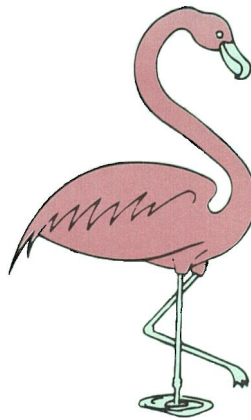


**TARA PHOENICIA/TARA FOREST WEST
PHASE I TRAFFIC STUDY**

ALACHUA COUNTY, FLORIDA

December 2021



BUCKHOLZ TRAFFIC



**BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com**

December 28, 2021

Tara Forest, LLC
c/o Mr. Sayed Moukhtara
7717 NW 20th Lane
Gainesville, Florida 32605

Re: Tara Phoenicia/Tara Forest West Phase I Traffic Study

Dear Mr. Moukhtara:

Attached is the new revised Phase I traffic study. If there are any questions or comments regarding this study, please contact me.

Sincerely,

Jeffrey W. Buckholz, P.E., PTOE
Principal

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on 12/28/21. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

INTRODUCTION

Phase I of the proposed Tara Phoenicia mixed-use development and the adjacent Tara Forest West residential development will be constructed on the north side of US 441 approximately 1/2 mile east of I-75 in northern Alachua County, Florida. The development will have direct access to US 441 and NW 157th Lane and indirect access to both CR 241 and NW 147th Drive through the previously approved Tara Forest East and Tara Baywood residential developments. Current access plans call for three internal connections to Tara Forest East, one connection to the end of NW 157th Lane, and one unsignalized limited access point on US 441 (East Driveway).

US 441 is a four lane divided rural principal arterial with left turn lanes accommodated within a grass median. It has a posted speed limit of 45 mph in the vicinity of the site and an FDOT access management classification of 3. CR 241 in the vicinity of the site is a two-lane undivided rural major collector with a posted speed limit of 55 mph. NW 147th Drive and April Boulevard are both two-lane undivided local roads with NW 147th drive having a posted speed limit of 20 mph and April Boulevard having a 25 mph posted speed limit.

Phase I of the Tara Forest West development will contain 539 single family homes while Phase I of the Tara Phoenicia development will contain 30,000 sf of retail space and a 100,000 sf storage facility. Figure 1 shows the site location and surrounding road network while Figure 2 provides the intersection layout and control for various intersections of interest. Appendix A contains the proposed site plan. This Phase I development is expected to be complete by the end of 2025 therefore 2025 was chosen as the design year for this study. The lengthening of all 4 left turn lanes to 300 feet at the US 441/NW 140th Street intersection is assumed to be in place by the 2025 design year.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts (see Appendix B) were conducted by Buckholz Traffic personnel at intersections of interest near the proposed development. The counts were conducted at 15-minute intervals during weekday AM and PM peak periods and include a separate tabulation for trucks. Figures 3 and 4 provide a visual summary of existing weekday peak hour traffic counts at the various intersections. Also shown in Figures 3 and 4 are directional percentages for interstate traffic as derived from these traffic counts. The percentages are a good indicator of the expected trip distribution for site traffic using I-75.

Appendix C provides daily traffic volumes from two nearby FDOT traffic counting stations on US 441 and for the FDOT counting station located on each of the five I-75 ramps. The current Average Daily Traffic (ADT) on the portion of US 441 in the vicinity of the site is estimated at about 27,000 vehicles per day. A linear regression analysis of recent daily traffic counts along US 441 and on the I-75 ramps is also provided in Appendix C. A review of Tables C-1 and C-2 reveal that recent traffic volumes along this stretch of US 441 have been growing at 4% per year.

TRIP GENERATION

Trip generation calculations were carried out using the 10th edition of ITE's Trip Generation Manual and referencing land use codes 210 (Single Family Housing), 820 (Shopping Center) and 151 (Mini-Warehouse). Tables 1 through 3 contain the daily, AM peak hour, and PM peak hour trip generation calculations for the development. Since this is a mixed-use development a certain level of internal trip-making can be expected. Tables 4 through 6 contain the internal trip capture calculations for the average weekday, the AM peak hour, and the PM peak hour. Tables 7 through 9 summarize the trip generation calculations. During an average weekday this Phase I development is expected to generate 6752 **external** trips (3376 entering and 3376 exiting) with 552 external trips (200 entering and 352 exiting) occurring during the AM peak hour and 664 external trips (390 entering and 274 exiting) occurring during the PM peak hour.

SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Weekday AM and PM peak hour site trips were directionally distributed as documented in Appendix D. 30% of site traffic was assigned to Interstate 75 with the remaining 70% assigned to local roads. Interstate traffic was assigned to the ramps based on current ramp traffic volumes. The resulting weekday peak hour traffic assignments for the development are provided in Figures 5 and 6.

TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT FOR OTHER DEVELOPMENTS

The 551 unit Tara Forest East/Tara Baywood residential development is currently planned immediately to the east of our site. Using traffic data from the December 2019 Tara Forest East Subdivision Traffic Study completed by Buckholz Traffic, site traffic for this background development was assigned to CR 241, NW 147th Drive and US 441 as shown in Figure 7. Traffic oriented towards the west was further assigned to the interstate based on ramp traffic counts under the assumption that 50% is local and 50% uses the Interstate. The resulting weekday peak hour traffic assignments for Tara Forest East are provided in Figures 8 and 9.

2025 BUILD TRAFFIC VOLUMES

The expected weekday AM peak hour and PM peak hour background traffic volumes and Build traffic volumes at various intersections of interest near the site are graphically depicted in Figures 10 through 21. The 2025 background traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor and then by a corresponding growth factor.

A 1.11 growth factor from 2020 to 2025 for US 441 intersections was determined by averaging the growth factors obtained from three sources: 1. The FDOT count station 4% annual growth rate (Growth Factor = 1.24), 2. Population projections for 2020 and 2030 obtained from the City of Alachua's 2036 Long Range Transportation Plan (Growth Factor = 1.08 for 2030 and 1.04 for 2025), and 3. US 441 Peak Hour Traffic Volumes for 2015 and 2036 obtained from Table 1 of the City of Alachua's 2036 Long Range Transportation Plan (Growth Factor = 1.13 for 2036 and 1.07 for 2025). The 2025 Build traffic volumes were then obtained by adding the traffic generated by Tara Forest East and the expected site traffic to the 2025 background traffic volumes.

UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The unsignalized CR 241/Tara Forest East Driveway intersection and the future unsignalized US 441/East Driveway intersection were analyzed using the two-way stop control methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Tables 10 and 11 contain the capacity analysis results with the supporting calculations provided in Appendix E.

Under 2025 Build conditions both minor movements at the US 441/East Site Driveway intersection are expected to operate at level of service D or better during the weekday AM peak hour with moderate queuing and a volume-to-capacity ratio of less than one. During the weekday PM peak hour, both minor movements are expected to operate at level of service E or better with moderate queuing and a volume-to-capacity ratio of less than one.

Under 2025 Build conditions all minor movements at the CR 241/Tara Forest East Driveway intersection are expected to operate at level of service B or better during both weekday peak hours with minimal queuing and a volume-to-capacity ratio of well less than one. The addition of both left and right auxiliary lanes on CR 241 were assumed for the analysis.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

The signalized US 441/West I-75 Ramps intersection, the signalized US 441/East I-75 Ramps intersection, the signalized US 441/NW 147th Drive intersection, and the signalized US 441/SR 235 intersection were analyzed using the operational methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Recommended consultant timings were used for the analyses with the timings provided in Appendix E. Tables 12 through 15 contain the capacity analysis results with the supporting calculations provided in Appendix F.

Under 2025 No Build conditions with optimized splits and offsets, the US 441/I-75 West Ramps intersection is expected to operate at LOS B during the weekday AM peak hour and LOS E during the weekday PM peak hour (see Table 12). Under 2025 Build conditions with optimized splits and offsets, the US 441/I-75 West Ramps intersection is expected to continue to operate at LOS B during the weekday AM peak hour and LOS E during the weekday PM peak hour.

BUCKHOLZ TRAFFIC

Under 2025 No Build conditions with optimized splits and offsets, the US 441/I-75 East Ramps intersection is expected to operate at LOS D during the weekday AM peak hour and LOS E during the weekday PM peak hour (see Table 13). Under 2025 Build conditions with optimized splits and offsets, the US 441/I-75 East Ramps intersection is expected to operate at LOS D during the weekday AM peak hour and LOS F during the weekday PM peak hour.

Under 2025 No Build conditions with optimized splits, the US 441/NW 147th Drive intersection is expected to operate at LOS B during the both weekday AM and PM peak hours (see Table 14). Under 2025 Build conditions with optimized splits, the US 441/NW 147th Drive intersection is expected to operate at LOS C during both weekday peak hours. Side street lane reconfiguration and side street split phasing, along with the installation of a right turn overlap phase for both the north approach and the south approach is assumed in this analysis.

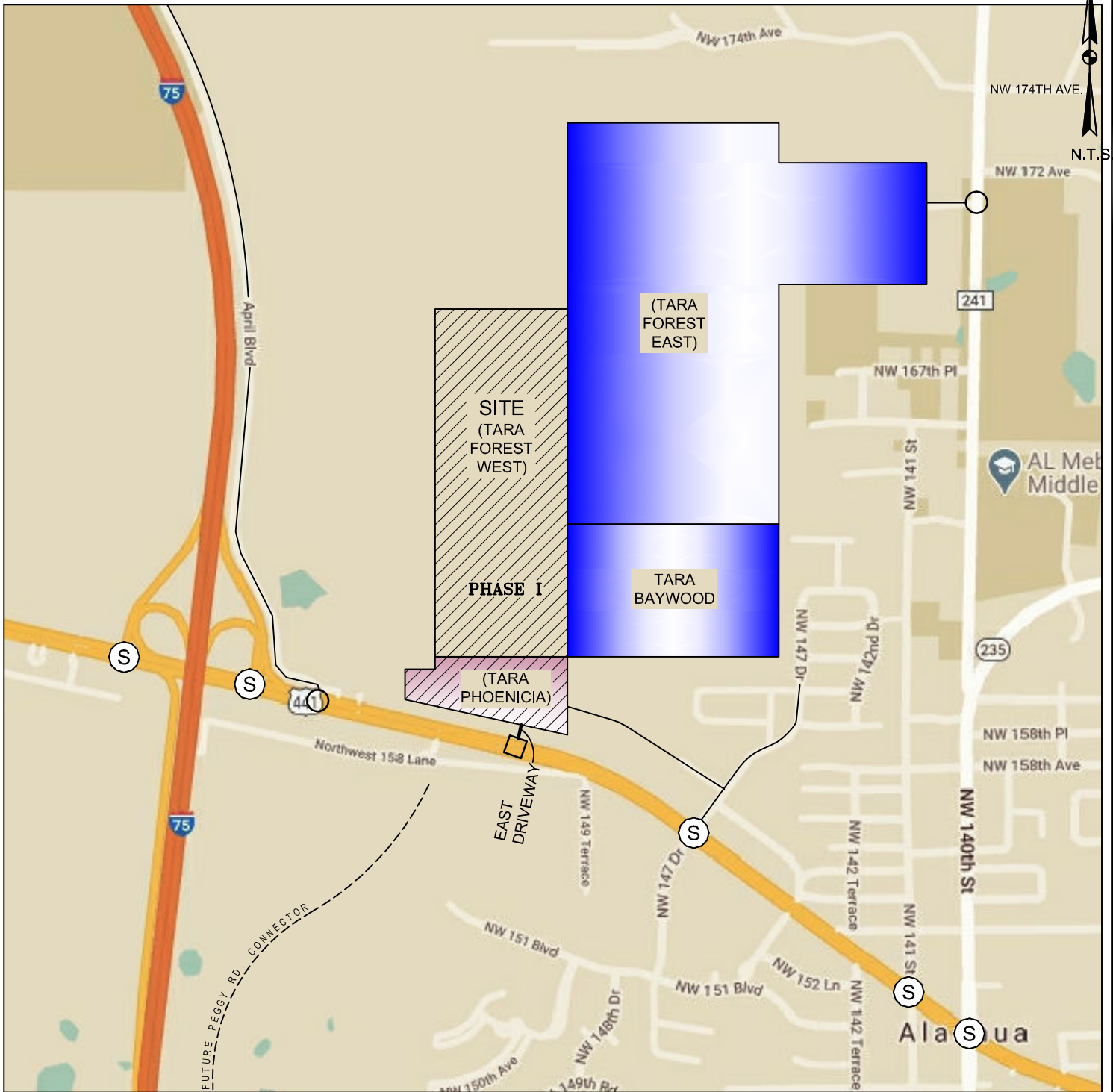
Under 2025 No Build conditions with optimized splits, the US 441/NW 140th Street intersection is expected to operate at LOS D during the weekday AM peak hour and LOS E during the weekday PM peak with extensive queuing and substantial delay and with a high volume-to-capacity above one for the eastbound left turn movement (see Table 15). Under 2025 Build conditions with optimized splits, the US 441/NW 140th Street intersection is expected to operate at LOS E during the weekday AM peak hour and LOS F during the weekday PM peak hour with extensive queuing and substantial delay and with a high volume-to-capacity ratio of well above one for the eastbound left turn movement. The extension of all of the left turn lanes to 300 feet in length, as is currently programmed by others, is assumed in this analysis.






OPERATIONAL CONSIDERATIONS FOR PHASE I ACCESS

Connecting the Tara Phoenicia development to the NW 147th Drive via NW 157th Lane can be expected to have certain operational benefits. With this connection, occupants of both existing and planned residential developments located along NW 147th Drive will have direct access to commercial developments located north of US 441. This improved access should increase the attractiveness of both the residential units and the commercial developments while reducing traffic volumes along US 441. The capacity analysis of the signalized US 441/NW 147th Drive intersection contained in this report demonstrates that, with extension of the side street left turn lanes, this intersection should operate in an acceptable manner under 2025 Build conditions with the Phase I Tara Phoenicia/Tara Forest West development in place. Consideration should be given to closing the Advanced Auto Parts driveway that intersects the north approach of this intersection and replacing it with an internal driveway to the north that connects to the existing shopping center parking lot.

Since minimal traffic is expected to enter the Tara Phoenicia/Tara Forest West development using NW 157th Lane (the new East Driveway on US 441 is a more direct route for entering traffic) any negative effects at the unsignalized NW 147th Drive/NW 157th Lane intersection should be minimal - although the addition of a second approach lane on NW 157th Lane would be beneficial.


BUCKHOLZ TRAFFIC



-  = SITE
-  = EXISTING TRAFFIC SIGNAL
-  = NEW TRAFFIC SIGNAL
-  = DIRECTIONAL MEDIAN OPENING
-  = FULL ACCESS

Buckholz Traffic

FIGURE 1
SITE LOCATION



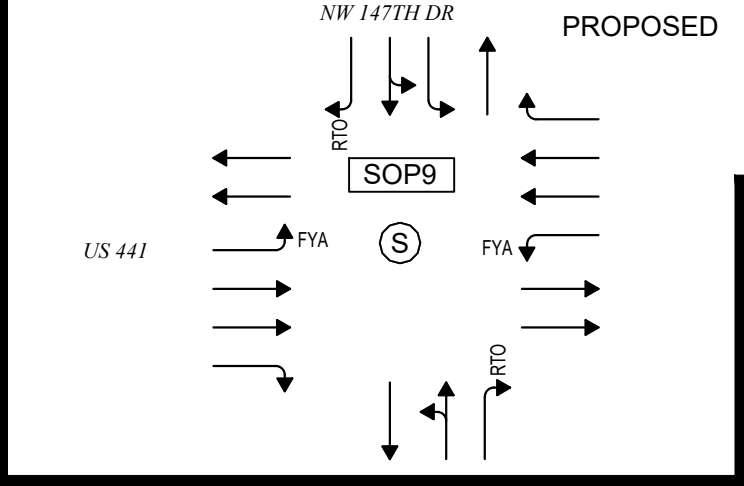
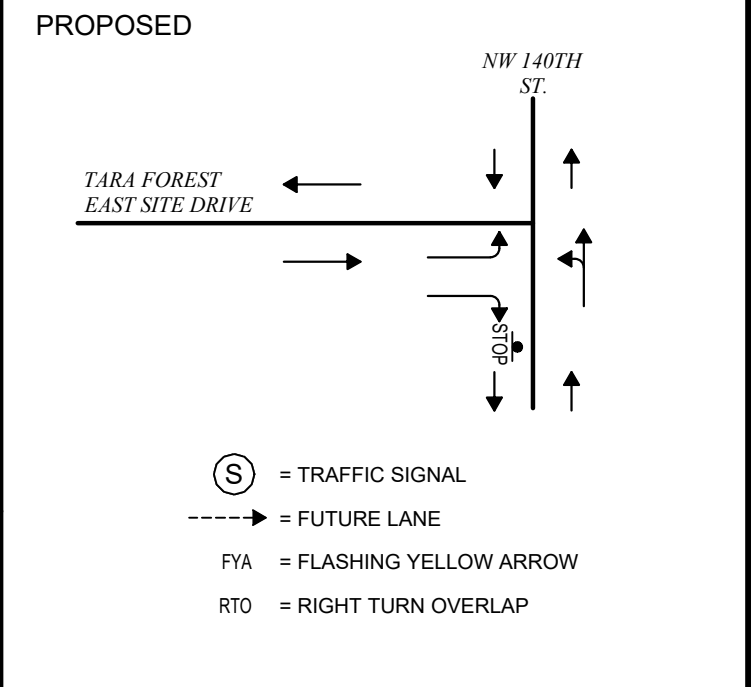
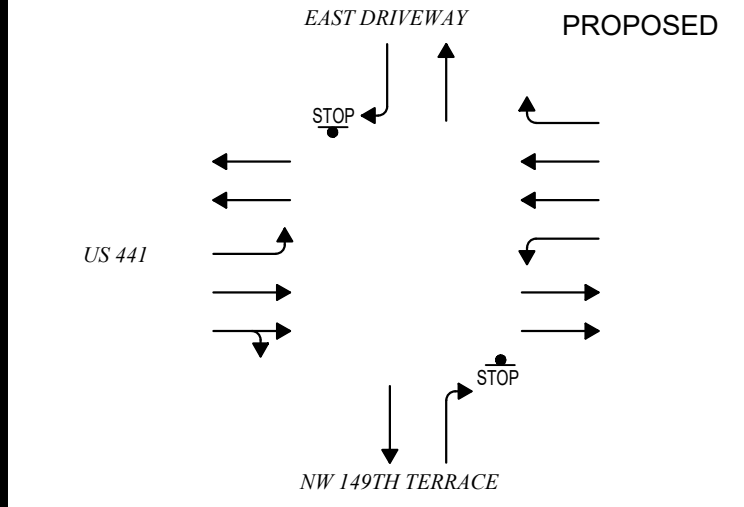
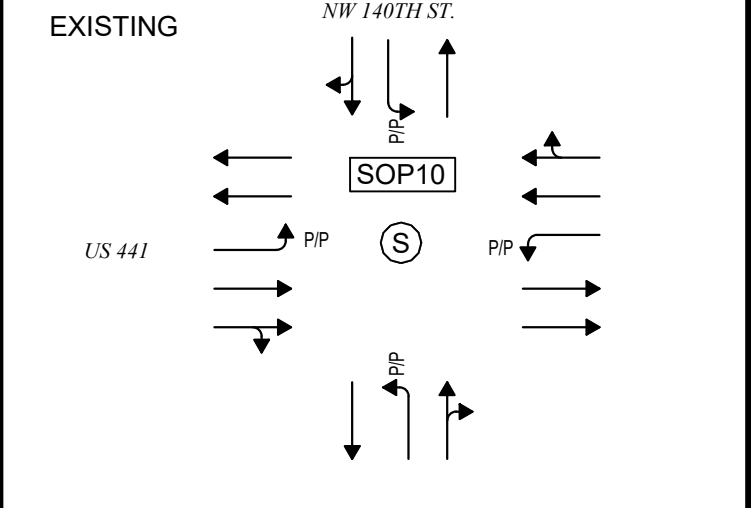
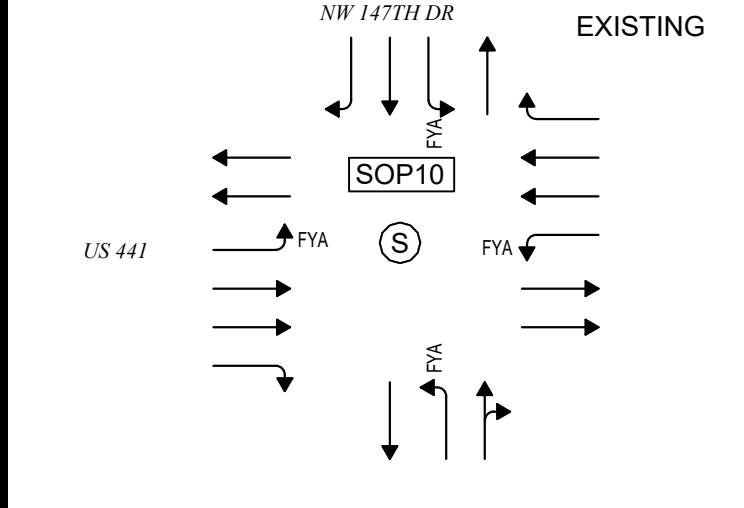
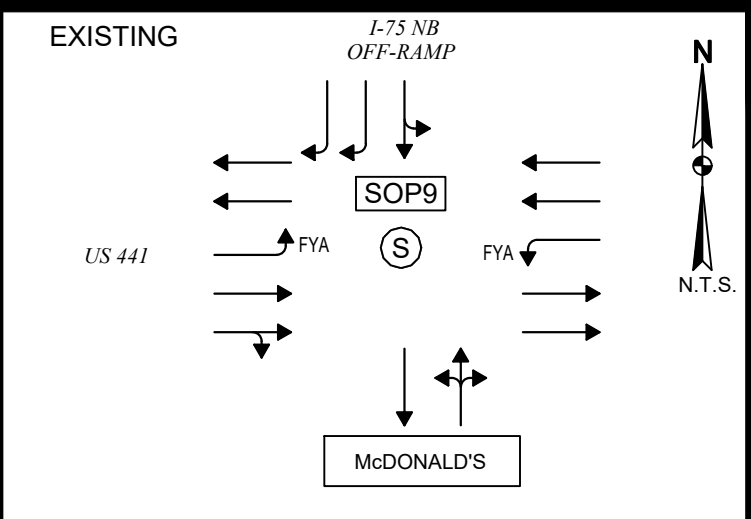
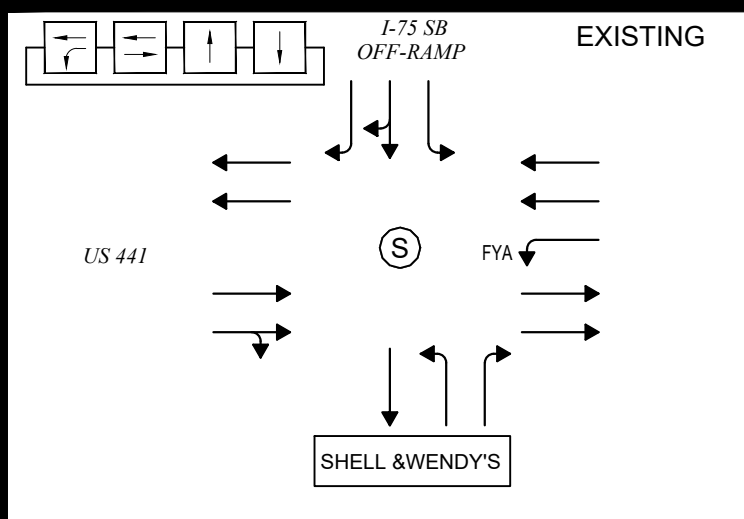
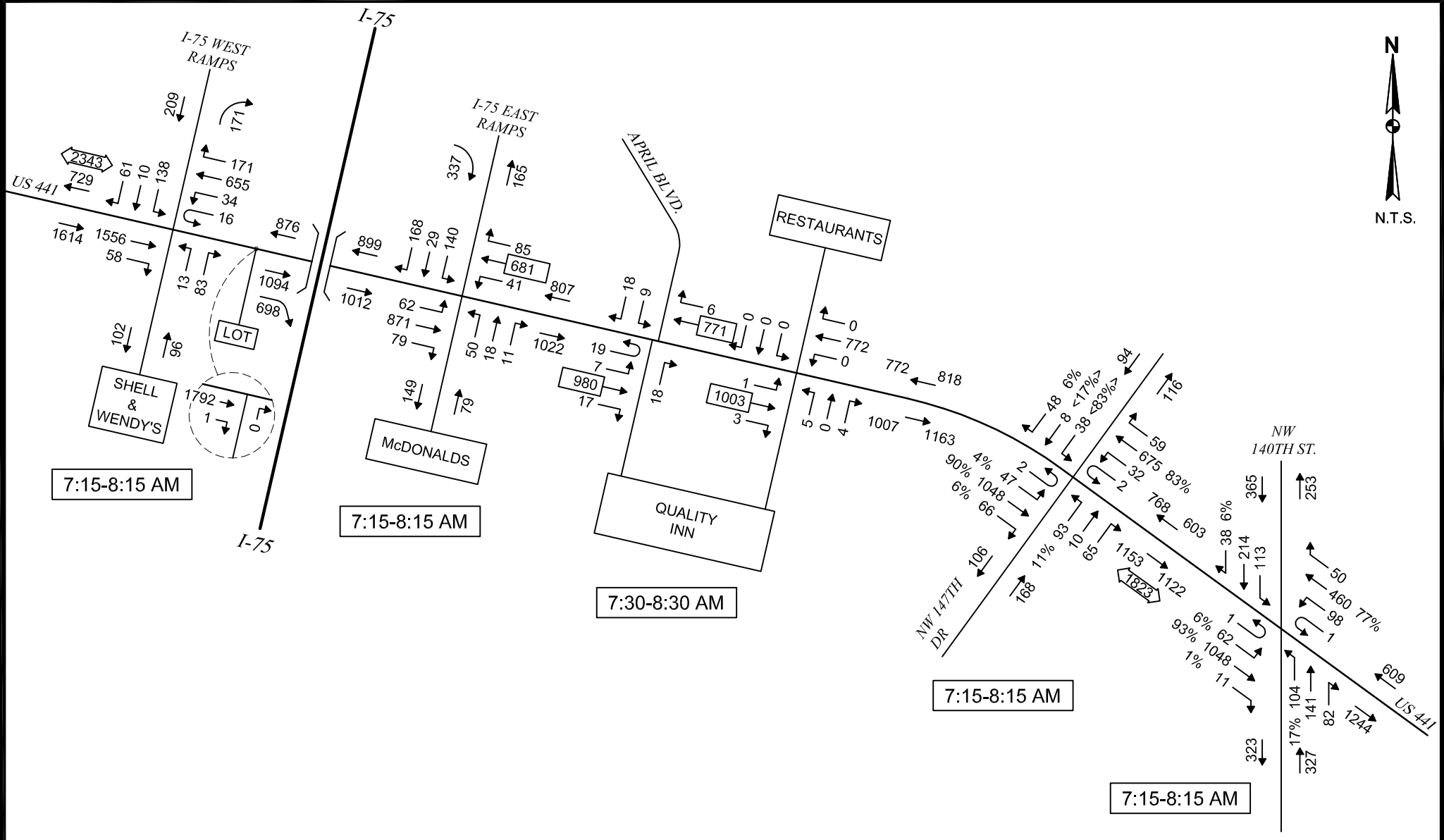


