Page No : 2



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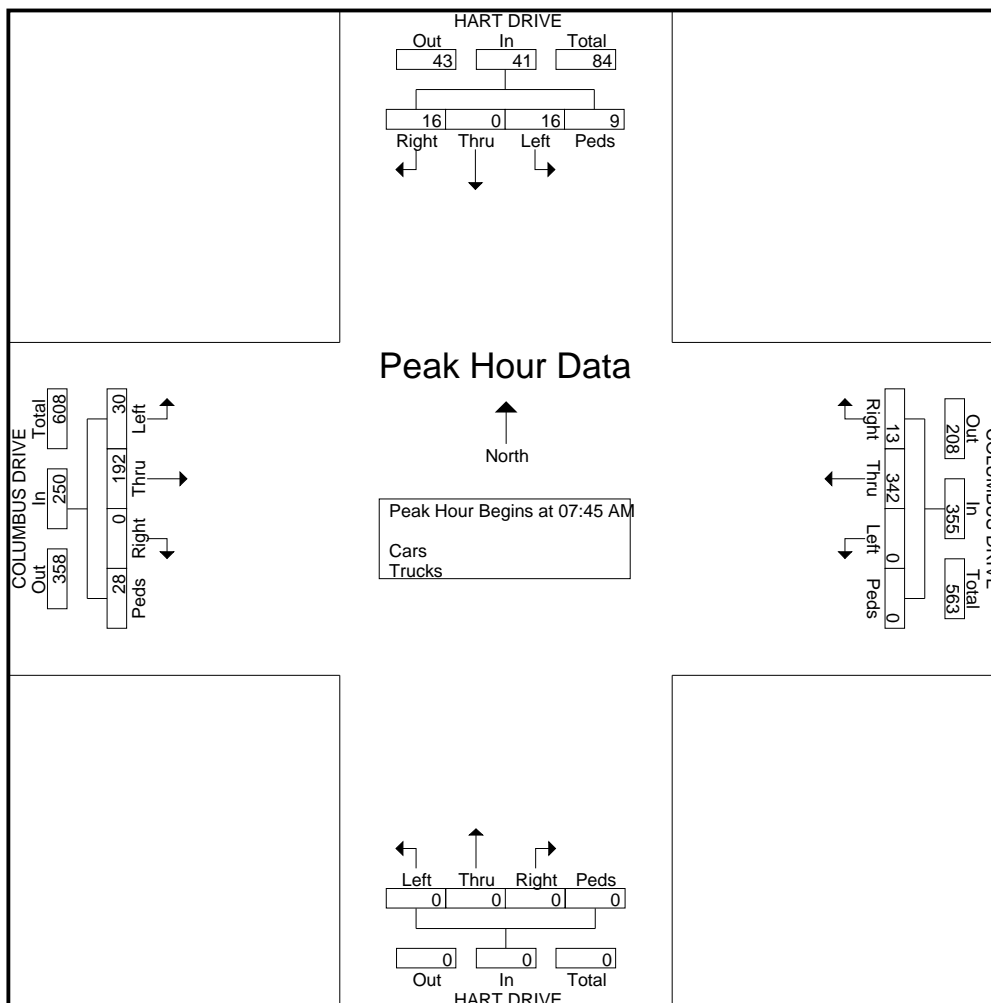
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrAM
Site Code : 7 _____
Start Date : 6/24/2014
Page No : 3

Start Time	HART DRIVE Southbound					COLUMBUS DRIVE Westbound					HART DRIVE Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
07:45 AM	5	0	4	0	9	3	74	0	0	77	0	0	0	0	0	0	56	8	3	67	153
08:00 AM	1	0	5	0	6	2	101	0	0	103	0	0	0	0	0	0	48	11	12	71	180
08:15 AM	6	0	5	4	15	3	91	0	0	94	0	0	0	0	0	0	39	6	11	56	165
08:30 AM	4	0	2	5	11	5	76	0	0	81	0	0	0	0	0	0	49	5	2	56	148
Total Volume	16	0	16	9	41	13	342	0	0	355	0	0	0	0	0	0	192	30	28	250	646
% App. Total	39	0	39	22		3.7	96.3	0	0		0	0	0	0		0	76.8	12	11.2		
PHF	.667	.000	.800	.450	.683	.650	.847	.000	.000	.862	.000	.000	.000	.000	.000	.000	.857	.682	.583	.880	.897

Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1

Peak Hour for Entire Intersection Begins at 07:45 AM



All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrPM
Site Code : 7_____
Start Date : 6/24/2014
Page No : 1

Groups Printed- Cars - Trucks

Start Time	HART DRIVE Southbound					COLUMBUS DRIVE Westbound					HART DRIVE Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
04:00 PM	4	0	2	0	6	2	90	0	0	92	0	0	0	0	0	0	65	1	2	68	166
04:15 PM	0	0	5	0	5	5	76	0	0	81	0	0	0	0	0	0	61	0	0	61	147
04:30 PM	7	0	1	2	10	3	93	0	0	96	0	0	0	0	0	0	55	5	4	64	170
04:45 PM	6	0	4	0	10	5	92	0	0	97	0	0	0	0	0	0	89	4	0	93	200
Total	17	0	12	2	31	15	351	0	0	366	0	0	0	0	0	0	270	10	6	286	683
05:00 PM	1	0	6	0	7	2	87	0	0	89	0	0	0	0	0	0	92	2	2	96	192
05:15 PM	5	0	5	1	11	1	93	0	0	94	0	0	0	0	0	0	75	2	1	78	183
05:30 PM	1	0	1	0	2	2	92	0	0	94	0	0	0	0	0	0	68	7	4	79	175
05:45 PM	3	0	5	1	9	1	69	0	0	70	0	0	0	0	0	0	66	5	3	74	153
Total	10	0	17	2	29	6	341	0	0	347	0	0	0	0	0	0	301	16	10	327	703
Grand Total	27	0	29	4	60	21	692	0	0	713	0	0	0	0	0	0	571	26	16	613	1386
Apprch %	45	0	48.3	6.7		2.9	97.1	0	0		0	0	0	0		0	93.1	4.2	2.6		
Total %	1.9	0	2.1	0.3	4.3	1.5	49.9	0	0	51.4	0	0	0	0	0	0	41.2	1.9	1.2	44.2	
Cars	26	0	16	4	46	20	628	0	0	648	0	0	0	0	0	0	535	26	16	577	1271
% Cars	96.3	0	55.2	100	76.7	95.2	90.8	0	0	90.9	0	0	0	0	0	0	93.7	100	100	94.1	91.7
Trucks	1	0	13	0	14	1	64	0	0	65	0	0	0	0	0	0	36	0	0	36	115
% Trucks	3.7	0	44.8	0	23.3	4.8	9.2	0	0	9.1	0	0	0	0	0	0	6.3	0	0	5.9	8.3

All Traffic Data Services, Inc.

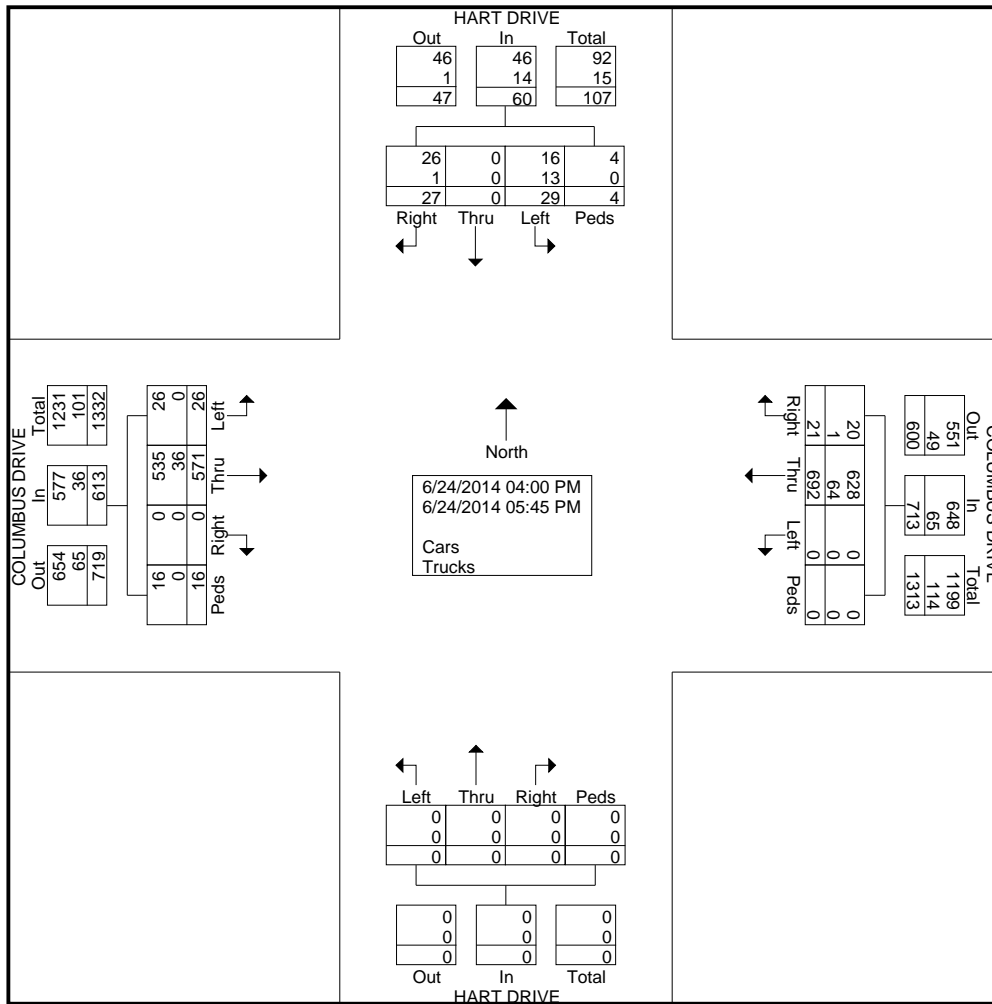
351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrPM

Site Code : 7 _____

Start Date : 6/24/2014

Page No : 2

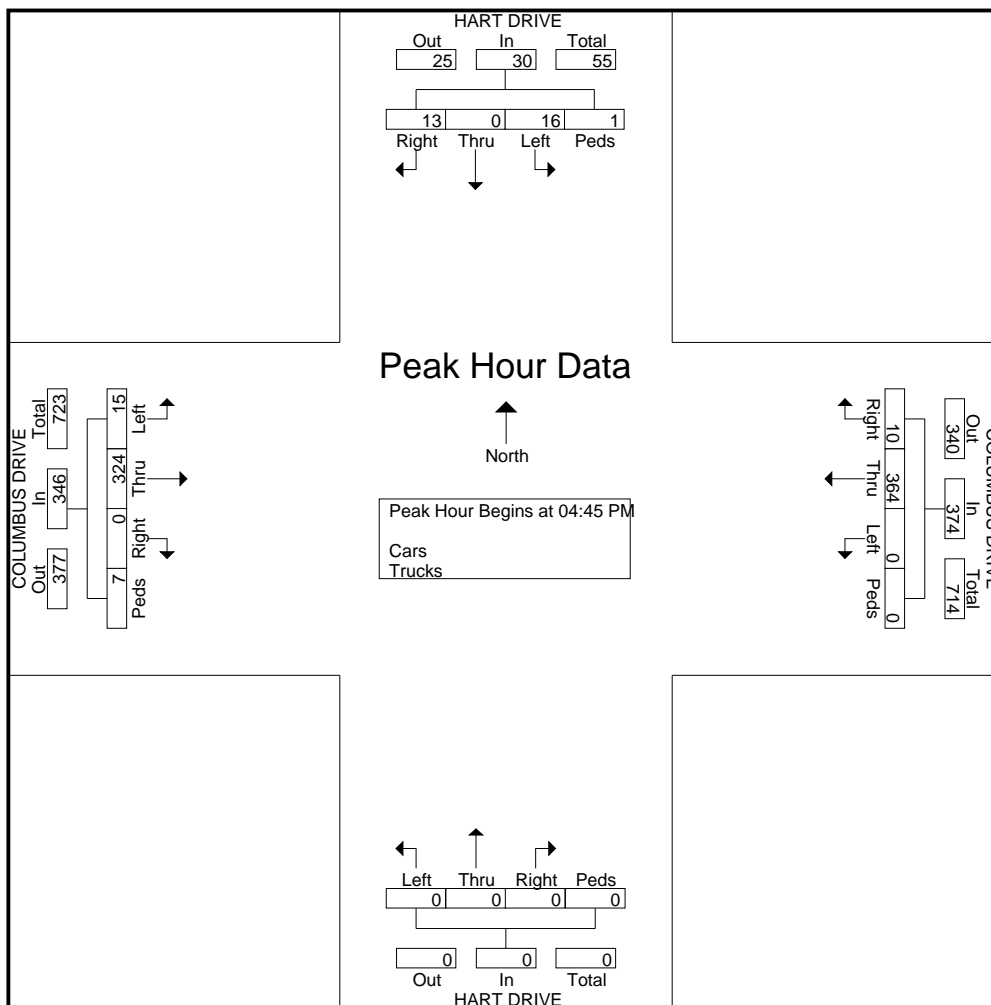


All Traffic Data Services, Inc.

351 Crossing Blvd. #1015
Orange Park, FL 32073
904.707.8618

File Name : HARTDrive&ColumbusDrPM
Site Code : 7 _____
Start Date : 6/24/2014
Page No : 3

Start Time	HART DRIVE Southbound					COLUMBUS DRIVE Westbound					HART DRIVE Northbound					COLUMBUS DRIVE Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	6	0	4	0	10	5	92	0	0	97	0	0	0	0	0	0	89	4	0	93	200
05:00 PM	1	0	6	0	7	2	87	0	0	89	0	0	0	0	0	0	92	2	2	96	192
05:15 PM	5	0	5	1	11	1	93	0	0	94	0	0	0	0	0	0	75	2	1	78	183
05:30 PM	1	0	1	0	2	2	92	0	0	94	0	0	0	0	0	0	68	7	4	79	175
Total Volume	13	0	16	1	30	10	364	0	0	374	0	0	0	0	0	0	324	15	7	346	750
% App. Total	43.3	0	53.3	3.3		2.7	97.3	0	0		0	0	0	0	0	0	93.6	4.3	2		
PHF	.542	.000	.667	.250	.682	.500	.978	.000	.000	.964	.000	.000	.000	.000	.000	.000	.880	.536	.438	.901	.938



ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	0	3	0	13	16	6	3	1	0	0	0	0	0	0	42
12:15	3	1	2	10	11	9	3	0	0	0	0	0	0	0	39
12:30	0	0	5	11	15	16	1	1	0	0	0	0	0	0	49
12:45	0	0	3	9	22	8	3	1	0	0	0	0	0	0	46
	3	4	10	43	64	39	10	3	0	0	0	0	0	0	176
13:00	1	2	1	13	22	14	2	1	0	0	0	0	0	0	56
13:15	3	2	7	16	18	10	3	0	0	0	0	0	0	0	59
13:30	1	2	2	12	24	15	0	1	0	0	0	0	0	0	57
13:45	3	0	2	15	17	8	3	0	0	0	0	0	0	0	48
	8	6	12	56	81	47	8	2	0	0	0	0	0	0	220
14:00	3	0	3	6	28	9	2	0	0	0	0	0	0	0	51
14:15	1	1	6	12	21	12	3	0	0	0	0	0	0	0	56
14:30	2	0	1	4	27	9	2	2	0	0	0	0	0	0	47
14:45	6	1	4	11	18	25	2	3	0	0	0	0	0	0	70
	12	2	14	33	94	55	9	5	0	0	0	0	0	0	224
15:00	2	2	2	9	24	23	3	1	0	0	0	0	0	0	66
15:15	3	1	3	13	20	12	6	0	0	0	0	0	0	0	58
15:30	0	1	3	11	13	22	0	0	0	0	0	0	0	0	50
15:45	2	0	4	10	32	15	5	1	0	0	0	0	0	0	69
	7	4	12	43	89	72	14	2	0	0	0	0	0	0	243
16:00	0	0	3	14	34	11	1	0	0	0	0	0	0	0	63
16:15	2	1	0	9	28	13	2	1	0	0	0	0	0	0	56
16:30	3	1	2	3	24	18	11	2	1	0	0	0	0	0	65
16:45	2	0	4	4	31	31	7	1	0	0	0	0	0	0	80
	7	2	9	30	117	73	21	4	1	0	0	0	0	0	264
17:00	1	2	1	5	22	12	13	0	0	0	0	0	0	0	56
17:15	5	1	3	4	31	30	8	2	0	0	0	0	0	0	84
17:30	1	2	1	8	46	37	10	0	0	0	0	0	0	0	105
17:45	3	0	2	5	31	38	12	2	0	0	0	0	0	0	93
	10	5	7	22	130	117	43	4	0	0	0	0	0	0	338
18:00	1	1	1	8	38	43	14	2	0	0	0	0	0	0	108
18:15	1	2	1	4	32	43	10	2	1	0	0	0	0	0	96
18:30	4	1	2	9	37	46	16	1	0	0	0	0	0	0	116
18:45	2	1	0	9	30	40	13	2	0	0	0	0	0	0	97
	8	5	4	30	137	172	53	7	1	0	0	0	0	0	417
19:00	2	2	4	10	34	44	11	3	0	0	0	0	0	0	110
19:15	1	1	0	9	31	33	5	0	0	0	0	0	0	0	80
19:30	0	2	0	6	20	24	2	2	0	0	0	0	0	0	56
19:45	2	1	1	12	26	15	5	0	0	0	0	0	0	0	62
	5	6	5	37	111	116	23	5	0	0	0	0	0	0	308
20:00	0	1	1	3	15	10	9	2	0	0	0	0	0	0	41
20:15	0	2	0	9	15	21	11	0	0	0	0	0	0	0	58
20:30	0	1	0	2	12	13	5	1	1	0	0	0	0	0	35
20:45	0	0	0	4	9	12	4	0	0	0	0	0	0	0	29
	0	4	1	18	51	56	29	3	1	0	0	0	0	0	163
21:00	0	0	0	5	20	12	2	0	0	0	0	0	0	0	39
21:15	0	0	4	6	14	13	3	0	0	0	0	0	0	0	40
21:30	1	1	1	3	19	9	4	0	0	0	0	0	0	0	38
21:45	0	0	0	6	20	7	2	1	0	0	0	0	0	0	36
	1	1	5	20	73	41	11	1	0	0	0	0	0	0	153
22:00	0	1	2	6	10	3	3	0	0	0	0	0	0	0	25
22:15	0	0	0	10	15	7	0	0	0	0	0	0	0	0	32
22:30	0	0	0	7	5	8	1	0	0	0	0	0	0	0	21
22:45	0	1	1	13	8	5	2	0	0	0	0	0	0	0	30
	0	2	3	36	38	23	6	0	0	0	0	0	0	0	108
23:00	0	1	2	3	8	9	2	1	0	2	0	0	0	0	28
23:15	1	0	3	10	10	4	1	0	0	0	0	0	0	0	29
23:30	0	0	1	2	10	2	0	0	0	0	0	0	0	0	15
23:45	0	1	2	1	6	5	3	0	0	0	0	0	0	0	18
	1	2	8	16	34	20	6	1	0	2	0	0	0	0	90
Total	62	43	90	384	1019	831	233	37	3	2	0	0	0	0	2704

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	1	1	6	10	16	10	1	1	1	0	0	0	0	0	0	47
12:15	0	5	4	13	26	11	1	0	0	0	0	0	0	0	0	60
12:30	1	2	0	7	24	11	3	0	0	0	0	0	0	0	0	48
12:45	2	2	3	9	26	9	3	0	2	0	0	0	0	0	0	56
	4	10	13	39	92	41	8	1	3	0	0	0	0	0	0	211
13:00	0	0	0	13	19	11	1	0	0	0	0	0	0	0	0	44
13:15	5	1	2	10	24	16	5	0	0	0	0	0	0	0	0	63
13:30	0	1	4	9	21	9	2	1	0	0	0	0	0	0	0	47
13:45	1	6	4	10	18	11	3	0	0	0	0	0	0	0	0	53
	6	8	10	42	82	47	11	1	0	0	0	0	0	0	0	207
14:00	4	0	3	19	33	12	2	0	0	0	0	0	0	0	0	73
14:15	2	0	2	15	28	13	0	1	0	0	0	0	0	0	0	61
14:30	0	0	3	9	23	10	4	0	0	0	0	0	0	0	0	49
14:45	0	1	5	10	32	22	4	0	0	0	0	0	0	0	0	74
	6	1	13	53	116	57	10	1	0	0	0	0	0	0	0	257
15:00	4	0	1	9	19	13	2	1	0	0	0	0	0	0	0	49
15:15	1	0	7	13	23	14	4	0	0	0	0	0	0	0	0	62
15:30	2	1	4	13	21	19	2	0	0	0	0	0	0	0	0	62
15:45	1	1	1	9	14	21	2	1	0	0	0	0	0	0	0	50
	8	2	13	44	77	67	10	2	0	0	0	0	0	0	0	223
16:00	1	1	2	8	20	23	4	2	0	0	0	0	0	0	0	61
16:15	3	1	3	14	31	20	7	3	0	0	0	0	0	0	0	82
16:30	2	0	6	15	23	23	4	1	0	0	0	0	0	0	0	74
16:45	5	0	2	13	25	29	12	1	0	0	0	0	0	0	0	87
	11	2	13	50	99	95	27	7	0	0	0	0	0	0	0	304
17:00	2	1	1	12	32	37	6	1	0	0	0	0	0	0	0	92
17:15	3	1	3	9	32	27	4	1	0	0	0	0	0	0	0	80
17:30	4	2	1	13	35	29	12	3	0	0	0	0	0	0	0	99
17:45	5	1	1	3	28	27	18	2	0	1	0	0	0	0	0	86
	14	5	6	37	127	120	40	7	0	1	0	0	0	0	0	357
18:00	2	4	4	6	42	51	7	2	0	0	0	0	0	0	0	118
18:15	2	0	0	10	39	34	12	1	0	0	0	0	0	0	0	98
18:30	3	2	0	5	43	42	17	2	0	0	0	0	0	0	0	114
18:45	1	2	1	3	20	43	15	2	0	0	0	0	0	0	0	87
	8	8	5	24	144	170	51	7	0	0	0	0	0	0	0	417
19:00	3	1	2	11	34	32	19	2	0	0	0	0	0	0	0	104
19:15	0	1	0	8	31	19	9	2	0	0	0	0	0	0	0	70
19:30	1	0	0	9	33	15	3	1	0	0	0	0	0	0	0	62
19:45	2	1	4	6	26	15	6	1	0	0	0	0	0	0	0	61
	6	3	6	34	124	81	37	6	0	0	0	0	0	0	0	297
20:00	1	0	0	1	18	13	9	0	1	0	0	0	0	0	0	43
20:15	1	1	1	2	10	15	5	1	0	0	0	0	0	0	0	36
20:30	1	1	2	5	18	7	0	0	0	0	0	0	0	0	0	34
20:45	0	0	0	12	10	13	3	2	0	0	0	0	0	0	0	40
	3	2	3	20	56	48	17	3	1	0	0	0	0	0	0	153
21:00	0	0	3	6	21	12	8	1	0	0	0	0	0	0	0	51
21:15	1	2	1	5	16	11	1	0	0	0	0	0	0	0	0	37
21:30	0	3	3	6	16	8	0	0	0	0	0	0	0	0	0	36
21:45	1	2	3	10	16	11	0	0	0	0	0	0	0	0	0	43
	2	7	10	27	69	42	9	1	0	0	0	0	0	0	0	167
22:00	0	0	2	11	13	9	0	0	0	0	0	0	0	0	0	35
22:15	0	0	1	7	22	7	0	0	0	0	0	0	0	0	0	37
22:30	0	1	1	5	17	8	0	1	1	0	0	0	0	0	0	34
22:45	0	2	3	6	15	3	1	0	0	0	0	0	0	0	0	30
	0	3	7	29	67	27	1	1	1	0	0	0	0	0	0	136
23:00	2	0	1	10	17	3	1	1	0	0	0	0	0	0	0	35
23:15	0	0	0	13	17	5	1	0	0	0	0	0	0	0	0	36
23:30	0	1	1	5	10	1	1	0	0	0	0	0	0	0	0	19
23:45	0	0	0	10	13	1	2	0	0	0	0	0	0	0	0	26
	2	1	2	38	57	10	5	1	0	0	0	0	0	0	0	116
Total	70	52	101	437	1110	805	226	38	5	1	0	0	0	0	0	2845

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 1
Station ID: 1
COLUMBUS DRIVE WEST OF
21st STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	2	0	2	9	23	8	3	1	0	0	0	0	0	0	0	48
12:15	5	3	6	14	22	15	3	0	0	1	0	0	0	0	0	69
12:30	1	3	1	12	19	17	1	0	0	0	0	0	0	0	0	54
12:45	0	1	8	14	23	13	1	1	1	0	0	0	0	0	0	62
	8	7	17	49	87	53	8	2	1	1	0	0	0	0	0	233
13:00	2	1	1	9	28	10	2	0	0	0	0	0	0	0	0	53
13:15	3	1	1	13	24	14	2	0	0	0	0	0	0	0	0	58
13:30	2	1	3	13	26	15	1	0	0	0	0	0	0	0	0	61
13:45	1	2	6	9	25	8	3	0	0	0	0	0	0	0	0	54
	8	5	11	44	103	47	8	0	0	0	0	0	0	0	0	226
14:00	3	1	1	15	23	16	4	0	0	0	0	0	0	0	0	63
14:15	0	1	3	11	22	19	4	0	0	0	0	0	0	0	0	60
14:30	0	2	3	6	23	15	3	1	0	0	0	0	0	0	0	53
14:45	1	0	2	9	27	20	6	0	0	0	0	0	0	0	0	65
	4	4	9	41	95	70	17	1	0	0	0	0	0	0	0	241
15:00	2	1	1	9	20	22	9	1	1	1	0	0	0	0	0	67
15:15	2	0	3	4	22	21	4	1	0	0	0	0	0	0	0	57
15:30	1	0	4	17	20	16	4	0	0	0	0	0	0	0	0	62
15:45	2	1	2	8	23	8	5	0	0	0	0	0	0	0	0	49
	7	2	10	38	85	67	22	2	1	1	0	0	0	0	0	235
16:00	1	1	2	24	25	21	5	1	1	0	0	0	0	0	0	81
16:15	0	1	1	11	31	21	9	0	0	0	0	0	0	0	0	74
16:30	2	2	1	14	28	22	5	3	0	0	0	0	0	0	0	77
16:45	0	1	1	11	26	28	4	1	0	0	0	0	0	0	0	72
	3	5	5	60	110	92	23	5	1	0	0	0	0	0	0	304
17:00	1	0	1	11	39	30	7	3	0	0	0	0	0	0	0	92
17:15	3	5	1	10	27	33	8	1	0	0	0	0	0	0	0	88
17:30	0	0	1	7	26	35	13	4	0	0	0	0	0	0	0	86
17:45	6	5	5	9	36	42	6	3	0	0	0	0	0	0	0	112
	10	10	8	37	128	140	34	11	0	0	0	0	0	0	0	378
18:00	1	1	6	5	42	32	13	1	0	0	0	0	0	0	0	101
18:15	1	0	3	16	28	33	19	2	0	0	0	0	0	0	0	102
18:30	0	1	2	9	36	32	8	1	1	0	0	0	0	0	0	90
18:45	2	1	1	6	36	47	10	1	0	0	0	0	0	0	0	104
	4	3	12	36	142	144	50	5	1	0	0	0	0	0	0	397
19:00	2	0	1	7	18	36	11	1	0	0	0	0	0	0	0	76
19:15	1	1	2	7	35	39	6	2	1	0	0	0	0	0	0	94
19:30	2	1	0	6	20	12	2	1	0	0	0	0	0	0	0	44
19:45	3	0	1	6	17	16	8	2	0	0	0	0	0	0	0	53
	8	2	4	26	90	103	27	6	1	0	0	0	0	0	0	267
20:00	0	1	2	3	13	18	11	1	1	0	0	0	0	0	0	50
20:15	1	0	1	1	18	20	5	3	0	0	0	0	0	0	0	49
20:30	1	0	0	2	9	18	6	1	1	0	0	0	0	0	0	38
20:45	2	1	3	6	16	16	1	0	1	0	0	0	0	0	0	46
	4	2	6	12	56	72	23	5	3	0	0	0	0	0	0	183
21:00	1	6	5	6	14	14	4	0	0	0	0	0	0	0	0	50
21:15	1	3	0	7	13	10	2	0	0	0	0	0	0	0	0	36
21:30	0	1	1	2	12	13	4	1	0	0	0	0	0	0	0	34
21:45	1	1	0	11	18	4	2	0	0	0	0	0	0	0	0	37
	3	11	6	26	57	41	12	1	0	0	0	0	0	0	0	157
22:00	0	0	2	6	8	7	0	0	0	0	0	0	0	0	0	23
22:15	0	1	2	5	20	8	1	1	0	0	0	0	0	0	0	38
22:30	2	1	2	3	14	12	1	0	0	0	0	0	0	0	0	35
22:45	1	0	1	8	15	5	2	0	0	0	0	0	0	0	0	32
	3	2	7	22	57	32	4	1	0	0	0	0	0	0	0	128
23:00	0	0	2	10	10	5	1	0	0	0	0	0	0	0	0	28
23:15	0	0	0	7	11	7	1	0	0	0	0	0	0	0	0	26
23:30	0	1	2	2	13	6	1	0	0	0	0	0	0	0	0	25
23:45	0	0	1	14	1	3	0	0	0	0	0	0	0	0	0	19
	0	1	5	33	35	21	3	0	0	0	0	0	0	0	0	98
Total	62	54	100	424	1045	882	231	39	8	2	0	0	0	0	0	2847
Grand Total	295	223	409	1816	4478	3345	913	172	24	6	0	0	0	0	0	11681

15th Percentile : 27 MPH
 50th Percentile : 33 MPH
 85th Percentile : 39 MPH
 95th Percentile : 42 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7823
 Percent in Pace : 67.0%
 Number of Vehicles > 40 MPH : 1115

Percent of Vehicles > 40 MPH :

9.5%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/24/14	0	0	0	0	2	6	4	6	0	1	0	0	0	0	19
00:15	0	1	0	0	0	1	2	3	0	0	0	0	0	0	7
00:30	0	0	0	1	0	6	0	1	1	0	0	0	0	0	9
00:45	0	0	0	2	2	2	2	0	0	0	0	0	0	0	8
	0	1	0	3	4	15	8	10	1	1	0	0	0	0	43
01:00	0	1	1	0	0	3	4	1	0	0	0	0	0	0	10
01:15	0	0	0	1	2	0	1	1	0	0	0	0	0	0	5
01:30	0	0	2	1	2	2	1	0	0	0	0	0	0	0	8
01:45	0	0	0	4	1	1	0	0	0	0	0	0	0	0	6
	0	1	3	6	5	6	6	2	0	0	0	0	0	0	29
02:00	0	3	1	0	2	2	1	0	1	0	0	0	0	0	10
02:15	2	0	1	0	1	1	1	0	0	0	0	0	0	0	6
02:30	1	0	0	1	0	2	0	0	0	0	0	0	0	0	4
02:45	0	0	0	1	1	2	1	0	0	0	0	0	0	0	5
	3	3	2	2	4	7	3	0	1	0	0	0	0	0	25
03:00	1	0	0	0	1	2	1	0	1	0	0	0	0	0	6
03:15	0	2	0	0	1	3	1	2	0	0	0	0	0	0	9
03:30	0	0	0	1	1	3	4	1	0	0	0	0	0	0	10
03:45	0	2	2	2	0	2	0	0	1	0	0	0	0	0	9
	1	4	2	3	3	10	6	3	2	0	0	0	0	0	34
04:00	0	0	0	0	1	3	1	2	0	0	0	0	0	0	7
04:15	0	1	1	0	1	3	2	1	0	0	0	0	0	0	9
04:30	0	1	1	0	0	0	0	1	0	0	0	0	0	0	3
04:45	0	0	0	0	0	5	2	0	0	0	0	0	0	0	7
	0	2	2	0	2	11	5	4	0	0	0	0	0	0	26
05:00	0	0	0	0	1	4	5	1	2	0	0	0	0	0	13
05:15	0	0	1	0	1	4	4	5	0	1	0	0	0	0	16
05:30	0	0	3	0	3	5	6	3	0	0	0	0	0	0	20
05:45	0	0	0	1	0	3	1	4	1	0	0	0	0	0	10
	0	0	4	1	5	16	16	13	3	1	0	0	0	0	59
06:00	0	0	3	3	1	5	7	0	0	0	0	0	0	0	19
06:15	1	1	2	0	1	6	7	5	0	0	0	0	0	0	23
06:30	0	0	0	0	0	4	9	12	5	2	0	0	0	0	32
06:45	1	0	0	0	2	9	10	17	6	2	1	0	0	0	48
	2	1	5	3	4	24	33	34	11	4	1	0	0	0	122
07:00	0	0	0	0	5	11	14	8	5	0	0	0	0	0	43
07:15	0	0	0	1	2	12	16	21	5	2	0	0	0	0	59
07:30	3	0	0	3	2	10	15	13	2	0	0	0	0	0	48
07:45	5	1	2	3	2	10	19	11	6	0	1	1	1	0	62
	8	1	2	7	11	43	64	53	18	2	1	1	1	0	212
08:00	3	0	2	3	3	11	16	18	9	1	0	0	0	0	66
08:15	0	0	0	1	4	8	8	13	6	4	1	0	0	0	45
08:30	3	0	0	1	1	10	21	8	8	1	1	1	0	0	55
08:45	2	0	0	1	8	12	19	5	2	0	0	0	0	0	49
	8	0	2	6	16	41	64	44	25	6	2	1	0	0	215
09:00	2	1	3	1	0	6	10	11	2	0	0	0	0	0	36
09:15	3	1	0	1	2	6	16	9	3	0	0	0	0	0	41
09:30	0	0	1	1	4	10	14	9	1	0	0	0	0	0	40
09:45	0	0	1	0	7	7	9	9	1	1	0	0	0	0	35
	5	2	5	3	13	29	49	38	7	1	0	0	0	0	152
10:00	1	0	3	6	6	5	12	7	2	0	0	0	0	0	42
10:15	2	0	2	1	3	10	18	14	3	1	0	0	0	0	54
10:30	1	0	1	0	6	15	17	6	3	1	0	0	0	0	50
10:45	1	0	0	1	5	14	19	7	3	0	0	0	0	0	50
	5	0	6	8	20	44	66	34	11	2	0	0	0	0	196
11:00	0	0	1	1	9	10	15	4	1	0	0	0	0	0	41
11:15	1	0	0	1	9	9	12	11	3	0	0	0	0	0	46
11:30	0	1	1	1	2	16	17	11	4	0	0	0	0	0	53
11:45	0	0	0	3	7	11	16	5	1	0	0	0	0	0	43
	1	1	2	6	27	46	60	31	9	0	0	0	0	0	183
Total	33	16	35	48	114	292	380	266	88	17	4	2	1	0	1296

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	4	2	0	0	6	11	10	10	10	1	1	0	1	0	0	56
12:15	2	0	1	2	3	16	15	8	5	1	2	0	0	0	0	55
12:30	2	0	2	3	3	13	14	13	5	2	1	0	0	0	0	58
12:45	1	0	1	1	4	13	12	9	6	0	0	0	0	0	0	47
	9	2	4	6	16	53	51	40	26	4	4	0	1	0	0	216
13:00	1	0	2	2	10	15	11	10	2	0	0	0	0	0	0	53
13:15	2	0	1	5	6	6	15	10	1	3	0	0	0	0	0	49
13:30	1	0	1	0	4	12	15	9	4	0	0	0	0	0	0	46
13:45	3	1	3	2	3	7	14	13	8	1	0	2	0	0	0	57
	7	1	7	9	23	40	55	42	15	4	0	2	0	0	0	205
14:00	2	0	1	0	1	13	16	15	7	5	1	0	0	0	0	61
14:15	2	0	0	3	7	16	12	8	5	1	0	0	0	0	0	54
14:30	3	0	0	2	9	15	14	12	1	2	0	0	0	0	0	58
14:45	5	0	1	0	5	20	32	10	3	0	0	0	0	0	0	76
	12	0	2	5	22	64	74	45	16	8	1	0	0	0	0	249
15:00	1	0	0	0	6	14	30	8	11	0	0	0	0	0	0	70
15:15	0	0	0	0	2	6	31	8	5	1	1	0	0	0	0	54
15:30	5	0	2	1	5	11	17	21	3	3	0	0	0	0	0	68
15:45	2	0	1	1	4	8	25	21	12	3	0	0	0	0	0	77
	8	0	3	2	17	39	103	58	31	7	1	0	0	0	0	269
16:00	4	0	1	0	2	10	9	15	7	1	1	0	0	0	0	50
16:15	5	0	3	0	4	16	27	15	9	0	0	0	0	0	0	79
16:30	6	1	0	3	5	18	33	34	14	3	1	0	0	0	0	118
16:45	3	0	3	0	5	14	21	34	16	5	1	0	0	0	0	102
	18	1	7	3	16	58	90	98	46	9	3	0	0	0	0	349
17:00	3	1	2	1	5	10	25	36	17	4	0	0	0	0	0	104
17:15	1	0	1	0	4	14	21	29	12	4	0	0	0	0	0	86
17:30	6	0	0	0	5	7	24	29	21	1	0	0	1	0	0	94
17:45	3	0	2	1	1	9	21	33	13	11	0	0	0	0	0	94
	13	1	5	2	15	40	91	127	63	20	0	0	1	0	0	378
18:00	3	0	3	2	7	9	34	18	11	2	0	0	0	0	0	89
18:15	1	2	0	1	3	18	15	21	4	4	0	0	0	0	0	69
18:30	3	0	2	1	1	18	18	17	5	0	0	0	0	0	0	65
18:45	2	1	1	1	2	12	20	12	2	0	0	0	0	0	0	53
	9	3	6	5	13	57	87	68	22	6	0	0	0	0	0	276
19:00	0	1	2	3	4	17	10	11	5	1	0	0	0	0	0	54
19:15	3	1	2	0	3	9	22	10	7	1	0	0	0	0	0	58
19:30	1	1	2	1	5	5	14	1	5	1	1	0	0	0	0	37
19:45	1	0	1	1	6	8	10	11	1	1	0	0	0	0	0	40
	5	3	7	5	18	39	56	33	18	4	1	0	0	0	0	189
20:00	0	0	2	1	4	12	20	9	1	0	0	0	0	0	0	49
20:15	2	0	0	1	2	5	12	8	3	0	0	0	0	0	0	33
20:30	1	0	0	2	0	12	8	8	1	0	0	0	0	0	0	32
20:45	1	0	1	1	7	12	8	4	2	0	0	0	0	0	0	36
	4	0	3	5	13	41	48	29	7	0	0	0	0	0	0	150
21:00	1	1	1	3	8	8	7	0	1	0	0	0	0	0	0	30
21:15	8	1	2	1	11	13	8	0	0	0	0	0	0	0	0	44
21:30	0	0	0	0	6	7	6	2	0	0	0	0	0	0	0	21
21:45	0	1	0	3	3	13	6	4	0	0	0	0	0	0	0	30
	9	3	3	7	28	41	27	6	1	0	0	0	0	0	0	125
22:00	1	0	0	1	4	4	9	6	2	0	0	0	0	0	0	27
22:15	2	0	1	2	4	8	4	2	1	0	0	0	0	0	0	24
22:30	1	0	0	0	4	6	6	2	2	0	0	0	0	0	0	21
22:45	1	0	2	3	3	7	1	3	1	0	0	0	0	0	0	21
	5	0	3	6	15	25	20	13	6	0	0	0	0	0	0	93
23:00	1	0	3	2	3	3	3	0	0	0	0	0	0	0	0	15
23:15	0	1	0	0	1	2	0	1	0	0	0	0	0	0	0	5
23:30	1	1	2	1	2	6	6	2	0	0	0	0	0	0	0	21
23:45	2	0	0	3	1	6	2	3	0	0	0	0	0	0	0	17
	4	2	5	6	7	17	11	6	0	0	0	0	0	0	0	58
Total	103	16	55	61	203	514	713	565	251	62	10	2	2	0	0	2557

