

Traffic Impact Analysis



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JACKSONVILLE | GAINESVILLE | OCALA

CONTENTS

1. Executive Summary	2
2. Study Area	2
3. Trip Generation	4
4. Data Collection	4
5. Trip Distribution	8
6. Analysis	10
7. Summary of Transportation Impacts	14
8. Conclusions and Recommendations	15

List of Figures

- Figure 1: Study Area
- Figure 2: Existing (Peak Season) Turning Movements
- Figure 3: Background Turning Movements
- Figure 4: Build-out Turning Movements

List of Tables

- Table 1: Trip Generation
- Table 2: AM Intersection Analysis Summary
- Table 3: PM Intersection Analysis Summary
- Table 4: PM Intersection Analysis Summary with Improvements

List of Appendices

- Appendix A: Concept Exhibit
- Appendix B: Methodology Letter and Approval
- Appendix C: Turning Movement Counts
- Appendix D: Seasonal Adjustment Factor and Historical Growth Rates
- Appendix E: Background Tables
- Appendix F: Trip Distribution Calculations
- Appendix G: Synchro and HCS Reports

1. EXECUTIVE SUMMARY

CHW has prepared the following Traffic Impact Analysis (TIA) for the proposed *Rise Gainesville 34th Street*, located on the east side of SW 34th Street between SW 35th Place and SW 39th Boulevard in Gainesville, Florida. The site will provide approximately 227 dwelling units. The site proposes one access, a connection to the existing Ridgemar Commons driveway connecting to SW 34th Street. The proposed layout of the site is provided in the **Appendix A** concept exhibit. The study is based on the City of Gainesville Engineering Design and Construction Manual requirements, Chapter 7 Traffic Study Guidelines, and is in conformance with the methodology letter dated December 18th, 2020, see **Appendix B**.

Based on the results of this analysis, no off-site transportation improvements are recommended to support this development.

2. STUDY AREA

The study area, as provided in **Figure 1** consists of the following intersections:

- SW 34th Street at SW Archer Road
- SW 34th Street at SW 35th Place
- SW 34th Street at Ridgemar Commons Access
- SW 34th Street at SW 39th Boulevard
- SW 35th Place at SW 32nd Terrace
- Ridgemar Commons Access at Project Site Access

Figure 1 | Study Area



3. TRIP GENERATION

The estimated trip generation for *Rise Gainesville 34th Street* is based on the Institute of Transportation Engineer’s (ITE) Trip Generation Manual, 10th Edition. The estimated trip generation is provided in **Table 1**. The site is expected to generate significant multi-modal traffic, as it is close in proximity to the UF campus. A 20% multi-modal reduction has been applied to the daily, AM Peak, and PM Peak trips to account for the multi-modal traffic, see **Appendix B** for additional information.

Table 1 | Trip Generation

Rise Gainesville 34th Street Trip Generation									
Land Use	ITE LU Code	Variable DU	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	227	1235	76	20	56	97	59	38
20% Multi-Modal Reduction			247	15	4	11	19	12	7
Total			988	61	16	45	78	47	31

4. DATA COLLECTION

Turning movement counts at the study area intersections were performed during the AM and PM peak hours, for two consecutive weekdays, during the week of February 8th, 2021. The two days of counts were averaged for the analysis. The raw count data and the averaged turning movement counts are provided in **Appendix C**.

The count data was adjusted based on the seasonal adjustment factor. **Figure 2** provides the existing (peak season) conditions at all study area intersections.

Growth rates were determined based on historical ADT where available to derive the 2023 background volumes. A minimum of 1.0% yearly growth rate was used for roadways with historical growth rates less than 1.0%. A 2.0% yearly growth rate was used when no data was available to establish a growth rate factor, per the City of Gainesville Design Construction Manual. **Appendix D** provides the data used to determine the peak season and background traffic volumes. **Appendix E** provides the

peak season and background turning movements at all study area intersections in tabular form. **Figure 3** illustrates the background conditions at all study area intersections.

The methodology noted that a COVID-19 factor applied to the counted volumes would be considered, however the City of Gainesville defers to FDOT recommendations regarding whether a COVID-19 factor should be used. FDOT does not currently require COVID-19 factors to be applied to traffic volumes, as traffic volumes are approaching pre-COVID-19 typical volumes, so a COVID-factor was not applied to the study traffic volumes.

Figure 2 | Existing (Peak Season) Turning Movements

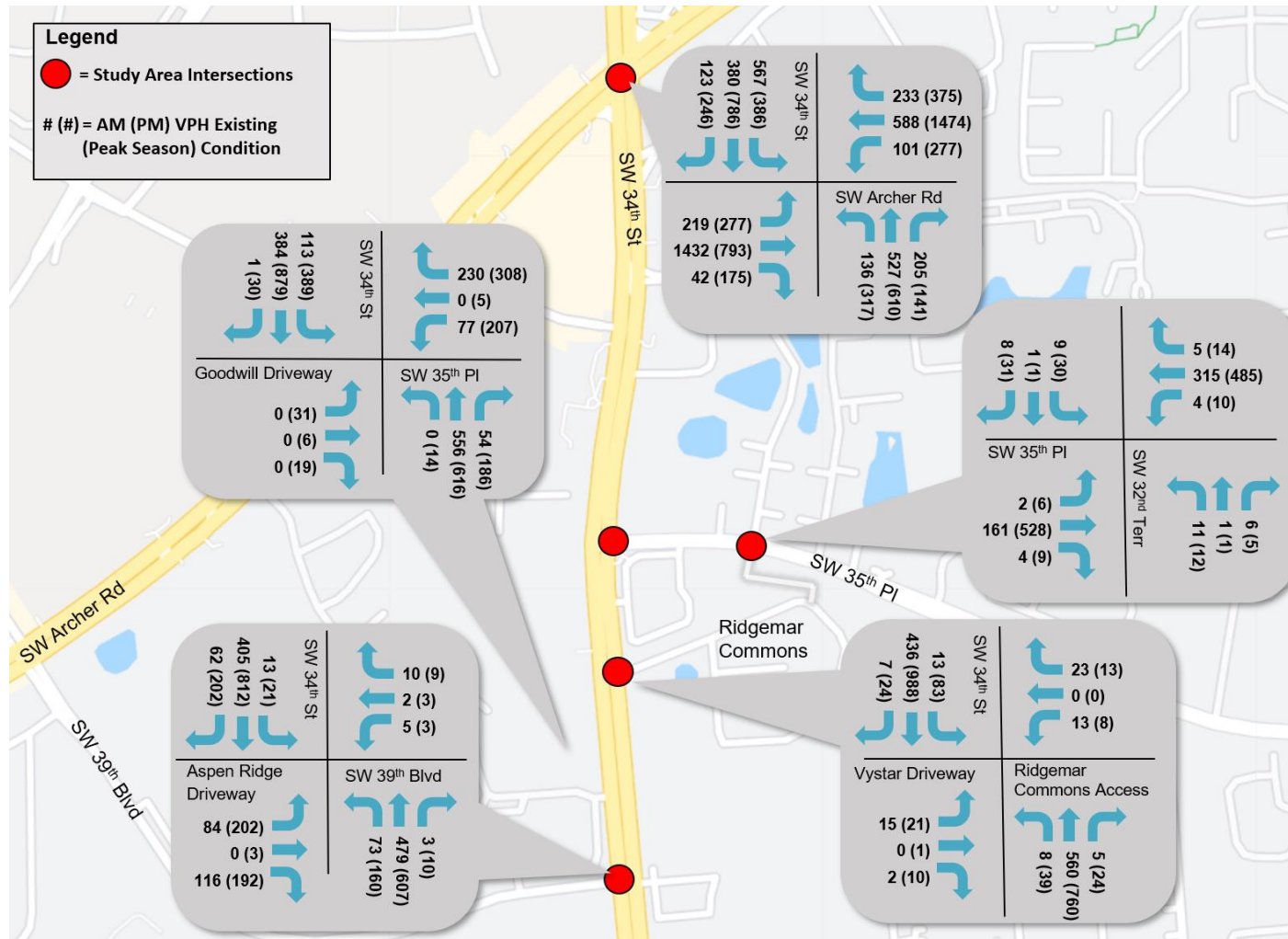
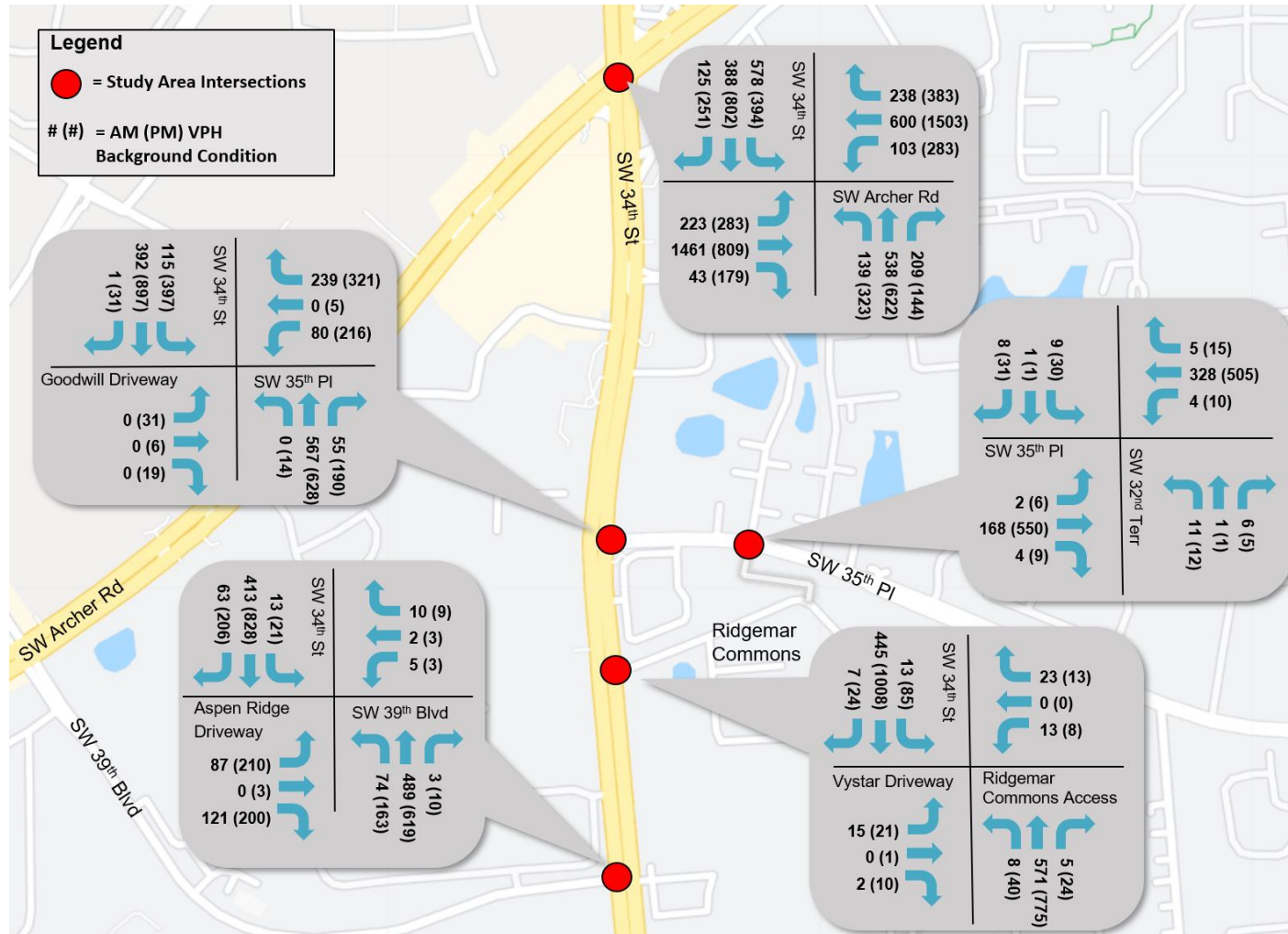


Figure 3 | Background Turning Movements

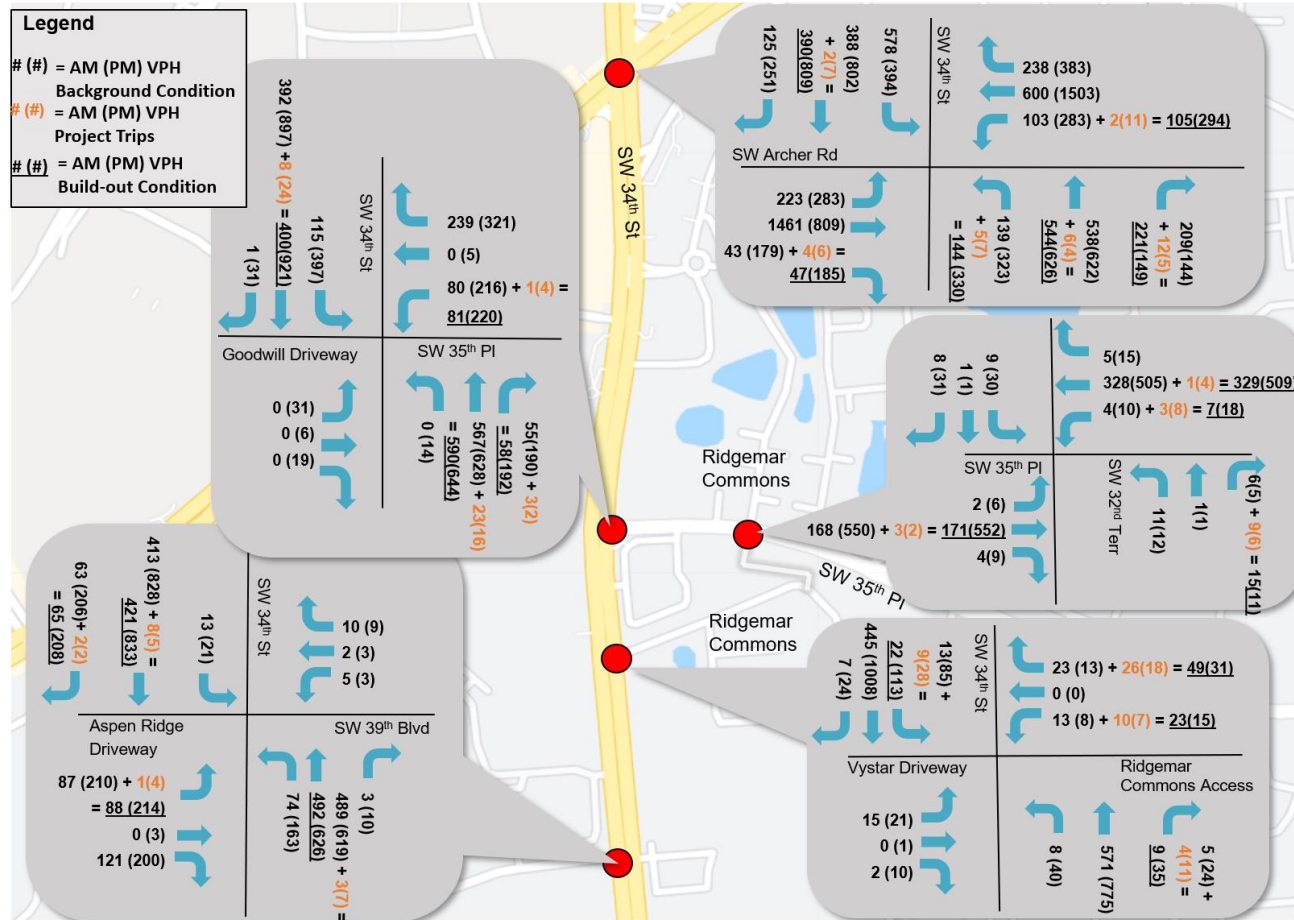


5. TRIP DISTRIBUTION

The project trip distribution for this site is expected to mimic the trip distribution of the adjacent Ridgemar Commons apartments. The trip distribution at SW 34th Street at Archer Road and SW 34th Street at SW 39th Boulevard are based on the AM and PM peak hour turning movement counts at these intersections. The trip distribution calculations, derived from the counts performed at the access points of Ridgemar Commons apartments, are provided in **Appendix F**.

The background and project trip turning movements are combined to form the build-out condition illustrated in **Figure 4**.

Figure 4 | Build-out Turning Movements



6. ANALYSIS

Intersection analyses were performed at the intersections provided in the study area under the following scenarios:

- Existing (Peak Season) Conditions
- Background Conditions
- Build-out Conditions

All Study Area intersections were analyzed during the AM and PM peak hours. HCS 7 was used to analyze the stop-controlled study area intersections and Synchro 11 was used to analyze the signalized intersections. **Table 2** and **Table 3** provide the LOS, delay, v/c ratio, and 95th percentile queue lengths resulting from the analyses. The Synchro and HCS reports are provided in **Appendix G**.

The following intersection movement deficiencies are highlighted in **Table 2** and **Table 3**:

- Movements operating with a LOS of F
- v/c ratios exceeding 1.0
- 95th percentile queue lengths exceeding the available storage

Table 2: AM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Stop Controlled Intersections														
SW 34th St at Ridgemar Commons Access	EBL	40	B	11.4	0.03	25	B	11.5	0.03	25	B	11.9	0.03	25
	EBR	N/A	B	10.4	0.00	0	B	10.5	0	0	B	10.5	0.00	0
	WBT	N/A	C	17.0	0.11	25	C	15.9	0	25	B	14.9	0.17	25
	NBL	290	A	9.5	0.01	0	A	9.5	0.01	0	A	9.5	0.01	0
	SBL	180	B	11.0	0.02	25	B	11.0	0.02	25	B	11.2	0.04	25
	Intersection Total				0.9				0.9				1.4	
SW 35th Pl at SW 32nd Terr	EBL	N/A	A	8.2	0.00	0	A	8.2	0.00	0	A	8.2	0.00	0
	WBL	N/A	A	7.6	0.00	0	A	7.6	0.00	0	A	7.6	0.01	0
	NBT	N/A	B	11.0	0.03	25	B	11.2	0.03	25	B	10.7	0.05	25
	SBT	N/A	B	12.2	0.04	25	B	12.4	0.04	25	B	12.6	0.04	25
	Intersection Total				0.9				0.9				1.1	
Ridgemar Commons Access at Project Site Access	WBL	N/A									A	7.5	0.00	0
	NBT	N/A									B	10.0	0.06	25
	Intersection Total											4.1		
Signalized Intersections														
SW 34th St at SW Archer Rd	EBL	415	F	82.8	0.70	200	F	82.8	0.70	200	F	82.8	0.70	200
	EBT	N/A	D	51.8	0.75	700	D	52.5	0.76	700	D	52.5	0.76	700
	EBR	100	A	0.9	0.06	25	A	1.0	0.06	25	A	1.6	0.07	25
	WBL	385	F	103.9	0.64	125	F	104.1	0.64	125	F	104.6	0.66	125
	WBT	N/A	C	35.0	0.41	200	D	35.4	0.42	225	D	35.5	0.42	225
	WBR	100	A	8.1	0.43	75	A	8.7	0.43	75	A	8.8	0.43	75
	NBL	455	F	90.5	0.59	150	F	90.5	0.59	150	F	90.6	0.60	150
	NBT/R	N/A	E	73.3	0.81	375	E	74.8	0.84	375	E	76.1	0.86	400
	SBL	300	F	90.0	0.95	475	F	91.7	0.96	500	F	91.7	0.96	500
	SBT/R	N/A	D	39.2	0.35	225	D	39.6	0.36	225	D	39.9	0.36	225
Intersection Total			E	56.8			E	57.5			E	57.9		
SW 34th St at SW 35th Pl	EBL	50	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	EBT/R	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	WBL	120	D	43.6	0.48	100	D	44.2	0.49	100	D	44.5	0.50	100
	WBT/R	N/A	A	1.9	0.40	0	A	2.1	0.41	0	A	2.1	0.41	0
	NBL	205	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
	NBT/R	N/A	A	8.4	0.25	75	A	8.5	0.25	75	A	8.6	0.26	75
	SBL	630	D	39.4	0.53	125	D	39.4	0.54	125	D	39.4	0.54	125
	SBT/R	N/A	A	3.2	0.12	50	A	3.2	0.12	50	A	3.2	0.12	50
Intersection Total			B	10.3			B	10.4			B	10.4		
SW 34th St at SW 39th Blvd	EBL	150	D	42.4	0.52	100	D	42.8	0.54	100	D	43.0	0.54	100
	EBT/R	N/A	A	0.9	0.22	0	A	0.9	0.23	0	A	0.9	0.23	0
	WBL/T/R	N/A	B	19.6	0.11	25	B	19.6	0.11	25	B	19.5	0.11	25
	NBL	325	D	38.6	0.42	100	D	38.7	0.42	100	D	38.7	0.42	100
	NBT/R	N/A	A	6.4	0.17	75	A	6.5	0.17	75	A	6.5	0.17	75
	SBL	310	D	41.0	0.10	25	D	40.2	0.10	25	D	40.5	0.10	25
	SBT/R	N/A	A	9.2	0.19	100	A	9.3	0.19	100	A	9.3	0.20	100
	Intersection Total			B	11.8			B	11.9			B	11.9	

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

Table 3: PM Intersection Analysis Summary

Intersection	Movement	Avail. Storage (ft)	Existing (Peak Season)				Background				Build-out			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
Stop Controlled Intersections														
SW 34th St at Ridgemar Commons Access	EBL	40	C	20.5	0.09	25	C	21.3	0.10	25	C	24.5	0.11	25
	EBR	N/A	B	13.7	0.02	25	B	13.8	0	25	B	13.8	0.03	25
	WBT	N/A	C	17.4	0.07	25	C	17.8	0	25	C	18.7	0.16	25
	NBL	290	A	9.6	0.05	25	A	9.6	0.05	25	A	9.6	0.05	25
	SBL	180	B	14.3	0.18	25	B	14.6	0.19	25	C	15.5	0.26	25
	Intersection Total				1.3				1.3				1.8	
SW 35th Pl at SW 32nd Terr	EBL	N/A	A	8.4	0.01	0	A	8.5	0.01	0	A	8.5	0.01	0
	WBL	N/A	A	8.6	0.01	0	A	8.7	0.01	0	A	8.7	0.02	25
	NBT	N/A	C	24.0	0.09	25	D	26.0	0.10	25	C	23.8	0.11	25
	SBT	N/A	C	20.2	0.21	25	C	21.5	0.22	25	C	22.6	0.24	25
	Intersection Total				1.7				1.7				2.0	
Ridgemar Commons Access at Project Site Access	WBL	N/A									A	7.5	0.01	0
	NBT	N/A									B	10.0	0.04	25
	Intersection Total											1.8		
Signalized Intersections														
SW 34th St at SW Archer Rd	EBL	415	F	140.5	1.01	300	F	144.4	1.03	325	F	144.3	1.03	325
	EBT	N/A	D	40.6	0.44	375	D	41.1	0.45	375	D	41.6	0.45	375
	EBR	100	A	7.9	0.27	125	A	8.4	0.28	125	A	9.0	0.29	125
	WBL	385	F	107.5	0.76	275	F	107.6	0.76	275	F	108.3	0.77	275
	WBT	N/A	D	46.4	0.75	700	D	47.1	0.76	700	D	47.1	0.76	725
	WBR	100	C	29.0	0.56	250	C	29.7	0.57	250	C	29.7	0.57	250
	NBL	455	F	115.0	0.92	325	F	115.9	0.93	350	F	118.8	0.95	350
	NBT/R	N/A	E	59.3	0.74	325	E	59.8	0.76	325	E	59.6	0.77	325
	SBL	300	F	127.9	0.92	375	F	129.0	0.94	400	F	128.7	0.94	400
	SBT/R	N/A	E	73.6	0.91	525	E	78.0	0.93	600	F	80.4	0.94	600
Intersection Total			E	66.2			E	67.6			E	68.3		
SW 34th St at SW 35th Pl	EBL	50	C	28.7	0.16	50	C	28.7	0.17	50	C	28.7	0.17	50
	EBT/R	N/A	C	21.9	0.18	50	C	21.8	0.18	50	C	21.8	0.18	50
	WBL	120	E	70.5	0.90	200	E	79.1	0.94	175	F	82.8	0.96	200
	WBT/R	N/A	B	13.3	0.70	100	B	13.4	0.71	100	B	13.4	0.71	100
	NBL	205	D	50.6	0.13	25	D	50.5	0.13	25	D	50.5	0.13	25
	NBT/R	N/A	C	22.3	0.54	175	C	23.4	0.56	175	C	23.9	0.57	175
	SBL	630	D	47.5	0.84	525	D	47.1	0.84	550	D	46.6	0.84	525
	SBT/R	N/A	B	14.1	0.30	450	B	14.2	0.30	450	B	14.5	0.31	475
Intersection Total			C	26.0			C	27.1			C	27.5		
SW 34th St at SW 39th Blvd	EBL	150	D	52.5	0.77	200	D	53.1	0.79	225	D	53.4	0.79	225
	EBT/R	N/A	A	7.1	0.43	75	A	7.0	0.44	75	A	6.9	0.44	75
	WBL/T/R	N/A	B	17.2	0.06	25	B	17.1	0.06	25	B	17.1	0.06	25
	NBL	325	D	40.5	0.64	175	D	40.6	0.64	175	D	40.6	0.64	175
	NBT/R	N/A	B	18.6	0.22	200	B	18.9	0.23	200	B	19.0	0.23	200
	SBL	310	E	55.4	0.18	50	E	55.0	0.18	50	D	54.8	0.18	50
	SBT/R	N/A	B	18.2	0.50	150	B	19.3	0.52	150	B	19.4	0.52	150
	Intersection Total			C	22.5			C	23.1			C	23.2	

Yellow highlight = deficiency occurring without project traffic

Red highlight = deficiency occurs due to added project trips

As shown in **Tables 2 and 3**, the following deficiencies occur with the addition of project trips:

During the PM peak-hour the southbound thru/right movement operates with a Level of Service of F at the intersection of Archer Road and SW 34th Street, during the build-out scenario. The volume to capacity remains under 1.0, so cycle failures are not expected. It is common for the lower volume movements to experience delays at this level while the main street with higher traffic volumes, Archer Road in this case, can be served. This deficiency can be corrected by adding an additional 1.0 second to the southbound thru/right movement split time and removing 1.0 second from the northbound left movement. The results of the signal retiming during both the existing and build-out scenarios are provided in **Table 4**.

During the PM peak-hour the westbound left movement operates with a Level of Service of F at the intersection of SW 34th Street with SW 35th Place. The volumes to capacity remain less than 1.0, so cycle failures are not expected. The added project traffic to this movement will be minor with only 3 vehicles per hour based on our forecast. This deficiency can be corrected by adding an additional 2.0 seconds to the westbound left movement split time and removing 2.0 seconds from the eastbound through/right movement. The results of the signal retiming during both the existing and build-out scenarios are provided in **Table 4**.

Table 4: PM Intersection Analysis Summary with Improvements										
Intersection	Movement	Available Storage (FT)	Existing (Peak Season)				Build-out			
			LOS	Delay(s)	v/c	95% Queue (FT)	LOS	Delay(s)	v/c	95% Queue (FT)
SW 34th St at SW Archer Rd w. Improvements	EBL	415	F	140.5	1.01	300	F	144.3	1.03	325
	EBT	N/A	D	40.6	0.44	375	D	41.6	0.45	375
	EBR	100	A	7.9	0.27	125	A	9.0	0.29	125
	WBL	385	F	107.5	0.76	275	F	108.3	0.77	275
	WBT	N/A	D	46.4	0.75	700	D	47.1	0.76	700
	WBR	100	C	29.0	0.56	250	C	29.7	0.57	250
	NBL	455	F	121.3	0.96	350	F	129.1	0.99	375
	NBT/R	N/A	E	59.0	0.74	325	E	59.3	0.77	325
	SBL	300	F	127.9	0.92	375	F	128.9	0.94	400
	SBT/R	N/A	E	71.1	0.90	500	E	75.8	0.92	525
	Intersection Total		E	66.0			E	68.0		
SW 34th St at SW 35th Pl w. Improvements	EBL	50	C	28.4	0.17	50	C	28.4	0.17	50
	EBT/R	N/A	C	22.8	0.20	50	C	22.8	0.2	50
	WBL	120	D	51.2	0.79	175	E	56.0	0.83	200
	WBT/R	N/A	B	12.2	0.68	100	B	12.2	0.68	100
	NBL	205	D	50.3	0.13	25	D	50.3	0.13	25
	NBT/R	N/A	C	23.0	0.56	175	C	24.8	0.60	175
	SBL	630	D	49.7	0.85	525	D	49.2	0.85	550
	SBT/R	N/A	B	14.8	0.30	450	B	15.8	0.32	475
	Intersection Total		C	25.2			C	26.3		

As illustrated in **Table 4**, the LOS of F that occur with the addition of project trips can be corrected with minor changes to the signal timing.

7. SUMMARY OF TRANSPORTATION IMPACTS

Sidewalks are provided along SW 34th Street along the frontage of *Rise Gainesville 34th Street*. Three sidewalk connections are proposed from the project site directly to the sidewalk along SW 34th Street. A paved shoulder is provided along SW 34th Street that can be utilized by cyclists accessing the project.

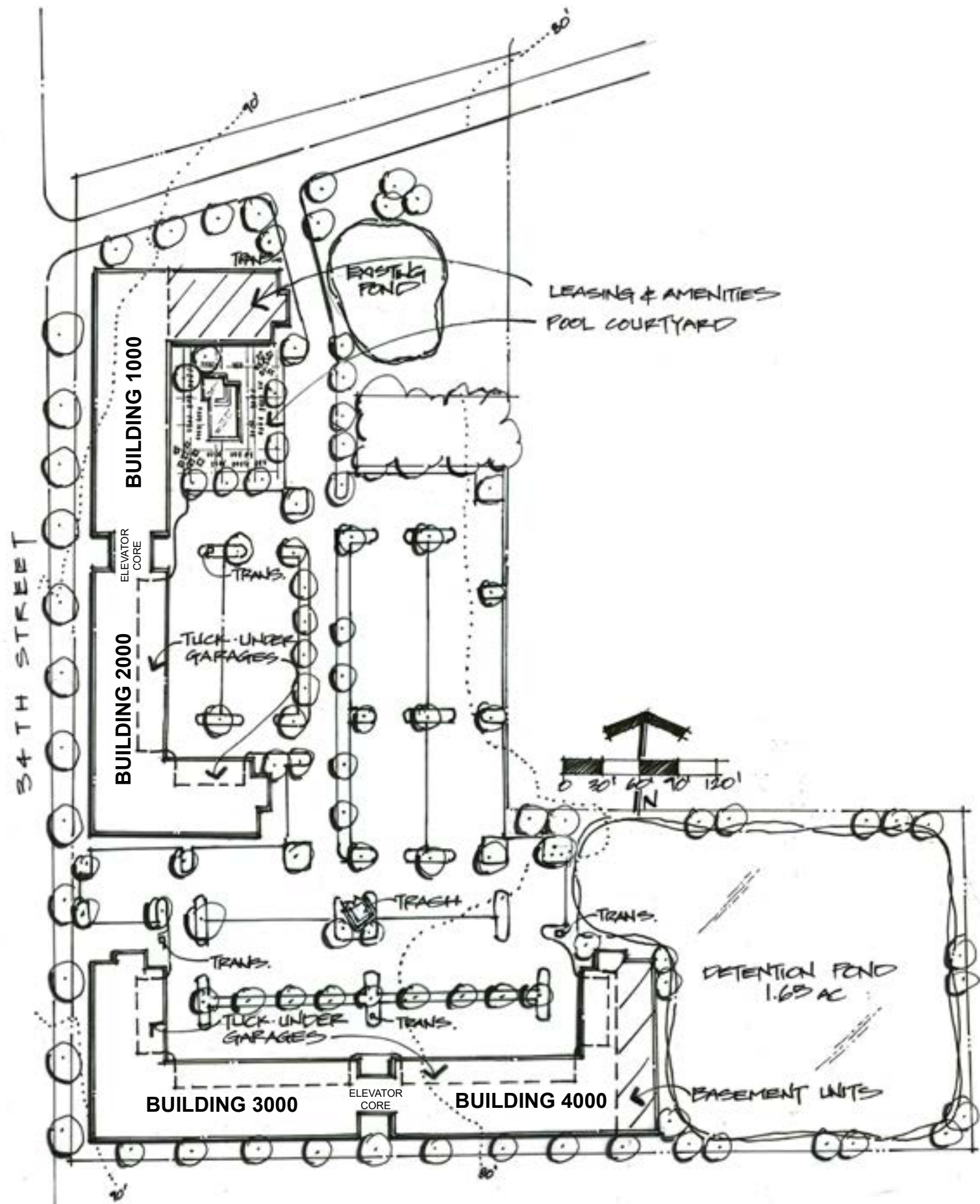
8. CONCLUSIONS AND RECOMMENDATIONS

This study's operational analysis indicates that the added project traffic causes two movements to change from a level of service E to a level of service of F. The added project trips do not exceed the capacity of these movements and the level of delay reported is typical during the peak hours, where cycle lengths are longer and green time favors the higher volume movements.

It is of my professional opinion that the LOS of F is acceptable for these build-out movements. However, minor signal retiming adjustments can be made, by providing more green time to these two movements, resulting with a LOS of E. As illustrated in **Table 4**, the signal timing adjustments provide an improvement during both the build-out and the existing scenario, resulting with less total intersection delay at both intersections. CHW can, at the City's request, adjust the signal timing in accordance with the improvement scenario and monitor the intersection to ensure that no unexpected deficiencies occur.

Appendix A

Concept Exhibit



PROJECT DATA

RESIDENTIAL -

4 Levels Type V Wood Frame Construction with Tuck-Under Garages and Surface Parked
 Building 4000 has Basement Level
 Pond 20% of Site Area

Leasing & Amenities Clubhouse: 6,500 SF
 Average Unit Size: 900 SF

Building 1000

63,100 GSF
 x 80% Net/Gross
 50,400 NSF
 54 Units

Building 2000 & 3000

64,600 GSF
 x 80% Net/Gross
 51,68 NSF
 56 Units

Building 4000

70,200 GSF
 x 80% Net/Gross
 56,160 NSF
 61 Units

TOTAL UNITS: 227 Units

Parking Provided: Tuck-Under Garages: 39 spaces
 Surface Parking: 306 spaces
Total Parking Provided: 345 spaces

ZONING: GAINESVILLE, FLORIDA
MU-1 (Mixed-Use Low Intensity)
 30 units/acre
 Front, Side & Rear Setbacks: 10' min.

**Appendix B
Methodology
Letter and
Approval**

December 18, 2020

Mr. Scott Wright, Planner II
City of Gainesville - Department of Mobility
P.O. Box 490, Station 58
Gainesville, FL 32627

Re: Rise Residential SW 34th Street, Gainesville, FL

Dear Scott,

CHW is preparing a Traffic Impact Analysis (TIA) Methodology for the proposed Rise Residential SW 34th Street located on the east side of SW 34th Street between SW 35th Place and SW 39th Boulevard in Gainesville, Florida. This site will provide approximately 227 dwelling units. Preliminary plans for the site are provided in Attachment A. The methodology is based on the City of Gainesville Engineering Design and Construction Manual requirements, Chapter 7 Traffic Study Guidelines.

Please review the methodology and either provide comment for the purposes of modification/clarification or provide acceptance.

Study Area

The study area will consist of the following intersections:

- SW Archer Road and SW 34th Street
- SW 34th Street and SW 35th Place
- SW 35th Place and Ridgemar Commons access
- SW 34th Street and Ridgemar Commons access
- Ridgemar Commons driveway to SW 34th Street and project site access
- SW 34th Street and SW 39th Boulevard

Land Use and Trip Generation

The trip generation for the Rise Residential SW 34th Street will be based on the Institute of Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. The estimated trip generation is provided below. The TIA will estimate the trip generation based on the number of bedrooms.

The Rise Trip Generation									
Land Use	ITE LU Code	Variable DU	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Multifamily Housing (Mid-Rise)	221	227	1235	76	20	56	97	59	38

Data Collection

Turning movement counts at the following intersections will be performed during the AM and PM peak two hours, for two consecutive weekdays. Counts will be collected on a Tuesday, Wednesday, or Thursday. The counts will include pedestrians, bicycles, and trucks, in addition to passenger vehicles. The counts will be performed at the following intersections:

- SW Archer Road and SW 34th Street
- SW 34th Street and SW 35th Place
- SW 35th Place and Ridgemar Commons access
- SW 34th Street and Ridgemar Commons access
- SW 34th Street and SW 39th Boulevard

The count data will be adjusted based on the seasonal adjustment factor and by the growth rate to forecast the estimated background traffic. The growth rate will be determined based on historical ADT where available and will be based on the City of Gainesville Engineering Design and Construction Manual, Chapter 7 Traffic Study Guidelines.

Due to the traffic volume impacts of COVID-19, CHW will use available traffic count data from a 2019 count provided by FDOT traffic online to derive a factor that converts the turning movement count data into typical Non-COVID-19 traffic volumes. If the 2021 turning movement count volumes are greater than the 2019 volumes, a factor will not be applied.

Trip Distribution

The project trip distribution is expected to mimic the trip distribution of trips to and from the Ridgemar Commons apartments. The turning movement counts provided at the access points of Ridgemar Commons will be used to determine the project trip distribution.

Analysis

The analysis will be performed at the intersections provided in the study area under the following scenarios:

- Existing (peak season) conditions
- Background conditions
- Build-out conditions
- Build-out with improvements, if applicable

The intersection operation analysis will review the delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection as a whole. The signalized intersections will be analyzed using Synchro 11 and the non-signalized intersections will be analyzed using HCS 7. The reports will be provided in the appendices and the program files will be provided along with the report.

A summary of transportation system impacts will be provided as per the Traffic Study Guidelines. This section will include a review of the impact to cyclists and pedestrians at all study area intersections.

Any needed roadway modifications based on this analysis will be identified and modeled to demonstrate that the improvement mitigates the deficiency. If signal timing is recommended, all impacted traffic signals along the corridor will be taken into consideration.

Report

A draft report, including, as a minimum, the following will be submitted for review and comment.

- Study Area Map
- Existing Conditions
- Trip Generation
- Data Collection
- Trip Distribution
- Analysis
 - AM and PM Intersection LOS, Delay, V/C and 95th Percentile Queue Length Analysis
 - Summary of Transportation System Impacts
- Conclusion and Recommendations
- Appendices with Supporting Documentation

Following any revisions, based upon staff comments, we will prepare a final signed and sealed report.

If your office concurs with this methodology, please find the appropriate signature block below and sign as such. Please return a signed copy to our office for our records.

Thank you for your review and consideration.

Sincerely,
CHW



Brian Snyder, P.E.
Project Manager

I concur with the traffic study methodology presented for the proposed Rise Residential SW 34th Street site.

Scott Wright

Date

Brian Snyder

From: Wright, Scott A <WrightSA@cityofgainesville.org>
Sent: Thursday, February 4, 2021 11:12 AM
To: Brian Snyder
Subject: RE: The Rise TIA Methodology

Since you haven't heard back from Tom, here is City confirmation that we are good with the proposed methodology. You can always just adjust the traffic study as needed to incorporate their comments.

Scott

From: Brian Snyder [mailto:brians@chw-inc.com]
Sent: Monday, February 01, 2021 5:17 PM
To: Cavin, Tom <Tom.Cavin@dot.state.fl.us>
Cc: Wright, Scott A <WrightSA@cityofgainesville.org>
Subject: FW: The Rise TIA Methodology

Tom,

I sent the attached methodology to Scott back in mid-December and did not copy you on it. I can't recall whether you did not need to review since there is no direct connection or if it depends on whether there is a "significant change" to the Ridgemar Commons connection. Regardless, can you let me know whether the intersections being counted are acceptable so that we can order the counts?

- SW Archer Road and SW 34th Street
- SW 34th Street and SW 35th Place
- SW 35th Place and Ridgemar Commons access
- SW 34th Street and Ridgemar Commons access
- SW 34th Street and SW 39th Boulevard

Additionally, Scott wanted to defer to FDOT regarding providing a specific COVID factor. I address this in the methodology, stating that we will compare the existing counts with 2019 counts and use a factor if the 2019 counts are higher but if FDOT requires a different approach, we will use that.

Thank you,

BRIAN SNYDER | Project Manager
d: (386) 518-5154 | **c:** (352) 339-2938
e: brians@chw-inc.com
w: www.chw-inc.com



JACKSONVILLE.GAINESVILLE.OCALA
t: (904) 619-6521 | 8563 Argyle Business Loop, Suite 3, Jacksonville, FL 32244
t: (352) 331-1976 | 11801 Research Drive, Alachua, FL 32615
t: (352) 414-4621 | 101 NE 1st Avenue, Ocala, FL 34470
PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION.

From: Brian Snyder
Sent: Friday, December 18, 2020 11:38 AM
To: Wright, Scott A <WrightSA@cityofgainesville.org>
Subject: The Rise TIA Methodology

Scott,

Please see the attached Rise methodology.

Thanks

Please note: CHW offices will close at 5:30pm on Wednesday, December 23, 2020 and will return to the office at 7:30am on Monday, December 28, 2020. CHW Offices will also close at 5:30pm on Wednesday, December 30, 2020 and will return to the office at 7:30am on Monday, January 4, 2021.

BRIAN SNYDER | Project Manager
d: (386) 518-5154 | **c:** (352) 339-2938
e: brians@chw-inc.com
w: www.chw-inc.com



JACKSONVILLE.GAINESVILLE.OCALA
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PLANNING.DESIGN.SURVEYING.ENGINEERING.CONSTRUCTION.

From: Wright, Scott A <WrightSA@cityofgainesville.org>
Sent: Thursday, March 25, 2021 11:40 AM
To: Brian Snyder <brians@chw-inc.com>
Subject: Multi-modal reduction - The Rise SW 34th St

Brian –

We allow a 20% multi-modal reduction for multi-family development this area, based on the information from a study done for nearby Lexington Crossing. This is primarily in the form of transit riders. Admittedly we need to update this study, but this is the information we have available for now.