FIGURE 2


INTERSECTION LAYOUTS

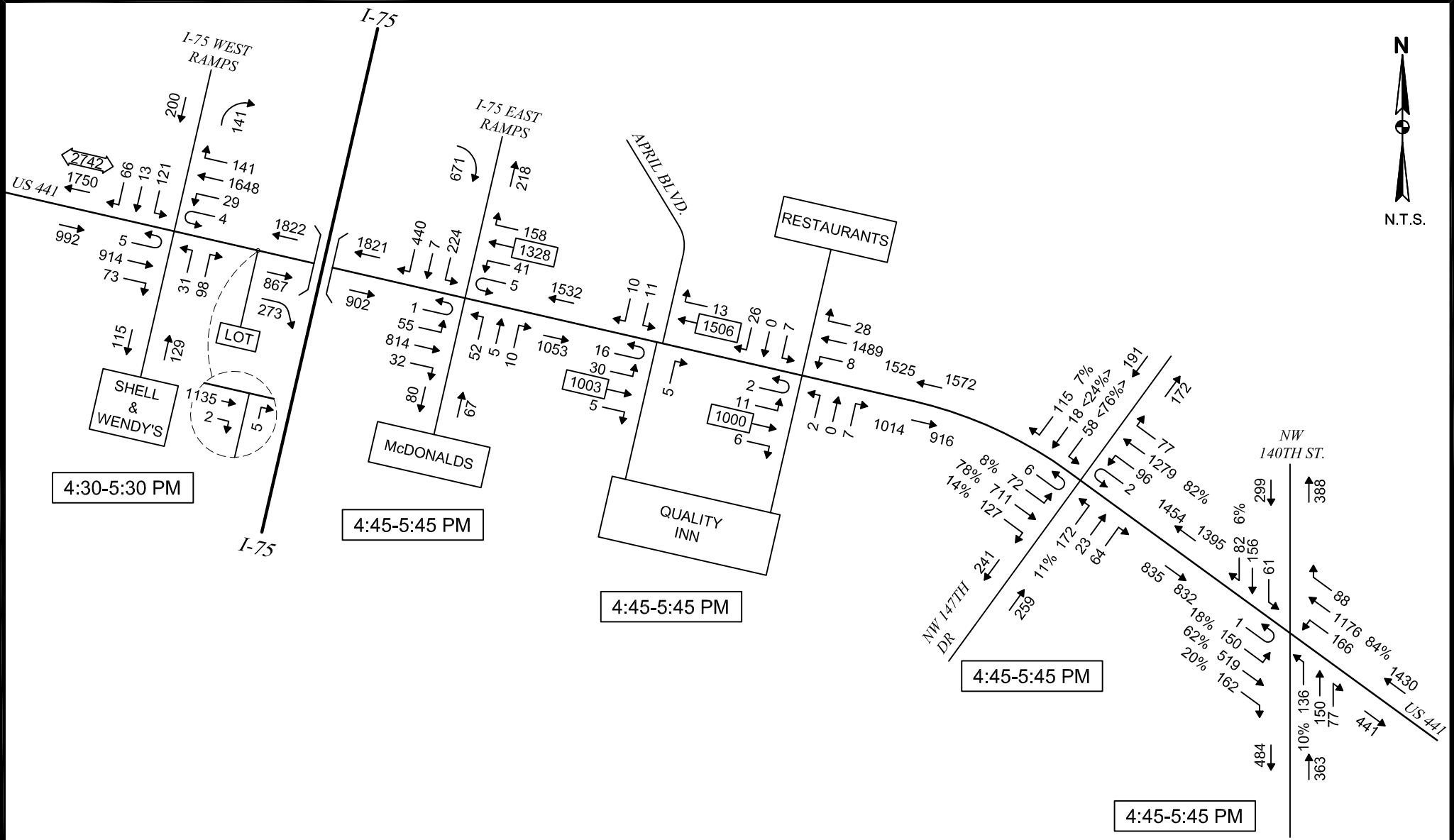


XXX = CALCULATED VALUE

Buckholz Traffic

FIGURE 3
 TRAFFIC COUNTS
 WEEKDAY AM PEAK HOUR

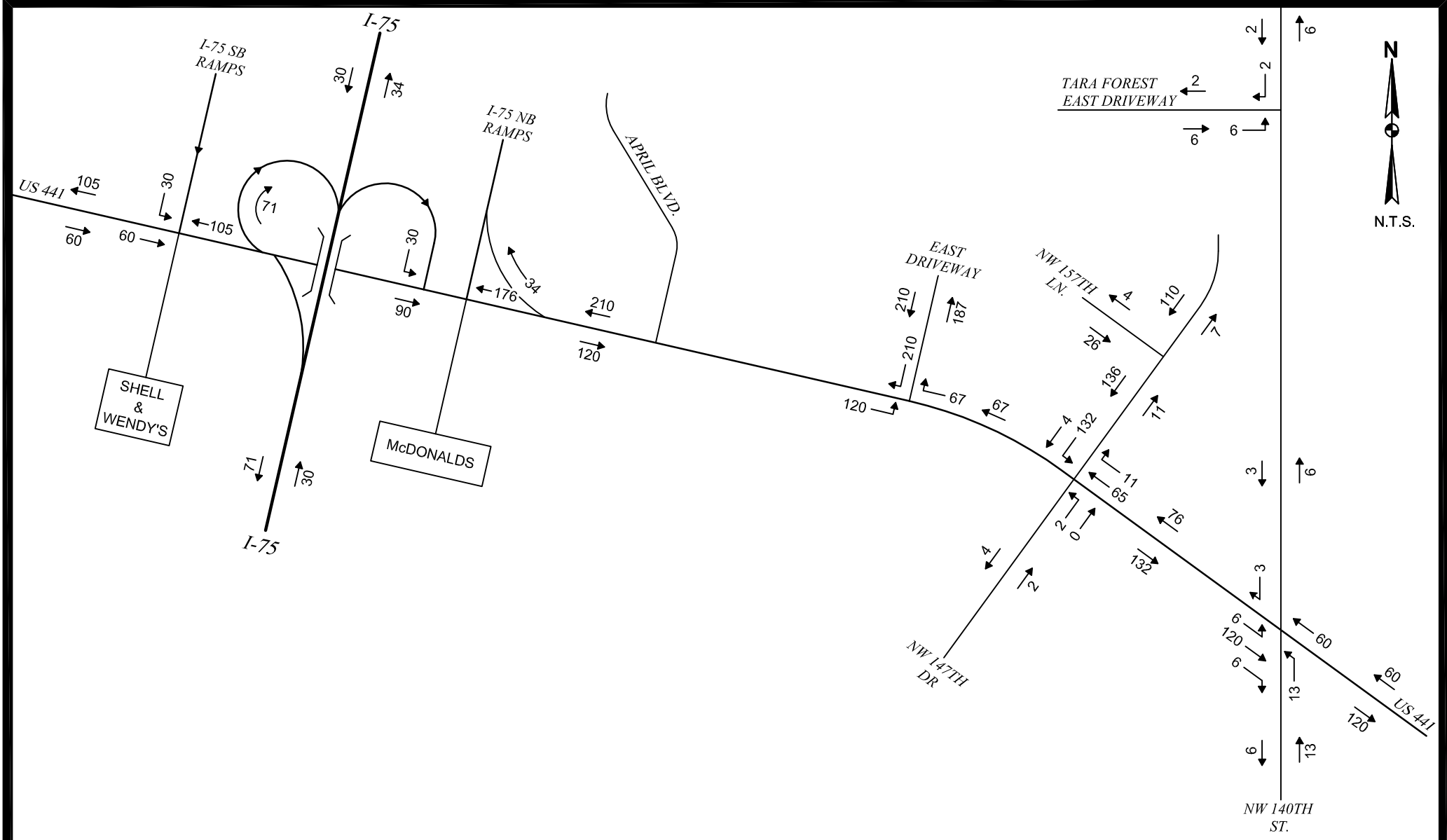




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Buckholz Traffic

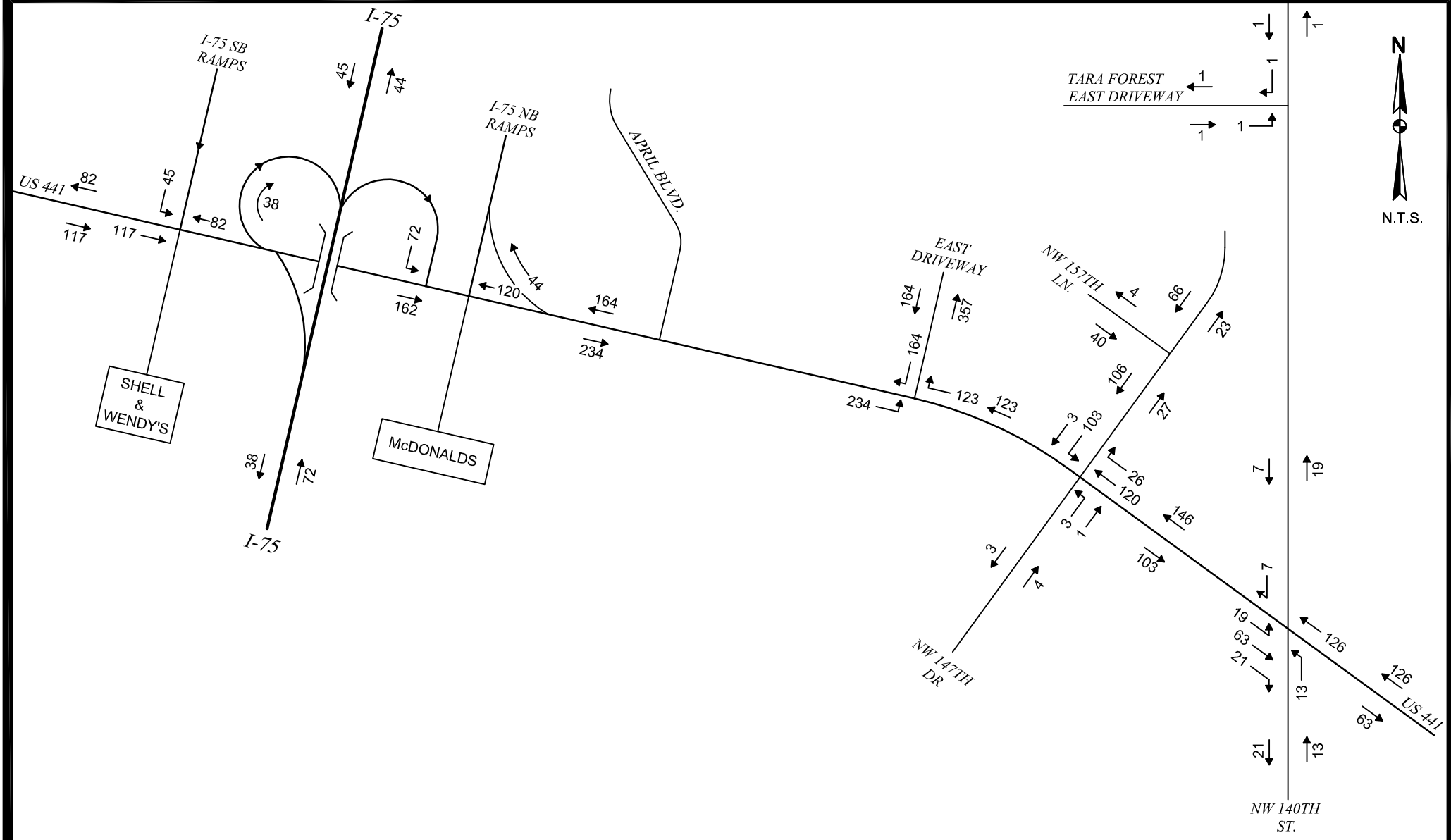
FIGURE 4
 TRAFFIC COUNTS
 WEEKDAY PM PEAK HOUR