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/25/14	0	0	0	2	2	6	7	1	0	0	0	0	0	0	18
00:15	0	0	0	0	0	3	3	1	1	2	0	0	0	0	10
00:30	1	0	0	0	2	5	4	3	0	0	0	0	0	0	15
00:45	0	0	0	0	2	2	0	1	1	0	0	0	0	0	6
01:00	1	0	0	2	6	16	14	6	2	2	0	0	0	0	49
01:15	0	0	0	0	1	3	2	0	0	0	0	0	0	0	6
01:30	0	0	0	0	0	2	2	0	0	0	0	0	0	0	4
01:45	0	0	0	2	3	3	2	0	0	0	0	0	0	0	10
02:00	0	0	1	2	2	0	1	2	0	1	0	0	0	0	9
02:15	0	0	1	4	6	8	7	2	0	1	0	0	0	0	29
02:30	0	0	0	0	0	0	1	1	0	0	0	0	0	0	3
02:45	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2
03:00	0	0	0	0	0	3	0	1	0	0	0	0	0	0	4
03:15	2	0	1	1	0	1	0	2	0	0	0	0	0	0	7
03:30	2	0	1	1	0	5	2	5	0	0	0	0	0	0	16
03:45	0	0	0	2	1	4	3	0	0	0	0	0	0	0	10
04:00	0	0	0	0	0	2	1	1	0	0	0	0	0	0	4
04:15	0	0	0	2	0	3	2	0	0	0	0	0	0	0	7
04:30	0	0	1	0	1	2	1	0	1	0	0	0	0	0	6
04:45	0	0	1	4	2	11	7	1	1	0	0	0	0	0	27
05:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5
05:15	0	0	0	0	2	2	3	1	0	0	0	0	0	0	8
05:30	1	0	1	0	2	2	2	1	1	0	0	0	0	0	10
05:45	0	0	0	0	0	6	2	1	0	0	0	0	0	0	9
06:00	1	0	1	0	6	12	8	3	1	0	0	0	0	0	32
06:15	1	0	2	1	1	4	1	1	0	0	0	0	0	0	11
06:30	1	0	2	0	2	2	1	3	0	0	0	0	0	0	11
06:45	0	0	0	0	3	5	8	1	2	0	0	0	0	0	19
07:00	3	3	0	0	2	2	5	3	1	0	0	0	0	0	19
07:15	5	3	4	1	8	13	15	8	3	0	0	0	0	0	60
07:30	0	1	1	0	2	5	8	1	2	0	0	0	0	0	20
07:45	2	2	1	2	1	6	8	3	1	1	1	0	0	0	28
08:00	2	0	0	0	1	11	14	9	2	0	0	0	0	0	39
08:15	2	0	1	1	2	10	15	5	3	1	0	0	0	0	40
08:30	6	3	3	3	6	32	45	18	8	2	1	0	0	0	127
08:45	0	0	0	0	3	9	14	7	8	0	1	0	0	0	42
09:00	3	0	0	1	3	5	18	11	5	0	1	0	0	0	47
09:15	2	1	2	3	4	6	22	15	4	1	0	0	0	0	60
09:30	3	0	0	0	4	15	12	14	2	1	0	0	0	0	51
09:45	8	1	2	4	14	35	66	47	19	2	2	0	0	0	200
10:00	4	0	2	4	7	11	19	9	7	1	0	0	0	0	64
10:15	2	0	2	0	4	4	9	12	5	0	0	0	0	0	38
10:30	1	1	1	2	1	10	11	10	2	0	0	0	0	0	39
10:45	4	0	1	0	6	11	18	8	1	2	0	0	0	0	51
11:00	11	1	6	6	18	36	57	39	15	3	0	0	0	0	192
11:15	1	0	0	0	5	7	11	10	2	0	0	0	0	0	36
11:30	3	0	0	1	1	3	11	10	6	1	0	0	0	0	36
11:45	2	0	1	0	3	7	12	11	5	0	0	0	0	0	41
12:00	4	0	0	4	7	19	14	7	1	0	0	0	0	0	56
12:15	10	0	1	5	16	36	48	38	14	1	0	0	0	0	169
12:30	3	2	0	0	11	15	11	4	2	0	0	0	0	0	48
12:45	13	0	0	1	5	12	17	16	8	2	0	0	0	0	74
13:00	7	0	0	1	6	16	12	10	4	0	0	0	0	0	56
13:15	5	0	1	0	6	9	15	6	1	1	0	0	0	0	44
13:30	28	2	1	2	28	52	55	36	15	3	0	0	0	0	222
13:45	8	0	3	1	6	9	14	8	2	1	0	0	0	0	52
14:00	6	1	1	1	5	15	16	8	0	0	0	0	0	0	53
14:15	13	2	4	0	2	11	15	6	0	2	0	0	0	0	55
14:30	6	1	1	0	9	14	10	13	4	0	0	0	0	0	58
14:45	33	4	9	2	22	49	55	35	6	3	0	0	0	0	218
Total	105	14	30	34	132	305	379	238	84	17	3	0	0	0	1341

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	7	0	1	0	4	21	11	9	1	1	0	0	0	0	0	55
12:15	10	0	0	2	4	11	19	11	6	1	1	0	0	0	0	65
12:30	14	0	0	4	6	8	14	15	4	2	0	0	0	0	0	67
12:45	11	0	1	0	7	4	21	10	9	1	0	0	0	0	0	64
13:00	42	0	2	6	21	44	65	45	20	5	1	0	0	0	0	251
13:15	11	0	2	4	6	18	22	11	2	1	0	0	0	0	0	77
13:30	12	0	3	3	7	11	12	6	6	2	0	0	0	0	0	62
13:45	3	0	1	1	3	11	11	10	2	2	0	0	0	0	0	44
14:00	11	3	1	1	9	15	28	11	4	0	0	0	0	0	0	83
14:15	37	3	7	9	25	55	73	38	14	5	0	0	0	0	0	266
14:30	7	0	1	1	6	9	19	10	3	0	0	0	0	0	0	56
14:45	9	1	1	4	6	15	16	13	0	1	0	0	0	0	0	66
15:00	5	1	0	2	6	13	18	11	5	0	0	0	0	0	0	61
15:15	5	1	0	1	4	11	12	15	3	1	0	0	0	0	0	53
15:30	26	3	2	8	22	48	65	49	11	2	0	0	0	0	0	236
15:45	5	0	1	2	7	10	17	5	5	1	1	0	0	0	0	54
16:00	12	0	1	6	6	12	26	10	6	1	1	1	0	0	0	82
16:15	4	0	2	2	3	12	9	18	6	0	1	0	0	0	0	57
16:30	8	0	5	2	4	9	22	21	7	1	0	0	0	0	0	79
16:45	29	0	9	12	20	43	74	54	24	3	3	1	0	0	0	272
17:00	11	0	0	5	12	30	12	15	7	1	0	0	0	0	0	93
17:15	6	0	1	4	4	14	25	5	8	2	0	0	0	0	0	69
17:30	8	0	0	1	10	18	21	20	11	3	0	1	0	0	0	93
17:45	11	0	2	0	4	14	17	20	12	5	0	0	0	0	0	85
18:00	36	0	3	10	30	76	75	60	38	11	0	1	0	0	0	340
18:15	27	3	3	7	15	20	19	17	9	2	0	0	0	0	0	122
18:30	15	2	2	3	5	18	16	25	7	3	1	0	0	0	0	97
18:45	10	0	1	2	4	14	27	22	17	8	3	1	0	0	0	109
19:00	5	0	1	2	2	16	28	19	12	0	1	0	0	0	0	86
19:15	57	5	7	14	26	68	90	83	45	13	5	1	0	0	0	414
19:30	6	0	0	0	4	6	20	23	14	3	1	0	0	0	1	78
19:45	17	1	0	2	1	8	18	11	7	3	0	0	0	0	0	68
20:00	8	0	1	1	5	15	26	16	4	1	0	0	0	0	0	77
20:15	14	0	3	2	4	12	20	11	10	0	0	0	0	0	0	76
20:30	45	1	4	5	14	41	84	61	35	7	1	0	0	0	1	299
20:45	6	1	0	1	2	8	12	10	10	0	0	0	0	0	0	50
21:00	3	0	0	0	0	4	4	11	6	0	0	0	0	0	0	28
21:15	16	1	2	2	4	11	12	7	3	0	0	0	0	0	0	58
21:30	10	0	2	1	0	7	17	11	0	1	0	0	0	0	0	49
21:45	35	2	4	4	6	30	45	39	19	1	0	0	0	0	0	185
22:00	9	1	0	1	4	10	9	12	3	0	0	0	0	0	0	49
22:15	12	1	1	1	2	10	13	7	7	0	0	0	0	0	0	54
22:30	11	1	3	4	2	6	10	5	2	1	0	0	0	0	0	45
22:45	2	0	0	1	6	9	14	1	2	0	0	0	0	0	0	35
23:00	34	3	4	7	14	35	46	25	14	1	0	0	0	0	0	183
23:15	0	0	1	2	4	9	12	2	1	0	0	0	0	0	0	31
23:30	1	0	4	2	9	18	6	1	0	0	0	0	0	0	0	41
23:45	1	1	0	1	9	6	10	5	2	0	0	0	0	0	0	35
24:00	1	3	2	6	5	6	5	2	1	1	0	0	0	0	0	32
24:15	3	4	7	11	27	39	33	10	4	1	0	0	0	0	0	139
24:30	2	0	0	2	7	6	12	2	1	0	0	0	0	0	0	32
24:45	1	1	1	3	5	14	6	3	2	0	0	1	0	0	0	37
25:00	0	0	3	0	1	8	1	2	0	0	0	0	0	0	0	15
25:15	0	0	0	5	2	4	2	0	0	1	0	0	0	0	0	14
25:30	3	1	4	10	15	32	21	7	3	1	0	1	0	0	0	98
25:45	0	0	1	3	3	4	4	1	2	0	0	0	0	0	0	18
26:00	0	0	1	1	4	4	7	1	0	0	0	0	0	0	0	18
26:15	0	1	2	1	3	7	6	0	1	0	0	0	0	0	0	21
26:30	0	0	1	1	1	3	4	1	1	0	0	0	0	0	0	12
26:45	0	0	1	1	1	3	4	1	1	0	0	0	0	0	0	12
27:00	0	1	5	6	11	18	21	3	4	0	0	0	0	0	0	69
Total	347	23	58	102	231	529	692	474	231	50	10	4	0	1	1	2752

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	20	25	30	35	40	45	50	55	60	65	70	75	999	Total
06/26/14	1	1	1	1	0	5	1	0	1	0	0	0	0	0	11
00:15	0	1	0	0	2	2	1	0	1	0	0	0	0	0	7
00:30	0	0	0	0	3	5	1	1	0	0	0	1	0	0	11
00:45	0	0	1	0	3	1	1	0	1	0	0	0	0	0	7
01:00	1	2	2	1	8	13	4	1	3	0	0	1	0	0	36
01:15	0	0	0	1	2	5	1	2	1	0	0	0	0	0	12
01:30	0	0	0	1	0	2	0	1	0	0	0	0	0	0	4
01:45	0	0	0	0	3	3	0	1	0	0	0	0	0	0	7
02:00	0	0	2	1	3	1	2	1	0	0	0	0	0	0	10
02:15	0	0	2	3	8	11	3	5	1	0	0	0	0	0	33
02:30	0	1	1	0	2	2	2	1	1	0	0	0	0	0	10
02:45	0	0	0	0	0	0	3	1	0	0	0	0	0	0	4
03:00	0	1	0	2	0	2	0	0	0	0	0	0	0	0	5
03:15	0	0	0	1	2	1	2	0	0	0	0	0	0	0	6
03:30	0	0	1	0	1	2	2	0	0	0	0	0	0	0	6
03:45	0	0	1	3	0	0	1	0	0	0	0	0	0	0	5
04:00	0	1	2	3	4	10	11	0	0	0	0	0	0	0	31
04:15	0	0	1	0	0	1	1	0	0	0	0	0	0	0	3
04:30	0	1	0	0	1	1	2	2	0	0	0	0	0	0	7
04:45	0	0	0	0	1	2	1	0	0	1	0	0	0	0	5
05:00	0	0	0	0	2	4	2	5	1	0	0	0	0	0	14
05:15	0	1	1	0	4	8	6	7	1	1	0	0	0	0	29
05:30	0	0	0	1	0	2	1	3	0	0	0	0	0	0	7
05:45	2	0	0	0	1	4	7	6	0	0	0	0	0	0	20
06:00	0	0	0	1	2	3	6	4	2	0	0	0	0	0	18
06:15	1	1	1	0	2	2	6	3	0	1	0	0	0	0	17
06:30	3	1	1	2	5	11	20	16	2	1	0	0	0	0	62
06:45	0	0	0	0	4	5	7	5	3	0	0	0	0	0	24
07:00	0	0	1	1	2	4	8	2	3	0	0	0	0	0	21
07:15	2	0	0	0	3	5	16	4	1	1	0	0	0	0	32
07:30	0	0	3	0	2	6	12	7	9	1	2	0	0	0	42
07:45	2	0	4	1	11	20	43	18	16	2	2	0	0	0	119
08:00	1	0	0	0	5	11	16	15	3	1	0	0	0	0	52
08:15	2	1	0	2	1	8	19	12	5	0	0	0	0	1	51
08:30	2	0	2	3	2	6	18	13	6	1	1	0	0	0	54
08:45	0	0	1	0	1	6	13	10	5	3	1	0	0	0	40
09:00	5	1	3	5	9	31	66	50	19	5	2	0	0	1	197
09:15	1	0	0	3	3	14	20	15	5	3	0	0	0	0	64
09:30	0	0	1	0	6	8	11	9	9	2	0	0	0	0	46
09:45	1	0	0	2	1	7	9	7	3	0	0	0	0	0	30
10:00	0	0	0	1	8	8	12	7	3	0	0	0	0	0	39
10:15	2	0	1	6	18	37	52	38	20	5	0	0	0	0	179
10:30	1	0	0	0	3	2	6	5	4	2	0	0	0	0	23
10:45	2	1	1	3	4	9	20	11	4	0	0	0	0	0	55
11:00	0	1	0	1	4	10	13	9	1	0	0	0	0	0	39
11:15	0	1	0	2	5	9	15	9	2	0	0	0	0	0	43
11:30	3	3	1	6	16	30	54	34	11	2	0	0	0	0	160
11:45	1	1	3	2	7	14	21	5	0	0	0	0	0	0	54
Total	1	1	0	1	2	8	13	6	3	0	0	0	0	0	35
	0	0	0	2	12	16	28	7	1	0	1	0	0	0	67
	1	2	0	3	4	12	16	3	3	0	0	0	0	0	44
	3	4	3	8	25	50	78	21	7	0	1	0	0	0	200
11:00	0	0	0	0	7	14	16	8	5	3	0	0	0	0	53
11:15	0	0	4	0	8	20	10	13	4	0	1	0	0	0	60
11:30	1	0	0	7	4	13	14	10	3	1	0	0	0	0	53
11:45	2	2	2	4	6	14	10	7	4	1	1	0	0	0	53
Total	3	2	6	11	25	61	50	38	16	5	2	0	0	0	219
Total	22	17	27	49	137	287	394	230	97	21	7	1	0	1	1290

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 2
Station ID: 2
COLUMBUS DRIVE EAST OF
22nd STREET

EB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	1	0	3	1	5	12	16	10	1	0	0	0	0	0	0	49
12:15	2	1	2	1	3	12	20	6	4	0	0	0	0	0	0	51
12:30	1	0	1	3	3	16	25	13	4	1	0	0	0	0	0	67
12:45	3	1	1	2	5	12	16	9	2	0	0	0	0	0	0	51
	7	2	7	7	16	52	77	38	11	1	0	0	0	0	0	218
13:00	0	1	2	1	6	15	21	13	4	0	0	0	0	0	0	63
13:15	0	0	1	0	4	18	15	10	6	2	0	0	0	0	0	56
13:30	2	1	4	4	5	11	8	17	4	0	0	0	0	0	0	56
13:45	1	0	3	2	3	17	28	6	5	2	0	0	0	0	0	67
	3	2	10	7	18	61	72	46	19	4	0	0	0	0	0	242
14:00	3	0	1	0	4	10	24	15	1	0	0	0	0	0	0	58
14:15	1	2	4	5	2	13	20	14	9	2	0	0	0	0	0	72
14:30	4	1	1	1	8	17	23	11	2	0	0	0	0	0	0	68
14:45	2	0	0	2	6	14	14	4	2	0	0	0	0	0	0	44
	10	3	6	8	20	54	81	44	14	2	0	0	0	0	0	242
15:00	0	1	1	1	6	27	23	10	4	1	0	0	0	0	0	74
15:15	5	3	2	2	4	15	25	5	1	1	0	0	0	0	0	63
15:30	2	2	1	2	4	15	17	12	5	2	0	0	1	0	0	63
15:45	5	0	1	1	11	18	26	8	1	0	0	0	0	0	0	71
	12	6	5	6	25	75	91	35	11	4	0	0	1	0	0	271
16:00	1	0	0	0	6	11	25	19	14	2	0	0	1	0	0	79
16:15	1	0	1	1	15	22	28	7	2	2	0	0	0	0	0	79
16:30	3	0	2	4	3	16	22	19	6	3	0	0	0	0	0	78
16:45	7	1	2	0	5	9	29	31	8	2	2	0	0	0	0	96
	12	1	5	5	29	58	104	76	30	9	2	0	1	0	0	332
17:00	1	0	3	0	10	5	21	29	16	1	1	0	0	0	0	87
17:15	5	0	1	2	5	9	26	23	10	5	1	0	0	0	0	87
17:30	2	0	2	2	4	16	22	23	5	0	0	0	0	0	0	76
17:45	3	0	2	2	5	20	22	25	7	4	1	0	0	0	0	91
	11	0	8	6	24	50	91	100	38	10	3	0	0	0	0	341
18:00	2	0	2	5	2	12	15	7	13	7	1	0	0	0	0	66
18:15	1	1	3	2	6	21	20	19	3	2	0	0	0	0	0	78
18:30	0	0	2	3	1	12	8	7	2	1	0	0	0	0	0	36
18:45	2	1	2	0	1	9	10	11	3	3	0	0	0	0	0	42
	5	2	9	10	10	54	53	44	21	13	1	0	0	0	0	222
19:00	1	1	3	1	1	9	17	7	3	0	1	0	0	0	0	44
19:15	1	1	1	2	7	9	19	11	1	0	0	0	0	0	0	52
19:30	2	0	1	0	3	10	6	11	6	0	2	0	0	1	0	42
19:45	2	1	0	2	5	9	12	5	0	1	0	0	0	0	0	37
	6	3	5	5	16	37	54	34	10	1	3	0	0	1	0	175
20:00	0	0	1	2	4	10	16	8	1	0	0	0	0	0	0	42
20:15	2	0	1	2	3	12	12	9	1	0	0	1	0	0	0	43
20:30	0	0	0	1	4	9	9	5	1	0	0	0	0	0	0	29
20:45	0	0	0	0	5	12	10	3	1	0	0	0	0	0	0	31
	2	0	2	5	16	43	47	25	4	0	0	1	0	0	0	145
21:00	0	0	0	1	2	6	8	6	0	0	0	0	0	0	0	23
21:15	0	1	1	3	4	15	5	4	3	0	0	0	0	0	0	36
21:30	0	1	1	2	8	7	6	6	1	0	0	0	0	0	0	32
21:45	0	1	0	3	6	13	14	3	0	0	0	0	0	0	0	40
	0	3	2	9	20	41	33	19	4	0	0	0	0	0	0	131
22:00	0	0	0	4	4	10	5	3	0	0	0	0	0	0	0	26
22:15	1	0	1	1	2	7	5	4	1	0	0	0	0	0	0	22
22:30	0	0	3	0	3	6	7	5	0	0	0	0	0	0	0	24
22:45	3	1	2	4	6	4	4	1	0	0	0	0	0	0	0	25
	4	1	6	9	15	27	21	13	1	0	0	0	0	0	0	97
23:00	2	0	3	2	4	8	3	1	1	0	0	0	0	0	0	24
23:15	1	0	0	2	9	5	6	1	0	0	0	0	0	0	0	24
23:30	3	1	0	0	4	5	4	1	2	0	0	0	0	0	0	20
23:45	2	1	0	0	6	4	4	0	0	0	0	0	0	0	0	17
	8	2	3	4	23	22	17	3	3	0	0	0	0	0	0	85
Total	80	25	68	81	232	574	741	477	166	44	9	1	2	1	11737	
Grand Total	690	111	273	375	1049	2501	3299	2250	917	211	43	10	5	3	11737	

15th Percentile : 31 MPH
 50th Percentile : 41 MPH
 85th Percentile : 48 MPH
 95th Percentile : 53 MPH

Stats
 Mean Speed(Average) : 40 MPH
 10 MPH Pace Speed : 36-45 MPH
 Number in Pace : 5800
 Percent in Pace : 49.4%
 Number of Vehicles > 35 MPH : 9239

Percent of Vehicles > 35 MPH :

78.7%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/24/14	2	0	1	2	3	1	0	0	0	0	0	0	0	0	9
00:15	0	0	1	1	4	0	1	0	0	0	0	0	0	0	7
00:30	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
00:45	0	0	2	0	0	1	0	0	0	0	0	0	0	0	3
	2	0	4	4	10	2	1	0	0	0	0	0	0	0	23
01:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	1	0	1	0	0	0	0	0	0	0	0	2
01:30	0	1	1	1	1	1	0	0	0	0	0	0	0	0	5
01:45	0	1	0	2	2	1	0	0	0	0	0	0	0	0	6
	0	2	1	5	5	3	0	0	0	0	0	0	0	0	16
02:00	0	1	1	0	2	0	0	0	0	0	0	0	0	0	4
02:15	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
02:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	1	1	2	3	7	0	0	0	0	0	0	0	0	0	14
03:00	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2
03:15	0	0	0	1	1	0	0	0	0	0	0	1	0	0	3
03:30	0	0	0	0	1	0	0	0	0	0	0	0	0	0	1
03:45	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
	0	0	0	4	3	0	1	0	0	0	0	1	0	0	9
04:00	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
04:15	0	0	0	0	0	0	2	0	0	0	0	0	0	0	2
04:30	0	0	0	2	1	1	0	0	0	0	0	0	0	0	4
04:45	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
	0	0	0	2	2	4	2	0	0	0	0	0	0	0	10
05:00	0	0	1	3	2	2	1	0	0	0	0	0	0	0	9
05:15	0	0	1	2	2	1	0	0	0	0	0	0	0	0	6
05:30	0	0	1	5	4	4	1	0	0	0	0	0	0	0	15
05:45	0	0	1	5	2	3	2	0	0	0	0	0	0	0	13
	0	0	4	15	10	10	4	0	0	0	0	0	0	0	43
06:00	0	0	3	4	3	5	0	0	0	0	0	0	0	0	15
06:15	0	0	0	3	13	6	3	0	0	0	0	0	0	0	25
06:30	2	1	0	13	22	21	5	2	0	0	0	0	0	0	66
06:45	1	0	0	7	20	19	6	1	1	0	0	0	0	0	55
	3	1	3	27	58	51	14	3	1	0	0	0	0	0	161
07:00	14	1	2	8	25	23	3	0	0	0	0	0	0	0	76
07:15	6	0	0	17	67	30	11	1	0	0	0	0	0	0	132
07:30	2	2	4	23	58	28	20	1	0	0	0	0	0	0	138
07:45	3	3	3	19	31	23	12	0	0	0	0	0	0	0	94
	25	6	9	67	181	104	46	2	0	0	0	0	0	0	440
08:00	2	2	1	19	38	26	7	1	0	0	0	0	0	0	96
08:15	0	0	1	17	34	24	5	4	0	0	0	0	0	0	85
08:30	1	2	0	15	32	22	7	0	1	0	0	0	0	0	80
08:45	0	0	2	11	48	20	2	0	0	0	0	0	0	0	83
	3	4	4	62	152	92	21	5	1	0	0	0	0	0	344
09:00	0	1	2	14	24	11	5	1	0	0	0	0	0	0	58
09:15	1	2	1	10	20	9	3	0	0	0	0	0	0	0	46
09:30	2	1	4	16	20	4	1	0	0	0	0	0	0	0	48
09:45	1	1	3	10	15	9	3	0	0	0	0	0	0	0	42
	4	5	10	50	79	33	12	1	0	0	0	0	0	0	194
10:00	0	0	3	10	24	8	1	0	0	0	0	0	0	0	46
10:15	0	2	0	8	25	5	0	0	0	0	0	0	0	0	40
10:30	3	1	1	16	11	12	0	0	0	0	0	0	0	0	44
10:45	1	0	3	11	19	10	2	0	0	0	0	0	0	0	46
	4	3	7	45	79	35	3	0	0	0	0	0	0	0	176
11:00	0	6	8	13	15	8	1	0	0	0	0	0	0	0	51
11:15	1	1	4	8	23	8	3	0	1	0	0	0	0	0	49
11:30	3	2	3	11	16	12	0	0	0	0	0	0	0	0	47
11:45	0	1	4	7	19	1	2	1	0	0	0	0	0	0	35
	4	10	19	39	73	29	6	1	1	0	0	0	0	0	182
Total	46	32	63	323	659	363	110	12	3	0	0	1	0	0	1612

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	1 15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	0	4	22	25	17	2	0	1	0	0	0	0	0	72
12:15	1	3	4	14	20	10	4	0	0	0	0	0	0	0	56
12:30	0	2	3	10	14	9	3	0	0	0	0	0	0	0	41
12:45	0	3	2	12	11	6	2	0	0	0	0	0	0	0	36
	2	8	13	58	70	42	11	0	1	0	0	0	0	0	205
13:00	2	1	2	11	19	15	0	0	0	0	0	0	0	0	50
13:15	1	4	3	9	27	11	1	0	0	0	0	0	0	0	56
13:30	4	0	3	10	34	9	5	0	0	0	0	0	0	0	65
13:45	5	2	0	25	25	13	3	1	0	0	0	0	0	0	74
	12	7	8	55	105	48	9	1	0	0	0	0	0	0	245
14:00	1	1	1	17	24	10	2	0	0	0	0	0	0	0	56
14:15	0	0	2	5	29	13	3	2	0	0	0	1	0	0	55
14:30	2	1	2	18	22	15	0	0	0	0	0	0	0	0	60
14:45	3	1	5	23	13	10	2	0	0	0	0	0	0	0	57
	6	3	10	63	88	48	7	2	0	0	0	1	0	0	228
15:00	0	0	3	21	16	7	4	0	0	0	0	0	0	0	51
15:15	2	2	4	18	51	23	4	2	0	0	0	0	0	0	106
15:30	0	2	4	18	38	29	3	1	0	0	0	0	0	0	95
15:45	1	3	2	29	49	35	10	4	0	0	0	0	0	0	133
	3	7	13	86	154	94	21	7	0	0	0	0	0	0	385
16:00	3	1	6	29	49	40	9	1	0	0	0	0	0	0	138
16:15	4	1	1	18	58	34	17	1	0	0	0	0	0	0	134
16:30	5	2	6	29	69	36	10	0	0	0	0	0	0	0	157
16:45	5	1	1	9	41	42	14	2	0	0	0	0	0	0	115
	17	5	14	85	217	152	50	4	0	0	0	0	0	0	544
17:00	2	3	1	17	45	30	10	0	0	0	0	0	0	0	108
17:15	3	2	0	6	42	25	8	3	0	0	0	0	0	0	89
17:30	2	0	0	17	47	26	7	3	0	0	0	0	0	0	102
17:45	0	1	0	16	34	15	1	2	0	0	0	0	0	0	69
	7	6	1	56	168	96	26	8	0	0	0	0	0	0	368
18:00	1	0	1	9	26	11	4	3	0	0	0	0	0	0	55
18:15	5	6	3	9	29	10	3	2	0	0	0	0	0	0	67
18:30	1	4	2	9	16	11	2	0	1	0	0	0	0	0	46
18:45	0	3	3	9	23	12	2	0	0	0	0	0	0	0	52
	7	13	9	36	94	44	11	5	1	0	0	0	0	0	220
19:00	1	2	2	14	14	4	2	2	0	0	0	0	0	0	41
19:15	1	1	3	5	10	4	0	0	0	0	0	0	0	0	24
19:30	0	0	0	10	12	5	1	0	0	0	0	0	0	0	28
19:45	0	0	4	8	12	5	0	0	0	0	0	0	0	0	29
	2	3	9	37	48	18	3	2	0	0	0	0	0	0	122
20:00	0	1	1	4	19	6	0	0	0	0	0	0	0	0	31
20:15	1	1	1	9	13	7	1	0	0	0	0	0	0	0	33
20:30	0	1	1	9	4	6	1	0	0	0	0	0	0	0	22
20:45	2	0	2	9	7	3	0	0	0	0	0	0	0	0	23
	3	3	5	31	43	22	2	0	0	0	0	0	0	0	109
21:00	0	1	2	2	16	2	2	0	0	0	0	0	0	0	25
21:15	0	1	1	8	9	2	1	0	0	0	0	0	0	0	22
21:30	1	1	1	9	10	1	0	0	0	0	0	0	0	0	23
21:45	1	0	1	9	5	4	0	0	0	0	0	0	0	0	20
	2	3	5	28	40	9	3	0	0	0	0	0	0	0	90
22:00	0	2	3	7	4	5	0	1	0	0	0	0	0	0	22
22:15	2	0	3	3	7	3	3	0	0	0	0	0	0	0	21
22:30	2	0	2	2	5	1	1	0	0	0	0	0	0	0	13
22:45	0	0	1	2	0	4	1	0	0	0	0	0	0	0	8
	4	2	9	14	16	13	5	1	0	0	0	0	0	0	64
23:00	0	1	2	3	3	3	0	0	1	0	0	0	0	0	13
23:15	0	0	0	4	5	0	0	1	0	0	0	0	0	0	10
23:30	0	0	1	2	2	2	1	0	0	0	0	0	0	0	8
23:45	0	0	0	3	3	1	0	0	0	0	0	0	0	0	7
	0	1	3	12	13	6	1	1	1	0	0	0	0	0	38
Total	65	61	99	561	1056	592	149	31	3	0	0	1	0	0	2618

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/25/14	2	1	0	2	2	0	0	0	0	0	0	0	0	0	7
00:15	1	1	1	1	4	2	1	0	0	0	0	0	0	0	11
00:30	0	0	0	3	1	0	0	0	0	0	0	0	0	0	4
00:45	0	0	1	2	0	2	0	0	0	0	0	0	0	0	5
	3	2	2	8	7	4	1	0	0	0	0	0	0	0	27
01:00	0	0	0	0	3	0	0	0	0	0	0	0	0	0	3
01:15	0	0	0	1	3	0	0	0	0	0	0	0	0	0	4
01:30	0	1	0	1	3	1	0	0	0	0	0	0	0	0	6
01:45	0	1	0	1	1	0	0	0	0	0	0	0	0	0	3
	0	2	0	3	10	1	0	0	0	0	0	0	0	0	16
02:00	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2
02:15	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
02:30	0	0	0	0	3	2	1	0	0	0	0	0	0	0	6
02:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	1	0	1	2	4	2	1	0	0	0	0	0	0	0	11
03:00	0	0	0	0	0	1	0	0	0	0	0	0	0	0	1
03:15	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
03:30	1	0	1	1	1	1	0	0	0	0	0	0	0	0	5
03:45	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
	1	0	1	2	3	3	0	0	0	0	0	0	0	0	10
04:00	0	0	0	1	1	0	0	0	0	0	0	0	0	0	2
04:15	0	0	0	4	1	0	0	0	0	0	0	0	0	0	5
04:30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	0	3	0	0	0	0	0	0	0	0	3
	0	0	0	7	3	3	0	0	0	0	0	0	0	0	13
05:00	0	0	0	2	3	1	1	0	0	0	0	0	0	0	7
05:15	0	0	0	1	4	0	0	0	0	0	0	0	0	0	5
05:30	1	1	0	2	6	2	3	0	0	0	0	0	0	0	15
05:45	0	0	0	8	7	3	2	0	1	0	0	0	0	0	21
	1	1	0	13	20	6	6	0	1	0	0	0	0	0	48
06:00	0	0	1	6	7	2	0	0	0	0	0	0	0	0	16
06:15	1	0	0	1	16	8	1	0	0	0	0	0	0	0	27
06:30	0	1	1	9	23	10	8	2	0	0	0	0	0	0	54
06:45	1	1	2	6	34	13	5	2	0	0	0	0	0	0	64
	2	2	4	22	80	33	14	4	0	0	0	0	0	0	161
07:00	9	1	0	9	28	30	5	2	0	0	0	0	0	0	84
07:15	0	2	1	16	51	52	16	2	0	0	0	0	0	0	140
07:30	4	2	4	28	46	33	13	3	0	0	0	0	0	0	133
07:45	2	3	0	12	51	33	10	0	0	1	0	0	0	0	112
	15	8	5	65	176	148	44	7	0	1	0	0	0	0	469
08:00	3	1	2	22	34	27	14	1	0	0	0	0	0	0	104
08:15	1	0	2	13	50	30	5	1	0	0	0	0	0	0	102
08:30	1	0	0	20	37	28	10	2	0	0	0	0	0	0	98
08:45	5	1	1	21	33	23	5	0	0	0	0	0	0	0	89
	10	2	5	76	154	108	34	4	0	0	0	0	0	0	393
09:00	1	1	1	12	28	10	5	2	0	0	0	0	0	0	60
09:15	3	1	0	18	27	7	2	0	0	0	0	0	0	0	58
09:30	0	0	0	10	20	4	2	0	0	0	0	0	0	0	36
09:45	0	0	5	14	24	14	4	0	0	0	0	0	0	0	61
	4	2	6	54	99	35	13	2	0	0	0	0	0	0	215
10:00	2	0	1	17	22	11	3	2	0	0	0	0	0	0	58
10:15	1	2	1	16	27	18	4	1	0	0	0	0	0	0	70
10:30	2	0	2	15	24	16	5	2	0	0	0	0	0	0	66
10:45	1	2	5	8	19	21	4	0	0	0	0	0	0	0	60
	6	4	9	56	92	66	16	5	0	0	0	0	0	0	254
11:00	0	1	3	11	32	10	5	0	0	0	0	0	0	0	62
11:15	0	0	3	12	18	14	4	1	0	0	0	0	0	0	52
11:30	0	2	4	9	16	8	4	0	0	0	0	0	0	0	43
11:45	0	0	3	12	10	11	1	0	0	0	0	0	0	0	37
	0	3	13	44	76	43	14	1	0	0	0	0	0	0	194
Total	43	26	46	352	724	452	143	23	1	1	0	0	0	0	1811

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
12 PM	1	3	2	13	17	9	3	0	0	0	0	0	0	0	48
12:15	0	0	5	14	21	7	3	1	0	0	0	0	0	0	51
12:30	2	4	1	11	19	15	4	0	0	0	0	0	0	0	56
12:45	0	1	3	13	17	14	3	1	0	0	0	0	0	0	52
	3	8	11	51	74	45	13	2	0	0	0	0	0	0	207
13:00	4	2	4	8	24	14	0	1	0	0	0	0	0	0	57
13:15	1	1	4	13	20	11	2	0	0	0	0	0	0	0	52
13:30	2	3	5	15	29	15	2	0	0	0	0	0	0	0	71
13:45	1	3	4	6	26	12	4	0	0	0	0	0	0	0	56
	8	9	17	42	99	52	8	1	0	0	0	0	0	0	236
14:00	3	6	1	16	19	7	1	1	0	0	0	0	0	0	54
14:15	3	3	2	8	22	13	3	0	0	0	0	0	0	0	54
14:30	2	1	1	7	22	7	2	1	0	0	0	0	0	0	43
14:45	0	2	5	10	21	11	2	0	0	0	0	0	0	0	51
	8	12	9	41	84	38	8	2	0	0	0	0	0	0	202
15:00	2	2	4	7	25	10	1	0	0	0	0	1	0	0	52
15:15	0	4	1	16	34	6	1	0	0	0	0	0	0	0	62
15:30	2	2	2	16	35	15	2	1	0	0	0	0	0	0	75
15:45	1	3	6	14	22	19	0	2	0	0	0	0	0	0	67
	5	11	13	53	116	50	4	3	0	0	0	1	0	0	256
16:00	0	3	6	21	35	14	3	1	0	0	0	0	0	0	83
16:15	0	2	4	16	26	19	10	1	0	0	0	0	0	0	78
16:30	0	0	2	16	41	24	3	3	0	0	0	0	0	0	89
16:45	3	2	0	11	24	25	2	0	1	0	0	0	0	0	68
	3	7	12	64	126	82	18	5	1	0	0	0	0	0	318
17:00	0	1	2	17	36	19	6	1	0	0	0	0	0	0	82
17:15	1	4	5	19	38	18	6	1	0	0	0	0	0	0	92
17:30	2	5	3	20	40	17	4	2	0	0	0	0	0	0	93
17:45	1	1	0	10	36	24	7	1	0	0	0	0	0	0	80
	4	11	10	66	150	78	23	5	0	0	0	0	0	0	347
18:00	0	2	2	11	24	12	3	1	1	0	0	0	0	0	56
18:15	1	1	4	12	27	10	3	0	0	0	0	0	0	0	58
18:30	1	1	2	15	29	14	3	1	0	0	0	0	0	0	66
18:45	2	4	1	9	23	11	1	0	0	0	0	0	0	0	51
	4	8	9	47	103	47	10	2	1	0	0	0	0	0	231
19:00	0	0	0	2	18	14	1	0	0	0	0	0	0	0	35
19:15	0	0	2	12	12	7	3	0	0	0	0	0	0	0	36
19:30	0	2	2	10	11	8	2	0	0	0	0	0	0	0	35
19:45	2	1	1	8	11	6	0	0	0	0	0	0	0	0	29
	2	3	5	32	52	35	6	0	0	0	0	0	0	0	135
20:00	0	1	3	8	13	1	1	0	0	0	0	0	0	0	27
20:15	1	0	4	8	7	6	0	1	0	0	0	0	0	0	27
20:30	0	1	3	7	9	4	1	0	0	0	0	0	0	0	25
20:45	3	1	2	12	12	3	1	0	0	0	0	0	0	0	34
	4	3	12	35	41	14	3	1	0	0	0	0	0	0	113
21:00	1	1	2	9	7	3	0	0	0	0	0	0	0	0	23
21:15	0	0	1	6	3	2	0	0	0	0	0	0	0	0	12
21:30	0	0	1	7	5	3	0	1	0	0	0	0	0	0	17
21:45	0	2	5	5	7	3	0	0	1	0	0	0	0	0	23
	1	3	9	27	22	11	0	1	1	0	0	0	0	0	75
22:00	1	1	1	11	10	4	1	0	0	0	0	0	0	0	29
22:15	0	3	1	8	7	3	0	0	0	0	0	0	0	0	22
22:30	0	0	2	7	3	1	2	0	0	0	0	0	0	0	15
22:45	0	2	1	0	4	1	1	0	0	0	0	0	0	0	9
	1	6	5	26	24	9	4	0	0	0	0	0	0	0	75
23:00	1	2	2	3	4	2	1	0	0	0	0	0	0	0	15
23:15	0	0	1	4	4	1	0	0	0	0	1	0	0	0	11
23:30	0	0	1	2	2	3	0	0	0	0	0	0	0	0	8
23:45	0	0	0	3	6	0	0	0	0	0	0	0	0	0	9
	1	2	4	12	16	6	1	0	0	0	1	0	0	0	43
Total	44	83	116	496	907	467	98	22	3	0	1	1	0	0	2238