If you want more detail:

Hourly Average	AM PEAK			PM PEAK		
	Auto	Bike/Ped	Transit	Auto	Bike/Ped	Transit
Royal Village (Adjacent to University)	80%	10%	10%	79%	18%	3%
Lexington Crossing (Southwest)	70%	1%	29%	89%	2%	9%
Wisteria Downs (Downtown)	89%	10%	1%	87%	12%	1%
Cobblestone (Northwest)	93%	0%	6%	96%	1%	4%
Museum Walk (Urban Village)	66%	19%	15%	74%	16%	10%
The Estates (Urban Village - ind. study)	59%	3%	38%	77%	5%	18%

Scott Wright | Planner III
Department of Mobility | City of Gainesville
desk 352-393-8423
email wrightsa@cityofgainesville.org

Appendix C

Turning Movement Counts

**SR 24/SW Archer Road
and SW 34th Street**

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	23	79	102	0	204	43	72	23	1	139	45	104	23	1	173	9	331	44	0	384	900
07:15 AM	24	88	152	0	264	40	70	23	1	134	60	116	34	0	210	5	391	45	1	442	1050
07:30 AM	24	93	149	1	267	56	143	26	4	229	58	126	28	4	216	12	342	50	2	406	1118
07:45 AM	30	102	148	0	280	61	180	24	1	266	42	133	40	2	217	12	366	56	0	434	1197
Total	101	362	551	1	1015	200	465	96	7	768	205	479	125	7	816	38	1430	195	3	1666	4265
08:00 AM	33	84	122	0	239	56	153	14	3	226	33	147	28	1	209	12	278	58	1	349	1023
08:15 AM	30	75	82	4	191	69	127	19	1	216	21	105	31	1	158	11	268	56	3	338	903
08:30 AM	32	86	96	0	214	49	121	18	3	191	42	135	42	3	222	26	219	41	0	286	913
08:45 AM	41	88	89	1	219	59	126	37	2	224	40	128	39	2	209	16	279	65	3	363	1015
Total	136	333	389	5	863	233	527	88	9	857	136	515	140	7	798	65	1044	220	7	1336	3854
Grand Total	237	695	940	6	1878	433	992	184	16	1625	341	994	265	14	1614	103	2474	415	10	3002	8119
Apprch %	12.6	37	50.1	0.3		26.6	61	11.3	1		21.1	61.6	16.4	0.9		3.4	82.4	13.8	0.3		
Total %	2.9	8.6	11.6	0.1	23.1	5.3	12.2	2.3	0.2	20	4.2	12.2	3.3	0.2	19.9	1.3	30.5	5.1	0.1	37	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	24	88	152	264	40	70	23	1	134	60	116	34	0	210	5	391	45	1	442	1050
07:30 AM	24	93	149	266	56	143	26	4	229	58	126	28	4	216	12	342	50	2	406	1117
07:45 AM	30	102	148	280	61	180	24	1	266	42	133	40	2	217	12	366	56	0	434	1197
08:00 AM	33	84	122	239	56	153	14	3	226	33	147	28	1	209	12	278	58	1	349	1023
Total Volume	111	367	571	1049	213	546	87	9	855	193	522	130	7	852	41	1377	209	4	1631	4387
% App. Total	10.6	35	54.4		24.9	63.9	10.2	1.1		22.7	61.3	15.3	0.8		2.5	84.4	12.8	0.2		
PHF	.841	.900	.939	.937	.873	.758	.837	.563	.804	.804	.888	.813	.438	.982	.854	.880	.901	.500	.923	.916

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	2	3	1	0	6	2	6	0	0	8	2	4	0	0	6	1	5	3	0	9	29
07:15 AM	1	3	2	0	6	4	8	1	0	13	2	0	0	0	2	1	5	1	0	7	28
07:30 AM	0	4	1	0	5	4	7	0	0	11	6	2	0	0	8	0	3	2	0	5	29
07:45 AM	1	2	1	0	4	1	9	2	0	12	4	1	0	0	5	1	8	1	0	10	31
Total	4	12	5	0	21	11	30	3	0	44	14	7	0	0	21	3	21	7	0	31	117
08:00 AM	1	2	1	0	4	3	7	1	0	11	2	3	1	0	6	2	8	1	0	11	32
08:15 AM	0	2	2	0	4	1	4	3	0	8	2	7	0	0	9	1	4	1	0	6	27
08:30 AM	0	0	1	0	1	1	3	3	0	7	6	2	2	0	10	1	4	1	0	6	24
08:45 AM	0	2	3	0	5	3	4	3	0	10	1	2	0	0	3	0	7	0	0	7	25
Total	1	6	7	0	14	8	18	10	0	36	11	14	3	0	28	4	23	3	0	30	108
Grand Total	5	18	12	0	35	19	48	13	0	80	25	21	3	0	49	7	44	10	0	61	225
Apprch %	14.3	51.4	34.3	0		23.8	60	16.2	0		51	42.9	6.1	0		11.5	72.1	16.4	0		
Total %	2.2	8	5.3	0	15.6	8.4	21.3	5.8	0	35.6	11.1	9.3	1.3	0	21.8	3.1	19.6	4.4	0	27.1	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total		
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	1	3	2	6	4	8	1	13	2	0	0	2	1	5	1	7	28		
07:30 AM	0	4	1	5	4	7	0	11	6	2	0	8	0	3	2	5	29		
07:45 AM	1	2	1	4	1	9	2	12	4	1	0	5	1	8	1	10	31		
08:00 AM	1	2	1	4	3	7	1	11	2	3	1	6	2	8	1	11	32		
Total Volume	3	11	5	19	12	31	4	47	14	6	1	21	4	24	5	33	120		
% App. Total	15.8	57.9	26.3		25.5	66	8.5		66.7	28.6	4.8		12.1	72.7	15.2				
PHF	.750	.688	.625	.792	.750	.861	.500	.904	.583	.500	.250	.000	.656	.500	.750	.625	.000	.750	.938

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	25	82	103	0	210	45	78	23	1	147	47	108	23	1	179	10	336	47	0	393	929
07:15 AM	25	91	154	0	270	44	78	24	1	147	62	116	34	0	212	6	396	46	1	449	1078
07:30 AM	24	97	150	1	272	60	150	26	4	240	64	128	28	4	224	12	345	52	2	411	1147
07:45 AM	31	104	149	0	284	62	189	26	1	278	46	134	40	2	222	13	374	57	0	444	1228
Total	105	374	556	1	1036	211	495	99	7	812	219	486	125	7	837	41	1451	202	3	1697	4382
08:00 AM	34	86	123	0	243	59	160	15	3	237	35	150	29	1	215	14	286	59	1	360	1055
08:15 AM	30	77	84	4	195	70	131	22	1	224	23	112	31	1	167	12	272	57	3	344	930
08:30 AM	32	86	97	0	215	50	124	21	3	198	48	137	44	3	232	27	223	42	0	292	937
08:45 AM	41	90	92	1	224	62	130	40	2	234	41	130	39	2	212	16	286	65	3	370	1040
Total	137	339	396	5	877	241	545	98	9	893	147	529	143	7	826	69	1067	223	7	1366	3962
Grand Total	242	713	952	6	1913	452	1040	197	16	1705	366	1015	268	14	1663	110	2518	425	10	3063	8344
Apprch %	12.7	37.3	49.8	0.3		26.5	61	11.6	0.9		22	61	16.1	0.8		3.6	82.2	13.9	0.3		
Total %	2.9	8.5	11.4	0.1	22.9	5.4	12.5	2.4	0.2	20.4	4.4	12.2	3.2	0.2	19.9	1.3	30.2	5.1	0.1	36.7	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	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	25	91	154	270	44	78	24	1	147	62	116	34	0	212	6	396	46	1	449	1078
07:30 AM	24	97	150	271	60	150	26	4	240	64	128	28	4	224	12	345	52	2	411	1146
07:45 AM	31	104	149	284	62	189	26	1	278	46	134	40	2	222	13	374	57	0	444	1228
08:00 AM	34	86	123	243	59	160	15	3	237	35	150	29	1	215	14	286	59	1	360	1055
Total Volume	114	378	576	1068	225	577	91	9	902	207	528	131	7	873	45	1401	214	4	1664	4507
% App. Total	10.7	35.4	53.9		24.9	64	10.1	1		23.7	60.5	15	0.8		2.7	84.2	12.9	0.2		
PHF	.838	.909	.935	.940	.907	.763	.875	.563	.811	.809	.880	.819	.438	.974	.804	.884	.907	.500	.927	.918

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	50	198	107	3	358	103	382	85	0	570	24	134	68	4	230	48	194	64	5	311	1469
Total	50	198	107	3	358	103	382	85	0	570	24	134	68	4	230	48	194	64	5	311	1469
05:00 PM	79	195	94	4	372	79	381	76	6	542	37	132	97	5	271	35	188	54	1	278	1463
05:15 PM	49	216	104	3	372	94	349	69	1	513	40	142	77	1	260	48	183	80	3	314	1459
05:30 PM	79	173	70	5	327	104	333	58	3	498	25	141	78	4	248	36	211	74	1	322	1395
05:45 PM	59	176	101	2	338	85	317	64	2	468	29	114	65	6	214	39	227	63	1	330	1350
Total	266	760	369	14	1409	362	1380	267	12	2021	131	529	317	16	993	158	809	271	6	1244	5667
06:00 PM	63	163	96	2	324	88	277	50	2	417	31	130	66	4	231	45	173	53	4	275	1247
06:15 PM	72	161	100	6	339	89	265	42	5	401	43	125	75	6	249	51	223	60	4	338	1327
06:30 PM	58	148	86	0	292	79	232	40	0	351	34	131	72	0	237	44	243	72	0	359	1239
Grand Total	509	1430	758	25	2722	721	2536	484	19	3760	263	1049	598	30	1940	346	1642	520	19	2527	10949
Apprch %	18.7	52.5	27.8	0.9		19.2	67.4	12.9	0.5		13.6	54.1	30.8	1.5		13.7	65	20.6	0.8		
Total %	4.6	13.1	6.9	0.2	24.9	6.6	23.2	4.4	0.2	34.3	2.4	9.6	5.5	0.3	17.7	3.2	15	4.7	0.2	23.1	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	50	198	107	355	103	382	85	0	570	24	134	68	4	230	48	194	64	5	311	1466
05:00 PM	79	195	94	368	79	381	76	6	542	37	132	97	5	271	35	188	54	1	278	1459
05:15 PM	49	216	104	369	94	349	69	1	513	40	142	77	1	260	48	183	80	3	314	1456
05:30 PM	79	173	70	322	104	333	58	3	498	25	141	78	4	248	36	211	74	1	322	1390
Total Volume	257	782	375	1414	380	1445	288	10	2123	126	549	320	14	1009	167	776	272	10	1225	5771
% App. Total	18.2	55.3	26.5		17.9	68.1	13.6	0.5		12.5	54.4	31.7	1.4		13.6	63.3	22.2	0.8		
PHF	.813	.905	.876	.958	.913	.946	.847	.417	.931	.788	.967	.825	.700	.931	.870	.919	.850	.500	.951	.984

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	3	0	0	3	0	3	3	0	6	1	2	0	0	3	0	2	0	0	2	2
Total	0	3	0	0	3	0	3	3	0	6	1	2	0	0	3	0	2	0	0	2	14
05:00 PM	1	2	1	0	4	1	7	1	0	9	3	2	0	0	5	0	4	0	0	4	22
05:15 PM	1	1	1	0	3	0	3	1	0	4	3	1	0	0	4	0	0	0	0	0	11
05:30 PM	0	3	0	0	3	0	2	0	0	2	3	2	0	0	5	1	7	0	0	8	18
05:45 PM	0	1	0	0	1	2	2	2	0	6	1	0	0	0	1	0	2	0	0	2	10
Total	2	7	2	0	11	3	14	4	0	21	10	5	0	0	15	1	13	0	0	14	61
06:00 PM	0	3	0	0	3	0	4	1	0	5	3	1	0	0	4	1	3	2	0	6	18
06:15 PM	0	5	2	0	7	0	4	1	0	5	2	2	0	0	4	0	3	0	0	3	19
06:30 PM	1	0	1	0	2	0	2	0	0	2	1	0	0	0	1	0	3	0	0	3	8
Grand Total	3	18	5	0	26	3	27	9	0	39	17	10	0	0	27	2	24	2	0	28	120
Apprch %	11.5	69.2	19.2	0		7.7	69.2	23.1	0		63	37	0	0		7.1	85.7	7.1	0		
Total %	2.5	15	4.2	0	21.7	2.5	22.5	7.5	0	32.5	14.2	8.3	0	0	22.5	1.7	20	1.7	0	23.3	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	0	3	0	3	0	3	3	0	6	1	2	0	0	3	0	2	0	0	2	14
05:00 PM	1	2	1	4	1	7	1	0	9	3	2	0	0	5	0	4	0	0	4	22
05:15 PM	1	1	1	3	0	3	1	0	4	3	1	0	0	4	0	0	0	0	0	11
05:30 PM	0	3	0	3	0	2	0	0	2	3	2	0	0	5	1	7	0	0	8	18
Total Volume	2	9	2	13	1	15	5	0	21	10	7	0	0	17	1	13	0	0	14	65
% App. Total	15.4	69.2	15.4		4.8	71.4	23.8	0		58.8	41.2	0	0		7.1	92.9	0	0		
PHF	.500	.750	.500	.813	.250	.536	.417	.000	.583	.833	.875	.000	.000	.850	.250	.464	.000	.000	.438	.739

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	50	201	107	3	361	103	385	88	0	576	25	136	68	4	233	48	196	64	5	313	1483
Total	50	201	107	3	361	103	385	88	0	576	25	136	68	4	233	48	196	64	5	313	1483
05:00 PM	80	197	95	4	376	80	388	77	6	551	40	134	97	5	276	35	192	54	1	282	1485
05:15 PM	50	217	105	3	375	94	352	70	1	517	43	143	77	1	264	48	183	80	3	314	1470
05:30 PM	79	176	70	5	330	104	335	58	3	500	28	143	78	4	253	37	218	74	1	330	1413
05:45 PM	59	177	101	2	339	87	319	66	2	474	30	114	65	6	215	39	229	63	1	332	1360
Total	268	767	371	14	1420	365	1394	271	12	2042	141	534	317	16	1008	159	822	271	6	1258	5728
06:00 PM	63	166	96	2	327	88	281	51	2	422	34	131	66	4	235	46	176	55	4	281	1265
06:15 PM	72	166	102	6	346	89	269	43	5	406	45	127	75	6	253	51	226	60	4	341	1346
06:30 PM	59	148	87	0	294	79	234	40	0	353	35	131	72	0	238	44	246	72	0	362	1247
Grand Total	512	1448	763	25	2748	724	2563	493	19	3799	280	1059	598	30	1967	348	1666	522	19	2555	11069
Apprch %	18.6	52.7	27.8	0.9		19.1	67.5	13	0.5		14.2	53.8	30.4	1.5		13.6	65.2	20.4	0.7		
Total %	4.6	13.1	6.9	0.2	24.8	6.5	23.2	4.5	0.2	34.3	2.5	9.6	5.4	0.3	17.8	3.1	15.1	4.7	0.2	23.1	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total			
	Right	Thru	Left	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru		Left	Peds	App. Total
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																				
Peak Hour for Entire Intersection Begins at 04:45 PM																				
04:45 PM	50	201	107	358	103	385	88	0	576	25	136	68	4	233	48	196	64	5	313	1480
05:00 PM	80	197	95	372	80	388	77	6	551	40	134	97	5	276	35	192	54	1	282	1481
05:15 PM	50	217	105	372	94	352	70	1	517	43	143	77	1	264	48	183	80	3	314	1467
05:30 PM	79	176	70	325	104	335	58	3	500	28	143	78	4	253	37	218	74	1	330	1408
Total Volume	259	791	377	1427	381	1460	293	10	2144	136	556	320	14	1026	168	789	272	10	1239	5836
% App. Total	18.1	55.4	26.4		17.8	68.1	13.7	0.5		13.3	54.2	31.2	1.4		13.6	63.7	22	0.8		
PHF	.809	.911	.881	.959	.916	.941	.832	.417	.931	.791	.972	.825	.700	.929	.875	.905	.850	.500	.939	.985

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	14	70	121	0	205	42	61	12	0	115	35	95	28	0	158	4	317	40	1	362	840
07:15 AM	29	77	135	3	244	49	89	20	1	159	60	113	23	0	196	7	401	38	1	447	1046
07:30 AM	32	95	155	0	282	60	160	24	0	244	60	143	37	2	242	11	394	57	1	463	1231
07:45 AM	34	103	146	0	283	75	196	31	3	305	44	147	48	2	241	8	348	70	1	427	1256
Total	109	345	557	3	1014	226	506	87	4	823	199	498	136	4	837	30	1460	205	4	1699	4373
08:00 AM	35	102	116	1	254	54	148	34	0	236	37	117	30	1	185	12	306	57	1	376	1051
08:15 AM	34	84	84	1	203	59	116	21	0	196	35	112	35	0	182	8	256	41	0	305	886
08:30 AM	41	99	88	0	228	46	127	27	0	200	44	135	45	0	224	10	251	57	0	318	970
08:45 AM	45	90	92	0	227	61	106	25	1	193	54	133	46	0	233	21	263	62	1	347	1000
Total	155	375	380	2	912	220	497	107	1	825	170	497	156	1	824	51	1076	217	2	1346	3907
Grand Total	264	720	937	5	1926	446	1003	194	5	1648	369	995	292	5	1661	81	2536	422	6	3045	8280
Apprch %	13.7	37.4	48.7	0.3		27.1	60.9	11.8	0.3		22.2	59.9	17.6	0.3		2.7	83.3	13.9	0.2		
Total %	3.2	8.7	11.3	0.1	23.3	5.4	12.1	2.3	0.1	19.9	4.5	12	3.5	0.1	20.1	1	30.6	5.1	0.1	36.8	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	29	77	135	241	49	89	20	158	60	113	23	196	7	401	38	446	1041
07:30 AM	32	95	155	282	60	160	24	244	60	143	37	240	11	394	57	462	1228
07:45 AM	34	103	146	283	75	196	31	302	44	147	48	239	8	348	70	426	1250
08:00 AM	35	102	116	253	54	148	34	236	37	117	30	184	12	306	57	375	1048
Total Volume	130	377	552	1059	238	593	109	940	201	520	138	859	38	1449	222	1709	4567
% App. Total	12.3	35.6	52.1		25.3	63.1	11.6		23.4	60.5	16.1		2.2	84.8	13		
PHF	.929	.915	.890	.936	.793	.756	.801	.778	.838	.884	.719	.895	.792	.903	.793	.925	.913

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	2	0	0	2	3	7	2	0	12	4	2	1	0	7	0	2	1	0	3	24
07:15 AM	4	0	0	0	4	1	7	1	0	9	3	0	2	0	5	0	4	1	0	5	23
07:30 AM	0	1	0	0	1	4	7	3	0	14	5	3	0	0	8	0	7	0	0	7	30
07:45 AM	0	0	2	0	2	2	2	2	0	6	3	1	0	0	4	2	8	2	0	12	24
Total	4	3	2	0	9	10	23	8	0	41	15	6	3	0	24	2	21	4	0	27	101
08:00 AM	1	3	2	0	6	0	6	0	0	6	4	3	1	0	8	0	8	0	0	8	28
08:15 AM	0	3	1	0	4	4	7	3	0	14	4	2	1	0	7	1	4	2	0	7	32
08:30 AM	0	2	4	0	6	3	4	1	0	8	2	3	0	0	5	0	6	2	0	8	27
08:45 AM	1	1	5	0	7	3	5	1	0	9	5	3	1	0	9	1	5	0	0	6	31
Total	2	9	12	0	23	10	22	5	0	37	15	11	3	0	29	2	23	4	0	29	118
Grand Total	6	12	14	0	32	20	45	13	0	78	30	17	6	0	53	4	44	8	0	56	219
Apprch %	18.8	37.5	43.8	0		25.6	57.7	16.7	0		56.6	32.1	11.3	0		7.1	78.6	14.3	0		
Total %	2.7	5.5	6.4	0	14.6	9.1	20.5	5.9	0	35.6	13.7	7.8	2.7	0	24.2	1.8	20.1	3.7	0	25.6	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	3	2	6	0	6	0	6	4	3	1	8	0	8	0	8	28
08:15 AM	0	3	1	4	4	7	3	14	4	2	1	7	1	4	2	7	32
08:30 AM	0	2	4	6	3	4	1	8	2	3	0	5	0	6	2	8	27
08:45 AM	1	1	5	7	3	5	1	9	5	3	1	9	1	5	0	6	31
Total Volume	2	9	12	23	10	22	5	37	15	11	3	29	2	23	4	29	118
% App. Total	8.7	39.1	52.2		27	59.5	13.5		51.7	37.9	10.3		6.9	79.3	13.8		
PHF	.500	.750	.600	.821	.625	.786	.417	.661	.750	.917	.750	.806	.500	.719	.500	.906	.922

Peggy Malone & Associates
(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	14	72	121	0	207	45	68	14	0	127	39	97	29	0	165	4	319	41	1	365	864
07:15 AM	33	77	135	3	248	50	96	21	1	168	63	113	25	0	201	7	405	39	1	452	1069
07:30 AM	32	96	155	0	283	64	167	27	0	258	65	146	37	2	250	11	401	57	1	470	1261
07:45 AM	34	103	148	0	285	77	198	33	3	311	47	148	48	2	245	10	356	72	1	439	1280
Total	113	348	559	3	1023	236	529	95	4	864	214	504	139	4	861	32	1481	209	4	1726	4474
08:00 AM	36	105	118	1	260	54	154	34	0	242	41	120	31	1	193	12	314	57	1	384	1079
08:15 AM	34	87	85	1	207	63	123	24	0	210	39	114	36	0	189	9	260	43	0	312	918
08:30 AM	41	101	92	0	234	49	131	28	0	208	46	138	45	0	229	10	257	59	0	326	997
08:45 AM	46	91	97	0	234	64	111	26	1	202	59	136	47	0	242	22	268	62	1	353	1031
Total	157	384	392	2	935	230	519	112	1	862	185	508	159	1	853	53	1099	221	2	1375	4025
Grand Total	270	732	951	5	1958	466	1048	207	5	1726	399	1012	298	5	1714	85	2580	430	6	3101	8499
Apprch %	13.8	37.4	48.6	0.3		27	60.7	12	0.3		23.3	59	17.4	0.3		2.7	83.2	13.9	0.2		
Total %	3.2	8.6	11.2	0.1	23	5.5	12.3	2.4	0.1	20.3	4.7	11.9	3.5	0.1	20.2	1	30.4	5.1	0.1	36.5	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	33	77	135	245	50	96	21	167	63	113	25	201	7	405	39	451	1064
07:30 AM	32	96	155	283	64	167	27	258	65	146	37	248	11	401	57	469	1258
07:45 AM	34	103	148	285	77	198	33	308	47	148	48	243	10	356	72	438	1274
08:00 AM	36	105	118	259	54	154	34	242	41	120	31	192	12	314	57	383	1076
Total Volume	135	381	556	1072	245	615	115	975	216	527	141	884	40	1476	225	1741	4672
% App. Total	12.6	35.5	51.9		25.1	63.1	11.8		24.4	59.6	16		2.3	84.8	12.9		
PHF	.938	.907	.897	.940	.795	.777	.846	.791	.831	.890	.734	.891	.833	.911	.781	.928	.917

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	49	205	87	6	347	77	408	79	3	567	31	129	60	3	223	42	227	71	2	342	1479
Total	49	205	87	6	347	77	408	79	3	567	31	129	60	3	223	42	227	71	2	342	1479
05:00 PM	63	206	109	3	381	96	374	53	3	526	41	168	91	1	301	44	173	56	4	277	1485
05:15 PM	51	213	109	0	373	88	341	66	3	498	36	186	79	2	303	43	159	80	1	283	1457
05:30 PM	68	137	84	1	290	103	339	56	2	500	27	167	80	4	278	50	220	71	0	341	1409
05:45 PM	62	171	107	0	340	86	317	80	0	483	33	107	62	1	203	65	191	62	0	318	1344
Total	244	727	409	4	1384	373	1371	255	8	2007	137	628	312	8	1085	202	743	269	5	1219	5695
06:00 PM	63	150	99	0	312	85	281	48	1	415	32	157	89	1	279	40	203	60	1	304	1310
06:15 PM	63	162	98	0	323	75	261	49	0	385	35	153	76	2	266	43	226	73	1	343	1317
06:30 PM	62	142	93	0	297	71	282	54	0	407	29	120	75	1	225	47	259	79	0	385	1314
Grand Total	481	1386	786	10	2663	681	2603	485	12	3781	264	1187	612	15	2078	374	1658	552	9	2593	11115
Apprch %	18.1	52	29.5	0.4		18	68.8	12.8	0.3		12.7	57.1	29.5	0.7		14.4	63.9	21.3	0.3		
Total %	4.3	12.5	7.1	0.1	24	6.1	23.4	4.4	0.1	34	2.4	10.7	5.5	0.1	18.7	3.4	14.9	5	0.1	23.3	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	49	205	87	341	77	408	79	564	31	129	60	220	42	227	71	340	1465
05:00 PM	63	206	109	378	96	374	53	523	41	168	91	300	44	173	56	273	1474
05:15 PM	51	213	109	373	88	341	66	495	36	186	79	301	43	159	80	282	1451
05:30 PM	68	137	84	289	103	339	56	498	27	167	80	274	50	220	71	341	1402
Total Volume	231	761	389	1381	364	1462	254	2080	135	650	310	1095	179	779	278	1236	5792
% App. Total	16.7	55.1	28.2		17.5	70.3	12.2		12.3	59.4	28.3		14.5	63	22.5		
PHF	.849	.893	.892	.913	.883	.896	.804	.922	.823	.874	.852	.909	.895	.858	.869	.906	.982

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	1	1	0	2	0	1	1	0	2	3	4	0	0	7	0	2	0	0	2	2
Total	0	1	1	0	2	0	1	1	0	2	3	4	0	0	7	0	2	0	0	2	13
05:00 PM	0	4	0	0	4	0	6	1	0	7	1	1	0	0	2	0	2	0	0	2	15
05:15 PM	0	4	0	0	4	0	3	1	0	4	3	0	0	0	3	0	4	1	0	5	16
05:30 PM	0	3	0	0	3	0	2	1	0	3	2	2	0	0	4	0	1	0	0	1	11
05:45 PM	0	2	1	0	3	1	4	1	0	6	2	2	0	0	4	0	5	0	0	5	18
Total	0	13	1	0	14	1	15	4	0	20	8	5	0	0	13	0	12	1	0	13	60
06:00 PM	0	4	2	0	6	1	0	1	0	2	2	3	1	0	6	1	1	0	0	2	16
06:15 PM	0	1	2	0	3	1	2	1	0	4	2	1	0	0	3	0	1	2	0	3	13
06:30 PM	1	1	1	0	3	0	0	1	0	1	1	0	0	0	1	0	2	0	0	2	7
Grand Total	1	20	7	0	28	3	18	8	0	29	16	13	1	0	30	1	18	3	0	22	109
Apprch %	3.6	71.4	25	0		10.3	62.1	27.6	0		53.3	43.3	3.3	0		4.5	81.8	13.6	0		
Total %	0.9	18.3	6.4	0	25.7	2.8	16.5	7.3	0	26.6	14.7	11.9	0.9	0	27.5	0.9	16.5	2.8	0	20.2	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	0	4	0	4	0	3	1	4	3	0	0	3	0	4	1	5	16
05:30 PM	0	3	0	3	0	2	1	3	2	2	0	4	0	1	0	1	11
05:45 PM	0	2	1	3	1	4	1	6	2	2	0	4	0	5	0	5	18
06:00 PM	0	4	2	6	1	0	1	2	2	3	1	6	1	1	0	2	16
Total Volume	0	13	3	16	2	9	4	15	9	7	1	17	1	11	1	13	61
% App. Total	0	81.2	18.8		13.3	60	26.7		52.9	41.2	5.9		7.7	84.6	7.7		
PHF	.000	.813	.375	.667	.500	.563	1.00	.625	.750	.583	.250	.708	.250	.550	.250	.650	.847

Peggy Malone & Associates

(888) 247-8602

File Name : 1- SR 24 & SW 34th St WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SR 24 Westbound					SW 34th St Northbound					SR 24 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	49	206	88	6	349	77	409	80	3	569	34	133	60	3	230	42	229	71	2	344	1492
Total	49	206	88	6	349	77	409	80	3	569	34	133	60	3	230	42	229	71	2	344	1492
05:00 PM	63	210	109	3	385	96	380	54	3	533	42	169	91	1	303	44	175	56	4	279	1500
05:15 PM	51	217	109	0	377	88	344	67	3	502	39	186	79	2	306	43	163	81	1	288	1473
05:30 PM	68	140	84	1	293	103	341	57	2	503	29	169	80	4	282	50	221	71	0	342	1420
05:45 PM	62	173	108	0	343	87	321	81	0	489	35	109	62	1	207	65	196	62	0	323	1362
Total	244	740	410	4	1398	374	1386	259	8	2027	145	633	312	8	1098	202	755	270	5	1232	5755
06:00 PM	63	154	101	0	318	86	281	49	1	417	34	160	90	1	285	41	204	60	1	306	1326
06:15 PM	63	163	100	0	326	76	263	50	0	389	37	154	76	2	269	43	227	75	1	346	1330
06:30 PM	63	143	94	0	300	71	282	55	0	408	30	120	75	1	226	47	261	79	0	387	1321
Grand Total	482	1406	793	10	2691	684	2621	493	12	3810	280	1200	613	15	2108	375	1676	555	9	2615	11224
Apprch %	17.9	52.2	29.5	0.4		18	68.8	12.9	0.3		13.3	56.9	29.1	0.7		14.3	64.1	21.2	0.3		
Total %	4.3	12.5	7.1	0.1	24	6.1	23.4	4.4	0.1	33.9	2.5	10.7	5.5	0.1	18.8	3.3	14.9	4.9	0.1	23.3	

Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	49	206	88	343	77	409	80	566	34	133	60	227	42	229	71	342	1478
05:00 PM	63	210	109	382	96	380	54	530	42	169	91	302	44	175	56	275	1489
05:15 PM	51	217	109	377	88	344	67	499	39	186	79	304	43	163	81	287	1467
05:30 PM	68	140	84	292	103	341	57	501	29	169	80	278	50	221	71	342	1413
Total Volume	231	773	390	1394	364	1474	258	2096	144	657	310	1111	179	788	279	1246	5847
% App. Total	16.6	55.5	28		17.4	70.3	12.3		13	59.1	27.9		14.4	63.2	22.4		
PHF	.849	.891	.894	.912	.883	.901	.806	.926	.857	.883	.852	.914	.895	.860	.861	.911	.982

SW 34th St at SW Archer Rd

Tuesday																
Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	25	82	103	0	45	78	23	1	47	108	23	1	10	336	47	0
7:15:00 AM	25	91	154	0	44	78	24	1	62	116	34	0	6	396	46	1
7:30:00 AM	24	97	150	1	60	150	26	4	64	128	28	4	12	345	52	2
7:45:00 AM	31	104	149	0	62	189	26	1	46	134	40	2	13	374	57	0
8:00:00 AM	34	86	123	0	59	160	15	3	35	150	29	1	14	286	59	1
8:15:00 AM	30	77	84	4	70	131	22	1	23	112	31	1	12	272	57	3
8:30:00 AM	32	86	97	0	50	124	21	3	48	137	44	3	27	223	42	0
8:45:00 AM	41	90	92	1	62	130	40	2	41	130	39	2	16	286	65	3
4:45:00 PM	50	201	107	3	103	385	88	0	25	136	68	4	48	196	64	5
5:00:00 PM	80	197	95	4	80	388	77	6	40	134	97	5	35	192	54	1
5:15:00 PM	50	217	105	3	94	352	70	1	43	143	77	1	48	183	80	3
5:30:00 PM	79	176	70	5	104	335	58	3	28	143	78	4	37	218	74	1
5:45:00 PM	59	177	101	2	87	319	66	2	30	114	65	6	39	229	63	1
6:00:00 PM	63	168	98	2	88	281	51	2	34	131	66	4	46	176	55	4
6:15:00 PM	72	168	102	6	89	269	43	5	45	127	75	6	51	226	60	4
6:30:00 PM	59	148	87	0	79	234	40	0	35	131	72	0	44	246	72	0

Wednesday																
Start Time	SW 34th St Southbound				SR 24 Westbound				SW 34th St Northbound				SR 24 Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	14	70	121	0	42	61	12	0	35	95	28	0	4	317	40	1
7:15:00 AM	29	77	135	3	49	89	20	1	60	113	23	0	7	401	38	1
7:30:00 AM	32	95	155	0	60	160	24	0	60	143	37	2	11	394	57	1
7:45:00 AM	34	103	146	0	75	196	31	3	44	147	48	2	8	348	70	1
8:00:00 AM	35	102	116	1	54	148	34	0	37	117	30	1	12	306	57	1
8:15:00 AM	34	84	84	1	59	116	21	0	35	112	35	0	8	256	41	0
8:30:00 AM	41	99	88	0	46	127	27	0	44	136	45	0	10	251	57	0
8:45:00 AM	45	90	92	0	61	106	25	1	54	133	46	0	21	263	62	1
4:45:00 PM	49	206	88	6	77	409	80	3	34	133	60	3	42	229	71	2
5:00:00 PM	63	210	109	3	96	380	54	3	42	169	91	1	44	175	56	4
5:15:00 PM	51	217	109	0	88	344	67	3	29	186	79	2	43	163	81	1
5:30:00 PM	68	140	84	1	103	341	57	2	29	169	80	4	50	221	71	0
5:45:00 PM	62	173	108	0	87	321	81	0	35	109	62	1	65	196	62	0
6:00:00 PM	63	154	101	0	86	281	49	1	34	160	90	1	41	204	60	1
6:15:00 PM	63	163	100	0	76	263	50	0	37	154	76	2	43	227	75	1
6:30:00 PM	63	143	94	0	71	282	55	0	30	120	75	1	47	261	79	0

Averaged AM																									
Start Time	SW 34th St Southbound				Total	SR 24 Westbound				Total	SW 34th St Northbound				Total	SR 24 Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)			
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds						
7:00:00 AM	19.5	76	112	0	207.5	43.5	69.5	17.5	0.5	130.5	41	101.5	25.5	0.5	168	7	326.5	43.5	0.5	377	883	4361			
7:15:00 AM	27	84	144.5	1.5	255.5	46.5	83.5	22	1	152	61	114.5	28.5	0	204	6.5	398.5	42	1	447	1058.5	4527			
7:30:00 AM	28	96	152.5	0.5	276.5	60	155	25	2	240	62	135.5	32.5	3	230	11.5	369.5	54.5	1.5	435.5	1182	4371.5			
7:45:00 AM	32.5	103.5	147.5	0	283.5	68.5	192.5	28.5	2	289.5	45	140.5	44	2	229.5	10.5	361	63.5	0.5	435	1237.5	4140			
8:00:00 AM	34.5	94	119.5	0.5	248	56.5	154	24.5	1.5	235	36	133.5	29.5	1	199	13	296	58	1	367	1049	3917.5			
8:15:00 AM	32	80.5	84	2.5	196.5	64.5	123.5	21.5	0.5	209.5	29	112	33	0.5	174	10	264	49	1.5	323	903				
8:30:00 AM	36.5	92.5	92.5	0	221.5	48	125.5	24	1.5	197.5	46	136	44.5	1.5	226.5	18.5	237	49.5	0	305	950.5				
8:45:00 AM	43	90	92	0.5	225	61.5	118	32.5	1.5	212	47.5	131.5	42.5	1	221.5	18.5	274.5	63.5	2	356.5	1015				
Peak Hour Volume	122	378	564	3	1064	232	585	100	7	917	204	524	135	6	863	42	1425	218	4	1685					
PHF	0.94					0.79					0.94					0.94								0.91	
Truck Percentage	2%					4%					3%					2%									

Averaged PM																										
Start Time	SW 34th St Southbound				Total	SR 24 Westbound				Total	SW 34th St Northbound				Total	SR 24 Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds							
4:45:00 PM	49.5	203.5	97.5	4.5	350.5	90	397	84	1.5	571	29.5	134.5	64	3.5	228	45	212.5	67.5	3.5	325	1474.5	5824.5				
5:00:00 PM	71.5	203.5	102	3.5	377	88	384	65.5	4.5	537.5	41	151.5	94	3	286.5	39.5	183.5	55	2.5	278	1479	5705				
5:15:00 PM	50.5	217	107	1.5	374.5	91	348	68.5	2	507.5	41	164.5	78	1.5	283.5	45.5	173	80.5	2	299	1464.5	5514				
5:30:00 PM	73.5	158	77	3	308.5	103.5	338	57.5	2.5	499	28.5	156	79	4	263.5	43.5	219.5	72.5	0.5	335.5	1406.5	5375.5				
5:45:00 PM	60.5	175	104.5	1	340	87	320	73.5	1	480.5	32.5	111.5	63.5	2.5	207.5	52	212.5	62.5	0.5	327	1355	5252.5				
6:00:00 PM	63	160	98.5	1	321.5	87	281	50	1.5	418	34	145.5	78	3.5	257.5	43.5	190	57.5	2.5	291	1288					
6:15:00 PM	67.5	164.5	101	3	333	82.5	266	46.5	2.5	395	41	140.5	75.5	4	257	47	226.5	67.5	2.5	341	1326					
6:30:00 PM	61	145.5	90.5	0	297	75	258	47.5	0	380.5	32.5	125.5	73.5	0.5	231.5	45.5	253.5	75.5	0	374.5	1283.5					
Peak Hour Volume	245	782	384	13	1411	373	1467	276	11	2115	140	607	315	12	1062	174	789	276	9	1238						
PHF	0.94					0.93					0.93					0.92									0.98	
Truck Percentage	1%					1%					2%					1%										

**SW 34th Street and SW
35th Place**

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	84	17	0	101	35	0	13	0	48	9	128	0	1	138	0	0	0	1	1	288
07:15 AM	0	86	28	0	114	52	0	18	0	70	9	148	0	1	158	0	0	0	2	2	344
07:30 AM	0	86	29	0	115	46	0	19	0	65	11	143	0	0	154	0	0	0	0	0	334
07:45 AM	1	94	31	0	126	59	0	18	0	77	13	127	0	0	140	0	0	0	1	1	344
Total	1	350	105	0	456	192	0	68	0	260	42	546	0	2	590	0	0	0	4	4	1310
08:00 AM	0	86	27	0	113	54	0	23	3	80	11	122	0	0	133	0	0	0	0	0	326
08:15 AM	0	75	31	0	106	61	0	18	2	81	11	102	0	0	113	0	0	0	0	0	300
08:30 AM	0	64	35	0	99	62	1	18	0	81	14	125	0	0	139	0	0	0	1	1	320
08:45 AM	2	114	46	0	162	64	0	27	1	92	16	129	1	1	147	0	0	0	2	2	403
Total	2	339	139	0	480	241	1	86	6	334	52	478	1	1	532	0	0	0	3	3	1349
Grand Total	3	689	244	0	936	433	1	154	6	594	94	1024	1	3	1122	0	0	0	7	7	2659
Apprch %	0.3	73.6	26.1	0		72.9	0.2	25.9	1		8.4	91.3	0.1	0.3		0	0	0	100		
Total %	0.1	25.9	9.2	0	35.2	16.3	0	5.8	0.2	22.3	3.5	38.5	0	0.1	42.2	0	0	0	0.3	0.3	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	86	28	114	52	0	18	70	9	148	0	157	0	0	0	0	341
07:30 AM	0	86	29	115	46	0	19	65	11	143	0	154	0	0	0	0	334
07:45 AM	1	94	31	126	59	0	18	77	13	127	0	140	0	0	0	0	343
08:00 AM	0	86	27	113	54	0	23	77	11	122	0	133	0	0	0	0	323
Total Volume	1	352	115	468	211	0	78	289	44	540	0	584	0	0	0	0	1341
% App. Total	0.2	75.2	24.6		73	0	27		7.5	92.5	0		0	0	0		
PHF	.250	.936	.927	.929	.894	.000	.848	.938	.846	.912	.000	.930	.000	.000	.000	.000	.977

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	1	2	0	3	0	0	0	0	0	5	4	0	0	9	0	0	0	0	0	0
07:15 AM	0	4	0	0	4	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	0
07:30 AM	0	2	4	0	6	1	0	1	0	2	2	5	0	0	7	0	0	0	0	0	0
07:45 AM	0	3	1	0	4	0	0	0	0	0	3	7	0	0	10	0	0	0	0	0	0
Total	0	10	7	0	17	1	0	1	0	2	12	17	0	0	29	0	0	0	0	0	0
08:00 AM	0	3	1	0	4	0	0	0	0	0	3	4	0	0	7	0	0	0	0	0	0
08:15 AM	0	6	0	0	6	0	0	0	0	0	1	4	0	0	5	0	0	0	0	0	0
08:30 AM	0	4	0	0	4	1	0	1	0	2	3	7	0	0	10	0	0	0	0	0	0
08:45 AM	0	4	1	0	5	1	0	3	0	4	4	2	0	0	6	0	0	0	0	0	0
Total	0	17	2	0	19	2	0	4	0	6	11	17	0	0	28	0	0	0	0	0	0
Grand Total	0	27	9	0	36	3	0	5	0	8	23	34	0	0	57	0	0	0	0	0	101
Apprch %	0	75	25	0		37.5	0	62.5	0		40.4	59.6	0	0		0	0	0	0		
Total %	0	26.7	8.9	0	35.6	3	0	5	0	7.9	22.8	33.7	0	0	56.4	0	0	0	0	0	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	1	4	0	0	0	0	3	4	0	7	0	0	0	0	11
08:15 AM	0	6	0	6	0	0	0	0	1	4	0	5	0	0	0	0	11
08:30 AM	0	4	0	4	1	0	1	2	3	7	0	10	0	0	0	0	16
08:45 AM	0	4	1	5	1	0	3	4	4	2	0	6	0	0	0	0	15
Total Volume	0	17	2	19	2	0	4	6	11	17	0	28	0	0	0	0	53
% App. Total	0	89.5	10.5		33.3	0	66.7		39.3	60.7	0		0	0	0		
PHF	.000	.708	.500	.792	.500	.000	.333	.375	.688	.607	.000	.700	.000	.000	.000	.000	.828