Buckholz Traffic

FIGURE 5
SITE TRAFFIC
ASSIGNMENT
WEEKDAY AM PEAK HOUR

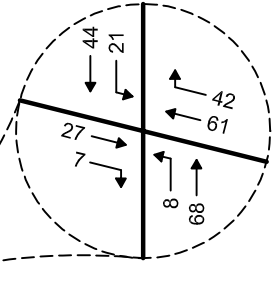
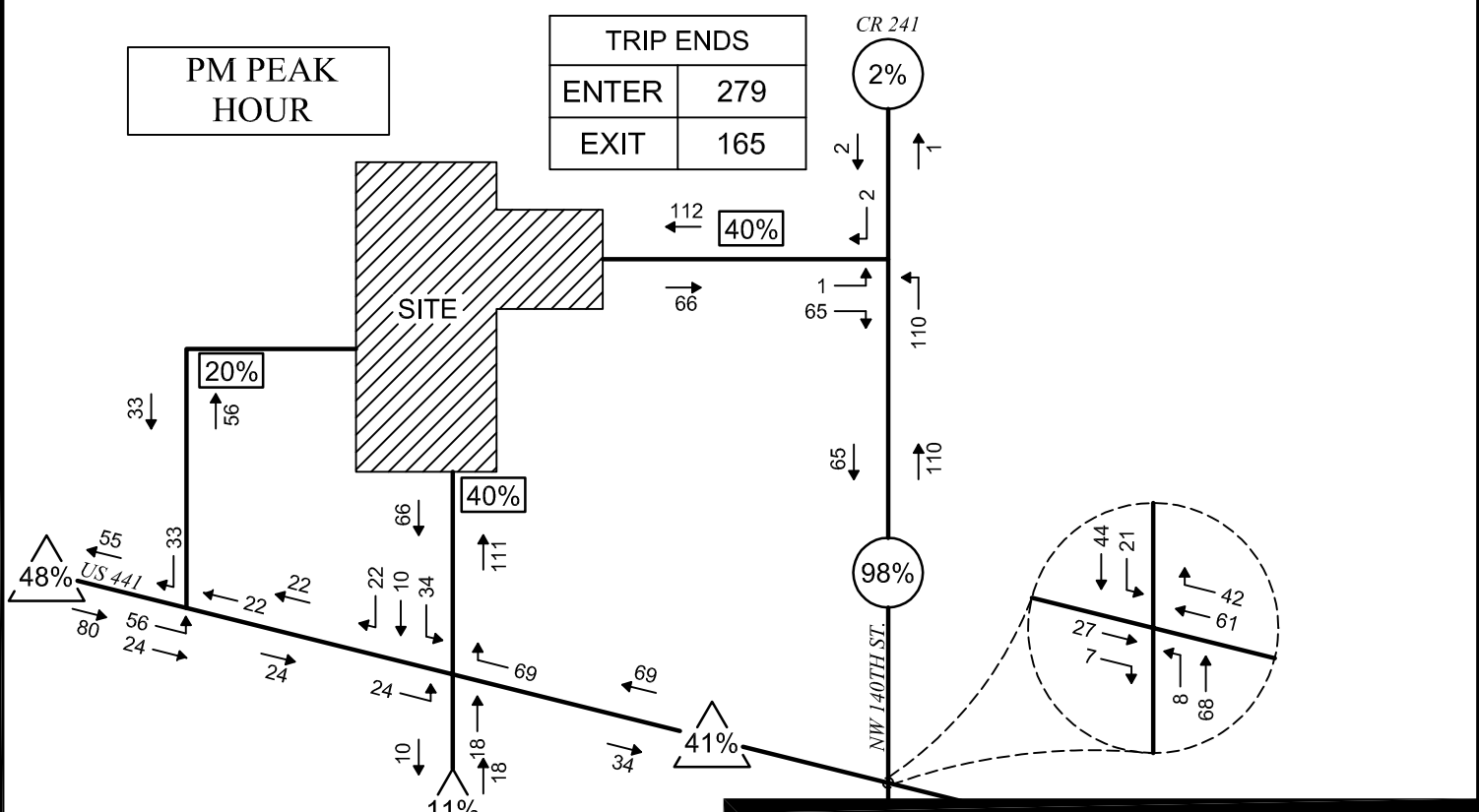
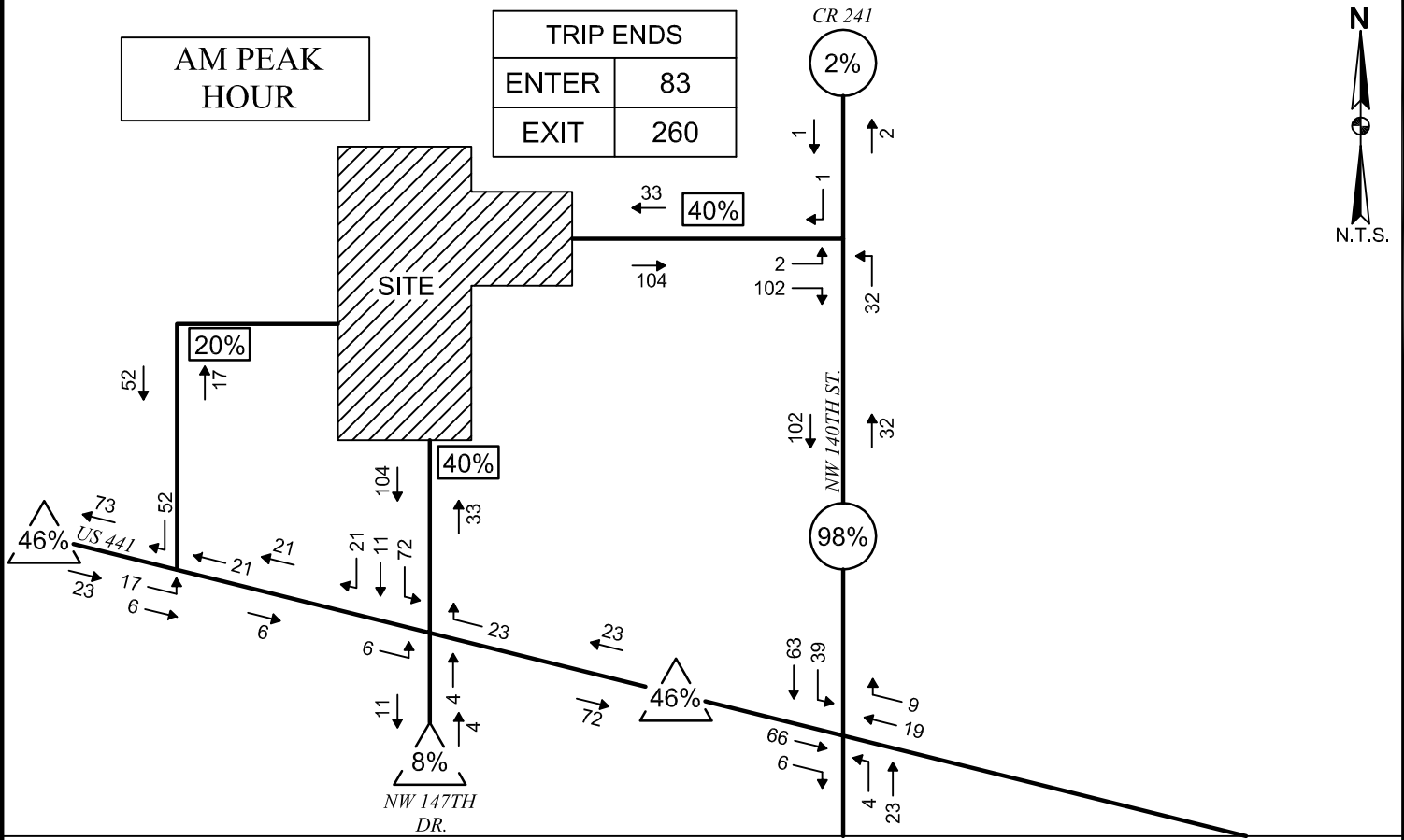




Buckholz Traffic

FIGURE 6
 SITE TRAFFIC ASSIGNMENT
 WEEKDAY PM PEAK HOUR





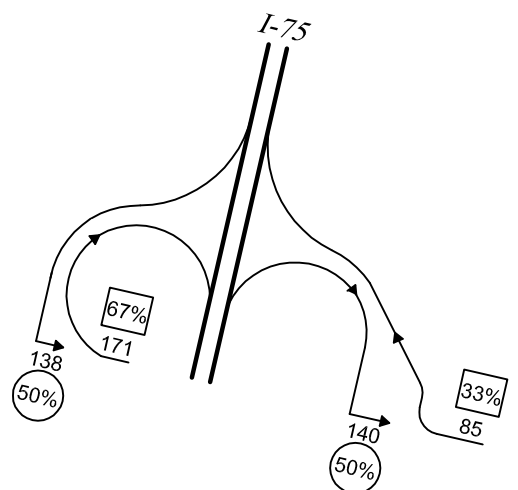
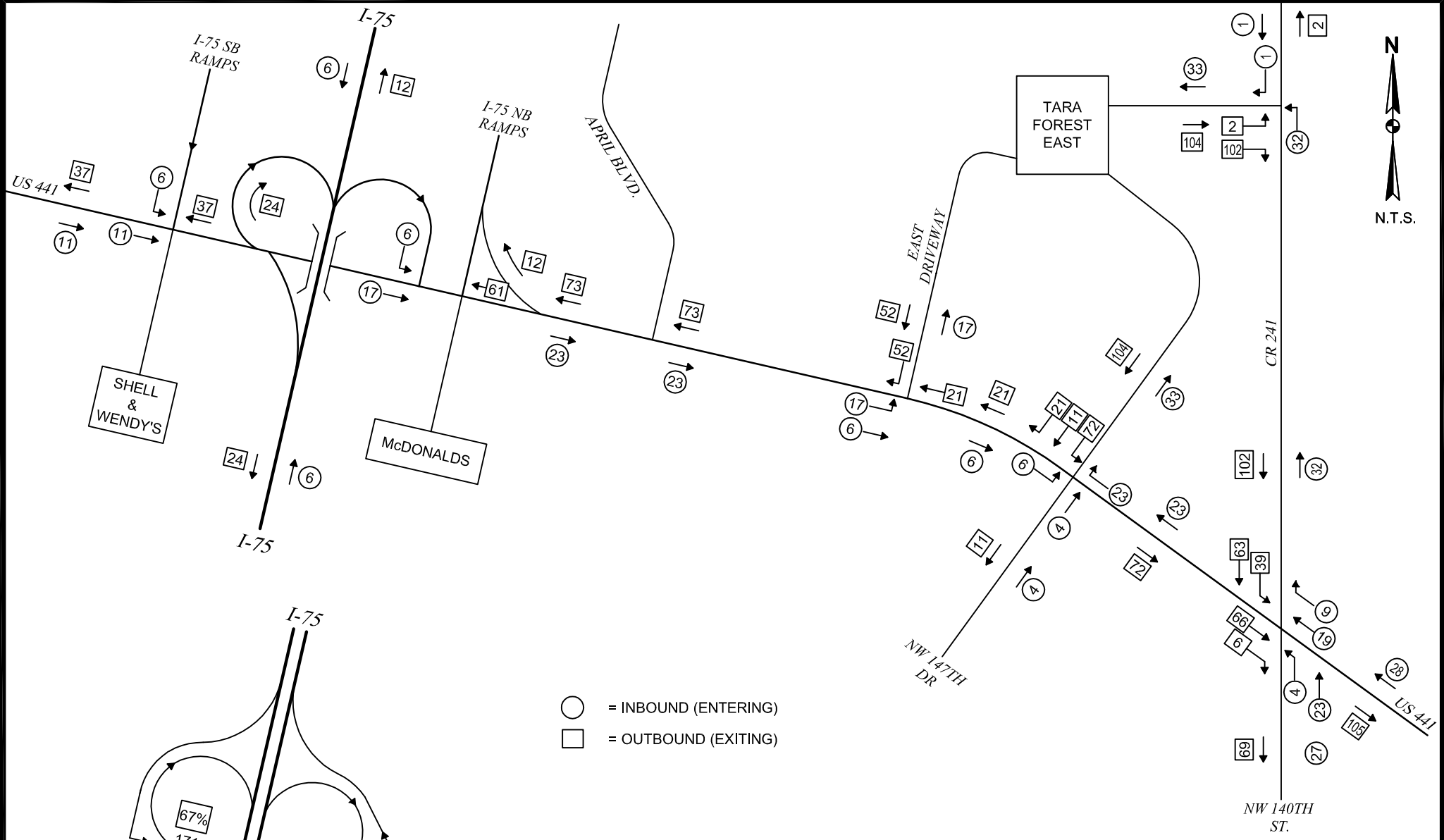
Buckholz Traffic

FIGURE 7

TARA FOREST
EAST TRAFFIC
ASSIGNMENT




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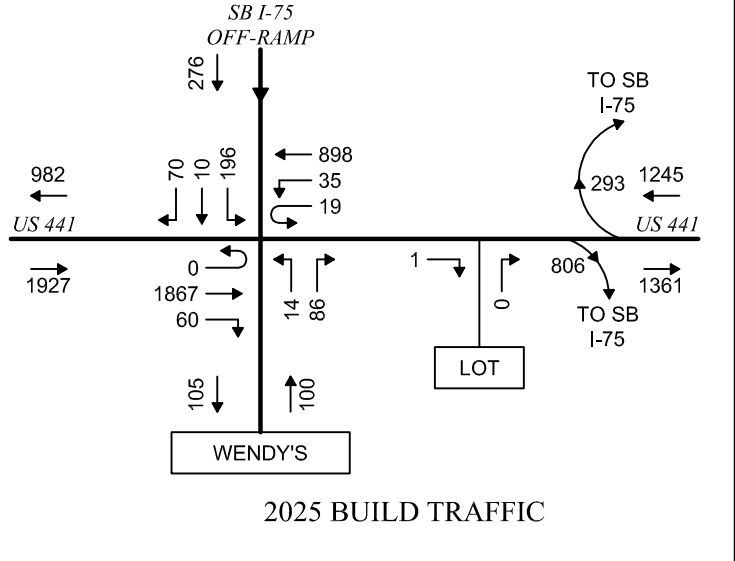
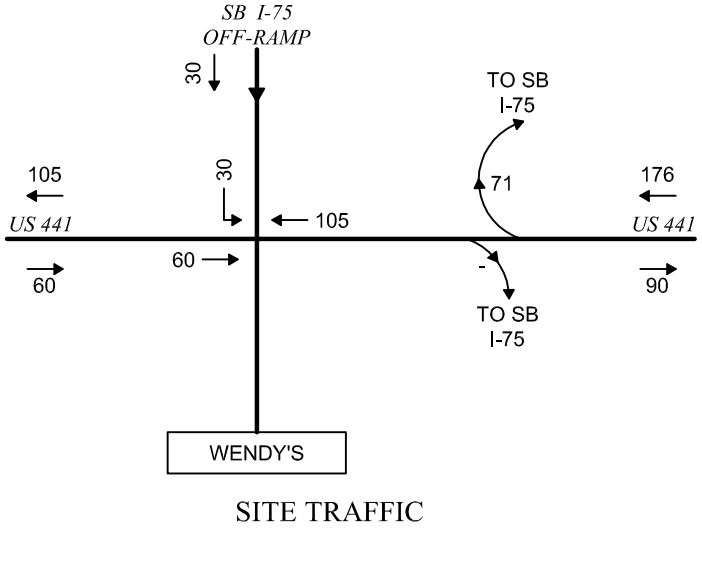
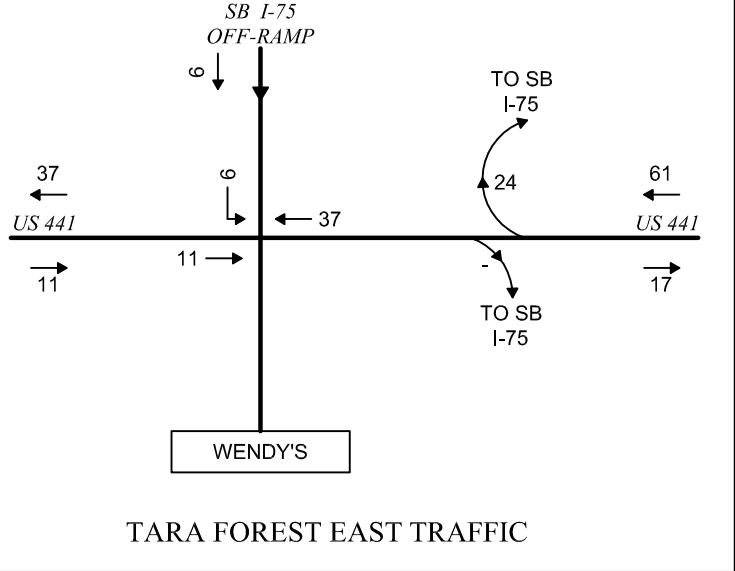
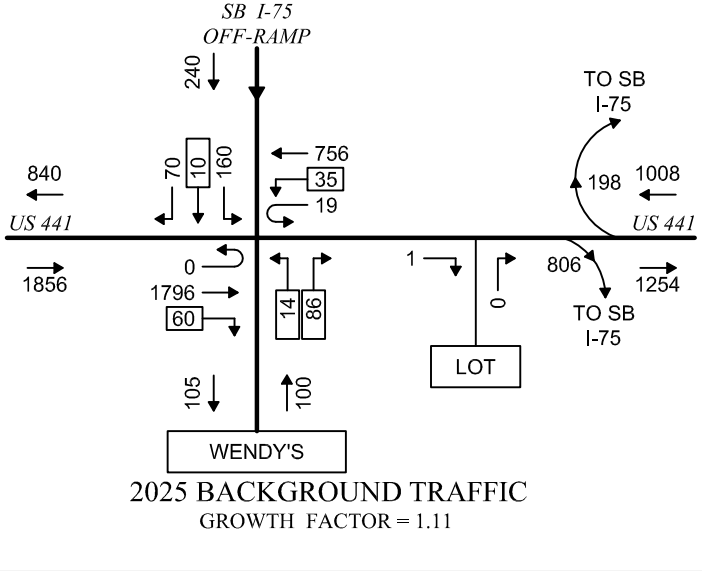
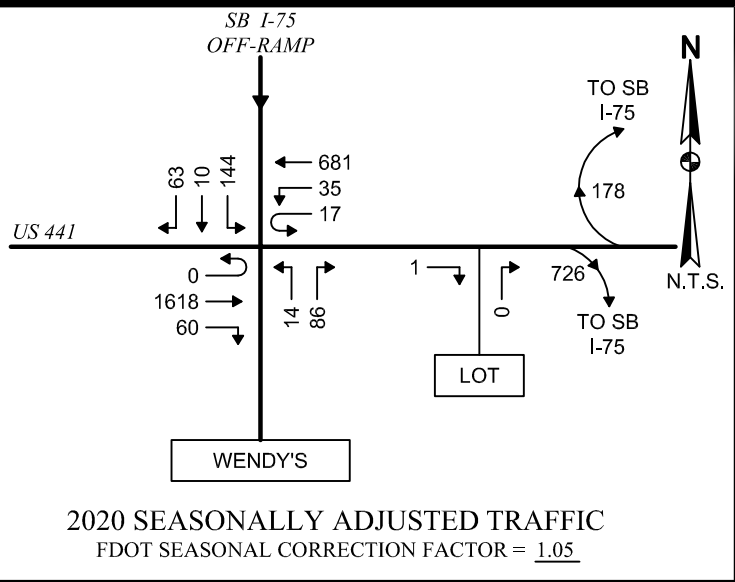
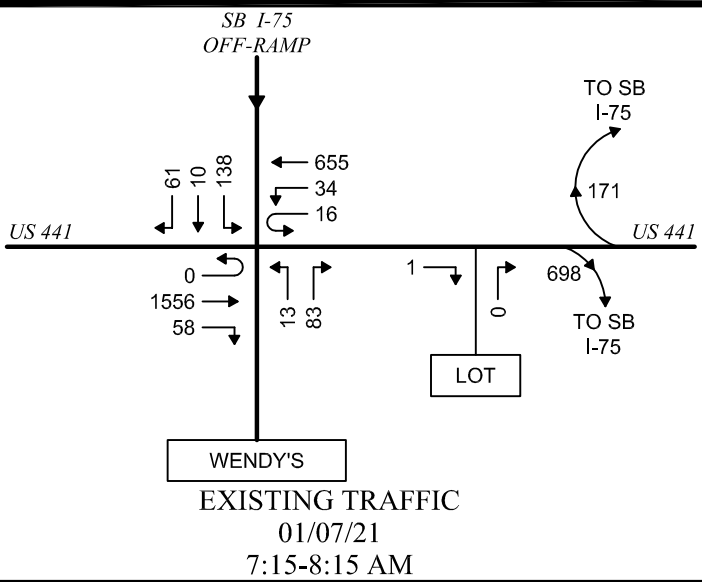
TRAFFIC COUNTS
(SEE FIGURE 3)

Buckholz Traffic

FIGURE 8
TARA FOREST EAST
TRAFFIC ASSIGNMENT
(I-75 AREA)



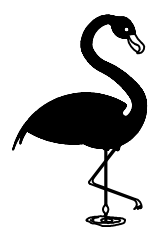
WEEKDAY AM PEAK HOUR



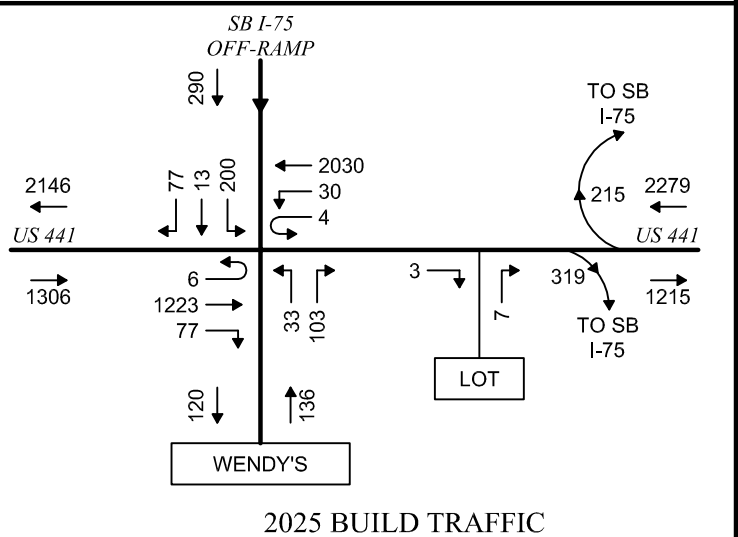
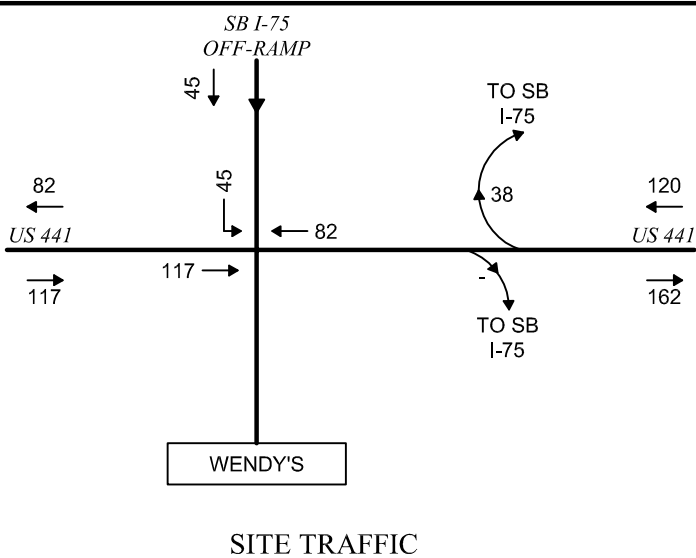
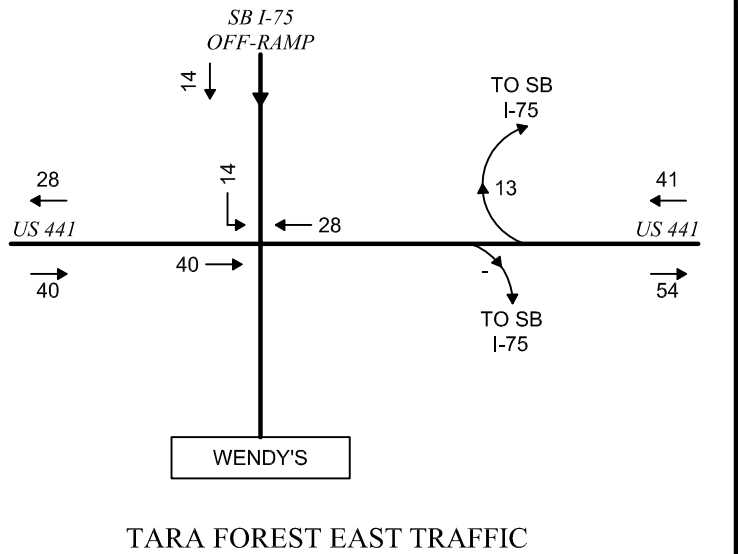
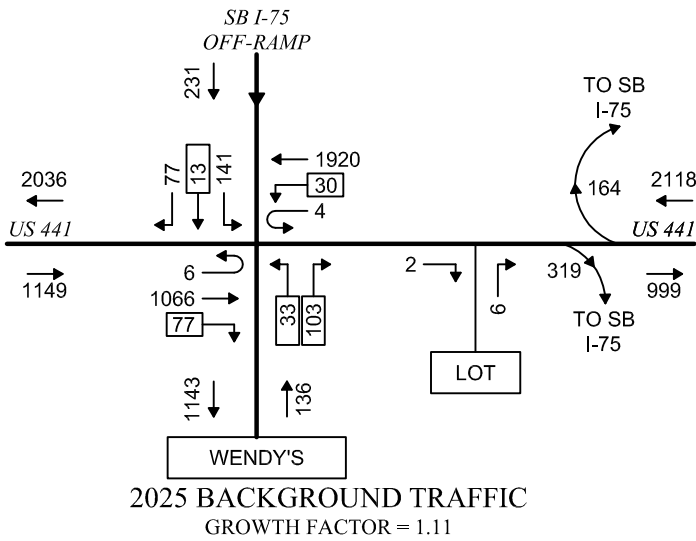
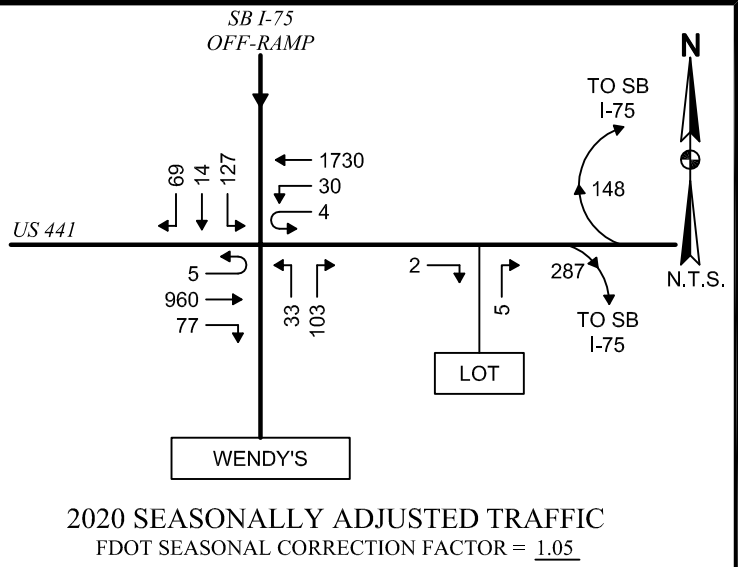
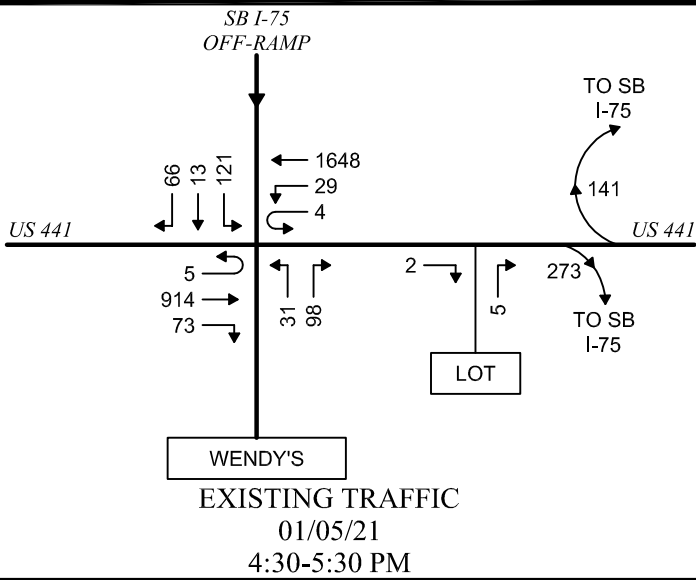
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Buckholz Traffic