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/26/14	0	1	0	2	5	3	1	0	0	0	0	0	0	0	12
00:15	1	0	0	1	4	1	1	1	0	0	0	0	0	0	9
00:30	0	0	0	3	5	0	0	0	0	0	0	0	0	0	8
00:45	0	1	1	2	4	0	0	0	0	0	0	0	0	0	8
01:00	1	2	1	8	18	4	2	1	0	0	0	0	0	0	37
01:15	0	0	1	1	2	0	0	0	0	0	0	0	0	0	4
01:30	1	0	0	1	1	0	0	0	0	0	0	0	0	0	3
01:45	0	0	0	0	1	2	0	0	0	0	0	0	0	0	3
02:00	0	0	0	1	2	0	0	0	0	0	0	0	0	0	3
02:15	1	0	1	3	6	2	0	0	0	0	0	0	0	0	13
02:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
02:45	0	0	1	0	1	1	0	0	0	0	0	0	0	0	5
03:00	0	0	2	3	6	1	1	0	0	0	0	0	0	0	5
03:15	0	0	1	0	3	0	1	0	0	0	0	0	0	0	5
03:30	0	0	0	1	2	1	0	0	0	0	0	0	0	0	4
03:45	0	1	0	0	1	0	0	0	0	0	0	0	0	0	4
04:00	0	1	1	4	7	2	0	0	0	0	0	0	0	0	15
04:15	0	0	0	1	2	0	1	0	0	0	0	0	0	0	4
04:30	0	0	0	1	1	1	0	0	0	0	0	0	0	0	3
04:45	0	0	0	0	2	1	0	0	0	0	0	0	0	0	3
05:00	0	0	2	2	2	0	1	0	0	0	0	0	0	0	7
05:15	0	0	2	4	7	2	2	0	0	0	0	0	0	0	17
05:30	0	0	0	2	1	0	0	0	0	0	0	0	0	0	3
05:45	1	0	0	2	4	4	1	0	0	0	0	0	0	0	12
06:00	0	0	0	3	4	4	0	0	0	0	0	0	0	0	11
06:15	0	0	1	4	5	4	0	0	0	0	0	0	0	0	14
06:30	1	0	1	11	14	12	1	0	0	0	0	0	0	0	40
06:45	0	2	0	4	13	2	0	0	0	0	0	0	0	0	21
07:00	3	0	1	6	15	6	2	1	0	0	0	0	0	0	34
07:15	4	1	0	11	17	12	7	1	0	0	0	0	0	0	53
07:30	1	2	2	6	21	20	7	1	0	0	0	0	0	0	60
07:45	8	5	3	27	66	40	16	3	0	0	0	0	0	0	168
08:00	2	0	0	6	35	26	13	1	0	0	0	0	0	0	83
08:15	5	1	6	9	39	52	10	0	0	0	0	0	0	0	122
08:30	2	1	10	9	38	37	15	3	0	0	0	0	0	0	115
08:45	2	2	5	8	40	26	7	0	1	0	0	0	0	0	91
09:00	11	4	21	32	152	141	45	4	1	0	0	0	0	0	411
09:15	3	0	1	10	43	28	14	4	0	0	0	0	0	0	103
09:30	1	1	5	12	43	32	11	2	0	1	0	0	0	0	108
09:45	3	1	2	12	43	29	10	4	0	1	0	0	0	0	105
10:00	1	2	1	10	29	27	7	4	0	0	0	0	0	0	81
10:15	8	4	9	44	158	116	42	14	0	2	0	0	0	0	397
10:30	1	0	1	10	24	10	5	0	0	0	0	0	0	0	51
10:45	4	1	8	12	17	13	1	0	0	0	0	0	0	0	56
11:00	0	2	3	8	25	16	2	1	0	0	0	0	0	0	57
11:15	1	0	4	7	21	14	3	0	0	0	0	0	0	0	50
11:30	6	3	16	37	87	53	11	1	0	0	0	0	0	0	214
11:45	0	0	0	7	21	10	0	0	0	0	0	0	0	0	38
Total	3	0	0	8	16	9	3	0	0	0	0	0	0	0	39
	3	1	5	11	14	15	0	1	0	0	0	0	0	0	50
	1	0	3	8	13	11	2	0	0	0	0	0	0	0	38
	7	1	8	34	64	45	5	1	0	0	0	0	0	0	165
	0	2	0	3	15	13	2	1	0	0	0	0	0	0	36
	1	0	2	8	13	14	0	2	0	1	0	0	0	0	41
	2	2	4	11	10	14	2	0	0	0	0	0	0	0	45
	6	0	5	4	16	10	1	0	0	0	0	0	0	0	42
	9	4	11	26	54	51	5	3	0	1	0	0	0	0	164
Total	52	24	76	233	639	469	130	27	1	3	0	0	0	0	1654

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 3
Station ID: 3
17th AVENUE WEST OF
21st STREET

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	1	2	6	15	13	5	1	0	0	0	0	0	0	0	43
12:15	1	2	5	12	24	5	0	0	0	0	0	0	0	0	0	49
12:30	3	1	1	8	10	13	4	0	0	0	0	0	0	0	0	40
12:45	2	3	3	7	26	17	3	0	0	0	0	0	0	0	0	61
13:00	6	7	11	33	75	48	12	1	0	0	0	0	0	0	0	193
13:15	0	2	3	10	20	14	1	3	0	0	0	0	0	0	0	53
13:30	2	0	1	11	26	16	2	0	0	0	0	0	0	0	0	58
13:45	2	2	1	14	29	14	1	0	0	0	0	0	0	0	0	63
14:00	2	0	6	10	19	16	8	1	0	0	0	0	0	0	0	62
14:15	6	4	11	45	94	60	12	4	0	0	0	0	0	0	0	236
14:30	4	0	2	5	13	18	2	1	0	0	0	0	0	0	0	45
14:45	1	2	2	15	22	13	2	1	0	0	0	0	0	0	0	58
15:00	2	1	5	11	16	9	2	0	0	0	0	0	0	0	0	46
15:15	0	0	2	6	24	10	0	0	0	0	0	0	0	0	0	42
15:30	7	3	11	37	75	50	6	2	0	0	0	0	0	0	0	191
15:45	1	0	2	16	30	10	2	0	0	0	0	0	0	0	0	61
16:00	1	2	3	25	32	10	3	0	0	0	0	0	0	0	0	76
16:15	2	2	1	7	37	16	2	0	0	0	0	0	0	0	0	67
16:30	1	2	1	17	29	21	4	3	0	0	0	0	0	0	0	78
16:45	5	6	7	65	128	57	11	3	0	0	0	0	0	0	0	282
17:00	1	1	1	11	39	14	5	0	0	0	0	0	0	0	0	72
17:15	5	4	3	12	32	23	5	4	0	0	0	0	0	0	0	88
17:30	1	0	3	13	42	22	4	0	0	0	0	0	0	0	0	85
17:45	1	0	3	21	38	25	5	0	0	0	0	0	0	0	0	93
18:00	8	5	10	57	151	84	19	4	0	0	0	0	0	0	0	338
18:15	2	0	1	20	33	21	8	0	0	0	0	0	0	0	0	85
18:30	3	1	4	14	40	18	5	2	0	0	0	0	0	0	0	87
18:45	1	0	3	16	45	14	6	0	0	0	0	0	0	0	0	85
19:00	1	1	1	14	31	10	9	2	0	0	0	0	0	0	0	69
19:15	7	2	9	64	149	63	28	4	0	0	0	0	0	0	0	326
19:30	1	2	8	19	32	18	3	1	0	0	0	0	0	0	0	84
19:45	0	2	2	10	20	16	4	2	0	0	0	0	0	0	0	56
20:00	5	1	1	13	24	11	1	0	0	0	0	0	0	0	0	56
20:15	0	1	0	4	18	13	4	0	0	0	0	0	0	0	0	40
20:30	6	6	11	46	94	58	12	3	0	0	0	0	0	0	0	236
20:45	0	3	0	8	18	6	2	1	0	0	0	0	0	0	0	38
21:00	0	0	2	9	18	8	5	2	0	0	0	0	0	0	0	44
21:15	1	1	1	3	22	9	0	0	0	0	0	0	0	0	0	37
21:30	1	3	0	7	13	1	4	1	0	0	0	0	0	0	0	30
21:45	2	7	3	27	71	24	11	4	0	0	0	0	0	0	0	149
22:00	2	1	3	17	10	5	0	0	0	0	0	0	0	0	0	38
22:15	0	1	4	8	15	5	2	0	0	0	0	0	0	0	0	35
22:30	1	3	0	5	10	5	1	0	0	0	0	0	0	0	0	25
22:45	0	1	1	7	11	6	3	0	0	0	0	0	0	0	0	29
23:00	3	6	8	37	46	21	6	0	0	0	0	0	0	0	0	127
23:15	0	0	0	6	8	5	1	0	0	0	0	0	0	0	0	20
23:30	0	1	1	10	3	1	0	0	0	0	0	0	0	0	0	16
23:45	0	1	1	10	9	1	3	0	0	0	0	0	0	0	0	25
24:00	2	3	0	6	11	2	0	0	0	0	0	0	0	0	0	24
24:15	2	5	2	32	31	9	4	0	0	0	0	0	0	0	0	85
24:30	0	0	0	4	4	3	2	0	0	0	0	0	0	0	0	13
24:45	0	1	3	3	8	2	1	0	0	0	0	0	0	0	0	18
25:00	0	0	1	5	4	3	0	0	0	0	0	0	0	0	0	13
25:15	0	0	2	4	6	3	0	0	0	0	0	0	0	0	0	15
25:30	0	1	6	16	22	11	3	0	0	0	0	0	0	0	0	59
25:45	0	1	1	1	3	4	2	0	0	0	0	0	0	0	0	12
26:00	1	1	0	4	5	0	0	0	0	0	0	0	0	0	0	11
26:15	0	1	2	0	7	2	0	0	0	0	0	0	0	0	0	12
26:30	0	0	2	2	4	0	0	0	0	0	0	0	0	0	0	8
26:45	1	3	5	7	19	6	2	0	0	0	0	0	0	0	0	43
Total	53	55	94	466	955	491	126	25	0	0	0	0	0	0	0	2265
Grand Total	303	281	494	2431	4940	2834	756	140	11	4	1	3	0	0	0	12198

15th Percentile : 26 MPH
 50th Percentile : 32 MPH
 85th Percentile : 38 MPH
 95th Percentile : 42 MPH

Stats
 Mean Speed(Average) : 33 MPH
 10 MPH Pace Speed : 31-40 MPH
 Number in Pace : 7774
 Percent in Pace : 63.7%
 Number of Vehicles > 35 MPH : 3749

Percent of Vehicles > 35 MPH :

30.7%

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/24/14	0	0	0	4	5	0	1	0	0	0	0	0	0	0	10
00:15	0	1	2	3	2	1	0	0	0	0	0	0	0	0	9
00:30	1	3	0	2	1	0	1	0	0	0	0	0	0	0	8
00:45	0	0	2	0	1	0	0	0	0	0	0	0	0	0	3
	1	4	4	9	9	1	2	0	0	0	0	0	0	0	30
01:00	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:15	0	0	2	1	0	0	0	0	0	0	0	0	0	0	3
01:30	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2
01:45	0	1	1	3	0	0	0	0	0	0	0	0	0	0	5
	1	1	6	5	0	0	0	0	0	0	0	0	0	0	13
02:00	0	2	1	1	2	0	0	0	0	0	0	0	0	0	6
02:15	0	1	2	1	2	0	0	0	0	0	0	0	0	0	6
02:30	0	1	0	3	1	0	0	0	0	0	0	0	0	0	5
02:45	0	1	1	2	0	1	0	0	0	0	0	0	0	0	5
	0	5	4	7	5	1	0	0	0	0	0	0	0	0	22
03:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
03:15	0	0	1	0	1	0	0	0	0	1	0	0	0	0	3
03:30	0	0	0	4	0	1	0	0	0	0	0	0	0	0	5
03:45	1	2	0	1	1	0	0	0	0	0	0	0	0	0	5
	1	2	1	5	2	1	0	0	0	1	0	0	0	0	13
04:00	0	0	1	2	0	0	0	0	0	0	0	0	0	0	3
04:15	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
04:30	1	1	0	3	3	2	0	0	0	0	0	0	0	0	10
04:45	0	0	1	1	1	1	0	0	0	0	0	0	0	0	4
	1	2	2	6	4	3	0	0	0	0	0	0	0	0	18
05:00	0	0	3	2	1	1	0	0	0	0	0	0	0	0	7
05:15	0	2	1	4	6	3	0	0	0	0	0	0	0	0	16
05:30	0	2	1	4	4	2	0	1	0	0	0	0	0	0	14
05:45	0	0	1	5	0	0	0	0	0	0	0	0	0	0	6
	0	4	6	15	11	6	0	1	0	0	0	0	0	0	43
06:00	0	1	3	7	3	0	0	0	0	0	0	0	0	0	14
06:15	1	1	7	6	7	4	0	0	0	0	0	0	0	0	26
06:30	2	3	3	13	20	11	0	0	0	0	0	0	0	0	52
06:45	0	3	1	10	7	9	2	0	0	0	0	0	0	0	32
	3	8	14	36	37	24	2	0	0	0	0	0	0	0	124
07:00	1	1	5	11	32	19	6	3	0	0	0	0	0	0	78
07:15	4	1	0	12	44	20	6	1	0	0	0	0	0	0	88
07:30	2	0	4	11	44	27	4	0	0	0	0	0	0	0	92
07:45	2	3	8	18	24	15	4	0	0	0	0	0	0	0	74
	9	5	17	52	144	81	20	4	0	0	0	0	0	0	332
08:00	1	2	4	8	29	20	2	0	0	0	0	0	0	0	66
08:15	0	1	4	26	23	12	0	0	0	0	0	0	0	0	66
08:30	1	1	4	11	27	14	5	1	0	0	0	0	0	0	64
08:45	0	0	3	10	27	6	1	0	0	0	0	0	0	0	47
	2	4	15	55	106	52	8	1	0	0	0	0	0	0	243
09:00	1	2	12	21	17	7	1	0	0	0	0	0	0	0	61
09:15	2	2	2	18	21	3	0	0	0	0	0	0	0	0	48
09:30	4	3	7	16	18	4	0	0	0	0	0	0	0	0	52
09:45	0	2	2	19	14	3	1	0	0	0	0	0	0	0	41
	7	9	23	74	70	17	2	0	0	0	0	0	0	0	202
10:00	0	2	3	13	17	4	0	0	0	0	0	0	0	0	39
10:15	0	3	4	16	16	2	1	0	0	0	0	0	0	0	42
10:30	0	1	4	10	18	6	1	0	0	0	0	0	0	0	40
10:45	0	2	3	17	15	3	0	0	0	0	0	0	0	0	40
	0	8	14	56	66	15	2	0	0	0	0	0	0	0	161
11:00	3	2	5	12	15	3	0	0	0	0	0	0	0	0	40
11:15	0	0	5	13	18	5	1	0	0	0	0	0	0	0	42
11:30	2	3	6	15	6	3	0	0	0	0	0	0	0	0	35
11:45	0	2	7	8	8	6	0	0	0	0	0	0	0	0	31
	5	7	23	48	47	17	1	0	0	0	0	0	0	0	148
Total	30	59	129	368	501	218	37	6	0	1	0	0	0	0	1349

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	0	1	4	16	14	5	0	0	0	0	0	0	0	0	0	40
12:15	2	0	0	15	14	3	2	0	0	0	0	0	0	0	0	36
12:30	0	1	4	14	19	5	0	0	0	0	0	0	0	0	0	43
12:45	0	1	5	12	9	7	3	0	0	0	0	0	0	0	0	37
	2	3	13	57	56	20	5	0	0	0	0	0	0	0	0	156
13:00	2	1	8	16	16	4	1	0	0	0	0	0	0	0	0	48
13:15	0	2	5	16	12	2	0	0	0	0	0	0	0	0	0	37
13:30	1	0	3	13	20	5	1	0	0	0	0	0	0	0	0	43
13:45	0	1	9	12	22	5	1	0	0	0	0	0	0	0	0	50
	3	4	25	57	70	16	3	0	0	0	0	0	0	0	0	178
14:00	2	1	7	12	13	6	2	0	0	0	0	0	0	0	0	43
14:15	2	0	2	13	16	2	0	0	1	0	0	0	0	0	0	36
14:30	1	0	6	14	17	2	2	0	0	0	0	0	0	0	0	42
14:45	4	2	7	12	13	1	1	1	0	0	0	0	0	0	0	41
	9	3	22	51	59	11	5	1	1	0	0	0	0	0	0	162
15:00	7	3	4	10	11	2	0	0	0	0	0	0	0	0	0	37
15:15	1	2	7	19	21	3	0	0	0	0	0	0	0	0	0	53
15:30	4	1	3	15	20	4	1	0	0	0	0	0	0	0	0	48
15:45	0	2	2	8	25	6	3	0	0	0	0	0	0	0	0	46
	12	8	16	52	77	15	4	0	0	0	0	0	0	0	0	184
16:00	2	1	10	9	27	11	4	1	0	0	0	0	0	0	0	65
16:15	1	2	1	14	13	9	1	1	0	0	0	0	0	0	0	42
16:30	3	3	9	15	18	7	3	0	0	0	0	0	0	0	0	58
16:45	0	2	3	14	20	10	1	0	0	0	0	0	0	0	0	50
	6	8	23	52	78	37	9	2	0	0	0	0	0	0	0	215
17:00	2	1	8	23	23	13	2	0	0	0	0	0	0	0	0	72
17:15	2	3	2	18	28	4	0	0	0	0	0	0	0	0	0	57
17:30	2	2	7	26	16	9	2	0	0	0	0	0	0	0	0	64
17:45	1	3	0	19	34	2	1	0	0	0	0	0	0	0	0	60
	7	9	17	86	101	28	5	0	0	0	0	0	0	0	0	253
18:00	6	0	2	8	12	5	0	0	0	0	0	0	0	0	0	33
18:15	5	1	5	7	17	5	0	0	0	0	0	0	0	0	0	40
18:30	2	0	3	13	19	4	1	0	0	0	0	0	0	0	0	42
18:45	1	3	7	16	12	2	0	0	0	0	0	0	0	0	0	41
	14	4	17	44	60	16	1	0	0	0	0	0	0	0	0	156
19:00	1	2	1	11	7	4	1	0	0	0	0	0	0	0	0	27
19:15	2	3	5	12	5	3	1	0	0	0	0	0	0	0	0	31
19:30	5	2	3	14	5	6	0	0	0	0	0	0	0	0	0	35
19:45	3	3	1	3	5	2	0	0	0	0	0	0	0	0	0	17
	11	10	10	40	22	15	2	0	0	0	0	0	0	0	0	110
20:00	1	1	6	9	5	2	1	0	0	0	0	0	0	0	0	25
20:15	2	2	2	9	6	2	0	0	0	0	0	0	0	0	0	23
20:30	0	2	7	12	7	0	0	0	0	0	0	0	0	0	0	28
20:45	0	1	4	9	8	2	0	0	0	0	0	0	0	0	0	24
	3	6	19	39	26	6	1	0	0	0	0	0	0	0	0	100
21:00	1	3	3	5	5	1	0	0	0	0	0	0	0	0	0	18
21:15	1	3	3	11	2	1	0	0	0	0	0	0	0	0	0	21
21:30	1	0	5	8	1	1	0	0	0	0	0	0	0	0	0	16
21:45	0	1	1	7	3	1	1	0	0	0	0	0	0	0	0	14
	3	7	12	31	11	4	1	0	0	0	0	0	0	0	0	69
22:00	0	2	1	9	2	1	0	0	0	0	0	0	0	0	0	15
22:15	0	1	1	12	7	0	0	0	0	0	0	0	0	0	0	21
22:30	0	0	4	8	4	0	1	0	0	0	0	0	0	0	0	17
22:45	0	1	1	1	3	0	1	0	0	0	0	0	0	0	0	7
	0	4	7	30	16	1	2	0	0	0	0	0	0	0	0	60
23:00	2	1	1	5	2	0	0	0	0	0	0	0	0	0	0	11
23:15	0	0	4	7	1	0	0	0	0	1	0	0	0	0	0	13
23:30	2	2	1	1	0	1	0	0	0	0	0	0	0	0	0	7
23:45	0	0	1	4	1	0	0	0	0	0	0	0	0	0	0	6
	4	3	7	17	4	1	0	0	0	1	0	0	0	0	0	37
Total	74	69	188	556	580	170	38	3	1	1	0	0	0	0	0	1680

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16 20	21 25	26 30	31 35	36 40	41 45	46 50	51 55	56 60	61 65	66 70	71 75	76 999	Total
06/26/14	0	1	0	6	8	0	0	0	0	0	0	0	0	0	15
00:15	2	0	3	3	1	4	0	0	0	0	0	0	0	0	13
00:30	0	1	1	6	2	2	0	0	0	0	0	0	0	0	12
00:45	0	2	3	2	4	2	0	0	0	0	0	0	0	0	13
	2	4	7	17	15	8	0	0	0	0	0	0	0	0	53
01:00	0	1	3	1	5	0	0	0	0	0	0	0	0	0	10
01:15	2	0	0	1	0	0	0	0	0	0	0	0	0	0	3
01:30	0	0	2	3	0	1	0	0	0	0	0	0	0	0	6
01:45	0	0	2	0	2	0	0	0	0	0	0	0	0	0	4
	2	1	7	5	7	1	0	0	0	0	0	0	0	0	23
02:00	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
02:15	0	0	0	0	1	1	0	0	0	0	0	0	0	0	2
02:30	0	1	1	1	2	0	0	0	0	0	0	0	0	0	5
02:45	0	0	1	1	1	0	0	0	0	0	0	0	0	0	3
	0	1	3	2	4	1	0	0	0	0	0	0	0	0	11
03:00	0	1	1	1	1	0	0	0	0	0	0	0	0	0	4
03:15	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
03:30	1	1	0	1	2	1	0	0	0	0	0	0	0	0	6
03:45	0	0	1	2	1	0	0	0	0	0	0	0	0	0	4
	1	2	4	4	4	1	0	0	0	0	0	0	0	0	16
04:00	2	1	1	1	2	0	0	0	0	0	0	0	0	0	7
04:15	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1
04:30	0	2	2	1	1	0	0	0	0	0	0	0	0	0	6
04:45	1	0	0	2	5	3	0	0	0	0	0	0	0	0	11
	3	3	3	5	8	3	0	0	0	0	0	0	0	0	25
05:00	1	0	3	3	1	1	0	0	0	0	0	0	0	0	9
05:15	2	2	5	3	2	1	0	0	0	0	0	0	0	0	15
05:30	0	0	3	3	5	0	0	0	0	0	0	0	0	0	11
05:45	2	0	1	4	2	0	0	0	0	0	0	0	0	0	9
	5	2	12	13	10	2	0	0	0	0	0	0	0	0	44
06:00	0	1	6	7	7	0	0	0	0	0	0	0	0	0	21
06:15	0	2	4	9	9	7	0	0	0	0	0	0	0	0	31
06:30	3	4	2	8	17	7	1	0	0	0	0	0	0	0	42
06:45	1	0	6	7	16	12	0	0	0	0	0	0	0	0	42
	4	7	18	31	49	26	1	0	0	0	0	0	0	0	136
07:00	1	2	0	12	24	12	4	0	0	0	0	0	0	0	55
07:15	1	0	4	17	42	15	1	0	0	0	0	0	0	0	80
07:30	11	3	8	23	25	15	1	0	0	0	0	0	0	0	86
07:45	1	0	5	19	24	14	2	0	1	0	0	0	0	0	66
	14	5	17	71	115	56	8	0	1	0	0	0	0	0	287
08:00	1	0	7	17	31	10	4	0	0	0	0	0	0	0	70
08:15	1	2	1	11	19	14	2	0	0	0	0	0	0	0	50
08:30	1	1	5	20	19	9	1	0	0	0	0	0	0	0	56
08:45	0	0	7	7	25	10	1	0	0	0	0	0	0	0	50
	3	3	20	55	94	43	8	0	0	0	0	0	0	0	226
09:00	2	0	3	7	16	6	0	0	0	0	0	0	0	0	34
09:15	4	3	0	12	24	6	0	0	0	0	0	0	0	0	49
09:30	2	3	1	16	21	7	2	0	0	0	0	0	0	0	52
09:45	1	1	4	12	14	8	1	0	0	0	0	0	0	0	41
	9	7	8	47	75	27	3	0	0	0	0	0	0	0	176
10:00	0	0	2	10	16	3	1	0	0	0	0	0	0	0	32
10:15	0	1	1	10	16	7	1	0	0	0	0	0	0	0	36
10:30	1	0	7	10	14	5	3	0	0	0	0	0	0	0	40
10:45	3	1	5	10	18	4	0	0	0	0	0	0	0	0	41
	4	2	15	40	64	19	5	0	0	0	0	0	0	0	149
11:00	0	3	3	10	16	3	1	0	0	0	0	0	0	0	36
11:15	0	1	6	14	18	4	0	0	0	0	0	0	0	0	43
11:30	1	1	4	8	12	4	1	0	0	0	0	0	0	0	31
11:45	3	3	5	10	13	3	0	0	0	0	0	0	0	0	37
	4	8	18	42	59	14	2	0	0	0	0	0	0	0	147
Total	51	45	132	332	504	201	27	0	1	0	0	0	0	0	1293

ALL TRAFFIC DATA SERVICES, INC

351 Crossing Blvd #1015
Orange Park, FL 32073
904.707.8618

Site Code: 4
Station ID: 4
17th AVENUE EAST OF
22nd STREET

WB

Start Time	15	16	21	26	31	36	41	46	51	56	61	66	71	76	999	Total
12 PM	3	2	4	8	11	4	0	0	0	0	0	0	0	0	0	32
12:15	3	1	0	15	9	5	0	0	0	0	0	0	0	0	0	33
12:30	1	0	8	6	11	6	0	0	0	0	0	0	0	0	0	32
12:45	0	3	2	20	13	1	0	0	0	0	0	0	0	0	0	39
13:00	7	6	14	49	44	16	0	0	0	0	0	0	0	0	0	136
13:15	1	2	9	20	13	4	0	0	0	0	0	0	0	0	0	49
13:30	3	0	3	14	18	4	0	0	0	0	0	0	0	0	0	42
13:45	1	4	6	14	14	6	0	0	0	0	0	0	0	0	0	45
14:00	1	0	3	13	11	11	1	0	0	0	0	0	0	0	0	40
14:15	6	6	21	61	56	25	1	0	0	0	0	0	0	0	0	176
14:30	0	2	3	12	16	7	0	0	0	0	0	0	0	0	0	40
14:45	1	2	12	21	24	6	1	0	0	0	0	0	0	0	0	67
15:00	1	0	7	11	15	1	1	0	0	0	0	0	0	0	0	36
15:15	1	1	5	7	13	3	0	0	0	0	0	0	0	0	0	30
15:30	3	5	27	51	68	17	2	0	0	0	0	0	0	0	0	173
15:45	1	0	7	16	18	6	0	0	0	0	0	0	0	0	0	48
16:00	2	2	9	16	21	2	1	0	0	0	0	0	0	0	0	53
16:15	0	1	4	16	32	9	0	0	0	0	0	0	0	0	0	62
16:30	2	1	6	12	19	3	2	0	0	0	0	0	0	0	0	45
16:45	5	4	26	60	90	20	3	0	0	0	0	0	0	0	0	208
17:00	0	0	4	20	15	7	4	0	0	0	0	0	0	0	0	50
17:15	3	3	9	23	17	11	3	0	0	0	0	0	0	0	0	69
17:30	2	0	5	14	23	10	1	0	1	0	0	0	0	0	0	56
17:45	3	2	5	13	28	11	3	0	0	0	0	0	0	0	0	65
18:00	8	5	23	70	83	39	11	0	1	0	0	0	0	0	0	240
18:15	0	1	0	20	32	10	3	2	0	0	0	0	0	0	0	68
18:30	2	1	3	19	27	12	0	0	0	0	0	0	0	0	0	64
18:45	4	3	3	16	19	5	2	0	0	0	0	0	0	0	0	52
19:00	1	4	5	18	21	10	0	0	0	0	0	0	0	0	0	59
19:15	7	9	11	73	99	37	5	2	0	0	0	0	0	0	0	243
19:30	0	1	3	32	16	10	0	0	0	0	0	0	0	0	0	62
19:45	1	2	5	12	8	9	2	0	0	0	0	0	0	0	0	39
20:00	0	0	5	10	11	5	3	0	0	0	0	0	0	0	0	48
20:15	2	4	21	73	49	28	6	0	0	0	0	0	0	0	0	183
20:30	0	0	3	16	8	3	1	0	0	0	0	0	0	0	0	31
20:45	0	1	6	9	12	4	2	0	0	0	0	0	0	0	0	34
21:00	0	2	3	13	7	5	0	0	0	0	0	0	0	0	0	30
21:15	1	1	2	12	8	1	1	0	0	0	0	0	0	0	0	26
21:30	1	4	14	50	35	13	4	0	0	0	0	0	0	0	0	121
21:45	0	3	7	7	8	3	0	0	0	0	0	0	0	0	0	28
22:00	2	1	0	13	5	2	0	0	0	0	0	0	0	0	0	23
22:15	0	4	4	12	3	4	0	0	0	0	0	0	0	0	0	27
22:30	1	0	4	11	7	4	0	0	0	0	0	0	0	0	0	27
22:45	3	8	15	43	23	13	0	0	0	0	0	0	0	0	0	105
23:00	0	2	1	5	10	1	0	0	0	0	0	0	0	0	0	19
23:15	0	0	1	1	7	0	0	0	0	0	0	0	0	0	0	9
23:30	0	1	2	5	4	1	0	0	0	0	0	0	0	0	0	13
23:45	1	1	4	3	5	1	0	0	0	0	0	0	0	0	0	15
24:00	1	4	8	14	26	3	0	0	0	0	0	0	0	0	0	56
24:15	0	0	2	8	2	3	0	0	0	0	0	0	0	0	0	15
24:30	1	3	2	5	6	0	0	0	0	0	0	0	0	0	0	17
24:45	1	2	4	5	2	1	0	0	0	0	0	0	0	0	0	15
25:00	0	1	2	5	2	0	0	0	0	0	0	0	0	0	0	10
25:15	2	6	10	23	12	4	0	0	0	0	0	0	0	0	0	57
25:30	0	2	4	5	3	1	0	0	0	0	0	0	0	0	0	15
25:45	0	0	2	4	3	0	0	0	0	0	0	0	0	0	0	9
26:00	1	1	2	9	1	1	0	0	0	0	0	0	0	0	0	15
26:15	0	3	4	3	2	1	0	0	0	0	0	0	0	0	0	13
26:30	1	6	12	21	9	3	0	0	0	0	0	0	0	0	0	52
Total	46	67	202	588	594	218	32	2	1	0	0	0	0	0	0	1750
Grand Total	289	352	957	2853	3262	1262	189	20	3	2	0	0	0	0	0	9189

15th Percentile : 23 MPH
 50th Percentile : 30 MPH
 85th Percentile : 35 MPH
 95th Percentile : 39 MPH

Stats
 Mean Speed(Average) : 30 MPH
 10 MPH Pace Speed : 26-35 MPH
 Number in Pace : 6115
 Percent in Pace : 66.5%
 Number of Vehicles > 35 MPH : 1476

Percent of Vehicles > 35 MPH :

16.1%

Appendix B

Existing Year (2014) Synchro Reports for One-Way Operation

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.0	20.5	54.5	0.27	17.7	D
N 34th St.	III	30	64.2	8.6	72.8	0.51	25.0	B
N 22nd St.	III	30	92.1	11.5	103.6	0.77	26.7	B
N 21st St.	III	30	7.0	11.5	18.5	0.05	8.8	F
N 15th St.	III	30	6.3	31.9	38.2	0.04	3.8	F
Avenida Republica De	III	30	12.2	34.0	46.2	0.09	6.7	F
Total	III		215.8	118.0	333.8	1.71	18.5	C

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	12.2	29.6	0.12	15.0	D
N 15th St.	III	30	11.6	6.2	17.8	0.07	15.1	D
N 21st St.	III	30	57.9	13.4	71.3	0.46	23.0	C
N 22nd St.	III	30	7.2	12.2	19.4	0.05	8.6	F
N 34th St.	III	30	90.3	11.1	101.4	0.75	26.7	B
N 40th St.	III	30	63.4	33.8	97.2	0.50	18.5	C
HART Drive	III	32	39.5	1.6	41.1	0.31	27.3	B
Total	III		287.3	90.5	377.8	2.26	21.6	C













Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART Drive	III	36	21.9	4.5	26.4	0.18	24.9	B
Total	III		21.9	4.5	26.4	0.18	24.9	B

HCM 2010 methodology does not support more than 4 approaches.













HCM 2010 Signalized Intersection Summary
 6: N 15th St. & E Columbus Dr.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔↔						↔↔				
Volume (veh/h)	39	201	0	0	0	0	0	216	55	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	42	218	0				0	235	60			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	247	1206	0				0	1251	313			
Arrive On Green	0.42	0.42	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	433	2987	0				0	2900	702			
Grp Volume(v), veh/h	139	121	0				0	146	149			
Grp Sat Flow(s),veh/h/ln	1724	1610	0				0	1770	1739			
Q Serve(g_s), s	0.0	3.3	0.0				0.0	3.5	3.6			
Cycle Q Clear(g_c), s	3.3	3.3	0.0				0.0	3.5	3.6			
Prop In Lane	0.30		0.00				0.00		0.40			
Lane Grp Cap(c), veh/h	784	669	0				0	789	775			
V/C Ratio(X)	0.18	0.18	0.00				0.00	0.19	0.19			
Avail Cap(c_a), veh/h	784	669	0				0	789	775			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(l)	0.94	0.94	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	12.9	12.9	0.0				0.0	11.7	11.8			
Incr Delay (d2), s/veh	0.5	0.6	0.0				0.0	0.5	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.8	1.6	0.0				0.0	1.8	1.9			
LnGrp Delay(d),s/veh	13.4	13.5	0.0				0.0	12.2	12.3			
LnGrp LOS	B	B						B	B			
Approach Vol, veh/h		260						295				
Approach Delay, s/veh		13.4						12.3				
Approach LOS		B						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.0		34.0				
Change Period (Y+Rc), s						4.8		4.9				
Max Green Setting (Gmax), s						31.2		29.1				
Max Q Clear Time (g_c+I1), s						5.6		5.3				
Green Ext Time (p_c), s						1.7		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			12.8									
HCM 2010 LOS			B									


















HCM 2010 Signalized Intersection Summary
 9: N 15th St. & E 17th Ave.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↘	↑↑				
Volume (veh/h)	0	0	0	0	462	0	67	190	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	0	1863	1863	0			
Adj Flow Rate, veh/h				0	502	0	73	207	0			
Adj No. of Lanes				0	2	0	1	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	0	2	2	0			
Cap, veh/h				0	1284	0	899	1588	0			
Arrive On Green				0.00	0.36	0.00	0.15	0.15	0.00			
Sat Flow, veh/h				0	3725	0	1774	3632	0			
Grp Volume(v), veh/h				0	502	0	73	207	0			
Grp Sat Flow(s),veh/h/ln				0	1770	0	1774	1770	0			
Q Serve(g_s), s				0.0	7.4	0.0	2.5	3.6	0.0			
Cycle Q Clear(g_c), s				0.0	7.4	0.0	2.5	3.6	0.0			
Prop In Lane				0.00		0.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	1284	0	899	1588	0			
V/C Ratio(X)				0.00	0.39	0.00	0.08	0.13	0.00			
Avail Cap(c_a), veh/h				0	1284	0	899	1588	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	0.00	0.99	0.99	0.00			
Uniform Delay (d), s/veh				0.0	16.6	0.0	17.5	18.0	0.0			
Incr Delay (d2), s/veh				0.0	0.9	0.0	0.2	0.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	3.7	0.0	1.3	1.8	0.0			
LnGrp Delay(d),s/veh				0.0	17.5	0.0	17.7	18.1	0.0			
LnGrp LOS					B		B	B				
Approach Vol, veh/h					502			280				
Approach Delay, s/veh					17.5			18.0				
Approach LOS					B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				32.0		38.0						
Change Period (Y+Rc), s				* 6.6		6.6						
Max Green Setting (Gmax), s				* 25		31.4						
Max Q Clear Time (g_c+I1), s				9.4		5.6						
Green Ext Time (p_c), s				3.0		1.5						
Intersection Summary												
HCM 2010 Ctrl Delay				17.7								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												













HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	139	53	0	0	0	0	181	16	8	137	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	41	151	0				0	197	17	9	149	0
Adj No. of Lanes	0	2	1				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	310	1216	672				0	1396	119	552	1497	0
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	730	2866	1583				0	3393	282	1163	3632	0
Grp Volume(v), veh/h	103	89	0				0	105	109	9	149	0
Grp Sat Flow(s),veh/h/ln	1826	1770	1583				0	1770	1813	1163	1770	0
Q Serve(g_s), s	2.4	2.1	0.0				0.0	2.5	2.6	0.3	1.8	0.0
Cycle Q Clear(g_c), s	2.4	2.1	0.0				0.0	2.5	2.6	2.9	1.8	0.0
Prop In Lane	0.40		1.00				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	775	751	672				0	748	767	552	1497	0
V/C Ratio(X)	0.13	0.12	0.00				0.00	0.14	0.14	0.02	0.10	0.00
Avail Cap(c_a), veh/h	775	751	672				0	748	767	552	1497	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	12.3	12.2	0.0				0.0	12.4	12.4	13.3	12.2	0.0
Incr Delay (d2), s/veh	0.4	0.3	0.0				0.0	0.4	0.4	0.1	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	1.1	0.0				0.0	1.3	1.4	0.1	0.9	0.0
LnGrp Delay(d),s/veh	12.6	12.5	0.0				0.0	12.8	12.8	13.4	12.3	0.0
LnGrp LOS	B	B						B	B	B	B	
Approach Vol, veh/h		192						214			158	
Approach Delay, s/veh		12.6						12.8			12.4	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		35.0				35.0		35.0				
Change Period (Y+Rc), s		5.4				5.4		5.3				
Max Green Setting (Gmax), s		29.6				29.6		29.7				
Max Q Clear Time (g_c+I1), s		4.9				4.6		4.4				
Green Ext Time (p_c), s		2.0				2.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.6									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.













8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑									↑↑↑	
Volume (veh/h)	0	167	59	0	0	0	0	0	0	17	240	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900							1900	1863	0
Adj Flow Rate, veh/h	0	182	64							18	261	0
Adj No. of Lanes	0	2	0							0	3	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	1100	375							150	1995	0
Arrive On Green	0.00	0.42	0.42							0.14	0.14	0.00
Sat Flow, veh/h	0	2687	883							211	4822	0
Grp Volume(v), veh/h	0	122	124							105	174	0
Grp Sat Flow(s),veh/h/ln	0	1770	1707							1795	1543	0
Q Serve(g_s), s	0.0	3.0	3.1							0.0	3.5	0.0
Cycle Q Clear(g_c), s	0.0	3.0	3.1							3.5	3.5	0.0
Prop In Lane	0.00		0.52							0.17		0.00
Lane Grp Cap(c), veh/h	0	751	724							827	1318	0
V/C Ratio(X)	0.00	0.16	0.17							0.13	0.13	0.00
Avail Cap(c_a), veh/h	0	751	724							827	1318	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(l)	0.00	0.99	0.99							1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	12.5	12.5							18.7	18.7	0.0
Incr Delay (d2), s/veh	0.0	0.5	0.5							0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	1.6	1.6							1.9	1.5	0.0
LnGrp Delay(d),s/veh	0.0	12.9	13.0							19.0	18.9	0.0
LnGrp LOS		B	B							B	B	
Approach Vol, veh/h		246									279	
Approach Delay, s/veh		13.0									19.0	
Approach LOS		B									B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		35.0						35.0				
Change Period (Y+Rc), s		* 5.1						5.3				
Max Green Setting (Gmax), s		* 30						29.7				
Max Q Clear Time (g_c+I1), s		5.5						5.1				
Green Ext Time (p_c), s		1.7						1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			16.2									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.



