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	85	19	0	104	35	0	13	0	48	14	132	0	1	147	0	0	0	1	1	300
07:15 AM	0	90	28	0	118	52	0	18	0	70	11	149	0	1	161	0	0	0	2	2	351
07:30 AM	0	88	33	0	121	47	0	20	0	67	13	148	0	0	161	0	0	0	0	0	349
07:45 AM	1	97	32	0	130	59	0	18	0	77	16	134	0	0	150	0	0	0	1	1	358
Total	1	360	112	0	473	193	0	69	0	262	54	563	0	2	619	0	0	0	4	4	1358
08:00 AM	0	89	28	0	117	54	0	23	3	80	14	126	0	0	140	0	0	0	0	0	337
08:15 AM	0	81	31	0	112	61	0	18	2	81	12	106	0	0	118	0	0	0	0	0	311
08:30 AM	0	68	35	0	103	63	1	19	0	83	17	132	0	0	149	0	0	0	1	1	336
08:45 AM	2	118	47	0	167	65	0	30	1	96	20	131	1	1	153	0	0	0	2	2	418
Total	2	356	141	0	499	243	1	90	6	340	63	495	1	1	560	0	0	0	3	3	1402
Grand Total	3	716	253	0	972	436	1	159	6	602	117	1058	1	3	1179	0	0	0	7	7	2760
Apprch %	0.3	73.7	26	0		72.4	0.2	26.4	1		9.9	89.7	0.1	0.3		0	0	0	100		
Total %	0.1	25.9	9.2	0	35.2	15.8	0	5.8	0.2	21.8	4.2	38.3	0	0.1	42.7	0	0	0	0.3	0.3	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	89	28	117	54	0	23	77	14	126	0	140	0	0	0	0	334
08:15 AM	0	81	31	112	61	0	18	79	12	106	0	118	0	0	0	0	309
08:30 AM	0	68	35	103	63	1	19	83	17	132	0	149	0	0	0	0	335
08:45 AM	2	118	47	167	65	0	30	95	20	131	1	152	0	0	0	0	414
Total Volume	2	356	141	499	243	1	90	334	63	495	1	559	0	0	0	0	1392
% App. Total	0.4	71.3	28.3		72.8	0.3	26.9		11.3	88.6	0.2		0	0	0		
PHF	.250	.754	.750	.747	.935	.250	.750	.879	.788	.938	.250	.919	.000	.000	.000	.000	.841

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SW 35th Pl Westbound					SW 34th St Northbound					Goodwill Driveway 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	8	220	108	1	337	77	2	46	0	125	45	155	6	4	210	4	0	8	2	14	686
Total	8	220	108	1	337	77	2	46	0	125	45	155	6	4	210	4	0	8	2	14	686
05:00 PM	12	187	88	2	289	79	1	52	3	135	50	131	4	3	188	8	2	8	1	19	631
05:15 PM	6	272	91	3	372	64	2	54	1	121	41	142	3	1	187	4	2	9	4	19	699
05:30 PM	5	211	85	0	301	70	1	56	4	131	44	145	1	1	191	3	0	7	5	15	638
05:45 PM	7	153	112	0	272	73	0	39	1	113	41	131	6	7	185	4	2	4	5	15	585
Total	30	823	376	5	1234	286	4	201	9	500	176	549	14	12	751	19	6	28	15	68	2553
06:00 PM	5	170	112	2	289	76	1	39	2	118	41	102	2	1	146	1	2	7	2	12	565
06:15 PM	4	152	93	3	252	69	0	45	2	116	48	148	1	2	199	2	0	4	1	7	574
06:30 PM	4	159	93	0	256	70	0	49	0	119	40	136	4	0	180	2	2	6	0	10	565
Grand Total	51	1524	782	11	2368	578	7	380	13	978	350	1090	27	19	1486	28	10	53	20	111	4943
Apprch %	2.2	64.4	33	0.5		59.1	0.7	38.9	1.3		23.6	73.4	1.8	1.3		25.2	9	47.7	18		
Total %	1	30.8	15.8	0.2	47.9	11.7	0.1	7.7	0.3	19.8	7.1	22.1	0.5	0.4	30.1	0.6	0.2	1.1	0.4	2.2	

Start Time	SW 34th St Southbound				SW 35th Pl Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	220	108	336	77	2	46	125	45	155	6	206	4	0	8	12	679
05:00 PM	12	187	88	287	79	1	52	132	50	131	4	185	8	2	8	18	622
05:15 PM	6	272	91	369	64	2	54	120	41	142	3	186	4	2	9	15	690
05:30 PM	5	211	85	301	70	1	56	127	44	145	1	190	3	0	7	10	628
Total Volume	31	890	372	1293	290	6	208	504	180	573	14	767	19	4	32	55	2619
% App. Total	2.4	68.8	28.8		57.5	1.2	41.3		23.5	74.7	1.8		34.5	7.3	58.2		
PHF	.646	.818	.861	.876	.918	.750	.929	.955	.900	.924	.583	.931	.594	.500	.889	.764	.949

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	6	1	0	7	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	13
Total	0	6	1	0	7	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	0	13
05:00 PM	0	3	0	0	3	0	0	1	0	1	2	3	0	0	5	0	0	0	0	0	0	9
05:15 PM	0	0	1	0	1	0	0	2	0	2	2	1	0	0	3	0	0	0	0	0	0	6
05:30 PM	0	4	1	0	5	0	0	0	0	0	3	2	0	0	5	0	0	0	0	0	0	10
05:45 PM	0	3	0	0	3	0	0	1	0	1	2	1	0	0	3	0	0	0	0	0	0	7
Total	0	10	2	0	12	0	0	4	0	4	9	7	0	0	16	0	0	0	0	0	0	32
06:00 PM	0	4	1	0	5	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	7
06:15 PM	0	4	1	0	5	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	0	9
06:30 PM	0	1	0	0	1	0	0	1	0	1	1	1	0	0	2	0	0	0	0	0	0	4
Grand Total	0	25	5	0	30	0	0	7	0	7	14	14	0	0	28	0	0	0	0	0	0	65
Apprch %	0	83.3	16.7	0		0	0	100	0		50	50	0	0		0	0	0	0			
Total %	0	38.5	7.7	0	46.2	0	0	10.8	0	10.8	21.5	21.5	0	0	43.1	0	0	0	0			

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	6	1	7	0	0	2	2	2	2	0	4	0	0	0	0	13
05:00 PM	0	3	0	3	0	0	1	1	2	3	0	5	0	0	0	0	9
05:15 PM	0	0	1	1	0	0	2	2	2	1	0	3	0	0	0	0	6
05:30 PM	0	4	1	5	0	0	0	0	3	2	0	5	0	0	0	0	10
Total Volume	0	13	3	16	0	0	5	5	9	8	0	17	0	0	0	0	38
% App. Total	0	81.2	18.8		0	0	100		52.9	47.1	0		0	0	0		
PHF	.000	.542	.750	.571	.000	.000	.625	.625	.750	.667	.000	.850	.000	.000	.000	.000	.731

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SW 35th Pl Westbound					SW 34th St Northbound					Goodwill Driveway 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	8	226	109	1	344	77	2	48	0	127	47	157	6	4	214	4	0	8	2	14	699
Total	8	226	109	1	344	77	2	48	0	127	47	157	6	4	214	4	0	8	2	14	699
05:00 PM	12	190	88	2	292	79	1	53	3	136	52	134	4	3	193	8	2	8	1	19	640
05:15 PM	6	272	92	3	373	64	2	56	1	123	43	143	3	1	190	4	2	9	4	19	705
05:30 PM	5	215	86	0	306	70	1	56	4	131	47	147	1	1	196	3	0	7	5	15	648
05:45 PM	7	156	112	0	275	73	0	40	1	114	43	132	6	7	188	4	2	4	5	15	592
Total	30	833	378	5	1246	286	4	205	9	504	185	556	14	12	767	19	6	28	15	68	2585
06:00 PM	5	174	113	2	294	76	1	39	2	118	41	104	2	1	148	1	2	7	2	12	572
06:15 PM	4	156	94	3	257	69	0	45	2	116	50	150	1	2	203	2	0	4	1	7	583
06:30 PM	4	160	93	0	257	70	0	50	0	120	41	137	4	0	182	2	2	6	0	10	569
Grand Total	51	1549	787	11	2398	578	7	387	13	985	364	1104	27	19	1514	28	10	53	20	111	5008
Apprch %	2.1	64.6	32.8	0.5		58.7	0.7	39.3	1.3		24	72.9	1.8	1.3		25.2	9	47.7	18		
Total %	1	30.9	15.7	0.2	47.9	11.5	0.1	7.7	0.3	19.7	7.3	22	0.5	0.4	30.2	0.6	0.2	1.1	0.4	2.2	

Start Time	SW 34th St Southbound				SW 35th Pl Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	8	226	109	343	77	2	48	127	47	157	6	210	4	0	8	12	692
05:00 PM	12	190	88	290	79	1	53	133	52	134	4	190	8	2	8	18	631
05:15 PM	6	272	92	370	64	2	56	122	43	143	3	189	4	2	9	15	696
05:30 PM	5	215	86	306	70	1	56	127	47	147	1	195	3	0	7	10	638
Total Volume	31	903	375	1309	290	6	213	509	189	581	14	784	19	4	32	55	2657
% App. Total	2.4	69	28.6		57	1.2	41.8		24.1	74.1	1.8		34.5	7.3	58.2		
PHF	.646	.830	.860	.884	.918	.750	.951	.957	.909	.925	.583	.933	.594	.500	.889	.764	.954

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	69	14	0	83	28	0	12	0	40	4	117	0	0	121	0	0	0	2	2	246
07:15 AM	0	78	18	0	96	55	0	16	0	71	12	137	0	0	149	0	0	0	0	0	316
07:30 AM	0	89	20	0	109	68	0	19	0	87	12	152	0	0	164	0	0	0	1	1	361
07:45 AM	0	119	34	0	153	67	0	17	3	87	12	123	0	0	135	0	0	0	0	0	375
Total	0	355	86	0	441	218	0	64	3	285	40	529	0	0	569	0	0	0	3	3	1298
08:00 AM	0	106	28	0	134	52	0	21	1	74	9	120	0	0	129	0	0	0	0	0	337
08:15 AM	0	79	36	0	115	59	0	9	2	70	7	105	1	1	114	0	0	0	1	1	300
08:30 AM	1	91	37	0	129	57	1	18	2	78	10	133	0	0	143	1	0	0	0	1	351
08:45 AM	0	87	29	0	116	60	2	24	0	86	11	154	0	1	166	0	0	0	0	0	368
Total	1	363	130	0	494	228	3	72	5	308	37	512	1	2	552	1	0	0	1	2	1356
Grand Total	1	718	216	0	935	446	3	136	8	593	77	1041	1	2	1121	1	0	0	4	5	2654
Apprch %	0.1	76.8	23.1	0		75.2	0.5	22.9	1.3		6.9	92.9	0.1	0.2		20	0	0	80		
Total %	0	27.1	8.1	0	35.2	16.8	0.1	5.1	0.3	22.3	2.9	39.2	0	0.1	42.2	0	0	0	0.2	0.2	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	78	18	96	55	0	16	71	12	137	0	149	0	0	0	0	316
07:30 AM	0	89	20	109	68	0	19	87	12	152	0	164	0	0	0	0	360
07:45 AM	0	119	34	153	67	0	17	84	12	123	0	135	0	0	0	0	372
08:00 AM	0	106	28	134	52	0	21	73	9	120	0	129	0	0	0	0	336
Total Volume	0	392	100	492	242	0	73	315	45	532	0	577	0	0	0	0	1384
% App. Total	0	79.7	20.3		76.8	0	23.2		7.8	92.2	0		0	0	0		
PHF	.000	.824	.735	.804	.890	.000	.869	.905	.938	.875	.000	.880	.000	.000	.000	.000	.930

Peggy Malone & Associates
(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED AM
Site Code :
Start Date : 2/10/2021
Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	2	1	0	3	1	0	0	0	1	3	4	0	0	7	0	0	0	0	0	0	11
07:15 AM	0	1	0	0	1	1	0	0	0	1	2	4	0	0	6	0	0	0	0	0	0	8
07:30 AM	0	2	1	0	3	2	0	1	0	3	2	2	0	0	4	0	0	0	0	0	0	10
07:45 AM	0	3	0	0	3	0	0	0	0	0	1	3	0	0	4	0	0	0	0	0	0	7
Total	0	8	2	0	10	4	0	1	0	5	8	13	0	0	21	0	0	0	0	0	0	36
08:00 AM	0	2	2	0	4	0	0	0	0	0	4	7	0	0	11	0	0	0	0	0	0	15
08:15 AM	1	3	1	0	5	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	11
08:30 AM	0	2	1	0	3	1	0	1	0	2	4	4	0	0	8	1	0	0	0	0	1	14
08:45 AM	0	3	1	0	4	1	0	3	0	4	2	5	0	0	7	0	0	0	0	0	0	15
Total	1	10	5	0	16	3	0	4	0	7	10	21	0	0	31	1	0	0	0	0	1	55
Grand Total	1	18	7	0	26	7	0	5	0	12	18	34	0	0	52	1	0	0	0	0	1	91
Apprch %	3.8	69.2	26.9	0		58.3	0	41.7	0		34.6	65.4	0	0		100	0	0	0	0		
Total %	1.1	19.8	7.7	0	28.6	7.7	0	5.5	0	13.2	19.8	37.4	0	0	57.1	1.1	0	0	0	0	1.1	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	2	2	4	0	0	0	0	4	7	0	11	0	0	0	0	15
08:15 AM	1	3	1	5	1	0	0	1	0	5	0	5	0	0	0	0	11
08:30 AM	0	2	1	3	1	0	1	2	4	4	0	8	1	0	0	1	14
08:45 AM	0	3	1	4	1	0	3	4	2	5	0	7	0	0	0	0	15
Total Volume	1	10	5	16	3	0	4	7	10	21	0	31	1	0	0	1	55
% App. Total	6.2	62.5	31.2		42.9	0	57.1		32.3	67.7	0		100	0	0		
PHF	.250	.833	.625	.800	.750	.000	.333	.438	.625	.750	.000	.705	.250	.000	.000	.250	.917

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	71	15	0	86	29	0	12	0	41	7	121	0	0	128	0	0	0	2	2	257
07:15 AM	0	79	18	0	97	56	0	16	0	72	14	141	0	0	155	0	0	0	0	0	324
07:30 AM	0	91	21	0	112	70	0	20	0	90	14	154	0	0	168	0	0	0	1	1	371
07:45 AM	0	122	34	0	156	67	0	17	3	87	13	126	0	0	139	0	0	0	0	0	382
Total	0	363	88	0	451	222	0	65	3	290	48	542	0	0	590	0	0	0	3	3	1334
08:00 AM	0	108	30	0	138	52	0	21	1	74	13	127	0	0	140	0	0	0	0	0	352
08:15 AM	1	82	37	0	120	60	0	9	2	71	7	110	1	1	119	0	0	0	1	1	311
08:30 AM	1	93	38	0	132	58	1	19	2	80	14	137	0	0	151	2	0	0	0	2	365
08:45 AM	0	90	30	0	120	61	2	27	0	90	13	159	0	1	173	0	0	0	0	0	383
Total	2	373	135	0	510	231	3	76	5	315	47	533	1	2	583	2	0	0	1	3	1411
Grand Total	2	736	223	0	961	453	3	141	8	605	95	1075	1	2	1173	2	0	0	4	6	2745
Apprch %	0.2	76.6	23.2	0		74.9	0.5	23.3	1.3		8.1	91.6	0.1	0.2		33.3	0	0	66.7		
Total %	0.1	26.8	8.1	0	35	16.5	0.1	5.1	0.3	22	3.5	39.2	0	0.1	42.7	0.1	0	0	0.1	0.2	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	79	18	97	56	0	16	72	14	141	0	155	0	0	0	0	324
07:30 AM	0	91	21	112	70	0	20	90	14	154	0	168	0	0	0	0	370
07:45 AM	0	122	34	156	67	0	17	84	13	126	0	139	0	0	0	0	379
08:00 AM	0	108	30	138	52	0	21	73	13	127	0	140	0	0	0	0	351
Total Volume	0	400	103	503	245	0	74	319	54	548	0	602	0	0	0	0	1424
% App. Total	0	79.5	20.5		76.8	0	23.2		9	91	0		0	0	0		
PHF	.000	.820	.757	.806	.875	.000	.881	.886	.964	.890	.000	.896	.000	.000	.000	.000	.939

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	5	228	91	1	325	77	2	47	0	126	53	158	5	0	216	7	3	7	2	19	686
Total	5	228	91	1	325	77	2	47	0	126	53	158	5	0	216	7	3	7	2	19	686
05:00 PM	8	214	109	1	332	65	0	37	1	103	31	182	1	1	215	2	2	10	1	15	665
05:15 PM	8	189	100	2	299	93	1	52	0	146	47	150	3	1	201	4	0	8	1	13	659
05:30 PM	8	203	95	6	312	86	0	59	0	145	42	147	4	3	196	5	2	4	5	16	669
05:45 PM	4	175	108	0	287	62	1	49	1	113	43	154	6	0	203	1	1	7	1	10	613
Total	28	781	412	9	1230	306	2	197	2	507	163	633	14	5	815	12	5	29	8	54	2606
06:00 PM	3	158	116	0	277	76	1	50	4	131	41	151	1	2	195	6	0	7	7	20	623
06:15 PM	3	183	82	1	269	88	0	60	2	150	63	139	2	4	208	4	0	5	2	11	638
06:30 PM	7	148	118	3	276	62	1	37	0	100	39	120	1	4	164	3	2	6	5	16	556
Grand Total	46	1498	819	14	2377	609	6	391	8	1014	359	1201	23	15	1598	32	10	54	24	120	5109
Apprch %	1.9	63	34.5	0.6		60.1	0.6	38.6	0.8		22.5	75.2	1.4	0.9		26.7	8.3	45	20		
Total %	0.9	29.3	16	0.3	46.5	11.9	0.1	7.7	0.2	19.8	7	23.5	0.5	0.3	31.3	0.6	0.2	1.1	0.5	2.3	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	228	91	324	77	2	47	126	53	158	5	216	7	3	7	17	683
05:00 PM	8	214	109	331	65	0	37	102	31	182	1	214	2	2	10	14	661
05:15 PM	8	189	100	297	93	1	52	146	47	150	3	200	4	0	8	12	655
05:30 PM	8	203	95	306	86	0	59	145	42	147	4	193	5	2	4	11	655
Total Volume	29	834	395	1258	321	3	195	519	173	637	13	823	18	7	29	54	2654
% App. Total	2.3	66.3	31.4		61.8	0.6	37.6		21	77.4	1.6		33.3	13	53.7		
PHF	.906	.914	.906	.950	.863	.375	.826	.889	.816	.875	.650	.953	.643	.583	.725	.794	.971

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					SW 35th PI Westbound					SW 34th St Northbound					Goodwill Driveway 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	0	1	0	1	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	7
Total	0	0	1	0	1	0	0	2	0	2	1	3	0	0	4	0	0	0	0	0	7
05:00 PM	0	6	0	0	6	0	0	0	0	0	2	1	0	0	3	0	0	0	0	0	9
05:15 PM	0	3	1	0	4	0	0	0	0	0	2	2	0	0	4	0	0	0	0	0	8
05:30 PM	0	4	1	0	5	1	0	1	0	2	2	1	0	0	3	0	0	0	0	0	10
05:45 PM	0	2	0	0	2	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	4
Total	0	15	2	0	17	1	0	1	0	2	7	5	0	0	12	0	0	0	0	0	31
06:00 PM	0	5	1	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	11
06:15 PM	0	3	1	0	4	0	0	0	0	0	1	1	0	0	2	0	0	0	0	0	6
06:30 PM	0	2	0	0	2	0	0	2	0	2	2	2	0	0	4	0	0	0	0	0	8
Grand Total	0	25	5	0	30	1	0	5	0	6	11	16	0	0	27	0	0	0	0	0	63
Apprch %	0	83.3	16.7	0		16.7	0	83.3	0		40.7	59.3	0	0		0	0	0	0		
Total %	0	39.7	7.9	0	47.6	1.6	0	7.9	0	9.5	17.5	25.4	0	0	42.9	0	0	0	0	0	

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	1	1	0	0	2	2	1	3	0	4	0	0	0	0	7
05:00 PM	0	6	0	6	0	0	0	0	2	1	0	3	0	0	0	0	9
05:15 PM	0	3	1	4	0	0	0	0	2	2	0	4	0	0	0	0	8
05:30 PM	0	4	1	5	1	0	1	2	2	1	0	3	0	0	0	0	10
Total Volume	0	13	3	16	1	0	3	4	7	7	0	14	0	0	0	0	34
% App. Total	0	81.2	18.8		25	0	75		50	50	0		0	0	0		
PHF	.000	.542	.750	.667	.250	.000	.375	.500	.875	.583	.000	.875	.000	.000	.000	.000	.850

Peggy Malone & Associates

(888) 247-8602

File Name : 2- SW 34th St & SW 35th Place WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					SW 35th Pl Westbound					SW 34th St Northbound					Goodwill Driveway 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	5	228	92	1	326	77	2	49	0	128	54	161	5	0	220	7	3	7	2	19	693
Total	5	228	92	1	326	77	2	49	0	128	54	161	5	0	220	7	3	7	2	19	693
05:00 PM	8	220	109	1	338	65	0	37	1	103	33	183	1	1	218	2	2	10	1	15	674
05:15 PM	8	192	101	2	303	93	1	52	0	146	49	152	3	1	205	4	0	8	1	13	667
05:30 PM	8	207	96	6	317	87	0	60	0	147	44	148	4	3	199	5	2	4	5	16	679
05:45 PM	4	177	108	0	289	62	1	49	1	113	44	155	6	0	205	1	1	7	1	10	617
Total	28	796	414	9	1247	307	2	198	2	509	170	638	14	5	827	12	5	29	8	54	2637
06:00 PM	3	163	117	0	283	76	1	50	4	131	41	156	1	2	200	6	0	7	7	20	634
06:15 PM	3	186	83	1	273	88	0	60	2	150	64	140	2	4	210	4	0	5	2	11	644
06:30 PM	7	150	118	3	278	62	1	39	0	102	41	122	1	4	168	3	2	6	5	16	564
Grand Total	46	1523	824	14	2407	610	6	396	8	1020	370	1217	23	15	1625	32	10	54	24	120	5172
Apprch %	1.9	63.3	34.2	0.6		59.8	0.6	38.8	0.8		22.8	74.9	1.4	0.9		26.7	8.3	45	20		
Total %	0.9	29.4	15.9	0.3	46.5	11.8	0.1	7.7	0.2	19.7	7.2	23.5	0.4	0.3	31.4	0.6	0.2	1	0.5	2.3	

Start Time	SW 34th St Southbound				SW 35th Pl Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	228	92	325	77	2	49	128	54	161	5	220	7	3	7	17	690
05:00 PM	8	220	109	337	65	0	37	102	33	183	1	217	2	2	10	14	670
05:15 PM	8	192	101	301	93	1	52	146	49	152	3	204	4	0	8	12	663
05:30 PM	8	207	96	311	87	0	60	147	44	148	4	196	5	2	4	11	665
Total Volume	29	847	398	1274	322	3	198	523	180	644	13	837	18	7	29	54	2688
% App. Total	2.3	66.5	31.2		61.6	0.6	37.9		21.5	76.9	1.6		33.3	13	53.7		
PHF	.906	.929	.913	.945	.866	.375	.825	.889	.833	.880	.650	.951	.643	.583	.725	.794	.974

SW 34th St at SW 35th PI

Tuesday																
Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	85	19	0	35	0	13	0	14	132	0	1	0	0	0	1
7:15:00 AM	0	90	28	0	52	0	18	0	11	149	0	1	0	0	0	2
7:30:00 AM	0	88	33	0	47	0	20	0	13	148	0	0	0	0	0	0
7:45:00 AM	1	97	32	0	59	0	18	0	16	134	0	0	0	0	0	1
8:00:00 AM	0	89	28	0	54	0	23	3	14	126	0	0	0	0	0	0
8:15:00 AM	0	81	31	0	61	0	18	2	12	106	0	0	0	0	0	0
8:30:00 AM	0	68	35	0	63	1	19	0	17	132	0	0	0	0	0	1
8:45:00 AM	2	118	47	0	65	0	30	1	20	131	1	1	0	0	0	2

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	8	226	109	1	77	2	48	0	47	157	6	4	4	0	8	2
5:00:00 PM	12	190	88	2	79	1	53	3	52	134	4	3	8	2	8	1
5:15:00 PM	6	272	92	3	64	2	56	1	43	143	3	1	4	2	9	4
5:30:00 PM	5	215	86	0	70	1	56	4	47	147	1	1	3	0	7	5
5:45:00 PM	7	156	112	0	73	0	40	1	43	132	6	7	4	2	4	5
6:00:00 PM	5	174	113	2	76	1	39	2	41	104	2	1	1	2	7	2
6:15:00 PM	4	156	94	3	69	0	45	2	50	150	1	2	2	0	4	1
6:30:00 PM	4	160	93	0	70	0	50	0	41	137	4	0	2	2	6	0

Wednesday																
Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	71	15	0	29	0	12	0	7	121	0	0	0	0	0	2
7:15:00 AM	0	79	18	0	56	0	16	0	14	141	0	0	0	0	0	0
7:30:00 AM	0	91	21	0	70	0	20	0	14	154	0	0	0	0	0	1
7:45:00 AM	0	122	34	0	67	0	17	3	13	126	0	0	0	0	0	0
8:00:00 AM	0	108	30	0	52	0	21	1	13	127	0	0	0	0	0	0
8:15:00 AM	1	82	37	0	60	0	9	2	7	110	1	1	0	0	0	1
8:30:00 AM	1	93	38	0	58	1	19	2	14	137	0	0	2	0	0	0
8:45:00 AM	0	90	30	0	61	2	27	0	13	159	0	1	0	0	0	0

Start Time	SW 34th St Southbound				SW 35th PI Westbound				SW 34th St Northbound				Goodwill Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	5	228	92	1	77	2	49	0	54	161	5	0	7	3	7	2
5:00:00 PM	8	220	109	1	65	0	37	1	33	183	1	1	2	2	10	1
5:15:00 PM	8	192	101	2	93	1	52	0	49	152	3	1	4	0	8	1
5:30:00 PM	8	207	96	6	87	0	60	0	44	148	4	3	5	2	4	5
5:45:00 PM	4	177	108	0	62	1	49	1	44	155	6	0	1	1	7	1
6:00:00 PM	3	163	117	0	76	1	50	4	41	156	1	2	6	0	7	7
6:15:00 PM	3	186	83	1	88	0	60	2	64	140	2	4	4	0	5	2
6:30:00 PM	7	150	118	3	62	1	39	0	41	122	1	4	3	2	6	5

Averaged AM																							
Start Time	SW 34th St Southbound				Total	SW 35th PI Westbound				Total	SW 34th St Northbound				Total	Goodwill Driveway Eastbound				Total	Total Veh Per 15 min	Intersection Totals (hour)	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds				
7:00:00 AM	0	78	17	0	95	32	0	12.5	0	44.5	10.5	126.5	0	0.5	137	0	0	0	1.5	0	276.5	1340	
7:15:00 AM	0	84.5	23	0	107.5	54	0	17	0	71	12.5	145	0	0.5	157.5	0	0	0	1	0	336	1406	
7:30:00 AM	0	89.5	27	0	116.5	58.5	0	20	0	78.5	13.5	151	0	0	164.5	0	0	0	0.5	0	359.5	1378	
7:45:00 AM	0.5	109.5	33	0	143	63	0	17.5	1.5	80.5	14.5	130	0	0	144.5	0	0	0	0.5	0	368	1367.5	
8:00:00 AM	0	98.5	29	0	127.5	53	0	22	2	75	13.5	126.5	0	0	140	0	0	0	0	0	342.5	1397.5	
8:15:00 AM	0.5	81.5	34	0	116	60.5	0	13.5	2	74	9.5	108	0.5	0.5	118	0	0	0	0.5	0	308		
8:30:00 AM	0.5	80.5	36.5	0	117.5	60.5	1	19	1	80.5	15.5	134.5	0	0	150	1	0	0	0.5	1	349		
8:45:00 AM	1	104	38.5	0	143.5	63	1	28.5	0.5	92.5	16.5	145	0.5	1	162	0	0	0	1	0	398		
Peak Hour Volume	1	382	112	0	495	229	0	77	4	305	54	553	0	1	607	0	0	0	2	0			
PHF	0.87					0.95					0.92					-							0.96
Truck Percentage	3%					2%					4%					#DIV/0!							

Averaged PM																										
Start Time	SW 34th St Southbound				Total	SW 35th PI Westbound				Total	SW 34th St Northbound				Total	Goodwill Driveway Eastbound				Total	Total Veh Per 15 min	Intersection Totals (hour)				
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds							
4:45:00 PM	6.5	227	100.5	1	334	77	2	48.5	0	127.5	50.5	159	5.5	2	215	5.5	1.5	7.5	2	14.5	691	2672.5				
5:00:00 PM	10	205	98.5	1.5	313.5	72	0.5	45	2	117.5	42.5	158.5	2.5	2	203.5	5	2	9	1	16	650.5	2578.5				
5:15:00 PM	7	232	96.5	2.5	335.5	78.5	1.5	54	0.5	134	46	147.5	3	1	196.5	4	1	8.5	2.5	13.5	679.5	2521				
5:30:00 PM	6.5	211	91	3	308.5	78.5	0.5	58	2	137	45.5	147.5	2.5	2	195.5	4	1	5.5	5	10.5	651.5	2446.5				
5:45:00 PM	5.5	166.5	110	0	282	67.5	0.5	44.5	1	112.5	43.5	143.5	6	3.5	193	2.5	1.5	5.5	3	9.5	597	2355.5				
6:00:00 PM	4	168.5	115	1	287.5	76	1	44.5	3	121.5	41	130	1.5	1.5	172.5	3.5	1	7	4.5	11.5	593					
6:15:00 PM	3.5	171	88.5	2	263	78.5	0	52.5	2	131	57	145	1.5	3	203.5	3	0	4.5	1.5	7.5	605					
6:30:00 PM	5.5	155	105.5	1.5	266	66	0.5	44.5	0	111	41	129.5	2.5	2	173	2.5	2	6	2.5	10.5	560.5					
Peak Hour Volume	30	875	387	8	1292	306	5	206	5	516	185	613	14	7	811	19	6	31	11	55						
PHF	0.96					0.94					0.94					0.88							0.97			
Truck Percentage	1%					1%					2%					0%										

**SW 34th Street and
Ridgemar Commons
Driveway**

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	2	104	4	0	110	8	0	0	0	8	0	123	4	0	127	3	0	6	0	9	254
07:15 AM	0	93	4	0	97	6	0	2	1	9	0	148	0	0	148	0	0	0	1	1	255
07:30 AM	2	109	2	0	113	10	0	4	2	16	2	138	1	0	141	0	0	0	0	0	270
07:45 AM	1	101	1	0	103	5	0	3	2	10	0	145	4	0	149	0	0	0	2	2	264
Total	5	407	11	0	423	29	0	9	5	43	2	554	9	0	565	3	0	6	3	12	1043
08:00 AM	2	109	9	0	120	4	0	3	2	9	2	116	1	2	121	2	0	13	0	15	265
08:15 AM	0	89	5	0	94	6	0	0	2	8	1	108	0	0	109	0	0	2	0	2	213
08:30 AM	0	83	2	0	85	5	0	2	0	7	0	144	1	0	145	0	0	0	1	1	238
08:45 AM	1	120	8	0	129	7	0	1	3	11	1	134	2	0	137	0	0	2	1	3	280
Total	3	401	24	0	428	22	0	6	7	35	4	502	4	2	512	2	0	17	2	21	996
Grand Total	8	808	35	0	851	51	0	15	12	78	6	1056	13	2	1077	5	0	23	5	33	2039
Apprch %	0.9	94.9	4.1	0		65.4	0	19.2	15.4		0.6	98.1	1.2	0.2		15.2	0	69.7	15.2		
Total %	0.4	39.6	1.7	0	41.7	2.5	0	0.7	0.6	3.8	0.3	51.8	0.6	0.1	52.8	0.2	0	1.1	0.2	1.6	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	93	4	97	6	0	2	8	0	148	0	148	0	0	0	0	253
07:30 AM	2	109	2	113	10	0	4	14	2	138	1	141	0	0	0	0	268
07:45 AM	1	101	1	103	5	0	3	8	0	145	4	149	0	0	0	0	260
08:00 AM	2	109	9	120	4	0	3	7	2	116	1	119	2	0	13	15	261
Total Volume	5	412	16	433	25	0	12	37	4	547	6	557	2	0	13	15	1042
% App. Total	1.2	95.2	3.7		67.6	0	32.4		0.7	98.2	1.1		13.3	0	86.7		
PHF	.625	.945	.444	.902	.625	.000	.750	.661	.500	.924	.375	.935	.250	.000	.250	.250	.972

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	1	0	0	1	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0
07:15 AM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0
07:30 AM	0	4	0	0	4	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
07:45 AM	0	3	0	0	3	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0
Total	0	11	0	0	11	0	0	0	0	0	0	27	0	0	27	0	0	0	0	0	38
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
08:15 AM	0	6	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
08:30 AM	0	5	0	0	5	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0
08:45 AM	0	7	0	0	7	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
Total	0	21	0	0	21	0	0	0	0	0	0	29	0	0	29	0	0	0	0	0	50
Grand Total	0	32	0	0	32	0	0	0	0	0	0	56	0	0	56	0	0	0	0	0	88
Apprch %	0	100	0	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	36.4	0	0	36.4	0	0	0	0	0	0	63.6	0	0	63.6	0	0	0	0	0	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	0	0	0	0	7	0	7	0	0	0	0	0
08:15 AM	0	6	0	6	0	0	0	0	0	6	0	6	0	0	0	0	0
08:30 AM	0	5	0	5	0	0	0	0	0	9	0	9	0	0	0	0	0
08:45 AM	0	7	0	7	0	0	0	0	0	7	0	7	0	0	0	0	0
Total Volume	0	21	0	21	0	0	0	0	0	29	0	29	0	0	0	0	50
% App. Total	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.750	.000	.750	.000	.000	.000	.000	.000	.806	.000	.806	.000	.000	.000	.000	.893

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	2	105	4	0	111	8	0	0	0	8	0	132	4	0	136	3	0	6	0	9	264
07:15 AM	0	96	4	0	100	6	0	2	1	9	0	151	0	0	151	0	0	0	1	1	261
07:30 AM	2	113	2	0	117	10	0	4	2	16	2	145	1	0	148	0	0	0	0	0	281
07:45 AM	1	104	1	0	106	5	0	3	2	10	0	153	4	0	157	0	0	0	2	2	275
Total	5	418	11	0	434	29	0	9	5	43	2	581	9	0	592	3	0	6	3	12	1081
08:00 AM	2	112	9	0	123	4	0	3	2	9	2	123	1	2	128	2	0	13	0	15	275
08:15 AM	0	95	5	0	100	6	0	0	2	8	1	114	0	0	115	0	0	2	0	2	225
08:30 AM	0	88	2	0	90	5	0	2	0	7	0	153	1	0	154	0	0	0	1	1	252
08:45 AM	1	127	8	0	136	7	0	1	3	11	1	141	2	0	144	0	0	2	1	3	294
Total	3	422	24	0	449	22	0	6	7	35	4	531	4	2	541	2	0	17	2	21	1046
Grand Total	8	840	35	0	883	51	0	15	12	78	6	1112	13	2	1133	5	0	23	5	33	2127
Apprch %	0.9	95.1	4	0		65.4	0	19.2	15.4		0.5	98.1	1.1	0.2		15.2	0	69.7	15.2		
Total %	0.4	39.5	1.6	0	41.5	2.4	0	0.7	0.6	3.7	0.3	52.3	0.6	0.1	53.3	0.2	0	1.1	0.2	1.6	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	96	4	100	6	0	2	8	0	151	0	151	0	0	0	0	259
07:30 AM	2	113	2	117	10	0	4	14	2	145	1	148	0	0	0	0	279
07:45 AM	1	104	1	106	5	0	3	8	0	153	4	157	0	0	0	0	271
08:00 AM	2	112	9	123	4	0	3	7	2	123	1	126	2	0	13	15	271
Total Volume	5	425	16	446	25	0	12	37	4	572	6	582	2	0	13	15	1080
% App. Total	1.1	95.3	3.6		67.6	0	32.4		0.7	98.3	1		13.3	0	86.7		
PHF	.625	.940	.444	.907	.625	.000	.750	.661	.500	.935	.375	.927	.250	.000	.250	.250	.968

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	4	242	19	0	265	2	0	1	2	5	7	201	8	0	216	0	0	7	3	10	496
Total	4	242	19	0	265	2	0	1	2	5	7	201	8	0	216	0	0	7	3	10	496
05:00 PM	11	221	21	0	253	4	0	1	3	8	6	172	14	0	192	3	1	6	2	12	465
05:15 PM	10	291	24	0	325	3	0	3	0	6	2	171	20	0	193	4	0	7	6	17	541
05:30 PM	5	239	25	0	269	2	0	2	4	8	5	177	8	0	190	5	0	9	3	17	484
05:45 PM	3	181	19	0	203	3	0	2	1	6	7	153	6	0	166	1	0	0	4	5	380
Total	29	932	89	0	1050	12	0	8	8	28	20	673	48	0	741	13	1	22	15	51	1870
06:00 PM	4	179	17	0	200	1	0	2	5	8	5	134	2	0	141	1	0	2	1	4	353
06:15 PM	2	190	23	0	215	11	0	1	4	16	4	165	5	0	174	0	0	2	3	5	410
06:30 PM	2	191	20	0	213	5	0	1	0	6	5	151	1	0	157	6	0	7	0	13	389
Grand Total	41	1734	168	0	1943	31	0	13	19	63	41	1324	64	0	1429	20	1	40	22	83	3518
Apprch %	2.1	89.2	8.6	0		49.2	0	20.6	30.2		2.9	92.7	4.5	0		24.1	1.2	48.2	26.5		
Total %	1.2	49.3	4.8	0	55.2	0.9	0	0.4	0.5	1.8	1.2	37.6	1.8	0	40.6	0.6	0	1.1	0.6	2.4	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	242	19	265	2	0	1	3	7	201	8	216	0	0	7	7	491
05:00 PM	11	221	21	253	4	0	1	5	6	172	14	192	3	1	6	10	460
05:15 PM	10	291	24	325	3	0	3	6	2	171	20	193	4	0	7	11	535
05:30 PM	5	239	25	269	2	0	2	4	5	177	8	190	5	0	9	14	477
Total Volume	30	993	89	1112	11	0	7	18	20	721	50	791	12	1	29	42	1963
% App. Total	2.7	89.3	8		61.1	0	38.9		2.5	91.2	6.3		28.6	2.4	69		
PHF	.682	.853	.890	.855	.688	.000	.583	.750	.714	.897	.625	.916	.600	.250	.806	.750	.917

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11
Total	0	6	0	0	6	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	11
05:00 PM	0	5	1	0	6	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	6
05:30 PM	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	9
05:45 PM	0	4	0	0	4	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	8
Total	0	15	1	0	16	0	0	0	0	0	0	16	1	0	17	0	0	0	0	0	0	33
06:00 PM	0	4	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	6
06:15 PM	0	4	0	0	4	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	8
06:30 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	4
Grand Total	0	31	1	0	32	0	0	0	0	0	0	29	1	0	30	0	0	0	0	0	0	62
Apprch %	0	96.9	3.1	0		0	0	0	0	0	0	96.7	3.3	0		0	0	0	0	0	0	
Total %	0	50	1.6	0	51.6	0	0	0	0	0	0	46.8	1.6	0	48.4	0	0	0	0	0	0	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	6	0	6	0	0	0	0	0	5	0	5	0	0	0	0	11
05:00 PM	0	5	1	6	0	0	0	0	0	4	0	4	0	0	0	0	10
05:15 PM	0	2	0	2	0	0	0	0	0	4	0	4	0	0	0	0	6
05:30 PM	0	4	0	4	0	0	0	0	0	5	0	5	0	0	0	0	9
Total Volume	0	17	1	18	0	0	0	0	0	18	0	18	0	0	0	0	36
% App. Total	0	94.4	5.6		0	0	0		0	100	0		0	0	0		
PHF	.000	.708	.250	.750	.000	.000	.000	.000	.000	.900	.000	.900	.000	.000	.000	.000	.818

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	4	248	19	0	271	2	0	1	2	5	7	206	8	0	221	0	0	7	3	10	507
Total	4	248	19	0	271	2	0	1	2	5	7	206	8	0	221	0	0	7	3	10	507
05:00 PM	11	226	22	0	259	4	0	1	3	8	6	176	14	0	196	3	1	6	2	12	475
05:15 PM	10	293	24	0	327	3	0	3	0	6	2	175	20	0	197	4	0	7	6	17	547
05:30 PM	5	243	25	0	273	2	0	2	4	8	5	182	8	0	195	5	0	9	3	17	493
05:45 PM	3	185	19	0	207	3	0	2	1	6	7	156	7	0	170	1	0	0	4	5	388
Total	29	947	90	0	1066	12	0	8	8	28	20	689	49	0	758	13	1	22	15	51	1903
06:00 PM	4	183	17	0	204	1	0	2	5	8	5	136	2	0	143	1	0	2	1	4	359
06:15 PM	2	194	23	0	219	11	0	1	4	16	4	169	5	0	178	0	0	2	3	5	418
06:30 PM	2	193	20	0	215	5	0	1	0	6	5	153	1	0	159	6	0	7	0	13	393
Grand Total	41	1765	169	0	1975	31	0	13	19	63	41	1353	65	0	1459	20	1	40	22	83	3580
Apprch %	2.1	89.4	8.6	0		49.2	0	20.6	30.2		2.8	92.7	4.5	0		24.1	1.2	48.2	26.5		
Total %	1.1	49.3	4.7	0	55.2	0.9	0	0.4	0.5	1.8	1.1	37.8	1.8	0	40.8	0.6	0	1.1	0.6	2.3	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	4	248	19	271	2	0	1	3	7	206	8	221	0	0	7	7	502
05:00 PM	11	226	22	259	4	0	1	5	6	176	14	196	3	1	6	10	470
05:15 PM	10	293	24	327	3	0	3	6	2	175	20	197	4	0	7	11	541
05:30 PM	5	243	25	273	2	0	2	4	5	182	8	195	5	0	9	14	486
Total Volume	30	1010	90	1130	11	0	7	18	20	739	50	809	12	1	29	42	1999
% App. Total	2.7	89.4	8		61.1	0	38.9		2.5	91.3	6.2		28.6	2.4	69		
PHF	.682	.862	.900	.864	.688	.000	.583	.750	.714	.897	.625	.915	.600	.250	.806	.750	.924