FIGURE 10
2025 BUILD TRAFFIC
US 441 / I-75 WEST RAMPS
WEEKDAY AM PEAK HOUR



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☐ = GROWTH RATE NOT APPLIED

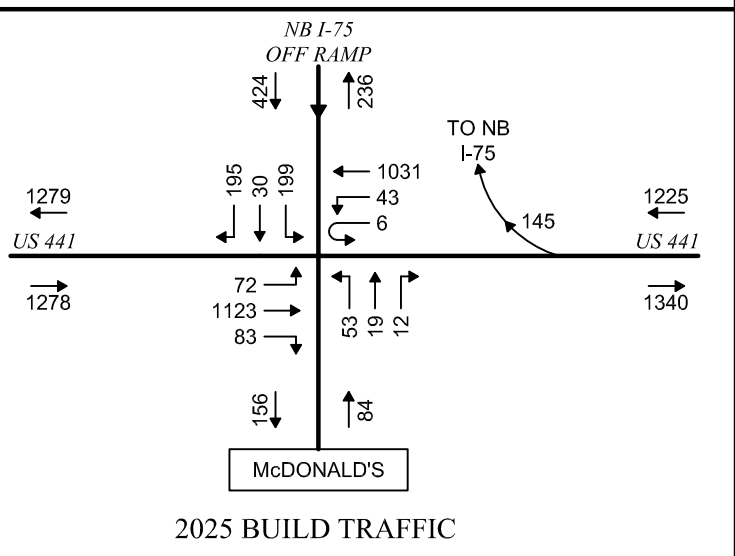
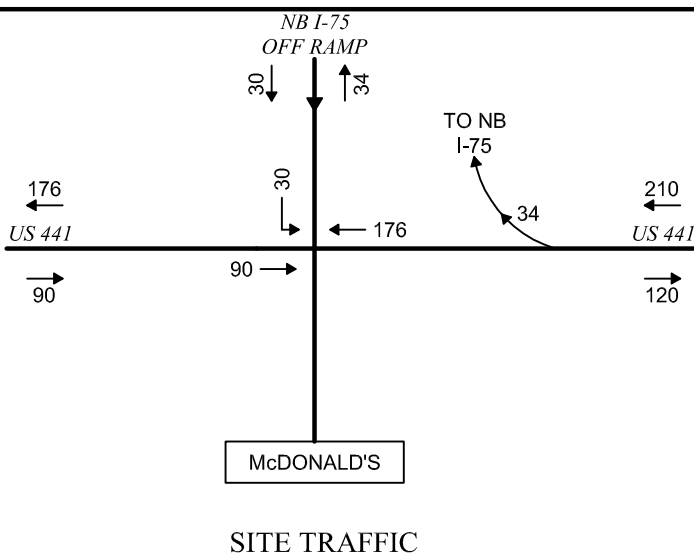
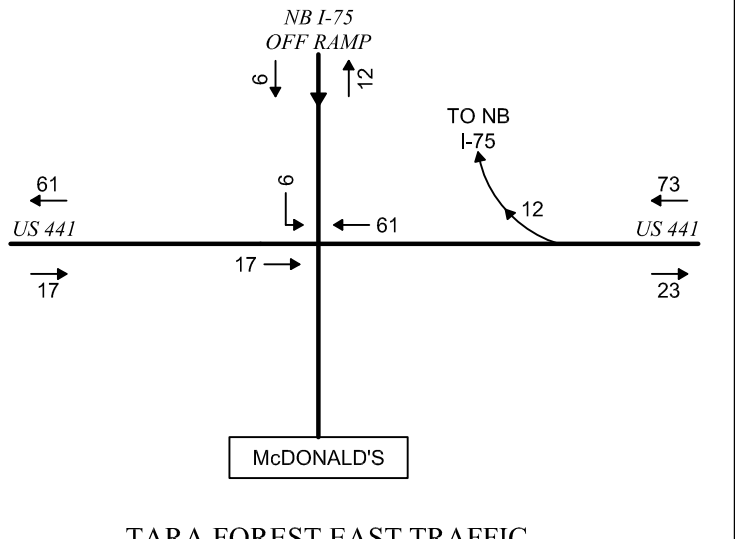
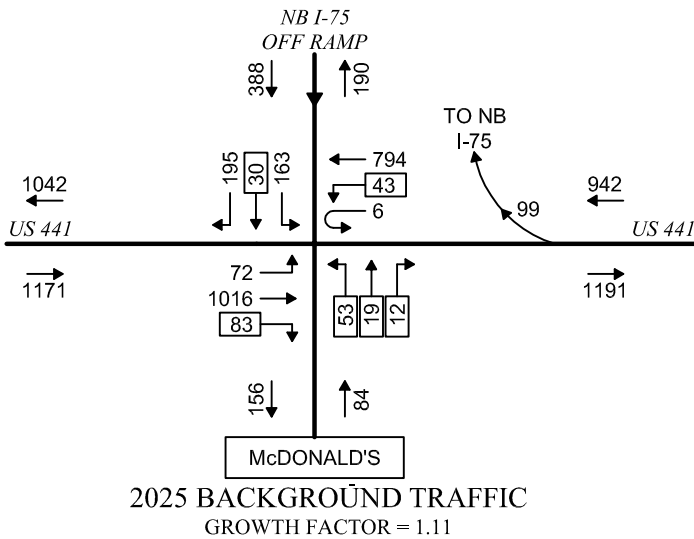
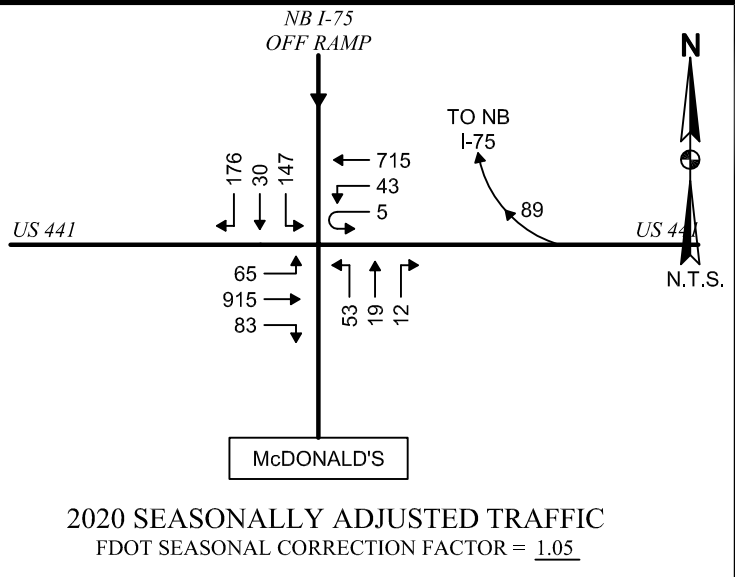
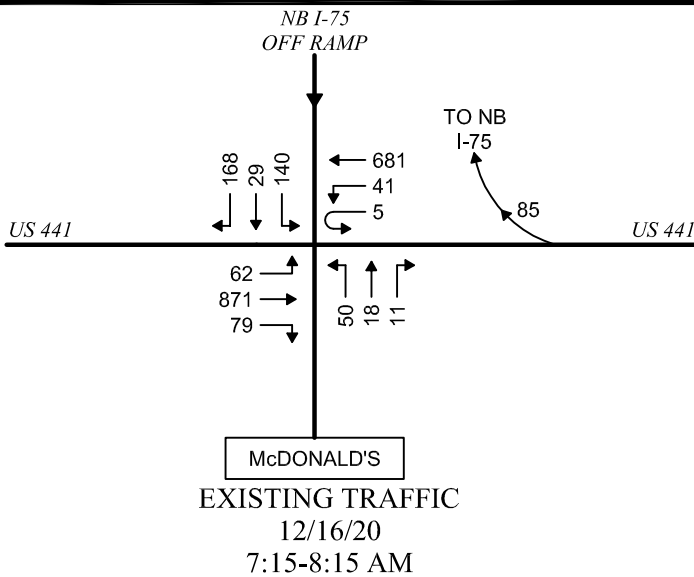
Buckholz Traffic

FIGURE 11

2025 BUILD TRAFFIC
US 441 / I-75 WEST RAMPS

WEEKDAY PM PEAK HOUR





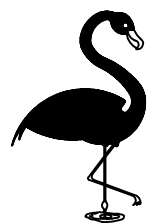
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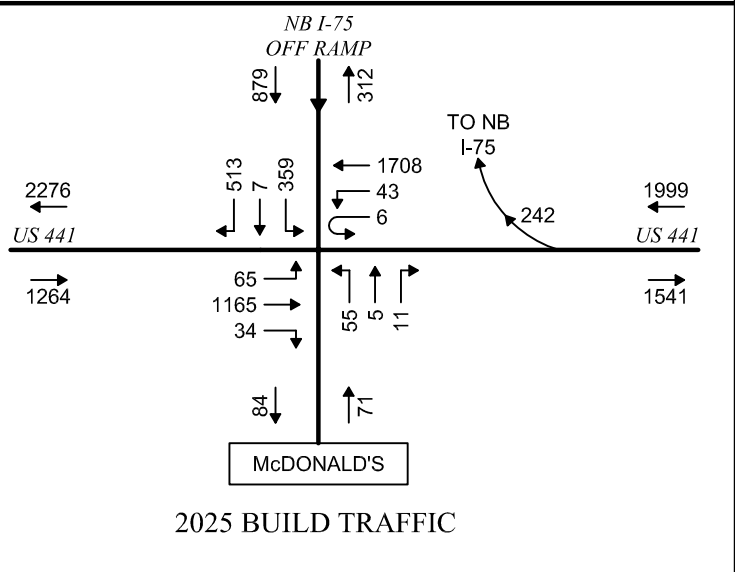
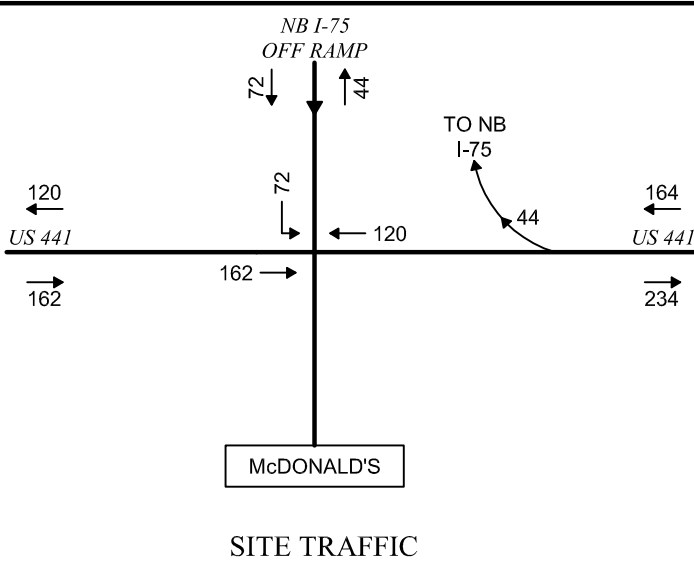
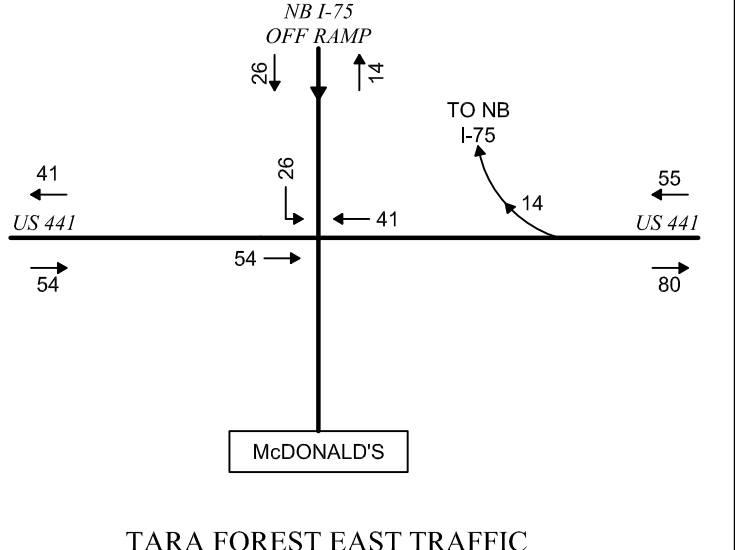
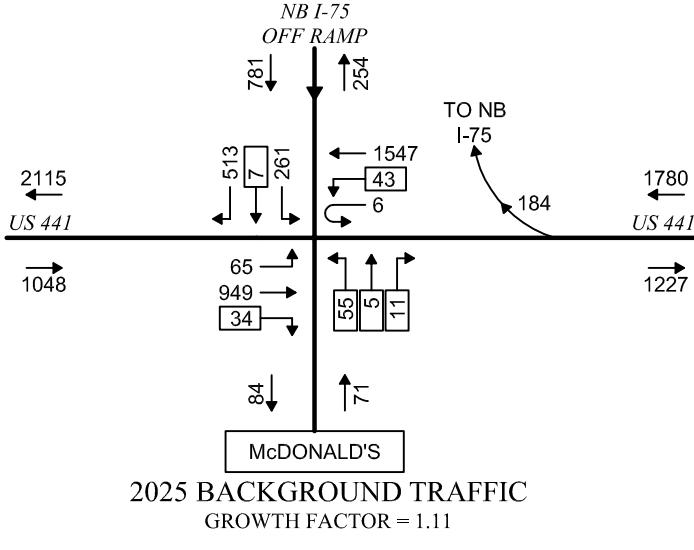
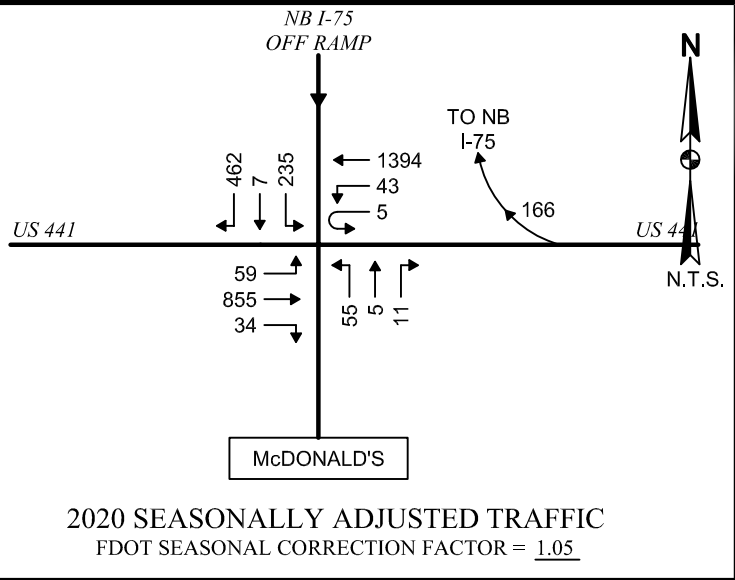
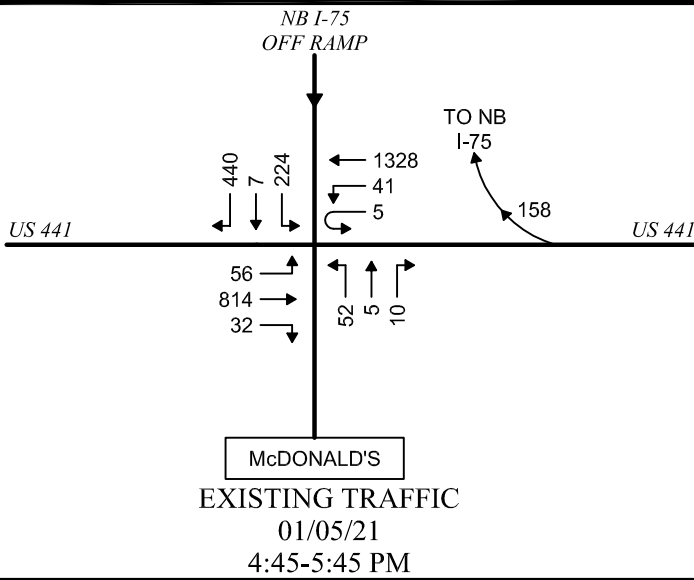
Buckholz Traffic

FIGURE 12

2025 BUILD TRAFFIC
US 441 / I-75 EAST RAMPS

WEEKDAY AM PEAK HOUR





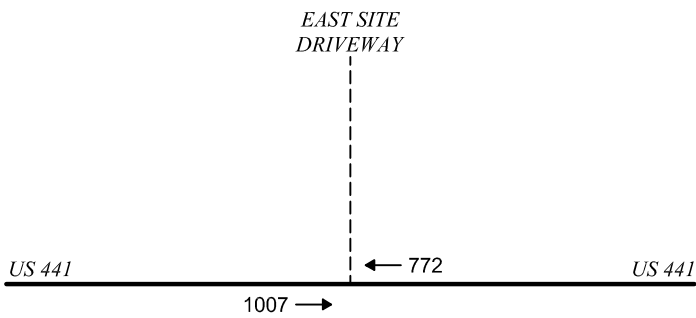
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Buckholz Traffic