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕↕						↕↕				
Volume (veh/h)	10	182	0	0	0	0	0	457	61	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	11	198	0				0	497	66			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	93	1366	0				0	1437	190			
Arrive On Green	0.13	0.13	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	89	3440	0				0	3236	416			
Grp Volume(v), veh/h	112	97	0				0	279	284			
Grp Sat Flow(s),veh/h/ln	1834	1610	0				0	1770	1789			
Q Serve(g_s), s	0.0	3.7	0.0				0.0	9.9	10.0			
Cycle Q Clear(g_c), s	3.7	3.7	0.0				0.0	9.9	10.0			
Prop In Lane	0.10		0.00				0.00		0.23			
Lane Grp Cap(c), veh/h	803	656	0				0	809	818			
V/C Ratio(X)	0.14	0.15	0.00				0.00	0.34	0.35			
Avail Cap(c_a), veh/h	803	656	0				0	809	818			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(l)	0.99	0.99	0.00				0.00	0.97	0.97			
Uniform Delay (d), s/veh	19.6	19.6	0.0				0.0	20.3	20.4			
Incr Delay (d2), s/veh	0.4	0.5	0.0				0.0	1.1	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.0	1.7	0.0				0.0	5.1	5.2			
LnGrp Delay(d),s/veh	19.9	20.0	0.0				0.0	21.5	21.5			
LnGrp LOS	B	C						C	C			
Approach Vol, veh/h		209						563				
Approach Delay, s/veh		20.0						21.5				
Approach LOS		B						C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.8		33.2				
Change Period (Y+Rc), s						4.8		4.7				
Max Green Setting (Gmax), s						32.0		28.5				
Max Q Clear Time (g_c+I1), s						12.0		5.7				
Green Ext Time (p_c), s						3.4		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			21.1									
HCM 2010 LOS			C									

















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	44	87	47	0	0	0	0	450	47	119	482	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	48	95	51				0	489	51	129	524	0
Adj No. of Lanes	1	2	0				0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	214	275	139				0	3435	354	693	3728	0
Arrive On Green	0.12	0.12	0.12				0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1774	2280	1149				0	4853	482	862	5253	0
Grp Volume(v), veh/h	48	72	74				0	352	188	129	524	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1660				0	1695	1778	862	1695	0
Q Serve(g_s), s	2.0	3.1	3.3				0.0	2.5	2.6	0.7	0.0	0.0
Cycle Q Clear(g_c), s	2.0	3.1	3.3				0.0	2.5	2.6	3.3	0.0	0.0
Prop In Lane	1.00		0.69				0.00		0.27	1.00		0.00
Lane Grp Cap(c), veh/h	214	213	200				0	2485	1303	693	3728	0
V/C Ratio(X)	0.22	0.34	0.37				0.00	0.14	0.14	0.19	0.14	0.00
Avail Cap(c_a), veh/h	820	818	767				0	2485	1303	693	3728	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(l)	1.00	1.00	1.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	32.6	33.1	33.2				0.0	3.3	3.3	0.1	0.0	0.0
Incr Delay (d2), s/veh	0.5	0.9	1.1				0.0	0.1	0.2	0.6	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	1.6	1.6				0.0	1.2	1.3	0.2	0.0	0.0
LnGrp Delay(d),s/veh	33.1	34.0	34.3				0.0	3.4	3.5	0.7	0.1	0.0
LnGrp LOS	C	C	C					A	A	A	A	
Approach Vol, veh/h		194						540			653	
Approach Delay, s/veh		33.9						3.4			0.2	
Approach LOS		C						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		94.0				94.0		16.0				
Change Period (Y+Rc), s		* 5.9				* 5.9		6.1				
Max Green Setting (Gmax), s		* 60				* 60		37.9				
Max Q Clear Time (g_c+I1), s		5.3				4.6		5.3				
Green Ext Time (p_c), s		9.1				9.1		0.5				
Intersection Summary												
HCM 2010 Ctrl Delay			6.2									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 18th Ave.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	4	238	9	29	143	0	0	122	56
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				4	259	10	32	155	0	0	133	61
Adj No. of Lanes				0	2	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				28	1882	76	418	1092	0	0	740	324
Arrive On Green				0.54	0.54	0.54	0.31	0.31	0.00	0.00	0.31	0.31
Sat Flow, veh/h				52	3504	142	1184	3632	0	0	2492	1049
Grp Volume(v), veh/h				143	0	130	32	155	0	0	96	98
Grp Sat Flow(s),veh/h/ln				1860	0	1838	1184	1770	0	0	1770	1678
Q Serve(g_s), s				2.7	0.0	2.5	1.4	2.2	0.0	0.0	2.8	3.0
Cycle Q Clear(g_c), s				2.7	0.0	2.5	4.4	2.2	0.0	0.0	2.8	3.0
Prop In Lane				0.03		0.08	1.00		0.00	0.00		0.62
Lane Grp Cap(c), veh/h				999	0	987	418	1092	0	0	546	518
V/C Ratio(X)				0.14	0.00	0.13	0.08	0.14	0.00	0.00	0.18	0.19
Avail Cap(c_a), veh/h				999	0	987	418	1092	0	0	546	518
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				8.1	0.0	8.1	19.4	17.5	0.0	0.0	17.7	17.8
Incr Delay (d2), s/veh				0.3	0.0	0.3	0.4	0.3	0.0	0.0	0.7	0.8
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.5	0.0	1.3	0.5	1.1	0.0	0.0	1.5	1.5
LnGrp Delay(d),s/veh				8.4	0.0	8.3	19.7	17.8	0.0	0.0	18.4	18.6
LnGrp LOS				A		A	B	B			B	B
Approach Vol, veh/h					273			187			194	
Approach Delay, s/veh					8.4			18.1			18.5	
Approach LOS					A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.0		43.0		27.0						
Change Period (Y+Rc), s		5.4		5.4		5.4						
Max Green Setting (Gmax), s		21.6		37.6		21.6						
Max Q Clear Time (g_c+I1), s		5.0		4.7		6.4						
Green Ext Time (p_c), s		1.8		0.0		1.8						
Intersection Summary												
HCM 2010 Ctrl Delay				14.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	36	302	177	55	492	0	0	553	135
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				39	328	0	60	535	0	0	601	0
Adj No. of Lanes				1	2	0	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				264	527	0	621	3426	0	0	3426	1067
Arrive On Green				0.15	0.15	0.00	0.67	0.67	0.00	0.00	0.67	0.00
Sat Flow, veh/h				1774	3632	0	815	5253	0	0	5253	1583
Grp Volume(v), veh/h				39	328	0	60	535	0	0	601	0
Grp Sat Flow(s),veh/h/ln				1774	1770	0	815	1695	0	0	1695	1583
Q Serve(g_s), s				1.3	5.8	0.0	2.0	2.6	0.0	0.0	2.9	0.0
Cycle Q Clear(g_c), s				1.3	5.8	0.0	4.9	2.6	0.0	0.0	2.9	0.0
Prop In Lane				1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				264	527	0	621	3426	0	0	3426	1067
V/C Ratio(X)				0.15	0.62	0.00	0.10	0.16	0.00	0.00	0.18	0.00
Avail Cap(c_a), veh/h				1399	2791	0	621	3426	0	0	3426	1067
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00	0.99	0.99	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				24.8	26.8	0.0	5.0	4.0	0.0	0.0	4.0	0.0
Incr Delay (d2), s/veh				0.3	1.2	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				0.6	2.9	0.0	0.4	1.2	0.0	0.0	1.4	0.0
LnGrp Delay(d),s/veh				25.1	28.0	0.0	5.0	4.0	0.0	0.0	4.2	0.0
LnGrp LOS				C	C		A	A			A	
Approach Vol, veh/h					367			595			601	
Approach Delay, s/veh					27.7			4.1			4.2	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		93.9		16.1		93.9						
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8						
Max Green Setting (Gmax), s		* 45		* 53		45.2						
Max Q Clear Time (g_c+I1), s		4.9		7.8		6.9						
Green Ext Time (p_c), s		9.3		1.3		9.3						
Intersection Summary												
HCM 2010 Ctrl Delay				9.7								
HCM 2010 LOS				A								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												













HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.













HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 17th Ave.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑						↑↑↑	
Volume (veh/h)	0	0	0	75	455	0	0	0	0	0	243	56
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	0				0	1863	1900
Adj Flow Rate, veh/h				82	495	0				0	264	61
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				216	1205	0				0	1906	421
Arrive On Green				0.13	0.13	0.00				0.00	0.46	0.46
Sat Flow, veh/h				374	3065	0				0	4336	922
Grp Volume(v), veh/h				305	272	0				0	213	112
Grp Sat Flow(s),veh/h/ln				1743	1610	0				0	1695	1700
Q Serve(g_s), s				5.6	10.9	0.0				0.0	2.5	2.7
Cycle Q Clear(g_c), s				11.0	10.9	0.0				0.0	2.5	2.7
Prop In Lane				0.27		0.00				0.00		0.54
Lane Grp Cap(c), veh/h				770	651	0				0	1550	777
V/C Ratio(X)				0.40	0.42	0.00				0.00	0.14	0.14
Avail Cap(c_a), veh/h				770	651	0				0	1550	777
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.97	0.97	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				22.7	22.8	0.0				0.0	11.0	11.0
Incr Delay (d2), s/veh				1.5	1.9	0.0				0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				5.7	5.2	0.0				0.0	1.2	1.3
LnGrp Delay(d),s/veh				24.2	24.7	0.0				0.0	11.2	11.4
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					577						325	
Approach Delay, s/veh					24.4						11.3	
Approach LOS					C						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		36.9		33.1								
Change Period (Y+Rc), s		4.9		* 4.8								
Max Green Setting (Gmax), s		32.0		* 28								
Max Q Clear Time (g_c+I1), s		4.7		13.0								
Green Ext Time (p_c), s		2.1		3.1								
Intersection Summary												
HCM 2010 Ctrl Delay				19.7								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 17th Ave.

8/19/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↓			↑↓				
Volume (veh/h)	0	0	0	0	351	12	121	290	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	1900	1900	1863	0			
Adj Flow Rate, veh/h				0	382	13	132	315	0			
Adj No. of Lanes				0	2	0	0	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	1422	48	470	1079	0			
Arrive On Green				0.00	0.41	0.41	0.15	0.15	0.00			
Sat Flow, veh/h				0	3586	119	849	2437	0			
Grp Volume(v), veh/h				0	193	202	233	214	0			
Grp Sat Flow(s),veh/h/ln				0	1770	1842	1591	1610	0			
Q Serve(g_s), s				0.0	5.1	5.1	7.4	8.2	0.0			
Cycle Q Clear(g_c), s				0.0	5.1	5.1	9.0	8.2	0.0			
Prop In Lane				0.00		0.06	0.57		0.00			
Lane Grp Cap(c), veh/h				0	720	750	810	738	0			
V/C Ratio(X)				0.00	0.27	0.27	0.29	0.29	0.00			
Avail Cap(c_a), veh/h				0	720	750	810	738	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	1.00	0.94	0.94	0.00			
Uniform Delay (d), s/veh				0.0	13.8	13.8	19.8	19.6	0.0			
Incr Delay (d2), s/veh				0.0	0.9	0.9	0.8	0.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	2.7	2.8	4.2	3.9	0.0			
LnGrp Delay(d),s/veh				0.0	14.7	14.7	20.6	20.5	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					395			447				
Approach Delay, s/veh					14.7			20.6				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.2		36.8						
Change Period (Y+Rc), s				* 4.7		4.7						
Max Green Setting (Gmax), s				* 29		32.1						
Max Q Clear Time (g_c+I1), s				7.1		11.0						
Green Ext Time (p_c), s				2.3		2.6						
Intersection Summary												
HCM 2010 Ctrl Delay				17.8								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.0	31.6	65.6	0.27	14.7	D
N 34th St.	III	30	64.2	14.8	79.0	0.51	23.1	C
N 22nd St.	III	30	92.1	22.2	114.3	0.77	24.2	B
N 21st St.	III	30	7.0	27.3	34.3	0.05	4.8	F
N 15th St.	III	30	6.3	26.1	32.4	0.04	4.5	F
Avenida Republica De	III	30	12.2	18.2	30.4	0.09	10.2	E
Total	III		215.8	140.2	356.0	1.71	17.3	D

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	42.0	59.4	0.12	7.5	F
N 15th St.	III	30	11.6	20.9	32.5	0.07	8.3	F
N 21st St.	III	30	57.9	2.5	60.4	0.46	27.2	B
N 22nd St.	III	30	7.2	19.3	26.5	0.05	6.3	F
N 34th St.	III	30	90.3	5.4	95.7	0.75	28.3	B
N 40th St.	III	30	63.4	43.8	107.2	0.50	16.8	D
HART DRIVE	III	32	39.5	1.6	41.1	0.31	27.3	B
Total	III		287.3	135.5	422.8	2.26	19.3	C















Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART DRIVE	III	36	21.9	2.5	24.4	0.18	26.9	B
Total	III		21.9	2.5	24.4	0.18	26.9	B

HCM 2010 methodology does not support more than 4 approaches.













HCM 2010 Signalized Intersection Summary
 6: N 15th St. & E Columbus Dr.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	136	544	0	0	0	0	0	785	173	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	148	591	0				0	853	188			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	314	1123	0				0	1286	283			
Arrive On Green	0.42	0.42	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	584	2787	0				0	2978	636			
Grp Volume(v), veh/h	385	354	0				0	523	518			
Grp Sat Flow(s),veh/h/ln	1676	1610	0				0	1770	1751			
Q Serve(g_s), s	9.5	11.5	0.0				0.0	16.3	16.3			
Cycle Q Clear(g_c), s	12.0	11.5	0.0				0.0	16.3	16.3			
Prop In Lane	0.38		0.00				0.00		0.36			
Lane Grp Cap(c), veh/h	768	669	0				0	789	780			
V/C Ratio(X)	0.50	0.53	0.00				0.00	0.66	0.66			
Avail Cap(c_a), veh/h	768	669	0				0	789	780			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.22	0.22	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	15.4	15.3	0.0				0.0	15.3	15.3			
Incr Delay (d2), s/veh	0.5	0.7	0.0				0.0	4.4	4.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.7	5.2	0.0				0.0	8.8	8.7			
LnGrp Delay(d),s/veh	15.9	16.0	0.0				0.0	19.6	19.7			
LnGrp LOS	B	B						B	B			
Approach Vol, veh/h		739						1041				
Approach Delay, s/veh		15.9						19.7				
Approach LOS		B						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.0		34.0				
Change Period (Y+Rc), s						4.8		4.9				
Max Green Setting (Gmax), s						31.2		29.1				
Max Q Clear Time (g_c+I1), s						18.3		14.0				
Green Ext Time (p_c), s						5.7		4.1				
Intersection Summary												
HCM 2010 Ctrl Delay			18.1									
HCM 2010 LOS			B									


















HCM 2010 Signalized Intersection Summary
 9: N 15th St. & E 17th Ave.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↑	↑↑				
Volume (veh/h)	0	0	0	0	475	0	10	911	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	0	1863	1863	0			
Adj Flow Rate, veh/h				0	516	0	11	990	0			
Adj No. of Lanes				0	2	0	1	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	0	2	2	0			
Cap, veh/h				0	1284	0	899	1588	0			
Arrive On Green				0.00	0.36	0.00	0.15	0.15	0.00			
Sat Flow, veh/h				0	3725	0	1774	3632	0			
Grp Volume(v), veh/h				0	516	0	11	990	0			
Grp Sat Flow(s),veh/h/ln				0	1770	0	1774	1770	0			
Q Serve(g_s), s				0.0	7.6	0.0	0.4	18.4	0.0			
Cycle Q Clear(g_c), s				0.0	7.6	0.0	0.4	18.4	0.0			
Prop In Lane				0.00		0.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	1284	0	899	1588	0			
V/C Ratio(X)				0.00	0.40	0.00	0.01	0.62	0.00			
Avail Cap(c_a), veh/h				0	1284	0	899	1588	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	0.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	16.6	0.0	16.6	24.3	0.0			
Incr Delay (d2), s/veh				0.0	0.9	0.0	0.0	1.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	3.9	0.0	0.2	9.4	0.0			
LnGrp Delay(d),s/veh				0.0	17.6	0.0	16.6	26.1	0.0			
LnGrp LOS					B		B	C				
Approach Vol, veh/h					516			1001				
Approach Delay, s/veh					17.6			26.0				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				32.0		38.0						
Change Period (Y+Rc), s				* 6.6		6.6						
Max Green Setting (Gmax), s				* 25		31.4						
Max Q Clear Time (g_c+I1), s				9.6		20.4						
Green Ext Time (p_c), s				3.1		5.2						
Intersection Summary												
HCM 2010 Ctrl Delay				23.1								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.















10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	398	105	0	0	0	0	312	9	22	248	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	78	433	0				0	339	10	24	270	0
Adj No. of Lanes	0	2	1				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	223	1307	672				0	1485	44	474	1497	0
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42	0.85	0.85	0.00
Sat Flow, veh/h	525	3081	1583				0	3604	103	1028	3632	0
Grp Volume(v), veh/h	273	238	0				0	171	178	24	270	0
Grp Sat Flow(s),veh/h/ln	1836	1770	1583				0	1770	1845	1028	1770	0
Q Serve(g_s), s	7.0	6.3	0.0				0.0	4.3	4.3	0.5	1.0	0.0
Cycle Q Clear(g_c), s	7.0	6.3	0.0				0.0	4.3	4.3	4.8	1.0	0.0
Prop In Lane	0.29		1.00				0.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	779	751	672				0	748	780	474	1497	0
V/C Ratio(X)	0.35	0.32	0.00				0.00	0.23	0.23	0.05	0.18	0.00
Avail Cap(c_a), veh/h	779	751	672				0	748	780	474	1497	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.93	0.93	0.00				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	13.6	13.4	0.0				0.0	12.9	12.9	4.1	3.2	0.0
Incr Delay (d2), s/veh	1.2	1.0	0.0				0.0	0.7	0.7	0.2	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.8	3.3	0.0				0.0	2.2	2.3	0.2	0.5	0.0
LnGrp Delay(d),s/veh	14.8	14.4	0.0				0.0	13.6	13.6	4.3	3.5	0.0
LnGrp LOS	B	B						B	B	A	A	
Approach Vol, veh/h		511						349			294	
Approach Delay, s/veh		14.6						13.6			3.5	
Approach LOS		B						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		35.0				35.0		35.0				
Change Period (Y+Rc), s		5.4				5.4		5.3				
Max Green Setting (Gmax), s		29.6				29.6		29.7				
Max Q Clear Time (g_c+I1), s		6.8				6.3		9.0				
Green Ext Time (p_c), s		3.7				3.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			11.5									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

11: N 21st St. & E Columbus Dr.















10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	466	128	0	0	0	0	0	0	42	283	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900							1900	1863	0
Adj Flow Rate, veh/h	0	507	139							46	308	0
Adj No. of Lanes	0	2	0							0	3	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	1633	445							171	883	0
Arrive On Green	0.00	0.59	0.59							0.07	0.07	0.00
Sat Flow, veh/h	0	2843	750							378	4601	0
Grp Volume(v), veh/h	0	325	321							138	216	0
Grp Sat Flow(s),veh/h/ln	0	1770	1730							1742	1543	0
Q Serve(g_s), s	0.0	4.6	4.6							0.3	3.4	0.0
Cycle Q Clear(g_c), s	0.0	4.6	4.6							3.6	3.4	0.0
Prop In Lane	0.00		0.43							0.33		0.00
Lane Grp Cap(c), veh/h	0	1051	1027							442	612	0
V/C Ratio(X)	0.00	0.31	0.31							0.31	0.35	0.00
Avail Cap(c_a), veh/h	0	1051	1027							1114	1844	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	0.86	0.86							0.99	0.99	0.00
Uniform Delay (d), s/veh	0.0	5.1	5.1							20.4	20.3	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.7							0.4	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.4	2.3							1.9	1.5	0.0
LnGrp Delay(d),s/veh	0.0	5.7	5.8							20.8	20.6	0.0
LnGrp LOS		A	A							C	C	
Approach Vol, veh/h		646									354	
Approach Delay, s/veh		5.7									20.7	
Approach LOS		A									C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		15.0						35.0				
Change Period (Y+Rc), s		* 5.1						5.3				
Max Green Setting (Gmax), s		* 30						29.7				
Max Q Clear Time (g_c+I1), s		5.6						6.6				
Green Ext Time (p_c), s		2.2						4.2				
Intersection Summary												
HCM 2010 Ctrl Delay			11.0									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.


















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	484	0	0	0	0	0	969	110	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	26	526	0				0	1053	120			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	88	1372	0				0	1464	167			
Arrive On Green	0.13	0.13	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	78	3455	0				0	3296	365			
Grp Volume(v), veh/h	295	257	0				0	581	592			
Grp Sat Flow(s),veh/h/ln	1838	1610	0				0	1770	1798			
Q Serve(g_s), s	0.0	10.2	0.0				0.0	21.9	21.9			
Cycle Q Clear(g_c), s	10.1	10.2	0.0				0.0	21.9	21.9			
Prop In Lane	0.09		0.00				0.00		0.20			
Lane Grp Cap(c), veh/h	804	656	0				0	809	822			
V/C Ratio(X)	0.37	0.39	0.00				0.00	0.72	0.72			
Avail Cap(c_a), veh/h	804	656	0				0	809	822			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(l)	0.97	0.97	0.00				0.00	0.79	0.79			
Uniform Delay (d), s/veh	22.4	22.4	0.0				0.0	25.4	25.4			
Incr Delay (d2), s/veh	1.3	1.7	0.0				0.0	4.3	4.3			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	5.5	4.9	0.0				0.0	11.7	11.9			
LnGrp Delay(d),s/veh	23.6	24.1	0.0				0.0	29.8	29.7			
LnGrp LOS	C	C						C	C			
Approach Vol, veh/h		552						1173				
Approach Delay, s/veh		23.8						29.7				
Approach LOS		C						C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.8		33.2				
Change Period (Y+Rc), s						4.8		4.7				
Max Green Setting (Gmax), s						32.0		28.5				
Max Q Clear Time (g_c+I1), s						23.9		12.2				
Green Ext Time (p_c), s						4.6		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			27.8									
HCM 2010 LOS			C									

















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	226	55	0	0	0	0	598	78	128	519	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	161	246	60				0	650	85	139	564	0
Adj No. of Lanes	1	2	0				0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	221	353	85				0	3377	437	582	3767	0
Arrive On Green	0.12	0.12	0.12				0.00	0.74	0.74	1.00	1.00	0.00
Sat Flow, veh/h	1774	2834	678				0	4726	590	719	5253	0
Grp Volume(v), veh/h	161	152	154				0	482	253	139	564	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1743				0	1695	1759	719	1695	0
Q Serve(g_s), s	7.8	7.3	7.6				0.0	3.8	3.9	1.4	0.0	0.0
Cycle Q Clear(g_c), s	7.8	7.3	7.6				0.0	3.8	3.9	5.3	0.0	0.0
Prop In Lane	1.00		0.39				0.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	221	221	217				0	2512	1303	582	3767	0
V/C Ratio(X)	0.73	0.69	0.71				0.00	0.19	0.19	0.24	0.15	0.00
Avail Cap(c_a), veh/h	634	633	623				0	2512	1303	582	3767	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.95	0.95	0.95				0.00	1.00	1.00	0.99	0.99	0.00
Uniform Delay (d), s/veh	37.6	37.4	37.5				0.0	3.5	3.5	0.2	0.0	0.0
Incr Delay (d2), s/veh	4.3	3.6	4.0				0.0	0.2	0.3	1.0	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.1	3.8	3.9				0.0	1.8	2.0	0.4	0.0	0.0
LnGrp Delay(d),s/veh	41.9	41.0	41.5				0.0	3.7	3.8	1.1	0.1	0.0
LnGrp LOS	D	D	D					A	A	A	A	
Approach Vol, veh/h		467						735			703	
Approach Delay, s/veh		41.5						3.7			0.3	
Approach LOS		D						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		92.8				92.8		17.2				
Change Period (Y+Rc), s		* 5.9				* 5.9		6.1				
Max Green Setting (Gmax), s		* 66				* 66		31.9				
Max Q Clear Time (g_c+I1), s		7.3				5.9		9.8				
Green Ext Time (p_c), s		12.6				12.6		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			11.7									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 18th Ave.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	240	24	68	316	0	0	228	33
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				46	261	26	74	343	0	0	248	36
Adj No. of Lanes				0	2	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				184	1090	113	560	1648	0	0	1447	208
Arrive On Green				0.38	0.38	0.38	0.93	0.93	0.00	0.00	0.47	0.47
Sat Flow, veh/h				483	2868	298	1091	3632	0	0	3201	446
Grp Volume(v), veh/h				175	0	158	74	343	0	0	140	144
Grp Sat Flow(s),veh/h/ln				1839	0	1810	1091	1770	0	0	1770	1784
Q Serve(g_s), s				4.6	0.0	4.1	0.9	0.6	0.0	0.0	3.2	3.3
Cycle Q Clear(g_c), s				4.6	0.0	4.1	4.2	0.6	0.0	0.0	3.2	3.3
Prop In Lane				0.26		0.16	1.00		0.00	0.00		0.25
Lane Grp Cap(c), veh/h				699	0	688	560	1648	0	0	824	831
V/C Ratio(X)				0.25	0.00	0.23	0.13	0.21	0.00	0.00	0.17	0.17
Avail Cap(c_a), veh/h				699	0	688	560	1648	0	0	824	831
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.98	0.98	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				14.9	0.0	14.7	1.7	1.3	0.0	0.0	10.8	10.9
Incr Delay (d2), s/veh				0.9	0.0	0.8	0.5	0.3	0.0	0.0	0.4	0.5
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.5	0.0	2.2	0.3	0.3	0.0	0.0	1.7	1.7
LnGrp Delay(d),s/veh				15.7	0.0	15.5	2.2	1.6	0.0	0.0	11.3	11.3
LnGrp LOS				B		B	A	A			B	B
Approach Vol, veh/h					333			417			284	
Approach Delay, s/veh					15.6			1.7			11.3	
Approach LOS					B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.0		32.0		38.0						
Change Period (Y+Rc), s		5.4		5.4		5.4						
Max Green Setting (Gmax), s		32.6		26.6		32.6						
Max Q Clear Time (g_c+I1), s		5.3		6.6		6.2						
Green Ext Time (p_c), s		4.2		0.0		4.2						
Intersection Summary												
HCM 2010 Ctrl Delay				8.8								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	99	181	168	51	695	0	0	548	74
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				108	197	0	55	755	0	0	596	0
Adj No. of Lanes				1	2	0	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				227	453	0	651	3660	0	0	3660	1140
Arrive On Green				0.13	0.13	0.00	0.72	0.72	0.00	0.00	0.72	0.00
Sat Flow, veh/h				1774	3632	0	818	5253	0	0	5253	1583
Grp Volume(v), veh/h				108	197	0	55	755	0	0	596	0
Grp Sat Flow(s),veh/h/ln				1774	1770	0	818	1695	0	0	1695	1583
Q Serve(g_s), s				4.4	4.0	0.0	1.8	3.8	0.0	0.0	2.9	0.0
Cycle Q Clear(g_c), s				4.4	4.0	0.0	4.7	3.8	0.0	0.0	2.9	0.0
Prop In Lane				1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				227	453	0	651	3660	0	0	3660	1140
V/C Ratio(X)				0.48	0.44	0.00	0.08	0.21	0.00	0.00	0.16	0.00
Avail Cap(c_a), veh/h				952	1899	0	651	3660	0	0	3660	1140
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00	0.97	0.97	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				31.6	31.4	0.0	4.2	3.6	0.0	0.0	3.5	0.0
Incr Delay (d2), s/veh				1.5	0.7	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				2.3	2.0	0.0	0.4	1.8	0.0	0.0	1.4	0.0
LnGrp Delay(d),s/veh				33.2	32.1	0.0	4.3	3.6	0.0	0.0	3.6	0.0
LnGrp LOS				C	C		A	A			A	
Approach Vol, veh/h					305			810			596	
Approach Delay, s/veh					32.5			3.7			3.6	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		93.9		16.1		93.9						
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8						
Max Green Setting (Gmax), s		* 56		* 42		56.2						
Max Q Clear Time (g_c+I1), s		4.9		6.4		6.7						
Green Ext Time (p_c), s		12.2		1.0		12.1						
Intersection Summary												
HCM 2010 Ctrl Delay				8.8								
HCM 2010 LOS				A								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.















HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 17th Ave.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	60	585	0	0	0	0	0	265	40
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	0				0	1863	1900
Adj Flow Rate, veh/h				65	636	0				0	288	43
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				150	1286	0				0	2051	298
Arrive On Green				0.13	0.13	0.00				0.00	0.46	0.46
Sat Flow, veh/h				221	3266	0				0	4654	651
Grp Volume(v), veh/h				372	329	0				0	216	115
Grp Sat Flow(s),veh/h/ln				1792	1610	0				0	1695	1748
Q Serve(g_s), s				5.3	13.3	0.0				0.0	2.6	2.7
Cycle Q Clear(g_c), s				13.3	13.3	0.0				0.0	2.6	2.7
Prop In Lane				0.17		0.00				0.00		0.37
Lane Grp Cap(c), veh/h				785	651	0				0	1550	799
V/C Ratio(X)				0.47	0.50	0.00				0.00	0.14	0.14
Avail Cap(c_a), veh/h				785	651	0				0	1550	799
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.93	0.93	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				23.7	23.8	0.0				0.0	11.0	11.0
Incr Delay (d2), s/veh				1.9	2.6	0.0				0.0	0.2	0.4
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				7.1	6.4	0.0				0.0	1.2	1.4
LnGrp Delay(d),s/veh				25.7	26.4	0.0				0.0	11.2	11.4
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					701						331	
Approach Delay, s/veh					26.0						11.3	
Approach LOS					C						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		36.9		33.1								
Change Period (Y+Rc), s		4.9		* 4.8								
Max Green Setting (Gmax), s		32.0		* 28								
Max Q Clear Time (g_c+I1), s		4.7		15.3								
Green Ext Time (p_c), s		2.1		3.6								
Intersection Summary												
HCM 2010 Ctrl Delay				21.3								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 17th Ave.

10/3/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	464	35	181	812	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	1900	1900	1863	0			
Adj Flow Rate, veh/h				0	504	38	197	883	0			
Adj No. of Lanes				0	2	0	0	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	1359	102	329	1250	0			
Arrive On Green				0.00	0.41	0.41	0.15	0.15	0.00			
Sat Flow, veh/h				0	3430	251	567	2810	0			
Grp Volume(v), veh/h				0	267	275	560	520	0			
Grp Sat Flow(s),veh/h/ln				0	1770	1818	1682	1610	0			
Q Serve(g_s), s				0.0	7.4	7.4	21.0	21.5	0.0			
Cycle Q Clear(g_c), s				0.0	7.4	7.4	22.2	21.5	0.0			
Prop In Lane				0.00		0.14	0.35		0.00			
Lane Grp Cap(c), veh/h				0	720	740	841	738	0			
V/C Ratio(X)				0.00	0.37	0.37	0.67	0.70	0.00			
Avail Cap(c_a), veh/h				0	720	740	841	738	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	1.00	0.61	0.61	0.00			
Uniform Delay (d), s/veh				0.0	14.5	14.5	25.4	25.2	0.0			
Incr Delay (d2), s/veh				0.0	1.5	1.4	2.6	3.4	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	3.8	4.0	10.9	10.3	0.0			
LnGrp Delay(d),s/veh				0.0	15.9	15.9	28.0	28.6	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					542			1080				
Approach Delay, s/veh					15.9			28.3				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.2		36.8						
Change Period (Y+Rc), s				* 4.7		4.7						
Max Green Setting (Gmax), s				* 29		32.1						
Max Q Clear Time (g_c+I1), s				9.4		24.2						
Green Ext Time (p_c), s				3.2		4.2						
Intersection Summary												
HCM 2010 Ctrl Delay				24.2								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Appendix C

Existing Year (2014) Synchro Reports for Two-Way Operation

Arterial Level of Service: EB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 21st St.	III	30	57.9	11.2	69.1	0.46	23.7	C
N 22nd St.	III	30	7.0	11.3	18.3	0.05	8.9	F
N 34th St.	III	30	92.1	12.6	104.7	0.77	26.4	B
N 40th St.	III	30	64.2	38.1	102.3	0.51	17.8	D
Total	III		221.2	73.2	294.4	1.77	21.7	C

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.7	36.8	71.5	0.27	13.8	E
N 34th St.	III	30	64.2	11.8	76.0	0.51	24.0	C
N 22nd St.	III	30	92.1	9.7	101.8	0.77	27.1	B
N 21st St.	III	30	7.0	12.5	19.5	0.05	8.4	F
Total	III		198.0	70.8	268.8	1.59	21.3	C

Arterial Level of Service: EB E Columbus Dr.

















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	8.0	25.4	0.12	17.5	D
N 15th St.	III	30	11.6	5.3	16.9	0.07	15.9	D
N 21st St.	III	30	57.9	12.5	70.4	0.46	23.3	C
N 22nd St.	III	30	7.2	6.8	14.0	0.05	11.9	E
N 34th St.	III	30	90.3	15.8	106.1	0.75	25.5	B
N 40th St.	III	30	63.4	13.9	77.3	0.50	23.3	C
HART Drive	III	32	39.5	2.5	42.0	0.31	26.7	B
Total	III		287.3	64.8	352.1	2.26	23.1	C

Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART Drive	III	36	21.9	4.5	26.4	0.18	24.9	B
N 40th St.	III	32	39.5	39.4	78.9	0.31	14.2	D
N 34th St.	III	30	63.4	15.6	79.0	0.50	22.8	C
N 22nd St.	III	30	90.3	13.0	103.3	0.75	26.2	B
N 21st St.	III	30	7.2	13.3	20.5	0.05	8.1	F
N 15th St.	III	30	57.9	13.2	71.1	0.46	23.1	C
Avenida Republica De	III	30	11.6	7.8	19.4	0.07	13.8	E
Total	III		291.8	106.8	398.6	2.32	21.0	C


















HCM 2010 Signalized Intersection Summary
 3: N 14th St./Avenida Republica De Cuba & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	196	39	76	446	0	0	0	0	37	11	72
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	213	42	83	485	0				40	12	78
Adj No. of Lanes	0	1	0	0	1	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	877	173	161	898	0				541	540	483
Arrive On Green	0.00	0.58	0.58	0.58	0.58	0.00				0.31	0.31	0.31
Sat Flow, veh/h	0	1512	298	189	1549	0				1774	1770	1583
Grp Volume(v), veh/h	0	0	255	568	0	0				40	12	78
Grp Sat Flow(s),veh/h/ln	0	0	1810	1738	0	0				1774	1770	1583
Q Serve(g_s), s	0.0	0.0	5.5	4.2	0.0	0.0				1.3	0.4	2.9
Cycle Q Clear(g_c), s	0.0	0.0	5.5	15.3	0.0	0.0				1.3	0.4	2.9
Prop In Lane	0.00		0.16	0.15		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	1050	1059	0	0				541	540	483
V/C Ratio(X)	0.00	0.00	0.24	0.54	0.00	0.00				0.07	0.02	0.16
Avail Cap(c_a), veh/h	0	0	1050	1059	0	0				541	540	483
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.86	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	8.2	10.2	0.0	0.0				19.8	19.5	20.3
Incr Delay (d2), s/veh	0.0	0.0	0.5	1.7	0.0	0.0				0.3	0.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.9	8.1	0.0	0.0				0.7	0.2	1.4
LnGrp Delay(d),s/veh	0.0	0.0	8.8	11.9	0.0	0.0				20.0	19.5	21.0
LnGrp LOS			A	B						C	B	C
Approach Vol, veh/h		255			568						130	
Approach Delay, s/veh		8.8			11.9						20.6	
Approach LOS		A			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		51.0		29.0		51.0						
Change Period (Y+Rc), s		* 4.6		* 4.6		* 4.6						
Max Green Setting (Gmax), s		* 46		* 24		* 46						
Max Q Clear Time (g_c+I1), s		17.3		4.9		7.5						
Green Ext Time (p_c), s		6.2		0.1		6.5						
Intersection Summary												
HCM 2010 Ctrl Delay			12.2									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary
6: N 15th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	201	0	0	455	20	67	167	37	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	42	218	0	0	495	22	73	182	40			
Adj No. of Lanes	1	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	469	1167	0	0	966	43	216	563	128			
Arrive On Green	0.06	1.00	0.00	0.00	0.55	0.55	0.25	0.25	0.25			
Sat Flow, veh/h	1774	1863	0	0	1770	79	855	2230	508			
Grp Volume(v), veh/h	42	218	0	0	0	517	155	0	140			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	0	1849	1820	0	1773			
Q Serve(g_s), s	0.8	0.0	0.0	0.0	0.0	14.1	5.6	0.0	5.1			
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	14.1	5.6	0.0	5.1			
Prop In Lane	1.00		0.00	0.00		0.04	0.47		0.29			
Lane Grp Cap(c), veh/h	469	1167	0	0	0	1009	460	0	448			
V/C Ratio(X)	0.09	0.19	0.00	0.00	0.00	0.51	0.34	0.00	0.31			
Avail Cap(c_a), veh/h	504	1167	0	0	0	1009	460	0	448			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.98	0.98	0.00	0.00	0.00	0.71	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.0	0.0	0.0	0.0	0.0	11.4	24.4	0.0	24.3			
Incr Delay (d2), s/veh	0.1	0.3	0.0	0.0	0.0	1.3	2.0	0.0	1.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.1	0.0	0.0	0.0	7.6	3.1	0.0	2.7			
LnGrp Delay(d),s/veh	8.0	0.3	0.0	0.0	0.0	12.8	26.4	0.0	26.1			
LnGrp LOS	A	A				B	C		C			
Approach Vol, veh/h		260			517			295				
Approach Delay, s/veh		1.6			12.8			26.3				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs			3	4		6		8				
Phs Duration (G+Y+Rc), s			6.4	48.6		25.0		55.0				
Change Period (Y+Rc), s			4.0	4.9		4.8		4.9				
Max Green Setting (Gmax), s			4.0	42.1		20.2		50.1				
Max Q Clear Time (g_c+I1), s			2.8	16.1		7.6		2.0				
Green Ext Time (p_c), s			0.0	5.1		0.0		5.5				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									


















HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	133	45	15	270	7	25	161	11	7	135	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	33	145	0	16	293	8	27	175	12	8	147	41
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	154	630	672	553	766	21	197	1200	82	561	1165	315
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	218	1484	1583	1238	1805	49	315	2837	194	1192	2755	746
Grp Volume(v), veh/h	178	0	0	16	0	301	111	0	103	8	93	95
Grp Sat Flow(s),veh/h/ln	1702	0	1583	1238	0	1854	1685	0	1661	1192	1770	1731
Q Serve(g_s), s	0.0	0.0	0.0	0.6	0.0	7.8	0.0	0.0	2.7	0.3	2.2	2.4
Cycle Q Clear(g_c), s	4.3	0.0	0.0	4.8	0.0	7.8	2.6	0.0	2.7	3.0	2.2	2.4
Prop In Lane	0.19		1.00	1.00		0.03	0.24		0.12	1.00		0.43
Lane Grp Cap(c), veh/h	783	0	672	553	0	787	776	0	702	561	748	732
V/C Ratio(X)	0.23	0.00	0.00	0.03	0.00	0.38	0.14	0.00	0.15	0.01	0.12	0.13
Avail Cap(c_a), veh/h	783	0	672	553	0	787	776	0	702	561	748	732
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.00	0.62	0.00	0.62	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	12.8	0.0	0.0	14.4	0.0	13.8	12.4	0.0	12.4	13.3	12.3	12.3
Incr Delay (d2), s/veh	0.7	0.0	0.0	0.1	0.0	0.9	0.4	0.0	0.4	0.0	0.3	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.3	0.0	0.0	0.2	0.0	4.1	1.4	0.0	1.3	0.1	1.2	1.2
LnGrp Delay(d),s/veh	13.5	0.0	0.0	14.4	0.0	14.7	12.8	0.0	12.9	13.4	12.6	12.7
LnGrp LOS	B			B		B	B		B	B	B	B
Approach Vol, veh/h		178			317			214			196	
Approach Delay, s/veh		13.5			14.7			12.8			12.7	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		* 5.3		5.4		* 5.3				
Max Green Setting (Gmax), s		29.6		* 30		29.6		* 30				
Max Q Clear Time (g_c+I1), s		5.0		9.8		4.7		6.3				
Green Ext Time (p_c), s		2.2		2.9		2.2		3.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.6									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.

