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	1	88	3	0	92	3	0	0	0	3	2	113	2	0	117	2	0	3	2	7	219
07:15 AM	2	94	0	0	96	5	0	1	1	7	0	138	4	0	142	1	0	8	0	9	254
07:30 AM	2	95	3	0	100	8	0	6	3	17	1	156	2	0	159	0	0	2	2	4	280
07:45 AM	0	134	4	0	138	4	0	4	2	10	0	128	4	0	132	0	0	0	0	0	280
Total	5	411	10	0	426	20	0	11	6	37	3	535	12	0	550	3	0	13	4	20	1033
08:00 AM	4	119	2	1	126	4	0	3	0	7	4	120	0	0	124	0	0	7	1	8	265
08:15 AM	2	91	4	0	97	5	0	3	1	9	1	108	3	0	112	1	0	2	0	3	221
08:30 AM	2	101	2	0	105	7	0	3	3	13	0	145	3	0	148	3	0	0	0	3	269
08:45 AM	3	105	2	0	110	6	0	0	2	8	2	160	2	0	164	1	0	0	0	1	283
Total	11	416	10	1	438	22	0	9	6	37	7	533	8	0	548	5	0	9	1	15	1038
Grand Total	16	827	20	1	864	42	0	20	12	74	10	1068	20	0	1098	8	0	22	5	35	2071
Apprch %	1.9	95.7	2.3	0.1		56.8	0	27	16.2		0.9	97.3	1.8	0		22.9	0	62.9	14.3		
Total %	0.8	39.9	1	0	41.7	2	0	1	0.6	3.6	0.5	51.6	1	0	53	0.4	0	1.1	0.2	1.7	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	2	94	0	96	5	0	1	6	0	138	4	142	1	0	8	9	253
07:30 AM	2	95	3	100	8	0	6	14	1	156	2	159	0	0	2	2	275
07:45 AM	0	134	4	138	4	0	4	8	0	128	4	132	0	0	0	0	278
08:00 AM	4	119	2	125	4	0	3	7	4	120	0	124	0	0	7	7	263
Total Volume	8	442	9	459	21	0	14	35	5	542	10	557	1	0	17	18	1069
% App. Total	1.7	96.3	2		60	0	40		0.9	97.3	1.8		5.6	0	94.4		
PHF	.500	.825	.563	.832	.656	.000	.583	.625	.313	.869	.625	.876	.250	.000	.531	.500	.961

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	2	0	0	2	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
07:15 AM	0	1	0	0	1	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0
07:30 AM	0	3	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
07:45 AM	0	1	1	0	2	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0
Total	0	7	1	0	8	0	0	0	0	0	0	21	0	0	21	0	0	0	0	0	0
08:00 AM	0	3	0	0	3	0	0	0	0	0	0	11	0	0	11	0	0	0	0	0	0
08:15 AM	0	3	0	0	3	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0
08:30 AM	0	4	0	0	4	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	0
08:45 AM	0	6	0	0	6	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0
Total	0	16	0	0	16	0	0	0	0	0	0	32	0	0	32	0	0	0	0	0	0
Grand Total	0	23	1	0	24	0	0	0	0	0	0	53	0	0	53	0	0	0	0	0	0
Apprch %	0	95.8	4.2	0		0	0	0	0		0	100	0	0		0	0	0	0		
Total %	0	29.9	1.3	0	31.2	0	0	0	0	0	0	68.8	0	0	68.8	0	0	0	0	0	0

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	3	0	3	0	0	0	0	0	11	0	11	0	0	0	0	14
08:15 AM	0	3	0	3	0	0	0	0	0	5	0	5	0	0	0	0	8
08:30 AM	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
08:45 AM	0	6	0	6	0	0	0	0	0	7	0	7	0	0	0	0	13
Total Volume	0	16	0	16	0	0	0	0	0	32	0	32	0	0	0	0	48
% App. Total	0	100	0		0	0	0		0	100	0		0	0	0		
PHF	.000	.667	.000	.667	.000	.000	.000	.000	.000	.727	.000	.727	.000	.000	.000	.000	.857

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	1	90	3	0	94	3	0	0	0	3	2	120	2	0	124	2	0	3	2	7	228
07:15 AM	2	95	0	0	97	5	0	1	1	7	0	144	4	0	148	1	0	8	0	9	261
07:30 AM	2	98	3	0	103	8	0	6	3	17	1	160	2	0	163	0	0	2	2	4	287
07:45 AM	0	135	5	0	140	4	0	4	2	10	0	132	4	0	136	0	0	0	0	0	286
Total	5	418	11	0	434	20	0	11	6	37	3	556	12	0	571	3	0	13	4	20	1062
08:00 AM	4	122	2	1	129	4	0	3	0	7	4	131	0	0	135	0	0	7	1	8	279
08:15 AM	2	94	4	0	100	5	0	3	1	9	1	113	3	0	117	1	0	2	0	3	229
08:30 AM	2	105	2	0	109	7	0	3	3	13	0	154	3	0	157	3	0	0	0	3	282
08:45 AM	3	111	2	0	116	6	0	0	2	8	2	167	2	0	171	1	0	0	0	1	296
Total	11	432	10	1	454	22	0	9	6	37	7	565	8	0	580	5	0	9	1	15	1086
Grand Total	16	850	21	1	888	42	0	20	12	74	10	1121	20	0	1151	8	0	22	5	35	2148
Apprch %	1.8	95.7	2.4	0.1		56.8	0	27	16.2		0.9	97.4	1.7	0		22.9	0	62.9	14.3		
Total %	0.7	39.6	1	0	41.3	2	0	0.9	0.6	3.4	0.5	52.2	0.9	0	53.6	0.4	0	1	0.2	1.6	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	2	95	0	97	5	0	1	6	0	144	4	148	1	0	8	9	260
07:30 AM	2	98	3	103	8	0	6	14	1	160	2	163	0	0	2	2	282
07:45 AM	0	135	5	140	4	0	4	8	0	132	4	136	0	0	0	0	284
08:00 AM	4	122	2	128	4	0	3	7	4	131	0	135	0	0	7	7	277
Total Volume	8	450	10	468	21	0	14	35	5	567	10	582	1	0	17	18	1103
% App. Total	1.7	96.2	2.1		60	0	40		0.9	97.4	1.7		5.6	0	94.4		
PHF	.500	.833	.500	.836	.656	.000	.583	.625	.313	.886	.625	.893	.250	.000	.531	.500	.971

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	5	255	20	1	281	3	0	2	3	8	6	195	5	0	206	2	0	2	2	6	501
Total	5	255	20	1	281	3	0	2	3	8	6	195	5	0	206	2	0	2	2	6	501
05:00 PM	5	220	13	0	238	6	0	0	4	10	7	206	7	1	221	2	0	2	4	8	477
05:15 PM	3	250	16	0	269	2	0	3	4	9	8	194	7	0	209	1	0	2	1	4	491
05:30 PM	4	231	27	0	262	4	0	3	6	13	7	178	9	0	194	2	0	7	1	10	479
05:45 PM	3	201	27	0	231	1	0	3	5	9	3	173	11	0	187	1	0	3	4	8	435
Total	15	902	83	0	1000	13	0	9	19	41	25	751	34	1	811	6	0	14	10	30	1882
06:00 PM	3	183	22	1	209	6	0	3	6	15	6	167	9	0	182	1	0	3	4	8	414
06:15 PM	2	214	39	0	255	5	0	1	8	14	6	175	6	0	187	3	0	1	6	10	466
06:30 PM	3	181	25	0	209	8	0	1	5	14	0	137	9	1	147	1	0	1	5	7	377
Grand Total	28	1735	189	2	1954	35	0	16	41	92	43	1425	63	2	1533	13	0	21	27	61	3640
Apprch %	1.4	88.8	9.7	0.1		38	0	17.4	44.6		2.8	93	4.1	0.1		21.3	0	34.4	44.3		
Total %	0.8	47.7	5.2	0.1	53.7	1	0	0.4	1.1	2.5	1.2	39.1	1.7	0.1	42.1	0.4	0	0.6	0.7	1.7	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	255	20	280	3	0	2	5	6	195	5	206	2	0	2	4	495
05:00 PM	5	220	13	238	6	0	0	6	7	206	7	220	2	0	2	4	468
05:15 PM	3	250	16	269	2	0	3	5	8	194	7	209	1	0	2	3	486
05:30 PM	4	231	27	262	4	0	3	7	7	178	9	194	2	0	7	9	472
Total Volume	17	956	76	1049	15	0	8	23	28	773	28	829	7	0	13	20	1921
% App. Total	1.6	91.1	7.2		65.2	0	34.8		3.4	93.2	3.4		35	0	65		
PHF	.850	.937	.704	.937	.625	.000	.667	.821	.875	.938	.778	.942	.875	.000	.464	.556	.970

Peggy Malone & Associates

(888) 247-8602

File Name : 3- SW 34th St & Ridgemar Commons Driveway WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Ridgemar Driveway Westbound					SW 34th St Northbound					Vystar Driveway 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	5	258	20	1	284	3	0	2	3	8	6	200	5	0	211	2	0	2	2	6	509
Total	5	258	20	1	284	3	0	2	3	8	6	200	5	0	211	2	0	2	2	6	509
05:00 PM	5	226	13	0	244	6	0	0	4	10	7	208	7	1	223	2	0	2	4	8	485
05:15 PM	3	252	16	0	271	2	0	3	4	9	8	198	7	0	213	1	0	2	1	4	497
05:30 PM	4	236	27	0	267	4	0	3	6	13	7	181	9	0	197	2	0	7	1	10	487
05:45 PM	3	203	27	0	233	1	0	3	5	9	3	175	11	0	189	1	0	3	4	8	439
Total	15	917	83	0	1015	13	0	9	19	41	25	762	34	1	822	6	0	14	10	30	1908
06:00 PM	3	188	22	1	214	6	0	3	6	15	6	172	9	0	187	1	0	3	4	8	424
06:15 PM	2	217	39	0	258	5	0	1	8	14	6	177	6	0	189	3	0	1	6	10	471
06:30 PM	3	185	25	0	213	8	0	1	5	14	0	141	9	1	151	1	0	1	5	7	385
Grand Total	28	1765	189	2	1984	35	0	16	41	92	43	1452	63	2	1560	13	0	21	27	61	3697
Apprch %	1.4	89	9.5	0.1		38	0	17.4	44.6		2.8	93.1	4	0.1		21.3	0	34.4	44.3		
Total %	0.8	47.7	5.1	0.1	53.7	0.9	0	0.4	1.1	2.5	1.2	39.3	1.7	0.1	42.2	0.4	0	0.6	0.7	1.6	

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	5	258	20	283	3	0	2	5	6	200	5	211	2	0	2	4	503
05:00 PM	5	226	13	244	6	0	0	6	7	208	7	222	2	0	2	4	476
05:15 PM	3	252	16	271	2	0	3	5	8	198	7	213	1	0	2	3	492
05:30 PM	4	236	27	267	4	0	3	7	7	181	9	197	2	0	7	9	480
Total Volume	17	972	76	1065	15	0	8	23	28	787	28	843	7	0	13	20	1951
% App. Total	1.6	91.3	7.1		65.2	0	34.8		3.3	93.4	3.3		35	0	65		
PHF	.850	.942	.704	.941	.625	.000	.667	.821	.875	.946	.778	.949	.875	.000	.464	.556	.970

SW 34th St at Ridgemar Commons

Tuesday																
Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	2	105	4	0	8	0	0	0	0	132	4	0	3	0	6	0
7:15:00 AM	0	96	4	0	6	0	2	1	0	151	0	0	0	0	0	1
7:30:00 AM	2	113	2	0	10	0	4	2	2	145	1	0	0	0	0	0
7:45:00 AM	1	104	1	0	5	0	3	2	0	153	4	0	0	0	0	2
8:00:00 AM	2	112	9	0	4	0	3	2	2	123	1	2	2	0	13	0
8:15:00 AM	0	95	5	0	6	0	0	2	1	114	0	0	0	0	2	0
8:30:00 AM	0	88	2	0	5	0	2	0	0	153	1	0	0	0	0	1
8:45:00 AM	1	127	8	0	7	0	1	3	1	141	2	0	0	0	2	1

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	4	248	19	0	2	0	1	2	7	206	8	0	0	0	7	3
5:00:00 PM	11	226	22	0	4	0	1	3	6	176	14	0	3	1	6	2
5:15:00 PM	10	293	24	0	3	0	3	0	2	175	20	0	4	0	7	6
5:30:00 PM	5	243	25	0	2	0	2	4	5	182	8	0	5	0	9	3
5:45:00 PM	3	185	19	0	3	0	2	1	7	156	7	0	1	0	0	4
6:00:00 PM	4	183	17	0	1	0	2	5	5	136	2	0	1	0	2	1
6:15:00 PM	2	194	23	0	11	0	1	4	4	169	5	0	0	0	2	3
6:30:00 PM	2	193	20	0	5	0	1	0	5	153	1	0	6	0	7	0

Wednesday																
Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	88	3	0	3	0	0	0	2	113	2	0	2	0	3	2
7:15:00 AM	2	94	0	0	5	0	1	1	0	138	4	0	1	0	8	0
7:30:00 AM	2	95	3	0	8	0	6	3	1	156	2	0	0	0	2	2
7:45:00 AM	0	134	4	0	4	0	4	2	0	128	4	0	0	0	0	0
8:00:00 AM	4	119	2	1	4	0	3	0	4	120	0	0	0	0	7	1
8:15:00 AM	2	91	4	0	5	0	3	1	1	108	3	0	1	0	2	0
8:30:00 AM	2	101	2	0	7	0	3	3	0	145	3	0	3	0	0	0
8:45:00 AM	3	105	2	0	6	0	0	2	2	160	2	0	1	0	0	0

Start Time	SW 34th St Southbound				Ridgemar Driveway Westbound				SW 34th St Northbound				Vystar Driveway Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	5	255	20	1	3	0	2	3	6	195	5	0	2	0	2	2
5:00:00 PM	5	220	13	0	6	0	0	4	7	206	7	1	2	0	2	4
5:15:00 PM	3	250	16	0	2	0	3	4	8	194	7	0	1	0	2	1
5:30:00 PM	4	231	27	0	4	0	3	6	7	178	9	0	2	0	7	1
5:45:00 PM	3	201	27	0	1	0	3	5	3	173	11	0	1	0	3	4
6:00:00 PM	3	183	22	1	6	0	3	6	6	167	9	0	1	0	3	4
6:15:00 PM	2	214	39	0	5	0	1	8	6	175	6	0	3	0	1	6
6:30:00 PM	3	181	25	0	8	0	1	5	0	137	9	1	1	0	1	5

Start Time	SW 34th St Southbound				Total	Ridgemar Driveway Westbound				Total	SW 34th St Northbound				Total	Vystar Driveway Eastbound				Total	Total Veh Per 15 min	Intersection Totals (hour)
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds			
7:00:00 AM	1.5	96.5	3.5	0	101.5	5.5	0	0	0	5.5	1	122.5	3	0	126.5	2.5	0	4.5	1	7	240.5	1048
7:15:00 AM	1	95	2	0	98	5.5	0	1.5	1	7	0	144.5	2	0	146.5	0.5	0	4	0.5	4.5	256	1074.5
7:30:00 AM	2	104	2.5	0	108.5	9	0	5	2.5	14	1.5	150.5	1.5	0	153.5	0	0	1	1	1	277	1040
7:45:00 AM	0.5	119	2.5	0	122	4.5	0	3.5	2	8	0	140.5	4	0	144.5	0	0	0	1	0	274.5	1021.5
8:00:00 AM	3	115.5	5.5	0.5	124	4	0	3	1	7	3	121.5	0.5	1	125	1	0	10	0.5	11	267	1032.5
8:15:00 AM	1	93	4.5	0	98.5	5.5	0	1.5	1.5	7	1	111	1.5	0	113.5	0.5	0	2	0	2.5	221.5	
8:30:00 AM	1	94.5	2	0	97.5	6	0	2.5	1.5	8.5	0	149	2	0	151	1.5	0	0	0.5	1.5	258.5	
8:45:00 AM	2	116	5	0	123	6.5	0	0.5	2.5	7	1.5	150.5	2	0	154	0.5	0	1	0.5	1.5	285.5	
Peak Hour Volume	7	434	13	1	453	23	0	13	7	36	5	557	8	1	570	2	0	15	3	17		
PHF	0.92					0.64					0.93					0.39						0.97
Truck Percentage	2%					0%					4%					0%						

Start Time	SW 34th St Southbound				Total	Ridgemar Driveway Westbound				Total	SW 34th St Northbound				Total	Vystar Driveway Eastbound				Total	Total Veh Per 15 min	Intersection Totals (hour)
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds			
4:45:00 PM	4.5	251.5	19.5	0.5	275.5	2.5	0	1.5	2.5	4	6.5	200.5	6.5	0	213.5	1	0	4.5	2.5	5.5	498.5	1960
5:00:00 PM	8	223	17.5	0	248.5	5	0	0.5	3.5	5.5	6.5	191	10.5	0.5	208	2.5	0.5	4	3	7	469	1866
5:15:00 PM	6.5	271.5	20	0	298	2.5	0	3	2	5.5	5	184.5	13.5	0	203	2.5	0	4.5	3.5	7	513.5	1775
5:30:00 PM	4.5	237	26	0	267.5	3	0	2.5	5	5.5	6	180	8.5	0	194.5	3.5	0	8	2	11.5	479	1693
5:45:00 PM	3	193	23	0	219	2	0	2.5	3	4.5	5	164.5	9	0	178.5	1	0	1.5	4	2.5	404.5	1593.5
6:00:00 PM	3.5	183	19.5	0.5	206	3.5	0	2.5	5.5	6	5.5	151.5	5.5	0	162.5	1	0	2.5	2.5	3.5	378	
6:15:00 PM	2	204	31	0	237	8	0	1	6	9	5	172	5.5	0	182.5	1.5	0	1.5	4.5	3	431.5	
6:30:00 PM	2.5	187	22.5	0	212	6.5	0	1	2.5	7.5	2.5	145	5	0.5	152.5	3.5	0	4	2.5	7.5	379.5	
Peak Hour Volume	24	983	83	1	1090	13	0	8	13	21	24	756	39	1	819	10	1	21	11	31		
PHF	0.91					0.95					0.96					0.70						0.95
Truck Percentage	2%					0%					2%					0%						

**SW 34th Street and SW
39th Boulevard**

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	84	3	0	97	1	2	1	0	4	0	104	15	0	119	33	0	16	0	49	269
07:15 AM	7	89	2	1	99	1	0	1	1	3	1	138	22	0	161	23	0	17	1	41	304
07:30 AM	17	105	4	1	127	4	0	1	2	7	0	111	13	1	125	18	0	22	1	41	300
07:45 AM	14	95	5	0	114	3	1	1	0	5	1	123	13	0	137	25	0	20	3	48	304
Total	48	373	14	2	437	9	3	4	3	19	2	476	63	1	542	99	0	75	5	179	1177
08:00 AM	12	95	3	2	112	3	0	1	1	5	1	94	20	0	115	40	0	14	2	56	288
08:15 AM	9	82	1	0	92	2	0	1	2	5	1	87	22	0	110	29	0	20	0	49	256
08:30 AM	13	75	2	0	90	1	0	4	4	9	0	114	24	1	139	16	1	16	1	34	272
08:45 AM	24	104	2	0	130	4	1	0	3	8	1	118	16	1	136	23	0	16	0	39	313
Total	58	356	8	2	424	10	1	6	10	27	3	413	82	2	500	108	1	66	3	178	1129
Grand Total	106	729	22	4	861	19	4	10	13	46	5	889	145	3	1042	207	1	141	8	357	2306
Apprch %	12.3	84.7	2.6	0.5		41.3	8.7	21.7	28.3		0.5	85.3	13.9	0.3		58	0.3	39.5	2.2		
Total %	4.6	31.6	1	0.2	37.3	0.8	0.2	0.4	0.6	2	0.2	38.6	6.3	0.1	45.2	9	0	6.1	0.3	15.5	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	7	89	2	98	1	0	1	2	1	138	22	161	23	0	17	40	301
07:30 AM	17	105	4	126	4	0	1	5	0	111	13	124	18	0	22	40	295
07:45 AM	14	95	5	114	3	1	1	5	1	123	13	137	25	0	20	45	301
08:00 AM	12	95	3	110	3	0	1	4	1	94	20	115	40	0	14	54	283
Total Volume	50	384	14	448	11	1	4	16	3	466	68	537	106	0	73	179	1180
% App. Total	11.2	85.7	3.1		68.8	6.2	25		0.6	86.8	12.7		59.2	0	40.8		
PHF	.735	.914	.700	.889	.688	.250	1.00	.800	.750	.844	.773	.834	.663	.000	.830	.829	.980

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	1	0	0	1	0	0	0	0	0	0	6	0	0	6	2	0	2	0	4	11
07:15 AM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	1	0	2	6
07:30 AM	2	3	0	0	5	0	0	0	0	0	0	6	1	0	7	0	0	4	0	4	16
07:45 AM	1	2	0	0	3	0	0	0	0	0	0	5	1	0	6	2	0	2	0	4	13
Total	3	8	0	0	11	0	0	0	0	0	0	19	2	0	21	5	0	9	0	14	46
08:00 AM	1	2	0	0	3	0	0	0	0	0	0	2	2	0	4	0	0	2	0	2	9
08:15 AM	2	4	0	0	6	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	12
08:30 AM	2	3	0	0	5	0	0	0	0	0	0	7	1	0	8	1	0	3	0	4	17
08:45 AM	3	4	0	0	7	0	0	0	0	0	0	5	0	0	5	1	0	2	0	3	15
Total	8	13	0	0	21	0	0	0	0	0	0	20	3	0	23	2	0	7	0	9	53
Grand Total	11	21	0	0	32	0	0	0	0	0	0	39	5	0	44	7	0	16	0	23	99
Apprch %	34.4	65.6	0	0		0	0	0	0		0	88.6	11.4	0		30.4	0	69.6	0		
Total %	11.1	21.2	0	0	32.3	0	0	0	0	0	0	39.4	5.1	0	44.4	7.1	0	16.2	0	23.2	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	2	0	3	0	0	0	0	0	2	2	4	0	0	2	2	9
08:15 AM	2	4	0	6	0	0	0	0	0	6	0	6	0	0	0	0	12
08:30 AM	2	3	0	5	0	0	0	0	0	7	1	8	1	0	3	4	17
08:45 AM	3	4	0	7	0	0	0	0	0	5	0	5	1	0	2	3	15
Total Volume	8	13	0	21	0	0	0	0	0	20	3	23	2	0	7	9	53
% App. Total	38.1	61.9	0		0	0	0		0	87	13		22.2	0	77.8		
PHF	.667	.813	.000	.750	.000	.000	.000	.000	.000	.714	.375	.719	.500	.000	.583	.563	.779

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	85	3	0	98	1	2	1	0	4	0	110	15	0	125	35	0	18	0	53	280
07:15 AM	7	91	2	1	101	1	0	1	1	3	1	140	22	0	163	24	0	18	1	43	310
07:30 AM	19	108	4	1	132	4	0	1	2	7	0	117	14	1	132	18	0	26	1	45	316
07:45 AM	15	97	5	0	117	3	1	1	0	5	1	128	14	0	143	27	0	22	3	52	317
Total	51	381	14	2	448	9	3	4	3	19	2	495	65	1	563	104	0	84	5	193	1223
08:00 AM	13	97	3	2	115	3	0	1	1	5	1	96	22	0	119	40	0	16	2	58	297
08:15 AM	11	86	1	0	98	2	0	1	2	5	1	93	22	0	116	29	0	20	0	49	268
08:30 AM	15	78	2	0	95	1	0	4	4	9	0	121	25	1	147	17	1	19	1	38	289
08:45 AM	27	108	2	0	137	4	1	0	3	8	1	123	16	1	141	24	0	18	0	42	328
Total	66	369	8	2	445	10	1	6	10	27	3	433	85	2	523	110	1	73	3	187	1182
Grand Total	117	750	22	4	893	19	4	10	13	46	5	928	150	3	1086	214	1	157	8	380	2405
Apprch %	13.1	84	2.5	0.4		41.3	8.7	21.7	28.3		0.5	85.5	13.8	0.3		56.3	0.3	41.3	2.1		
Total %	4.9	31.2	0.9	0.2	37.1	0.8	0.2	0.4	0.5	1.9	0.2	38.6	6.2	0.1	45.2	8.9	0	6.5	0.3	15.8	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	7	91	2	100	1	0	1	2	1	140	22	163	24	0	18	42	307
07:30 AM	19	108	4	131	4	0	1	5	0	117	14	131	18	0	26	44	311
07:45 AM	15	97	5	117	3	1	1	5	1	128	14	143	27	0	22	49	314
08:00 AM	13	97	3	113	3	0	1	4	1	96	22	119	40	0	16	56	292
Total Volume	54	393	14	461	11	1	4	16	3	481	72	556	109	0	82	191	1224
% App. Total	11.7	85.2	3		68.8	6.2	25		0.5	86.5	12.9		57.1	0	42.9		
PHF	.711	.910	.700	.880	.688	.250	1.00	.800	.750	.859	.818	.853	.681	.000	.788	.853	.975

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	42	204	4	1	251	2	3	1	4	10	1	149	34	0	184	48	0	51	3	102	547
Total	42	204	4	1	251	2	3	1	4	10	1	149	34	0	184	48	0	51	3	102	547
05:00 PM	51	183	0	0	234	2	0	0	3	5	4	153	44	2	203	45	2	49	2	98	540
05:15 PM	55	247	2	0	304	0	0	0	0	0	2	133	44	0	179	61	1	54	1	117	600
05:30 PM	49	186	8	2	245	5	0	1	3	9	4	139	37	1	181	42	0	41	2	85	520
05:45 PM	45	152	8	3	208	1	2	1	5	9	2	117	33	4	156	47	0	38	3	88	461
Total	200	768	18	5	991	8	2	2	11	23	12	542	158	7	719	195	3	182	8	388	2121
06:00 PM	41	149	5	1	196	0	1	0	3	4	4	98	32	3	137	45	0	44	1	90	427
06:15 PM	45	128	3	0	176	4	1	1	6	12	3	123	37	2	165	37	2	52	2	93	446
06:30 PM	60	149	5	0	214	2	2	0	0	4	1	116	40	0	157	33	1	42	0	76	451
Grand Total	388	1398	35	7	1828	16	9	4	24	53	21	1028	301	12	1362	358	6	371	14	749	3992
Apprch %	21.2	76.5	1.9	0.4		30.2	17	7.5	45.3		1.5	75.5	22.1	0.9		47.8	0.8	49.5	1.9		
Total %	9.7	35	0.9	0.2	45.8	0.4	0.2	0.1	0.6	1.3	0.5	25.8	7.5	0.3	34.1	9	0.2	9.3	0.4	18.8	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	42	204	4	250	2	3	1	6	1	149	34	184	48	0	51	99	539
05:00 PM	51	183	0	234	2	0	0	2	4	153	44	201	45	2	49	96	533
05:15 PM	55	247	2	304	0	0	0	0	2	133	44	179	61	1	54	116	599
05:30 PM	49	186	8	243	5	0	1	6	4	139	37	180	42	0	41	83	512
Total Volume	197	820	14	1031	9	3	2	14	11	574	159	744	196	3	195	394	2183
% App. Total	19.1	79.5	1.4		64.3	21.4	14.3		1.5	77.2	21.4		49.7	0.8	49.5		
PHF	.895	.830	.438	.848	.450	.250	.500	.583	.688	.938	.903	.925	.803	.375	.903	.849	.911

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	2	4	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	11
Total	2	4	0	0	6	1	0	0	0	1	0	2	0	0	2	0	0	2	0	2	11
05:00 PM	3	2	0	0	5	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	9
05:15 PM	1	1	0	0	2	0	0	0	0	0	0	2	0	0	2	1	0	2	0	3	7
05:30 PM	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	11
05:45 PM	2	2	0	0	4	0	0	0	0	0	0	2	0	0	2	0	0	2	0	2	8
Total	8	8	0	0	16	0	0	0	0	0	0	12	0	0	12	1	0	6	0	7	35
06:00 PM	1	3	0	0	4	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	7
06:15 PM	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	0	0	1	0	1	7
06:30 PM	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	5
Grand Total	13	19	0	0	32	1	0	0	0	1	0	19	0	0	19	2	0	11	0	13	65
Apprch %	40.6	59.4	0	0		100	0	0	0		0	100	0	0		15.4	0	84.6	0		
Total %	20	29.2	0	0	49.2	1.5	0	0	0	1.5	0	29.2	0	0	29.2	3.1	0	16.9	0	20	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	2	4	0	6	1	0	0	1	0	2	0	2	0	0	2	2	11
05:00 PM	3	2	0	5	0	0	0	0	0	3	0	3	0	0	1	9	
05:15 PM	1	1	0	2	0	0	0	0	0	2	0	2	1	0	2	7	
05:30 PM	2	3	0	5	0	0	0	0	0	5	0	5	0	0	1	11	
Total Volume	8	10	0	18	1	0	0	1	0	12	0	12	1	0	6	38	
% App. Total	44.4	55.6	0		100	0	0		0	100	0		14.3	0	85.7		
PHF	.667	.625	.000	.750	.250	.000	.000	.250	.000	.600	.000	.600	.250	.000	.750	.864	

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	44	208	4	1	257	3	3	1	4	11	1	151	34	0	186	48	0	53	3	104	558
Total	44	208	4	1	257	3	3	1	4	11	1	151	34	0	186	48	0	53	3	104	558
05:00 PM	54	185	0	0	239	2	0	0	3	5	4	156	44	2	206	45	2	50	2	99	549
05:15 PM	56	248	2	0	306	0	0	0	0	0	2	135	44	0	181	62	1	56	1	120	607
05:30 PM	51	189	8	2	250	5	0	1	3	9	4	144	37	1	186	42	0	42	2	86	531
05:45 PM	47	154	8	3	212	1	2	1	5	9	2	119	33	4	158	47	0	40	3	90	469
Total	208	776	18	5	1007	8	2	2	11	23	12	554	158	7	731	196	3	188	8	395	2156
06:00 PM	42	152	5	1	200	0	1	0	3	4	4	99	32	3	138	46	0	45	1	92	434
06:15 PM	45	131	3	0	179	4	1	1	6	12	3	126	37	2	168	37	2	53	2	94	453
06:30 PM	62	150	5	0	217	2	2	0	0	4	1	117	40	0	158	33	1	43	0	77	456
Grand Total	401	1417	35	7	1860	17	9	4	24	54	21	1047	301	12	1381	360	6	382	14	762	4057
Apprch %	21.6	76.2	1.9	0.4		31.5	16.7	7.4	44.4		1.5	75.8	21.8	0.9		47.2	0.8	50.1	1.8		
Total %	9.9	34.9	0.9	0.2	45.8	0.4	0.2	0.1	0.6	1.3	0.5	25.8	7.4	0.3	34	8.9	0.1	9.4	0.3	18.8	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	44	208	4	256	3	3	1	7	1	151	34	186	48	0	53	101	550
05:00 PM	54	185	0	239	2	0	0	2	4	156	44	204	45	2	50	97	542
05:15 PM	56	248	2	306	0	0	0	0	2	135	44	181	62	1	56	119	606
05:30 PM	51	189	8	248	5	0	1	6	4	144	37	185	42	0	42	84	523
Total Volume	205	830	14	1049	10	3	2	15	11	586	159	756	197	3	201	401	2221
% App. Total	19.5	79.1	1.3		66.7	20	13.3		1.5	77.5	21		49.1	0.7	50.1		
PHF	.915	.837	.438	.857	.500	.250	.500	.536	.688	.939	.903	.926	.794	.375	.897	.842	.916

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	13	72	3	0	88	3	1	0	1	5	1	86	20	2	109	27	0	16	1	44	246
07:15 AM	11	88	0	0	99	2	0	1	5	8	0	126	21	1	148	24	0	18	0	42	297
07:30 AM	17	97	2	1	117	4	1	2	2	9	0	129	9	2	140	25	0	23	1	49	315
07:45 AM	22	112	3	1	138	1	1	2	6	10	1	104	20	2	127	39	0	17	1	57	332
Total	63	369	8	2	442	10	3	5	14	32	2	445	70	7	524	115	0	74	3	192	1190
08:00 AM	13	114	7	0	134	1	0	1	1	3	2	94	19	0	115	30	0	20	0	50	302
08:15 AM	12	80	0	1	93	4	0	0	0	4	1	107	23	0	131	21	2	6	0	29	257
08:30 AM	10	105	4	0	119	3	0	0	5	8	0	125	24	1	150	28	0	20	0	48	325
08:45 AM	19	87	3	0	109	2	1	1	3	7	0	130	21	4	155	34	0	19	0	53	324
Total	54	386	14	1	455	10	1	2	9	22	3	456	87	5	551	113	2	65	0	180	1208
Grand Total	117	755	22	3	897	20	4	7	23	54	5	901	157	12	1075	228	2	139	3	372	2398
Apprch %	13	84.2	2.5	0.3		37	7.4	13	42.6		0.5	83.8	14.6	1.1		61.3	0.5	37.4	0.8		
Total %	4.9	31.5	0.9	0.1	37.4	0.8	0.2	0.3	1	2.3	0.2	37.6	6.5	0.5	44.8	9.5	0.1	5.8	0.1	15.5	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	11	88	0	99	2	0	1	3	0	126	21	147	24	0	18	42	291
07:30 AM	17	97	2	116	4	1	2	7	0	129	9	138	25	0	23	48	309
07:45 AM	22	112	3	137	1	1	2	4	1	104	20	125	39	0	17	56	322
08:00 AM	13	114	7	134	1	0	1	2	2	94	19	115	30	0	20	50	301
Total Volume	63	411	12	486	8	2	6	16	3	453	69	525	118	0	78	196	1223
% App. Total	13	84.6	2.5		50	12.5	37.5		0.6	86.3	13.1		60.2	0	39.8		
PHF	.716	.901	.429	.887	.500	.500	.750	.571	.375	.878	.821	.893	.756	.000	.848	.875	.950

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	2	0	0	2	0	0	0	0	0	0	4	1	0	5	2	0	3	0	5	12
07:15 AM	1	0	0	0	1	0	0	0	0	0	0	5	2	0	7	0	0	1	0	1	9
07:30 AM	2	1	0	0	3	0	0	0	0	0	0	4	0	0	4	0	0	1	0	1	8
07:45 AM	2	0	0	0	2	0	0	0	0	0	0	2	2	0	4	3	0	2	0	5	11
Total	5	3	0	0	8	0	0	0	0	0	0	15	5	0	20	5	0	7	0	12	40
08:00 AM	2	1	0	0	3	0	0	0	0	0	0	8	1	0	9	0	0	3	0	3	15
08:15 AM	2	1	0	0	3	0	0	0	0	0	0	4	1	0	5	1	0	1	0	2	10
08:30 AM	2	2	0	0	4	0	0	0	0	0	0	7	0	0	7	2	0	3	0	5	16
08:45 AM	3	3	0	0	6	0	0	0	0	0	0	4	0	0	4	1	0	2	0	3	13
Total	9	7	0	0	16	0	0	0	0	0	0	23	2	0	25	4	0	9	0	13	54
Grand Total	14	10	0	0	24	0	0	0	0	0	0	38	7	0	45	9	0	16	0	25	94
Apprch %	58.3	41.7	0	0		0	0	0	0		0	84.4	15.6	0		36	0	64	0		
Total %	14.9	10.6	0	0	25.5	0	0	0	0	0	0	40.4	7.4	0	47.9	9.6	0	17	0	26.6	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	2	1	0	3	0	0	0	0	0	8	1	9	0	0	3	3	15
08:15 AM	2	1	0	3	0	0	0	0	0	4	1	5	1	0	1	2	10
08:30 AM	2	2	0	4	0	0	0	0	0	7	0	7	2	0	3	5	16
08:45 AM	3	3	0	6	0	0	0	0	0	4	0	4	1	0	2	3	13
Total Volume	9	7	0	16	0	0	0	0	0	23	2	25	4	0	9	13	54
% App. Total	56.2	43.8	0		0	0	0		0	92	8		30.8	0	69.2		
PHF	.750	.583	.000	.667	.000	.000	.000	.000	.000	.719	.500	.694	.500	.000	.750	.650	.844

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	13	74	3	0	90	3	1	0	1	5	1	90	21	2	114	29	0	19	1	49	258
07:15 AM	12	88	0	0	100	2	0	1	5	8	0	131	23	1	155	24	0	19	0	43	306
07:30 AM	19	98	2	1	120	4	1	2	2	9	0	133	9	2	144	25	0	24	1	50	323
07:45 AM	24	112	3	1	140	1	1	2	6	10	1	106	22	2	131	42	0	19	1	62	343
Total	68	372	8	2	450	10	3	5	14	32	2	460	75	7	544	120	0	81	3	204	1230
08:00 AM	15	115	7	0	137	1	0	1	1	3	2	102	20	0	124	30	0	23	0	53	317
08:15 AM	14	81	0	1	96	4	0	0	0	4	1	111	24	0	136	22	2	7	0	31	267
08:30 AM	12	107	4	0	123	3	0	0	5	8	0	132	24	1	157	30	0	23	0	53	341
08:45 AM	22	90	3	0	115	2	1	1	3	7	0	134	21	4	159	35	0	21	0	56	337
Total	63	393	14	1	471	10	1	2	9	22	3	479	89	5	576	117	2	74	0	193	1262
Grand Total	131	765	22	3	921	20	4	7	23	54	5	939	164	12	1120	237	2	155	3	397	2492
Apprch %	14.2	83.1	2.4	0.3		37	7.4	13	42.6		0.4	83.8	14.6	1.1		59.7	0.5	39	0.8		
Total %	5.3	30.7	0.9	0.1	37	0.8	0.2	0.3	0.9	2.2	0.2	37.7	6.6	0.5	44.9	9.5	0.1	6.2	0.1	15.9	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	88	0	100	2	0	1	3	0	131	23	154	24	0	19	43	300
07:30 AM	19	98	2	119	4	1	2	7	0	133	9	142	25	0	24	49	317
07:45 AM	24	112	3	139	1	1	2	4	1	106	22	129	42	0	19	61	333
08:00 AM	15	115	7	137	1	0	1	2	2	102	20	124	30	0	23	53	316
Total Volume	70	413	12	495	8	2	6	16	3	472	74	549	121	0	85	206	1266
% App. Total	14.1	83.4	2.4		50	12.5	37.5		0.5	86	13.5		58.7	0	41.3		
PHF	.729	.898	.429	.890	.500	.500	.750	.571	.375	.887	.804	.891	.720	.000	.885	.844	.950

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(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	45	209	5	1	260	0	0	0	4	4	2	144	41	0	187	43	1	54	1	99	550
Total	45	209	5	1	260	0	0	0	4	4	2	144	41	0	187	43	1	54	1	99	550
05:00 PM	42	203	8	2	255	4	1	0	5	10	4	176	25	2	207	47	0	44	7	98	570
05:15 PM	49	176	7	0	232	1	1	3	8	13	3	152	49	6	210	49	1	50	3	103	558
05:30 PM	53	188	8	0	249	3	0	1	4	8	0	144	42	2	188	41	0	45	1	87	532
05:45 PM	49	160	4	3	216	2	2	1	4	9	1	130	33	0	164	44	0	43	3	90	479
Total	193	727	27	5	952	10	4	5	21	40	8	602	149	10	769	181	1	182	14	378	2139
06:00 PM	51	153	0	3	207	1	1	1	9	12	2	153	38	1	194	43	1	54	4	102	515
06:15 PM	55	151	9	0	215	2	0	1	5	8	4	109	32	2	147	33	1	66	1	101	471
06:30 PM	50	126	4	0	180	6	3	3	3	15	0	115	44	1	160	39	2	30	1	72	427
Grand Total	394	1366	45	9	1814	19	8	10	42	79	16	1123	304	14	1457	339	6	386	21	752	4102
Apprch %	21.7	75.3	2.5	0.5		24.1	10.1	12.7	53.2		1.1	77.1	20.9	1		45.1	0.8	51.3	2.8		
Total %	9.6	33.3	1.1	0.2	44.2	0.5	0.2	0.2	1	1.9	0.4	27.4	7.4	0.3	35.5	8.3	0.1	9.4	0.5	18.3	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	45	209	5	259	0	0	0	0	2	144	41	187	43	1	54	98	544
05:00 PM	42	203	8	253	4	1	0	5	4	176	25	205	47	0	44	91	554
05:15 PM	49	176	7	232	1	1	3	5	3	152	49	204	49	1	50	100	541
05:30 PM	53	188	8	249	3	0	1	4	0	144	42	186	41	0	45	86	525
Total Volume	189	776	28	993	8	2	4	14	9	616	157	782	180	2	193	375	2164
% App. Total	19	78.1	2.8		57.1	14.3	28.6		1.2	78.8	20.1		48	0.5	51.5		
PHF	.892	.928	.875	.958	.500	.500	.333	.700	.563	.875	.801	.954	.918	.500	.894	.938	.977

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File Name : 4- SW 34th St & SW 39th Blvd WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	9
Total	2	1	0	0	3	0	0	0	0	0	0	1	0	0	1	2	0	3	0	5	9
05:00 PM	2	4	0	0	6	0	0	0	0	0	0	1	0	0	1	1	0	1	0	2	9
05:15 PM	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	2	0	2	0	4	8
05:30 PM	3	2	0	0	5	0	0	0	0	0	0	2	1	0	3	0	0	1	0	1	9
05:45 PM	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	1	0	2	0	3	5
Total	5	10	0	0	15	0	0	0	0	0	0	5	1	0	6	4	0	6	0	10	31
06:00 PM	2	3	0	0	5	0	0	0	0	0	0	5	0	0	5	0	0	1	0	1	11
06:15 PM	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	4
06:30 PM	2	2	0	0	4	0	0	0	0	0	0	3	0	0	3	1	0	1	0	2	9
Grand Total	12	18	0	0	30	0	0	0	0	0	0	14	1	0	15	7	0	12	0	19	64
Apprch %	40	60	0	0		0	0	0	0		0	93.3	6.7	0		36.8	0	63.2	0		
Total %	18.8	28.1	0	0	46.9	0	0	0	0	0	0	21.9	1.6	0	23.4	10.9	0	18.8	0	29.7	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total	
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total		
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																		
Peak Hour for Entire Intersection Begins at 04:45 PM																		
04:45 PM	2	1	0	3	0	0	0	0	0	0	1	0	1	2	0	3	5	9
05:00 PM	2	4	0	6	0	0	0	0	0	0	1	0	1	1	0	1	2	9
05:15 PM	0	2	0	2	0	0	0	0	0	0	2	0	2	2	0	2	4	8
05:30 PM	3	2	0	5	0	0	0	0	0	0	2	1	3	0	0	1	1	9
Total Volume	7	9	0	16	0	0	0	0	0	0	6	1	7	5	0	7	12	35
% App. Total	43.8	56.2	0		0	0	0		0	85.7	14.3		41.7	0	58.3			
PHF	.583	.563	.000	.667	.000	.000	.000	.000	.000	.000	.750	.250	.583	.625	.000	.583	.600	.972