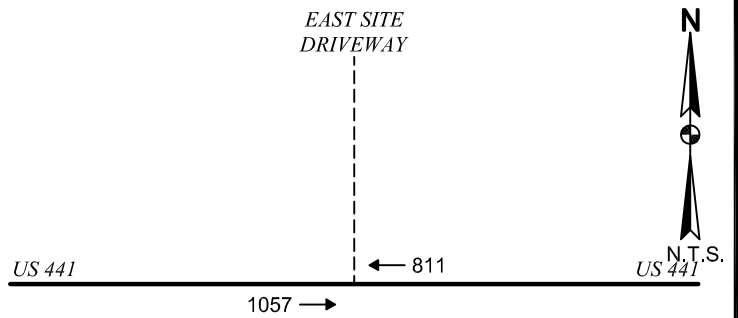
FIGURE 13
2025 BUILD TRAFFIC
US 441 / I-75 EAST RAMPS
WEEKDAY PM PEAK HOUR



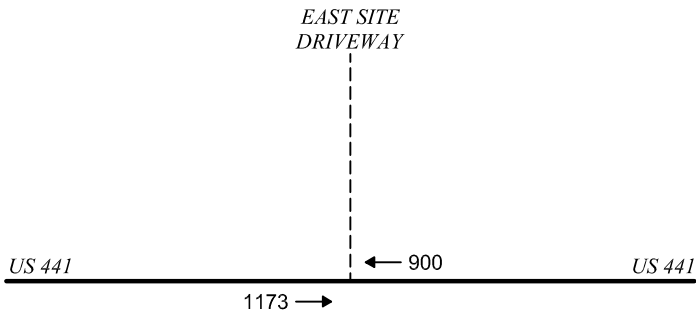
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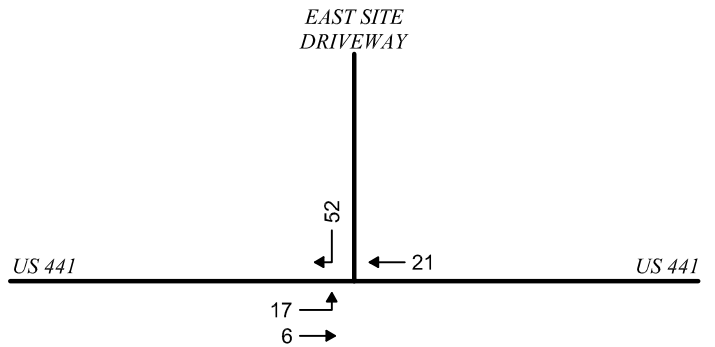
EXISTING TRAFFIC
12/18/20
7:30-8:30 AM



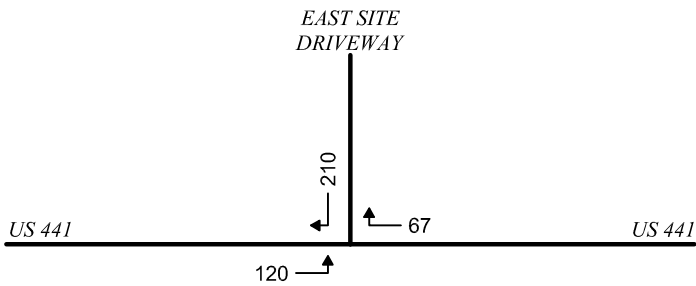
2020 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



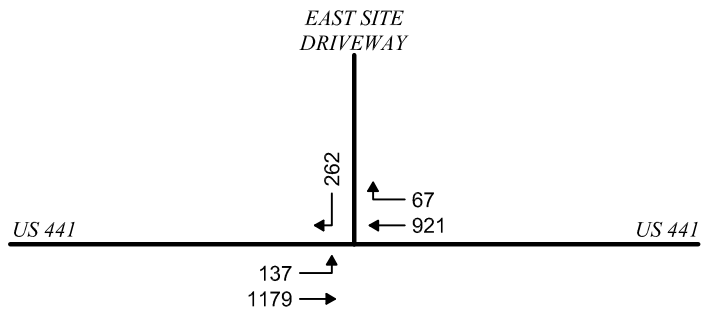
2025 BACKGROUND TRAFFIC
GROWTH FACTOR = 1.11



TARA FOREST EAST TRAFFIC



SITE TRAFFIC



2025 BUILD TRAFFIC

Buckholz Traffic

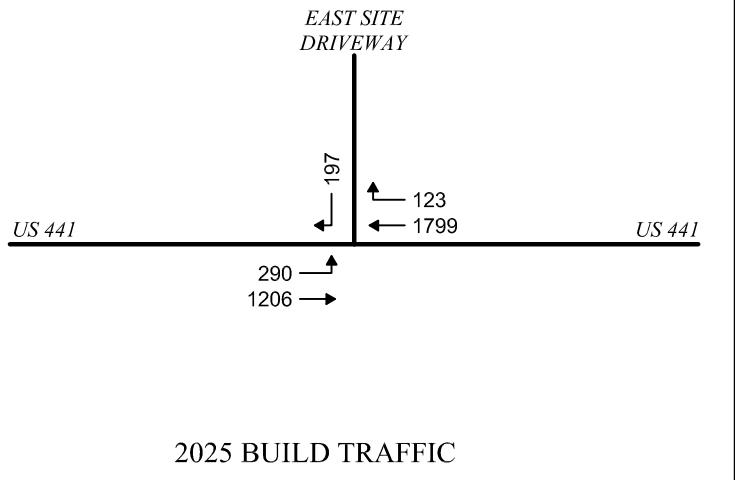
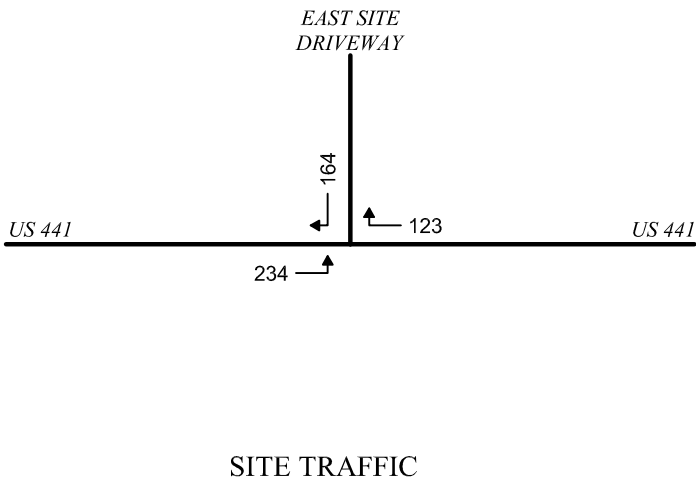
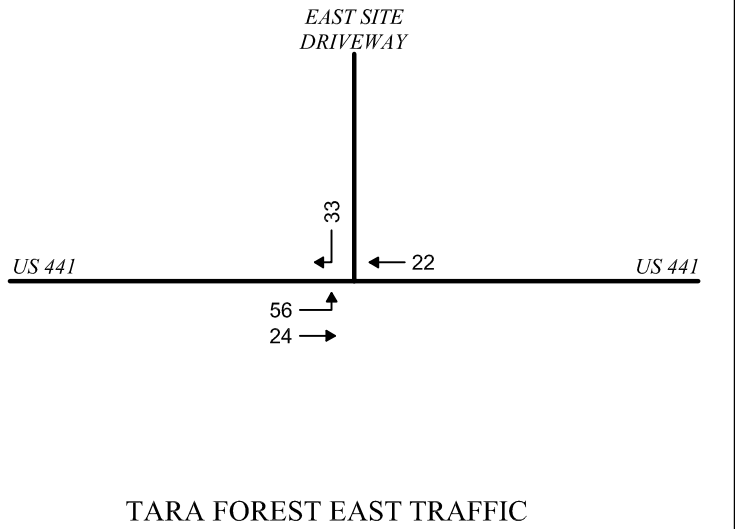
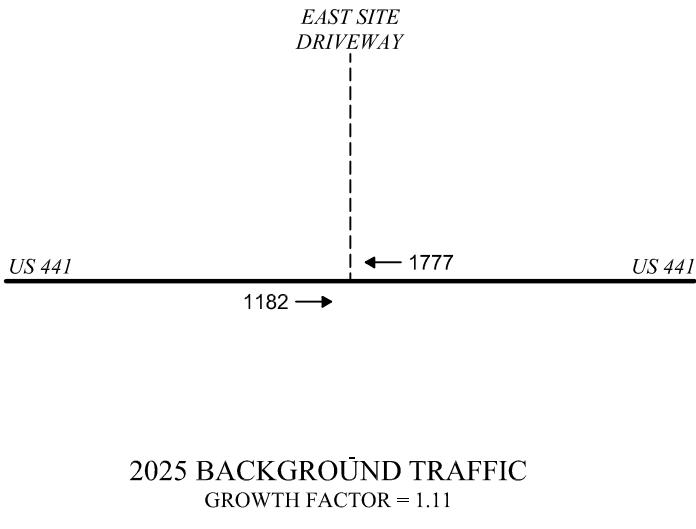
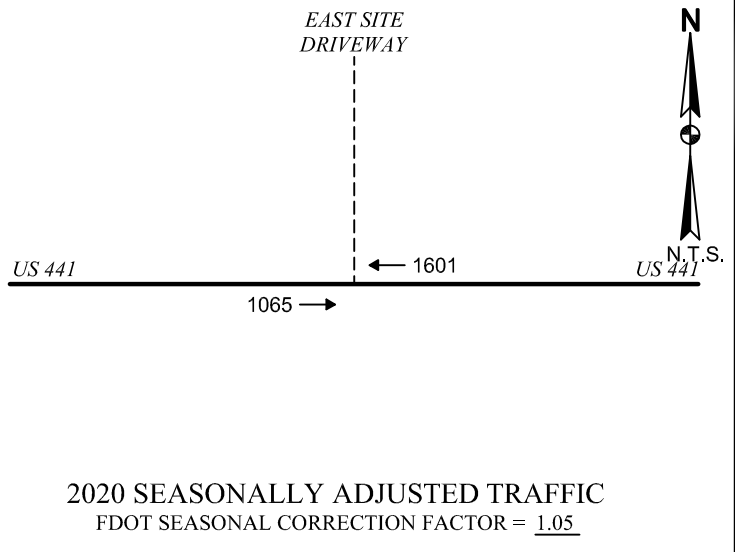
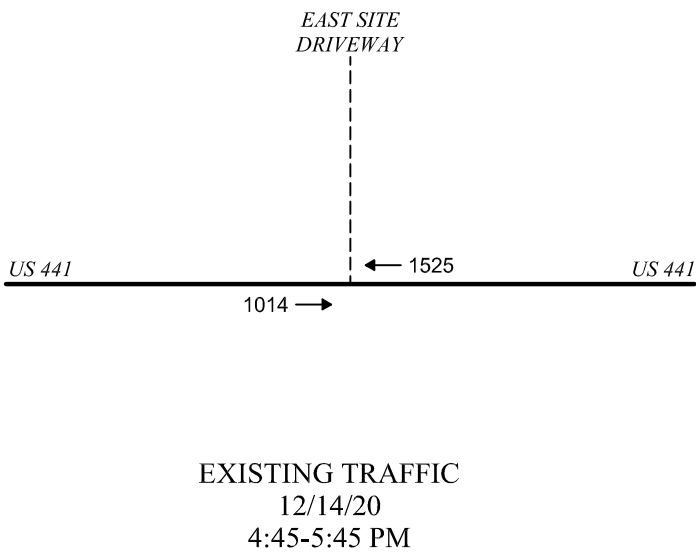
FIGURE 14

2025 BUILD TRAFFIC
US 441 / EAST DRIVEWAY

WEEKDAY AM PEAK HOUR



L:\2020\20-1654\CAD-3\FIG_15.dwg Date: 09-30-21 T: 17:58 By: AVDelacruz

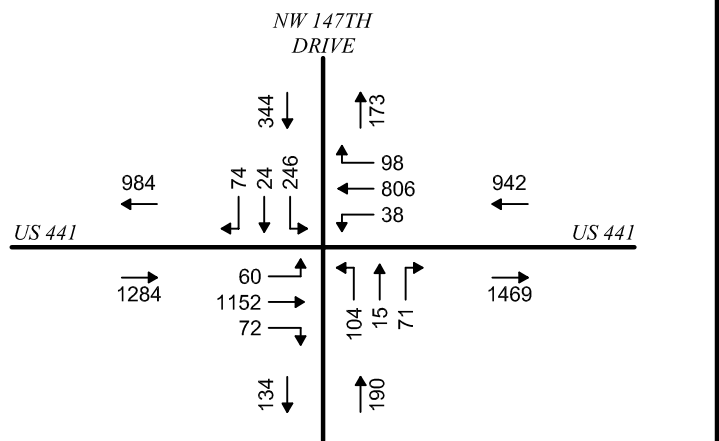
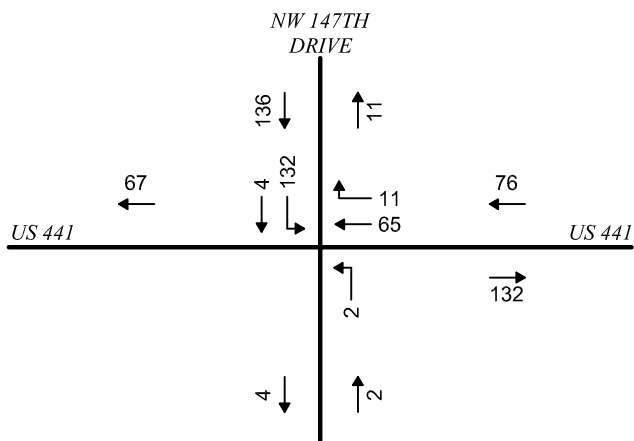
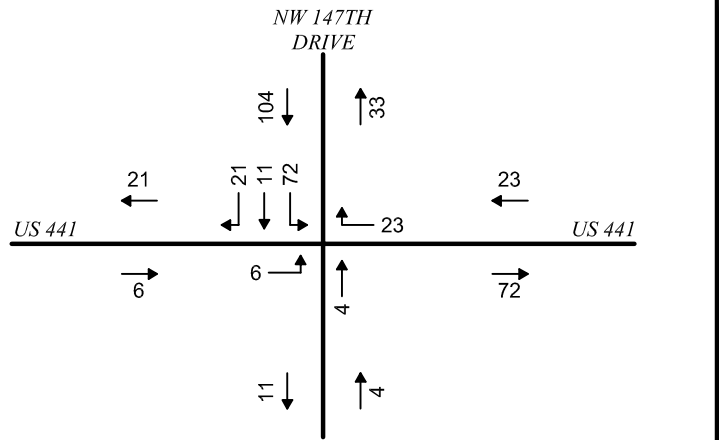
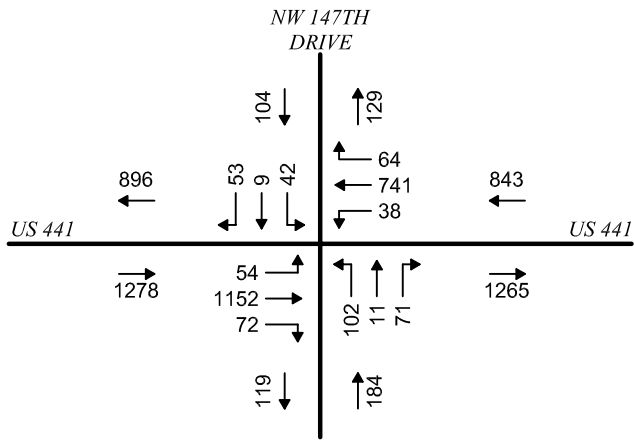
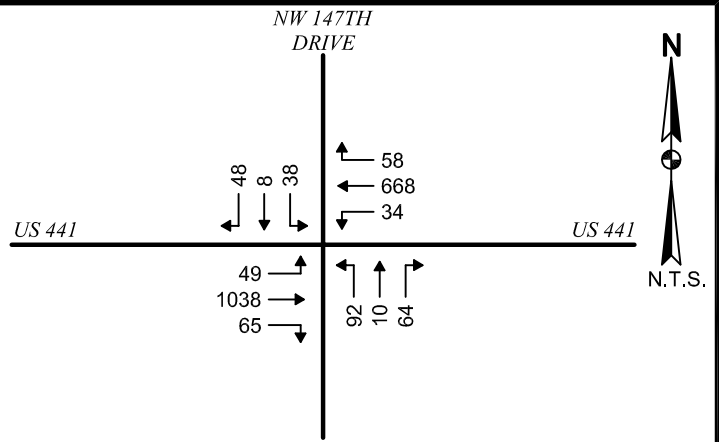
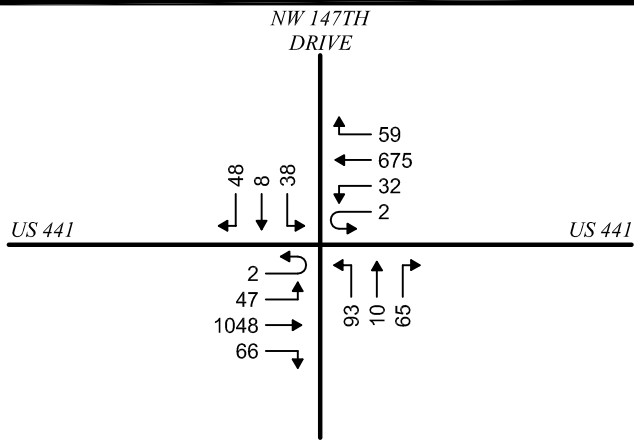


Buckholz Traffic

FIGURE 15
2025 BUILD TRAFFIC
US 441 / EAST DRIVEWAY
WEEKDAY PM PEAK HOUR



L:\2020\20-1654\CAD-3\FIG_16.dwg Date: 09-30-21 T: 17:60 By: AVDelacruz



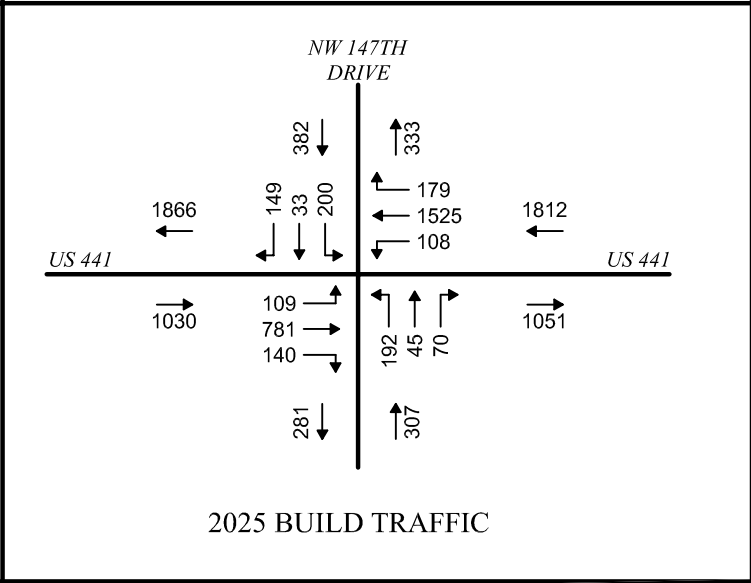
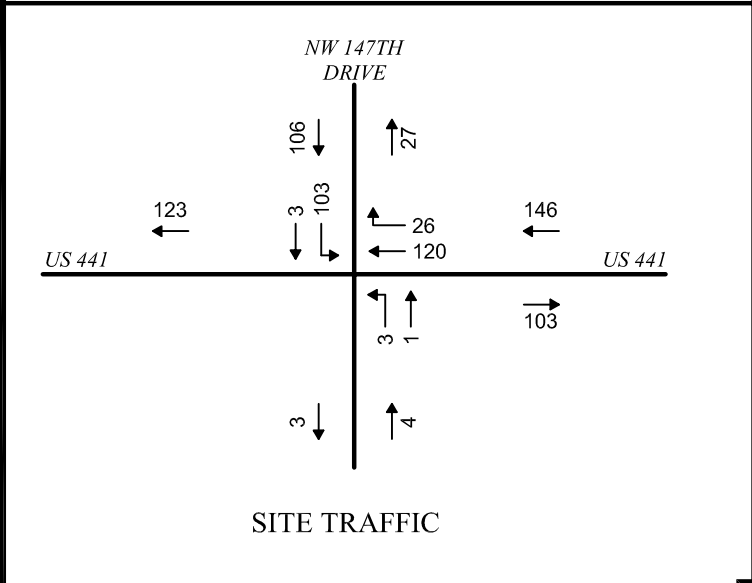
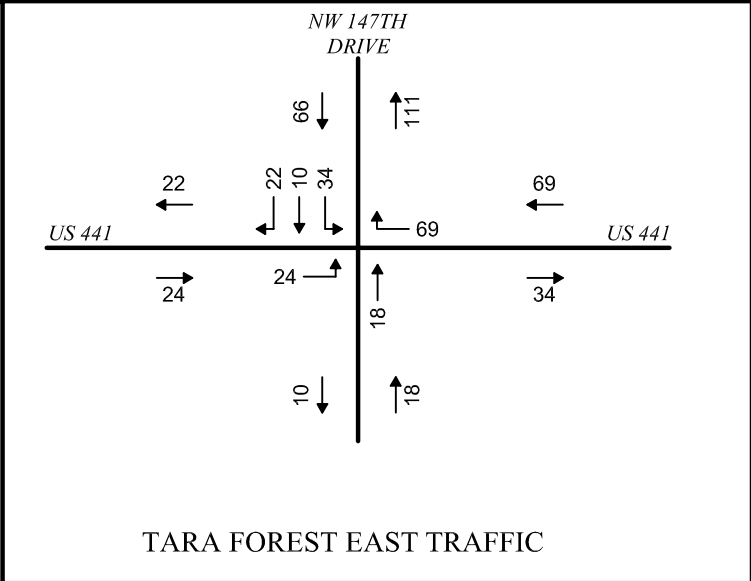
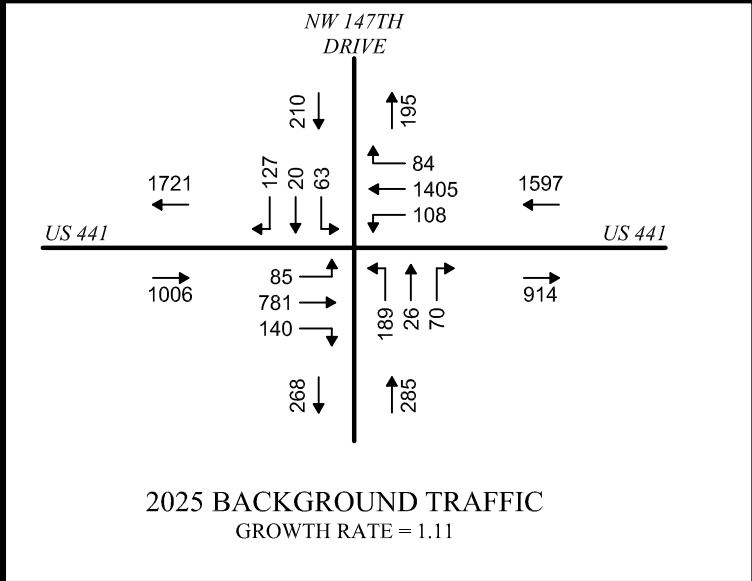
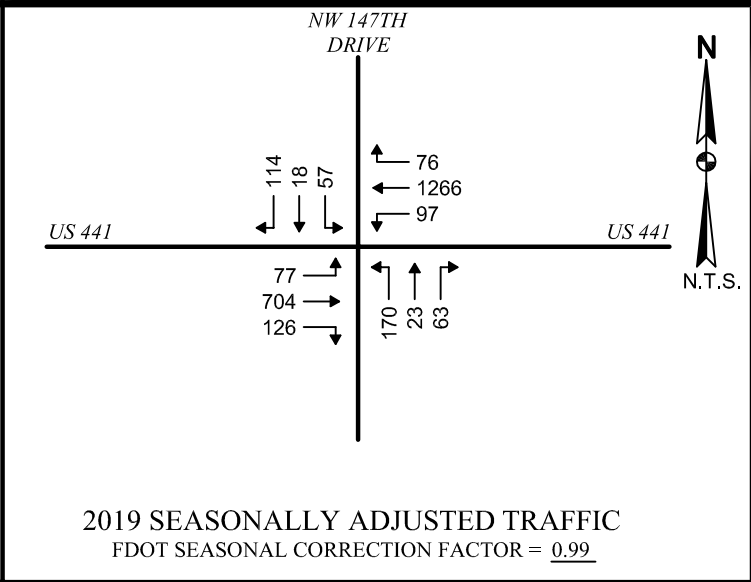
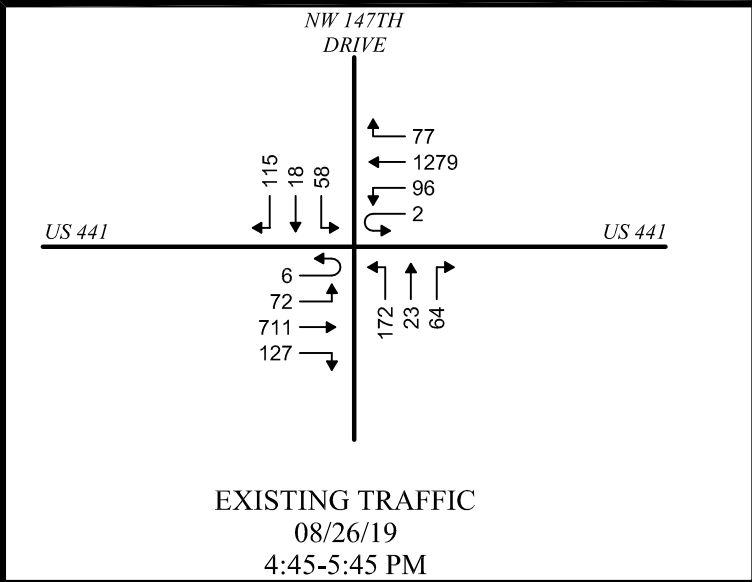
Buckholz Traffic