10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	152	55	60	380	0	0	0	0	17	234	95
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	165	60	65	413	0				18	254	103
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	554	201	128	678	0				102	1507	596
Arrive On Green	0.00	0.42	0.42	0.42	0.42	0.00				0.14	0.14	0.14
Sat Flow, veh/h	0	1305	474	163	1599	0				239	3529	1395
Grp Volume(v), veh/h	0	0	225	478	0	0				140	116	119
Grp Sat Flow(s),veh/h/ln	0	0	1779	1762	0	0				1851	1695	1617
Q Serve(g_s), s	0.0	0.0	5.8	5.5	0.0	0.0				4.7	4.2	4.5
Cycle Q Clear(g_c), s	0.0	0.0	5.8	14.5	0.0	0.0				4.7	4.2	4.5
Prop In Lane	0.00		0.27	0.14		0.00				0.13		0.86
Lane Grp Cap(c), veh/h	0	0	755	806	0	0				791	724	690
V/C Ratio(X)	0.00	0.00	0.30	0.59	0.00	0.00				0.18	0.16	0.17
Avail Cap(c_a), veh/h	0	0	755	806	0	0				791	724	690
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.99	0.90	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.3	15.7	0.0	0.0				19.2	19.0	19.2
Incr Delay (d2), s/veh	0.0	0.0	1.0	2.9	0.0	0.0				0.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	3.0	7.8	0.0	0.0				2.5	2.1	2.1
LnGrp Delay(d),s/veh	0.0	0.0	14.3	18.6	0.0	0.0				19.7	19.5	19.7
LnGrp LOS			B	B						B	B	B
Approach Vol, veh/h		225			478						375	
Approach Delay, s/veh		14.3			18.6						19.6	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		35.0		35.0				35.0				
Change Period (Y+Rc), s		* 5.1		* 5.3				* 5.3				
Max Green Setting (Gmax), s		* 30		* 30				* 30				
Max Q Clear Time (g_c+I1), s		6.7		16.5				7.8				
Green Ext Time (p_c), s		0.0		3.8				4.7				
Intersection Summary												
HCM 2010 Ctrl Delay			18.0									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.




















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	162	0	0	300	4	140	354	41	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	8	176	0	0	326	4	152	385	45			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	63	741	0	0	748	9	414	1110	135			
Arrive On Green	0.81	0.81	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	24	1820	0	0	1836	23	905	2429	294			
Grp Volume(v), veh/h	184	0	0	0	0	330	305	0	277			
Grp Sat Flow(s),veh/h/ln	1844	0	0	0	0	1859	1817	0	1811			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	9.0	10.6	0.0	9.6			
Cycle Q Clear(g_c), s	1.6	0.0	0.0	0.0	0.0	9.0	10.6	0.0	9.6			
Prop In Lane	0.04		0.00	0.00		0.01	0.50		0.16			
Lane Grp Cap(c), veh/h	804	0	0	0	0	757	831	0	828			
V/C Ratio(X)	0.23	0.00	0.00	0.00	0.00	0.44	0.37	0.00	0.33			
Avail Cap(c_a), veh/h	804	0	0	0	0	757	831	0	828			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.97	0.00	0.00	0.00	0.00	0.93	0.97	0.00	0.97			
Uniform Delay (d), s/veh	4.0	0.0	0.0	0.0	0.0	15.0	20.6	0.0	20.2			
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.0	0.0	1.7	1.2	0.0	1.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.9	0.0	0.0	0.0	0.0	4.9	5.6	0.0	5.0			
LnGrp Delay(d),s/veh	4.6	0.0	0.0	0.0	0.0	16.7	21.8	0.0	21.3			
LnGrp LOS	A					B	C		C			
Approach Vol, veh/h		184			330			582				
Approach Delay, s/veh		4.6			16.7			21.6				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.8		* 4.7				
Max Green Setting (Gmax), s				* 29		32.0		* 29				
Max Q Clear Time (g_c+I1), s				11.0		12.6		3.6				
Green Ext Time (p_c), s				2.9		0.0		3.2				
Intersection Summary												
HCM 2010 Ctrl Delay				17.2								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	77	40	47	224	119	37	422	80	119	413	95
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	37	84	43	51	243	129	40	459	87	129	449	103
Adj No. of Lanes	1	1	0	0	1	1	0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	233	366	187	110	350	357	142	1462	270	475	2108	470
Arrive On Green	0.03	0.31	0.31	0.23	0.23	0.23	0.38	0.38	0.38	0.06	0.51	0.51
Sat Flow, veh/h	1774	1163	595	210	1551	1583	203	3826	706	1774	4161	928
Grp Volume(v), veh/h	37	0	127	294	0	129	207	185	193	129	363	189
Grp Sat Flow(s),veh/h/ln	1774	0	1758	1762	0	1583	1622	1543	1570	1774	1695	1699
Q Serve(g_s), s	1.0	0.0	3.6	5.8	0.0	4.6	0.0	5.7	5.8	2.8	4.0	4.1
Cycle Q Clear(g_c), s	1.0	0.0	3.6	10.3	0.0	4.6	5.2	5.7	5.8	2.8	4.0	4.1
Prop In Lane	1.00		0.34	0.17		1.00	0.19		0.45	1.00		0.55
Lane Grp Cap(c), veh/h	233	0	553	460	0	357	684	589	600	475	1717	861
V/C Ratio(X)	0.16	0.00	0.23	0.64	0.00	0.36	0.30	0.31	0.32	0.27	0.21	0.22
Avail Cap(c_a), veh/h	286	0	1021	867	0	731	684	589	600	519	1717	861
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.98	0.00	0.98	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	18.7	0.0	17.0	24.0	0.0	21.9	14.4	14.6	14.6	10.4	9.2	9.2
Incr Delay (d2), s/veh	0.3	0.0	0.2	1.5	0.0	0.6	1.1	1.4	1.4	0.3	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	1.8	5.3	0.0	2.1	2.9	2.6	2.8	1.4	1.9	2.1
LnGrp Delay(d),s/veh	19.0	0.0	17.2	25.5	0.0	22.5	15.6	16.0	16.0	10.7	9.4	9.8
LnGrp LOS	B		B	C		C	B	B	B	B	A	A
Approach Vol, veh/h		164			423			586			681	
Approach Delay, s/veh		17.6			24.6			15.8			9.8	
Approach LOS		B			C			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		57.8	6.0	21.2	8.4	49.4		27.2				
Change Period (Y+Rc), s		* 5.9	4.0	* 6.1	4.0	* 5.9		* 6.1				
Max Green Setting (Gmax), s		* 34	4.0	* 31	6.0	* 24		* 39				
Max Q Clear Time (g_c+I1), s		6.1	3.0	12.3	4.8	7.8		5.6				
Green Ext Time (p_c), s		7.4	0.0	2.9	0.0	6.0		3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			15.8									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	29	3	2	70	7	13	180	5	3	170	18
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	9	32	3	2	76	8	14	196	5	3	185	20
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	171	573	50	56	699	72	555	1491	38	57	1333	141
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.14	0.14	0.14	0.42	0.42	0.42
Sat Flow, veh/h	259	1355	118	7	1652	170	1172	3527	90	10	3151	333
Grp Volume(v), veh/h	44	0	0	86	0	0	14	98	103	110	0	98
Grp Sat Flow(s),veh/h/ln	1732	0	0	1830	0	0	1172	1770	1847	1857	0	1636
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	3.4	3.4	0.0	0.0	2.6
Cycle Q Clear(g_c), s	1.0	0.0	0.0	2.0	0.0	0.0	3.3	3.4	3.4	2.5	0.0	2.6
Prop In Lane	0.20		0.07	0.02		0.09	1.00		0.05	0.03		0.20
Lane Grp Cap(c), veh/h	794	0	0	826	0	0	555	748	781	838	0	692
V/C Ratio(X)	0.06	0.00	0.00	0.10	0.00	0.00	0.03	0.13	0.13	0.13	0.00	0.14
Avail Cap(c_a), veh/h	794	0	0	826	0	0	555	748	781	838	0	692
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.99	0.99	0.99	1.00	0.00	1.00
Uniform Delay (d), s/veh	11.9	0.0	0.0	12.2	0.0	0.0	19.9	18.8	18.9	12.4	0.0	12.4
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.3	0.0	0.0	0.1	0.4	0.3	0.3	0.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.5	0.0	0.0	1.1	0.0	0.0	0.3	1.7	1.8	1.4	0.0	1.2
LnGrp Delay(d),s/veh	12.1	0.0	0.0	12.5	0.0	0.0	20.0	19.2	19.2	12.7	0.0	12.8
LnGrp LOS	B			B			C	B	B	B		B
Approach Vol, veh/h		44			86			215				208
Approach Delay, s/veh		12.1			12.5			19.3				12.8
Approach LOS		B			B			B				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		29.6		29.6		29.6		29.6				
Max Q Clear Time (g_c+I1), s		4.6		4.0		5.4		3.0				
Green Ext Time (p_c), s		2.2		0.7		2.2		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay				15.2								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	7	0	78	58	18	548	9	29	620	40
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	11	22	8	0	85	0	20	596	10	32	674	0
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	85	132	39	89	218	0	615	3788	63	165	3374	1164
Arrive On Green	0.12	0.12	0.12	0.00	0.12	0.00	0.74	0.74	0.74	0.74	0.74	0.00
Sat Flow, veh/h	241	1129	332	1374	1863	0	761	5151	86	156	4588	1583
Grp Volume(v), veh/h	41	0	0	0	85	0	20	392	214	252	454	0
Grp Sat Flow(s),veh/h/ln	1702	0	0	1374	1863	0	761	1695	1848	1660	1543	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	3.4	0.0	0.7	2.8	2.8	0.0	3.7	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	0.0	3.4	0.0	4.3	2.8	2.8	3.3	3.7	0.0
Prop In Lane	0.27		0.20	1.00		0.00	1.00		0.05	0.13		1.00
Lane Grp Cap(c), veh/h	255	0	0	89	218	0	615	2493	1359	1271	2269	1164
V/C Ratio(X)	0.16	0.00	0.00	0.00	0.39	0.00	0.03	0.16	0.16	0.20	0.20	0.00
Avail Cap(c_a), veh/h	850	0	0	593	900	0	615	2493	1359	1271	2269	1164
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.96	0.96	0.96	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.1	0.0	0.0	0.0	32.9	0.0	4.0	3.2	3.2	3.3	3.3	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	1.1	0.0	0.0	0.0	0.1	0.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	0.0	0.0	1.8	0.0	0.1	1.3	1.4	1.8	1.6	0.0
LnGrp Delay(d),s/veh	32.4	0.0	0.0	0.0	34.0	0.0	4.0	3.2	3.2	3.6	3.5	0.0
LnGrp LOS	C				C		A	A	A	A	A	
Approach Vol, veh/h		41			85			626			706	
Approach Delay, s/veh		32.4			34.0			3.2			3.5	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		94.5		15.5		94.5		15.5				
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8		* 6.1				
Max Green Setting (Gmax), s		* 59		* 39		59.2		* 39				
Max Q Clear Time (g_c+I1), s		5.7		5.4		6.3		3.7				
Green Ext Time (p_c), s		10.4		0.7		10.4		0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			6.0									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.
















HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	4	60	40	0	0	0	0	8	282	9
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	16	4	65	43	0				9	307	10
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	582	145	440	272	0				64	2319	78
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	1439	360	886	673	0				140	5074	170
Grp Volume(v), veh/h	0	0	20	108	0	0				119	99	108
Grp Sat Flow(s),veh/h/ln	0	0	1799	1559	0	0				1856	1695	1833
Q Serve(g_s), s	0.0	0.0	0.5	1.5	0.0	0.0				2.6	2.4	2.4
Cycle Q Clear(g_c), s	0.0	0.0	0.5	2.8	0.0	0.0				2.6	2.4	2.4
Prop In Lane	0.00		0.20	0.60		0.00				0.08		0.09
Lane Grp Cap(c), veh/h	0	0	727	712	0	0				848	775	838
V/C Ratio(X)	0.00	0.00	0.03	0.15	0.00	0.00				0.14	0.13	0.13
Avail Cap(c_a), veh/h	0	0	727	712	0	0				848	775	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.6	13.2	0.0	0.0				11.0	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.4	0.0	0.0				0.3	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.2	1.4	0.0	0.0				1.4	1.2	1.3
LnGrp Delay(d),s/veh	0.0	0.0	12.6	13.7	0.0	0.0				11.4	11.3	11.3
LnGrp LOS			B	B						B	B	B
Approach Vol, veh/h		20			108						326	
Approach Delay, s/veh		12.6			13.7						11.3	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		36.9		33.1				33.1				
Change Period (Y+Rc), s		4.9		* 4.8				* 4.8				
Max Green Setting (Gmax), s		32.0		* 28				* 28				
Max Q Clear Time (g_c+I1), s		4.6		4.8				2.5				
Green Ext Time (p_c), s		0.0		0.6				0.7				
Intersection Summary												
HCM 2010 Ctrl Delay			11.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
40: N 22nd St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	20	0	0	75	8	39	306	20	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	3	22	0	0	82	9	42	333	22			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	107	688	0	0	672	74	170	1415	98			
Arrive On Green	0.41	0.41	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	121	1690	0	0	1650	181	371	3085	213			
Grp Volume(v), veh/h	25	0	0	0	0	91	209	0	188			
Grp Sat Flow(s),veh/h/ln	1810	0	0	0	0	1831	1844	0	1825			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.2	7.0	0.0	6.4			
Cycle Q Clear(g_c), s	0.6	0.0	0.0	0.0	0.0	2.2	7.0	0.0	6.4			
Prop In Lane	0.12		0.00	0.00		0.10	0.20		0.12			
Lane Grp Cap(c), veh/h	795	0	0	0	0	745	846	0	837			
V/C Ratio(X)	0.03	0.00	0.00	0.00	0.00	0.12	0.25	0.00	0.23			
Avail Cap(c_a), veh/h	795	0	0	0	0	745	846	0	837			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.94	0.00	0.94			
Uniform Delay (d), s/veh	12.5	0.0	0.0	0.0	0.0	12.9	19.0	0.0	18.8			
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.3	0.7	0.0	0.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.3	0.0	0.0	0.0	0.0	1.2	3.7	0.0	3.4			
LnGrp Delay(d),s/veh	12.5	0.0	0.0	0.0	0.0	13.3	19.7	0.0	19.4			
LnGrp LOS	B					B	B		B			
Approach Vol, veh/h		25			91			397				
Approach Delay, s/veh		12.5			13.3			19.5				
Approach LOS		B			B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.7		* 4.7				
Max Green Setting (Gmax), s				* 29		32.1		* 29				
Max Q Clear Time (g_c+I1), s				4.2		9.0		2.6				
Green Ext Time (p_c), s				0.6		0.0		0.6				
Intersection Summary												
HCM 2010 Ctrl Delay			18.1									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Arterial Level of Service: EB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 21st St.	III	30	57.8	12.3	70.1	0.46	23.4	C
N 22nd St.	III	30	7.0	4.5	11.5	0.05	14.2	D
N 34th St.	III	30	92.1	6.7	98.8	0.77	27.9	B
N 40th St.	III	30	64.2	48.4	112.6	0.51	16.2	D
Total	III		221.1	71.9	293.0	1.77	21.8	C

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	35.6	34.8	70.4	0.28	14.3	D
N 34th St.	III	30	64.2	14.2	78.4	0.51	23.2	C
N 22nd St.	III	30	92.1	13.2	105.3	0.77	26.2	B
N 21st St.	III	30	7.0	9.7	16.7	0.05	9.8	F
Total	III		198.9	71.9	270.8	1.60	21.3	C

Arterial Level of Service: EB E Columbus Dr.

















Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	11.6	29.0	0.12	15.3	D
N 15th St.	III	30	11.6	9.5	21.1	0.07	12.7	E
N 21st St.	III	30	57.9	5.9	63.8	0.46	25.7	B
N 22nd St.	III	30	7.2	16.4	23.6	0.05	7.0	F
N 34th St.	III	30	90.3	6.8	97.1	0.75	27.9	B
N 40th St.	III	30	63.4	39.5	102.9	0.50	17.5	D
HART DRIVE	III	32	39.5	2.7	42.2	0.31	26.6	B
Total	III		287.3	92.4	379.7	2.26	21.5	C

Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART DRIVE	III	36	21.9	2.5	24.4	0.18	26.9	B
N 40th St.	III	32	39.5	72.2	111.7	0.31	10.0	E
N 34th St.	III	30	63.4	14.3	77.7	0.50	23.1	C
N 22nd St.	III	30	90.3	23.5	113.8	0.75	23.8	C
N 21st St.	III	30	7.2	3.3	10.5	0.05	15.8	D
N 15th St.	III	30	57.9	31.2	89.1	0.46	18.4	C
Avenida Republica De	III	30	11.6	1.4	13.0	0.07	20.7	C
Total	III		291.8	148.4	440.2	2.32	19.0	C


















HCM 2010 Signalized Intersection Summary
 3: N 14th St./Avenida Republica De Cuba & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	658	23	20	465	0	0	0	0	18	20	81
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	715	25	22	505	0				20	22	88
Adj No. of Lanes	0	1	0	0	1	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1188	42	62	1174	0				211	664	386
Arrive On Green	0.00	0.66	0.66	0.66	0.66	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1789	63	36	1768	0				866	2723	1583
Grp Volume(v), veh/h	0	0	740	527	0	0				42	0	88
Grp Sat Flow(s),veh/h/ln	0	0	1852	1805	0	0				1819	1770	1583
Q Serve(g_s), s	0.0	0.0	22.4	0.0	0.0	0.0				1.8	0.0	4.4
Cycle Q Clear(g_c), s	0.0	0.0	22.4	13.3	0.0	0.0				1.8	0.0	4.4
Prop In Lane	0.00		0.03	0.04		0.00				0.48		1.00
Lane Grp Cap(c), veh/h	0	0	1230	1236	0	0				444	432	386
V/C Ratio(X)	0.00	0.00	0.60	0.43	0.00	0.00				0.09	0.00	0.23
Avail Cap(c_a), veh/h	0	0	1230	1236	0	0				444	432	386
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.59	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	9.4	7.9	0.0	0.0				29.3	0.0	30.3
Incr Delay (d2), s/veh	0.0	0.0	2.2	0.6	0.0	0.0				0.4	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	12.1	7.0	0.0	0.0				1.0	0.0	2.1
LnGrp Delay(d),s/veh	0.0	0.0	11.6	8.5	0.0	0.0				29.7	0.0	31.6
LnGrp LOS			B	A						C	A	C
Approach Vol, veh/h		740			527						130	
Approach Delay, s/veh		11.6			8.5						31.0	
Approach LOS		B			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		71.0		29.0		71.0						
Change Period (Y+Rc), s		* 4.6		* 4.6		* 4.6						
Max Green Setting (Gmax), s		* 66		* 24		* 66						
Max Q Clear Time (g_c+I1), s		15.3		6.4		24.4						
Green Ext Time (p_c), s		12.6		0.1		12.2						
Intersection Summary												
HCM 2010 Ctrl Delay			12.2									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary
6: N 15th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	514	0	0	475	60	10	845	133	0	0	0
Number	3	8	18	7	4	14	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	180	559	0	0	516	65	11	918	145			
Adj No. of Lanes	1	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	337	1008	0	0	690	87	13	1116	186			
Arrive On Green	0.15	1.00	0.00	0.00	0.43	0.43	0.36	0.36	0.36			
Sat Flow, veh/h	1774	1863	0	0	1622	204	36	3082	515			
Grp Volume(v), veh/h	180	559	0	0	0	581	575	0	499			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	0	1827	1861	0	1772			
Q Serve(g_s), s	5.6	0.0	0.0	0.0	0.0	26.8	28.5	0.0	25.0			
Cycle Q Clear(g_c), s	5.6	0.0	0.0	0.0	0.0	26.8	28.5	0.0	25.0			
Prop In Lane	1.00		0.00	0.00		0.11	0.02		0.29			
Lane Grp Cap(c), veh/h	337	1008	0	0	0	777	674	0	641			
V/C Ratio(X)	0.53	0.55	0.00	0.00	0.00	0.75	0.85	0.00	0.78			
Avail Cap(c_a), veh/h	344	1008	0	0	0	777	674	0	641			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.77	0.77	0.00	0.00	0.00	0.89	1.00	0.00	1.00			
Uniform Delay (d), s/veh	16.5	0.0	0.0	0.0	0.0	24.2	29.5	0.0	28.3			
Incr Delay (d2), s/veh	1.2	1.7	0.0	0.0	0.0	5.8	13.0	0.0	9.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.7	0.5	0.0	0.0	0.0	14.7	17.0	0.0	13.8			
LnGrp Delay(d),s/veh	17.7	1.7	0.0	0.0	0.0	30.0	42.5	0.0	37.3			
LnGrp LOS	B	A				C	D		D			
Approach Vol, veh/h		739			581			1074				
Approach Delay, s/veh		5.6			30.0			40.1				
Approach LOS		A			C			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		41.0	11.6	47.4				59.0				
Change Period (Y+Rc), s		* 4.8	4.0	4.9				4.9				
Max Green Setting (Gmax), s		* 36	8.0	42.1				54.1				
Max Q Clear Time (g_c+I1), s		30.5	7.6	28.8				2.0				
Green Ext Time (p_c), s		0.0	0.0	6.3				10.3				
Intersection Summary												
HCM 2010 Ctrl Delay			27.0									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	340	70	28	209	16	46	269	6	15	255	44
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	370	0	30	227	17	50	292	7	16	277	48
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	117	693	672	358	726	54	218	1201	29	487	1279	219
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42	0.42	0.85	0.85	0.85
Sat Flow, veh/h	140	1633	1583	1008	1712	128	359	2841	68	1076	3024	517
Grp Volume(v), veh/h	422	0	0	30	0	244	177	0	172	16	161	164
Grp Sat Flow(s),veh/h/ln	1773	0	1583	1008	0	1840	1585	0	1683	1076	1770	1771
Q Serve(g_s), s	1.8	0.0	0.0	1.6	0.0	6.2	0.0	0.0	4.6	0.3	1.2	1.2
Cycle Q Clear(g_c), s	12.0	0.0	0.0	13.6	0.0	6.2	4.2	0.0	4.6	4.9	1.2	1.2
Prop In Lane	0.12		1.00	1.00		0.07	0.28		0.04	1.00		0.29
Lane Grp Cap(c), veh/h	810	0	672	358	0	781	736	0	712	487	748	749
V/C Ratio(X)	0.52	0.00	0.00	0.08	0.00	0.31	0.24	0.00	0.24	0.03	0.21	0.22
Avail Cap(c_a), veh/h	810	0	672	358	0	781	736	0	712	487	748	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.74	0.00	0.00	0.41	0.00	0.41	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	15.0	0.0	0.0	20.1	0.0	13.4	12.9	0.0	13.0	4.2	3.2	3.2
Incr Delay (d2), s/veh	1.8	0.0	0.0	0.2	0.0	0.4	0.8	0.0	0.8	0.1	0.7	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.4	0.0	0.0	0.5	0.0	3.2	2.3	0.0	2.3	0.1	0.7	0.7
LnGrp Delay(d),s/veh	16.8	0.0	0.0	20.3	0.0	13.8	13.6	0.0	13.8	4.3	3.9	3.9
LnGrp LOS	B			C		B	B		B	A	A	A
Approach Vol, veh/h		422			274			349			341	
Approach Delay, s/veh		16.8			14.5			13.7			3.9	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		* 5.3		5.4		* 5.3				
Max Green Setting (Gmax), s		29.6		* 30		29.6		* 30				
Max Q Clear Time (g_c+I1), s		6.9		15.6		6.6		14.0				
Green Ext Time (p_c), s		3.9		3.8		3.9		3.9				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.

















10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	390	118	40	463	0	0	0	0	35	253	72
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	424	128	43	503	0				38	275	78
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	816	246	120	1013	0				96	734	207
Arrive On Green	0.00	0.59	0.59	0.59	0.59	0.00				0.07	0.07	0.07
Sat Flow, veh/h	0	1375	415	71	1707	0				483	3690	1040
Grp Volume(v), veh/h	0	0	552	546	0	0				145	120	126
Grp Sat Flow(s),veh/h/ln	0	0	1790	1778	0	0				1839	1695	1679
Q Serve(g_s), s	0.0	0.0	9.1	0.0	0.0	0.0				3.8	3.4	3.6
Cycle Q Clear(g_c), s	0.0	0.0	9.1	8.4	0.0	0.0				3.8	3.4	3.6
Prop In Lane	0.00		0.23	0.08		0.00				0.26		0.62
Lane Grp Cap(c), veh/h	0	0	1062	1133	0	0				366	337	334
V/C Ratio(X)	0.00	0.00	0.52	0.48	0.00	0.00				0.40	0.36	0.38
Avail Cap(c_a), veh/h	0	0	1062	1133	0	0				1098	1013	1003
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.81	0.79	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	6.0	5.9	0.0	0.0				20.5	20.3	20.4
Incr Delay (d2), s/veh	0.0	0.0	1.5	1.2	0.0	0.0				0.7	0.6	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.9	4.6	0.0	0.0				2.0	1.7	1.7
LnGrp Delay(d),s/veh	0.0	0.0	7.5	7.0	0.0	0.0				21.2	21.0	21.1
LnGrp LOS			A	A						C	C	C
Approach Vol, veh/h		552			546						391	
Approach Delay, s/veh		7.5			7.0						21.1	
Approach LOS		A			A						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		15.1		35.0				35.0				
Change Period (Y+Rc), s		* 5.1		* 5.3				* 5.3				
Max Green Setting (Gmax), s		* 30		* 30				* 30				
Max Q Clear Time (g_c+I1), s		5.8		10.4				11.1				
Green Ext Time (p_c), s		0.0		7.6				7.5				
Intersection Summary												
HCM 2010 Ctrl Delay			10.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.




















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	409	0	0	382	23	121	884	74	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	17	445	0	0	415	25	132	961	80			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	65	736	0	0	708	43	180	1373	120			
Arrive On Green	0.41	0.41	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	28	1808	0	0	1739	105	394	3004	262			
Grp Volume(v), veh/h	462	0	0	0	0	440	618	0	555			
Grp Sat Flow(s),veh/h/ln	1836	0	0	0	0	1844	1843	0	1817			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	13.0	22.4	0.0	20.2			
Cycle Q Clear(g_c), s	13.7	0.0	0.0	0.0	0.0	13.0	22.4	0.0	20.2			
Prop In Lane	0.04		0.00	0.00		0.06	0.21		0.14			
Lane Grp Cap(c), veh/h	801	0	0	0	0	751	843	0	830			
V/C Ratio(X)	0.58	0.00	0.00	0.00	0.00	0.59	0.73	0.00	0.67			
Avail Cap(c_a), veh/h	801	0	0	0	0	751	843	0	830			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.90	0.00	0.00	0.00	0.00	0.96	0.79	0.00	0.79			
Uniform Delay (d), s/veh	16.4	0.0	0.0	0.0	0.0	16.2	25.7	0.0	24.7			
Incr Delay (d2), s/veh	2.7	0.0	0.0	0.0	0.0	3.2	4.5	0.0	3.4			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	7.5	0.0	0.0	0.0	0.0	7.3	12.5	0.0	11.0			
LnGrp Delay(d),s/veh	19.1	0.0	0.0	0.0	0.0	19.4	30.1	0.0	28.1			
LnGrp LOS	B					B	C		C			
Approach Vol, veh/h		462			440			1173				
Approach Delay, s/veh		19.1			19.4			29.1				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.8		* 4.7				
Max Green Setting (Gmax), s				* 29		32.0		* 29				
Max Q Clear Time (g_c+I1), s				15.0		24.4		15.7				
Green Ext Time (p_c), s				4.9		0.0		4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			24.8									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	186	37	92	141	113	34	572	70	108	425	78
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	108	202	40	100	153	123	37	622	76	117	462	85
Adj No. of Lanes	1	1	0	0	1	1	0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	436	86	146	180	352	137	2243	272	464	2656	478
Arrive On Green	0.03	0.29	0.29	0.22	0.22	0.22	0.55	0.55	0.55	0.03	0.61	0.61
Sat Flow, veh/h	1774	1511	299	471	810	1583	189	4105	497	1774	4336	780
Grp Volume(v), veh/h	108	0	242	253	0	123	256	233	246	117	359	188
Grp Sat Flow(s),veh/h/ln	1774	0	1810	1282	0	1583	1641	1543	1607	1774	1695	1725
Q Serve(g_s), s	4.0	0.0	13.3	18.5	0.0	7.9	0.0	9.8	9.9	3.5	5.6	5.7
Cycle Q Clear(g_c), s	4.0	0.0	13.3	23.8	0.0	7.9	8.8	9.8	9.9	3.5	5.6	5.7
Prop In Lane	1.00		0.17	0.40		1.00	0.14		0.31	1.00		0.45
Lane Grp Cap(c), veh/h	147	0	522	326	0	352	931	843	878	464	2076	1057
V/C Ratio(X)	0.74	0.00	0.46	0.78	0.00	0.35	0.28	0.28	0.28	0.25	0.17	0.18
Avail Cap(c_a), veh/h	147	0	522	388	0	417	931	843	878	464	2076	1057
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.81	0.00	0.81	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	43.3	0.0	35.4	47.3	0.0	39.7	14.4	14.7	14.7	11.3	10.2	10.2
Incr Delay (d2), s/veh	14.7	0.0	0.5	8.0	0.0	0.6	0.7	0.8	0.8	0.3	0.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.0	6.7	8.9	0.0	3.5	4.7	4.3	4.6	1.7	2.6	2.8
LnGrp Delay(d),s/veh	58.0	0.0	35.9	55.4	0.0	40.3	15.2	15.5	15.5	11.5	10.3	10.6
LnGrp LOS	E		D	E		D	B	B	B	B	B	B
Approach Vol, veh/h		350			376			735			664	
Approach Delay, s/veh		42.7			50.4			15.4			10.6	
Approach LOS		D			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		85.0	8.0	33.0	8.0	77.0		41.0				
Change Period (Y+Rc), s		* 5.9	4.0	* 6.1	4.0	* 5.9		* 6.1				
Max Green Setting (Gmax), s		* 66	4.0	* 32	4.0	* 66		* 32				
Max Q Clear Time (g_c+I1), s		7.7	6.0	25.8	5.5	11.9		15.3				
Green Ext Time (p_c), s		9.4	0.0	1.1	0.0	9.4		3.2				
Intersection Summary												
HCM 2010 Ctrl Delay			24.6									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	60	35	30	60	8	22	308	3	7	249	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	26	65	38	33	65	9	24	335	3	8	271	5
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	152	360	188	225	417	53	563	1674	15	70	1594	29
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.62	0.62	0.62	0.47	0.47	0.47
Sat Flow, veh/h	237	947	494	415	1098	139	1099	3595	32	35	3423	62
Grp Volume(v), veh/h	129	0	0	107	0	0	24	165	173	149	0	135
Grp Sat Flow(s),veh/h/ln	1678	0	0	1652	0	0	1099	1770	1857	1835	0	1684
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.7	2.8	2.8	0.0	0.0	3.3
Cycle Q Clear(g_c), s	3.4	0.0	0.0	2.7	0.0	0.0	4.0	2.8	2.8	3.2	0.0	3.3
Prop In Lane	0.20		0.29	0.31		0.08	1.00		0.02	0.05		0.04
Lane Grp Cap(c), veh/h	699	0	0	695	0	0	563	824	865	909	0	784
V/C Ratio(X)	0.18	0.00	0.00	0.15	0.00	0.00	0.04	0.20	0.20	0.16	0.00	0.17
Avail Cap(c_a), veh/h	699	0	0	695	0	0	563	824	865	909	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.33	1.33	1.33	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.97	0.97	0.97	1.00	0.00	1.00
Uniform Delay (d), s/veh	14.5	0.0	0.0	14.3	0.0	0.0	8.6	7.7	7.7	10.9	0.0	10.9
Incr Delay (d2), s/veh	0.6	0.0	0.0	0.5	0.0	0.0	0.1	0.5	0.5	0.4	0.0	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.8	0.0	0.0	1.5	0.0	0.0	0.2	1.5	1.6	1.7	0.0	1.6
LnGrp Delay(d),s/veh	15.1	0.0	0.0	14.8	0.0	0.0	8.8	8.2	8.2	11.2	0.0	11.3
LnGrp LOS	B			B			A	A	A	B		B
Approach Vol, veh/h		129			107			362				284
Approach Delay, s/veh		15.1			14.8			8.2				11.3
Approach LOS		B			B			A				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		32.0		38.0		32.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		32.6		26.6		32.6		26.6				
Max Q Clear Time (g_c+I1), s		5.3		4.7		6.0		5.4				
Green Ext Time (p_c), s		3.6		1.3		3.6		1.3				
Intersection Summary												
HCM 2010 Ctrl Delay				11.0								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	40	18	7	65	30	17	759	8	20	586	16
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	53	43	20	8	71	0	18	825	9	22	637	0
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	130	86	31	152	233	0	627	3755	41	122	3376	1146
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.00	0.72	0.72	0.72	0.72	0.72	0.00
Sat Flow, veh/h	506	689	249	1334	1863	0	788	5186	57	100	4663	1583
Grp Volume(v), veh/h	116	0	0	8	71	0	18	539	295	237	422	0
Grp Sat Flow(s),veh/h/ln	1443	0	0	1334	1863	0	788	1695	1853	1678	1543	1583
Q Serve(g_s), s	3.5	0.0	0.0	0.5	2.7	0.0	0.6	4.1	4.1	0.0	3.4	0.0
Cycle Q Clear(g_c), s	6.3	0.0	0.0	6.7	2.7	0.0	4.0	4.1	4.1	3.2	3.4	0.0
Prop In Lane	0.46		0.17	1.00		0.00	1.00		0.03	0.09		1.00
Lane Grp Cap(c), veh/h	247	0	0	152	233	0	627	2455	1342	1265	2234	1146
V/C Ratio(X)	0.47	0.00	0.00	0.05	0.30	0.00	0.03	0.22	0.22	0.19	0.19	0.00
Avail Cap(c_a), veh/h	657	0	0	509	732	0	627	2455	1342	1265	2234	1146
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.95	0.95	0.95	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.9	0.0	0.0	36.1	31.4	0.0	4.1	3.6	3.6	3.4	3.5	0.0
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.7	0.0	0.0	0.0	0.1	0.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.5	0.0	0.0	0.2	1.4	0.0	0.1	1.9	2.1	1.7	1.5	0.0
LnGrp Delay(d),s/veh	34.3	0.0	0.0	36.3	32.1	0.0	4.1	3.6	3.6	3.8	3.7	0.0
LnGrp LOS	C			D	C		A	A	A	A	A	
Approach Vol, veh/h		116			79			852			659	
Approach Delay, s/veh		34.3			32.5			3.6			3.7	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		84.0		16.0		84.0		16.0				
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8		* 6.1				
Max Green Setting (Gmax), s		* 57		* 31		57.1		* 31				
Max Q Clear Time (g_c+I1), s		5.4		8.3		6.1		8.7				
Green Ext Time (p_c), s		12.5		1.0		12.5		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay				7.1								
HCM 2010 LOS				A								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.


















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 Signalized Intersection Summary

















39: N 21st St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	81	10	65	60	0	0	0	0	7	285	13
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	88	11	71	65	0				8	310	14
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	657	82	371	316	0				56	2294	106
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	1624	203	723	783	0				122	5019	232
Grp Volume(v), veh/h	0	0	99	136	0	0				122	101	110
Grp Sat Flow(s),veh/h/ln	0	0	1827	1506	0	0				1857	1695	1822
Q Serve(g_s), s	0.0	0.0	2.4	1.9	0.0	0.0				2.7	2.4	2.4
Cycle Q Clear(g_c), s	0.0	0.0	2.4	4.3	0.0	0.0				2.7	2.4	2.4
Prop In Lane	0.00		0.11	0.52		0.00				0.07		0.13
Lane Grp Cap(c), veh/h	0	0	739	687	0	0				849	775	833
V/C Ratio(X)	0.00	0.00	0.13	0.20	0.00	0.00				0.14	0.13	0.13
Avail Cap(c_a), veh/h	0	0	739	687	0	0				849	775	833
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	1.00	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.1	13.6	0.0	0.0				11.0	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.4	0.6	0.0	0.0				0.4	0.3	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.3	1.8	0.0	0.0				1.4	1.2	1.3
LnGrp Delay(d),s/veh	0.0	0.0	13.5	14.3	0.0	0.0				11.4	11.3	11.3
LnGrp LOS			B	B						B	B	B
Approach Vol, veh/h		99			136						332	
Approach Delay, s/veh		13.5			14.3						11.3	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		36.9		33.1				33.1				
Change Period (Y+Rc), s		4.9		* 4.8				* 4.8				
Max Green Setting (Gmax), s		32.0		* 28				* 28				
Max Q Clear Time (g_c+I1), s		4.7		6.3				4.4				
Green Ext Time (p_c), s		0.0		1.3				1.3				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 19th Ave.