Peggy Malone & Associates

(888) 247-8602

File Name : 4- SW 34th St & SW 39th Blvd WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 34th St Southbound					Aspen Ridge Driveway Westbound					SW 34th St Northbound					SW 39th Blvd 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	47	210	5	1	263	0	0	0	4	4	2	145	41	0	188	45	1	57	1	104	559
Total	47	210	5	1	263	0	0	0	4	4	2	145	41	0	188	45	1	57	1	104	559
05:00 PM	44	207	8	2	261	4	1	0	5	10	4	177	25	2	208	48	0	45	7	100	579
05:15 PM	49	178	7	0	234	1	1	3	8	13	3	154	49	6	212	51	1	52	3	107	566
05:30 PM	56	190	8	0	254	3	0	1	4	8	0	146	43	2	191	41	0	46	1	88	541
05:45 PM	49	162	4	3	218	2	2	1	4	9	1	130	33	0	164	45	0	45	3	93	484
Total	198	737	27	5	967	10	4	5	21	40	8	607	150	10	775	185	1	188	14	388	2170
06:00 PM	53	156	0	3	212	1	1	1	9	12	2	158	38	1	199	43	1	55	4	103	526
06:15 PM	56	153	9	0	218	2	0	1	5	8	4	109	32	2	147	33	1	67	1	102	475
06:30 PM	52	128	4	0	184	6	3	3	3	15	0	118	44	1	163	40	2	31	1	74	436
Grand Total	406	1384	45	9	1844	19	8	10	42	79	16	1137	305	14	1472	346	6	398	21	771	4166
Apprch %	22	75.1	2.4	0.5		24.1	10.1	12.7	53.2		1.1	77.2	20.7	1		44.9	0.8	51.6	2.7		
Total %	9.7	33.2	1.1	0.2	44.3	0.5	0.2	0.2	1	1.9	0.4	27.3	7.3	0.3	35.3	8.3	0.1	9.6	0.5	18.5	

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	47	210	5	262	0	0	0	0	2	145	41	188	45	1	57	103	553
05:00 PM	44	207	8	259	4	1	0	5	4	177	25	206	48	0	45	93	563
05:15 PM	49	178	7	234	1	1	3	5	3	154	49	206	51	1	52	104	549
05:30 PM	56	190	8	254	3	0	1	4	0	146	43	189	41	0	46	87	534
Total Volume	196	785	28	1009	8	2	4	14	9	622	158	789	185	2	200	387	2199
% App. Total	19.4	77.8	2.8		57.1	14.3	28.6		1.1	78.8	20		47.8	0.5	51.7		
PHF	.875	.935	.875	.963	.500	.500	.333	.700	.563	.879	.806	.958	.907	.500	.877	.930	.976

SW 34th St at SW 39th Blvd

Tuesday																
Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	10	85	3	0	1	2	1	0	0	110	15	0	35	0	18	0
7:15:00 AM	7	91	2	1	1	0	1	1	1	140	22	0	24	0	18	1
7:30:00 AM	19	108	4	1	4	0	1	2	0	117	14	1	18	0	26	1
7:45:00 AM	15	97	5	0	3	1	1	0	1	128	14	0	27	0	22	3
8:00:00 AM	13	97	3	2	3	0	1	1	1	96	22	0	40	0	16	2
8:15:00 AM	11	86	1	0	2	0	1	2	1	93	22	0	29	0	20	0
8:30:00 AM	15	78	2	0	1	0	4	4	0	121	25	1	17	1	19	1
8:45:00 AM	27	108	2	0	4	1	0	3	1	123	16	1	24	0	18	0

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	44	208	4	1	3	3	1	4	1	151	34	0	48	0	53	3
5:00:00 PM	54	185	0	0	2	0	0	3	4	156	44	2	45	2	50	2
5:15:00 PM	56	248	2	0	0	0	0	0	2	135	44	0	62	1	56	1
5:30:00 PM	51	189	8	2	5	0	1	3	4	144	37	1	42	0	42	2
5:45:00 PM	47	154	8	3	1	2	1	5	2	119	33	4	47	0	40	3
6:00:00 PM	42	152	5	1	0	1	0	3	4	99	32	3	46	0	45	1
6:15:00 PM	45	131	3	0	4	1	1	6	3	126	37	2	37	2	53	2
6:30:00 PM	62	150	5	0	2	2	0	0	1	117	40	0	33	1	43	0

Wednesday																
Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	13	74	3	0	3	1	0	1	1	90	21	2	29	0	19	1
7:15:00 AM	12	88	0	0	2	0	1	5	0	131	23	1	24	0	19	0
7:30:00 AM	19	98	2	1	4	1	2	2	0	133	9	2	25	0	24	1
7:45:00 AM	24	112	3	1	1	1	2	6	1	106	22	2	42	0	19	1
8:00:00 AM	15	115	7	0	1	0	1	1	2	102	20	0	30	0	23	0
8:15:00 AM	14	81	0	1	4	0	0	0	1	111	24	0	22	2	7	0
8:30:00 AM	12	107	4	0	3	0	0	5	0	132	24	1	30	0	23	0
8:45:00 AM	22	90	3	0	2	1	1	3	0	134	21	4	35	0	21	0

Start Time	SW 34th St Southbound				Aspen Ridge Driveway Westbound				SW 34th St Northbound				SW 39th Blvd Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
4:45:00 PM	47	210	5	1	0	0	0	4	2	145	41	0	45	1	57	1
5:00:00 PM	44	207	8	2	4	1	0	5	4	177	25	2	48	0	45	7
5:15:00 PM	49	178	7	0	1	1	3	8	3	154	49	6	51	1	52	3
5:30:00 PM	56	190	8	0	3	0	1	4	0	146	43	2	41	0	46	1
5:45:00 PM	49	162	4	3	2	2	1	4	1	130	33	0	45	0	45	3
6:00:00 PM	53	156	0	3	1	1	1	9	2	158	38	1	43	1	55	4
6:15:00 PM	56	153	9	0	2	0	1	5	4	109	32	2	33	1	67	1
6:30:00 PM	52	128	4	0	6	3	3	3	0	118	44	1	40	2	31	1

Averaged AM																						
Start Time	SW 34th St Southbound				Total	Aspen Ridge Driveway Westbound				Total	SW 34th St Northbound				Total	SW 39th Blvd Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds			
7:00:00 AM	11.5	79.5	3	0	94	2	1.5	0.5	0.5	4	0.5	100	18	1	118.5	32	0	18.5	0.5	50.5	267	1208
7:15:00 AM	9.5	89.5	1	0.5	100	1.5	0	1	3	2.5	0.5	135.5	22.5	0.5	158.5	24	0	18.5	0.5	42.5	303.5	1245
7:30:00 AM	19	103	3	1	125	4	0.5	1.5	2	6	0	125	11.5	1.5	136.5	21.5	0	25	1	46.5	314	1207.5
7:45:00 AM	19.5	104.5	4	0.5	128	2	1	1.5	3	4.5	1	117	18	1	136	34.5	0	20.5	2	55	323.5	1202.5
8:00:00 AM	14	106	5	1	125	2	0	1	1	3	1.5	99	21	0	121.5	35	0	19.5	1	54.5	304	1206
8:15:00 AM	12.5	83.5	0.5	0.5	96.5	3	0	0.5	1	3.5	1	102	23	0	126	25.5	1	13.5	0	40	266	
8:30:00 AM	13.5	92.5	3	0	109	2	0	2	4.5	4	0	126.5	24.5	1	151	23.5	0.5	21	0.5	45	309	
8:45:00 AM	24.5	99	2.5	0	126	3	1	0.5	3	4.5	0.5	128.5	18.5	2.5	147.5	29.5	0	19.5	0	49	327	
Peak Hour Volume	62	403	13	3	478	10	2	5	9	16	3	477	73	3	553	115	0	84	5	199		
PHF	0.93					0.71					0.87					0.90					0.96	
Truck Percentage	2%					0%					4%					6%						

Averaged PM																						
Start Time	SW 34th St Southbound				Total	Aspen Ridge Driveway Westbound				Total	SW 34th St Northbound				Total	SW 39th Blvd Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds			
4:45:00 PM	45.5	209	4.5	1	259	1.5	1.5	0.5	4	3.5	1.5	148	37.5	0	187	46.5	0.5	55	2	102	551.5	2210
5:00:00 PM	49	196	4	1	249	3	0.5	0	4	3.5	4	166.5	34.5	2	205	46.5	1	47.5	4.5	95	552.5	2122.5
5:15:00 PM	52.5	213	4.5	0	270	0.5	0.5	1.5	4	2.5	2.5	144.5	46.5	3	193.5	56.5	1	54	2	111.5	577.5	2037.5
5:30:00 PM	53.5	189.5	8	1	251	4	0	1	3.5	5	2	145	40	1.5	187	41.5	0	44	1.5	85.5	528.5	1915
5:45:00 PM	48	158	6	3	212	1.5	2	1	4.5	4.5	1.5	124.5	33	2	159	46	0	42.5	3	88.5	464	1830
6:00:00 PM	47.5	154	2.5	2	204	0.5	1	0.5	6	2	3	128.5	35	2	166.5	44.5	0.5	50	2.5	95	467.5	
6:15:00 PM	50.5	142	6	0	198.5	3	0.5	1	5.5	4.5	3.5	117.5	34.5	2	155.5	35	1.5	60	1.5	96.5	455	
6:30:00 PM	57	139	4.5	0	200.5	4	2.5	1.5	1.5	8	0.5	117.5	42	0.5	160	36.5	1.5	37	0.5	75	443.5	
Peak Hour Volume	201	808	21	3	1029	9	3	3	16	15	10	604	159	7	773	191	3	201	10	394		
PHF	0.95					0.75					0.94					0.89					0.96	
Truck Percentage	2%					3%					1%					2%						

**SW 35th Place and SW
32nd Terrace**

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	1	0	1	0	2	1	48	0	0	49	1	0	2	3	6	2	24	0	0	26	83
07:15 AM	1	0	3	1	5	1	69	0	1	71	0	0	6	2	8	0	29	1	0	30	114
07:30 AM	1	0	0	1	2	1	64	0	0	65	6	0	2	1	9	0	36	2	0	38	114
07:45 AM	1	0	2	0	3	1	81	0	0	82	6	0	2	1	9	1	36	1	0	38	132
Total	4	0	6	2	12	4	262	0	1	267	13	0	12	7	32	3	125	4	0	132	443
08:00 AM	1	0	2	0	3	1	72	2	0	75	2	0	3	1	6	1	34	0	0	35	119
08:15 AM	2	1	1	1	5	2	75	0	0	77	0	0	1	4	5	0	35	0	0	35	122
08:30 AM	2	0	0	1	3	0	73	1	1	75	2	1	4	3	10	2	42	1	0	45	133
08:45 AM	3	0	3	1	7	0	91	0	2	93	1	0	3	3	7	2	43	1	2	48	155
Total	8	1	6	3	18	3	311	3	3	320	5	1	11	11	28	5	154	2	2	163	529
Grand Total	12	1	12	5	30	7	573	3	4	587	18	1	23	18	60	8	279	6	2	295	972
Apprch %	40	3.3	40	16.7		1.2	97.6	0.5	0.7		30	1.7	38.3	30		2.7	94.6	2	0.7		
Total %	1.2	0.1	1.2	0.5	3.1	0.7	59	0.3	0.4	60.4	1.9	0.1	2.4	1.9	6.2	0.8	28.7	0.6	0.2	30.3	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	2	3	1	72	2	75	2	0	3	5	1	34	0	35	118
08:15 AM	2	1	1	4	2	75	0	77	0	0	1	1	0	35	0	35	117
08:30 AM	2	0	0	2	0	73	1	74	2	1	4	7	2	42	1	45	128
08:45 AM	3	0	3	6	0	91	0	91	1	0	3	4	2	43	1	46	147
Total Volume	8	1	6	15	3	311	3	317	5	1	11	17	5	154	2	161	510
% App. Total	53.3	6.7	40		0.9	98.1	0.9		29.4	5.9	64.7		3.1	95.7	1.2		
PHF	.667	.250	.500	.625	.375	.854	.375	.871	.625	.250	.688	.607	.625	.895	.500	.875	.867

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	0	0	0	0	0	0	0	0	0	0	0	6	0	0	0	6
07:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
07:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	1	0	0	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	3
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	16	1	0	17	19
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	0	0	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	0	3
08:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	6	0	0	0	6
Total	1	0	0	0	1	0	5	0	0	5	0	0	0	0	0	0	15	0	0	15	21
Grand Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	31	1	0	32	40
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	96.9	3.1	0		
Total %	2.5	0	0	0	2.5	0	17.5	0	0	17.5	0	0	0	0	0	0	77.5	2.5	0	80	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	5
08:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
08:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	6	0	6	10
Total Volume	1	0	0	1	0	5	0	5	0	0	0	0	0	15	0	15	21
% App. Total	100	0	0		0	100	0		0	0	0		0	100	0		
PHF	.250	.000	.000	.250	.000	.417	.000	.417	.000	.000	.000	.000	.000	.625	.000	.625	.525

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES AM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	1	0	1	0	2	1	48	0	0	49	1	0	2	3	6	2	30	0	0	32	89
07:15 AM	1	0	3	1	5	1	69	0	1	71	0	0	6	2	8	0	31	1	0	32	116
07:30 AM	1	0	0	1	2	1	66	0	0	67	6	0	2	1	9	0	41	3	0	44	122
07:45 AM	1	0	2	0	3	1	81	0	0	82	6	0	2	1	9	1	39	1	0	41	135
Total	4	0	6	2	12	4	264	0	1	269	13	0	12	7	32	3	141	5	0	149	462
08:00 AM	1	0	2	0	3	1	72	2	0	75	2	0	3	1	6	1	39	0	0	40	124
08:15 AM	2	1	1	1	5	2	75	0	0	77	0	0	1	4	5	0	36	0	0	36	123
08:30 AM	2	0	0	1	3	0	75	1	1	77	2	1	4	3	10	2	45	1	0	48	138
08:45 AM	4	0	3	1	8	0	94	0	2	96	1	0	3	3	7	2	49	1	2	54	165
Total	9	1	6	3	19	3	316	3	3	325	5	1	11	11	28	5	169	2	2	178	550
Grand Total	13	1	12	5	31	7	580	3	4	594	18	1	23	18	60	8	310	7	2	327	1012
Apprch %	41.9	3.2	38.7	16.1		1.2	97.6	0.5	0.7		30	1.7	38.3	30		2.4	94.8	2.1	0.6		
Total %	1.3	0.1	1.2	0.5	3.1	0.7	57.3	0.3	0.4	58.7	1.8	0.1	2.3	1.8	5.9	0.8	30.6	0.7	0.2	32.3	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	1	0	2	3	1	72	2	75	2	0	3	5	1	39	0	40	123
08:15 AM	2	1	1	4	2	75	0	77	0	0	1	1	0	36	0	36	118
08:30 AM	2	0	0	2	0	75	1	76	2	1	4	7	2	45	1	48	133
08:45 AM	4	0	3	7	0	94	0	94	1	0	3	4	2	49	1	52	157
Total Volume	9	1	6	16	3	316	3	322	5	1	11	17	5	169	2	176	531
% App. Total	56.2	6.2	37.5		0.9	98.1	0.9		29.4	5.9	64.7		2.8	96	1.1		
PHF	.563	.250	.500	.571	.375	.840	.375	.856	.625	.250	.688	.607	.625	.862	.500	.846	.846

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	9	0	4	2	15	6	120	4	1	131	0	0	1	7	8	0	143	1	1	145	299
Total	9	0	4	2	15	6	120	4	1	131	0	0	1	7	8	0	143	1	1	145	299
05:00 PM	5	0	5	4	14	4	127	4	0	135	0	1	0	2	3	2	118	2	0	122	274
05:15 PM	10	0	7	3	20	3	109	4	1	117	0	1	3	1	5	1	117	1	0	119	261
05:30 PM	6	0	5	3	14	0	117	2	2	121	1	0	3	4	8	1	116	2	1	120	263
05:45 PM	5	1	8	2	16	3	110	0	1	114	1	0	3	6	10	1	143	3	0	147	287
Total	26	1	25	12	64	10	463	10	4	487	2	2	9	13	26	5	494	8	1	508	1085
06:00 PM	8	0	8	2	18	5	112	3	1	121	3	0	2	3	8	2	131	0	0	133	280
06:15 PM	5	1	6	1	13	3	102	1	0	106	1	0	3	5	9	1	126	1	0	128	256
06:30 PM	4	0	4	0	8	8	125	4	0	137	3	0	0	0	3	2	109	1	0	112	260
Grand Total	52	2	47	17	118	32	922	22	6	982	9	2	15	28	54	10	1003	11	2	1026	2180
Apprch %	44.1	1.7	39.8	14.4		3.3	93.9	2.2	0.6		16.7	3.7	27.8	51.9		1	97.8	1.1	0.2		
Total %	2.4	0.1	2.2	0.8	5.4	1.5	42.3	1	0.3	4.5	0.4	0.1	0.7	1.3	2.5	0.5	46	0.5	0.1	47.1	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	0	4	13	6	120	4	130	0	0	1	1	0	143	1	144	288
05:00 PM	5	0	5	10	4	127	4	135	0	1	0	1	2	118	2	122	268
05:15 PM	10	0	7	17	3	109	4	116	0	1	3	4	1	117	1	119	256
05:30 PM	6	0	5	11	0	117	2	119	1	0	3	4	1	116	2	119	253
Total Volume	30	0	21	51	13	473	14	500	1	2	7	10	4	494	6	504	1065
% App. Total	58.8	0	41.2		2.6	94.6	2.8		10	20	70		0.8	98	1.2		
PHF	.750	.000	.750	.750	.542	.931	.875	.926	.250	.500	.583	.625	.500	.864	.750	.875	.924

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
05:00 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
05:15 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
05:45 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
Total	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	10	0	0	10	14
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
06:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	3
06:30 PM	1	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	3
Grand Total	1	0	0	0	1	0	7	0	0	7	0	0	0	0	0	0	18	0	0	18	26
Apprch %	100	0	0	0		0	100	0	0		0	0	0	0		0	100	0	0		
Total %	3.8	0	0	0	3.8	0	26.9	0	0	26.9	0	0	0	0	0	0	69.2	0	0	69.2	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:00 PM	0	0	0	0	0	1	0	1	0	0	0	0	0	2	0	2	3
05:15 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	5
05:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Total Volume	0	0	0	0	0	5	0	5	0	0	0	0	0	11	0	11	16
% App. Total	0	0	0		0	100	0		0	0	0		0	100	0		
PHF	.000	.000	.000	.000	.000	.625	.000	.625	.000	.000	.000	.000	.000	.917	.000	.917	.800

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace TUES PM
 Site Code :
 Start Date : 2/9/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	9	0	4	2	15	6	122	4	1	133	0	0	1	7	8	0	146	1	1	148	304
Total	9	0	4	2	15	6	122	4	1	133	0	0	1	7	8	0	146	1	1	148	304
05:00 PM	5	0	5	4	14	4	128	4	0	136	0	1	0	2	3	2	120	2	0	124	277
05:15 PM	10	0	7	3	20	3	111	4	1	119	0	1	3	1	5	1	120	1	0	122	266
05:30 PM	6	0	5	3	14	0	117	2	2	121	1	0	3	4	8	1	119	2	1	123	266
05:45 PM	5	1	8	2	16	3	111	0	1	115	1	0	3	6	10	1	145	3	0	149	290
Total	26	1	25	12	64	10	467	10	4	491	2	2	9	13	26	5	504	8	1	518	1099
06:00 PM	8	0	8	2	18	5	112	3	1	121	3	0	2	3	8	2	132	0	0	134	281
06:15 PM	5	1	6	1	13	3	102	1	0	106	1	0	3	5	9	1	129	1	0	131	259
06:30 PM	5	0	4	0	9	8	126	4	0	138	3	0	0	0	3	2	110	1	0	113	263
Grand Total	53	2	47	17	119	32	929	22	6	989	9	2	15	28	54	10	1021	11	2	1044	2206
Apprch %	44.5	1.7	39.5	14.3		3.2	93.9	2.2	0.6		16.7	3.7	27.8	51.9		1	97.8	1.1	0.2		
Total %	2.4	0.1	2.1	0.8	5.4	1.5	42.1	1	0.3	44.8	0.4	0.1	0.7	1.3	2.4	0.5	46.3	0.5	0.1	47.3	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	9	0	4	13	6	122	4	132	0	0	1	1	0	146	1	147	293
05:00 PM	5	0	5	10	4	128	4	136	0	1	0	1	2	120	2	124	271
05:15 PM	10	0	7	17	3	111	4	118	0	1	3	4	1	120	1	122	261
05:30 PM	6	0	5	11	0	117	2	119	1	0	3	4	1	119	2	122	256
Total Volume	30	0	21	51	13	478	14	505	1	2	7	10	4	505	6	515	1081
% App. Total	58.8	0	41.2		2.6	94.7	2.8		10	20	70		0.8	98.1	1.2		
PHF	.750	.000	.750	.750	.542	.934	.875	.928	.250	.500	.583	.625	.500	.865	.750	.876	.922

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	2	44	0	0	46	3	0	1	0	4	0	23	0	0	23	73
07:15 AM	0	0	3	0	3	0	71	0	0	71	1	1	4	1	7	0	29	0	0	29	110
07:30 AM	4	0	1	0	5	1	87	0	0	88	7	0	3	2	12	0	28	0	1	29	134
07:45 AM	4	0	3	0	7	1	82	1	0	84	0	0	1	2	3	2	37	3	1	43	137
Total	8	0	7	0	15	4	284	1	0	289	11	1	9	5	26	2	117	3	2	124	454
08:00 AM	1	0	2	0	3	3	63	2	0	68	2	0	4	2	8	0	33	0	0	33	112
08:15 AM	3	0	2	1	6	2	70	1	1	74	1	0	1	3	5	0	37	0	0	37	122
08:30 AM	0	0	2	1	3	1	80	1	0	82	2	0	4	2	8	2	33	1	0	36	129
08:45 AM	1	0	4	0	5	1	90	0	1	92	0	0	1	1	2	0	32	1	0	33	132
Total	5	0	10	2	17	7	303	4	2	316	5	0	10	8	23	2	135	2	0	139	495
Grand Total	13	0	17	2	32	11	587	5	2	605	16	1	19	13	49	4	252	5	2	263	949
Apprch %	40.6	0	53.1	6.2		1.8	97	0.8	0.3		32.7	2	38.8	26.5		1.5	95.8	1.9	0.8		
Total %	1.4	0	1.8	0.2	3.4	1.2	61.9	0.5	0.2	63.8	1.7	0.1	2	1.4	5.2	0.4	26.6	0.5	0.2	27.7	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	4	0	1	5	1	87	0	88	7	0	3	10	0	28	0	28	131
07:45 AM	4	0	3	7	1	82	1	84	0	0	1	1	2	37	3	42	134
08:00 AM	1	0	2	3	3	63	2	68	2	0	4	6	0	33	0	33	110
08:15 AM	3	0	2	5	2	70	1	73	1	0	1	2	0	37	0	37	117
Total Volume	12	0	8	20	7	302	4	313	10	0	9	19	2	135	3	140	492
% App. Total	60	0	40		2.2	96.5	1.3		52.6	0	47.4		1.4	96.4	2.1		
PHF	.750	.000	.667	.714	.583	.868	.500	.889	.357	.000	.563	.475	.250	.912	.250	.833	.918

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	0	1	0	0	1	0	0	0	0	0	0	4	0	0	4	5
07:15 AM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	3
07:30 AM	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	6
07:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Total	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	10	0	0	10	15
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	0	6	6
08:15 AM	0	0	2	0	2	0	1	0	0	1	1	0	0	0	1	0	1	0	0	1	5
08:30 AM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	5	0	0	5	7
08:45 AM	1	0	0	0	1	0	3	0	0	3	0	0	0	0	0	0	3	0	0	3	7
Total	1	0	2	0	3	0	6	0	0	6	1	0	0	0	1	0	15	0	0	15	25
Grand Total	1	0	2	0	3	0	11	0	0	11	1	0	0	0	1	0	25	0	0	25	40
Apprch %	33.3	0	66.7	0		0	100	0	0		100	0	0	0		0	100	0	0		
Total %	2.5	0	5	0	7.5	0	27.5	0	0	27.5	2.5	0	0	0	2.5	0	62.5	0	0	62.5	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
08:15 AM	0	0	2	2	0	1	0	1	1	0	0	1	0	1	0	1	5
08:30 AM	0	0	0	0	0	2	0	2	0	0	0	0	0	5	0	5	7
08:45 AM	1	0	0	1	0	3	0	3	0	0	0	0	0	3	0	3	7
Total Volume	1	0	2	3	0	6	0	6	1	0	0	1	0	15	0	15	25
% App. Total	33.3	0	66.7		0	100	0		100	0	0		0	100	0		
PHF	.250	.000	.250	.375	.000	.500	.000	.500	.250	.000	.000	.250	.000	.625	.000	.625	.893

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED AM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	2	45	0	0	47	3	0	1	0	4	0	27	0	0	27	78
07:15 AM	0	0	3	0	3	0	72	0	0	72	1	1	4	1	7	0	31	0	0	31	113
07:30 AM	4	0	1	0	5	1	90	0	0	91	7	0	3	2	12	0	31	0	1	32	140
07:45 AM	4	0	3	0	7	1	82	1	0	84	0	0	1	2	3	2	38	3	1	44	138
Total	8	0	7	0	15	4	289	1	0	294	11	1	9	5	26	2	127	3	2	134	469
08:00 AM	1	0	2	0	3	3	63	2	0	68	2	0	4	2	8	0	39	0	0	39	118
08:15 AM	3	0	4	1	8	2	71	1	1	75	2	0	1	3	6	0	38	0	0	38	127
08:30 AM	0	0	2	1	3	1	82	1	0	84	2	0	4	2	8	2	38	1	0	41	136
08:45 AM	2	0	4	0	6	1	93	0	1	95	0	0	1	1	2	0	35	1	0	36	139
Total	6	0	12	2	20	7	309	4	2	322	6	0	10	8	24	2	150	2	0	154	520
Grand Total	14	0	19	2	35	11	598	5	2	616	17	1	19	13	50	4	277	5	2	288	989
Apprch %	40	0	54.3	5.7		1.8	97.1	0.8	0.3		34	2	38	26		1.4	96.2	1.7	0.7		
Total %	1.4	0	1.9	0.2	3.5	1.1	60.5	0.5	0.2	62.3	1.7	0.1	1.9	1.3	5.1	0.4	28	0.5	0.2	29.1	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	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	4	0	1	5	1	90	0	91	7	0	3	10	0	31	0	31	137
07:45 AM	4	0	3	7	1	82	1	84	0	0	1	1	2	38	3	43	135
08:00 AM	1	0	2	3	3	63	2	68	2	0	4	6	0	39	0	39	116
08:15 AM	3	0	4	7	2	71	1	74	2	0	1	3	0	38	0	38	122
Total Volume	12	0	10	22	7	306	4	317	11	0	9	20	2	146	3	151	510
% App. Total	54.5	0	45.5		2.2	96.5	1.3		55	0	45		1.3	96.7	2		
PHF	.750	.000	.625	.786	.583	.850	.500	.871	.393	.000	.563	.500	.250	.936	.250	.878	.931

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Cars

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	5	0	3	1	9	2	133	4	0	139	2	0	1	3	6	2	133	2	0	137	291
Total	5	0	3	1	9	2	133	4	0	139	2	0	1	3	6	2	133	2	0	137	291
05:00 PM	4	0	7	2	13	1	91	1	0	93	1	0	1	3	5	0	128	3	0	131	242
05:15 PM	7	0	7	1	15	5	146	2	0	153	0	0	4	3	7	1	133	2	0	136	311
05:30 PM	15	1	9	2	27	2	131	3	1	137	3	0	4	3	10	2	128	2	0	132	306
05:45 PM	5	0	3	3	11	8	111	4	2	125	1	0	2	2	5	3	131	1	0	135	276
Total	31	1	26	8	66	16	479	10	3	508	5	0	11	11	27	6	520	8	0	534	1135
06:00 PM	5	0	13	11	29	1	125	1	0	127	0	0	3	5	8	6	134	0	0	140	304
06:15 PM	3	2	4	2	11	6	141	0	0	147	2	0	1	9	12	1	139	1	0	141	311
06:30 PM	4	0	9	6	19	7	108	3	0	118	3	0	1	6	10	2	151	0	0	153	300
Grand Total	48	3	55	28	134	32	986	18	3	1039	12	0	17	34	63	17	1077	11	0	1105	2341
Apprch %	35.8	2.2	41	20.9		3.1	94.9	1.7	0.3		19	0	27	54		1.5	97.5	1	0		
Total %	2.1	0.1	2.3	1.2	5.7	1.4	42.1	0.8	0.1	44.4	0.5	0	0.7	1.5	2.7	0.7	46	0.5	0	47.2	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	7	0	7	14	5	146	2	153	0	0	4	4	1	133	2	136	307
05:30 PM	15	1	9	25	2	131	3	136	3	0	4	7	2	128	2	132	300
05:45 PM	5	0	3	8	8	111	4	123	1	0	2	3	3	131	1	135	269
06:00 PM	5	0	13	18	1	125	1	127	0	0	3	3	6	134	0	140	288
Total Volume	32	1	32	65	16	513	10	539	4	0	13	17	12	526	5	543	1164
% App. Total	49.2	1.5	49.2		3	95.2	1.9		23.5	0	76.5		2.2	96.9	0.9		
PHF	.533	.250	.615	.650	.500	.878	.625	.881	.333	.000	.813	.607	.500	.981	.625	.970	.948

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Trucks

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	3
05:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	5
05:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Total	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	10
06:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
06:15 PM	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	3
06:30 PM	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	4
Grand Total	0	0	0	0	0	0	7	0	0	7	0	0	0	0	0	0	15	0	0	15	0	0	0	0	0	22
Apprch %	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0	0	0
Total %	0	0	0	0	0	0	31.8	0	0	31.8	0	0	0	0	0	0	68.2	0	0	68.2	0	0	0	0	0	0

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total				
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total					
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
04:45 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	2	0	2	0	0	0	0	4
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	1
05:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	3
05:30 PM	0	0	0	0	0	2	0	2	0	0	0	0	0	3	0	3	0	0	0	0	5
Total Volume	0	0	0	0	0	4	0	4	0	0	0	0	0	9	0	9	0	0	0	0	13
% App. Total	0	0	0	0	0	100	0	0	0	0	0	0	0	100	0	0	0	0	0	0	0
PHF	.000	.000	.000	.000	.000	.500	.000	.500	.000	.000	.000	.000	.000	.750	.000	.750	.000	.000	.000	.000	.650

Peggy Malone & Associates

(888) 247-8602

File Name : 5- SW 35th Place & SW 32nd Terrace WED PM
 Site Code :
 Start Date : 2/10/2021
 Page No : 1

Groups Printed- Combined

Start Time	SW 32nd Terr Southbound					SW 35th PI Westbound					Ridgemar Driveway Northbound					SW 35th PI 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	5	0	3	1	9	2	135	4	0	141	2	0	1	3	6	2	135	2	0	139	295
Total	5	0	3	1	9	2	135	4	0	141	2	0	1	3	6	2	135	2	0	139	295
05:00 PM	4	0	7	2	13	1	91	1	0	93	1	0	1	3	5	0	129	3	0	132	243
05:15 PM	7	0	7	1	15	5	146	2	0	153	0	0	4	3	7	1	136	2	0	139	314
05:30 PM	15	1	9	2	27	2	133	3	1	139	3	0	4	3	10	2	131	2	0	135	311
05:45 PM	5	0	3	3	11	8	111	4	2	125	1	0	2	2	5	3	132	1	0	136	277
Total	31	1	26	8	66	16	481	10	3	510	5	0	11	11	27	6	528	8	0	542	1145
06:00 PM	5	0	13	11	29	1	125	1	0	127	0	0	3	5	8	6	135	0	0	141	305
06:15 PM	3	2	4	2	11	6	142	0	0	148	2	0	1	9	12	1	141	1	0	143	314
06:30 PM	4	0	9	6	19	7	110	3	0	120	3	0	1	6	10	2	153	0	0	155	304
Grand Total	48	3	55	28	134	32	993	18	3	1046	12	0	17	34	63	17	1092	11	0	1120	2363
Apprch %	35.8	2.2	41	20.9		3.1	94.9	1.7	0.3		19	0	27	54		1.5	97.5	1	0		
Total %	2	0.1	2.3	1.2	5.7	1.4	42	0.8	0.1	44.3	0.5	0	0.7	1.4	2.7	0.7	46.2	0.5	0	47.4	

Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemar Driveway Northbound				SW 35th PI Eastbound				Int. Total
	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	
Peak Hour Analysis From 04:45 PM to 06:30 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:15 PM																	
05:15 PM	7	0	7	14	5	146	2	153	0	0	4	4	1	136	2	139	310
05:30 PM	15	1	9	25	2	133	3	138	3	0	4	7	2	131	2	135	305
05:45 PM	5	0	3	8	8	111	4	123	1	0	2	3	3	132	1	136	270
06:00 PM	5	0	13	18	1	125	1	127	0	0	3	3	6	135	0	141	289
Total Volume	32	1	32	65	16	515	10	541	4	0	13	17	12	534	5	551	1174
% App. Total	49.2	1.5	49.2		3	95.2	1.8		23.5	0	76.5		2.2	96.9	0.9		
PHF	.533	.250	.615	.650	.500	.882	.625	.884	.333	.000	.813	.607	.500	.982	.625	.977	.947

SW 35th PI at SW 32nd Terr

Tuesday																
Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemark Driveway Northbound				SW 35th PI Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	1	0	1	0	1	48	0	0	1	0	2	3	2	30	0	0
7:15:00 AM	1	0	3	1	1	69	0	1	0	0	6	2	0	31	1	0
7:30:00 AM	1	0	0	1	1	66	0	0	6	0	2	1	0	41	3	0
7:45:00 AM	1	0	2	0	1	81	0	0	6	0	2	1	1	39	1	0
8:00:00 AM	1	0	2	0	1	72	2	0	2	0	3	1	1	39	0	0
8:15:00 AM	2	1	1	1	2	75	2	0	0	0	1	4	0	36	0	0
8:30:00 AM	2	0	0	1	0	75	1	1	2	1	4	3	2	45	1	0
8:45:00 AM	4	0	3	1	0	94	0	2	1	0	3	3	2	49	1	2

Wednesday																
Start Time	SW 32nd Terr Southbound				SW 35th PI Westbound				Ridgemark Driveway Northbound				SW 35th PI Eastbound			
	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds	Right	Thru	Left	Peds
7:00:00 AM	0	0	0	0	2	45	0	0	3	0	1	0	0	27	0	0
7:15:00 AM	0	0	3	0	0	72	0	0	1	1	4	1	0	31	0	0
7:30:00 AM	4	0	1	0	1	90	0	0	7	0	3	2	0	31	0	1
7:45:00 AM	4	0	3	0	1	82	1	0	0	0	1	2	2	38	3	1
8:00:00 AM	1	0	2	0	3	63	2	0	2	0	4	2	0	39	0	0
8:15:00 AM	3	0	4	1	2	71	1	1	2	0	1	3	0	38	0	0
8:30:00 AM	0	0	2	1	1	82	1	0	2	0	4	2	2	38	1	0
8:45:00 AM	2	0	4	0	1	93	0	1	0	0	1	1	0	35	1	0

Averaged AM																							
Start Time	SW 32nd Terr Southbound				Total	SW 35th PI Westbound				Total	Ridgemark Driveway Northbound				Total	SW 35th PI Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds				
7:00:00 AM	0.5	0	0.5	0	1	1.5	46.5	0	0	48	2	0	1.5	1.5	3.5	1	28.5	0	0	29.5	82	457	
7:15:00 AM	0.5	0	3	0.5	3.5	0.5	70.5	0	0.5	71	0.5	0.5	5	1.5	6	0	31	0.5	0	31.5	112	494.5	
7:30:00 AM	2.5	0	0.5	0.5	3	1	78	0	0	79	6.5	0	2.5	1.5	9	0	36	1.5	0.5	37.5	128.5	502.5	
7:45:00 AM	2.5	0	2.5	0	5	1	81.5	0.5	0	83	3	0	1.5	1.5	4.5	1.5	38.5	2	0.5	42	134.5	507	
8:00:00 AM	1	0	2	0	3	2	67.5	2	0	71.5	2	0	3.5	1.5	5.5	0.5	39	0	0	39.5	119.5	519.5	
8:15:00 AM	2.5	0.5	2.5	1	5.5	2	73	0.5	0.5	75.5	1	0	1	3.5	2	0	37	0	0	37	120		
8:30:00 AM	1	0	1	1	2	0.5	78.5	1	0.5	80	2	0.5	4	2.5	6.5	2	41.5	1	0	44.5	133		
8:45:00 AM	3	0	3.5	0.5	6.5	0.5	93.5	0	1.5	94	0.5	0	2	2.5	1	42	1	1	44	147			
Peak Hour Volume	8	1	9	3	17	5	313	4	3	321	6	1	11	10	17	4	160	2	1	165			
PHF	0.69					0.86					0.69					0.93					0.88		
Truck Percentage	12%					2%					3%					9%							

Averaged PM																							
Start Time	SW 32nd Terr Southbound				Total	SW 35th PI Westbound				Total	Ridgemark Driveway Northbound				Total	SW 35th PI Eastbound				Total	Total Veh. Per 15 min	Intersection Totals (hour)	
	Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds		Right	Thru	Left	Peds				
4:45:00 PM	7	0	3.5	1.5	10.5	4	128.5	4	0.5	136.5	1	0	1	5	2	1	140.5	1.5	0.5	143	292	1112.5	
5:00:00 PM	4.5	0	6	3	10.5	2.5	109.5	2.5	0	114.5	0.5	0.5	0.5	2.5	1.5	1	124.5	2.5	0	128	254.5	1096	
5:15:00 PM	8.5	0	7	2	15.5	4	128.5	3	0.5	135.5	0	0.5	3.5	2	4	1	128	1.5	0	130.5	285.5	1123.5	
5:30:00 PM	10.5	0.5	7	2.5	18	1	125	2.5	1.5	128.5	2	0	3.5	3.5	5.5	1.5	125	2	0.5	128.5	280.5	1116	
5:45:00 PM	5	0.5	5.5	2.5	11	5.5	111	2	1.5	118.5	1	0	2.5	4	3.5	2	138.5	2	0	142.5	275.5	1113	
6:00:00 PM	6.5	0	10.5	6.5	17	3	118.5	2	0.5	123.5	1.5	0	2.5	4	4	4	133.5	0	0	137.5	282		
6:15:00 PM	4	1.5	5	1.5	10.5	4.5	122	0.5	0	127	1.5	0	2	7	3.5	1	135	1	0	137	278		
6:30:00 PM	4.5	0	6.5	3	11	7.5	118	3.5	0	129	3	0	0.5	3	3.5	2	131.5	0.5	0	134	277.5		
Peak Hour Volume	31	1	30	14	62	14	483	10	4	506	5	1	12	14	17	9	525	6	1	539			
PHF	0.86					0.94					0.82					0.95					0.98		
Truck Percentage	0%					1%					0%					2%							

Appendix D
Seasonal Adjustment
Factor and Historical
Growth Rates

2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 2601 GAINESVILLE URBAN

MOCF: 0.96

WEEK	DATES	SF	PSCF
1	01/01/2019 - 01/05/2019	1.07	1.11
2	01/06/2019 - 01/12/2019	1.04	1.08
3	01/13/2019 - 01/19/2019	1.02	1.06
4	01/20/2019 - 01/26/2019	1.00	1.04
5	01/27/2019 - 02/02/2019	0.99	1.03
* 6	02/03/2019 - 02/09/2019	0.97	1.01
* 7	02/10/2019 - 02/16/2019	0.96	1.00
* 8	02/17/2019 - 02/23/2019	0.95	0.99
* 9	02/24/2019 - 03/02/2019	0.95	0.99
*10	03/03/2019 - 03/09/2019	0.95	0.99
*11	03/10/2019 - 03/16/2019	0.95	0.99
*12	03/17/2019 - 03/23/2019	0.95	0.99
*13	03/24/2019 - 03/30/2019	0.95	0.99
*14	03/31/2019 - 04/06/2019	0.95	0.99
*15	04/07/2019 - 04/13/2019	0.95	0.99
*16	04/14/2019 - 04/20/2019	0.96	1.00
*17	04/21/2019 - 04/27/2019	0.97	1.01
*18	04/28/2019 - 05/04/2019	0.99	1.03
19	05/05/2019 - 05/11/2019	1.00	1.04
20	05/12/2019 - 05/18/2019	1.02	1.06
21	05/19/2019 - 05/25/2019	1.03	1.07
22	05/26/2019 - 06/01/2019	1.04	1.08
23	06/02/2019 - 06/08/2019	1.05	1.09
24	06/09/2019 - 06/15/2019	1.06	1.10
25	06/16/2019 - 06/22/2019	1.06	1.10
26	06/23/2019 - 06/29/2019	1.06	1.10
27	06/30/2019 - 07/06/2019	1.06	1.10
28	07/07/2019 - 07/13/2019	1.06	1.10
29	07/14/2019 - 07/20/2019	1.06	1.10
30	07/21/2019 - 07/27/2019	1.04	1.08
31	07/28/2019 - 08/03/2019	1.03	1.07
32	08/04/2019 - 08/10/2019	1.01	1.05
33	08/11/2019 - 08/17/2019	1.00	1.04
34	08/18/2019 - 08/24/2019	1.00	1.04
35	08/25/2019 - 08/31/2019	1.00	1.04
36	09/01/2019 - 09/07/2019	1.00	1.04
37	09/08/2019 - 09/14/2019	1.00	1.04
38	09/15/2019 - 09/21/2019	1.00	1.04
39	09/22/2019 - 09/28/2019	0.99	1.03
40	09/29/2019 - 10/05/2019	0.98	1.02
41	10/06/2019 - 10/12/2019	0.98	1.02
42	10/13/2019 - 10/19/2019	0.97	1.01
43	10/20/2019 - 10/26/2019	0.98	1.02
44	10/27/2019 - 11/02/2019	0.99	1.03
45	11/03/2019 - 11/09/2019	1.00	1.04
46	11/10/2019 - 11/16/2019	1.01	1.05
47	11/17/2019 - 11/23/2019	1.02	1.06
48	11/24/2019 - 11/30/2019	1.03	1.07
49	12/01/2019 - 12/07/2019	1.05	1.09
50	12/08/2019 - 12/14/2019	1.06	1.10
51	12/15/2019 - 12/21/2019	1.07	1.11
52	12/22/2019 - 12/28/2019	1.04	1.08
53	12/29/2019 - 12/31/2019	1.02	1.06

Average = 1.005
 Use = 1.01

* PEAK SEASON

14-FEB-2020 15:39:21

830UPD

2_2601_PKSEASON.TXT

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0323 - SR-121/34TH ST,1000' SOUTH OF SR-24,ALACHUA CO.