FIGURE 16

2025 BUILD TRAFFIC
US 441 / NW 147TH DRIVE

WEEKDAY AM PEAK HOUR

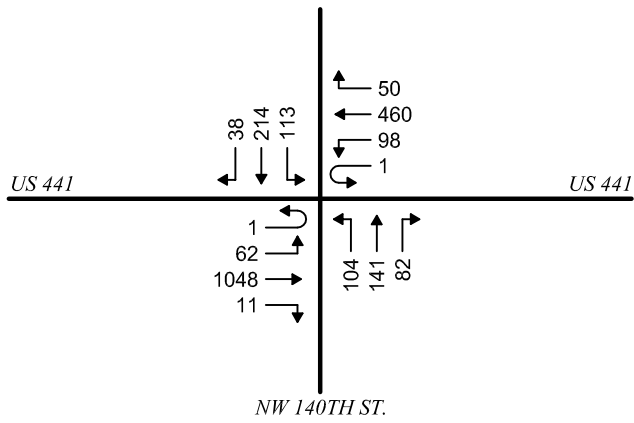




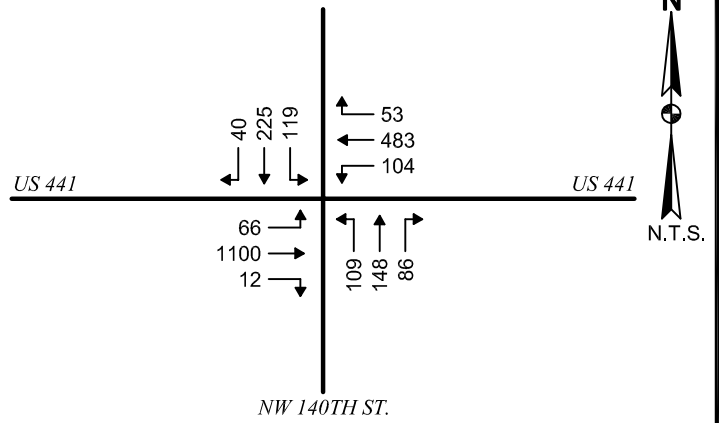
Buckholz Traffic

FIGURE 17
2025 BUILD TRAFFIC
US 441 / NW 147TH DRIVE
WEEKDAY PM PEAK HOUR

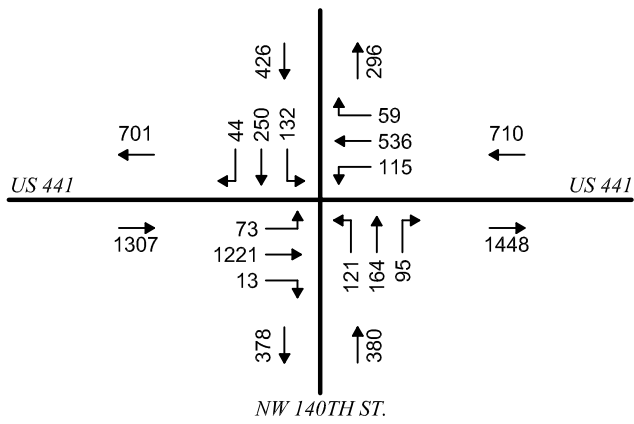




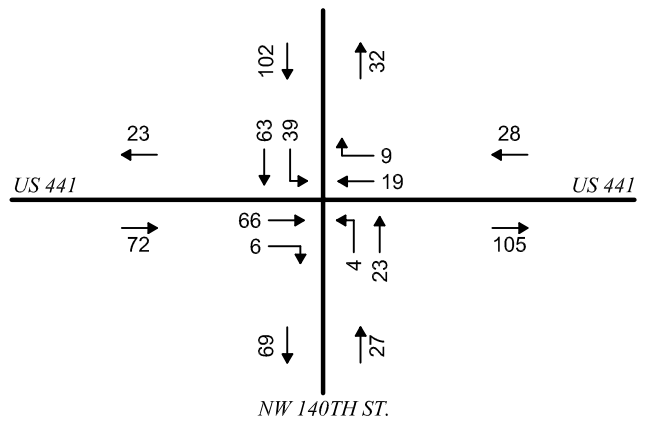
EXISTING TRAFFIC
12/11/19
7:15-8:15 AM



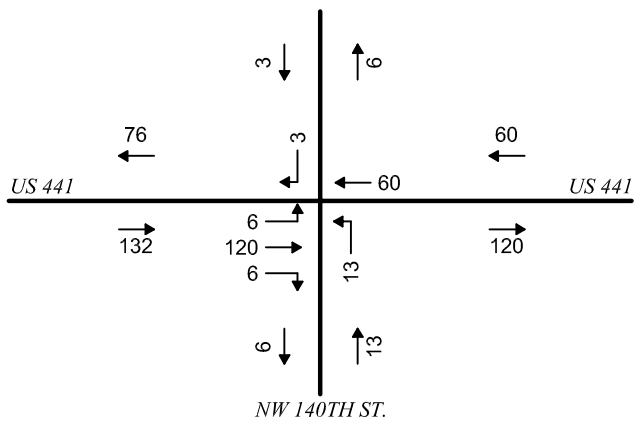
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



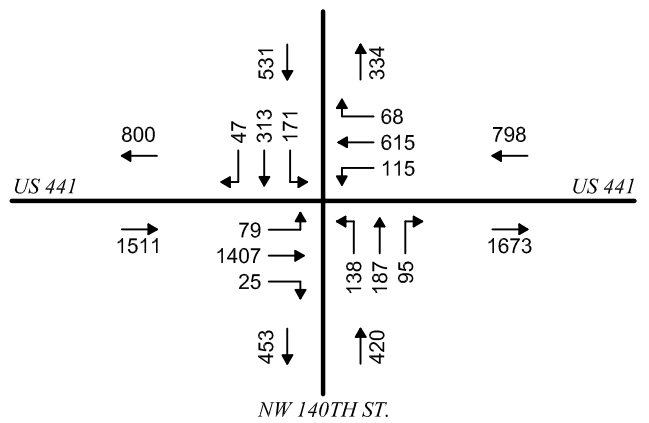
2025 BACKGROUND TRAFFIC
GROWTH FACTOR = 1.11



TARA FOREST EAST TRAFFIC



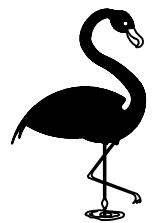
SITE TRAFFIC



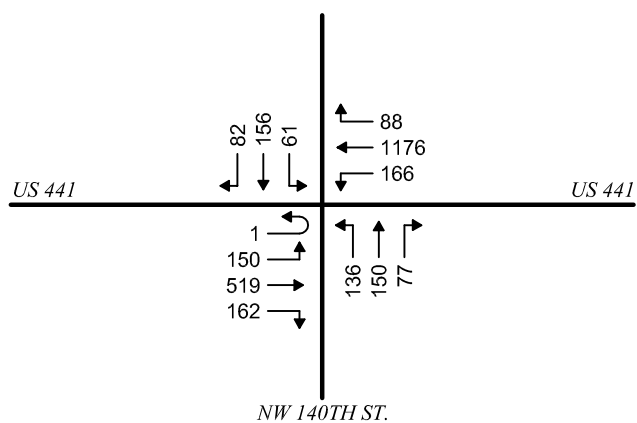
2025 BUILD TRAFFIC

Buckholz Traffic

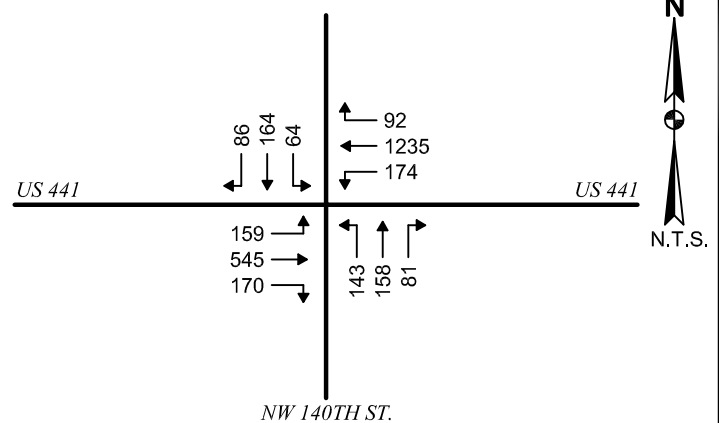
FIGURE 18
2025 BUILD TRAFFIC
US 441 / NW 140TH STREET
WEEKDAY AM PEAK HOUR



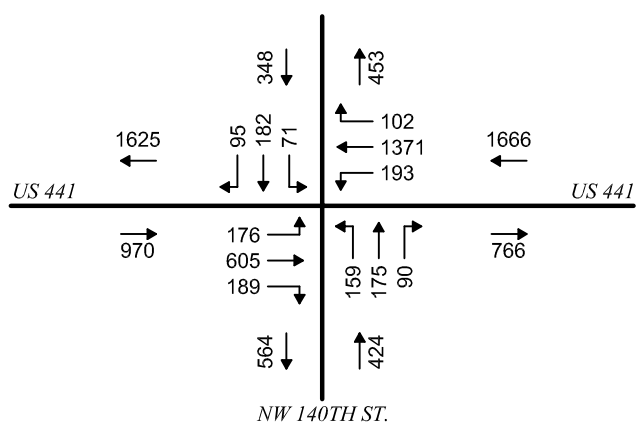
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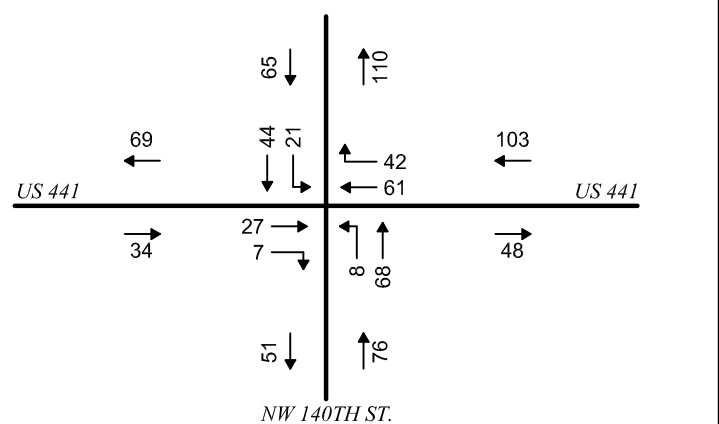
EXISTING TRAFFIC
12/09/19
4:45-5:45 PM



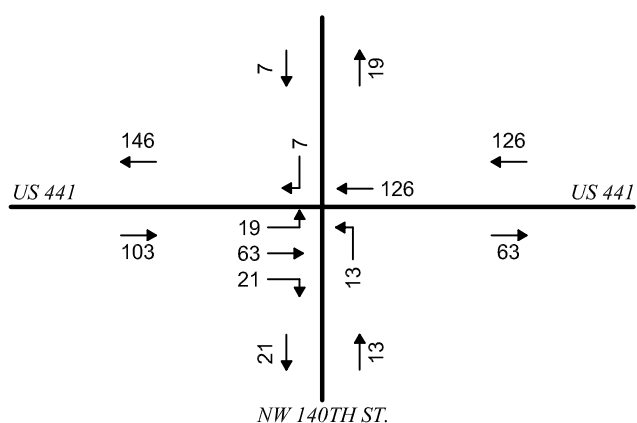
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



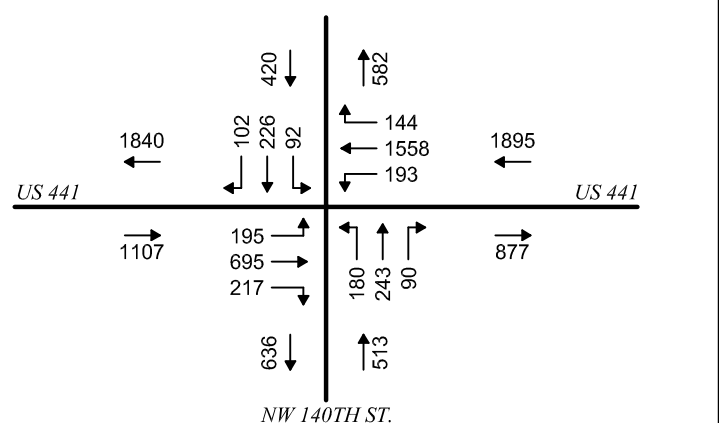
2025 BACKGROUND TRAFFIC
GROWTH FACTOR = 1.11



TARA FOREST EAST TRAFFIC



SITE TRAFFIC



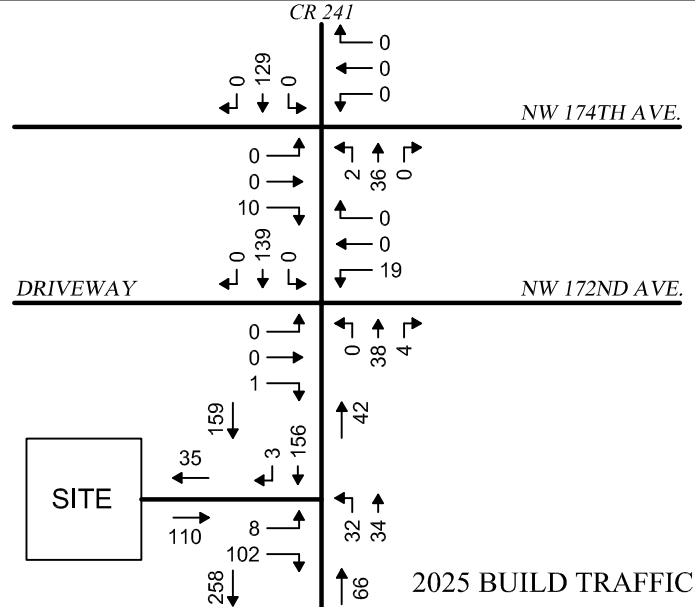
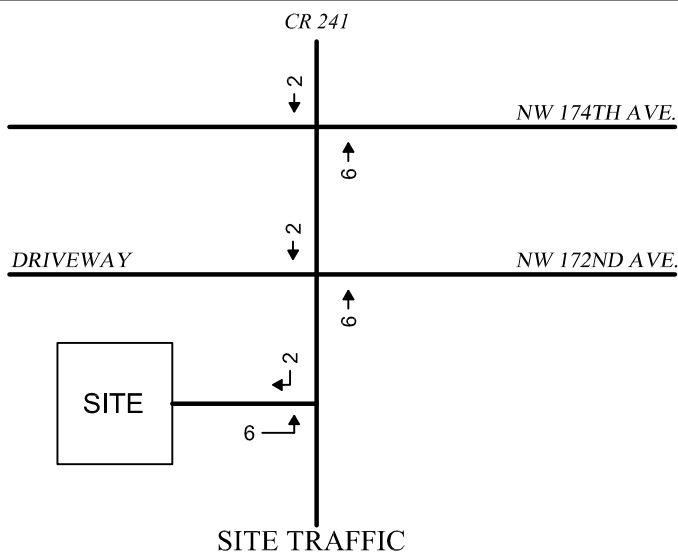
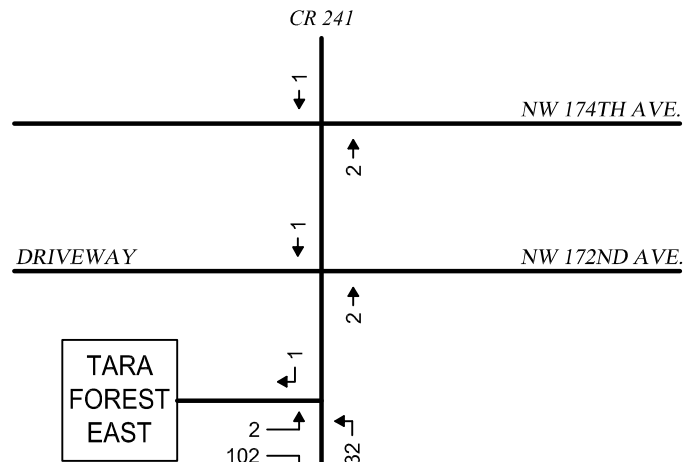
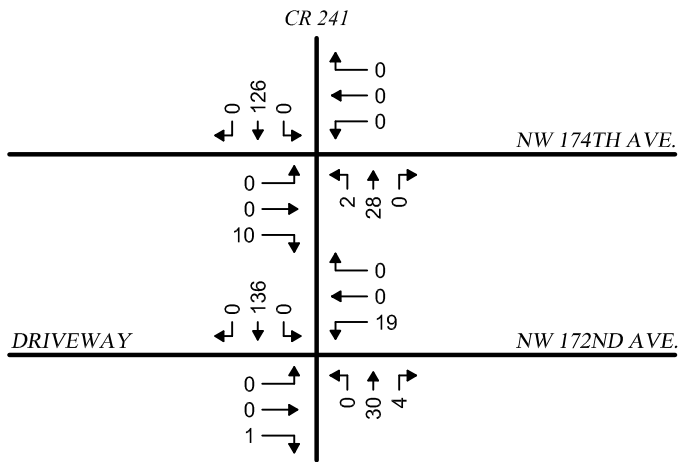
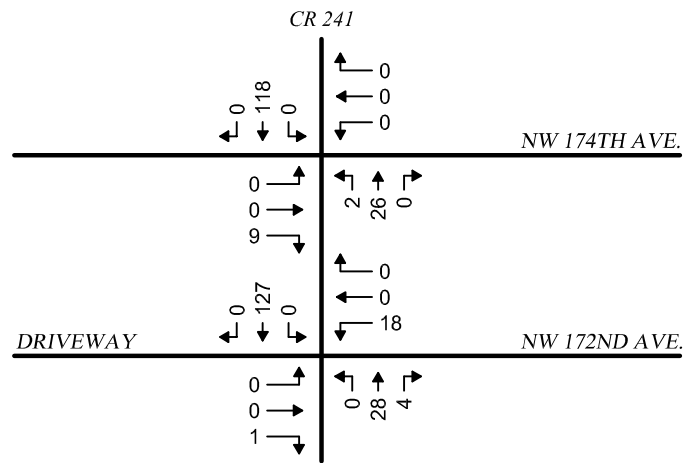
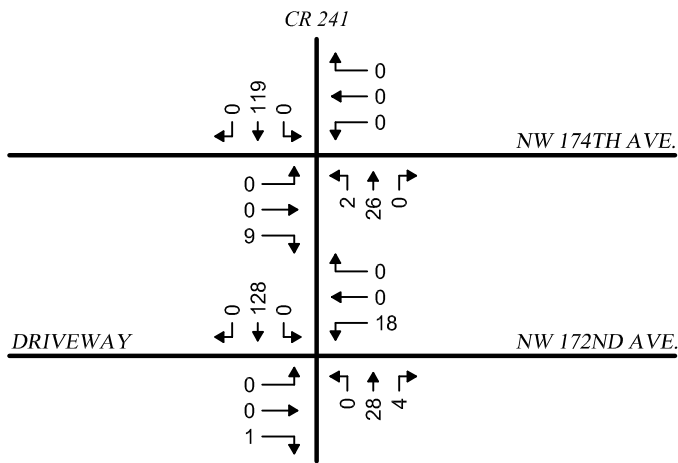
2025 BUILD TRAFFIC