10/10/2014

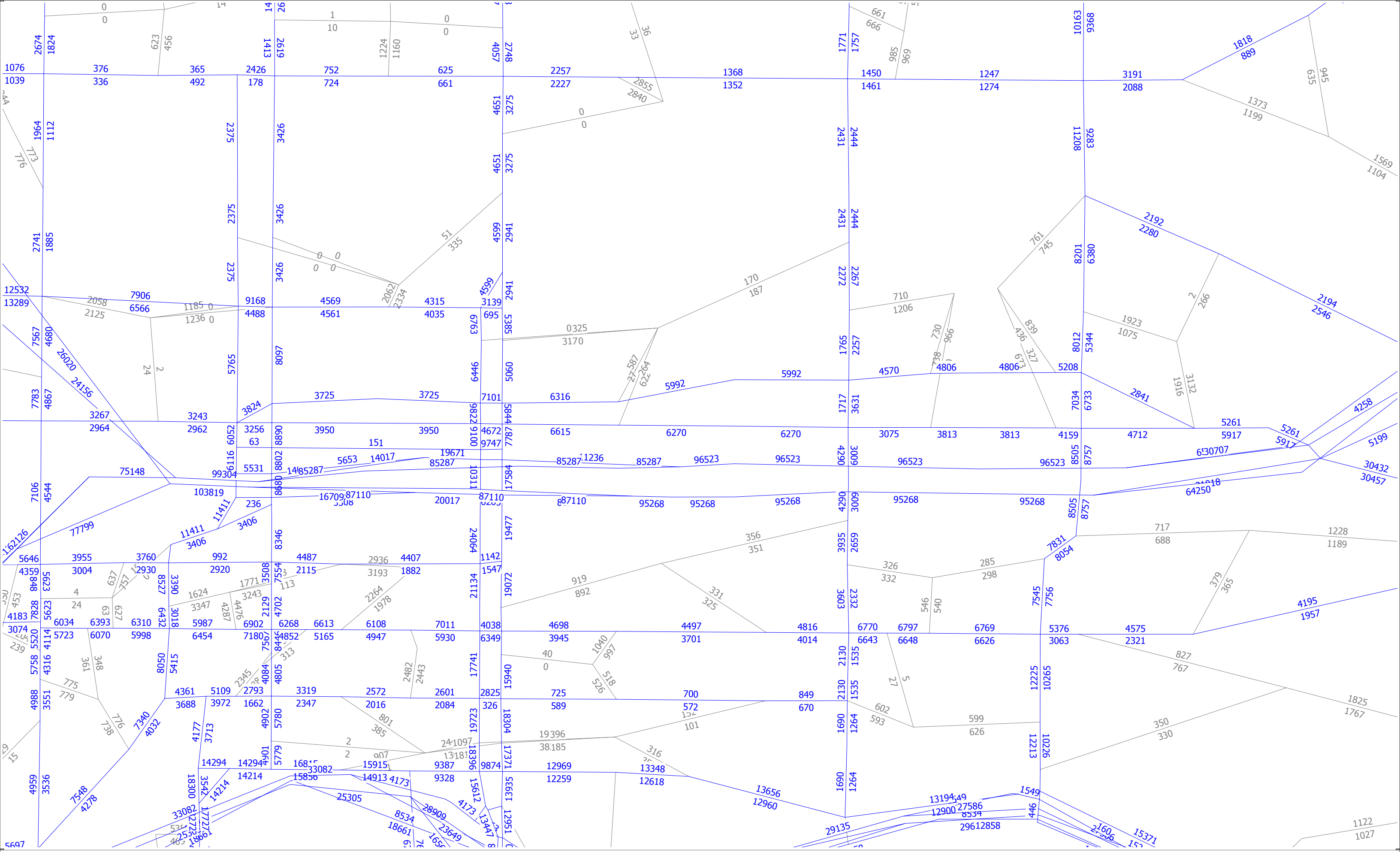
												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	80	0	0	85	12	60	827	36	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	9	87	0	0	92	13	65	899	39			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	90	710	0	0	650	92	105	1517	69			
Arrive On Green	0.41	0.41	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	82	1744	0	0	1597	226	228	3309	151			
Grp Volume(v), veh/h	96	0	0	0	0	105	527	0	476			
Grp Sat Flow(s),veh/h/ln	1826	0	0	0	0	1823	1851	0	1836			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	2.5	18.7	0.0	16.8			
Cycle Q Clear(g_c), s	2.3	0.0	0.0	0.0	0.0	2.5	18.7	0.0	16.8			
Prop In Lane	0.09		0.00	0.00		0.12	0.12		0.08			
Lane Grp Cap(c), veh/h	800	0	0	0	0	742	849	0	842			
V/C Ratio(X)	0.12	0.00	0.00	0.00	0.00	0.14	0.62	0.00	0.57			
Avail Cap(c_a), veh/h	800	0	0	0	0	742	849	0	842			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.60	0.00	0.60			
Uniform Delay (d), s/veh	13.0	0.0	0.0	0.0	0.0	13.1	24.0	0.0	23.2			
Incr Delay (d2), s/veh	0.3	0.0	0.0	0.0	0.0	0.4	2.1	0.0	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	0.0	1.3	10.1	0.0	8.9			
LnGrp Delay(d),s/veh	13.3	0.0	0.0	0.0	0.0	13.5	26.1	0.0	24.9			
LnGrp LOS	B					B	C		C			
Approach Vol, veh/h		96			105			1003				
Approach Delay, s/veh		13.3			13.5			25.5				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.7		* 4.7				
Max Green Setting (Gmax), s				* 29		32.1		* 29				
Max Q Clear Time (g_c+I1), s				4.5		20.7		4.3				
Green Ext Time (p_c), s				1.1		0.0		1.1				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

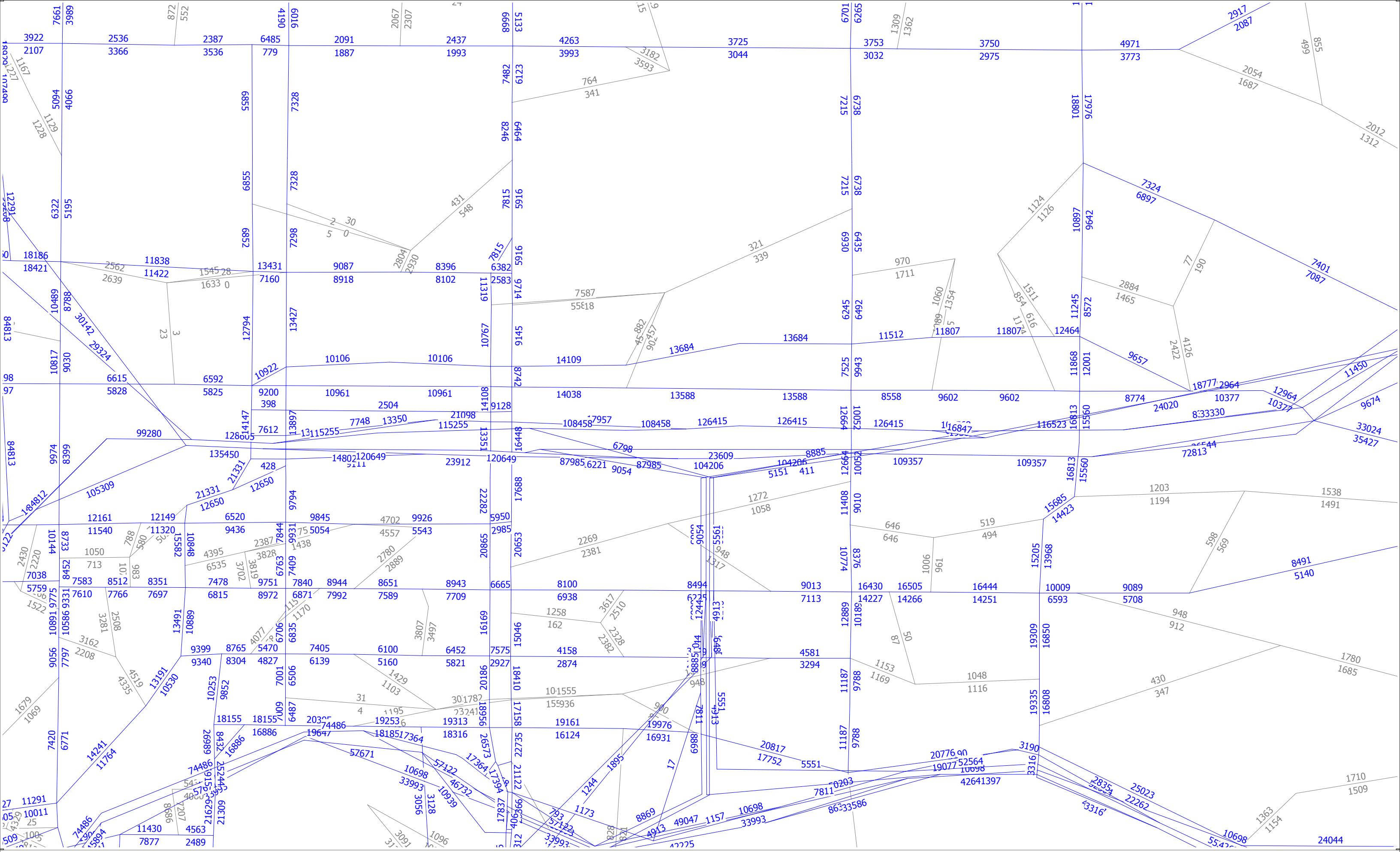
Appendix D

Tampa Bay Regional Planning Model Daily Volumes

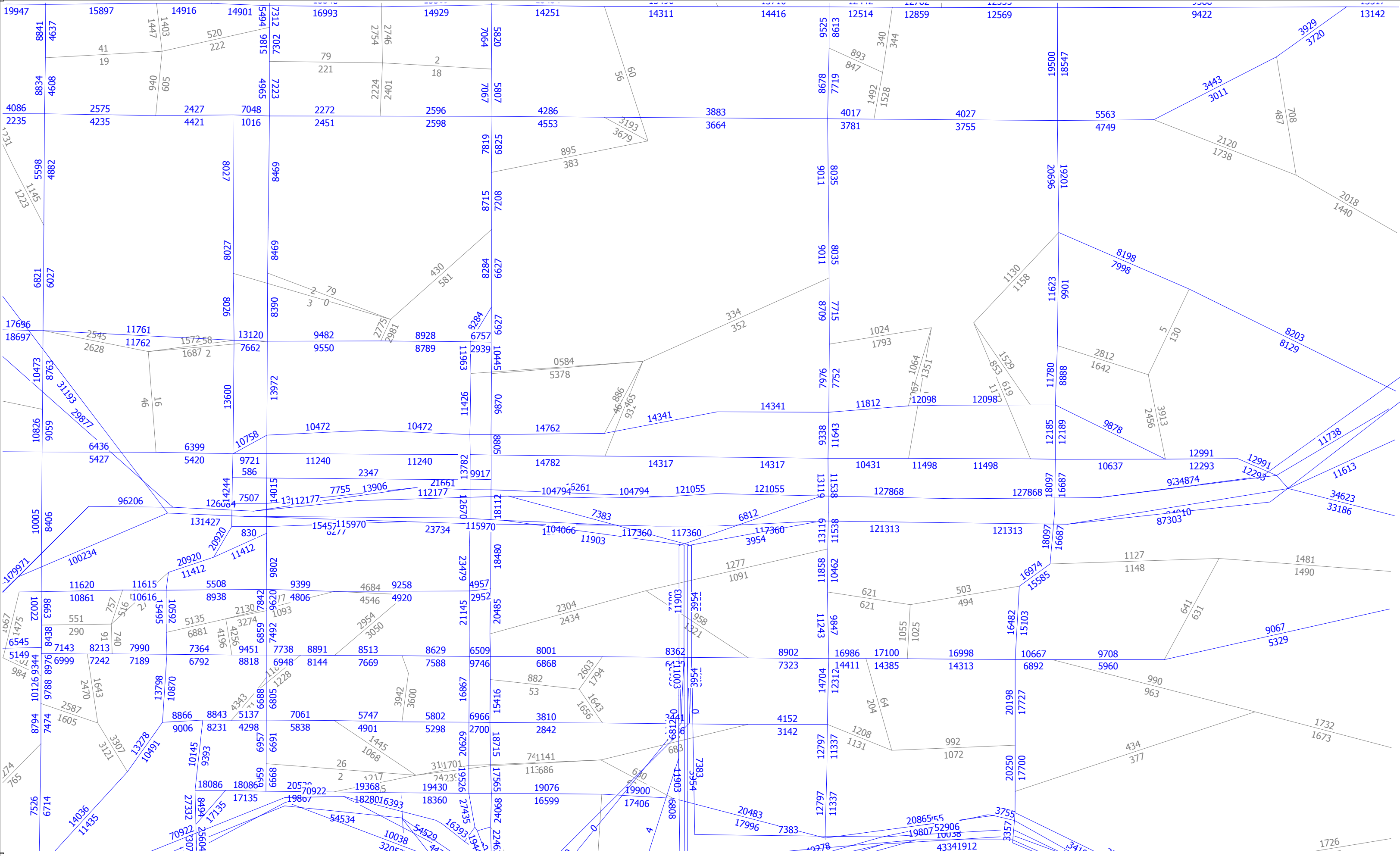
2010 TBRPM Base Network
Daily Volumes - One-Way Pair



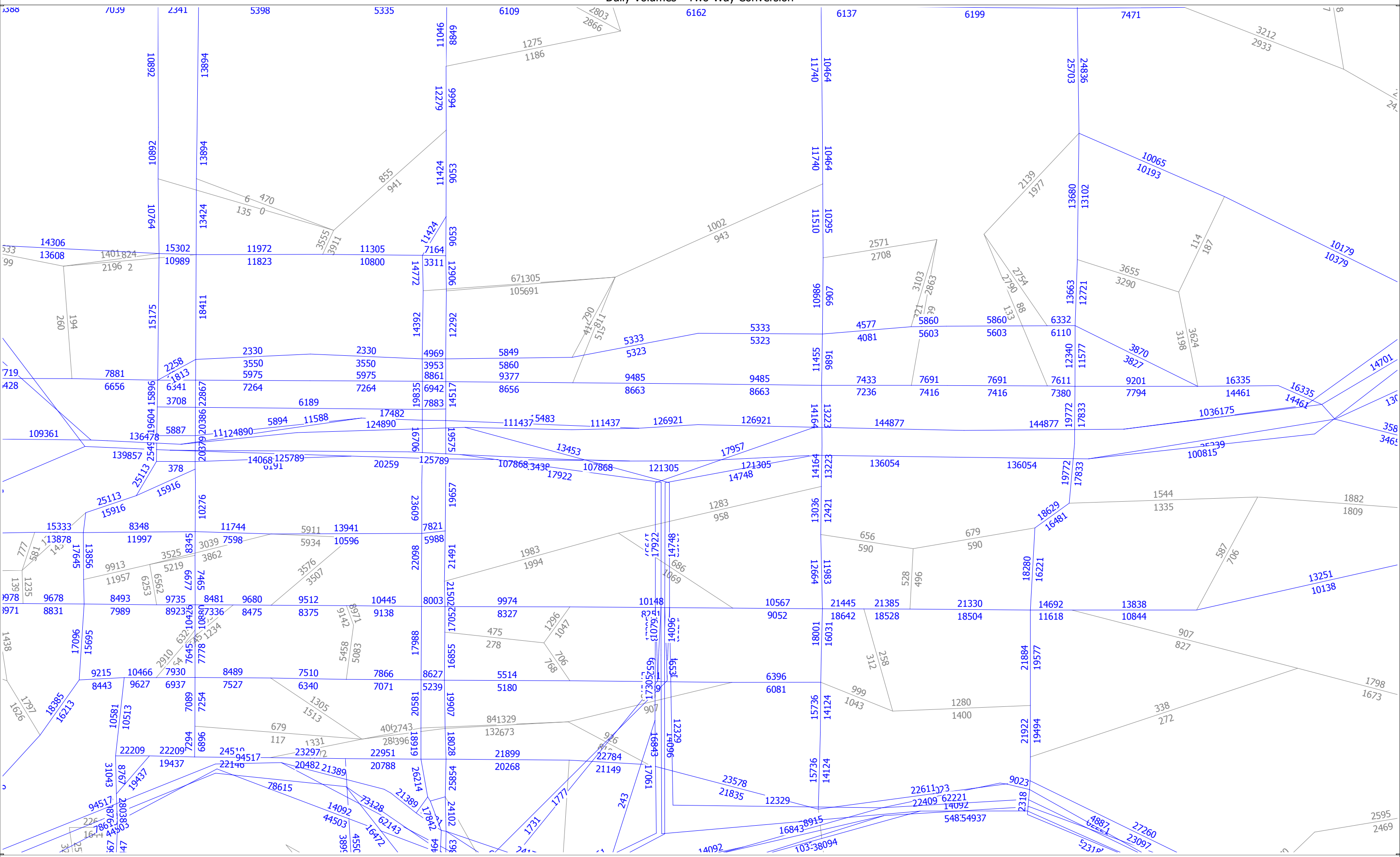
2040 TBRPM - Draft Cost Affordable Network
Daily Volumes - One-Way Pair



2040 TBRPM E+C Network
Daily Volumes - One Way Pair



2040 TBRPM E+C Network
Daily Volumes - Two-Way Conversion



Appendix E

Future Year (2040) Synchro Reports for One-Way Operation

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.0	22.1	56.1	0.27	17.2	D
N 34th St.	III	30	64.2	9.2	73.4	0.51	24.8	B
N 22nd St.	III	30	92.1	12.1	104.2	0.77	26.5	B
N 21st St.	III	30	7.0	14.3	21.3	0.05	7.7	F
N 15th St.	III	30	6.3	34.0	40.3	0.04	3.6	F
Avenida Republica De	III	30	12.2	38.0	50.2	0.09	6.2	F
Total	III		215.8	129.7	345.5	1.71	17.8	D

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	17.3	34.7	0.12	12.8	E
N 15th St.	III	30	11.6	5.7	17.3	0.07	15.5	D
N 21st St.	III	30	57.9	14.0	71.9	0.46	22.8	C
N 22nd St.	III	30	7.2	13.0	20.2	0.05	8.2	F
N 34th St.	III	30	90.3	12.0	102.3	0.75	26.5	B
N 40th St.	III	30	63.4	34.8	98.2	0.50	18.3	C
HART Drive	III	32	39.5	2.4	41.9	0.31	26.8	B
Total	III		287.3	99.2	386.5	2.26	21.1	C















Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART Drive	III	36	21.9	6.0	27.9	0.18	23.5	C
Total	III		21.9	6.0	27.9	0.18	23.5	C

HCM 2010 methodology does not support more than 4 approaches.













HCM 2010 Signalized Intersection Summary
6: N 15th St. & E Columbus Dr.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	201	0	0	0	0	0	216	55	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	59	306	0				0	329	84			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	248	1205	0				0	1249	314			
Arrive On Green	0.42	0.42	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	436	2983	0				0	2895	705			
Grp Volume(v), veh/h	194	171	0				0	206	207			
Grp Sat Flow(s),veh/h/ln	1723	1610	0				0	1770	1738			
Q Serve(g_s), s	0.2	4.9	0.0				0.0	5.1	5.2			
Cycle Q Clear(g_c), s	4.8	4.9	0.0				0.0	5.1	5.2			
Prop In Lane	0.30		0.00				0.00		0.41			
Lane Grp Cap(c), veh/h	784	669	0				0	789	775			
V/C Ratio(X)	0.25	0.26	0.00				0.00	0.26	0.27			
Avail Cap(c_a), veh/h	784	669	0				0	789	775			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.82	0.82	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	13.3	13.4	0.0				0.0	12.2	12.2			
Incr Delay (d2), s/veh	0.6	0.8	0.0				0.0	0.8	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.6	2.3	0.0				0.0	2.6	2.7			
LnGrp Delay(d),s/veh	14.0	14.1	0.0				0.0	13.0	13.1			
LnGrp LOS	B	B						B	B			
Approach Vol, veh/h		365						413				
Approach Delay, s/veh		14.0						13.0				
Approach LOS		B						B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.0		34.0				
Change Period (Y+Rc), s						4.8		4.9				
Max Green Setting (Gmax), s						31.2		29.1				
Max Q Clear Time (g_c+I1), s						7.2		6.9				
Green Ext Time (p_c), s						2.5		2.1				
Intersection Summary												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									


















HCM 2010 Signalized Intersection Summary
 9: N 15th St. & E 19th Ave.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↑	↑↑				
Volume (veh/h)	0	0	0	0	462	0	67	188	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	0	1863	1863	0			
Adj Flow Rate, veh/h				0	703	0	102	286	0			
Adj No. of Lanes				0	2	0	1	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	0	2	2	0			
Cap, veh/h				0	1284	0	899	1588	0			
Arrive On Green				0.00	0.36	0.00	0.15	0.15	0.00			
Sat Flow, veh/h				0	3725	0	1774	3632	0			
Grp Volume(v), veh/h				0	703	0	102	286	0			
Grp Sat Flow(s),veh/h/ln				0	1770	0	1774	1770	0			
Q Serve(g_s), s				0.0	11.1	0.0	3.5	5.0	0.0			
Cycle Q Clear(g_c), s				0.0	11.1	0.0	3.5	5.0	0.0			
Prop In Lane				0.00		0.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	1284	0	899	1588	0			
V/C Ratio(X)				0.00	0.55	0.00	0.11	0.18	0.00			
Avail Cap(c_a), veh/h				0	1284	0	899	1588	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	0.00	0.97	0.97	0.00			
Uniform Delay (d), s/veh				0.0	17.7	0.0	17.9	18.6	0.0			
Incr Delay (d2), s/veh				0.0	1.7	0.0	0.2	0.2	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.7	0.0	1.8	2.5	0.0			
LnGrp Delay(d),s/veh				0.0	19.4	0.0	18.2	18.8	0.0			
LnGrp LOS					B		B	B				
Approach Vol, veh/h					703			388				
Approach Delay, s/veh					19.4			18.6				
Approach LOS					B			B				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				32.0		38.0						
Change Period (Y+Rc), s				* 6.6		6.6						
Max Green Setting (Gmax), s				* 25		31.4						
Max Q Clear Time (g_c+I1), s				13.1		7.0						
Green Ext Time (p_c), s				3.9		2.1						
Intersection Summary												
HCM 2010 Ctrl Delay				19.1								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												













HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	38	152	53	0	0	0	0	181	16	10	142	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	58	231	0				0	275	24	15	216	0
Adj No. of Lanes	0	2	1				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	292	1235	672				0	1394	121	501	1497	0
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42	0.42	0.42	0.00
Sat Flow, veh/h	687	2911	1583				0	3389	286	1076	3632	0
Grp Volume(v), veh/h	154	135	0				0	147	152	15	216	0
Grp Sat Flow(s),veh/h/ln	1828	1770	1583				0	1770	1812	1076	1770	0
Q Serve(g_s), s	3.7	3.3	0.0				0.0	3.7	3.7	0.6	2.6	0.0
Cycle Q Clear(g_c), s	3.7	3.3	0.0				0.0	3.7	3.7	4.3	2.6	0.0
Prop In Lane	0.38		1.00				0.00		0.16	1.00		0.00
Lane Grp Cap(c), veh/h	776	751	672				0	748	766	501	1497	0
V/C Ratio(X)	0.20	0.18	0.00				0.00	0.20	0.20	0.03	0.14	0.00
Avail Cap(c_a), veh/h	776	751	672				0	748	766	501	1497	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.99	0.99	0.00				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	12.7	12.6	0.0				0.0	12.7	12.7	14.1	12.4	0.0
Incr Delay (d2), s/veh	0.6	0.5	0.0				0.0	0.6	0.6	0.1	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.0	1.7	0.0				0.0	1.9	2.0	0.2	1.3	0.0
LnGrp Delay(d),s/veh	13.2	13.1	0.0				0.0	13.3	13.3	14.2	12.6	0.0
LnGrp LOS	B	B						B	B	B	B	
Approach Vol, veh/h		289						299			231	
Approach Delay, s/veh		13.2						13.3			12.7	
Approach LOS		B						B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		35.0				35.0		35.0				
Change Period (Y+Rc), s		5.4				5.4		5.3				
Max Green Setting (Gmax), s		29.6				29.6		29.7				
Max Q Clear Time (g_c+I1), s		6.3				5.7		5.7				
Green Ext Time (p_c), s		3.0				3.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			13.1									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.















10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑									↑↑↑	
Volume (veh/h)	0	167	59	0	0	0	0	0	0	25	293	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900							1900	1863	0
Adj Flow Rate, veh/h	0	254	90							38	446	0
Adj No. of Lanes	0	2	0							0	3	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	1096	379							181	1957	0
Arrive On Green	0.00	0.42	0.42							0.14	0.14	0.00
Sat Flow, veh/h	0	2675	893							277	4735	0
Grp Volume(v), veh/h	0	172	172							181	303	0
Grp Sat Flow(s),veh/h/ln	0	1770	1705							1774	1543	0
Q Serve(g_s), s	0.0	4.3	4.5							0.0	6.1	0.0
Cycle Q Clear(g_c), s	0.0	4.3	4.5							6.0	6.1	0.0
Prop In Lane	0.00		0.52							0.21		0.00
Lane Grp Cap(c), veh/h	0	751	723							820	1318	0
V/C Ratio(X)	0.00	0.23	0.24							0.22	0.23	0.00
Avail Cap(c_a), veh/h	0	751	723							820	1318	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(l)	0.00	0.98	0.98							0.99	0.99	0.00
Uniform Delay (d), s/veh	0.0	12.9	12.9							19.8	19.8	0.0
Incr Delay (d2), s/veh	0.0	0.7	0.8							0.6	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	2.2	2.3							3.3	2.7	0.0
LnGrp Delay(d),s/veh	0.0	13.5	13.7							20.4	20.2	0.0
LnGrp LOS		B	B							C	C	
Approach Vol, veh/h		344									484	
Approach Delay, s/veh		13.6									20.3	
Approach LOS		B									C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		35.0						35.0				
Change Period (Y+Rc), s		* 5.1						5.3				
Max Green Setting (Gmax), s		* 30						29.7				
Max Q Clear Time (g_c+I1), s		8.1						6.5				
Green Ext Time (p_c), s		3.0						2.0				
Intersection Summary												
HCM 2010 Ctrl Delay			17.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.























HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	182	0	0	0	0	0	474	61	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	15	277	0				0	721	93			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	91	1368	0				0	1442	186			
Arrive On Green	0.13	0.13	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	86	3445	0				0	3247	407			
Grp Volume(v), veh/h	157	135	0				0	404	410			
Grp Sat Flow(s),veh/h/ln	1835	1610	0				0	1770	1791			
Q Serve(g_s), s	0.0	5.2	0.0				0.0	14.7	14.7			
Cycle Q Clear(g_c), s	5.2	5.2	0.0				0.0	14.7	14.7			
Prop In Lane	0.10		0.00				0.00		0.23			
Lane Grp Cap(c), veh/h	804	656	0				0	809	819			
V/C Ratio(X)	0.19	0.21	0.00				0.00	0.50	0.50			
Avail Cap(c_a), veh/h	804	656	0				0	809	819			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	0.98	0.98	0.00				0.00	0.92	0.92			
Uniform Delay (d), s/veh	20.2	20.2	0.0				0.0	22.4	22.4			
Incr Delay (d2), s/veh	0.5	0.7	0.0				0.0	2.0	2.0			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	2.8	2.5	0.0				0.0	7.7	7.7			
LnGrp Delay(d),s/veh	20.8	20.9	0.0				0.0	24.4	24.4			
LnGrp LOS	C	C						C	C			
Approach Vol, veh/h		292						814				
Approach Delay, s/veh		20.8						24.4				
Approach LOS		C						C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.8		33.2				
Change Period (Y+Rc), s						4.8		4.7				
Max Green Setting (Gmax), s						32.0		28.5				
Max Q Clear Time (g_c+I1), s						16.7		7.2				
Green Ext Time (p_c), s						4.7		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			23.5									
HCM 2010 LOS			C									

















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						  			  	
Volume (veh/h)	44	87	47	0	0	0	0	450	89	148	453	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	67	132	72				0	685	135	225	689	0
Adj No. of Lanes	1	2	0				0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	216	275	142				0	3129	609	540	3724	0
Arrive On Green	0.12	0.12	0.12				0.00	0.73	0.73	1.00	1.00	0.00
Sat Flow, veh/h	1774	2260	1166				0	4442	832	664	5253	0
Grp Volume(v), veh/h	67	102	102				0	542	278	225	689	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1657				0	1695	1716	664	1695	0
Q Serve(g_s), s	2.8	4.4	4.7				0.0	4.2	4.3	3.7	0.0	0.0
Cycle Q Clear(g_c), s	2.8	4.4	4.7				0.0	4.2	4.3	7.9	0.0	0.0
Prop In Lane	1.00		0.70				0.00		0.48	1.00		0.00
Lane Grp Cap(c), veh/h	216	215	201				0	2482	1256	540	3724	0
V/C Ratio(X)	0.31	0.47	0.51				0.00	0.22	0.22	0.42	0.19	0.00
Avail Cap(c_a), veh/h	819	817	765				0	2482	1256	540	3724	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.99	0.99	0.99				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	32.9	33.6	33.8				0.0	3.5	3.5	0.3	0.0	0.0
Incr Delay (d2), s/veh	0.8	1.6	2.0				0.0	0.2	0.4	2.3	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	2.2	2.3				0.0	2.0	2.2	0.9	0.0	0.0
LnGrp Delay(d),s/veh	33.7	35.2	35.7				0.0	3.7	3.9	2.6	0.1	0.0
LnGrp LOS	C	D	D					A	A	A	A	
Approach Vol, veh/h		271						820			914	
Approach Delay, s/veh		35.0						3.8			0.7	
Approach LOS		D						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		93.9				93.9		16.1				
Change Period (Y+Rc), s		* 5.9				* 5.9		6.1				
Max Green Setting (Gmax), s		* 60				* 60		37.9				
Max Q Clear Time (g_c+I1), s		9.9				6.3		6.7				
Green Ext Time (p_c), s		17.2				17.5		0.8				
Intersection Summary												
HCM 2010 Ctrl Delay			6.6									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	17	328	14	38	181	0	0	135	56
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				26	499	21	58	275	0	0	205	85
Adj No. of Lanes				0	2	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				90	1812	80	367	1092	0	0	762	305
Arrive On Green				0.54	0.54	0.54	0.62	0.62	0.00	0.00	0.31	0.31
Sat Flow, veh/h				168	3374	149	1085	3632	0	0	2561	990
Grp Volume(v), veh/h				287	0	259	58	275	0	0	145	145
Grp Sat Flow(s),veh/h/ln				1854	0	1836	1085	1770	0	0	1770	1688
Q Serve(g_s), s				5.9	0.0	5.3	2.1	2.5	0.0	0.0	4.3	4.5
Cycle Q Clear(g_c), s				5.9	0.0	5.3	6.7	2.5	0.0	0.0	4.3	4.5
Prop In Lane				0.09		0.08	1.00		0.00	0.00		0.59
Lane Grp Cap(c), veh/h				996	0	986	367	1092	0	0	546	521
V/C Ratio(X)				0.29	0.00	0.26	0.16	0.25	0.00	0.00	0.27	0.28
Avail Cap(c_a), veh/h				996	0	986	367	1092	0	0	546	521
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.99	0.99	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				8.9	0.0	8.7	11.9	9.7	0.0	0.0	18.2	18.3
Incr Delay (d2), s/veh				0.7	0.0	0.6	0.9	0.5	0.0	0.0	1.2	1.3
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.2	0.0	2.8	0.7	1.2	0.0	0.0	2.3	2.3
LnGrp Delay(d),s/veh				9.6	0.0	9.4	12.8	10.3	0.0	0.0	19.4	19.6
LnGrp LOS				A		A	B	B			B	B
Approach Vol, veh/h					546			333			290	
Approach Delay, s/veh					9.5			10.7			19.5	
Approach LOS					A			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		27.0		43.0		27.0						
Change Period (Y+Rc), s		5.4		5.4		5.4						
Max Green Setting (Gmax), s		21.6		37.6		21.6						
Max Q Clear Time (g_c+I1), s		6.5		7.9		8.7						
Green Ext Time (p_c), s		3.1		0.0		2.9						
Intersection Summary												
HCM 2010 Ctrl Delay				12.3								
HCM 2010 LOS				B								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	47	302	177	55	439	0	0	554	135
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				72	460	0	84	668	0	0	843	0
Adj No. of Lanes				1	2	0	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				317	632	0	481	3307	0	0	3307	1030
Arrive On Green				0.18	0.18	0.00	0.65	0.65	0.00	0.00	0.65	0.00
Sat Flow, veh/h				1774	3632	0	650	5253	0	0	5253	1583
Grp Volume(v), veh/h				72	460	0	84	668	0	0	843	0
Grp Sat Flow(s),veh/h/ln				1774	1770	0	650	1695	0	0	1695	1583
Q Serve(g_s), s				2.4	8.5	0.0	4.3	3.7	0.0	0.0	4.8	0.0
Cycle Q Clear(g_c), s				2.4	8.5	0.0	9.2	3.7	0.0	0.0	4.8	0.0
Prop In Lane				1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				317	632	0	481	3307	0	0	3307	1030
V/C Ratio(X)				0.23	0.73	0.00	0.17	0.20	0.00	0.00	0.25	0.00
Avail Cap(c_a), veh/h				1350	2694	0	481	3307	0	0	3307	1030
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00	0.98	0.98	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				24.4	27.0	0.0	7.0	4.9	0.0	0.0	5.1	0.0
Incr Delay (d2), s/veh				0.4	1.6	0.0	0.2	0.0	0.0	0.0	0.2	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				1.2	4.3	0.0	0.8	1.7	0.0	0.0	2.3	0.0
LnGrp Delay(d),s/veh				24.8	28.6	0.0	7.2	4.9	0.0	0.0	5.3	0.0
LnGrp LOS				C	C		A	A			A	
Approach Vol, veh/h					532			752			843	
Approach Delay, s/veh					28.1			5.2			5.3	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		91.5		18.5		91.5						
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8						
Max Green Setting (Gmax), s		* 45		* 53		45.2						
Max Q Clear Time (g_c+I1), s		6.8		10.5		11.2						
Green Ext Time (p_c), s		14.0		1.9		13.5						
Intersection Summary												
HCM 2010 Ctrl Delay				10.9								
HCM 2010 LOS				B								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.















HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 19th Ave.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					 						  	
Volume (veh/h)	0	0	0	75	455	0	0	0	0	0	243	56
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	0				0	1863	1900
Adj Flow Rate, veh/h				114	692	0				0	370	85
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				226	1192	0				0	1904	423
Arrive On Green				0.13	0.13	0.00				0.00	0.46	0.46
Sat Flow, veh/h				397	3033	0				0	4333	925
Grp Volume(v), veh/h				423	383	0				0	299	156
Grp Sat Flow(s),veh/h/ln				1736	1610	0				0	1695	1700
Q Serve(g_s), s				12.0	15.6	0.0				0.0	3.7	3.8
Cycle Q Clear(g_c), s				15.9	15.6	0.0				0.0	3.7	3.8
Prop In Lane				0.27		0.00				0.00		0.54
Lane Grp Cap(c), veh/h				767	651	0				0	1550	777
V/C Ratio(X)				0.55	0.59	0.00				0.00	0.19	0.20
Avail Cap(c_a), veh/h				767	651	0				0	1550	777
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.93	0.93	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				24.9	24.8	0.0				0.0	11.3	11.4
Incr Delay (d2), s/veh				2.7	3.6	0.0				0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				8.3	7.6	0.0				0.0	1.8	1.9
LnGrp Delay(d),s/veh				27.5	28.4	0.0				0.0	11.6	11.9
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					806						455	
Approach Delay, s/veh					27.9						11.7	
Approach LOS					C						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		36.9		33.1								
Change Period (Y+Rc), s		4.9		* 4.8								
Max Green Setting (Gmax), s		32.0		* 28								
Max Q Clear Time (g_c+I1), s		5.8		17.9								
Green Ext Time (p_c), s		3.0		3.7								
Intersection Summary												
HCM 2010 Ctrl Delay				22.1								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 19th Ave.

10/2/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	351	12	179	305	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	1900	1900	1863	0			
Adj Flow Rate, veh/h				0	534	18	272	464	0			
Adj No. of Lanes				0	2	0	0	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	1423	48	592	928	0			
Arrive On Green				0.00	0.41	0.41	0.15	0.15	0.00			
Sat Flow, veh/h				0	3587	118	1098	2109	0			
Grp Volume(v), veh/h				0	270	282	375	361	0			
Grp Sat Flow(s),veh/h/ln				0	1770	1842	1512	1610	0			
Q Serve(g_s), s				0.0	7.5	7.5	16.0	14.4	0.0			
Cycle Q Clear(g_c), s				0.0	7.5	7.5	16.0	14.4	0.0			
Prop In Lane				0.00		0.06	0.73		0.00			
Lane Grp Cap(c), veh/h				0	720	750	782	738	0			
V/C Ratio(X)				0.00	0.37	0.38	0.48	0.49	0.00			
Avail Cap(c_a), veh/h				0	720	750	782	738	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(I)				0.00	1.00	1.00	0.85	0.85	0.00			
Uniform Delay (d), s/veh				0.0	14.5	14.5	22.9	22.2	0.0			
Incr Delay (d2), s/veh				0.0	1.5	1.4	1.8	2.0	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	3.9	4.1	7.1	6.8	0.0			
LnGrp Delay(d),s/veh				0.0	16.0	16.0	24.7	24.2	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					552			736				
Approach Delay, s/veh					16.0			24.4				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.2		36.8						
Change Period (Y+Rc), s				* 4.7		4.7						
Max Green Setting (Gmax), s				* 29		32.1						
Max Q Clear Time (g_c+I1), s				9.5		18.0						
Green Ext Time (p_c), s				3.2		3.9						
Intersection Summary												
HCM 2010 Ctrl Delay				20.8								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.0	40.5	74.5	0.27	12.9	E
N 34th St.	III	30	64.2	15.9	80.1	0.51	22.7	C
N 22nd St.	III	30	92.1	24.0	116.1	0.77	23.8	C
N 21st St.	III	30	7.0	29.3	36.3	0.05	4.5	F
N 15th St.	III	30	6.3	26.2	32.5	0.04	4.5	F
Avenida Republica De	III	30	12.2	22.4	34.6	0.09	9.0	F
Total	III		215.8	158.3	374.1	1.71	16.5	D

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	174.9	192.3	0.12	2.3	F
N 15th St.	III	30	11.6	23.3	34.9	0.07	7.7	F
N 21st St.	III	30	57.9	2.7	60.6	0.46	27.1	B
N 22nd St.	III	30	7.2	20.2	27.4	0.05	6.1	F
N 34th St.	III	30	90.3	5.4	95.7	0.75	28.3	B
N 40th St.	III	30	63.4	42.0	105.4	0.50	17.1	D
HART DRIVE	III	32	39.5	1.6	41.1	0.31	27.3	B
Total	III		287.3	270.1	557.4	2.26	14.6	D

















Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART DRIVE	III	36	21.9	2.6	24.5	0.18	26.8	B
Total	III		21.9	2.6	24.5	0.18	26.8	B

HCM 2010 methodology does not support more than 4 approaches.













HCM 2010 Signalized Intersection Summary
 6: N 15th St. & E Columbus Dr.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 						 				
Volume (veh/h)	136	544	0	0	0	0	0	785	173	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	207	828	0				0	1195	263			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	331	1100	0				0	1288	281			
Arrive On Green	0.42	0.42	0.00				0.00	0.45	0.45			
Sat Flow, veh/h	626	2732	0				0	2984	630			
Grp Volume(v), veh/h	536	499	0				0	727	731			
Grp Sat Flow(s),veh/h/ln	1663	1610	0				0	1770	1751			
Q Serve(g_s), s	18.8	18.4	0.0				0.0	27.1	27.8			
Cycle Q Clear(g_c), s	19.4	18.4	0.0				0.0	27.1	27.8			
Prop In Lane	0.39		0.00				0.00		0.36			
Lane Grp Cap(c), veh/h	763	669	0				0	789	781			
V/C Ratio(X)	0.70	0.75	0.00				0.00	0.92	0.94			
Avail Cap(c_a), veh/h	763	669	0				0	789	781			
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00			
Upstream Filter(I)	0.09	0.09	0.00				0.00	1.00	1.00			
Uniform Delay (d), s/veh	17.6	17.3	0.0				0.0	18.3	18.5			
Incr Delay (d2), s/veh	0.5	0.7	0.0				0.0	17.9	19.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.9	8.2	0.0				0.0	17.1	17.5			
LnGrp Delay(d),s/veh	18.1	18.0	0.0				0.0	36.1	38.4			
LnGrp LOS	B	B						D	D			
Approach Vol, veh/h		1035						1458				
Approach Delay, s/veh		18.1						37.3				
Approach LOS		B						D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.0		34.0				
Change Period (Y+Rc), s						4.8		4.9				
Max Green Setting (Gmax), s						31.2		29.1				
Max Q Clear Time (g_c+I1), s						29.8		21.4				
Green Ext Time (p_c), s						1.2		3.9				
Intersection Summary												
HCM 2010 Ctrl Delay			29.3									
HCM 2010 LOS			C									


















HCM 2010 Signalized Intersection Summary
 9: N 15th St. & E 19th Ave.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations					↑↑		↑	↑↑				
Volume (veh/h)	0	0	0	0	475	0	10	911	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	0	1863	1863	0			
Adj Flow Rate, veh/h				0	723	0	15	1386	0			
Adj No. of Lanes				0	2	0	1	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	0	2	2	0			
Cap, veh/h				0	1284	0	899	1588	0			
Arrive On Green				0.00	0.36	0.00	0.15	0.15	0.00			
Sat Flow, veh/h				0	3725	0	1774	3632	0			
Grp Volume(v), veh/h				0	723	0	15	1386	0			
Grp Sat Flow(s),veh/h/ln				0	1770	0	1774	1770	0			
Q Serve(g_s), s				0.0	11.5	0.0	0.5	26.8	0.0			
Cycle Q Clear(g_c), s				0.0	11.5	0.0	0.5	26.8	0.0			
Prop In Lane				0.00		0.00	1.00		0.00			
Lane Grp Cap(c), veh/h				0	1284	0	899	1588	0			
V/C Ratio(X)				0.00	0.56	0.00	0.02	0.87	0.00			
Avail Cap(c_a), veh/h				0	1284	0	899	1588	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	0.00	1.00	1.00	0.00			
Uniform Delay (d), s/veh				0.0	17.9	0.0	16.7	27.9	0.0			
Incr Delay (d2), s/veh				0.0	1.8	0.0	0.0	6.9	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.8	0.0	0.3	14.7	0.0			
LnGrp Delay(d),s/veh				0.0	19.6	0.0	16.7	34.8	0.0			
LnGrp LOS					B		B	C				
Approach Vol, veh/h					723			1401				
Approach Delay, s/veh					19.6			34.6				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				32.0		38.0						
Change Period (Y+Rc), s				* 6.6		6.6						
Max Green Setting (Gmax), s				* 25		31.4						
Max Q Clear Time (g_c+I1), s				13.5		28.8						
Green Ext Time (p_c), s				3.9		2.0						
Intersection Summary												
HCM 2010 Ctrl Delay				29.5								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.