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	29053 C	N 14474	S 14579	9.00	52.70	2.50
2018	29495 C	N 14664	S 14831	9.00	52.20	2.40
2017	30400 C	N 15155	S 15245	9.00	51.80	2.40
2016	31205 C	N 15496	S 15709	9.00	52.30	2.30
2015	32120 C	N 15590	S 16530	9.00	52.70	2.30
2014	30652 C	N 14733	S 15919	9.00	52.70	2.50
2013	30926 C	N 14818	S 16108	9.00	52.90	2.90
2012	31282 C	N 15082	S 16200	9.00	52.60	1.60
2011	31960 C	N 15394	S 16566	9.00	52.70	1.60
2010	32144 C	N 15770	S 16374	9.36	51.94	1.60
2009	32337 C	N 16234	S 16103	9.36	51.94	2.10
2008	33966 C	N 16867	S 17099	9.16	51.85	2.30
2007	35329 C	N 17596	S 17733	9.05	51.52	2.20
2006	35561 C	N 17603	S 17958	9.00	50.52	2.00
2005	36669 C	N 18132	S 18537	8.80	52.20	1.80
2004	37584 C	N 18557	S 19027	9.00	51.40	1.40

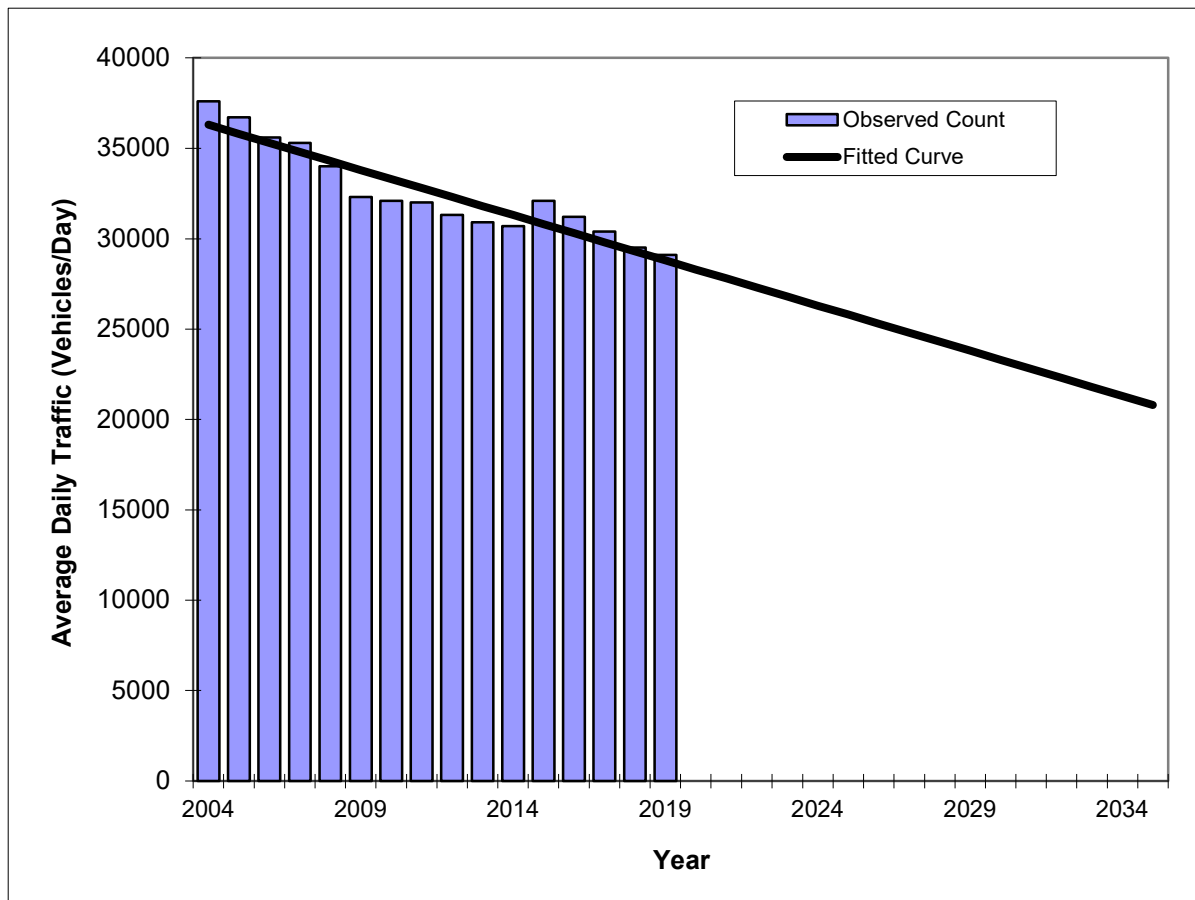
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 121 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	0323
Highway:	SR 121



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	37600	36300
2005	36700	35800
2006	35600	35300
2007	35300	34800
2008	34000	34300
2009	32300	33800
2010	32100	33300
2011	32000	32800
2012	31300	32300
2013	30900	31800
2014	30700	31300
2015	32100	30800
2016	31200	30300
2017	30400	29800
2018	29500	29300
2019	29100	28800
2021 Opening Year Trend		
2021	N/A	27800
2022 Mid-Year Trend		
2022	N/A	27300
2023 Design Year Trend		
2023	N/A	26800
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-501
Trend R-squared:	87.30%
Trend Annual Historic Growth Rate:	-1.38%
Trend Growth Rate (2019 to Design Year):	-1.74%
Printed:	2-Mar-21
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0490 - SR 24 150'E OF SR-121

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	47500 C	E 23500	W 24000	9.00	53.10	4.40
2018	47500 C	E 24000	W 23500	9.00	52.70	4.10
2017	48500 C	E 24000	W 24500	9.00	52.70	3.60
2016	46500 C	E 23000	W 23500	9.00	52.80	3.60
2015	48000 C	E 24000	W 24000	9.00	52.70	3.50
2014	46500 C	E 23000	W 23500	9.00	52.60	3.40
2013	45500 C	E 22500	W 23000	9.00	52.70	3.20
2012	44000 C	E 21500	W 22500	9.00	52.50	3.00
2011	48500 C	E 24000	W 24500	9.00	52.90	3.20
2010	48000 C	E 23500	W 24500	9.43	51.94	3.00
2009	46500 C	E 23000	W 23500	9.43	53.42	3.00
2008	47000 C	E 23500	W 23500	9.32	52.55	3.50
2007	50000 C	E 24500	W 25500	9.05	51.52	3.10
2006	49500 C	E 24000	W 25500	9.16	52.08	3.30
2005	51000 C	E 25000	W 26000	9.20	53.00	5.30
2004	48500 C	E 23500	W 25000	9.70	53.70	4.60

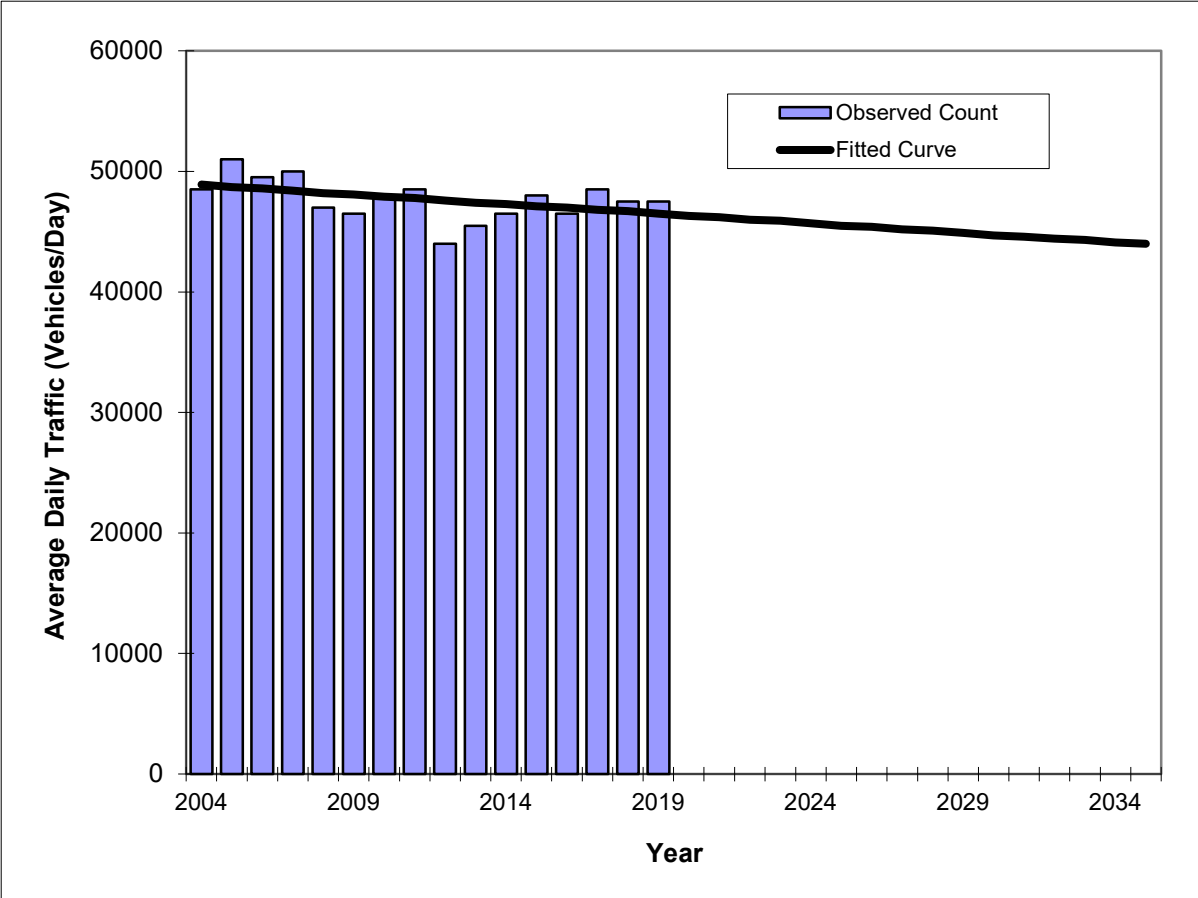
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 24 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	0490
Highway:	SR 24



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	48500	48900
2005	51000	48700
2006	49500	48600
2007	50000	48400
2008	47000	48200
2009	46500	48100
2010	48000	47900
2011	48500	47800
2012	44000	47600
2013	45500	47400
2014	46500	47300
2015	48000	47100
2016	46500	47000
2017	48500	46800
2018	47500	46700
2019	47500	46500
2021 Opening Year Trend		
2021	N/A	46200
2022 Mid-Year Trend		
2022	N/A	46000
2023 Design Year Trend		
2023	N/A	45900
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-159
Trend R-squared:	19.09%
Trend Annual Historic Growth Rate:	-0.33%
Trend Growth Rate (2019 to Design Year):	-0.32%
Printed:	2-Mar-21
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 3029 - SR 24 .2 MI. SW OF SR 121

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
----	-----		-----		-----	-----	-----	-----
2019	48500 C	E	24000	W	24500	9.00	53.10	4.40
2018	47000 C	E	23500	W	23500	9.00	52.70	4.10
2017	47000 C	E	23500	W	23500	9.00	52.70	3.60
2016	48000 C	E	24000	W	24000	9.00	52.80	3.60
2015	48500 C	E	23000	W	25500	9.00	52.70	3.50
2014	47500 C	E	23000	W	24500	9.00	52.60	3.40
2013	47500 C	E	23000	W	24500	9.00	52.70	3.20
2012	45500 C	E	22000	W	23500	9.00	52.50	3.00
2011	47500 C	E	23000	W	24500	9.00	52.90	3.20
2010	49500 C	E	24000	W	25500	9.43	51.94	3.00
2009	50000 C	E	23000	W	27000	9.43	53.42	3.00
2008	50500 C	E	25000	W	25500	9.32	52.55	3.50
2007	54500 C	E	26000	W	28500	9.05	51.52	3.10
2006	49500 C	E	24000	W	25500	9.16	52.08	3.30
2005	50000 C	E	25000	W	25000	9.20	53.00	5.30
2004	50500 C	E	26000	W	24500	9.70	53.70	4.60

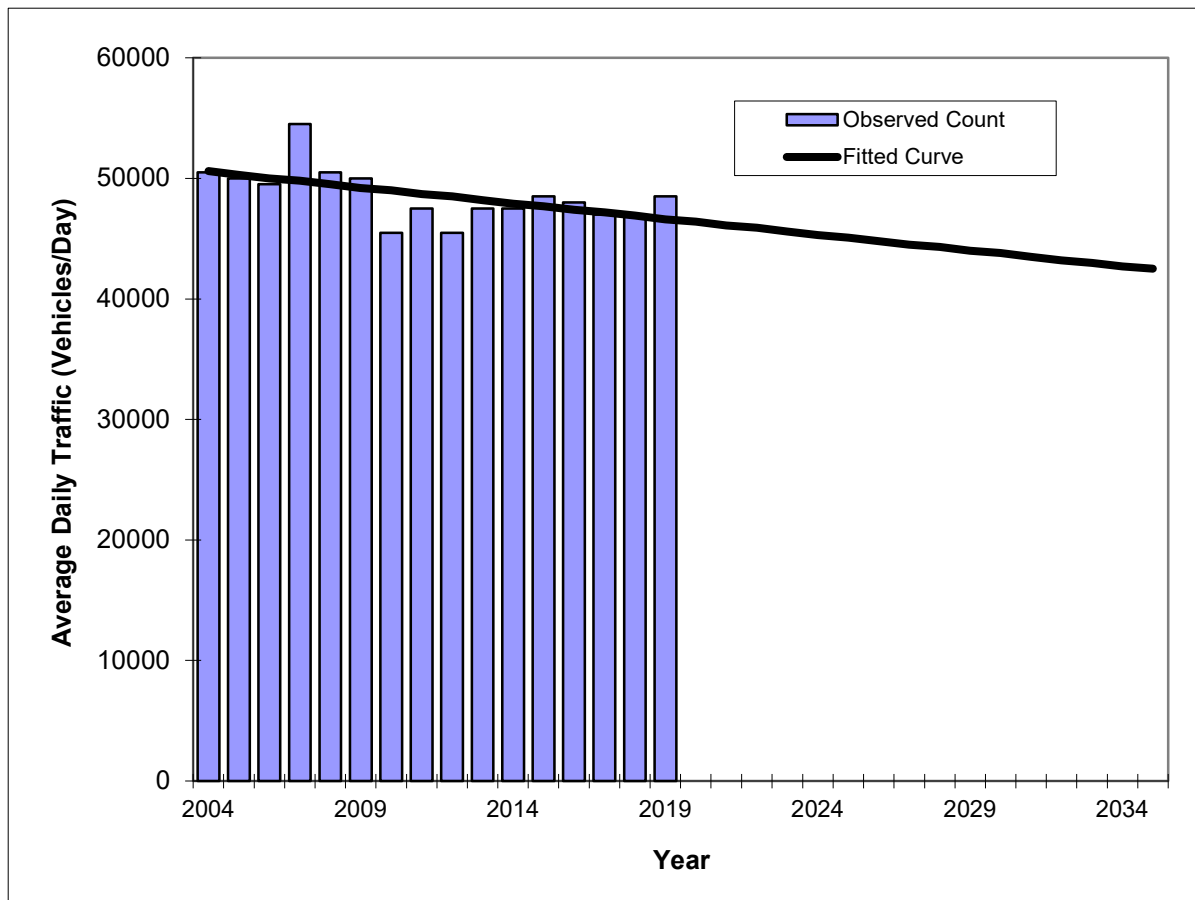
AADT FLAGS: C = COMPUTED; E = MANUAL ESTIMATE; F = FIRST YEAR ESTIMATE
 S = SECOND YEAR ESTIMATE; T = THIRD YEAR ESTIMATE; R = FOURTH YEAR ESTIMATE
 V = FIFTH YEAR ESTIMATE; 6 = SIXTH YEAR ESTIMATE; X = UNKNOWN
 *K FACTOR: STARTING WITH YEAR 2011 IS STANDARDK, PRIOR YEARS ARE K30 VALUES

Traffic Trends - V03.a

SR 24 --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	3029
Highway:	SR 24



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2004	50500	50600
2005	50000	50300
2006	49500	50000
2007	54500	49800
2008	50500	49500
2009	50000	49200
2010	45500	49000
2011	47500	48700
2012	45500	48500
2013	47500	48200
2014	47500	47900
2015	48500	47700
2016	48000	47400
2017	47000	47200
2018	47000	46900
2019	48500	46600
2021 Opening Year Trend		
2021	N/A	46100
2022 Mid-Year Trend		
2022	N/A	45900
2023 Design Year Trend		
2023	N/A	45600
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	-261
Trend R-squared:	30.84%
Trend Annual Historic Growth Rate:	-0.53%
Trend Growth Rate (2019 to Design Year):	-0.54%
Printed:	2-Mar-21
Straight Line Growth Option	

*Axle-Adjusted

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 9036 - SW 35TH PL. .1 MI. E. OF SR 121

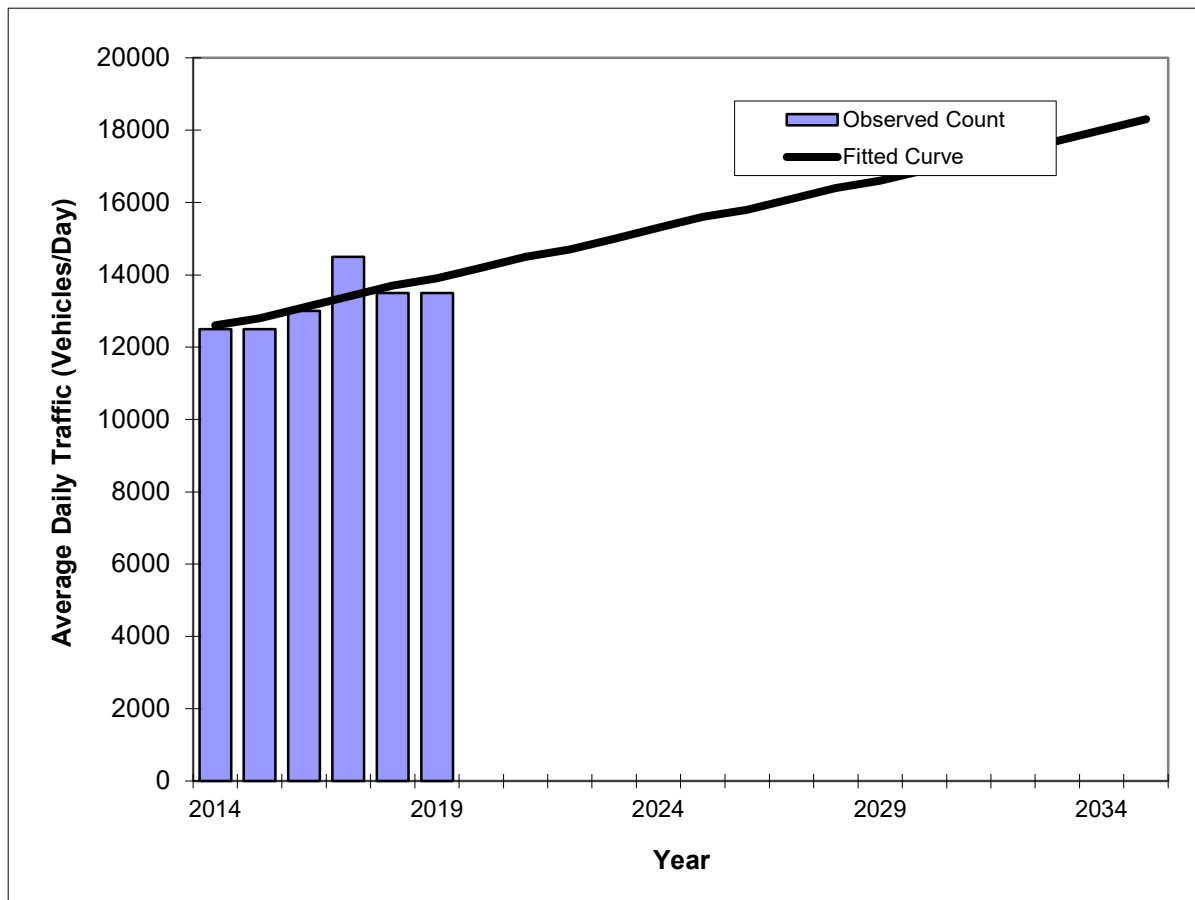
YEAR	AADT	DIRECTION 1		DIRECTION 2		*K FACTOR	D FACTOR	T FACTOR
----	-----	-----	-----	-----	-----	-----	-----	-----
2019	13500 C	E	0	W	0	9.00	58.00	2.60
2018	13500 C	E	0	W	0	9.00	57.90	2.70
2017	14500 C	E	0	W	0	9.00	53.80	2.60
2016	13000 C	E	0	W	0	9.00	53.60	2.80
2015	12500 C	E	0	W	0	9.00	57.00	2.60
2014	12500 C	E		W		9.00	57.40	2.40

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

Traffic Trends - V03.a SW 35TH PLACE --

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	9036
Highway:	SW 35TH PLACE



Year	Traffic (ADT/AADT)	
	Count*	Trend**
2014	12500	12600
2015	12500	12800
2016	13000	13100
2017	14500	13400
2018	13500	13700
2019	13500	13900
2021 Opening Year Trend		
2021	N/A	14500
2022 Mid-Year Trend		
2022	N/A	14700
2023 Design Year Trend		
2023	N/A	15000
TRANPLAN Forecasts/Trends		

** Annual Trend Increase:	271
Trend R-squared:	44.84%
Trend Annual Historic Growth Rate:	2.06%
Trend Growth Rate (2019 to Design Year):	1.98%
Printed:	2-Mar-21
Straight Line Growth Option	

*Axle-Adjusted

Appendix E

Background Tables

SW 34th St at SW Archer Rd

Growth Rate Data - SW 34th St @ SW Archer Rd			
Peak Season Factor			1.005
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2023 Growth Factor
SR 121/SW 34th St	-1.38%	1.00%	1.020
SR 24/SW Archer Rd-East	-0.33%	1.00%	1.020
SR 24/SW Archer Rd-West	-0.54%	1.00%	1.020

AM Peak Hour Background Traffic Volumes - SW 34th St @ SW Archer Rd												
Scenario	SW Archer Rd			SW Archer Rd			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	218	1425	42	100	585	232	135	524	204	564	378	122
Existing (Peak Season) Turning Movements	219	1432	42	101	588	233	136	527	205	567	380	123
Background Turning Movements	223	1461	43	103	600	238	139	538	209	578	388	125
Peak Hour Factor (Int total = .91)	0.94			0.79			0.94			0.94		
Truck Percentages	2%			4%			3%			2%		
Pedestrian Volumes	4			7			6			3		

PM Peak Hour Background Traffic Volumes - SW 34th St @ SW Archer Rd												
Scenario	SW Archer Rd			SW Archer Rd			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	276	789	174	276	1467	373	315	607	140	384	782	245
Existing (Peak Season) Turning Movements	277	793	175	277	1474	375	317	610	141	386	786	246
Background Turning Movements	283	809	179	283	1503	383	323	622	144	394	802	251
Peak Hour Factor (Int total = .98)	0.92			0.93			0.93			0.94		
Truck Percentages	1%			1%			2%			1%		
Pedestrian Volumes	9			11			12			13		

SW 34th St at SW 35th PI

Growth Rate Data - SW 34th St at SW 35th PI			
Peak Season Factor			1.005
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2023 Growth Factor
SR 121/SW 34th St	-1.38%	1.00%	1.020
SW 35th PI	2.06%	2.06%	1.041

AM Peak Hour Background Traffic Volumes - SW 34th St at SW 35th PI												
Scenario	Goodwill Driveway*			SW 35th PI			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	0	0	0	77	0	229	0	553	54	112	382	1
Existing (Peak Season) Turning Movements	0	0	0	77	0	230	0	556	54	113	384	1
Background Turning Movements	0	0	0	80	0	239	0	567	55	115	392	1
Peak Hour Factor (Int total = .96)	-			0.95			0.92			0.87		
Truck Percentages	0%			2%			4%			3%		
Pedestrian Volumes	2			4			1			0		

PM Peak Hour Background Traffic Volumes - SW 34th St at SW 35th PI												
Scenario	Goodwill Driveway			SW 35th PI			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	31	6	19	206	5	306	14	613	185	387	875	30
Existing (Peak Season) Turning Movements	31	6	19	207	5	308	14	616	186	389	879	30
Background Turning Movements	31	6	19	216	5	321	14	628	190	397	897	31
Peak Hour Factor (Int total = .97)	0.88			0.94			0.94			0.96		
Truck Percentages	0%			1%			2%			1%		
Pedestrian Volumes	11			5			7			8		

*No background growth rate is applied to the Goodwill Driveway.

SW 34th St at Ridgemar Commons

Growth Rate Data - SW 34th St @ Ridgemar Commons			
Peak Season Factor			1.005
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2023 Growth Factor
SR 24/SW 34th St	-1.38%	1.00%	1.020

AM Peak Hour Background Traffic Volumes - SW 34th St @ Ridgemar Commons												
Scenario	Vystar Driveway*			Ridgemar Driveway*			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	15	0	2	13	0	23	8	557	5	13	434	7
Existing (Peak Season) Turning Movements	15	0	2	13	0	23	8	560	5	13	436	7
Background Turning Movements	15	0	2	13	0	23	8	571	5	13	445	7
Peak Hour Factor (Int total = .97)	0.39			0.64			0.93			0.92		
Truck Percentages	0%			0%			4%			2%		
Pedestrian Volumes	3			7			1			1		

PM Peak Hour Background Traffic Volumes - SW 34th St @ Ridgemar Commons												
Scenario	Vystar Driveway			Ridgemar Driveway			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	21	1	10	8	0	13	39	756	24	83	983	24
Existing (Peak Season) Turning Movements	21	1	10	8	0	13	39	760	24	83	988	24
Background Turning Movements	21	1	10	8	0	13	40	775	24	85	1008	24
Peak Hour Factor (Int total = .95)	0.70			0.95			0.96			0.91		
Truck Percentages	0%			0%			2%			2%		
Pedestrian Volumes	11			13			1			1		

*No background growth rate is applied to the Vystar Driveway or Ridgemar Driveway.

SW 34th St @ SW 39th Blvd

Growth Rate Data - SW 34th St @ SW 39th Blvd			
Peak Season Factor			1.005
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2023 Growth Factor
SR 24/SW 34th St	-1.38%	1.00%	1.020
SW 39th Blvd*	2.00%	2.00%	1.040

AM Peak Hour Background Traffic Volumes - SW 34th St @ SW 39th Blvd												
Scenario	SW 39th Blvd			Aspen Ridge Driveway**			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	84	0	115	5	2	10	73	477	3	13	403	62
Existing (Peak Season) Turning Movements	84	0	116	5	2	10	73	479	3	13	405	62
Background Turning Movements	87	0	121	5	2	10	74	489	3	13	413	63
Peak Hour Factor (Int total = .96)	0.9			0.71			0.87			0.93		
Truck Percentages	6%			0%			4%			2%		
Pedestrian Volumes	5			9			3			3		

AM Peak Hour Background Traffic Volumes - SW 34th St @ SW 39th Blvd												
Scenario	SW 39th Blvd			Aspen Ridge Driveway			SW 34th St			SW 34th St		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	201	3	191	3	3	9	159	604	10	21	808	201
Existing (Peak Season) Turning Movements	202	3	192	3	3	9	160	607	10	21	812	202
Background Turning Movements	210	3	200	3	3	9	163	619	10	21	828	206
Peak Hour Factor (Int total = .96)	0.89			0.75			0.94			0.95		
Truck Percentages	2%			3%			1%			2%		
Pedestrian Volumes	10			16			7			3		

*2% is used for the historical growth rate as there is no data available to establish a growth rate (per City of Gainesville Engineering Design Construction Manual, 2015)

**No background growth rate is applied to the Aspen Ridge Driveway.

SW 35th PI at SW 32nd Terr

Growth Rate Data - SW 35th PI @ SW 32nd Terr			
Peak Season Factor			1.005
Growth Rate			
Approach	Historical Growth Rate	Growth Rate Used	2023 Growth Factor
SW 35th PI	2.06%	2.06%	1.041

AM Peak Hour Background Traffic Volumes - SW 35th PI @ SW 32nd Terr												
Scenario	SW 35th PI			SW 35th PI			Ridgemar Driveway*			SW 32nd Terr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	2	160	4	4	313	5	11	1	6	9	1	8
Existing (Peak Season) Turning Movements	2	161	4	4	315	5	11	1	6	9	1	8
Background Turning Movements	2	168	4	4	328	5	11	1	6	9	1	8
Peak Hour Factor (Int total = .88)	0.93			0.86			0.69			0.69		
Truck Percentages	9%			2%			3%			12%		
Pedestrian Volumes	1			3			10			3		

PM Peak Hour Background Traffic Volumes - SW 35th PI @ SW 32nd Terr												
Scenario	SW 35th PI			SW 35th PI			Ridgemar Driveway			SW 32nd Terr		
	Eastbound			Westbound			Northbound			Southbound		
	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right	Left	Thru	Right
Observed Turning Movement Counts	6	525	9	10	483	14	12	1	5	30	1	31
Existing (Peak Season) Turning Movements	6	528	9	10	485	14	12	1	5	30	1	31
Background Turning Movements	6	550	9	10	505	15	12	1	5	30	1	31
Peak Hour Factor (Int total = .98)	0.95			0.94			0.82			0.86		
Truck Percentages	2%			1%			0%			0%		
Pedestrian Volumes	1			4			14			14		

*No background growth rate is applied to the Ridgemar Driveway and SW 32nd Terr.

Appendix F

Trip Distribution

Calculations

155 + 10 ↓ ↑ 60 + 18

243
51%

Trips to and from Ridgemar Commons to determine trip distribution

Assume 1/2 of the trips to and from SW 34th Street north and 1/2 of the trips to and from SW 34th St south

20
24
37
28

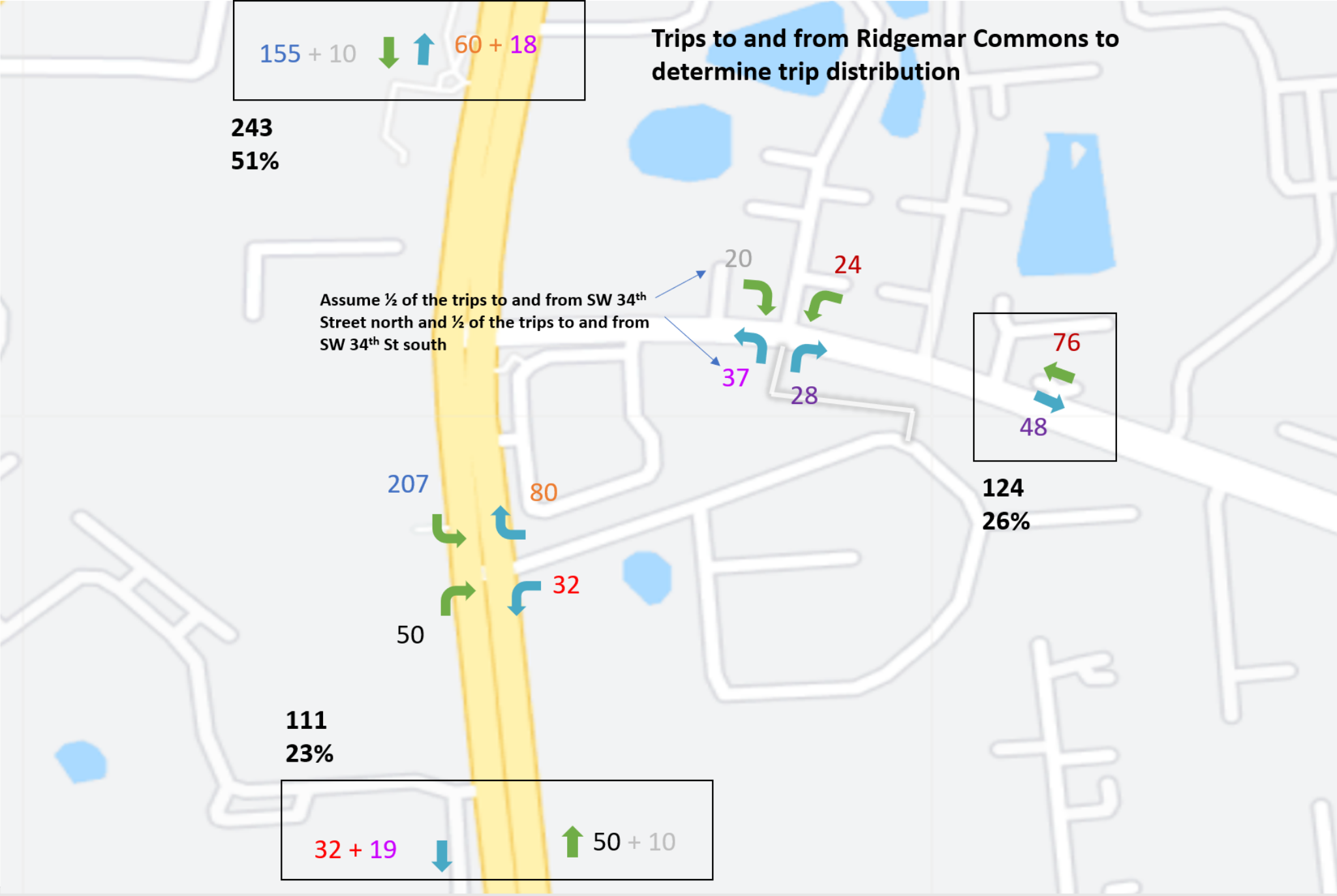
76
48

124
26%

207
80
50
32

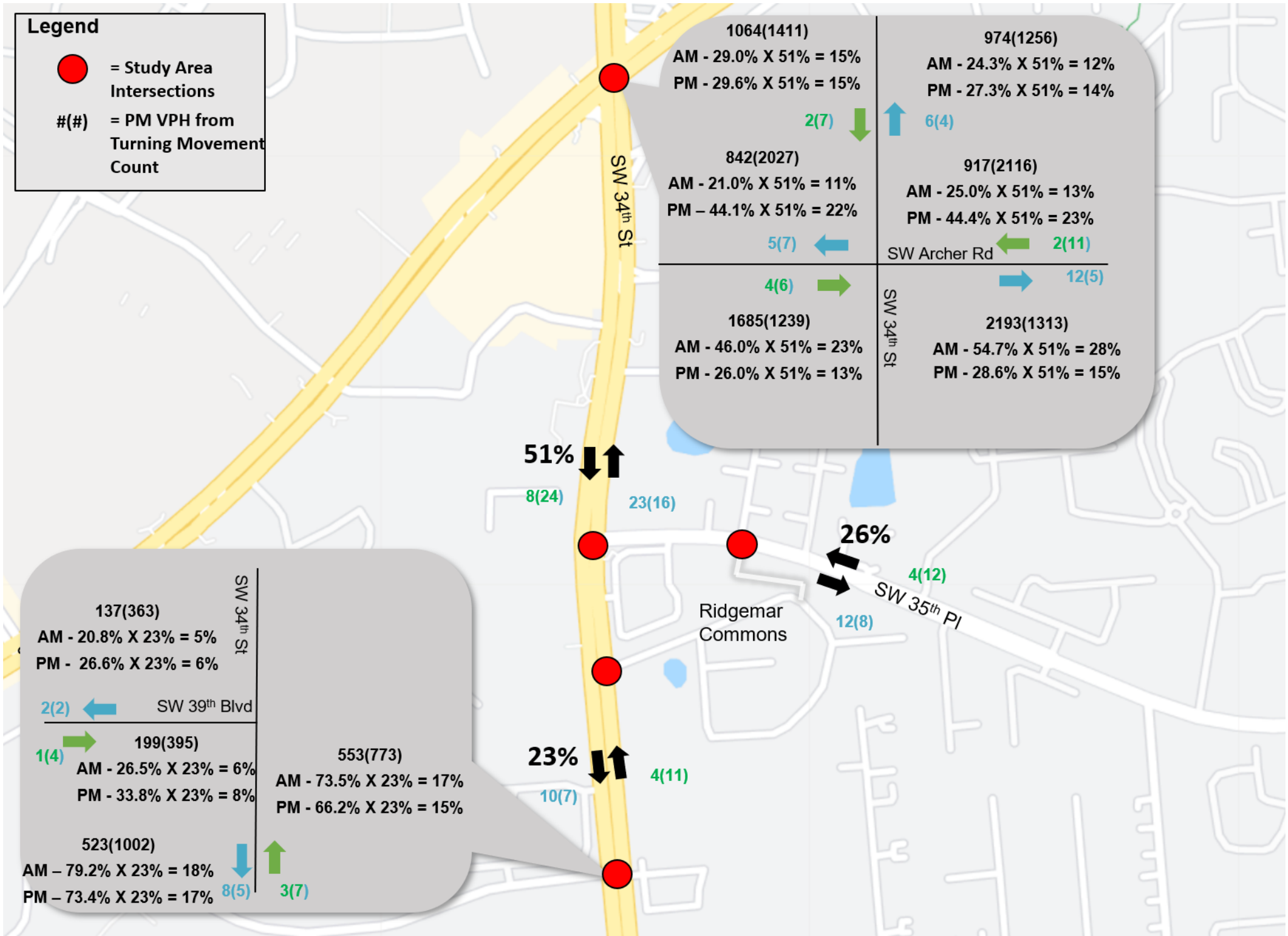
111
23%

32 + 19 ↓ ↑ 50 + 10



Legend

- = Study Area Intersections
- #(##) = PM VPH from Turning Movement Count



<p>1064(1411) AM - 29.0% X 51% = 15% PM - 29.6% X 51% = 15%</p> <p>2(7) ↓</p>	<p>974(1256) AM - 24.3% X 51% = 12% PM - 27.3% X 51% = 14%</p> <p>6(4) ↑</p>
<p>842(2027) AM - 21.0% X 51% = 11% PM - 44.1% X 51% = 22%</p> <p>5(7) ←</p>	<p>917(2116) AM - 25.0% X 51% = 13% PM - 44.4% X 51% = 23%</p> <p>SW Archer Rd → 2(11)</p>
<p>1685(1239) AM - 46.0% X 51% = 23% PM - 26.0% X 51% = 13%</p> <p>4(6) →</p>	<p>SW 34th St</p> <p>2193(1313) AM - 54.7% X 51% = 28% PM - 28.6% X 51% = 15%</p> <p>12(5) →</p>

<p>137(363) AM - 20.8% X 23% = 5% PM - 26.6% X 23% = 6%</p> <p>2(2) ← SW 39th Blvd</p>	<p>199(395) AM - 26.5% X 23% = 6% PM - 33.8% X 23% = 8%</p> <p>1(4) →</p>	<p>553(773) AM - 73.5% X 23% = 17% PM - 66.2% X 23% = 15%</p> <p>3(7) ↑</p>
<p>523(1002) AM - 79.2% X 23% = 18% PM - 73.4% X 23% = 17%</p> <p>8(5) ↓</p>	<p>SW 34th St</p>	

51% ↑ ↓
8(24) 23(16)

26% ← →
4(12) 12(8)
SW 35th Pl

23% ↑ ↓
10(7) 4(11)

Ridgemar Commons

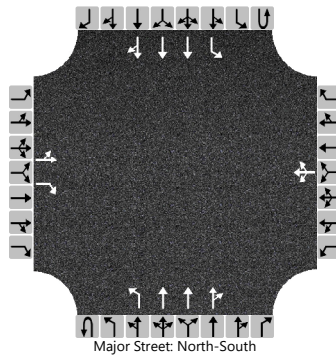
Appendix G
Synchro and HCS
Reports

AM Existing (Peak Season)

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2021			North/South Street	Ridgemar Commons Access		
Time Analyzed	AM Peak			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Existing Pk Season						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	1	3	0	0	1	3	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume (veh/h)		15	0	2		13	0	23	0	8	560	5	0	13	436	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	4	4			2	2			
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized		No															
Median Type Storage		Left Only											1				

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.38				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.14				3.12		

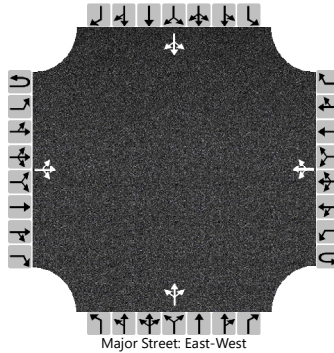
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15		2		37				8				13				
Capacity, c (veh/h)		577		664		337				814				618				
v/c Ratio		0.03		0.00		0.11				0.01				0.02				
95% Queue Length, Q ₉₅ (veh)		0.1		0.0		0.4				0.0				0.1				
Control Delay (s/veh)		11.4		10.4		17.0				9.5				11.0				
Level of Service (LOS)		B		B		C				A				B				
Approach Delay (s/veh)		11.3				17.0					0.1				0.3			
Approach LOS		B				C												

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2021			North/South Street	SW 32nd Terrace		
Time Analyzed	AM Peak			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Pk Season						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	161	4		4	315	5		11	1	6		9	1	8
Percent Heavy Vehicles (%)		9				2				3	3	3		12	12	12
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways



































Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.19				4.12				7.13	6.53	6.23		7.22	6.62	6.32
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.28				2.22				3.53	4.03	3.33		3.61	4.11	3.41