Buckholz Traffic

FIGURE 19
2025 BUILD TRAFFIC
US 441 / NW 140TH STREET
WEEKDAY PM PEAK HOUR



I:\2020\20-1654\CAD-3\FIG-20.dwg Date: 09-30-21 T: 18:13 By: AVDelacruz

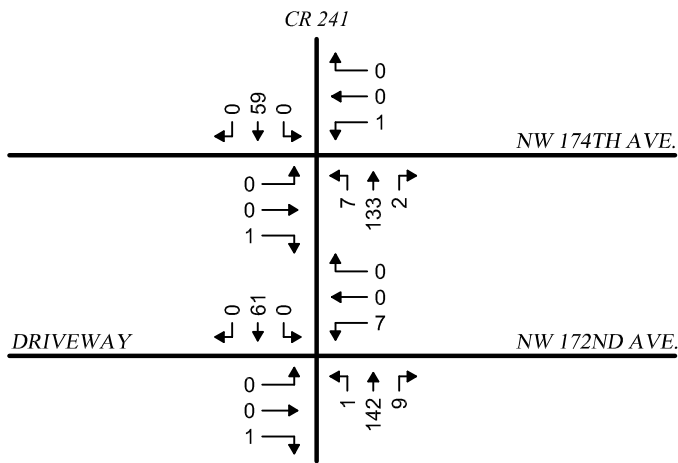


Buckholz Traffic

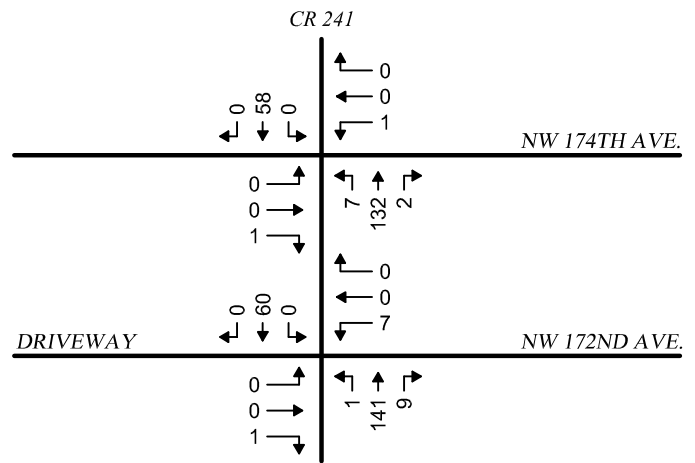
FIGURE 20
2025 BUILD TRAFFIC
CR 241
WEEKDAY AM PEAK HOUR



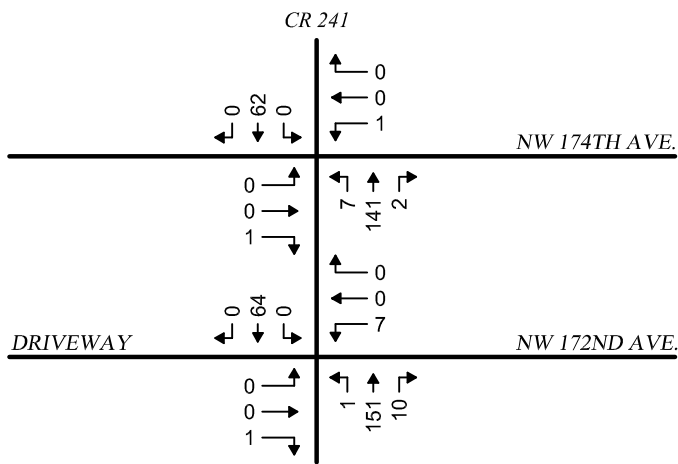
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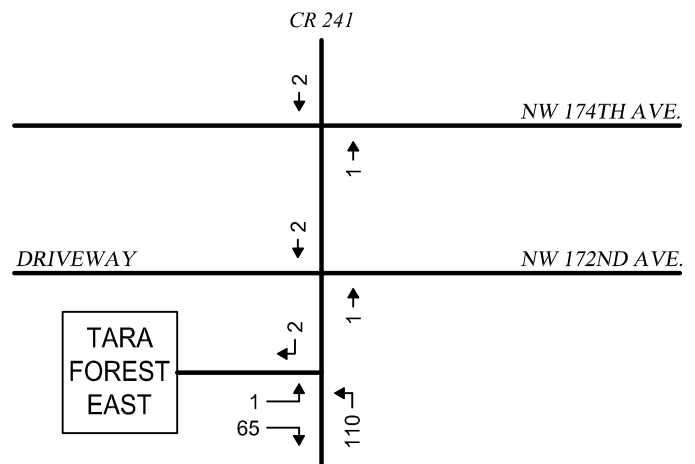
EXISTING TRAFFIC
09/18/18
7:00-8:00 AM



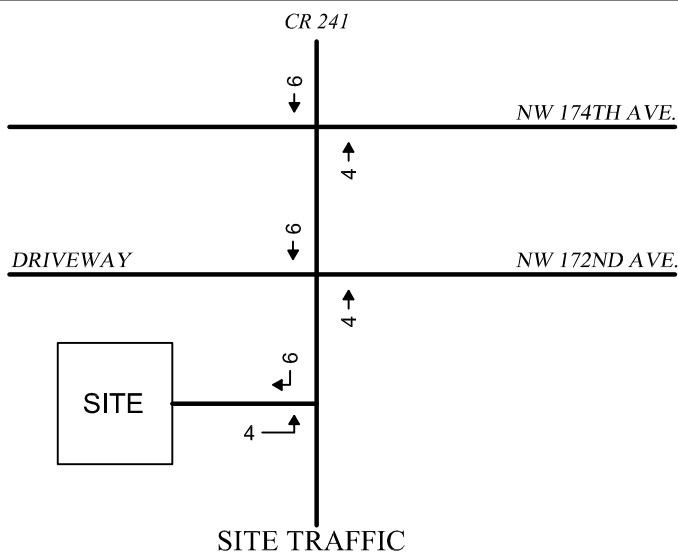
2018 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.99



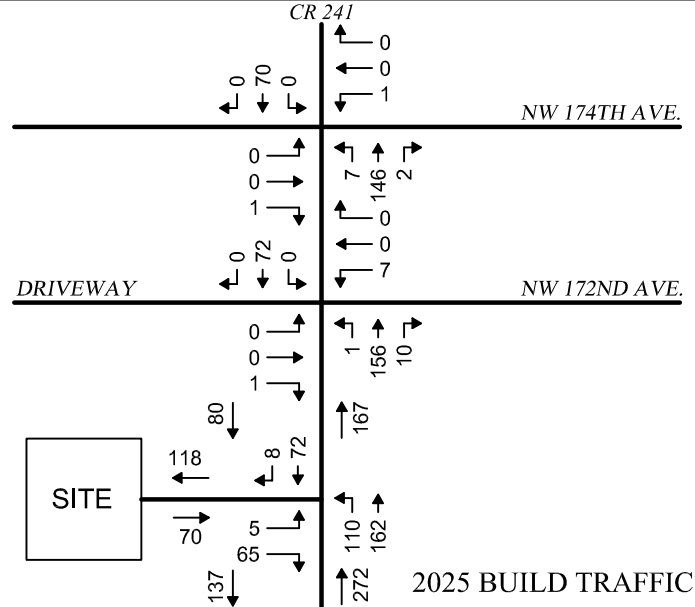
2025 BACKGROUND TRAFFIC
ANNUAL GROWTH RATE = 1% (GF=1.07)



TARA FOREST EAST SITE TRAFFIC



SITE TRAFFIC



2025 BUILD TRAFFIC

Buckholz Traffic

FIGURE 21
2025 BUILD TRAFFIC
CR 241
WEEKDAY PM PEAK HOUR

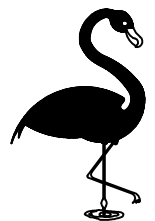


TABLE 1

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 539

<u>TIME PERIOD</u>	<u>TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
WEEKDAY						
Daily	$\ln(T)=0.92\ln(X)+2.71$	4898	50%	50%	2449	2449
AM Peak Hour	$T = 0.71 (X) + 4.80$	388	25%	75%	97	291
PM Peak Hour	$\ln(T)=0.96\ln(X)+0.20$	512	63%	37%	323	189

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

BUCKHOLZ TRAFFIC

TABLE 2

TRIP GENERATION CALCULATIONS

MINI-WAREHOUSE

Land Use Code 151

T = Number of Vehicle Trip Ends

Size of Building = 100,000 gsf (X = 100.0)

<u>TIME PERIOD</u>	<u>TOTAL</u> TRIP GENERATION <u>EQUATION</u>	<u>TOTAL</u> TRIP <u>ENDS</u>	<u>PERCENT</u> <u>ENTERING</u>	<u>PERCENT</u> <u>EXITING</u>	<u>TOTAL</u> TRIP ENDS <u>ENTERING</u>	<u>TOTAL</u> TRIP ENDS <u>EXITING</u>
AVERAGE WEEKDAY						
Daily	T = 1.51 X	152	50%	50%	76	76
AM Peak Hour	T = 0.10 X	10	60%	40%	6	4
PM Peak Hour	T = 0.17 X	17	47%	53%	8	9

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

BUCKHOLZ TRAFFIC

**TABLE 3
TRIP GENERATION CALCULATIONS**

SHOPPING CENTER

Land Use Code 820

T = Number of Vehicle Trip Ends

Size of Buildings = 30,000 gsf -----> x 30.0

<u>TIME PERIOD</u>	<u>TOTAL TRIP GENERATION EQUATION</u>	<u>TOTAL TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>TOTAL TRIP ENDS ENTERING</u>	<u>TOTAL TRIP ENDS EXITING</u>
AVERAGE WEEKDAY						
Daily	$\ln(T) = 0.68\ln(X) + 5.57$	2652	50%	50%	1326	1326
AM Peak Hour	$T = 0.50(X) + 151.78$	167	62%	38%	103	64
PM Peak Hour	$\ln(T) = 0.74\ln(X) + 2.89$	223	48%	52%	107	116

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

<u>TIME PERIOD</u>	<u>PERCENT NEW TRIPS</u>	<u>NEW TRIP ENDS</u>	<u>PERCENT ENTERING</u>	<u>PERCENT EXITING</u>	<u>NEW TRIP ENDS ENTERING</u>	<u>NEW TRIP ENDS EXITING</u>
AVERAGE WEEKDAY						
Daily	44.7%	1184	50%	50%	592	592
AM Peak Hour	44.7%	74	62%	38%	46	28
PM Peak Hour	44.7%	100	48%	52%	48	52

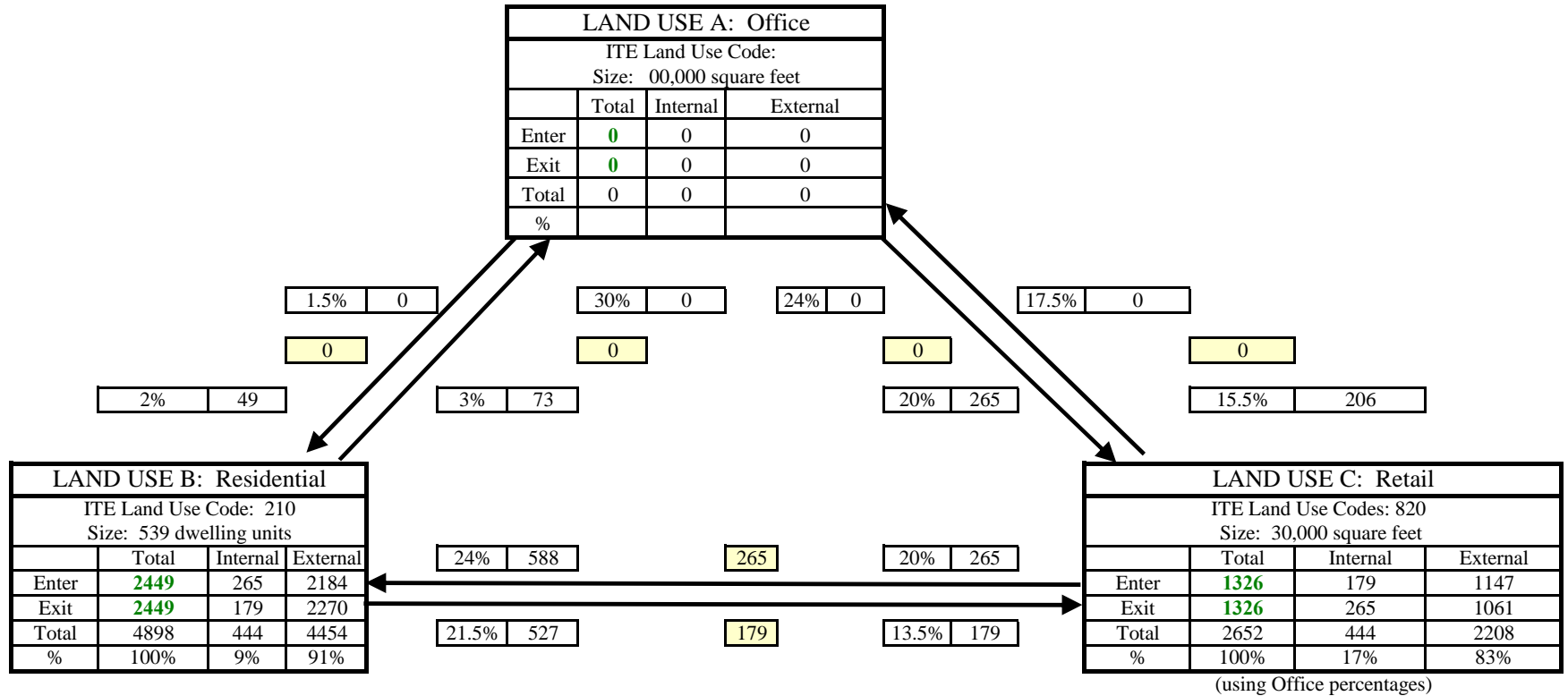
SOURCE: ITE "Trip Generation", 9th Edition, Volume 1, Figure 5.5

BUCKHOLZ TRAFFIC

**TABLE 4
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Analyst: J. Buckholz
Date: 9/28/2021

Name of Development: Tara Phoenicia - Phase I
Time Period: Daily



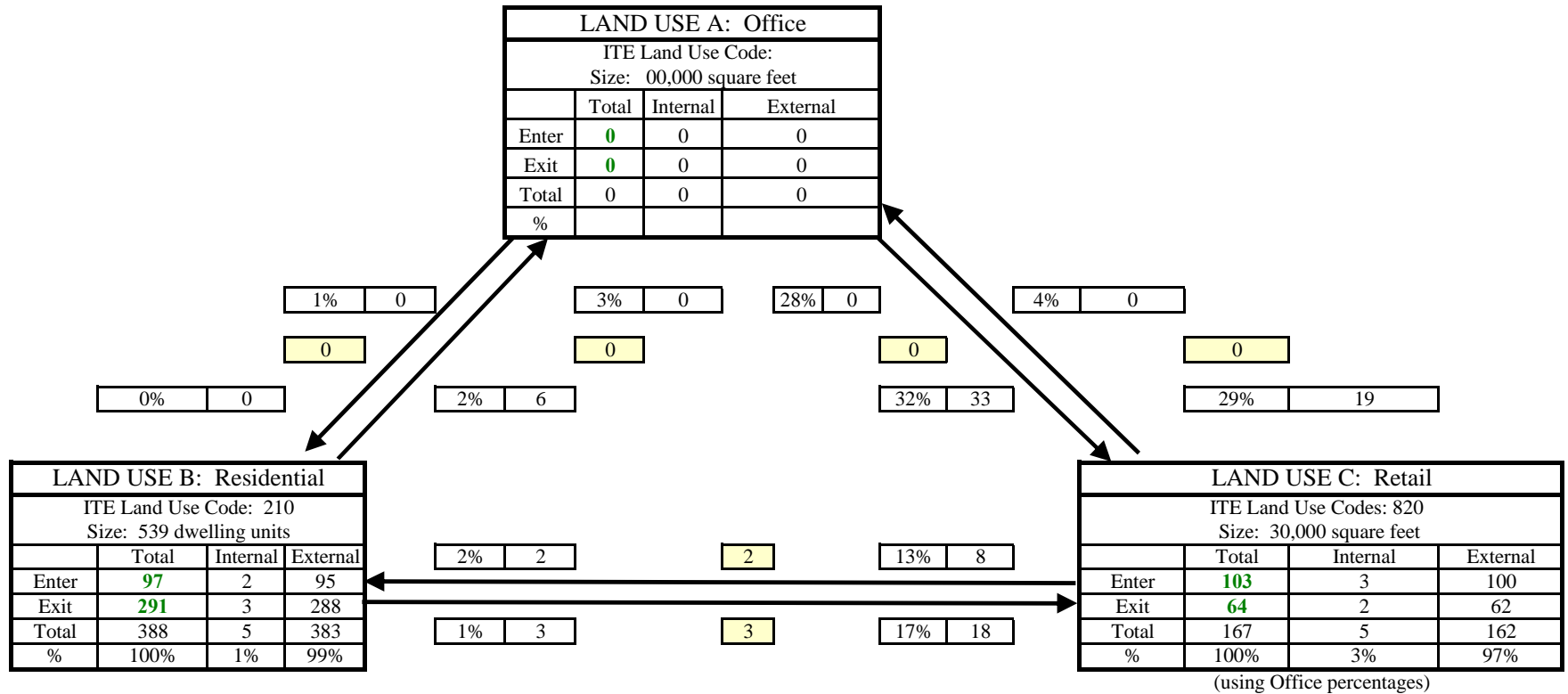
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT				
	Land Use A	Land Use B	Land Use C	TOTAL
Enter	0	2184	1147	3331
Exit	0	2270	1061	3331
Total	0	4454	2208	6662
Single Use Total	0	4898	2652	7550
% Internal		9%	17%	12%

BUCKHOLZ TRAFFIC

**TABLE 5
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Analyst: J. Buckholz
Date: 9/28/2021

Name of Development: Tara Phoenicia - Phase I
Time Period: Weekday AM Peak Hour



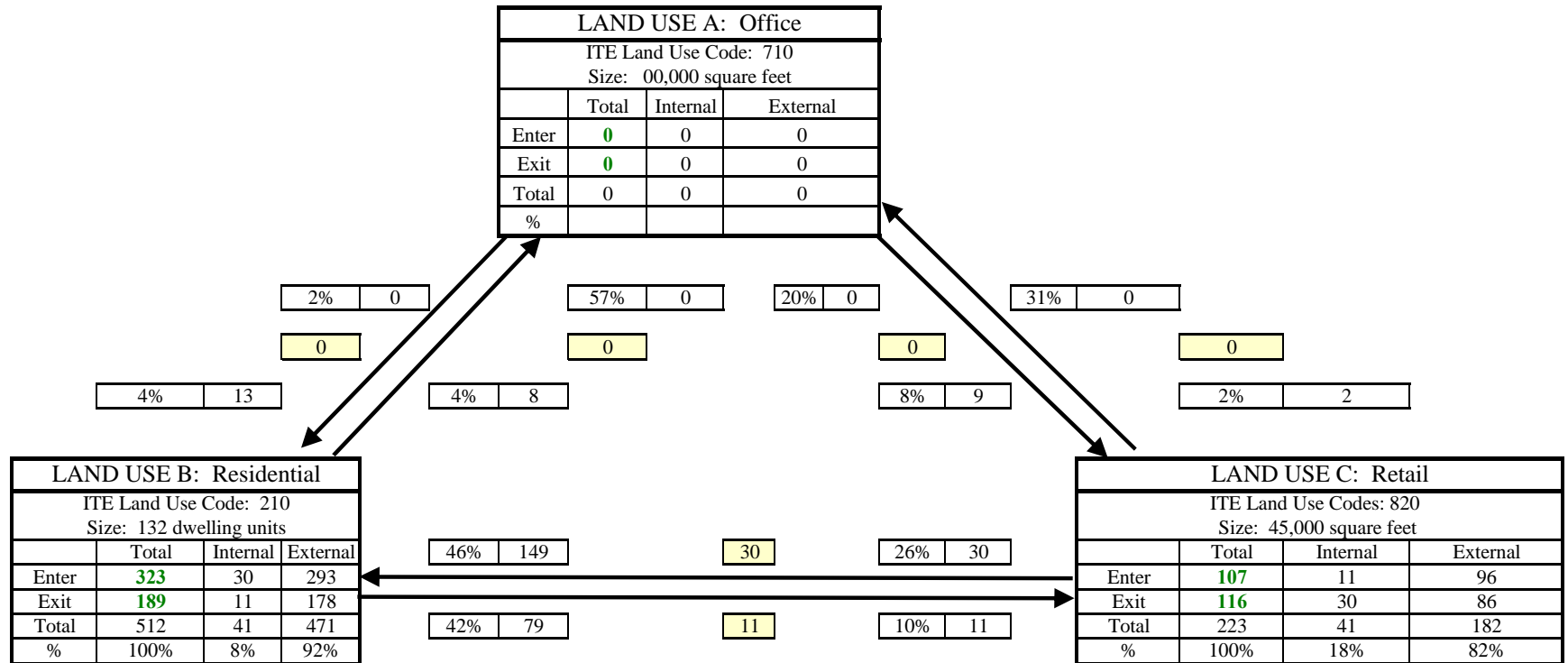
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT				
	Land Use A	Land Use B	Land Use C	TOTAL
Enter	0	95	100	195
Exit	0	288	62	350
Total	0	383	162	545
Single Use Total	0	388	167	555
% Internal		1%	3%	2%