10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	72	398	105	0	0	0	0	312	9	22	248	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	110	606	0				0	475	14	33	377	0
Adj No. of Lanes	0	2	1				0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	225	1305	672				0	1485	44	403	1497	0
Arrive On Green	0.42	0.42	0.00				0.00	0.42	0.42	0.85	0.85	0.00
Sat Flow, veh/h	529	3077	1583				0	3604	103	904	3632	0
Grp Volume(v), veh/h	382	334	0				0	239	250	33	377	0
Grp Sat Flow(s),veh/h/ln	1836	1770	1583				0	1770	1845	904	1770	0
Q Serve(g_s), s	10.6	9.4	0.0				0.0	6.3	6.3	0.9	1.5	0.0
Cycle Q Clear(g_c), s	10.6	9.4	0.0				0.0	6.3	6.3	7.3	1.5	0.0
Prop In Lane	0.29		1.00				0.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	779	751	672				0	748	780	403	1497	0
V/C Ratio(X)	0.49	0.45	0.00				0.00	0.32	0.32	0.08	0.25	0.00
Avail Cap(c_a), veh/h	779	751	672				0	748	780	403	1497	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.83	0.83	0.00				0.00	1.00	1.00	0.98	0.98	0.00
Uniform Delay (d), s/veh	14.6	14.3	0.0				0.0	13.5	13.5	4.8	3.2	0.0
Incr Delay (d2), s/veh	1.8	1.6	0.0				0.0	1.1	1.1	0.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.7	4.9	0.0				0.0	3.3	3.4	0.3	0.7	0.0
LnGrp Delay(d),s/veh	16.5	15.9	0.0				0.0	14.6	14.6	5.2	3.6	0.0
LnGrp LOS	B	B						B	B	A	A	
Approach Vol, veh/h		716						489			410	
Approach Delay, s/veh		16.2						14.6			3.8	
Approach LOS		B						B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		35.0				35.0		35.0				
Change Period (Y+Rc), s		5.4				5.4		5.3				
Max Green Setting (Gmax), s		29.6				29.6		29.7				
Max Q Clear Time (g_c+I1), s		9.3				8.3		12.6				
Green Ext Time (p_c), s		5.2				5.3		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.6									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary

11: N 21st St. & E Columbus Dr.















10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	466	128	0	0	0	0	0	0	42	283	0
Number	3	8	18							5	2	12
Initial Q (Qb), veh	0	0	0							0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00							1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00							1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900							1900	1863	0
Adj Flow Rate, veh/h	0	709	195							64	431	0
Adj No. of Lanes	0	2	0							0	3	0
Peak Hour Factor	0.92	0.92	0.92							0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2							2	2	0
Cap, veh/h	0	1614	444							182	903	0
Arrive On Green	0.00	0.59	0.59							0.07	0.07	0.00
Sat Flow, veh/h	0	2838	755							423	4542	0
Grp Volume(v), veh/h	0	457	447							191	304	0
Grp Sat Flow(s),veh/h/ln	0	1770	1730							1728	1543	0
Q Serve(g_s), s	0.0	7.2	7.2							2.7	4.8	0.0
Cycle Q Clear(g_c), s	0.0	7.2	7.2							5.3	4.8	0.0
Prop In Lane	0.00		0.44							0.34		0.00
Lane Grp Cap(c), veh/h	0	1041	1017							451	635	0
V/C Ratio(X)	0.00	0.44	0.44							0.42	0.48	0.00
Avail Cap(c_a), veh/h	0	1041	1017							1101	1827	0
HCM Platoon Ratio	1.00	1.00	1.00							0.33	0.33	1.00
Upstream Filter(I)	0.00	0.65	0.65							0.99	0.99	0.00
Uniform Delay (d), s/veh	0.0	5.8	5.8							21.1	20.9	0.0
Incr Delay (d2), s/veh	0.0	0.9	0.9							0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0							0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	3.7	3.6							2.7	2.1	0.0
LnGrp Delay(d),s/veh	0.0	6.6	6.7							21.7	21.5	0.0
LnGrp LOS		A	A							C	C	
Approach Vol, veh/h		904									495	
Approach Delay, s/veh		6.7									21.6	
Approach LOS		A									C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2						8				
Phs Duration (G+Y+Rc), s		15.5						35.0				
Change Period (Y+Rc), s		* 5.1						5.3				
Max Green Setting (Gmax), s		* 30						29.7				
Max Q Clear Time (g_c+I1), s		7.3						9.2				
Green Ext Time (p_c), s		3.1						6.1				
Intersection Summary												
HCM 2010 Ctrl Delay			11.9									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.



















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	484	0	0	0	0	0	969	110	0	0	0
Number	3	8	18				1	6	16			
Initial Q (Qb), veh	0	0	0				0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0				0	1863	1900			
Adj Flow Rate, veh/h	37	737	0				0	1475	167			
Adj No. of Lanes	0	2	0				0	2	0			
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0				0	2	2			
Cap, veh/h	94	1364	0				0	1467	165			
Arrive On Green	0.13	0.13	0.00				0.00	0.15	0.15			
Sat Flow, veh/h	93	3436	0				0	3302	360			
Grp Volume(v), veh/h	413	361	0				0	808	834			
Grp Sat Flow(s),veh/h/ln	1833	1610	0				0	1770	1799			
Q Serve(g_s), s	2.4	14.6	0.0				0.0	31.9	32.0			
Cycle Q Clear(g_c), s	14.6	14.6	0.0				0.0	31.9	32.0			
Prop In Lane	0.09		0.00				0.00		0.20			
Lane Grp Cap(c), veh/h	802	656	0				0	809	822			
V/C Ratio(X)	0.52	0.55	0.00				0.00	1.00	1.01			
Avail Cap(c_a), veh/h	802	656	0				0	809	822			
HCM Platoon Ratio	0.33	0.33	1.00				1.00	0.33	0.33			
Upstream Filter(I)	0.93	0.93	0.00				0.00	0.36	0.36			
Uniform Delay (d), s/veh	24.2	24.3	0.0				0.0	29.7	29.7			
Incr Delay (d2), s/veh	2.2	3.1	0.0				0.0	18.7	22.6			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	8.0	7.1	0.0				0.0	19.8	21.1			
LnGrp Delay(d),s/veh	26.4	27.4	0.0				0.0	48.4	52.3			
LnGrp LOS	C	C						D	F			
Approach Vol, veh/h		774						1642				
Approach Delay, s/veh		26.9						50.4				
Approach LOS		C						D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs						6		8				
Phs Duration (G+Y+Rc), s						36.8		33.2				
Change Period (Y+Rc), s						4.8		4.7				
Max Green Setting (Gmax), s						32.0		28.5				
Max Q Clear Time (g_c+I1), s						34.0		16.6				
Green Ext Time (p_c), s						0.0		3.8				
Intersection Summary												
HCM 2010 Ctrl Delay			42.9									
HCM 2010 LOS			D									

















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	148	226	55	0	0	0	0	598	78	128	519	0
Number	3	8	18				1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0				0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00				1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00				1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900				0	1863	1900	1863	1863	0
Adj Flow Rate, veh/h	225	344	84				0	910	119	195	790	0
Adj No. of Lanes	1	2	0				0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92				0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2				0	2	2	2	2	0
Cap, veh/h	289	462	111				0	3226	420	424	3602	0
Arrive On Green	0.16	0.16	0.16				0.00	0.71	0.71	1.00	1.00	0.00
Sat Flow, veh/h	1774	2830	682				0	4722	593	546	5253	0
Grp Volume(v), veh/h	225	213	215				0	676	353	195	790	0
Grp Sat Flow(s),veh/h/ln	1774	1770	1742				0	1695	1758	546	1695	0
Q Serve(g_s), s	11.3	10.7	11.0				0.0	6.8	6.8	6.9	0.0	0.0
Cycle Q Clear(g_c), s	11.3	10.7	11.0				0.0	6.8	6.8	13.8	0.0	0.0
Prop In Lane	1.00		0.39				0.00		0.34	1.00		0.00
Lane Grp Cap(c), veh/h	289	289	284				0	2401	1245	424	3602	0
V/C Ratio(X)	0.78	0.74	0.75				0.00	0.28	0.28	0.46	0.22	0.00
Avail Cap(c_a), veh/h	606	605	596				0	2401	1245	424	3602	0
HCM Platoon Ratio	1.00	1.00	1.00				1.00	1.00	1.00	2.00	2.00	1.00
Upstream Filter(I)	0.88	0.88	0.88				0.00	1.00	1.00	0.97	0.97	0.00
Uniform Delay (d), s/veh	37.4	37.2	37.3				0.0	5.0	5.0	0.7	0.0	0.0
Incr Delay (d2), s/veh	4.0	3.3	3.6				0.0	0.3	0.6	3.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0				0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	5.9	5.5	5.5				0.0	3.2	3.4	1.4	0.0	0.0
LnGrp Delay(d),s/veh	41.4	40.5	40.9				0.0	5.3	5.5	4.2	0.1	0.0
LnGrp LOS	D	D	D					A	A	A	A	
Approach Vol, veh/h		653						1029			985	
Approach Delay, s/veh		40.9						5.4			0.9	
Approach LOS		D						A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2				6		8				
Phs Duration (G+Y+Rc), s		88.7				88.7		21.3				
Change Period (Y+Rc), s		* 5.9				* 5.9		6.1				
Max Green Setting (Gmax), s		* 66				* 66		31.9				
Max Q Clear Time (g_c+I1), s		15.8				8.8		13.3				
Green Ext Time (p_c), s		22.4				23.4		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												



















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	42	240	24	68	316	0	0	228	33
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	1900	1863	1863	0	0	1863	1900
Adj Flow Rate, veh/h				64	365	37	103	481	0	0	347	50
Adj No. of Lanes				0	2	0	1	2	0	0	2	0
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				0	2	0	2	2	0	0	2	2
Cap, veh/h				182	1089	115	494	1648	0	0	1448	207
Arrive On Green				0.38	0.38	0.38	0.93	0.93	0.00	0.00	0.47	0.47
Sat Flow, veh/h				480	2865	303	983	3632	0	0	3203	444
Grp Volume(v), veh/h				245	0	221	103	481	0	0	196	201
Grp Sat Flow(s),veh/h/ln				1839	0	1809	983	1770	0	0	1770	1784
Q Serve(g_s), s				6.7	0.0	6.0	1.9	0.9	0.0	0.0	4.7	4.7
Cycle Q Clear(g_c), s				6.7	0.0	6.0	6.6	0.9	0.0	0.0	4.7	4.7
Prop In Lane				0.26		0.17	1.00		0.00	0.00		0.25
Lane Grp Cap(c), veh/h				699	0	687	494	1648	0	0	824	831
V/C Ratio(X)				0.35	0.00	0.32	0.21	0.29	0.00	0.00	0.24	0.24
Avail Cap(c_a), veh/h				699	0	687	494	1648	0	0	824	831
HCM Platoon Ratio				1.00	1.00	1.00	2.00	2.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	0.00	1.00	0.95	0.95	0.00	0.00	1.00	1.00
Uniform Delay (d), s/veh				15.5	0.0	15.3	2.1	1.3	0.0	0.0	11.2	11.3
Incr Delay (d2), s/veh				1.4	0.0	1.2	0.9	0.4	0.0	0.0	0.7	0.7
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.6	0.0	3.2	0.6	0.5	0.0	0.0	2.4	2.5
LnGrp Delay(d),s/veh				16.9	0.0	16.6	3.0	1.7	0.0	0.0	11.9	11.9
LnGrp LOS				B		B	A	A			B	B
Approach Vol, veh/h					466			584			397	
Approach Delay, s/veh					16.7			2.0			11.9	
Approach LOS					B			A			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		38.0		32.0		38.0						
Change Period (Y+Rc), s		5.4		5.4		5.4						
Max Green Setting (Gmax), s		32.6		26.6		32.6						
Max Q Clear Time (g_c+I1), s		6.7		8.7		8.6						
Green Ext Time (p_c), s		6.2		0.0		6.1						
Intersection Summary												
HCM 2010 Ctrl Delay				9.5								
HCM 2010 LOS				A								

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	99	181	168	51	695	0	0	548	74
Number				7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh				0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1863	1863	1900	1863	1863	0	0	1863	1863
Adj Flow Rate, veh/h				151	275	0	78	1058	0	0	834	0
Adj No. of Lanes				1	2	0	1	3	0	0	3	1
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %				2	2	2	2	2	0	0	2	2
Cap, veh/h				227	453	0	528	3659	0	0	3659	1139
Arrive On Green				0.13	0.13	0.00	0.72	0.72	0.00	0.00	0.72	0.00
Sat Flow, veh/h				1774	3632	0	656	5253	0	0	5253	1583
Grp Volume(v), veh/h				151	275	0	78	1058	0	0	834	0
Grp Sat Flow(s),veh/h/ln				1774	1770	0	656	1695	0	0	1695	1583
Q Serve(g_s), s				6.3	5.7	0.0	3.5	5.8	0.0	0.0	4.3	0.0
Cycle Q Clear(g_c), s				6.3	5.7	0.0	7.8	5.8	0.0	0.0	4.3	0.0
Prop In Lane				1.00		0.00	1.00		0.00	0.00		1.00
Lane Grp Cap(c), veh/h				227	453	0	528	3659	0	0	3659	1139
V/C Ratio(X)				0.66	0.61	0.00	0.15	0.29	0.00	0.00	0.23	0.00
Avail Cap(c_a), veh/h				952	1899	0	528	3659	0	0	3659	1139
HCM Platoon Ratio				1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)				1.00	1.00	0.00	0.94	0.94	0.00	0.00	1.00	0.00
Uniform Delay (d), s/veh				32.5	32.2	0.0	5.0	3.9	0.0	0.0	3.7	0.0
Incr Delay (d2), s/veh				3.3	1.3	0.0	0.1	0.0	0.0	0.0	0.1	0.0
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				3.3	2.9	0.0	0.6	2.7	0.0	0.0	2.1	0.0
LnGrp Delay(d),s/veh				35.8	33.5	0.0	5.1	3.9	0.0	0.0	3.8	0.0
LnGrp LOS				D	C		A	A			A	
Approach Vol, veh/h					426			1136			834	
Approach Delay, s/veh					34.3			4.0			3.8	
Approach LOS					C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6						
Phs Duration (G+Y+Rc), s		93.9		16.1		93.9						
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8						
Max Green Setting (Gmax), s		* 56		* 42		56.2						
Max Q Clear Time (g_c+I1), s		6.3		8.3		9.8						
Green Ext Time (p_c), s		20.8		1.4		20.2						
Intersection Summary												
HCM 2010 Ctrl Delay				9.3								
HCM 2010 LOS				A								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.















HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 19th Ave.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	60	585	0	0	0	0	0	265	40
Number				7	4	14				5	2	12
Initial Q (Qb), veh				0	0	0				0	0	0
Ped-Bike Adj(A_pbT)				1.00		1.00				1.00		1.00
Parking Bus, Adj				1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln				1900	1863	0				0	1863	1900
Adj Flow Rate, veh/h				91	890	0				0	403	61
Adj No. of Lanes				0	2	0				0	3	0
Peak Hour Factor				0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %				2	2	0				0	2	2
Cap, veh/h				161	1271	0				0	2045	303
Arrive On Green				0.13	0.13	0.00				0.00	0.46	0.46
Sat Flow, veh/h				249	3229	0				0	4642	662
Grp Volume(v), veh/h				519	462	0				0	303	161
Grp Sat Flow(s),veh/h/ln				1783	1610	0				0	1695	1746
Q Serve(g_s), s				13.9	19.2	0.0				0.0	3.7	3.9
Cycle Q Clear(g_c), s				19.4	19.2	0.0				0.0	3.7	3.9
Prop In Lane				0.18		0.00				0.00		0.38
Lane Grp Cap(c), veh/h				781	651	0				0	1550	798
V/C Ratio(X)				0.66	0.71	0.00				0.00	0.20	0.20
Avail Cap(c_a), veh/h				781	651	0				0	1550	798
HCM Platoon Ratio				0.33	0.33	1.00				1.00	1.00	1.00
Upstream Filter(I)				0.83	0.83	0.00				0.00	1.00	1.00
Uniform Delay (d), s/veh				26.4	26.4	0.0				0.0	11.3	11.4
Incr Delay (d2), s/veh				3.7	5.4	0.0				0.0	0.3	0.6
Initial Q Delay(d3),s/veh				0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln				10.5	9.5	0.0				0.0	1.8	2.0
LnGrp Delay(d),s/veh				30.1	31.8	0.0				0.0	11.6	11.9
LnGrp LOS				C	C						B	B
Approach Vol, veh/h					981						464	
Approach Delay, s/veh					30.9						11.7	
Approach LOS					C						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4								
Phs Duration (G+Y+Rc), s		36.9		33.1								
Change Period (Y+Rc), s		4.9		* 4.8								
Max Green Setting (Gmax), s		32.0		* 28								
Max Q Clear Time (g_c+I1), s		5.9		21.4								
Green Ext Time (p_c), s		3.1		3.4								
Intersection Summary												
HCM 2010 Ctrl Delay				24.7								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 19th Ave.

10/13/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	0	0	0	464	35	181	812	0	0	0	0
Number				7	4	14	1	6	16			
Initial Q (Qb), veh				0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)				1.00		1.00	1.00		1.00			
Parking Bus, Adj				1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln				0	1863	1900	1900	1863	0			
Adj Flow Rate, veh/h				0	706	53	275	1236	0			
Adj No. of Lanes				0	2	0	0	2	0			
Peak Hour Factor				0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %				0	2	2	2	2	0			
Cap, veh/h				0	1359	102	336	1241	0			
Arrive On Green				0.00	0.41	0.41	0.15	0.15	0.00			
Sat Flow, veh/h				0	3431	250	581	2791	0			
Grp Volume(v), veh/h				0	374	385	794	717	0			
Grp Sat Flow(s),veh/h/ln				0	1770	1819	1677	1610	0			
Q Serve(g_s), s				0.0	11.1	11.1	32.1	31.0	0.0			
Cycle Q Clear(g_c), s				0.0	11.1	11.1	32.1	31.0	0.0			
Prop In Lane				0.00		0.14	0.35		0.00			
Lane Grp Cap(c), veh/h				0	720	740	838	738	0			
V/C Ratio(X)				0.00	0.52	0.52	0.95	0.97	0.00			
Avail Cap(c_a), veh/h				0	720	740	838	738	0			
HCM Platoon Ratio				1.00	1.00	1.00	0.33	0.33	1.00			
Upstream Filter(l)				0.00	1.00	1.00	0.09	0.09	0.00			
Uniform Delay (d), s/veh				0.0	15.6	15.6	30.2	29.2	0.0			
Incr Delay (d2), s/veh				0.0	2.7	2.6	3.1	5.3	0.0			
Initial Q Delay(d3),s/veh				0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln				0.0	5.9	6.1	16.1	14.9	0.0			
LnGrp Delay(d),s/veh				0.0	18.3	18.2	33.3	34.5	0.0			
LnGrp LOS					B	B	C	C				
Approach Vol, veh/h					759			1511				
Approach Delay, s/veh					18.2			33.9				
Approach LOS					B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6						
Phs Duration (G+Y+Rc), s				33.2		36.8						
Change Period (Y+Rc), s				* 4.7		4.7						
Max Green Setting (Gmax), s				* 29		32.1						
Max Q Clear Time (g_c+I1), s				13.1		34.1						
Green Ext Time (p_c), s				4.3		0.0						
Intersection Summary												
HCM 2010 Ctrl Delay				28.6								
HCM 2010 LOS				C								
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Appendix F

Future Year (2040) Synchro Reports for Two-Way Operation

Arterial Level of Service

10/10/2014

Arterial Level of Service: EB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 21st St.	III	30	57.9	11.0	68.9	0.46	23.8	C
N 22nd St.	III	30	7.0	14.0	21.0	0.05	7.8	F
N 34th St.	III	30	92.1	11.5	103.6	0.77	26.7	B
N 40th St.	III	30	64.2	35.7	99.9	0.51	18.2	C
Total	III		221.2	72.2	293.4	1.77	21.8	C

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	34.7	32.8	67.5	0.27	14.6	D
N 34th St.	III	30	64.2	12.2	76.4	0.51	23.8	C
N 22nd St.	III	30	92.1	16.4	108.5	0.77	25.5	B
N 21st St.	III	30	7.0	8.5	15.5	0.05	10.6	E
Total	III		198.0	69.9	267.9	1.59	21.4	C

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	6.9	24.3	0.12	18.3	C
N 15th St.	III	30	11.6	5.1	16.7	0.07	16.1	D
N 21st St.	III	30	57.9	14.4	72.3	0.46	22.7	C
N 22nd St.	III	30	7.2	7.6	14.8	0.05	11.2	E
N 34th St.	III	30	90.3	13.0	103.3	0.75	26.2	B
N 40th St.	III	30	63.4	27.5	90.9	0.50	19.8	C
HART Drive	III	32	39.5	2.6	42.1	0.31	26.6	B
Total	III		287.3	77.1	364.4	2.26	22.4	C

Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART Drive	III	36	21.9	1.4	23.3	0.18	28.2	B
N 40th St.	III	32	39.5	66.2	105.7	0.31	10.6	E
N 34th St.	III	30	63.4	18.1	81.5	0.50	22.1	C
N 22nd St.	III	30	90.3	16.1	106.4	0.75	25.5	B
N 21st St.	III	30	7.2	32.4	39.6	0.05	4.2	F
N 15th St.	III	30	57.9	14.0	71.9	0.46	22.8	C
Avenida Republica De	III	30	11.6	8.9	20.5	0.07	13.1	E
Total	III		291.8	157.1	448.9	2.32	18.6	C

HCM 2010 Signalized Intersection Summary
 3: N 14th St./Avenida Republica De Cuba & E Columbus Dr.

10/10/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	↔
Volume (veh/h)	0	196	39	76	446	0	0	0	0	37	11	72
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	298	59	116	679	0				56	17	110
Adj No. of Lanes	0	1	0	0	1	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1009	200	181	989	0				426	425	380
Arrive On Green	0.00	0.67	0.67	0.67	0.67	0.00				0.24	0.24	0.24
Sat Flow, veh/h	0	1511	299	210	1480	0				1774	1770	1583
Grp Volume(v), veh/h	0	0	357	795	0	0				56	17	110
Grp Sat Flow(s),veh/h/ln	0	0	1810	1690	0	0				1774	1770	1583
Q Serve(g_s), s	0.0	0.0	8.2	19.2	0.0	0.0				2.5	0.7	5.7
Cycle Q Clear(g_c), s	0.0	0.0	8.2	28.3	0.0	0.0				2.5	0.7	5.7
Prop In Lane	0.00		0.17	0.15		0.00				1.00		1.00
Lane Grp Cap(c), veh/h	0	0	1209	1170	0	0				426	425	380
V/C Ratio(X)	0.00	0.00	0.30	0.68	0.00	0.00				0.13	0.04	0.29
Avail Cap(c_a), veh/h	0	0	1209	1170	0	0				426	425	380
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.76	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	6.9	10.0	0.0	0.0				29.8	29.2	31.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	2.4	0.0	0.0				0.6	0.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.3	14.0	0.0	0.0				1.3	0.4	2.7
LnGrp Delay(d),s/veh	0.0	0.0	7.5	12.4	0.0	0.0				30.5	29.3	33.0
LnGrp LOS			A	B						C	C	C
Approach Vol, veh/h		357			795						183	
Approach Delay, s/veh		7.5			12.4						31.9	
Approach LOS		A			B						C	


















Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		71.4		28.6		71.4		
Change Period (Y+Rc), s		* 4.6		* 4.6		* 4.6		
Max Green Setting (Gmax), s		* 67		* 24		* 67		
Max Q Clear Time (g_c+I1), s		30.3		7.7		10.2		
Green Ext Time (p_c), s		10.9		0.2		11.8		

Intersection Summary		
HCM 2010 Ctrl Delay		13.8
HCM 2010 LOS		B

Notes
 * HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.




















HCM 2010 Signalized Intersection Summary
6: N 15th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	39	201	0	0	455	20	67	167	37	0	0	0
Number	3	8	18	7	4	14	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	59	306	0	0	692	30	102	254	56			
Adj No. of Lanes	1	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	414	1306	0	0	1114	48	172	450	103			
Arrive On Green	0.06	1.00	0.00	0.00	0.63	0.63	0.20	0.20	0.20			
Sat Flow, veh/h	1774	1863	0	0	1772	77	853	2229	510			
Grp Volume(v), veh/h	59	306	0	0	0	722	218	0	194			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	0	1849	1820	0	1773			
Q Serve(g_s), s	1.1	0.0	0.0	0.0	0.0	23.8	10.8	0.0	9.8			
Cycle Q Clear(g_c), s	1.1	0.0	0.0	0.0	0.0	23.8	10.8	0.0	9.8			
Prop In Lane	1.00		0.00	0.00		0.04	0.47		0.29			
Lane Grp Cap(c), veh/h	414	1306	0	0	0	1163	368	0	358			
V/C Ratio(X)	0.14	0.23	0.00	0.00	0.00	0.62	0.59	0.00	0.54			
Avail Cap(c_a), veh/h	428	1306	0	0	0	1163	368	0	358			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.97	0.97	0.00	0.00	0.00	0.23	1.00	0.00	1.00			
Uniform Delay (d), s/veh	8.6	0.0	0.0	0.0	0.0	11.3	36.2	0.0	35.8			
Incr Delay (d2), s/veh	0.2	0.4	0.0	0.0	0.0	0.6	6.8	0.0	5.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.5	0.1	0.0	0.0	0.0	12.2	6.1	0.0	5.4			
LnGrp Delay(d),s/veh	8.7	0.4	0.0	0.0	0.0	11.9	43.0	0.0	41.6			
LnGrp LOS	A	A				B	D		D			
Approach Vol, veh/h		365			722			412				
Approach Delay, s/veh		1.8			11.9			42.3				
Approach LOS		A			B			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		25.0	7.2	67.8				75.0				
Change Period (Y+Rc), s		* 4.8	4.0	4.9				4.9				
Max Green Setting (Gmax), s		* 20	4.0	62.1				70.1				
Max Q Clear Time (g_c+I1), s		12.8	3.1	25.8				2.0				
Green Ext Time (p_c), s		0.0	0.0	8.7				9.3				
Intersection Summary												
HCM 2010 Ctrl Delay			17.8									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	30	133	45	15	270	7	25	161	11	7	135	38
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	46	202	0	23	411	11	38	245	17	11	205	58
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	136	552	672	391	766	21	196	1186	82	512	1160	320
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42	0.42
Sat Flow, veh/h	177	1300	1583	1175	1806	48	313	2806	194	1113	2742	757
Grp Volume(v), veh/h	248	0	0	23	0	422	155	0	145	11	130	133
Grp Sat Flow(s),veh/h/ln	1477	0	1583	1175	0	1854	1652	0	1661	1113	1770	1729
Q Serve(g_s), s	0.7	0.0	0.0	1.1	0.0	11.9	0.0	0.0	3.9	0.4	3.2	3.4
Cycle Q Clear(g_c), s	12.5	0.0	0.0	13.6	0.0	11.9	3.7	0.0	3.9	4.3	3.2	3.4
Prop In Lane	0.19		1.00	1.00		0.03	0.25		0.12	1.00		0.44
Lane Grp Cap(c), veh/h	688	0	672	391	0	787	762	0	702	512	748	731
V/C Ratio(X)	0.36	0.00	0.00	0.06	0.00	0.54	0.20	0.00	0.21	0.02	0.17	0.18
Avail Cap(c_a), veh/h	688	0	672	391	0	787	762	0	702	512	748	731
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.00	0.33	0.00	0.33	1.00	0.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	13.5	0.0	0.0	20.3	0.0	15.0	12.7	0.0	12.8	14.1	12.6	12.6
Incr Delay (d2), s/veh	1.4	0.0	0.0	0.1	0.0	0.9	0.6	0.0	0.7	0.1	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.4	0.0	0.0	0.3	0.0	6.2	2.0	0.0	1.9	0.1	1.7	1.7
LnGrp Delay(d),s/veh	14.9	0.0	0.0	20.4	0.0	15.9	13.3	0.0	13.4	14.2	13.1	13.2
LnGrp LOS	B			C		B	B		B	B	B	B
Approach Vol, veh/h		248			445			300			274	
Approach Delay, s/veh		14.9			16.1			13.4			13.2	
Approach LOS		B			B			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		* 5.3		5.4		* 5.3				
Max Green Setting (Gmax), s		29.6		* 30		29.6		* 30				
Max Q Clear Time (g_c+I1), s		6.3		15.6		5.9		14.5				
Green Ext Time (p_c), s		3.2		3.8		3.2		3.9				
Intersection Summary												
HCM 2010 Ctrl Delay			14.6									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.
















10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	152	55	60	380	0	0	0	0	17	234	95
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	231	84	91	578	0				26	356	145
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	554	201	127	616	0				104	1495	604
Arrive On Green	0.00	0.42	0.42	0.42	0.42	0.00				0.14	0.14	0.14
Sat Flow, veh/h	0	1305	474	163	1451	0				244	3500	1415
Grp Volume(v), veh/h	0	0	315	669	0	0				198	164	165
Grp Sat Flow(s),veh/h/ln	0	0	1779	1614	0	0				1851	1695	1613
Q Serve(g_s), s	0.0	0.0	8.7	19.9	0.0	0.0				6.7	6.0	6.4
Cycle Q Clear(g_c), s	0.0	0.0	8.7	28.6	0.0	0.0				6.7	6.0	6.4
Prop In Lane	0.00		0.27	0.14		0.00				0.13		0.88
Lane Grp Cap(c), veh/h	0	0	755	743	0	0				790	724	689
V/C Ratio(X)	0.00	0.00	0.42	0.90	0.00	0.00				0.25	0.23	0.24
Avail Cap(c_a), veh/h	0	0	755	743	0	0				790	724	689
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.98	0.76	0.00	0.00				0.99	0.99	0.99
Uniform Delay (d), s/veh	0.0	0.0	14.1	20.0	0.0	0.0				20.1	19.8	20.0
Incr Delay (d2), s/veh	0.0	0.0	1.7	12.8	0.0	0.0				0.7	0.7	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	4.5	15.3	0.0	0.0				3.6	3.0	3.0
LnGrp Delay(d),s/veh	0.0	0.0	15.8	32.9	0.0	0.0				20.8	20.5	20.8
LnGrp LOS			B	C						C	C	C
Approach Vol, veh/h		315			669						527	
Approach Delay, s/veh		15.8			32.9						20.7	
Approach LOS		B			C						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		35.0		35.0				35.0				
Change Period (Y+Rc), s		* 5.1		* 5.3				* 5.3				
Max Green Setting (Gmax), s		* 30		* 30				* 30				
Max Q Clear Time (g_c+I1), s		8.7		30.6				10.7				
Green Ext Time (p_c), s		0.0		0.0				6.8				
Intersection Summary												
HCM 2010 Ctrl Delay			25.1									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.




















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	7	162	0	0	300	4	140	354	41	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	11	247	0	0	457	6	213	539	62			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	64	737	0	0	747	10	415	1112	133			
Arrive On Green	0.81	0.81	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	27	1809	0	0	1834	24	907	2432	290			
Grp Volume(v), veh/h	258	0	0	0	0	463	427	0	387			
Grp Sat Flow(s),veh/h/ln	1836	0	0	0	0	1858	1817	0	1812			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	13.8	15.1	0.0	13.7			
Cycle Q Clear(g_c), s	2.5	0.0	0.0	0.0	0.0	13.8	15.1	0.0	13.7			
Prop In Lane	0.04		0.00	0.00		0.01	0.50		0.16			
Lane Grp Cap(c), veh/h	801	0	0	0	0	757	831	0	828			
V/C Ratio(X)	0.32	0.00	0.00	0.00	0.00	0.61	0.51	0.00	0.47			
Avail Cap(c_a), veh/h	801	0	0	0	0	757	831	0	828			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.92	0.00	0.00	0.00	0.00	0.83	0.92	0.00	0.92			
Uniform Delay (d), s/veh	4.1	0.0	0.0	0.0	0.0	16.4	22.6	0.0	21.9			
Incr Delay (d2), s/veh	1.0	0.0	0.0	0.0	0.0	3.1	2.1	0.0	1.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.4	0.0	0.0	0.0	0.0	7.6	8.1	0.0	7.3			
LnGrp Delay(d),s/veh	5.1	0.0	0.0	0.0	0.0	19.4	24.7	0.0	23.7			
LnGrp LOS	A					B	C		C			
Approach Vol, veh/h		258			463			814				
Approach Delay, s/veh		5.1			19.4			24.2				
Approach LOS		A			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.8		* 4.7				
Max Green Setting (Gmax), s				* 29		32.0		* 29				
Max Q Clear Time (g_c+I1), s				15.8		17.1		4.5				
Green Ext Time (p_c), s				3.7		0.0		4.8				
Intersection Summary												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	34	77	40	47	224	119	37	422	80	119	413	95
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	52	117	61	72	341	181	56	642	122	181	628	145
Adj No. of Lanes	1	1	0	0	1	1	0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	146	382	199	104	390	423	163	1816	343	395	2357	536
Arrive On Green	0.03	0.33	0.33	0.27	0.27	0.27	0.50	0.50	0.50	0.03	0.57	0.57
Sat Flow, veh/h	1774	1155	602	258	1463	1583	252	3619	683	1774	4145	942
Grp Volume(v), veh/h	52	0	178	413	0	181	267	272	281	181	512	261
Grp Sat Flow(s),veh/h/ln	1774	0	1757	1721	0	1583	1438	1543	1575	1774	1695	1697
Q Serve(g_s), s	2.5	0.0	9.0	23.5	0.0	11.3	3.5	12.8	13.0	4.0	9.2	9.4
Cycle Q Clear(g_c), s	2.5	0.0	9.0	27.7	0.0	11.3	11.1	12.8	13.0	4.0	9.2	9.4
Prop In Lane	1.00		0.34	0.17		1.00	0.21		0.43	1.00		0.56
Lane Grp Cap(c), veh/h	146	0	582	495	0	423	758	774	790	395	1928	965
V/C Ratio(X)	0.36	0.00	0.31	0.84	0.00	0.43	0.35	0.35	0.36	0.46	0.27	0.27
Avail Cap(c_a), veh/h	151	0	582	579	0	501	758	774	790	395	1928	965
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.95	0.00	0.95	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	32.9	0.0	29.8	42.2	0.0	36.3	17.4	18.0	18.1	18.1	13.1	13.2
Incr Delay (d2), s/veh	1.4	0.0	0.3	9.0	0.0	0.7	1.3	1.3	1.3	0.8	0.3	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.3	0.0	4.4	14.4	0.0	5.0	5.5	5.7	5.9	2.3	4.4	4.5
LnGrp Delay(d),s/veh	34.3	0.0	30.1	51.2	0.0	37.0	18.7	19.3	19.3	18.9	13.4	13.8
LnGrp LOS	C		C	D		D	B	B	B	B	B	B
Approach Vol, veh/h		230			594			820			954	
Approach Delay, s/veh		31.0			46.9			19.1			14.6	
Approach LOS		C			D			B			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		80.3	7.7	38.1	8.0	72.3		45.7				
Change Period (Y+Rc), s		* 5.9	4.0	* 6.1	4.0	* 5.9		* 6.1				
Max Green Setting (Gmax), s		* 60	4.0	* 38	4.0	* 60		* 38				
Max Q Clear Time (g_c+I1), s		11.4	4.5	29.7	6.0	15.0		11.0				
Green Ext Time (p_c), s		13.4	0.0	2.3	0.0	13.2		4.7				
Intersection Summary												
HCM 2010 Ctrl Delay			24.9									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												





















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	29	3	2	70	7	13	180	5	3	170	18
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	12	44	5	3	107	11	20	274	8	5	259	27
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	164	566	60	57	700	70	506	1485	43	59	1335	136
Arrive On Green	0.42	0.42	0.42	0.42	0.42	0.42	0.85	0.85	0.85	0.42	0.42	0.42
Sat Flow, veh/h	243	1339	141	9	1655	166	1089	3512	102	13	3157	322
Grp Volume(v), veh/h	61	0	0	121	0	0	20	138	144	154	0	137
Grp Sat Flow(s),veh/h/ln	1724	0	0	1830	0	0	1089	1770	1845	1853	0	1638
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.3	1.0	1.0	0.0	0.0	3.7
Cycle Q Clear(g_c), s	1.4	0.0	0.0	2.9	0.0	0.0	4.0	1.0	1.0	3.6	0.0	3.7
Prop In Lane	0.20		0.08	0.02		0.09	1.00		0.06	0.03		0.20
Lane Grp Cap(c), veh/h	790	0	0	827	0	0	506	748	780	837	0	693
V/C Ratio(X)	0.08	0.00	0.00	0.15	0.00	0.00	0.04	0.18	0.18	0.18	0.00	0.20
Avail Cap(c_a), veh/h	790	0	0	827	0	0	506	748	780	837	0	693
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	0.00	1.00	0.00	0.00	0.98	0.98	0.98	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.1	0.0	0.0	12.5	0.0	0.0	3.9	3.2	3.2	12.7	0.0	12.7
Incr Delay (d2), s/veh	0.2	0.0	0.0	0.4	0.0	0.0	0.1	0.5	0.5	0.5	0.0	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	0.0	1.5	0.0	0.0	0.1	0.6	0.6	1.9	0.0	1.8
LnGrp Delay(d),s/veh	12.2	0.0	0.0	12.9	0.0	0.0	4.1	3.7	3.7	13.2	0.0	13.4
LnGrp LOS	B			B			A	A	A	B		B
Approach Vol, veh/h		61			121			302				291
Approach Delay, s/veh		12.2			12.9			3.7				13.3
Approach LOS		B			B			A				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		29.6		29.6		29.6		29.6				
Max Q Clear Time (g_c+I1), s		5.7		4.9		6.0		3.4				
Green Ext Time (p_c), s		3.2		1.0		3.2		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			9.4									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	10	20	7	0	78	58	18	548	9	29	620	40
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	15	30	11	0	119	0	27	834	14	44	943	0
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	83	129	38	89	226	0	480	3769	63	161	3302	1159
Arrive On Green	0.12	0.12	0.12	0.00	0.12	0.00	0.73	0.73	0.73	0.73	0.73	0.00
Sat Flow, veh/h	217	1066	314	1360	1863	0	592	5151	86	151	4513	1583
Grp Volume(v), veh/h	56	0	0	0	119	0	27	549	299	339	648	0
Grp Sat Flow(s),veh/h/ln	1597	0	0	1360	1863	0	592	1695	1847	1579	1543	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.0	4.9	0.0	1.3	4.2	4.2	0.0	5.8	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	0.0	4.9	0.0	7.1	4.2	4.2	4.8	5.8	0.0
Prop In Lane	0.27		0.20	1.00		0.00	1.00		0.05	0.13		1.00
Lane Grp Cap(c), veh/h	250	0	0	89	226	0	480	2481	1352	1206	2257	1159
V/C Ratio(X)	0.22	0.00	0.00	0.00	0.53	0.00	0.06	0.22	0.22	0.28	0.29	0.00
Avail Cap(c_a), veh/h	827	0	0	578	896	0	480	2481	1352	1206	2257	1159
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	0.00	1.00	0.00	0.93	0.93	0.93	1.00	1.00	0.00
Uniform Delay (d), s/veh	32.2	0.0	0.0	0.0	33.4	0.0	4.9	3.5	3.5	3.6	3.7	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	1.9	0.0	0.0	0.0	0.1	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.2	0.0	0.0	0.0	2.6	0.0	0.2	1.9	2.1	2.6	2.5	0.0
LnGrp Delay(d),s/veh	32.7	0.0	0.0	0.0	35.3	0.0	4.9	3.5	3.6	4.1	4.0	0.0
LnGrp LOS	C				D		A	A	A	A	A	
Approach Vol, veh/h		56			119			875			987	
Approach Delay, s/veh		32.7			35.3			3.6			4.1	
Approach LOS		C			D			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		94.1		15.9		94.1		15.9				
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8		* 6.1				
Max Green Setting (Gmax), s		* 59		* 39		59.2		* 39				
Max Q Clear Time (g_c+I1), s		7.8		6.9		9.1		6.9				
Green Ext Time (p_c), s		17.9		1.0		17.8		1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.5									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 Signalized Intersection Summary
 39: N 21st St. & E 19th Ave.
