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5					20				20		
Capacity, c (veh/h)		1121				1407					623				518		
v/c Ratio		0.00				0.00					0.03				0.04		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.1		
Control Delay (s/veh)		8.2				7.6					11.0				12.2		
Level of Service (LOS)		A				A					B				B		
Approach Delay (s/veh)		0.1				0.1				11.0				12.2			
Approach LOS										B				B			


AM Existing
3: Archer Rd & SW 34th St

03/04/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (vph)	136	527	205	567	380	123	219	1432	42	101	588	233
Future Volume (vph)	136	527	205	567	380	123	219	1432	42	101	588	233
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.958			0.963				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	4824	0	3433	4897	0	3433	5085	1583	3367	4988	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4824	0	3433	4897	0	3433	5085	1583	3367	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			45				159			205
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1885			552			1680				4014
Travel Time (s)		28.6			8.4			25.5				60.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	145	561	218	603	404	131	233	1523	45	128	744	295
Shared Lane Traffic (%)												
Lane Group Flow (vph)	145	779	0	603	535	0	233	1523	45	128	744	295
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	25.0	41.0		41.0	57.0		34.0	79.0	79.0	19.0	64.0	64.0
Total Split (%)	13.9%	22.8%		22.8%	31.7%		18.9%	43.9%	43.9%	10.6%	35.6%	35.6%
Maximum Green (s)	17.8	33.8		33.8	49.8		26.4	71.4	71.4	11.4	56.4	56.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

AM Existing
3: Archer Rd & SW 34th St

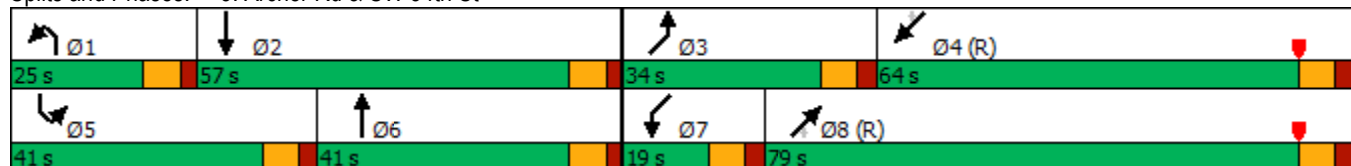
03/04/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	13.0	34.3		33.3	54.6		17.5	72.0	72.0	10.8	65.3	65.3
Actuated g/C Ratio	0.07	0.19		0.18	0.30		0.10	0.40	0.40	0.06	0.36	0.36
v/c Ratio	0.59	0.81		0.95	0.35		0.70	0.75	0.06	0.64	0.41	0.43
Control Delay	90.5	73.3		90.0	39.2		82.8	51.8	0.9	103.9	35.0	8.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	73.3		90.0	39.2		82.8	51.8	0.9	103.9	35.0	8.1
LOS	F	E		F	D		F	D	A	F	C	A
Approach Delay		76.0			66.2			54.5			35.7	
Approach LOS		E			E			D			D	
Queue Length 50th (ft)	87	310		367	166		140	600	0	78	188	28
Queue Length 95th (ft)	126	365		#464	214		187	678	m8	103	195	54
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	336	957		644	1516		503	2035	728	213	1809	694
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.43	0.81		0.94	0.35		0.46	0.75	0.06	0.60	0.41	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 68 (38%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.95
 Intersection Signal Delay: 56.8 Intersection LOS: E
 Intersection Capacity Utilization 89.1% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Archer Rd & SW 34th St



AM Existing
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	0	0	0	77	0	230	0	556	54	113	384	1
Future Volume (vph)	0	0	0	77	0	230	0	556	54	113	384	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t					0.850			0.987				
Fl _t Protected				0.950						0.950		
Satd. Flow (prot)	1900	1900	0	1770	1583	0	1827	4923	0	1752	5036	0
Fl _t Permitted				0.513						0.950		
Satd. Flow (perm)	1900	1900	0	956	1583	0	1827	4923	0	1752	5036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					508			20				
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	0	0	81	0	242	0	604	59	130	441	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	81	242	0	0	663	0	130	442	0
Turn Type	pm+pt			pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	18.0		15.0	18.0		15.0	28.0		19.0	32.0	
Total Split (%)	18.8%	22.5%		18.8%	22.5%		18.8%	35.0%		23.8%	40.0%	
Maximum Green (s)	8.4	11.4		8.4	11.4		8.2	21.2		12.2	25.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

AM Existing
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021

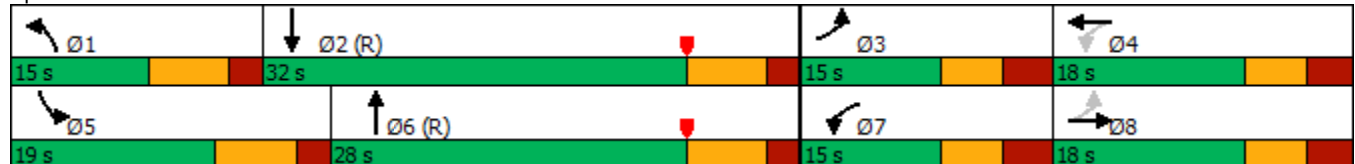


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		33.0			32.0			20.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)				7.8	7.8			43.6		11.2	58.8	
Actuated g/C Ratio				0.10	0.10			0.54		0.14	0.74	
v/c Ratio				0.48	0.40			0.25		0.53	0.12	
Control Delay				43.6	1.9			8.4		39.4	3.2	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				43.6	1.9			8.4		39.4	3.2	
LOS				D	A			A		D	A	
Approach Delay					12.4			8.4			11.4	
Approach LOS					B			A			B	
Queue Length 50th (ft)				39	0			52		61	19	
Queue Length 95th (ft)				81	0			69		104	26	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120						630		
Base Capacity (vph)				185	661			2693		284	3703	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.44	0.37			0.25		0.46	0.12	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	14 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.53
Intersection Signal Delay:	10.3
Intersection LOS:	B
Intersection Capacity Utilization:	49.8%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



AM Existing
9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	84	0	116	5	2	10	73	479	3	13	405	62
Future Volume (vph)	84	0	116	5	2	10	73	479	3	13	405	62
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t		0.850			0.921			0.999				0.980
Fl _t Protected	0.950				0.986		0.950			0.950		
Satd. Flow (prot)	1703	1524	0	0	1725	0	1736	4983	0	1770	4984	0
Fl _t Permitted	0.742				0.877		0.950			0.950		
Satd. Flow (perm)	1330	1524	0	0	1535	0	1736	4983	0	1770	4984	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		440			14			1				44
Link Speed (mph)		30			20			45				45
Link Distance (ft)		491			294			1394				1378
Travel Time (s)		11.2			10.0			21.1				20.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.71	0.71	0.71	0.87	0.87	0.87	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	93	0	129	7	3	14	84	551	3	14	435	67
Shared Lane Traffic (%)												
Lane Group Flow (vph)	93	129	0	0	24	0	84	554	0	14	502	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	56.3%		18.8%	50.0%	
Maximum Green (s)	13.3	13.3		13.3	13.3		13.2	38.2		8.2	33.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

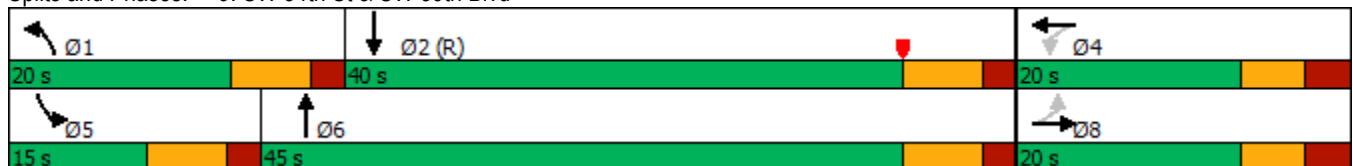


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0				20.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	10.8	10.8			10.8		9.2	52.9		6.2	42.2	
Actuated g/C Ratio	0.14	0.14			0.14		0.12	0.66		0.08	0.53	
v/c Ratio	0.52	0.22			0.11		0.42	0.17		0.10	0.19	
Control Delay	42.4	0.9			19.6		38.6	6.4		41.0	9.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	42.4	0.9			19.6		38.6	6.4		41.0	9.2	
LOS	D	A			B		D	A		D	A	
Approach Delay		18.3			19.6			10.7			10.0	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	44	0			4		40	28		7	31	
Queue Length 95th (ft)	87	0			18		76	73		m22	83	
Internal Link Dist (ft)		411			214			1314			1298	
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	221	620			266		286	3294		181	2652	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.42	0.21			0.09		0.29	0.17		0.08	0.19	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 17 (21%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.52
 Intersection Signal Delay: 11.8
 Intersection LOS: B
 Intersection Capacity Utilization 44.8%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 34th St & SW 39th Blvd

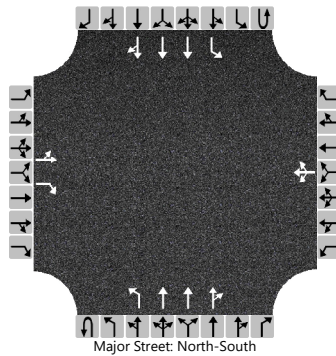


AM Background

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2023			North/South Street	Ridgemar Commons Access		
Time Analyzed	AM Peak			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Background						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	1	3	0	0	1	3	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume (veh/h)		15	0	2		13	0	23	0	8	571	5	0	13	445	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	4	4			2	2			
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized		No															
Median Type Storage		Left Only								1							

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.38				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.14				3.12		

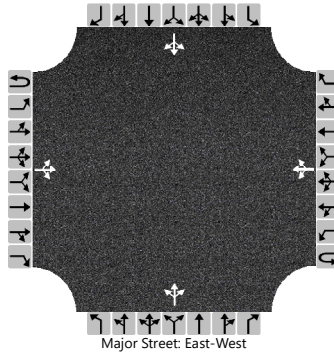
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15		2		37				8				13			
Capacity, c (veh/h)		573		660		368				814				611			
v/c Ratio		0.03		0.00		0.10				0.01				0.02			
95% Queue Length, Q ₉₅ (veh)		0.1		0.0		0.3				0.0				0.1			
Control Delay (s/veh)		11.5		10.5		15.9				9.5				11.0			
Level of Service (LOS)		B		B		C				A				B			
Approach Delay (s/veh)		11.3				15.9				0.1				0.3			
Approach LOS		B				C											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2023			North/South Street	SW 32nd Terrace		
Time Analyzed	AM Peak			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Background						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	168	4		4	328	5		11	1	6		9	1	8
Percent Heavy Vehicles (%)		9				2				3	3	3		12	12	12
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways



































Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.19				4.12				7.13	6.53	6.23		7.22	6.62	6.32
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.28				2.22				3.53	4.03	3.33		3.61	4.11	3.41

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				5					20				20		
Capacity, c (veh/h)		1121				1397					599				506		
v/c Ratio		0.00				0.00					0.03				0.04		
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1				0.1		
Control Delay (s/veh)		8.2				7.6					11.2				12.4		
Level of Service (LOS)		A				A					B				B		
Approach Delay (s/veh)		0.1				0.1				11.2				12.4			
Approach LOS										B				B			

AM Background
3: Archer Rd & SW 34th St

03/04/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (vph)	139	538	209	578	388	125	223	1461	43	103	600	238
Future Volume (vph)	139	538	209	578	388	125	223	1461	43	103	600	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.958			0.963				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	4824	0	3433	4897	0	3433	5085	1583	3367	4988	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4824	0	3433	4897	0	3433	5085	1583	3367	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		48			45				159			205
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1885			552			1680				4014
Travel Time (s)		28.6			8.4			25.5				60.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	148	572	222	615	413	133	237	1554	46	130	759	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	148	794	0	615	546	0	237	1554	46	130	759	301
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	25.0	41.0		41.0	57.0		34.0	79.0	79.0	19.0	64.0	64.0
Total Split (%)	13.9%	22.8%		22.8%	31.7%		18.9%	43.9%	43.9%	10.6%	35.6%	35.6%
Maximum Green (s)	17.8	33.8		33.8	49.8		26.4	71.4	71.4	11.4	56.4	56.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

AM Background
3: Archer Rd & SW 34th St

03/04/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	13.2	34.0		33.6	54.4		17.7	72.0	72.0	10.8	65.1	65.1
Actuated g/C Ratio	0.07	0.19		0.19	0.30		0.10	0.40	0.40	0.06	0.36	0.36
v/c Ratio	0.59	0.84		0.96	0.36		0.70	0.76	0.06	0.64	0.42	0.43
Control Delay	90.5	74.8		91.7	39.6		82.8	52.5	1.0	104.1	35.4	8.7
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.5	74.8		91.7	39.6		82.8	52.5	1.0	104.1	35.4	8.7
LOS	F	E		F	D		F	D	A	F	D	A
Approach Delay		77.3			67.2			55.1			36.2	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	89	317		376	170		143	617	0	79	193	33
Queue Length 95th (ft)	127	372		#478	220		190	697	m8	105	201	61
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	336	949		644	1511		503	2034	728	213	1802	692
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.44	0.84		0.95	0.36		0.47	0.76	0.06	0.61	0.42	0.43

Intersection Summary

Area Type: Other

Cycle Length: 180

Actuated Cycle Length: 180

Offset: 68 (38%), Referenced to phase 4:SWT and 8:NET, Start of Yellow

Natural Cycle: 145

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.96

Intersection Signal Delay: 57.5

Intersection LOS: E

Intersection Capacity Utilization 90.3%

ICU Level of Service E

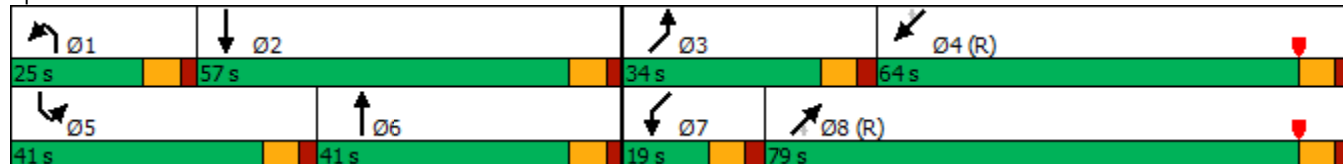
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Archer Rd & SW 34th St



AM Background
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	0	0	0	80	0	239	0	567	55	115	392	1
Future Volume (vph)	0	0	0	80	0	239	0	567	55	115	392	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t					0.850			0.987				
Fl _t Protected				0.950						0.950		
Satd. Flow (prot)	1900	1900	0	1770	1583	0	1827	4923	0	1752	5036	0
Fl _t Permitted				0.513						0.950		
Satd. Flow (perm)	1900	1900	0	956	1583	0	1827	4923	0	1752	5036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					506			20				
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	0	0	84	0	252	0	616	60	132	451	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	84	252	0	0	676	0	132	452	0
Turn Type	pm+pt			pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	18.0		15.0	18.0		15.0	28.0		19.0	32.0	
Total Split (%)	18.8%	22.5%		18.8%	22.5%		18.8%	35.0%		23.8%	40.0%	
Maximum Green (s)	8.4	11.4		8.4	11.4		8.2	21.2		12.2	25.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

AM Background
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021

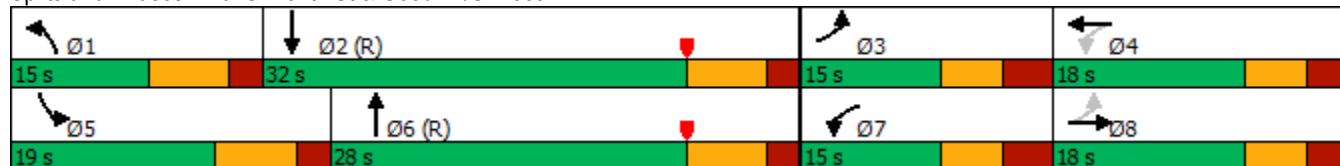


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		33.0			32.0			20.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)				7.8	7.8			43.5		11.2	58.8	
Actuated g/C Ratio				0.10	0.10			0.54		0.14	0.74	
v/c Ratio				0.49	0.41			0.25		0.54	0.12	
Control Delay				44.2	2.1			8.5		39.4	3.2	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				44.2	2.1			8.5		39.4	3.2	
LOS				D	A			A		D	A	
Approach Delay					12.6			8.5			11.4	
Approach LOS					B			A			B	
Queue Length 50th (ft)				40	0			53		62	19	
Queue Length 95th (ft)				84	0			71		105	27	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120						630		
Base Capacity (vph)				185	659			2687		285	3702	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.45	0.38			0.25		0.46	0.12	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	14 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization:	50.5%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



AM Background
9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↔		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	87	0	121	5	2	10	74	489	3	13	413	63
Future Volume (vph)	87	0	121	5	2	10	74	489	3	13	413	63
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.850			0.921			0.999				0.980
Flt Protected	0.950				0.986		0.950			0.950		
Satd. Flow (prot)	1703	1524	0	0	1725	0	1736	4983	0	1770	4984	0
Flt Permitted	0.742				0.876		0.950			0.950		
Satd. Flow (perm)	1330	1524	0	0	1533	0	1736	4983	0	1770	4984	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		434			14			1				44
Link Speed (mph)		30			20			45				45
Link Distance (ft)		491			294			1394				1378
Travel Time (s)		11.2			10.0			21.1				20.9
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.71	0.71	0.71	0.87	0.87	0.87	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	97	0	134	7	3	14	85	562	3	14	444	68
Shared Lane Traffic (%)												
Lane Group Flow (vph)	97	134	0	0	24	0	85	565	0	14	512	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	56.3%		18.8%	50.0%	
Maximum Green (s)	13.3	13.3		13.3	13.3		13.2	38.2		8.2	33.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

AM Background
9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0				20.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	10.9	10.9			10.9		9.2	52.7		6.2	42.1	
Actuated g/C Ratio	0.14	0.14			0.14		0.12	0.66		0.08	0.53	
v/c Ratio	0.54	0.23			0.11		0.42	0.17		0.10	0.19	
Control Delay	42.8	0.9			19.6		38.7	6.5		40.2	9.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	42.8	0.9			19.6		38.7	6.5		40.2	9.3	
LOS	D	A			B		D	A		D	A	
Approach Delay		18.5			19.6			10.7			10.1	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	46	0			4		40	30		7	32	
Queue Length 95th (ft)	91	0			18		77	75		m22	86	
Internal Link Dist (ft)		411			214			1314			1298	
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	221	615			266		286	3284		181	2640	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.44	0.22			0.09		0.30	0.17		0.08	0.19	

Intersection Summary

Area Type: Other
Cycle Length: 80
Actuated Cycle Length: 80
Offset: 17 (21%), Referenced to phase 2:SBT, Start of Yellow
Natural Cycle: 95
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.54
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 45.0% ICU Level of Service A
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 34th St & SW 39th Blvd

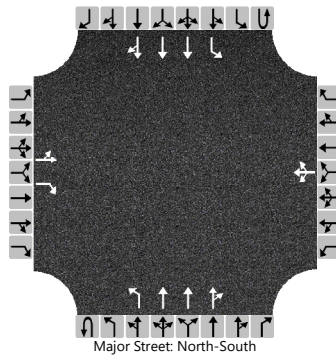


AM Build-out

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2023			North/South Street	Ridgemar Commons Access		
Time Analyzed	AM Peak			Peak Hour Factor	0.97		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	1	3	0	0	1	3	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume (veh/h)		15	0	2		23	0	49	0	8	571	9	0	22	445	7	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	4	4			2	2			
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized		No															
Median Type Storage		Left Only											1				

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.38				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.14				3.12		

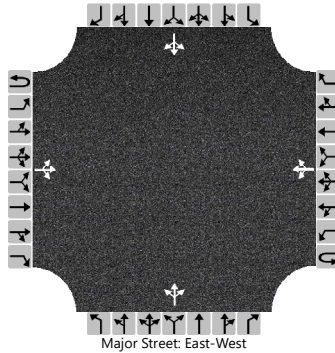
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		15		2		74				8				23			
Capacity, c (veh/h)		537		660		436				814				608			
v/c Ratio		0.03		0.00		0.17				0.01				0.04			
95% Queue Length, Q ₉₅ (veh)		0.1		0.0		0.6				0.0				0.1			
Control Delay (s/veh)		11.9		10.5		14.9				9.5				11.2			
Level of Service (LOS)		B		B		B				A				B			
Approach Delay (s/veh)		11.7				14.9				0.1				0.5			
Approach LOS		B				B											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2023			North/South Street	SW 32nd Terrace		
Time Analyzed	AM Peak			Peak Hour Factor	0.88		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		2	171	4		7	329	5		11	1	15		9	1	8
Percent Heavy Vehicles (%)		9				2				3	3	3		12	12	12
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.19				4.12				7.13	6.53	6.23		7.22	6.62	6.32
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.28				2.22				3.53	4.03	3.33		3.61	4.11	3.41

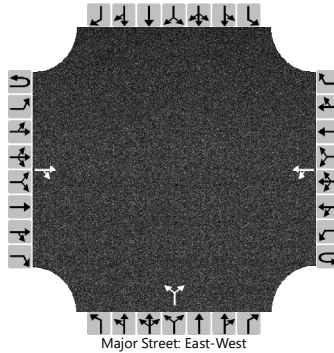
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		2				8					31					20	
Capacity, c (veh/h)		1121				1393					664					492	
v/c Ratio		0.00				0.01					0.05					0.04	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.1					0.1	
Control Delay (s/veh)		8.2				7.6					10.7					12.6	
Level of Service (LOS)		A				A					B					B	
Approach Delay (s/veh)		0.1				0.2				10.7				12.6			
Approach LOS										B				B			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	S Ridgemar DW @ Prop Site		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	S Ridgemar Commons DW		
Analysis Year	2023			North/South Street	Proposed Site Access		
Time Analyzed	AM Peak			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			18	13		3	36			36		9				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked						0.090				0.290		0.090				
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways



































Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					3						49					
Capacity, c (veh/h)					1471						764					
v/c Ratio					0.00						0.06					
95% Queue Length, Q ₉₅ (veh)					0.0						0.2					
Control Delay (s/veh)					7.5						10.0					
Level of Service (LOS)					A						B					
Approach Delay (s/veh)					0.6				10.0							
Approach LOS									B							

AM Build-out
3: Archer Rd & SW 34th St

04/06/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (vph)	144	544	221	578	390	125	223	1461	47	105	600	238
Future Volume (vph)	144	544	221	578	390	125	223	1461	47	105	600	238
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.957			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3400	4819	0	3433	4902	0	3433	5085	1583	3367	4988	1553
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3400	4819	0	3433	4902	0	3433	5085	1583	3367	4988	1553
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		50			44				159			205
Link Speed (mph)		45			45			45				45
Link Distance (ft)		1885			552			1680				4014
Travel Time (s)		28.6			8.4			25.5				60.8
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.79	0.79	0.79
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	3%	3%	3%	2%	2%	2%	2%	2%	2%	4%	4%	4%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	153	579	235	615	415	133	237	1554	50	133	759	301
Shared Lane Traffic (%)												
Lane Group Flow (vph)	153	814	0	615	548	0	237	1554	50	133	759	301
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	25.0	41.0		41.0	57.0		34.0	79.0	79.0	19.0	64.0	64.0
Total Split (%)	13.9%	22.8%		22.8%	31.7%		18.9%	43.9%	43.9%	10.6%	35.6%	35.6%
Maximum Green (s)	17.8	33.8		33.8	49.8		26.4	71.4	71.4	11.4	56.4	56.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

AM Build-out
3: Archer Rd & SW 34th St

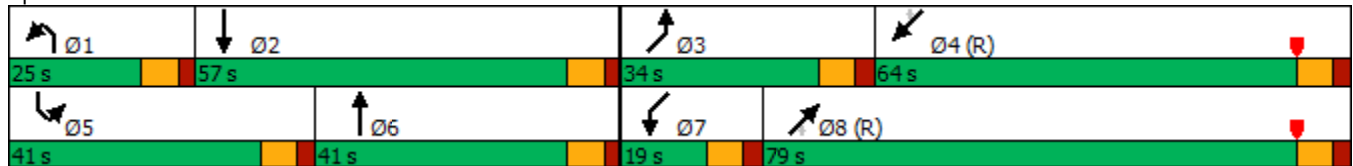
04/06/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	13.4	34.0		33.6	54.2		17.7	72.0	72.0	10.8	65.1	65.1
Actuated g/C Ratio	0.07	0.19		0.19	0.30		0.10	0.40	0.40	0.06	0.36	0.36
v/c Ratio	0.60	0.86		0.96	0.36		0.70	0.76	0.07	0.66	0.42	0.43
Control Delay	90.6	76.1		91.7	39.9		82.8	52.5	1.6	104.6	35.5	8.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	90.6	76.1		91.7	39.9		82.8	52.5	1.6	104.6	35.5	8.8
LOS	F	E		F	D		F	D	A	F	D	A
Approach Delay		78.4			67.3			55.0			36.4	
Approach LOS		E			E			E			D	
Queue Length 50th (ft)	92	326		376	172		143	617	0	81	193	32
Queue Length 95th (ft)	131	383		#478	221		190	697	m11	106	201	60
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	336	950		644	1506		503	2033	728	213	1802	692
Starvation Cap Reductn	0	0		0	0		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.46	0.86		0.95	0.36		0.47	0.76	0.07	0.62	0.42	0.43

Intersection Summary

Area Type: Other
 Cycle Length: 180
 Actuated Cycle Length: 180
 Offset: 68 (38%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 57.9 Intersection LOS: E
 Intersection Capacity Utilization 90.7% ICU Level of Service E
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 3: Archer Rd & SW 34th St



AM Build-out
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	0	0	0	81	0	239	0	590	58	115	400	1
Future Volume (vph)	0	0	0	81	0	239	0	590	58	115	400	1
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t					0.850			0.987				
Fl _t Protected				0.950						0.950		
Satd. Flow (prot)	1900	1900	0	1770	1583	0	1827	4923	0	1752	5036	0
Fl _t Permitted				0.513						0.950		
Satd. Flow (perm)	1900	1900	0	956	1583	0	1827	4923	0	1752	5036	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)					503			20				
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.92	0.92	0.92	0.95	0.95	0.95	0.92	0.92	0.92	0.87	0.87	0.87
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	2%	2%	2%	4%	4%	4%	3%	3%	3%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	0	0	0	85	0	252	0	641	63	132	460	1
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	0	0	85	252	0	0	704	0	132	461	0
Turn Type	pm+pt			pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	18.0		15.0	18.0		15.0	28.0		19.0	32.0	
Total Split (%)	18.8%	22.5%		18.8%	22.5%		18.8%	35.0%		23.8%	40.0%	
Maximum Green (s)	8.4	11.4		8.4	11.4		8.2	21.2		12.2	25.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

AM Build-out
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021

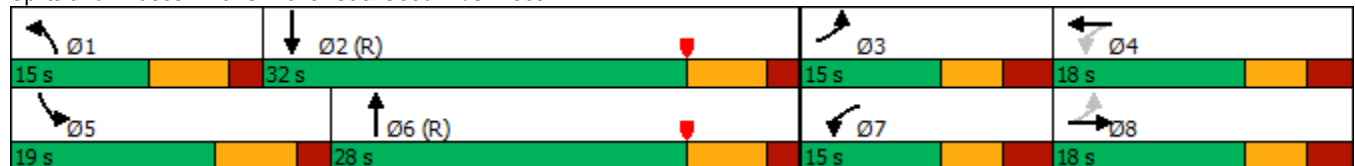


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		33.0			32.0			20.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)				7.8	7.8			43.5		11.2	58.8	
Actuated g/C Ratio				0.10	0.10			0.54		0.14	0.74	
v/c Ratio				0.50	0.41			0.26		0.54	0.12	
Control Delay				44.5	2.1			8.6		39.4	3.2	
Queue Delay				0.0	0.0			0.0		0.0	0.0	
Total Delay				44.5	2.1			8.6		39.4	3.2	
LOS				D	A			A		D	A	
Approach Delay					12.8			8.6			11.3	
Approach LOS					B			A			B	
Queue Length 50th (ft)				41	0			56		62	20	
Queue Length 95th (ft)				85	0			74		105	27	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120						630		
Base Capacity (vph)				185	656			2687		285	3702	
Starvation Cap Reductn				0	0			0		0	0	
Spillback Cap Reductn				0	0			0		0	0	
Storage Cap Reductn				0	0			0		0	0	
Reduced v/c Ratio				0.46	0.38			0.26		0.46	0.12	

Intersection Summary

Area Type:	Other
Cycle Length:	80
Actuated Cycle Length:	80
Offset:	14 (18%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
Natural Cycle:	105
Control Type:	Actuated-Coordinated
Maximum v/c Ratio:	0.54
Intersection Signal Delay:	10.4
Intersection LOS:	B
Intersection Capacity Utilization:	50.7%
ICU Level of Service:	A
Analysis Period (min):	15

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



AM Build-out
9: SW 34th St & SW 39th Blvd

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	88	0	121	5	2	10	74	492	3	13	421	65
Future Volume (vph)	88	0	121	5	2	10	74	492	3	13	421	65
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t		0.850			0.921			0.999			0.980	
Fl _t Protected	0.950				0.986		0.950			0.950		
Satd. Flow (prot)	1703	1524	0	0	1725	0	1736	4983	0	1770	4984	0
Fl _t Permitted	0.742				0.876		0.950			0.950		
Satd. Flow (perm)	1330	1524	0	0	1533	0	1736	4983	0	1770	4984	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		427			14			1			44	
Link Speed (mph)		30			20			45			45	
Link Distance (ft)		491			294			1394			1378	
Travel Time (s)		11.2			10.0			21.1			20.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.71	0.71	0.71	0.87	0.87	0.87	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	6%	6%	6%	0%	0%	0%	4%	4%	4%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	98	0	134	7	3	14	85	566	3	14	453	70
Shared Lane Traffic (%)												
Lane Group Flow (vph)	98	134	0	0	24	0	85	569	0	14	523	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	20.0	20.0		20.0	20.0		20.0	45.0		15.0	40.0	
Total Split (%)	25.0%	25.0%		25.0%	25.0%		25.0%	56.3%		18.8%	50.0%	
Maximum Green (s)	13.3	13.3		13.3	13.3		13.2	38.2		8.2	33.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

AM Build-out
9: SW 34th St & SW 39th Blvd

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0			20.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	10.9	10.9			10.9		9.2	52.7		6.2	42.0	
Actuated g/C Ratio	0.14	0.14			0.14		0.12	0.66		0.08	0.52	
v/c Ratio	0.54	0.23			0.11		0.42	0.17		0.10	0.20	
Control Delay	43.0	0.9			19.5		38.7	6.5		40.4	9.3	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	43.0	0.9			19.5		38.7	6.5		40.4	9.3	
LOS	D	A			B		D	A		D	A	
Approach Delay		18.7			19.5			10.7			10.2	
Approach LOS		B			B			B			B	
Queue Length 50th (ft)	46	0			4		40	30		7	32	
Queue Length 95th (ft)	91	0			18		77	75		m22	87	
Internal Link Dist (ft)		411			214			1314			1298	
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	221	609			266		286	3283		181	2639	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.44	0.22			0.09		0.30	0.17		0.08	0.20	

Intersection Summary

Area Type: Other
 Cycle Length: 80
 Actuated Cycle Length: 80
 Offset: 17 (21%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 11.9
 Intersection LOS: B
 Intersection Capacity Utilization 45.1%
 ICU Level of Service A
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 34th St & SW 39th Blvd

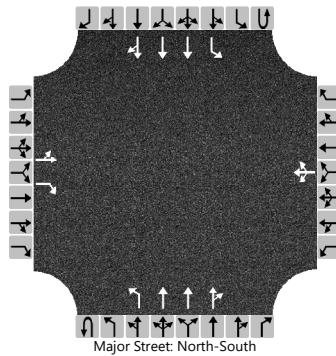


**PM Existing (Peak
Season)**

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2021			North/South Street	Ridgemar Commons Access		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Existing Pk Season						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	1		0	1	0		0	1	3	0		0	1	3	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR		
Volume (veh/h)		21	1	10		8	0	13		0	39	760	24		0	83	988	24
Percent Heavy Vehicles (%)		0	0	0		0	0	0		2	2				2	2		
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290					0.000			
Percent Grade (%)	0				0													
Right Turn Channelized	No																	
Median Type Storage	Left Only								1									

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.34				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.12				3.12		

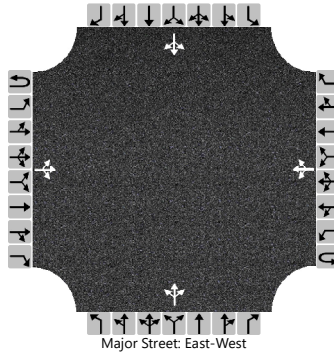
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23		11		22				41				87		
Capacity, c (veh/h)		256		425		311				819				474		
v/c Ratio		0.09		0.02		0.07				0.05				0.18		
95% Queue Length, Q ₉₅ (veh)		0.3		0.1		0.2				0.2				0.7		
Control Delay (s/veh)		20.5		13.7		17.4				9.6				14.3		
Level of Service (LOS)		C		B		C				A				B		
Approach Delay (s/veh)	18.4				17.4				0.5				1.1			
Approach LOS	C				C											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2021			North/South Street	SW 32nd Terrace		
Time Analyzed	PM Peak			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Existing Pk Season						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	528	9		10	485	14		12	1	5		30	1	31
Percent Heavy Vehicles (%)		2				1				0	0	0		0	0	0
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways































Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.11				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.21				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				10					18					63	
Capacity, c (veh/h)		1056				1012					208					299	
v/c Ratio		0.01				0.01					0.09					0.21	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.3					0.8	
Control Delay (s/veh)		8.4				8.6					24.0					20.2	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.2				0.3				24.0				20.2			
Approach LOS										C				C			

PM Existing
3: Archer Rd & SW 34th St

03/04/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	317	610	141	386	786	246	277	793	175	277	1474	375
Future Volume (vph)	317	610	141	386	786	246	277	793	175	277	1474	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.972			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			39				153			112
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1885			552			1680			4014	
Travel Time (s)		28.6			8.4			25.5			60.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	341	656	152	411	836	262	301	862	190	298	1585	403
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	808	0	411	1098	0	301	862	190	298	1585	403
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	28.0	48.0		32.0	52.0		24.0	75.0	75.0	35.0	86.0	86.0
Total Split (%)	14.7%	25.3%		16.8%	27.4%		12.6%	39.5%	39.5%	18.4%	45.3%	45.3%
Maximum Green (s)	20.8	40.8		24.8	44.8		16.4	67.4	67.4	27.4	78.4	78.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Existing
3: Archer Rd & SW 34th St

03/04/2021

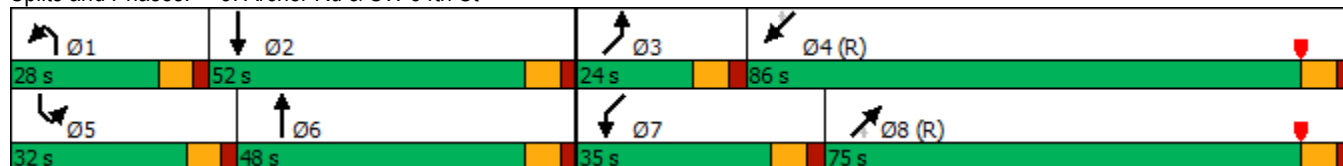


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	20.6	41.2		24.4	45.0		16.4	73.2	73.2	21.6	78.4	78.4
Actuated g/C Ratio	0.11	0.22		0.13	0.24		0.09	0.39	0.39	0.11	0.41	0.41
v/c Ratio	0.92	0.74		0.92	0.91		1.01	0.44	0.27	0.76	0.75	0.56
Control Delay	115.0	59.3		127.9	69.8		140.5	40.6	7.9	107.5	46.4	29.0
Queue Delay	0.0	0.0		0.0	3.9		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.0	59.3		127.9	73.6		140.5	40.6	7.9	107.5	46.4	29.0
LOS	F	E		F	E		F	D	A	F	D	C
Approach Delay		75.8			88.4			58.2			51.3	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	227	256		256	481		~171	305	62	198	626	175
Queue Length 95th (ft)	#323	302		#371	#504		#300	363	113	253	682	233
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	375	1091		452	1202		299	1979	710	499	2119	725
Starvation Cap Reductn	0	0		0	61		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.91	0.74		0.91	0.96		1.01	0.44	0.27	0.60	0.75	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 8 (4%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 66.2
 Intersection LOS: E
 Intersection Capacity Utilization 90.8%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Archer Rd & SW 34th St



PM Existing
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	31	6	19	207	5	308	14	616	186	389	879	30
Future Volume (vph)	31	6	19	207	5	308	14	616	186	389	879	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.886			0.852			0.965				0.995
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1683	0	1787	1603	0	1770	4907	0	1787	5110	0
Flt Permitted	0.755			0.360			0.950			0.950		
Satd. Flow (perm)	1434	1683	0	677	1603	0	1770	4907	0	1787	5110	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			328			73				6
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	35	7	22	220	5	328	15	655	198	405	916	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	29	0	220	333	0	15	853	0	405	947	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	20.0		17.0	22.0		18.0	27.0		31.0	40.0	
Total Split (%)	15.8%	21.1%		17.9%	23.2%		18.9%	28.4%		32.6%	42.1%	
Maximum Green (s)	8.4	13.4		10.4	15.4		11.2	20.2		24.2	33.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Existing
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021

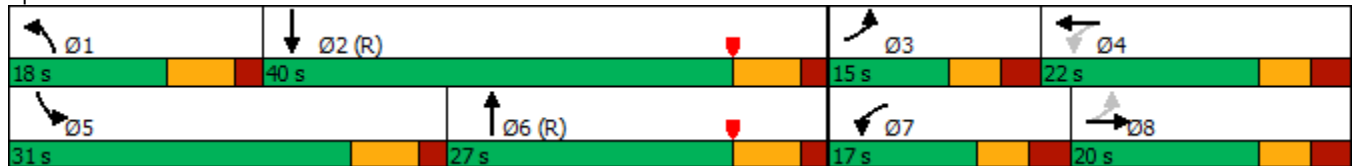


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		33.0			32.0			20.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	12.3	7.7		17.3	11.1		6.4	29.5		25.6	59.0	
Actuated g/C Ratio	0.13	0.08		0.18	0.12		0.07	0.31		0.27	0.62	
v/c Ratio	0.16	0.18		0.90	0.70		0.13	0.54		0.84	0.30	
Control Delay	28.7	21.9		70.5	13.3		50.6	22.3		47.5	14.1	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	21.9		70.5	13.3		50.6	22.3		47.5	14.1	
LOS	C	C		E	B		D	C		D	B	
Approach Delay		25.6			36.0			22.8			24.1	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	16	4		115	3		9	168		353	284	
Queue Length 95th (ft)	36	28		#187	80		m25	153		m#518	m439	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120			205			630		
Base Capacity (vph)	240	256		245	534		208	1572		496	3174	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.11		0.90	0.62		0.07	0.54		0.82	0.30	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 61 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.90
 Intersection Signal Delay: 26.0 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



PM Existing
9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	202	3	192	3	3	9	160	607	10	21	812	202
Future Volume (vph)	202	3	192	3	3	9	160	607	10	21	812	202
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t		0.852			0.919			0.997			0.970	
Fl _t Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1678	0	1787	5120	0	1770	4933	0
Fl _t Permitted	0.744				0.933		0.950			0.950		
Satd. Flow (perm)	1386	1587	0	0	1582	0	1787	5120	0	1770	4933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		216			12			3			65	
Link Speed (mph)		30			20			45			45	
Link Distance (ft)		491			294			1394			1378	
Travel Time (s)		11.2			10.0			21.1			20.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.75	0.75	0.75	0.94	0.94	0.94	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	227	3	216	4	4	12	170	646	11	22	855	213
Shared Lane Traffic (%)												
Lane Group Flow (vph)	227	219	0	0	20	0	170	657	0	22	1068	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	32.0	32.0		32.0	32.0		27.0	48.0		15.0	36.0	
Total Split (%)	33.7%	33.7%		33.7%	33.7%		28.4%	50.5%		15.8%	37.9%	
Maximum Green (s)	25.3	25.3		25.3	25.3		20.2	41.2		8.2	29.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Existing
 9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0			7.0	
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0			20.0	
Pedestrian Calls (#/hr)	0	0		0	0			0			0	
Act Effct Green (s)	20.1	20.1			20.1		14.2	55.5		6.7	40.3	
Actuated g/C Ratio	0.21	0.21			0.21		0.15	0.58		0.07	0.42	
v/c Ratio	0.77	0.43			0.06		0.64	0.22		0.18	0.50	
Control Delay	52.5	7.1			17.2		40.5	18.6		55.4	18.2	
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Delay	52.5	7.1			17.2		40.5	18.6		55.4	18.2	
LOS	D	A			B		D	B		E	B	
Approach Delay		30.2			17.2			23.1			18.9	
Approach LOS		C			B			C			B	
Queue Length 50th (ft)	129	1			4		98	105		23	337	
Queue Length 95th (ft)	198	53			17		156	182		m45	131	
Internal Link Dist (ft)		411			214			1314			1298	
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	369	581			430		379	2993		152	2131	
Starvation Cap Reductn	0	0			0		0	0		0	0	
Spillback Cap Reductn	0	0			0		0	0		0	0	
Storage Cap Reductn	0	0			0		0	0		0	0	
Reduced v/c Ratio	0.62	0.38			0.05		0.45	0.22		0.14	0.50	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 74 (78%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.77
 Intersection Signal Delay: 22.5 Intersection LOS: C
 Intersection Capacity Utilization 63.8% ICU Level of Service B
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 34th St & SW 39th Blvd

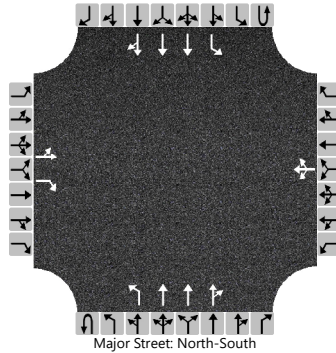


PM Background

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2023			North/South Street	Ridgemar Commons Access		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Background						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound					
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R		
Movement																		
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6		
Number of Lanes		0	1	1		0	1	0		0	1	3	0		0	1	3	0
Configuration		LT		R			LTR			L	T	TR		L	T	TR		
Volume (veh/h)		21	1	10		8	0	13		0	40	775	24		0	85	1008	24
Percent Heavy Vehicles (%)		0	0	0		0	0	0		2	2				2	2		
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290					0.000			
Percent Grade (%)	0				0													
Right Turn Channelized	No																	
Median Type Storage	Left Only								1									