10/10/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	15	4	60	40	0	0	0	0	8	282	9
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	23	6	91	61	0				12	429	14
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	576	150	437	273	0				61	2322	78
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	1425	372	876	676	0				134	5079	171
Grp Volume(v), veh/h	0	0	29	152	0	0				166	138	150
Grp Sat Flow(s),veh/h/ln	0	0	1797	1552	0	0				1856	1695	1833
Q Serve(g_s), s	0.0	0.0	0.7	2.9	0.0	0.0				3.7	3.4	3.4
Cycle Q Clear(g_c), s	0.0	0.0	0.7	4.3	0.0	0.0				3.7	3.4	3.4
Prop In Lane	0.00		0.21	0.60		0.00				0.07		0.09
Lane Grp Cap(c), veh/h	0	0	727	710	0	0				848	775	838
V/C Ratio(X)	0.00	0.00	0.04	0.21	0.00	0.00				0.20	0.18	0.18
Avail Cap(c_a), veh/h	0	0	727	710	0	0				848	775	838
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.99	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	12.6	13.6	0.0	0.0				11.3	11.2	11.2
Incr Delay (d2), s/veh	0.0	0.0	0.1	0.7	0.0	0.0				0.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	0.4	2.0	0.0	0.0				2.0	1.7	1.8
LnGrp Delay(d),s/veh	0.0	0.0	12.7	14.3	0.0	0.0				11.8	11.7	11.7
LnGrp LOS			B	B						B	B	B
Approach Vol, veh/h		29			152						455	
Approach Delay, s/veh		12.7			14.3						11.8	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		36.9		33.1				33.1				
Change Period (Y+Rc), s		4.9		* 4.8				* 4.8				
Max Green Setting (Gmax), s		32.0		* 28				* 28				
Max Q Clear Time (g_c+I1), s		5.7		6.3				2.7				
Green Ext Time (p_c), s		0.0		0.9				1.0				
Intersection Summary												
HCM 2010 Ctrl Delay			12.4									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
40: N 22nd St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	3	20	0	0	75	8	39	306	20	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	5	30	0	0	114	12	59	466	30			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	122	665	0	0	675	71	171	1417	95			
Arrive On Green	0.41	0.41	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	156	1632	0	0	1657	174	373	3089	208			
Grp Volume(v), veh/h	35	0	0	0	0	126	292	0	263			
Grp Sat Flow(s),veh/h/ln	1788	0	0	0	0	1832	1844	0	1826			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.1	9.9	0.0	9.0			
Cycle Q Clear(g_c), s	0.8	0.0	0.0	0.0	0.0	3.1	9.9	0.0	9.0			
Prop In Lane	0.14		0.00	0.00		0.10	0.20		0.11			
Lane Grp Cap(c), veh/h	787	0	0	0	0	746	846	0	837			
V/C Ratio(X)	0.04	0.00	0.00	0.00	0.00	0.17	0.34	0.00	0.31			
Avail Cap(c_a), veh/h	787	0	0	0	0	746	846	0	837			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	1.00	0.00	0.00	0.00	0.00	1.00	0.85	0.00	0.85			
Uniform Delay (d), s/veh	12.5	0.0	0.0	0.0	0.0	13.2	20.3	0.0	19.9			
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.0	0.0	0.5	0.9	0.0	0.8			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	0.4	0.0	0.0	0.0	0.0	1.6	5.3	0.0	4.7			
LnGrp Delay(d),s/veh	12.6	0.0	0.0	0.0	0.0	13.7	21.2	0.0	20.7			
LnGrp LOS	B					B	C		C			
Approach Vol, veh/h		35			126			555				
Approach Delay, s/veh		12.6			13.7			21.0				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.7		* 4.7				
Max Green Setting (Gmax), s				* 29		32.1		* 29				
Max Q Clear Time (g_c+I1), s				5.1		11.9		2.8				
Green Ext Time (p_c), s				0.8		0.0		0.9				
Intersection Summary												
HCM 2010 Ctrl Delay			19.3									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Arterial Level of Service: EB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 21st St.	III	30	57.8	13.1	70.9	0.46	23.1	C
N 22nd St.	III	30	7.0	5.2	12.2	0.05	13.4	E
N 34th St.	III	30	92.1	6.7	98.8	0.77	27.9	B
N 40th St.	III	30	64.2	56.3	120.5	0.51	15.1	D
Total	III		221.1	81.3	302.4	1.77	21.1	C

Arterial Level of Service: WB E 19th Ave.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 40th St.	III	30	35.6	35.6	71.2	0.28	14.2	D
N 34th St.	III	30	64.2	15.4	79.6	0.51	22.9	C
N 22nd St.	III	30	92.1	14.5	106.6	0.77	25.9	B
N 21st St.	III	30	7.0	9.6	16.6	0.05	9.9	F
Total	III		198.9	75.1	274.0	1.60	21.0	C

Arterial Level of Service: EB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
N 14th St.	III	30	17.4	17.0	34.4	0.12	12.9	E
N 15th St.	III	30	11.6	23.8	35.4	0.07	7.6	F
N 21st St.	III	30	57.9	10.2	68.1	0.46	24.1	B
N 22nd St.	III	30	7.2	68.9	76.1	0.05	2.2	F
N 34th St.	III	30	90.3	6.1	96.4	0.75	28.1	B
N 40th St.	III	30	63.4	23.4	86.8	0.50	20.7	C
HART DRIVE	III	32	39.5	3.1	42.6	0.31	26.3	B
Total	III		287.3	152.5	439.8	2.26	18.5	C

Arterial Level of Service: WB E Columbus Dr.

Cross Street	Arterial Class	Flow Speed	Running Time	Signal Delay	Travel Time (s)	Dist (mi)	Arterial Speed	Arterial LOS
HART DRIVE	III	36	21.9	2.6	24.5	0.18	26.8	B
N 40th St.	III	32	39.5	74.2	113.7	0.31	9.9	F
N 34th St.	III	30	63.4	17.1	80.5	0.50	22.3	C
N 22nd St.	III	30	90.3	33.2	123.5	0.75	21.9	C
N 21st St.	III	30	7.2	5.4	12.6	0.05	13.2	E
N 15th St.	III	30	57.9	106.1	164.0	0.46	10.0	E
Avenida Republica De	III	30	11.6	8.1	19.7	0.07	13.6	E
Total	III		291.8	246.7	538.5	2.32	15.5	D

HCM 2010 Signalized Intersection Summary
 3: N 14th St./Avenida Republica De Cuba & E Columbus Dr.

10/10/2014



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔	↔
Volume (veh/h)	0	658	23	20	465	0	0	0	0	18	20	81
Number	1	6	16	5	2	12				7	4	14
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1863
Adj Flow Rate, veh/h	0	1001	35	30	708	0				27	30	123
Adj No. of Lanes	0	1	0	0	1	0				0	2	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				2	2	2
Cap, veh/h	0	1249	44	56	1054	0				188	595	345
Arrive On Green	0.00	0.70	0.70	1.00	1.00	0.00				0.22	0.22	0.22
Sat Flow, veh/h	0	1789	63	31	1510	0				862	2727	1583
Grp Volume(v), veh/h	0	0	1036	738	0	0				57	0	123
Grp Sat Flow(s),veh/h/ln	0	0	1852	1541	0	0				1820	1770	1583
Q Serve(g_s), s	0.0	0.0	42.2	16.8	0.0	0.0				2.8	0.0	7.2
Cycle Q Clear(g_c), s	0.0	0.0	42.2	59.0	0.0	0.0				2.8	0.0	7.2
Prop In Lane	0.00		0.03	0.04		0.00				0.47		1.00
Lane Grp Cap(c), veh/h	0	0	1293	1110	0	0				397	386	345
V/C Ratio(X)	0.00	0.00	0.80	0.66	0.00	0.00				0.14	0.00	0.36
Avail Cap(c_a), veh/h	0	0	1293	1110	0	0				397	386	345
HCM Platoon Ratio	1.00	1.00	1.00	2.00	2.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.09	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	11.4	1.8	0.0	0.0				34.7	0.0	36.4
Incr Delay (d2), s/veh	0.0	0.0	5.3	0.3	0.0	0.0				0.8	0.0	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	23.2	7.1	0.0	0.0				1.5	0.0	3.5
LnGrp Delay(d),s/veh	0.0	0.0	16.7	2.1	0.0	0.0				35.5	0.0	39.3
LnGrp LOS			B	A						D	A	D
Approach Vol, veh/h		1036			738						180	
Approach Delay, s/veh		16.7			2.1						38.1	
Approach LOS		B			A						D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs		2		4		6		
Phs Duration (G+Y+Rc), s		81.4		28.6		81.4		
Change Period (Y+Rc), s		* 4.6		* 4.6		* 4.6		
Max Green Setting (Gmax), s		* 77		* 24		* 77		
Max Q Clear Time (g_c+I1), s		61.0		9.2		44.2		
Green Ext Time (p_c), s		11.6		0.2		19.4		


















Intersection Summary		
HCM 2010 Ctrl Delay		13.1
HCM 2010 LOS		B

Notes

* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.




















HCM 2010 Signalized Intersection Summary
6: N 15th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	166	514	0	0	475	60	10	845	133	0	0	0
Number	3	8	18	7	4	14	5	2	12			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1863	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	253	782	0	0	723	91	15	1286	202			
Adj No. of Lanes	1	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	194	933	0	0	636	80	14	1270	209			
Arrive On Green	0.15	1.00	0.00	0.00	0.39	0.39	0.41	0.41	0.41			
Sat Flow, veh/h	1774	1863	0	0	1622	204	35	3090	509			
Grp Volume(v), veh/h	253	782	0	0	0	814	800	0	703			
Grp Sat Flow(s),veh/h/ln	1774	1863	0	0	0	1827	1861	0	1773			
Q Serve(g_s), s	8.0	0.0	0.0	0.0	0.0	43.1	45.2	0.0	42.6			
Cycle Q Clear(g_c), s	8.0	0.0	0.0	0.0	0.0	43.1	45.2	0.0	42.6			
Prop In Lane	1.00		0.00	0.00		0.11	0.02		0.29			
Lane Grp Cap(c), veh/h	194	933	0	0	0	716	765	0	728			
V/C Ratio(X)	1.30	0.84	0.00	0.00	0.00	1.14	1.05	0.00	0.97			
Avail Cap(c_a), veh/h	194	933	0	0	0	716	765	0	728			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Upstream Filter(I)	0.51	0.51	0.00	0.00	0.00	0.67	1.00	0.00	1.00			
Uniform Delay (d), s/veh	26.5	0.0	0.0	0.0	0.0	33.5	32.4	0.0	31.6			
Incr Delay (d2), s/veh	153.3	4.7	0.0	0.0	0.0	73.5	45.2	0.0	25.9			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	14.1	1.2	0.0	0.0	0.0	36.3	32.7	0.0	25.9			
LnGrp Delay(d),s/veh	179.8	4.7	0.0	0.0	0.0	106.9	77.6	0.0	57.5			
LnGrp LOS	F	A				F	F		E			
Approach Vol, veh/h		1035			814			1503				
Approach Delay, s/veh		47.5			106.9			68.2				
Approach LOS		D			F			E				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4				8				
Phs Duration (G+Y+Rc), s		50.0	12.0	48.0				60.0				
Change Period (Y+Rc), s		* 4.8	4.0	4.9				4.9				
Max Green Setting (Gmax), s		* 45	8.0	43.1				55.1				
Max Q Clear Time (g_c+I1), s		47.2	10.0	45.1				2.0				
Green Ext Time (p_c), s		0.0	0.0	0.0				19.1				
Intersection Summary												
HCM 2010 Ctrl Delay			71.2									
HCM 2010 LOS			E									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 10: N 34th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	48	340	70	28	209	16	46	269	6	15	255	44
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1863	1863	1863	1900	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	73	517	0	43	318	24	70	409	9	23	388	67
Adj No. of Lanes	0	1	1	1	1	0	0	2	0	1	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	119	636	672	188	726	55	216	1176	26	414	1278	219
Arrive On Green	0.42	0.42	0.00	0.42	0.42	0.42	0.42	0.42	0.42	0.85	0.85	0.85
Sat Flow, veh/h	145	1499	1583	881	1711	129	353	2781	61	965	3023	518
Grp Volume(v), veh/h	590	0	0	43	0	342	240	0	248	23	226	229
Grp Sat Flow(s),veh/h/ln	1644	0	1583	881	0	1840	1511	0	1684	965	1770	1771
Q Serve(g_s), s	13.7	0.0	0.0	3.2	0.0	9.2	1.5	0.0	7.0	0.6	1.9	1.9
Cycle Q Clear(g_c), s	22.9	0.0	0.0	26.1	0.0	9.2	6.4	0.0	7.0	7.6	1.9	1.9
Prop In Lane	0.12		1.00	1.00		0.07	0.29		0.04	1.00		0.29
Lane Grp Cap(c), veh/h	755	0	672	188	0	781	705	0	712	414	748	749
V/C Ratio(X)	0.78	0.00	0.00	0.23	0.00	0.44	0.34	0.00	0.35	0.06	0.30	0.31
Avail Cap(c_a), veh/h	755	0	672	188	0	781	705	0	712	414	748	749
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00
Upstream Filter(I)	0.09	0.00	0.00	0.30	0.00	0.30	1.00	0.00	1.00	0.98	0.98	0.98
Uniform Delay (d), s/veh	18.2	0.0	0.0	30.0	0.0	14.2	13.4	0.0	13.7	5.0	3.3	3.3
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.8	0.0	0.5	1.3	0.0	1.3	0.2	1.0	1.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	10.3	0.0	0.0	0.8	0.0	4.8	3.3	0.0	3.5	0.2	1.0	1.0
LnGrp Delay(d),s/veh	18.9	0.0	0.0	30.8	0.0	14.8	14.7	0.0	15.0	5.3	4.3	4.3
LnGrp LOS	B			C		B	B		B	A	A	A
Approach Vol, veh/h		590			385			488			478	
Approach Delay, s/veh		18.9			16.6			14.9			4.3	
Approach LOS		B			B			B			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		35.0		35.0		35.0		35.0				
Change Period (Y+Rc), s		5.4		* 5.3		5.4		* 5.3				
Max Green Setting (Gmax), s		29.6		* 30		29.6		* 30				
Max Q Clear Time (g_c+I1), s		9.6		28.1		9.0		24.9				
Green Ext Time (p_c), s		5.6		1.0		5.6		2.6				
Intersection Summary												
HCM 2010 Ctrl Delay			13.8									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 11: N 21st St. & E Columbus Dr.
















10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	0	390	118	40	463	0	0	0	0	35	253	72
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	593	180	61	705	0				53	385	110
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	814	247	115	862	0				96	733	211
Arrive On Green	0.00	0.59	0.59	0.59	0.59	0.00				0.07	0.07	0.07
Sat Flow, veh/h	0	1373	417	62	1454	0				479	3676	1055
Grp Volume(v), veh/h	0	0	773	766	0	0				203	170	175
Grp Sat Flow(s),veh/h/ln	0	0	1789	1517	0	0				1839	1695	1677
Q Serve(g_s), s	0.0	0.0	15.5	6.6	0.0	0.0				5.4	4.8	5.1
Cycle Q Clear(g_c), s	0.0	0.0	15.5	22.1	0.0	0.0				5.4	4.8	5.1
Prop In Lane	0.00		0.23	0.08		0.00				0.26		0.63
Lane Grp Cap(c), veh/h	0	0	1061	977	0	0				367	338	335
V/C Ratio(X)	0.00	0.00	0.73	0.78	0.00	0.00				0.55	0.50	0.52
Avail Cap(c_a), veh/h	0	0	1061	977	0	0				1098	1012	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				0.33	0.33	0.33
Upstream Filter(I)	0.00	0.00	0.43	0.47	0.00	0.00				0.99	0.99	0.99
Uniform Delay (d), s/veh	0.0	0.0	7.3	7.9	0.0	0.0				21.2	21.0	21.1
Incr Delay (d2), s/veh	0.0	0.0	1.9	3.1	0.0	0.0				1.3	1.1	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	8.1	9.6	0.0	0.0				2.9	2.4	2.5
LnGrp Delay(d),s/veh	0.0	0.0	9.3	10.9	0.0	0.0				22.5	22.1	22.3
LnGrp LOS			A	B						C	C	C
Approach Vol, veh/h		773			766						548	
Approach Delay, s/veh		9.3			10.9						22.3	
Approach LOS		A			B						C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		15.1		35.0				35.0				
Change Period (Y+Rc), s		* 5.1		* 5.3				* 5.3				
Max Green Setting (Gmax), s		* 30		* 30				* 30				
Max Q Clear Time (g_c+I1), s		7.4		24.1				17.5				
Green Ext Time (p_c), s		0.0		4.3				8.3				
Intersection Summary												
HCM 2010 Ctrl Delay			13.3									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.




















HCM 2010 Signalized Intersection Summary
 14: N 22nd St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	16	409	0	0	382	23	121	884	74	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	24	622	0	0	581	35	184	1345	113			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	61	580	0	0	708	43	180	1373	120			
Arrive On Green	0.81	0.81	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	18	1424	0	0	1739	105	393	3003	263			
Grp Volume(v), veh/h	646	0	0	0	0	616	863	0	779			
Grp Sat Flow(s),veh/h/ln	1442	0	0	0	0	1844	1843	0	1816			
Q Serve(g_s), s	7.7	0.0	0.0	0.0	0.0	20.8	32.0	0.0	29.7			
Cycle Q Clear(g_c), s	28.5	0.0	0.0	0.0	0.0	20.8	32.0	0.0	29.7			
Prop In Lane	0.04		0.00	0.00		0.06	0.21		0.15			
Lane Grp Cap(c), veh/h	640	0	0	0	0	751	843	0	830			
V/C Ratio(X)	1.01	0.00	0.00	0.00	0.00	0.82	1.02	0.00	0.94			
Avail Cap(c_a), veh/h	640	0	0	0	0	751	843	0	830			
HCM Platoon Ratio	2.00	2.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.73	0.00	0.00	0.00	0.00	0.90	0.36	0.00	0.36			
Uniform Delay (d), s/veh	7.0	0.0	0.0	0.0	0.0	18.5	29.7	0.0	28.7			
Incr Delay (d2), s/veh	32.5	0.0	0.0	0.0	0.0	8.9	25.1	0.0	9.1			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	12.5	0.0	0.0	0.0	0.0	12.3	22.2	0.0	17.0			
LnGrp Delay(d),s/veh	39.5	0.0	0.0	0.0	0.0	27.4	54.8	0.0	37.8			
LnGrp LOS	F					C	F		D			
Approach Vol, veh/h		646			616			1642				
Approach Delay, s/veh		39.5			27.4			46.8				
Approach LOS		D			C			D				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.8		* 4.7				
Max Green Setting (Gmax), s				* 29		32.0		* 29				
Max Q Clear Time (g_c+I1), s				22.8		34.0		30.5				
Green Ext Time (p_c), s				3.7		0.0		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			41.0									
HCM 2010 LOS			D									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												


















HCM 2010 Signalized Intersection Summary
 19: N 40th St. & E Columbus Dr.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	99	186	37	92	141	113	34	572	70	108	425	78
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1863	1900	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	151	283	56	140	215	172	52	870	107	164	647	119
Adj No. of Lanes	1	1	0	0	1	1	0	3	0	1	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	230	588	116	199	250	457	107	1702	207	323	2244	407
Arrive On Green	0.14	0.78	0.78	0.29	0.29	0.29	0.42	0.42	0.42	0.07	0.52	0.52
Sat Flow, veh/h	1774	1511	299	555	865	1583	178	4046	492	1774	4329	786
Grp Volume(v), veh/h	151	0	339	355	0	172	346	334	349	164	505	261
Grp Sat Flow(s),veh/h/ln	1774	0	1810	1421	0	1583	1566	1543	1608	1774	1695	1724
Q Serve(g_s), s	7.7	0.0	8.6	30.4	0.0	11.2	7.9	20.7	20.8	6.6	10.9	11.1
Cycle Q Clear(g_c), s	7.7	0.0	8.6	30.7	0.0	11.2	19.0	20.7	20.8	6.6	10.9	11.1
Prop In Lane	1.00		0.17	0.39		1.00	0.15		0.31	1.00		0.46
Lane Grp Cap(c), veh/h	230	0	704	449	0	457	691	649	677	323	1758	894
V/C Ratio(X)	0.66	0.00	0.48	0.79	0.00	0.38	0.50	0.51	0.52	0.51	0.29	0.29
Avail Cap(c_a), veh/h	230	0	852	564	0	586	691	649	677	369	1758	894
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.51	0.00	0.51	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	30.2	0.0	9.8	43.6	0.0	36.8	26.9	27.7	27.7	20.4	17.6	17.7
Incr Delay (d2), s/veh	3.5	0.0	0.3	6.0	0.0	0.5	2.6	2.9	2.8	1.2	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.9	0.0	4.2	12.8	0.0	5.0	9.4	9.3	9.7	3.3	5.2	5.5
LnGrp Delay(d),s/veh	33.6	0.0	10.0	49.6	0.0	37.3	29.4	30.6	30.6	21.6	18.0	18.5
LnGrp LOS	C		B	D		D	C	C	C	C	B	B
Approach Vol, veh/h		490			527			1029			930	
Approach Delay, s/veh		17.3			45.6			30.2			18.8	
Approach LOS		B			D			C			B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s		83.6	13.0	43.4	12.7	70.9		56.4				
Change Period (Y+Rc), s		* 5.9	4.0	* 6.1	4.0	* 5.9		* 6.1				
Max Green Setting (Gmax), s		* 67	9.0	* 48	12.0	* 51		* 61				
Max Q Clear Time (g_c+I1), s		13.1	9.7	32.7	8.6	22.8		10.6				
Green Ext Time (p_c), s		16.2	0.0	4.7	0.1	13.1		6.2				
Intersection Summary												
HCM 2010 Ctrl Delay			27.2									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												




















HCM 2010 Signalized Intersection Summary
 24: N 34th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	24	60	35	30	60	8	22	308	3	7	249	5
Number	3	8	18	7	4	14	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	37	91	53	46	91	12	33	469	5	11	379	8
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	0	2	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	153	357	186	224	416	50	498	1671	18	70	1587	33
Arrive On Green	0.38	0.38	0.38	0.38	0.38	0.38	0.93	0.93	0.93	0.47	0.47	0.47
Sat Flow, veh/h	240	940	489	411	1095	132	992	3587	38	33	3407	71
Grp Volume(v), veh/h	181	0	0	149	0	0	33	231	243	208	0	190
Grp Sat Flow(s),veh/h/ln	1669	0	0	1638	0	0	992	1770	1856	1829	0	1683
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	0.0	0.5	0.8	0.9	0.0	0.0	4.8
Cycle Q Clear(g_c), s	4.9	0.0	0.0	3.8	0.0	0.0	5.3	0.8	0.9	4.7	0.0	4.8
Prop In Lane	0.20		0.29	0.31		0.08	1.00		0.02	0.05		0.04
Lane Grp Cap(c), veh/h	696	0	0	690	0	0	498	824	864	906	0	784
V/C Ratio(X)	0.26	0.00	0.00	0.22	0.00	0.00	0.07	0.28	0.28	0.23	0.00	0.24
Avail Cap(c_a), veh/h	696	0	0	690	0	0	498	824	864	906	0	784
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	2.00	2.00	2.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	0.92	0.92	0.92	1.00	0.00	1.00
Uniform Delay (d), s/veh	15.0	0.0	0.0	14.6	0.0	0.0	2.0	1.3	1.3	11.2	0.0	11.3
Incr Delay (d2), s/veh	0.9	0.0	0.0	0.7	0.0	0.0	0.2	0.8	0.7	0.6	0.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.6	0.0	0.0	2.1	0.0	0.0	0.2	0.6	0.6	2.5	0.0	2.4
LnGrp Delay(d),s/veh	15.9	0.0	0.0	15.4	0.0	0.0	2.2	2.1	2.1	11.8	0.0	12.0
LnGrp LOS	B			B			A	A	A	B		B
Approach Vol, veh/h		181			149			507				398
Approach Delay, s/veh		15.9			15.4			2.1				11.9
Approach LOS		B			B			A				B
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		38.0		32.0		38.0		32.0				
Change Period (Y+Rc), s		5.4		5.4		5.4		5.4				
Max Green Setting (Gmax), s		32.6		26.6		32.6		26.6				
Max Q Clear Time (g_c+I1), s		6.8		5.8		7.3		6.9				
Green Ext Time (p_c), s		5.3		1.9		5.3		1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			8.9									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
 26: N 40th St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	49	40	18	7	65	30	17	759	8	20	586	16
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	75	61	27	11	99	0	26	1155	12	30	892	0
Adj No. of Lanes	0	1	0	1	1	0	1	3	0	0	3	1
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	147	107	38	151	312	0	468	3576	37	113	3157	1091
Arrive On Green	0.17	0.17	0.17	0.17	0.17	0.00	0.69	0.69	0.69	0.69	0.69	0.00
Sat Flow, veh/h	501	639	226	1304	1863	0	621	5190	54	94	4581	1583
Grp Volume(v), veh/h	163	0	0	11	99	0	26	754	413	318	604	0
Grp Sat Flow(s),veh/h/ln	1366	0	0	1304	1863	0	621	1695	1853	1590	1543	1583
Q Serve(g_s), s	6.0	0.0	0.0	0.7	3.9	0.0	1.4	7.4	7.4	0.0	6.3	0.0
Cycle Q Clear(g_c), s	9.8	0.0	0.0	10.5	3.9	0.0	7.7	7.4	7.4	5.3	6.3	0.0
Prop In Lane	0.46		0.17	1.00		0.00	1.00		0.03	0.09		1.00
Lane Grp Cap(c), veh/h	292	0	0	151	312	0	468	2336	1277	1143	2126	1091
V/C Ratio(X)	0.56	0.00	0.00	0.07	0.32	0.00	0.06	0.32	0.32	0.28	0.28	0.00
Avail Cap(c_a), veh/h	604	0	0	420	697	0	468	2336	1277	1143	2126	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	0.00	0.82	0.82	0.82	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.0	0.0	0.0	37.8	30.3	0.0	6.5	5.2	5.2	4.8	5.0	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	0.2	0.6	0.0	0.0	0.1	0.1	0.6	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.7	0.0	0.0	0.2	2.0	0.0	0.2	3.4	3.7	2.8	2.7	0.0
LnGrp Delay(d),s/veh	34.7	0.0	0.0	38.0	30.9	0.0	6.5	5.2	5.3	5.4	5.3	0.0
LnGrp LOS	C			D	C		A	A	A	A	A	
Approach Vol, veh/h		163			110			1193			922	
Approach Delay, s/veh		34.7			31.6			5.3			5.4	
Approach LOS		C			C			A			A	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4		6		8				
Phs Duration (G+Y+Rc), s		80.0		20.0		80.0		20.0				
Change Period (Y+Rc), s		* 5.8		* 6.1		5.8		* 6.1				
Max Green Setting (Gmax), s		* 57		* 31		57.1		* 31				
Max Q Clear Time (g_c+I1), s		8.3		11.8		9.7		12.5				
Green Ext Time (p_c), s		21.6		1.4		21.4		1.4				
Intersection Summary												
HCM 2010 Ctrl Delay			8.5									
HCM 2010 LOS			A									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 methodology does not support clustered intersections.


















HCM 2010 methodology does not support clustered intersections.

HCM 2010 methodology does not support more than 4 approaches.

HCM 2010 Signalized Intersection Summary
















39: N 21st St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations										  		
Volume (veh/h)	0	81	10	65	60	0	0	0	0	7	285	13
Number	3	8	18	7	4	14				5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0				0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00				1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	0	1863	1900	1900	1863	0				1900	1863	1900
Adj Flow Rate, veh/h	0	123	15	99	91	0				11	434	20
Adj No. of Lanes	0	1	0	0	1	0				0	3	0
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92				0.92	0.92	0.92
Percent Heavy Veh, %	0	2	2	2	2	0				0	2	0
Cap, veh/h	0	659	80	353	301	0				55	2293	109
Arrive On Green	0.00	0.40	0.40	0.40	0.40	0.00				0.46	0.46	0.46
Sat Flow, veh/h	0	1629	199	679	745	0				120	5015	237
Grp Volume(v), veh/h	0	0	138	190	0	0				170	141	153
Grp Sat Flow(s),veh/h/ln	0	0	1828	1424	0	0				1857	1695	1821
Q Serve(g_s), s	0.0	0.0	3.4	4.0	0.0	0.0				3.8	3.5	3.5
Cycle Q Clear(g_c), s	0.0	0.0	3.4	7.4	0.0	0.0				3.8	3.5	3.5
Prop In Lane	0.00		0.11	0.52		0.00				0.06		0.13
Lane Grp Cap(c), veh/h	0	0	739	654	0	0				849	775	832
V/C Ratio(X)	0.00	0.00	0.19	0.29	0.00	0.00				0.20	0.18	0.18
Avail Cap(c_a), veh/h	0	0	739	654	0	0				849	775	832
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00				1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	1.00	0.99	0.00	0.00				1.00	1.00	1.00
Uniform Delay (d), s/veh	0.0	0.0	13.4	14.7	0.0	0.0				11.4	11.3	11.3
Incr Delay (d2), s/veh	0.0	0.0	0.6	1.1	0.0	0.0				0.5	0.5	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0				0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	1.8	2.7	0.0	0.0				2.1	1.7	1.9
LnGrp Delay(d),s/veh	0.0	0.0	14.0	15.8	0.0	0.0				11.9	11.8	11.8
LnGrp LOS			B	B						B	B	B
Approach Vol, veh/h		138			190						465	
Approach Delay, s/veh		14.0			15.8						11.8	
Approach LOS		B			B						B	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4				8				
Phs Duration (G+Y+Rc), s		36.9		33.1				33.1				
Change Period (Y+Rc), s		4.9		* 4.8				* 4.8				
Max Green Setting (Gmax), s		32.0		* 28				* 28				
Max Q Clear Time (g_c+I1), s		5.8		9.4				5.4				
Green Ext Time (p_c), s		0.0		1.8				1.9				
Intersection Summary												
HCM 2010 Ctrl Delay			13.1									
HCM 2010 LOS			B									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Signalized Intersection Summary
 40: N 22nd St. & E 19th Ave.

10/10/2014

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (veh/h)	8	80	0	0	85	12	60	827	36	0	0	0
Number	3	8	18	7	4	14	1	6	16			
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0			
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00			
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00			
Adj Sat Flow, veh/h/ln	1900	1863	0	0	1863	1900	1900	1863	1900			
Adj Flow Rate, veh/h	12	122	0	0	129	18	91	1258	55			
Adj No. of Lanes	0	1	0	0	1	0	0	2	0			
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92			
Percent Heavy Veh, %	2	2	0	0	2	2	0	2	0			
Cap, veh/h	87	712	0	0	651	91	105	1517	69			
Arrive On Green	0.41	0.41	0.00	0.00	0.41	0.41	0.15	0.15	0.15			
Sat Flow, veh/h	76	1749	0	0	1600	223	228	3307	151			
Grp Volume(v), veh/h	134	0	0	0	0	147	737	0	667			
Grp Sat Flow(s),veh/h/ln	1824	0	0	0	0	1823	1851	0	1836			
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.6	27.2	0.0	24.5			
Cycle Q Clear(g_c), s	3.2	0.0	0.0	0.0	0.0	3.6	27.2	0.0	24.5			
Prop In Lane	0.09		0.00	0.00		0.12	0.12		0.08			
Lane Grp Cap(c), veh/h	799	0	0	0	0	742	849	0	842			
V/C Ratio(X)	0.17	0.00	0.00	0.00	0.00	0.20	0.87	0.00	0.79			
Avail Cap(c_a), veh/h	799	0	0	0	0	742	849	0	842			
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	0.33	0.33	0.33			
Upstream Filter(I)	0.99	0.00	0.00	0.00	0.00	1.00	0.09	0.00	0.09			
Uniform Delay (d), s/veh	13.3	0.0	0.0	0.0	0.0	13.4	27.6	0.0	26.5			
Incr Delay (d2), s/veh	0.4	0.0	0.0	0.0	0.0	0.6	1.2	0.0	0.7			
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0			
%ile BackOfQ(50%),veh/ln	1.7	0.0	0.0	0.0	0.0	2.0	14.2	0.0	12.6			
LnGrp Delay(d),s/veh	13.7	0.0	0.0	0.0	0.0	14.0	28.9	0.0	27.2			
LnGrp LOS	B					B	C		C			
Approach Vol, veh/h		134			147			1404				
Approach Delay, s/veh		13.7			14.0			28.1				
Approach LOS		B			B			C				
Timer	1	2	3	4	5	6	7	8				
Assigned Phs				4		6		8				
Phs Duration (G+Y+Rc), s				33.2		36.8		33.2				
Change Period (Y+Rc), s				* 4.7		4.7		* 4.7				
Max Green Setting (Gmax), s				* 29		32.1		* 29				
Max Q Clear Time (g_c+I1), s				5.6		29.2		5.2				
Green Ext Time (p_c), s				1.6		0.0		1.6				
Intersection Summary												
HCM 2010 Ctrl Delay			25.7									
HCM 2010 LOS			C									
Notes												
* HCM 2010 computational engine requires equal clearance times for the phases crossing the barrier.												

HCM 2010 Computation does not support turning movement with Shared and Exclusive lanes.

Appendix G
Cost Estimates Information

**Columbus Drive and 17th/18th/19th Avenues
Corridor Improvements**

Construction Cost Estimate

Description	Convert to Two-Way Operation	Widen 17th Ave from 22nd St to 28th St	Remove 17th Ave from 14th St to 15th St	Streetscape Items
Milling and Resurfacing	\$1,099,407			
Signalization	\$2,198,572			
Signing	\$52,542			
Pavement Markings	\$42,719			
Roadway Widening		\$530,684		
Roadway Removal			\$24,354	
Streetscape				
Architectural Pavers				\$10,533
7-ft x 7-ft Planters				\$149,135
Street Lights, 75-ft Spacing				\$1,521,000
Subtotal	\$3,393,240	\$530,684	\$24,354	\$1,680,668
Maintenance of Traffic (10%)	\$339,324	\$53,068	\$2,435	\$168,067
Mobilization (10%)	\$373,256	\$58,375	\$2,679	\$184,873
Project Unknowns (20%)	\$821,164	\$128,425	\$5,894	\$406,722
Construction Cost Total	\$4,926,985	\$770,553	\$35,361	\$2,440,330
Design (15%)	\$739,048	\$115,583	\$5,304	\$366,050
CEI (15%)	\$739,048	\$115,583	\$5,304	\$366,050
Total Component Cost	\$6,405,080	\$1,001,719	\$45,970	\$3,172,429

Total Project Cost	\$10,625,198
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Note:

1. Unit prices for roadway costs were derived from District 7 LRE System as of August 2014.
2. Costs do not include utility relocations.

**Columbus Drive and 17th/18th/19th Avenues
Corridor Improvements**

Cost Estimate Quantities

Description	Quantity	Multiplier	Total Quantity	Unit	Price per Unit*	Total Unit Price
Milling and Resurfacing						
Milling (2" average depth)	73804.55	1	73804.55	SY	\$ 1.95	\$ 5,756.75
Structural course	8118.50	1	8118.50	TN	\$ 85.78	\$ 696,404.95
Friction course	2952.18	1	2952.18	TN	\$ 134.56	\$ 397,245.60
Signalization						
Traffic Signal (2-Lane Mast Arm)	1	5	5	AS	\$ 203,366.76	\$ 1,016,833.80
Traffic Signal (4-Lane Mast Arm)	1	5	5	AS	\$ 210,347.56	\$ 1,051,737.80
Mast Arm Removal	1	26	26	EA	\$ 5,000.00	\$ 130,000.00
Signing						
Remove Existing Sign	1	50	50	AS	\$ 22.04	\$ 1,102.00
Single-Post Sign	1	200	200	AS	\$ 257.20	\$ 51,440.00
Pavement Markings						
6" Solid, White	7.20	2	14.41	NM	\$ 924.06	\$ 13,312.11
6" Solid, Yellow	7.18	2	14.36	NM	\$ 933.49	\$ 13,409.36
6" 2-4 Skip, White	769.91	2	1539.81	LF	\$ 0.32	\$ 492.74
6" 10-30 Skip, White	0.05	2	0.10	GM	\$ 419.43	\$ 42.54
6" 10-30 Skip, Yellow	0.70	2	1.40	GM	\$ 530.30	\$ 742.14
12" Solid, White	1103.81	2	2207.63	LF	\$ 0.68	\$ 1,501.19
18" Solid, White	1426.20	2	2852.41	LF	\$ 0.99	\$ 2,823.88
18" Solid, Yellow	235.24	2	470.49	LF	\$ 1.04	\$ 489.31
24" Solid, White	1261.66	2	2523.32	LF	\$ 1.37	\$ 3,456.95
Pavement Message	78	2	156	EA	\$ 41.34	\$ 6,449.04
Roadway Widening						
Clearing and Grubbing (widening)	0.55	1	0.55	AC	\$ 11,912.91	\$ 6,598.56
Stabilization	1784.46	1	1784.46	SY	\$ 3.75	\$ 6,691.71
Base	1784.46	1	1784.46	SY	\$ 19.15	\$ 34,172.33
Structural course	294.44	1	294.44	TN	\$ 85.78	\$ 25,256.66
Friction course	71.38	1	71.38	TN	\$ 134.56	\$ 9,604.66
Type F Curb and Gutter (widening)	3841.19	1	3841.19	LF	\$ 14.26	\$ 54,775.42
Drainage Modifications	1	1	1	AS	\$ 393,584.44	\$ 393,584.44
Roadway Removal						
Clearing and Grubbing (realignment)	0.63	1	0.63	AC	\$ 11,912.91	\$ 7,497.99
Type F Curb and Gutter (realignment)	527.36	1	527.36	LF	\$ 14.26	\$ 7,520.11
4" Sidewalk	228.17	1	228.17	SY	\$ 27.42	\$ 6,256.53
Turf	2700.84	1	2700.84	SY	\$ 1.14	\$ 3,078.95
Streetscape						
Architectural Pavers	133.33	1	133.33	SY	\$ 79.00	\$ 10,533.33
Clearing and Grubbing for Planters	0.07	1	0.07	AC	\$ 11,912.91	\$ 830.84
Planter Curbing (Type D)	28	62	1736.00	LF	\$ 14.00	\$ 24,304.00
Planter Landscaping	1	62	62	AS	\$ 2,000.00	\$ 124,000.00
7-ft x 7-ft Planters						
Street Lights, 75-ft Spacing	1	507	507	AS	\$ 3,000.00	\$ 1,521,000.00

*FDOT unit prices as of November, 2014.

**Columbus Drive and 17th/18th/19th Avenues
Corridor Improvements**

Construction Cost Estimate

Description	Convert to Two-Way Operation	Widen 17th Ave from 22nd St to 28th St	Remove 17th Ave from 14th St to 15th St	Streetscape Items
Milling and Resurfacing	=5756.75+696404.95+397245.6			
Signalization	=1016833.8+1051737.8+130000			
Signing	=1102+51440			
Pavement Markings	42719.25			
Roadway Widening		530683.78		
Roadway Removal			24353.58	
Streetscape				
Architectural Pavers				10533.33
7-ft x 7-ft Planters				149134.84
Street Lights, 75-ft Spacing				1521000
Subtotal	=SUM(B3:B19)	=SUM(C3:C19)	=SUM(D3:D19)	=SUM(E3:E19)
Maintenance of Traffic (10%)	=B20*0.1	=C20*0.1	=D20*0.1	=E20*0.1
Mobilization (10%)	=0.1*SUM(B20+B22)	=0.1*SUM(C20+C22)	=0.1*SUM(D20+D22)	=0.1*SUM(E20+E22)
Project Unknowns (20%)	=0.2*(B20+B22+B24)	=0.2*(C20+C22+C24)	=0.2*(D20+D22+D24)	=0.2*(E20+E22+E24)
Construction Cost Total	=SUM(B20:B27)	=SUM(C20:C27)	=SUM(D20:D27)	=SUM(E20:E27)
Design (15%)	=0.15*B28	=0.15*C28	=0.15*D28	=0.15*E28
CEI (15%)	=0.15*B28	=0.15*C28	=0.15*D28	=0.15*E28
Total Component Cost	=SUM(B28:B32)	=SUM(C28:C32)	=SUM(D28:D32)	=SUM(E28:E32)

Total Project Cost	=B34+C34+D34+E34
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Note:

- Unit prices for roadway costs were derived from District 7 LRE System as of August 2014.
- Costs do not include utility relocations.