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.34				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.12				3.12		

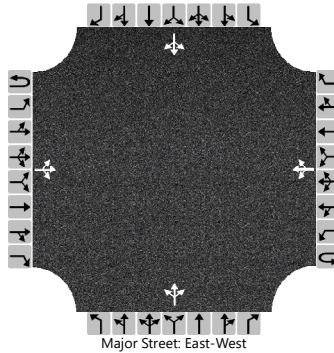
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23		11		22				42				89		
Capacity, c (veh/h)		244		418		304				819				466		
v/c Ratio		0.10		0.03		0.07				0.05				0.19		
95% Queue Length, Q ₉₅ (veh)		0.3		0.1		0.2				0.2				0.7		
Control Delay (s/veh)		21.3		13.8		17.8				9.6				14.6		
Level of Service (LOS)		C		B		C				A				B		
Approach Delay (s/veh)	19.0				17.8				0.5				1.1			
Approach LOS	C				C											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2023			North/South Street	SW 32nd Terrace		
Time Analyzed	PM Peak			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Background						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	550	9		10	505	15		12	1	5		30	1	31
Percent Heavy Vehicles (%)		2				1				0	0	0		0	0	0
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways



































Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.11				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.21				3.50	4.00	3.30		3.50	4.00	3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				10					18					63	
Capacity, c (veh/h)		1029				991					190					281	
v/c Ratio		0.01				0.01					0.10					0.22	
95% Queue Length, Q ₉₅ (veh)		0.0				0.0					0.3					0.8	
Control Delay (s/veh)		8.5				8.7					26.0					21.5	
Level of Service (LOS)		A				A					D					C	
Approach Delay (s/veh)		0.2				0.3				26.0				21.5			
Approach LOS										D				C			

PM Background
3: Archer Rd & SW 34th St

03/04/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	  		 	  		 	  		 	  	
Traffic Volume (vph)	323	622	144	394	802	251	283	809	179	283	1503	383
Future Volume (vph)	323	622	144	394	802	251	283	809	179	283	1503	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.972			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			39				153			112
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1885			552			1680			4014	
Travel Time (s)		28.6			8.4			25.5			60.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	347	669	155	419	853	267	308	879	195	304	1616	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	347	824	0	419	1120	0	308	879	195	304	1616	412
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	28.0	48.0		32.0	52.0		24.0	75.0	75.0	35.0	86.0	86.0
Total Split (%)	14.7%	25.3%		16.8%	27.4%		12.6%	39.5%	39.5%	18.4%	45.3%	45.3%
Maximum Green (s)	20.8	40.8		24.8	44.8		16.4	67.4	67.4	27.4	78.4	78.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Background
3: Archer Rd & SW 34th St

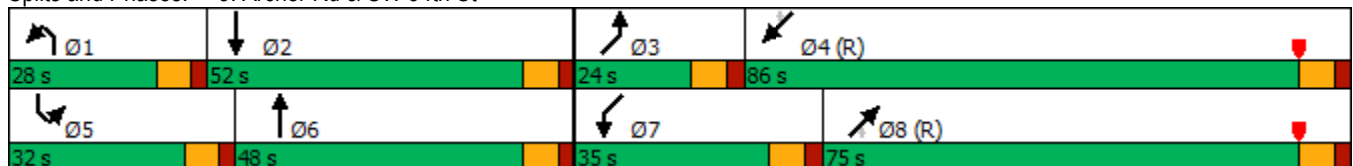
03/04/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	20.7	41.0		24.6	44.9		16.4	72.9	72.9	21.9	78.4	78.4
Actuated g/C Ratio	0.11	0.22		0.13	0.24		0.09	0.38	0.38	0.12	0.41	0.41
v/c Ratio	0.93	0.76		0.94	0.93		1.03	0.45	0.28	0.76	0.76	0.57
Control Delay	115.9	59.8		129.0	72.4		144.4	41.1	8.4	107.6	47.1	29.7
Queue Delay	0.0	0.0		0.0	5.7		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	115.9	59.8		129.0	78.0		144.4	41.1	8.4	107.6	47.1	29.7
LOS	F	E		F	E		F	D	A	F	D	C
Approach Delay		76.4			91.9			59.5			51.9	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	232	261		260	494		~185	312	63	202	644	183
Queue Length 95th (ft)	#329	308		#384	#577		#310	372	115	256	700	240
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	375	1087		452	1199		299	1970	707	499	2119	725
Starvation Cap Reductn	0	0		0	59		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.93	0.76		0.93	0.98		1.03	0.45	0.28	0.61	0.76	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 8 (4%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 67.6 Intersection LOS: E
 Intersection Capacity Utilization 92.1% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Archer Rd & SW 34th St



PM Background
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	31	6	19	216	5	321	14	628	190	397	897	31
Future Volume (vph)	31	6	19	216	5	321	14	628	190	397	897	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.886			0.852			0.965				0.995
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1683	0	1787	1603	0	1770	4907	0	1787	5110	0
Flt Permitted	0.741			0.357			0.950			0.950		
Satd. Flow (perm)	1408	1683	0	672	1603	0	1770	4907	0	1787	5110	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			341			73				6
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	35	7	22	230	5	341	15	668	202	414	934	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	29	0	230	346	0	15	870	0	414	966	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	20.0		17.0	22.0		18.0	27.0		31.0	40.0	
Total Split (%)	15.8%	21.1%		17.9%	23.2%		18.9%	28.4%		32.6%	42.1%	
Maximum Green (s)	8.4	13.4		10.4	15.4		11.2	20.2		24.2	33.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Background
6: SW 34th St & Goodwill/SW 35th PI

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		33.0			32.0			20.0				23.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	12.4	7.8		17.4	11.1		6.4	29.0		26.1	59.0	
Actuated g/C Ratio	0.13	0.08		0.18	0.12		0.07	0.31		0.27	0.62	
v/c Ratio	0.17	0.18		0.94	0.71		0.13	0.56		0.84	0.30	
Control Delay	28.7	21.8		79.1	13.4		50.5	23.4		47.1	14.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	21.8		79.1	13.4		50.5	23.4		47.1	14.2	
LOS	C	C		E	B		D	C		D	B	
Approach Delay		25.6			39.6			23.9			24.1	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	16	4		121	3		9	173		361	291	
Queue Length 95th (ft)	36	28		#174	82		m25	158		m#529	m441	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120			205			630		
Base Capacity (vph)	239	256		244	545		208	1546		502	3173	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.11		0.94	0.63		0.07	0.56		0.82	0.30	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 61 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.94

Intersection Signal Delay: 27.1

Intersection LOS: C

Intersection Capacity Utilization 81.0%

ICU Level of Service D

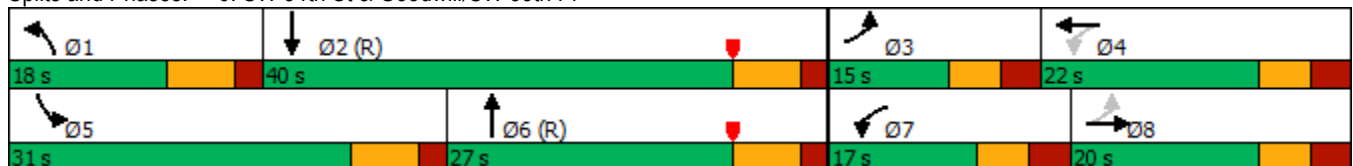
Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



PM Background
 9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	210	3	200	3	3	9	163	619	10	21	828	206
Future Volume (vph)	210	3	200	3	3	9	163	619	10	21	828	206
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.852			0.919			0.998			0.970	
Flt Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1678	0	1787	5125	0	1770	4933	0
Flt Permitted	0.744				0.933		0.950			0.950		
Satd. Flow (perm)	1386	1587	0	0	1582	0	1787	5125	0	1770	4933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		225			12			3			65	
Link Speed (mph)		30			20			45			45	
Link Distance (ft)		491			294			1394			1378	
Travel Time (s)		11.2			10.0			21.1			20.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.75	0.75	0.75	0.94	0.94	0.94	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	236	3	225	4	4	12	173	659	11	22	872	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	236	228	0	0	20	0	173	670	0	22	1089	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	32.0	32.0		32.0	32.0		27.0	48.0		15.0	36.0	
Total Split (%)	33.7%	33.7%		33.7%	33.7%		28.4%	50.5%		15.8%	37.9%	
Maximum Green (s)	25.3	25.3		25.3	25.3		20.2	41.2		8.2	29.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Background
 9: SW 34th St & SW 39th Blvd

03/04/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0				20.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	20.6	20.6			20.6		14.4	55.1		6.7		39.7
Actuated g/C Ratio	0.22	0.22			0.22		0.15	0.58		0.07		0.42
v/c Ratio	0.79	0.44			0.06		0.64	0.23		0.18		0.52
Control Delay	53.1	7.0			17.1		40.6	18.9		55.0		19.3
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Total Delay	53.1	7.0			17.1		40.6	18.9		55.0		19.3
LOS	D	A			B		D	B		E		B
Approach Delay		30.4			17.1			23.4				20.0
Approach LOS		C			B			C				C
Queue Length 50th (ft)	134	1			4		100	109		23		355
Queue Length 95th (ft)	206	54			17		158	186		m43		m132
Internal Link Dist (ft)		411			214			1314				1298
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	369	587			430		379	2971		152		2100
Starvation Cap Reductn	0	0			0		0	0		0		0
Spillback Cap Reductn	0	0			0		0	0		0		0
Storage Cap Reductn	0	0			0		0	0		0		0
Reduced v/c Ratio	0.64	0.39			0.05		0.46	0.23		0.14		0.52

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 74 (78%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 23.1
 Intersection LOS: C
 Intersection Capacity Utilization 64.8%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 9: SW 34th St & SW 39th Blvd

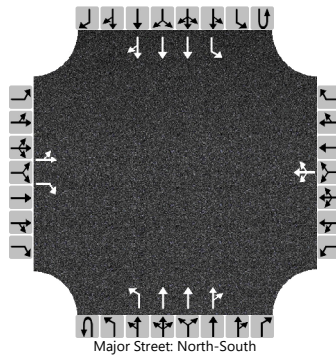


PM Build-out

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 34th @ Ridgemar DW		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 34th Street		
Analysis Year	2023			North/South Street	Ridgemar Commons Access		
Time Analyzed	PM Peak			Peak Hour Factor	0.95		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound				
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R	
Priority		10	11	12		7	8	9	1U	1	2	3	4U	4	5	6	
Number of Lanes		0	1	1		0	1	0	0	1	3	0	0	1	3	0	
Configuration		LT		R			LTR			L	T	TR		L	T	TR	
Volume (veh/h)		21	1	10		15	0	31	0	40	775	35	0	113	1008	24	
Percent Heavy Vehicles (%)		0	0	0		0	0	0	2	2			2	2			
Proportion Time Blocked		0.290	0.000	0.000		0.090	0.000	0.000		0.290				0.000			
Percent Grade (%)		0				0											
Right Turn Channelized		No															
Median Type Storage		Left Only											1				

Critical and Follow-up Headways

Base Critical Headway (sec)		6.4	6.5	7.1		6.4	6.5	7.1		5.3				5.3		
Critical Headway (sec)		6.40	6.50	7.10		6.40	6.50	7.10		5.34				5.34		
Base Follow-Up Headway (sec)		3.8	4.0	3.9		3.8	4.0	3.9		3.1				3.1		
Follow-Up Headway (sec)		3.80	4.00	3.90		3.80	4.00	3.90		3.12				3.12		

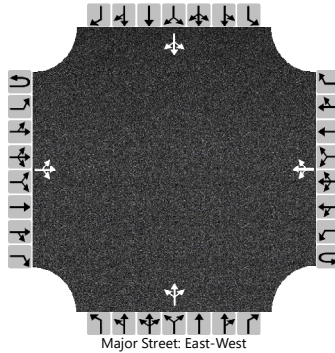
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		23		11		48				42				119			
Capacity, c (veh/h)		207		418		311				819				460			
v/c Ratio		0.11		0.03		0.16				0.05				0.26			
95% Queue Length, Q ₉₅ (veh)		0.4		0.1		0.5				0.2				1.0			
Control Delay (s/veh)		24.5		13.8		18.7				9.6				15.5			
Level of Service (LOS)		C		B		C				A				C			
Approach Delay (s/veh)		21.2				18.7				0.5				1.5			
Approach LOS		C				C											

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	SW 35th Av @ SW 32nd Terr		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	SW 35th Avenue		
Analysis Year	2023			North/South Street	SW 32nd Terrace		
Time Analyzed	PM Peak			Peak Hour Factor	0.98		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	1	0
Configuration			LTR				LTR				LTR				LTR	
Volume (veh/h)		6	552	9		18	509	15		12	1	11		30	1	31
Percent Heavy Vehicles (%)		2				1				0	0	0		0	0	0
Proportion Time Blocked		0.290				0.090				0.290	0.290	0.090		0.000	0.000	0.290
Percent Grade (%)									0				0			
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1				4.1				7.1	6.5	6.2		7.1	6.5	6.2
Critical Headway (sec)		4.12				4.11				7.10	6.50	6.20		7.10	6.50	6.20
Base Follow-Up Headway (sec)		2.2				2.2				3.5	4.0	3.3		3.5	4.0	3.3
Follow-Up Headway (sec)		2.22				2.21				3.50	4.00	3.30		3.50	4.00	3.30

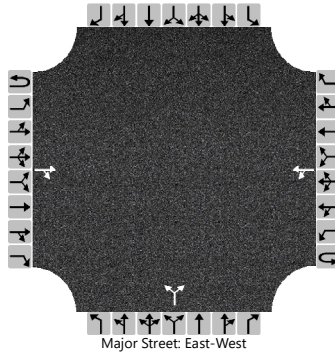
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		6				18					24					63	
Capacity, c (veh/h)		1024				989					216					268	
v/c Ratio		0.01				0.02					0.11					0.24	
95% Queue Length, Q ₉₅ (veh)		0.0				0.1					0.4					0.9	
Control Delay (s/veh)		8.5				8.7					23.8					22.6	
Level of Service (LOS)		A				A					C					C	
Approach Delay (s/veh)		0.2				0.5				23.8				22.6			
Approach LOS										C				C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	Deborah Cueva			Intersection	S Ridgemar DW @ Prop Site		
Agency/Co.	CHW			Jurisdiction	City of Gainesville		
Date Performed	2/4/2021			East/West Street	S Ridgemar Commons DW		
Analysis Year	2023			North/South Street	Proposed Site Access		
Time Analyzed	PM Peak			Peak Hour Factor	0.92		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	Build-out						

Lanes



Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Movement	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Priority																
Number of Lanes	0	0	1	0	0	0	1	0		0	1	0		0	0	0
Configuration				TR		LT					LR					
Volume (veh/h)			110	39		8	21			25		6				
Percent Heavy Vehicles (%)						3				3		3				
Proportion Time Blocked						0.090				0.290		0.090				
Percent Grade (%)									0							
Right Turn Channelized																
Median Type Storage	Undivided															

Critical and Follow-up Headways































Base Critical Headway (sec)						4.1					7.1		6.2			
Critical Headway (sec)						4.13					6.43		6.23			
Base Follow-Up Headway (sec)						2.2					3.5		3.3			
Follow-Up Headway (sec)						2.23					3.53		3.33			

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)					9						34					
Capacity, c (veh/h)					1435						759					
v/c Ratio					0.01						0.04					
95% Queue Length, Q ₉₅ (veh)					0.0						0.1					
Control Delay (s/veh)					7.5						10.0					
Level of Service (LOS)					A						A					
Approach Delay (s/veh)					2.1				10.0							
Approach LOS									A							

PM Build-out
3: Archer Rd & SW 34th St

04/06/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	330	626	149	394	809	251	283	809	185	294	1503	383
Future Volume (vph)	330	626	149	394	809	251	283	809	185	294	1503	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.971			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4938	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4938	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			38				153			112
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1885			552			1680			4014	
Travel Time (s)		28.6			8.4			25.5			60.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	355	673	160	419	861	267	308	879	201	316	1616	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	355	833	0	419	1128	0	308	879	201	316	1616	412
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	28.0	48.0		32.0	52.0		24.0	75.0	75.0	35.0	86.0	86.0
Total Split (%)	14.7%	25.3%		16.8%	27.4%		12.6%	39.5%	39.5%	18.4%	45.3%	45.3%
Maximum Green (s)	20.8	40.8		24.8	44.8		16.4	67.4	67.4	27.4	78.4	78.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Build-out
3: Archer Rd & SW 34th St

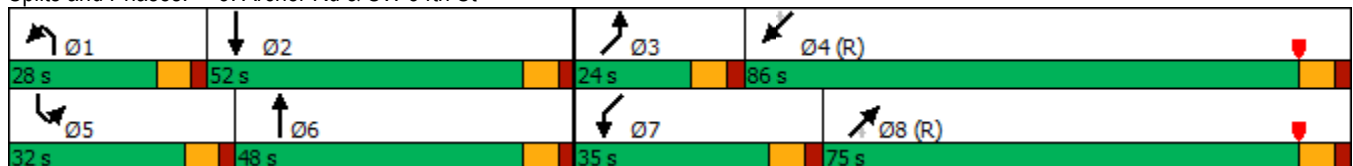
04/06/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	20.8	41.0		24.6	44.8		16.4	72.4	72.4	22.4	78.4	78.4
Actuated g/C Ratio	0.11	0.22		0.13	0.24		0.09	0.38	0.38	0.12	0.41	0.41
v/c Ratio	0.95	0.77		0.94	0.94		1.03	0.45	0.29	0.77	0.76	0.57
Control Delay	118.8	59.6		128.9	73.8		144.3	41.6	9.0	108.3	47.1	29.7
Queue Delay	0.0	0.0		0.0	6.6		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	118.8	59.6		128.9	80.4		144.3	41.6	9.0	108.3	47.1	29.7
LOS	F	E		F	F		F	D	A	F	D	C
Approach Delay		77.3			93.6			59.7			52.3	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	238	263		261	498		~186	314	66	210	643	183
Queue Length 95th (ft)	#342	309		#384	#586		#312	372	122	268	700	241
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	375	1087		452	1196		299	1956	703	499	2119	725
Starvation Cap Reductn	0	0		0	58		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.95	0.77		0.93	0.99		1.03	0.45	0.29	0.63	0.76	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 8 (4%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 68.3 Intersection LOS: E
 Intersection Capacity Utilization 92.4% ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Archer Rd & SW 34th St



PM Build-out
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	31	6	19	220	5	321	14	644	192	397	921	31
Future Volume (vph)	31	6	19	220	5	321	14	644	192	397	921	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.886			0.852			0.966			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1683	0	1787	1603	0	1770	4912	0	1787	5110	0
Flt Permitted	0.741			0.357			0.950			0.950		
Satd. Flow (perm)	1408	1683	0	672	1603	0	1770	4912	0	1787	5110	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			341			72			6	
Link Speed (mph)		20			30			45			45	
Link Distance (ft)		164			852			1378			1885	
Travel Time (s)		5.6			19.4			20.9			28.6	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	35	7	22	234	5	341	15	685	204	414	959	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	29	0	234	346	0	15	889	0	414	991	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	20.0		17.0	22.0		18.0	27.0		31.0	40.0	
Total Split (%)	15.8%	21.1%		17.9%	23.2%		18.9%	28.4%		32.6%	42.1%	
Maximum Green (s)	8.4	13.4		10.4	15.4		11.2	20.2		24.2	33.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Build-out
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		33.0			32.0			20.0				23.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	12.4	7.8		17.4	11.1		6.4	29.0		26.1	59.0	
Actuated g/C Ratio	0.13	0.08		0.18	0.12		0.07	0.31		0.27	0.62	
v/c Ratio	0.17	0.18		0.96	0.71		0.13	0.57		0.84	0.31	
Control Delay	28.7	21.8		82.8	13.4		50.5	23.9		46.6	14.5	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.7	21.8		82.8	13.4		50.5	23.9		46.6	14.5	
LOS	C	C		F	B		D	C		D	B	
Approach Delay		25.6			41.4			24.3			24.0	
Approach LOS		C			D			C			C	
Queue Length 50th (ft)	16	4		123	3		9	178		359	297	
Queue Length 95th (ft)	36	28		#179	82		m25	163		m#511	m449	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120			205			630		
Base Capacity (vph)	239	256		244	545		208	1547		502	3173	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.11		0.96	0.63		0.07	0.57		0.82	0.31	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 61 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 27.5 Intersection LOS: C
 Intersection Capacity Utilization 81.3% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



PM Build-out
9: SW 34th St & SW 39th Blvd

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	214	3	200	3	3	9	163	626	10	21	833	208
Future Volume (vph)	214	3	200	3	3	9	163	626	10	21	833	208
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	150		0	0		0	325		0	310		0
Storage Lanes	1		0	0		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Fr _t		0.852			0.919			0.998			0.970	
Fl _t Protected	0.950				0.990		0.950			0.950		
Satd. Flow (prot)	1770	1587	0	0	1678	0	1787	5125	0	1770	4933	0
Fl _t Permitted	0.744				0.934		0.950			0.950		
Satd. Flow (perm)	1386	1587	0	0	1583	0	1787	5125	0	1770	4933	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		225			12			3			66	
Link Speed (mph)		30			20			45			45	
Link Distance (ft)		491			294			1394			1378	
Travel Time (s)		11.2			10.0			21.1			20.9	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.89	0.89	0.89	0.75	0.75	0.75	0.94	0.94	0.94	0.95	0.95	0.95
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	3%	3%	3%	1%	1%	1%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	240	3	225	4	4	12	173	666	11	22	877	219
Shared Lane Traffic (%)												
Lane Group Flow (vph)	240	228	0	0	20	0	173	677	0	22	1096	0
Turn Type	Perm	NA		Perm	NA		Prot	NA		Prot	NA	
Protected Phases		8			4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	8	8		4	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	8.0	8.0		6.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	45.7	45.7		45.7	45.7		10.8	24.8		10.8	33.8	
Total Split (s)	32.0	32.0		32.0	32.0		27.0	48.0		15.0	36.0	
Total Split (%)	33.7%	33.7%		33.7%	33.7%		28.4%	50.5%		15.8%	37.9%	
Maximum Green (s)	25.3	25.3		25.3	25.3		20.2	41.2		8.2	29.2	
Yellow Time (s)	3.8	3.8		3.8	3.8		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0			0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.7	6.7			6.7		6.8	6.8		6.8	6.8	
Lead/Lag							Lead	Lag		Lead	Lag	
Lead-Lag Optimize?							Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Build-out
9: SW 34th St & SW 39th Blvd

04/06/2021

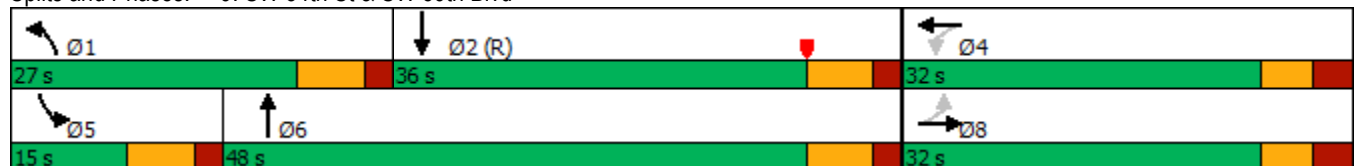


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	Max		None	C-Max	
Walk Time (s)	7.0	7.0		7.0	7.0			7.0				7.0
Flash Dont Walk (s)	32.0	32.0		32.0	32.0			10.0				20.0
Pedestrian Calls (#/hr)	0	0		0	0			0				0
Act Effct Green (s)	20.8	20.8			20.8		14.4	54.9		6.7		39.5
Actuated g/C Ratio	0.22	0.22			0.22		0.15	0.58		0.07		0.42
v/c Ratio	0.79	0.44			0.06		0.64	0.23		0.18		0.52
Control Delay	53.4	6.9			17.1		40.6	19.0		54.8		19.4
Queue Delay	0.0	0.0			0.0		0.0	0.0		0.0		0.0
Total Delay	53.4	6.9			17.1		40.6	19.0		54.8		19.4
LOS	D	A			B		D	B		D		B
Approach Delay		30.8			17.1			23.4				20.1
Approach LOS		C			B			C				C
Queue Length 50th (ft)	136	1			4		100	110		23		360
Queue Length 95th (ft)	210	54			17		159	187		m41		m130
Internal Link Dist (ft)		411			214			1314				1298
Turn Bay Length (ft)	150						325			310		
Base Capacity (vph)	369	587			430		379	2961		152		2091
Starvation Cap Reductn	0	0			0		0	0		0		0
Spillback Cap Reductn	0	0			0		0	0		0		0
Storage Cap Reductn	0	0			0		0	0		0		0
Reduced v/c Ratio	0.65	0.39			0.05		0.46	0.23		0.14		0.52

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 74 (78%), Referenced to phase 2:SBT, Start of Yellow
 Natural Cycle: 95
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.79
 Intersection Signal Delay: 23.2
 Intersection LOS: C
 Intersection Capacity Utilization 65.2%
 ICU Level of Service C
 Analysis Period (min) 15
 m Volume for 95th percentile queue is metered by upstream signal.































Splits and Phases: 9: SW 34th St & SW 39th Blvd



PM Existing with Improvements

PM Existing w. Improvements
3: Archer Rd & SW 34th St

04/08/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations	 	 		 	 		 	 		 	 	
Traffic Volume (vph)	317	610	141	386	786	246	277	793	175	277	1474	375
Future Volume (vph)	317	610	141	386	786	246	277	793	175	277	1474	375
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.972			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4943	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		25			39				153			112
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1885			552			1680			4014	
Travel Time (s)		28.6			8.4			25.5			60.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	341	656	152	411	836	262	301	862	190	298	1585	403
Shared Lane Traffic (%)												
Lane Group Flow (vph)	341	808	0	411	1098	0	301	862	190	298	1585	403
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	27.0	48.0		32.0	53.0		24.0	75.0	75.0	35.0	86.0	86.0
Total Split (%)	14.2%	25.3%		16.8%	27.9%		12.6%	39.5%	39.5%	18.4%	45.3%	45.3%
Maximum Green (s)	19.8	40.8		24.8	45.8		16.4	67.4	67.4	27.4	78.4	78.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Existing w. Improvements
3: Archer Rd & SW 34th St

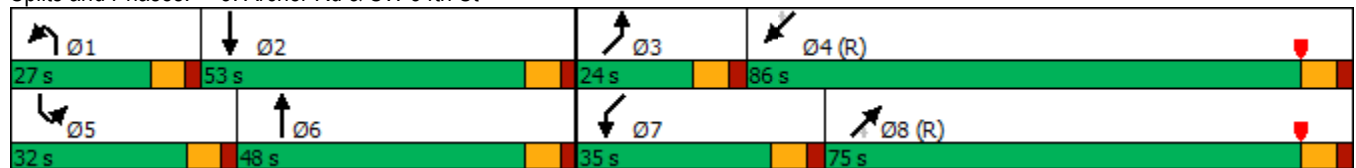
04/08/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	19.8	41.2		24.4	45.8		16.4	73.2	73.2	21.6	78.4	78.4
Actuated g/C Ratio	0.10	0.22		0.13	0.24		0.09	0.39	0.39	0.11	0.41	0.41
v/c Ratio	0.96	0.74		0.92	0.90		1.01	0.44	0.27	0.76	0.75	0.56
Control Delay	121.3	59.0		127.9	67.6		140.5	40.6	7.9	107.5	46.4	29.0
Queue Delay	0.0	0.0		0.0	3.5		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	121.3	59.0		127.9	71.1		140.5	40.6	7.9	107.5	46.4	29.0
LOS	F	E		F	E		F	D	A	F	D	C
Approach Delay		77.5			86.6			58.2			51.3	
Approach LOS		E			F			E			D	
Queue Length 50th (ft)	228	256		256	478		~171	305	62	198	626	175
Queue Length 95th (ft)	#336	302		#371	477		#300	363	113	253	682	233
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	357	1091		452	1223		299	1979	710	499	2119	725
Starvation Cap Reductn	0	0		0	71		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.96	0.74		0.91	0.95		1.01	0.44	0.27	0.60	0.75	0.56

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 8 (4%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 66.0
 Intersection LOS: E
 Intersection Capacity Utilization 90.8%
 ICU Level of Service E
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Archer Rd & SW 34th St



PM Existing w. Improvements
6: SW 34th St & Goodwill/SW 35th PI

04/08/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	31	6	19	207	5	308	14	616	186	389	879	30
Future Volume (vph)	31	6	19	207	5	308	14	616	186	389	879	30
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.886			0.852			0.965				0.995
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1683	0	1787	1603	0	1770	4907	0	1787	5110	0
Flt Permitted	0.816			0.348			0.950			0.950		
Satd. Flow (perm)	1550	1683	0	655	1603	0	1770	4907	0	1787	5110	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			328			73				6
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	35	7	22	220	5	328	15	655	198	405	916	31
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	29	0	220	333	0	15	853	0	405	947	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	18.0		19.0	22.0		18.0	27.0		31.0	40.0	
Total Split (%)	15.8%	18.9%		20.0%	23.2%		18.9%	28.4%		32.6%	42.1%	
Maximum Green (s)	8.4	11.4		12.4	15.4		11.2	20.2		24.2	33.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Existing w. Improvements
6: SW 34th St & Goodwill/SW 35th PI

04/08/2021

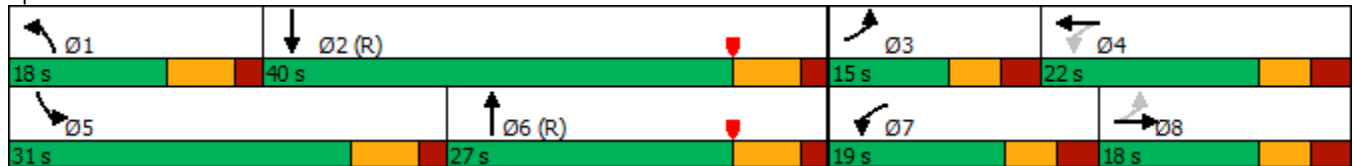


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0				7.0
Flash Dont Walk (s)		33.0			32.0			20.0				23.0
Pedestrian Calls (#/hr)		0			0			0				0
Act Effct Green (s)	11.8	7.2		19.8	12.4		6.4	28.6		25.3	57.8	
Actuated g/C Ratio	0.12	0.08		0.21	0.13		0.07	0.30		0.27	0.61	
v/c Ratio	0.17	0.20		0.79	0.68		0.13	0.56		0.85	0.30	
Control Delay	28.4	22.8		51.2	12.2		50.3	23.0		50.3	15.2	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.4	22.8		51.2	12.2		50.3	23.0		50.3	15.2	
LOS	C	C		D	B		D	C		D	B	
Approach Delay		25.9			27.7			23.4			25.7	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	16	4		112	3		9	171		352	287	
Queue Length 95th (ft)	36	29		167	80		m25	153		m#546	442	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120			205			630		
Base Capacity (vph)	238	221		286	534		208	1527		491	3111	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.13		0.77	0.62		0.07	0.56		0.82	0.30	

Intersection Summary

Area Type: Other
 Cycle Length: 95
 Actuated Cycle Length: 95
 Offset: 61 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow
 Natural Cycle: 125
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 25.4 Intersection LOS: C
 Intersection Capacity Utilization 80.2% ICU Level of Service D
 Analysis Period (min) 15
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.
 m Volume for 95th percentile queue is metered by upstream signal.























Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI



PM Build-out with Improvements

PM Build-out w. Improvements
3: Archer Rd & SW 34th St

04/06/2021

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations												
Traffic Volume (vph)	330	626	149	394	809	251	283	809	185	294	1503	383
Future Volume (vph)	330	626	149	394	809	251	283	809	185	294	1503	383
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	455		0	300		0	415		100	385		100
Storage Lanes	2		0	2		0	2		1	2		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	0.97	0.91	0.91	0.97	0.91	0.91	0.97	0.91	1.00	0.97	0.91	1.00
Ped Bike Factor												
Frt		0.971			0.964				0.850			0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	3433	4938	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Flt Permitted	0.950			0.950			0.950			0.950		
Satd. Flow (perm)	3433	4938	0	3467	4951	0	3467	5136	1599	3467	5136	1599
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		27			39				153			112
Link Speed (mph)		45			45			45			45	
Link Distance (ft)		1885			552			1680			4014	
Travel Time (s)		28.6			8.4			25.5			60.8	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.93	0.93	0.93	0.94	0.94	0.94	0.92	0.92	0.92	0.93	0.93	0.93
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	1%	1%	1%	1%	1%	1%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Adj. Flow (vph)	355	673	160	419	861	267	308	879	201	316	1616	412
Shared Lane Traffic (%)												
Lane Group Flow (vph)	355	833	0	419	1128	0	308	879	201	316	1616	412
Turn Type	Prot	NA		Prot	NA		Prot	NA	Perm	Prot	NA	Perm
Protected Phases	1	6		5	2		3	8		7	4	
Permitted Phases									8			4
Detector Phase	1	6		5	2		3	8	8	7	4	4
Switch Phase												
Minimum Initial (s)	7.0	12.0		7.0	12.0		7.0	4.0	4.0	7.0	4.0	4.0
Minimum Split (s)	14.2	52.2		14.5	53.2		14.6	55.6	55.6	14.6	61.6	61.6
Total Split (s)	27.0	48.0		32.0	53.0		24.0	75.0	75.0	35.0	86.0	86.0
Total Split (%)	14.2%	25.3%		16.8%	27.9%		12.6%	39.5%	39.5%	18.4%	45.3%	45.3%
Maximum Green (s)	19.8	40.8		24.8	45.8		16.4	67.4	67.4	27.4	78.4	78.4
Yellow Time (s)	4.9	4.9		4.9	4.9		5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)	2.3	2.3		2.3	2.3		2.6	2.6	2.6	2.6	2.6	2.6
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	7.2	7.2		7.2	7.2		7.6	7.6	7.6	7.6	7.6	7.6
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0

PM Build-out w. Improvements
3: Archer Rd & SW 34th St

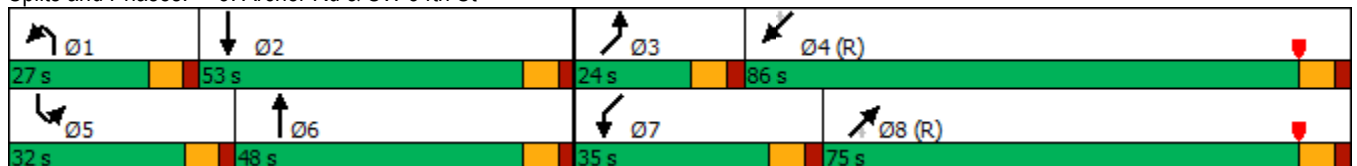
04/06/2021

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	NEL	NET	NER	SWL	SWT	SWR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0	3.0	3.0	3.0	3.0
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0
Recall Mode	None	Max		None	Max		None	C-Max	C-Max	None	C-Max	C-Max
Walk Time (s)		9.0			7.0			7.0	7.0		7.0	7.0
Flash Dont Walk (s)		36.0			39.0			41.0	41.0		47.0	47.0
Pedestrian Calls (#/hr)		0			0			0	0		0	0
Act Effct Green (s)	19.8	41.0		24.6	45.8		16.4	72.4	72.4	22.4	78.4	78.4
Actuated g/C Ratio	0.10	0.22		0.13	0.24		0.09	0.38	0.38	0.12	0.41	0.41
v/c Ratio	0.99	0.77		0.94	0.92		1.03	0.45	0.29	0.77	0.76	0.57
Control Delay	129.1	59.3		128.9	70.3		144.3	41.6	9.0	108.3	47.1	29.7
Queue Delay	0.0	0.0		0.0	5.5		0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	129.1	59.3		128.9	75.8		144.3	41.6	9.0	108.3	47.1	29.7
LOS	F	E		F	E		F	D	A	F	D	C
Approach Delay		80.1			90.2			59.7			52.3	
Approach LOS		F			F			E			D	
Queue Length 50th (ft)	238	262		261	494		~186	314	66	210	643	183
Queue Length 95th (ft)	#355	309		#384	#523		#312	372	122	268	700	241
Internal Link Dist (ft)		1805			472			1600			3934	
Turn Bay Length (ft)	455			300			415		100	385		100
Base Capacity (vph)	357	1087		452	1223		299	1956	703	499	2119	725
Starvation Cap Reductn	0	0		0	69		0	0	0	0	0	0
Spillback Cap Reductn	0	0		0	0		0	0	0	0	0	0
Storage Cap Reductn	0	0		0	0		0	0	0	0	0	0
Reduced v/c Ratio	0.99	0.77		0.93	0.98		1.03	0.45	0.29	0.63	0.76	0.57

Intersection Summary

Area Type: Other
 Cycle Length: 190
 Actuated Cycle Length: 190
 Offset: 8 (4%), Referenced to phase 4:SWT and 8:NET, Start of Yellow
 Natural Cycle: 145
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.03
 Intersection Signal Delay: 68.0
 Intersection LOS: E
 Intersection Capacity Utilization 92.4%
 ICU Level of Service F
 Analysis Period (min) 15
 ~ Volume exceeds capacity, queue is theoretically infinite.
 Queue shown is maximum after two cycles.
 # 95th percentile volume exceeds capacity, queue may be longer.
 Queue shown is maximum after two cycles.

Splits and Phases: 3: Archer Rd & SW 34th St



PM Build-out w. Improvements
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗		↖	↗		↖	↑↑↑		↖	↑↑↑	
Traffic Volume (vph)	31	6	19	220	5	321	14	644	192	397	921	31
Future Volume (vph)	31	6	19	220	5	321	14	644	192	397	921	31
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%			0%	
Storage Length (ft)	0		0	120		0	205		0	630		0
Storage Lanes	1		0	1		0	1		0	1		0
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.91	0.91	1.00	0.91	0.91
Ped Bike Factor												
Frt		0.886			0.852			0.966			0.995	
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1805	1683	0	1787	1603	0	1770	4912	0	1787	5110	0
Flt Permitted	0.816			0.348			0.950			0.950		
Satd. Flow (perm)	1550	1683	0	655	1603	0	1770	4912	0	1787	5110	0
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		22			341			72				6
Link Speed (mph)		20			30			45				45
Link Distance (ft)		164			852			1378				1885
Travel Time (s)		5.6			19.4			20.9				28.6
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.88	0.88	0.88	0.94	0.94	0.94	0.94	0.94	0.94	0.96	0.96	0.96
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	0%	0%	0%	1%	1%	1%	2%	2%	2%	1%	1%	1%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%				0%
Adj. Flow (vph)	35	7	22	234	5	341	15	685	204	414	959	32
Shared Lane Traffic (%)												
Lane Group Flow (vph)	35	29	0	234	346	0	15	889	0	414	991	0
Turn Type	pm+pt	NA		pm+pt	NA		Prot	NA		Prot	NA	
Protected Phases	3	8		7	4		1	6		5	2	
Permitted Phases	8			4								
Detector Phase	3	8		7	4		1	6		5	2	
Switch Phase												
Minimum Initial (s)	4.0	6.0		4.0	6.0		4.0	15.0		4.0	15.0	
Minimum Split (s)	10.6	13.0		10.6	45.6		10.8	33.8		10.8	36.8	
Total Split (s)	15.0	18.0		19.0	22.0		18.0	27.0		31.0	40.0	
Total Split (%)	15.8%	18.9%		20.0%	23.2%		18.9%	28.4%		32.6%	42.1%	
Maximum Green (s)	8.4	11.4		12.4	15.4		11.2	20.2		24.2	33.2	
Yellow Time (s)	3.7	3.7		3.7	3.7		4.8	4.8		4.8	4.8	
All-Red Time (s)	2.9	2.9		2.9	2.9		2.0	2.0		2.0	2.0	
Lost Time Adjust (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Lost Time (s)	6.6	6.6		6.6	6.6		6.8	6.8		6.8	6.8	
Lead/Lag	Lead	Lag		Lead	Lag		Lead	Lag		Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes		Yes	Yes		Yes	Yes	
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	

PM Build-out w. Improvements
6: SW 34th St & Goodwill/SW 35th PI

04/06/2021



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Minimum Gap (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	
Time Before Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Time To Reduce (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Recall Mode	None	None		None	None		None	C-Max		None	C-Max	
Walk Time (s)		7.0			7.0			7.0			7.0	
Flash Dont Walk (s)		33.0			32.0			20.0			23.0	
Pedestrian Calls (#/hr)		0			0			0			0	
Act Effct Green (s)	11.8	7.2		19.9	12.5		6.4	27.9		25.9	57.7	
Actuated g/C Ratio	0.12	0.08		0.21	0.13		0.07	0.29		0.27	0.61	
v/c Ratio	0.17	0.20		0.83	0.68		0.13	0.60		0.85	0.32	
Control Delay	28.4	22.8		56.0	12.2		50.3	24.8		49.2	15.8	
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	
Total Delay	28.4	22.8		56.0	12.2		50.3	24.8		49.2	15.8	
LOS	C	C		E	B		D	C		D	B	
Approach Delay		25.9			29.9			25.2			25.6	
Approach LOS		C			C			C			C	
Queue Length 50th (ft)	16	4		120	3		9	182		358	301	
Queue Length 95th (ft)	36	29		#185	82		m25	163		m#542	m455	
Internal Link Dist (ft)		84			772			1298			1805	
Turn Bay Length (ft)				120			205			630		
Base Capacity (vph)	238	221		286	545		208	1492		498	3104	
Starvation Cap Reductn	0	0		0	0		0	0		0	0	
Spillback Cap Reductn	0	0		0	0		0	0		0	0	
Storage Cap Reductn	0	0		0	0		0	0		0	0	
Reduced v/c Ratio	0.15	0.13		0.82	0.63		0.07	0.60		0.83	0.32	

Intersection Summary

Area Type: Other

Cycle Length: 95

Actuated Cycle Length: 95

Offset: 61 (64%), Referenced to phase 2:SBT and 6:NBT, Start of Yellow

Natural Cycle: 125

Control Type: Actuated-Coordinated

Maximum v/c Ratio: 0.85

Intersection Signal Delay: 26.3

Intersection LOS: C

Intersection Capacity Utilization 81.3%

ICU Level of Service D

Analysis Period (min) 15

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: SW 34th St & Goodwill/SW 35th PI