BUCKHOLZ TRAFFIC

**TABLE 6
MULTI-USE DEVELOPMENT TRIP GENERATION AND INTERNAL CAPTURE SUMMARY**

Analyst: J. Buckholz
Date: 9/28/2021

Name of Development: Tara Phoenicia - Phase I
Time Period: Weekday PM Peak Hour



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT				
	Land Use A	Land Use B	Land Use C	TOTAL
Enter	0	293	96	389
Exit	0	178	86	264
Total	0	471	182	653
Single Use Total	0	512	223	735
% Internal		8%	18%	11%

BUCKHOLZ TRAFFIC

**TABLE 7
TRIP GENERATION SUMMARY
WEEKDAY**

TOTAL TRIPS	TARA FOREST WEST	TARA PHOENICIA		TOTAL
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	
ENTER	2449	76	1326	3851
EXIT	<u>2449</u>	<u>76</u>	<u>1326</u>	<u>3851</u>
TOTAL	4898	152	2652	7702

EXTERNAL TRIPS	Estimated			TOTAL
% External Trips:	91.0%	60.0%	83.0%	
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	
ENTER	2229	46	1101	3376
EXIT	<u>2229</u>	<u>46</u>	<u>1101</u>	<u>3376</u>
TOTAL	4458	92	2202	6752

NEW EXTERNAL TRIPS				TOTAL
% New Trips:	100.0%	100.0%	44.7%	
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	
ENTER	2229	46	492	2767
EXIT	<u>2229</u>	<u>46</u>	<u>492</u>	<u>2767</u>
TOTAL	4458	92	984	5534

BUCKHOLZ TRAFFIC

TABLE 8
TRIP GENERATION SUMMARY
WEEKDAY AM PEAK HOUR

TOTAL TRIPS	TARA FOREST WEST	TARA PHOENICIA		TOTAL
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	
ENTER	97	6	103	206
EXIT	<u>291</u>	<u>4</u>	<u>64</u>	<u>359</u>
TOTAL	388	10	167	565
EXTERNAL TRIPS		Estimated		
% External Trips:	99.0%	60.0%	97.0%	
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	TOTAL
ENTER	96	4	100	200
EXIT	<u>288</u>	<u>2</u>	<u>62</u>	<u>352</u>
TOTAL	384	6	162	552
NEW EXTERNAL TRIPS				
% New Trips:	100.0%	100.0%	44.7%	
	<u>Single Family Homes</u>	<u>Mini-Warehouse</u>	<u>Retail</u>	TOTAL
ENTER	96	4	45	145
EXIT	<u>288</u>	<u>2</u>	<u>28</u>	<u>318</u>
TOTAL	384	6	73	463

BUCKHOLZ TRAFFIC

TABLE 9
TRIP GENERATION SUMMARY
WEEKDAY PM PEAK HOUR

	TARA FOREST WEST		TARA PHOENICIA		<u>TOTAL</u>
	<u>Single Family Homes</u>		<u>Mini-Warehouse</u>	<u>Retail</u>	
TOTAL TRIPS					
ENTER	323		8	107	438
EXIT	<u>189</u>		<u>9</u>	<u>116</u>	<u>314</u>
TOTAL	512		17	223	752
EXTERNAL TRIPS			Estimated		
% External Trips:	92.0%		60.0%	82.0%	
	<u>Single Family Homes</u>		<u>Mini-Warehouse</u>	<u>Retail</u>	<u>TOTAL</u>
ENTER	297		5	88	390
EXIT	<u>174</u>		<u>5</u>	<u>95</u>	<u>274</u>
TOTAL	471		10	183	664
NEW EXTERNAL TRIPS					
% New Trips:	100.0%		100.0%	44.7%	
	<u>Single Family Homes</u>		<u>Mini-Warehouse</u>	<u>Retail</u>	<u>TOTAL</u>
ENTER	297		5	39	341
EXIT	<u>174</u>		<u>5</u>	<u>42</u>	<u>221</u>
TOTAL	471		10	81	562

BUCKHOLZ TRAFFIC

**TABLE 10
UNIGNALIZED INTERSECTION CAPACITY RESULTS**

US 441 / EAST SITE DRIVEWAY

WEEKDAY AM PEAK HOUR

2025 BUILD CONDITIONS				
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Eastbound Left Turn	B	12.2 sec/veh	0.22	1
Southbound Right Turn	D	27.0 sec/veh	0.64	4.4

WEEKDAY PM PEAK HOUR

2025 BUILD CONDITIONS				
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Eastbound Left Turn	E	42.8 sec/veh	0.80	7.0
Southbound Right Turn	C	20.8 sec/veh	0.48	2.6

BUCKHOLZ TRAFFIC

**TABLE 11
UNSIGNALIZED INTERSECTION CAPACITY RESULTS**

CR 241 / TARA FOREST EAST DRIVEWAY

WEEKDAY AM PEAK HOUR

2025 BUILD CONDITIONS				
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.6 sec/veh	0.02	1
Eastbound Left Turn	B	10.1 sec/veh	0.01	1
Eastbound Right Turn	A	9.6 sec/veh	0.12	1

WEEKDAY PM PEAK HOUR

2025 BUILD CONDITIONS				
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.6 sec/veh	0.08	1
Eastbound Left Turn	B	12.5 sec/veh	0.01	1
Eastbound Right Turn	A	9.0 sec/veh	0.07	1

BUCKHOLZ TRAFFIC

**TABLE 12
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS**

US 441 / I-75 WEST RAMPS

	EXISTING CONDITIONS					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.79 NBT	0.62 SBRT	SBRT 75.3 sec/veh LOS E	14.1 sec/veh LOS B	130 sec	
PM PEAK HOUR	0.80 NBT	3.70 NBRT 1.29 NBLT	SBRT 86.3 sec/veh LOS F	18.7 sec/veh LOS B	160 sec	

	2025 NO BUILD CONDITIONS					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.78 EBT	0.66 SBRT	SBRT 71.3 sec/veh LOS E	15.5 sec/veh LOS B	130 sec	
PM PEAK HOUR	0.91 EBT	3.10 NBRT 1.15 NBLT	WBT 55.9 sec/veh LOS F	56.1 sec/veh LOS E	160 sec	

	2025 BUILD CONDITIONS					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.83 EBRT	0.78 SBT	SBLT 66.1 sec/veh LOS E	17.7 sec/veh LOS B	130 sec	
PM PEAK HOUR	0.99 EBT	3.10 NBRT 1.15 NBLT	WBT 61.7 sec/veh LOS F	64.8 sec/veh LOS E	160 sec	

**TABLE 13
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS**

US 441 / I-75 EAST RAMPS

	EXISTING CONDITIONS				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	0.89 EBT	0.33 EBLT	NBT 77.1 sec/veh LOS E	24.4 sec/veh LOS C	130 sec
PM PEAK HOUR	0.87 SBRT	0.26 EBLT	NBT 88.1 sec/veh LOS F	29.6 sec/veh LOS C	160 sec

	2025 NO BUILD CONDITIONS				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	1.01 EBT	0.40 EBLT	EBRT 45.4 sec/veh LOS F	36.3 sec/veh LOS D	130 sec
PM PEAK HOUR	1.07 WBT	0.65 EBLT	WBT 76.0 sec/veh LOS F	73.0 sec/veh LOS E	160 sec

	2025 BUILD CONDITIONS				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	1.08 EBT	0.39 EBLT	EBRT 77.8 sec/veh LOS F	52.8 sec/veh LOS D	130 sec
PM PEAK HOUR	1.16 WBT	0.57 EBLT	EBRT 115.4 sec/veh LOS F	104.8 sec/veh LOS F	160 sec

**TABLE 14
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS**

US 441 / NW 147TH DRIVE

	EXISTING CONDITIONS					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.79 NBT	0.98 NBLT	SBRT 72.0 sec/veh LOS E	11.9 sec/veh LOS B	130 sec	
PM PEAK HOUR	0.83 SBRT	1.85 NBLT	SBRT 84.7 sec/veh LOS F	18.0 sec/veh LOS B	160 sec	

	2025 NO BUILD CONDITIONS – WITH SOUTHBOUND RIGHT TURN OVERLAP PHASE					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.64 NBT	1.08 NBLT	NBT 61.6 sec/veh LOS E	11.6 sec/veh LOS B	130 sec	
PM PEAK HOUR	0.72 WBT	2.00 NBLT	SBRT 70.1 sec/veh LOS E	19.6 sec/veh LOS B	160 sec	

	2025 BUILD CONDITIONS – WITH SPLIT PHASE & RIGHT TURN OVERLAPS					
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)	
AM PEAK HOUR	0.81 NBT	0.93 SBLT	NBT 66.7 sec/veh LOS E	21.4 sec/veh LOS C	130 sec	
PM PEAK HOUR	0.89 NBT	0.88 SBLT	NBT 75.5 sec/veh LOS E	32.4 sec/veh LOS C	160 sec	

BUCKHOLZ TRAFFIC

**TABLE 15
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS**

US 441 / NW 140TH STREET

	EXISTING CONDITIONS				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	0.87 SBT	1.06 SBLT 1.02 NBLT	SBT 75.3 sec/veh LOS E	36.7 sec/veh LOS D	130 sec
PM PEAK HOUR	0.84 SBT	1.55 NBLT 1.10 WBLT	WBT 85.0 sec/veh LOS F	42.3 sec/veh LOS D	160 sec

	2025 NO BUILD CONDITIONS – WITH 300 FOOT LEFT TURN LANES				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	0.96 EBT	0.55 SBLT	EBT 59.2 sec/veh LOS E	47.2 sec/veh LOS D	130 sec
PM PEAK HOUR	1.03 EBLT	1.43 EBLT	EBLT 2.1 min/veh LOS F SBT 84.8 sec/veh LOS F	58.8 sec/veh LOS E	160 sec

	2025 BUILD CONDITIONS – WITH 300 FOOT LEFT TURN LANES				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
AM PEAK HOUR	1.07 EBT	0.71 SBLT	WBLT 136.4 sec/veh LOS F SBT 92.0 sec/veh LOS F EBT 84.5 sec/veh LOS F	69.0 sec/veh LOS E	130 sec
PM PEAK HOUR	1.87 EBLT 1.01 WBT/RT 1.02 SBT/RT	2.37 EBLT 1.51 NBLT	EBLT 8.1 min/veh LOS F SBT 117.1 sec/veh LOS F NBLT 114.6 sec/veh LOS F NBT 97.6 sec/veh LOS F WBT 80.4 sec/veh LOS F	88.3 sec/veh LOS F	160 sec

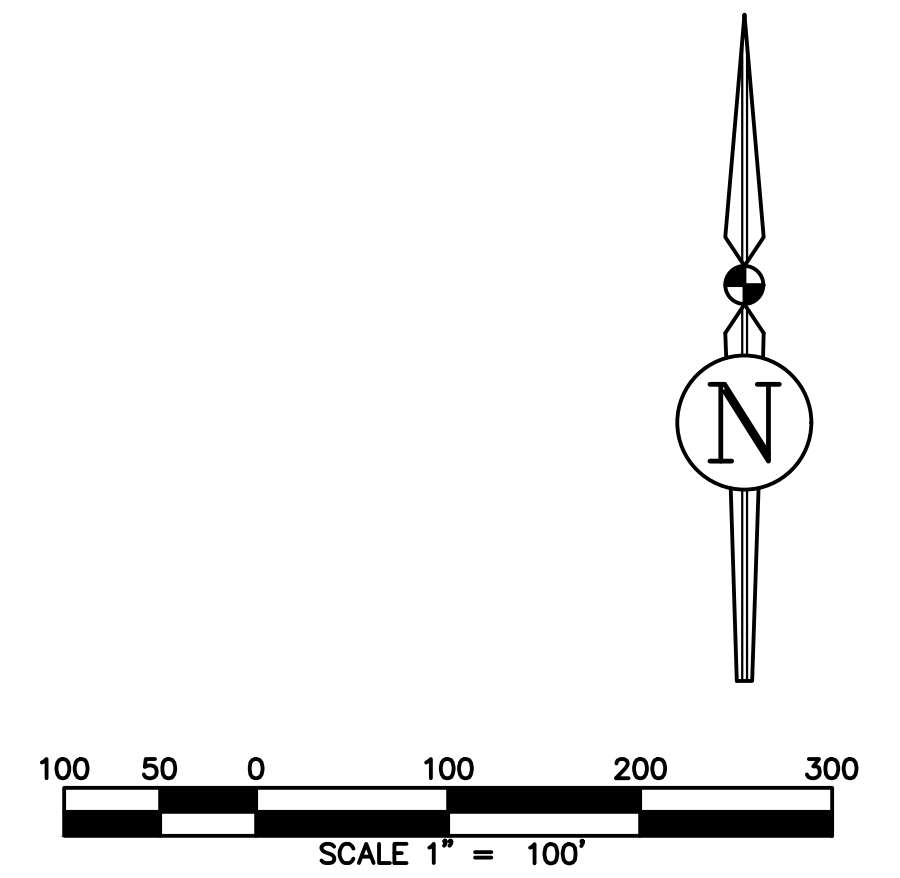
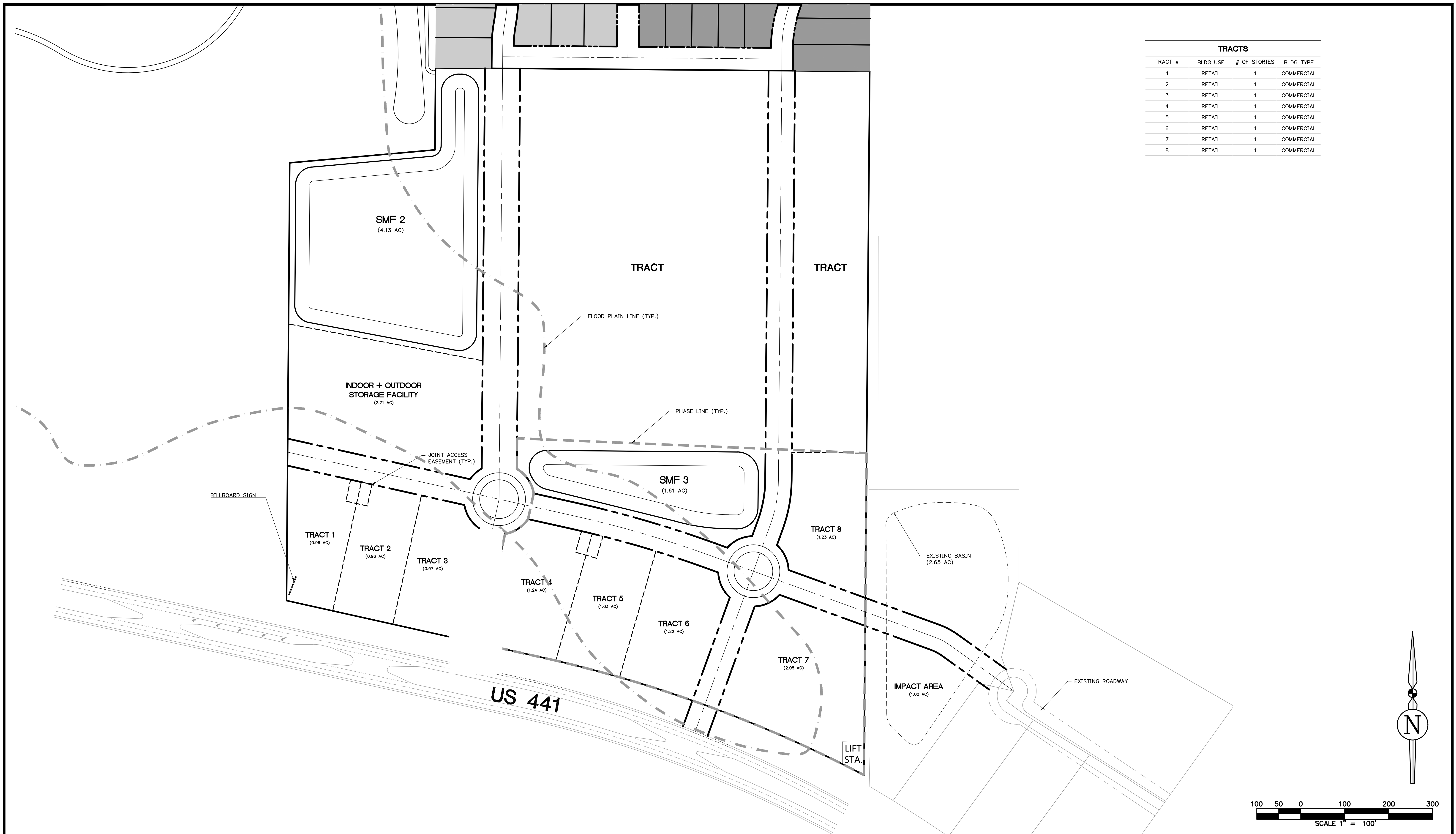
BUCKHOLZ TRAFFIC

APPENDIX A

SITE PLAN



TRACTS			
TRACT #	BLDG USE	# OF STORIES	BLDG TYPE
1	RETAIL	1	COMMERCIAL
2	RETAIL	1	COMMERCIAL
3	RETAIL	1	COMMERCIAL
4	RETAIL	1	COMMERCIAL
5	RETAIL	1	COMMERCIAL
6	RETAIL	1	COMMERCIAL
7	RETAIL	1	COMMERCIAL
8	RETAIL	1	COMMERCIAL



REVISIONS			
NO.	DATE	DESCRIPTION	DRWN/APPR

ENGINEER OF RECORD: A. J. "JAY" BROWN, JR., P.E.
FLORIDA LICENSE NO. 43879

**PRELIMINARY
NOT FOR
CONSTRUCTION**

THIS DOCUMENT IS ISSUED FOR THE PURPOSE OF REVIEW ONLY AND IS NOT INTENDED FOR FINAL PERMITTING, BIDDING, OR CONSTRUCTION PURPOSES.

JBrown
Professional Group Inc
CIVIL ENGINEERING • LAND SURVEYING • PLANNING
Fla. Board of Professional Engineers CA No. 30495

3530 NW 43rd Street • Gainesville, Florida 32606
PHONE: (352) 375-8999 • FAX: (352) 375-0833
E-MAIL: contact@jbprogroup.com

SHEET TITLE: **CONCEPTUAL LAYOUT - OPTION #14**

CLIENT: **TARA FOREST ALACHUA, FLORIDA**

PROJECT: **TARA PHOENICIA MIXED-USE DEVELOPMENT**

DATE: **MARCH 2021**

PROJECT NO: **398-19-02**

SHEET NO: **CL-14**

TARA FOREST WEST

SITUATED IN
SECTIONS 03, 04, AND 10, TOWNSHIP 08 SOUTH, RANGE 18 EAST,
CITY OF ALACHUA, ALACHUA COUNTY, FLORIDA
NOT FOR FINAL RECORDING

NOTICE:
THIS PLAT, AS RECORDED IN ITS GRAPHIC FORM, IS THE OFFICIAL DEPICTION OF THE SUBDIVIDED LANDS DESCRIBED HEREIN AND WILL IN NO CIRCUMSTANCES BE SUPPLANTED IN AUTHORITY BY ANY OTHER GRAPHIC OR DIGITAL FORM OF THE PLAT. THERE MAY BE ADDITIONAL RESTRICTIONS THAT ARE NOT RECORDED ON THIS PLAT THAT MAY BE FOUND IN THE PUBLIC RECORDS OF THIS COUNTY.

BUILDING SETBACK REQUIREMENTS

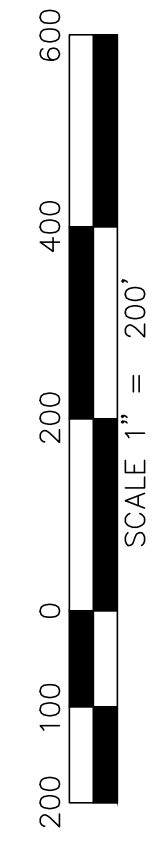
MINIMUM REQUIREMENT UNLESS OTHERWISE ILLUSTRATED
AS PER THE APPROVED PLANNED DEVELOPMENT AMENDMENT
PRIMARY BUILDINGS:
FRONT = 20 FEET
SIDE = 7.5 FEET
REAR = 15 FEET

ABBREVIATIONS

- Δ = DELTA
- CHB = CHORD BEARING
- CHL = CHORD LENGTH
- ID = IDENTIFICATION
- JBPRO = JBROWN PROFESSIONAL GROUP
- L = ARC LENGTH
- NTS = NOT TO SCALE
- P.B. = PLAT BOOK
- R = RADIUS
- R/W = RIGHT-OF-WAY
- P.U.E. = PUBLIC UTILITY EASEMENT
- P.O.B. = POINT OF BEGINNING
- SQ. FT. = SQUARE FEET

SYMBOL LEGEND

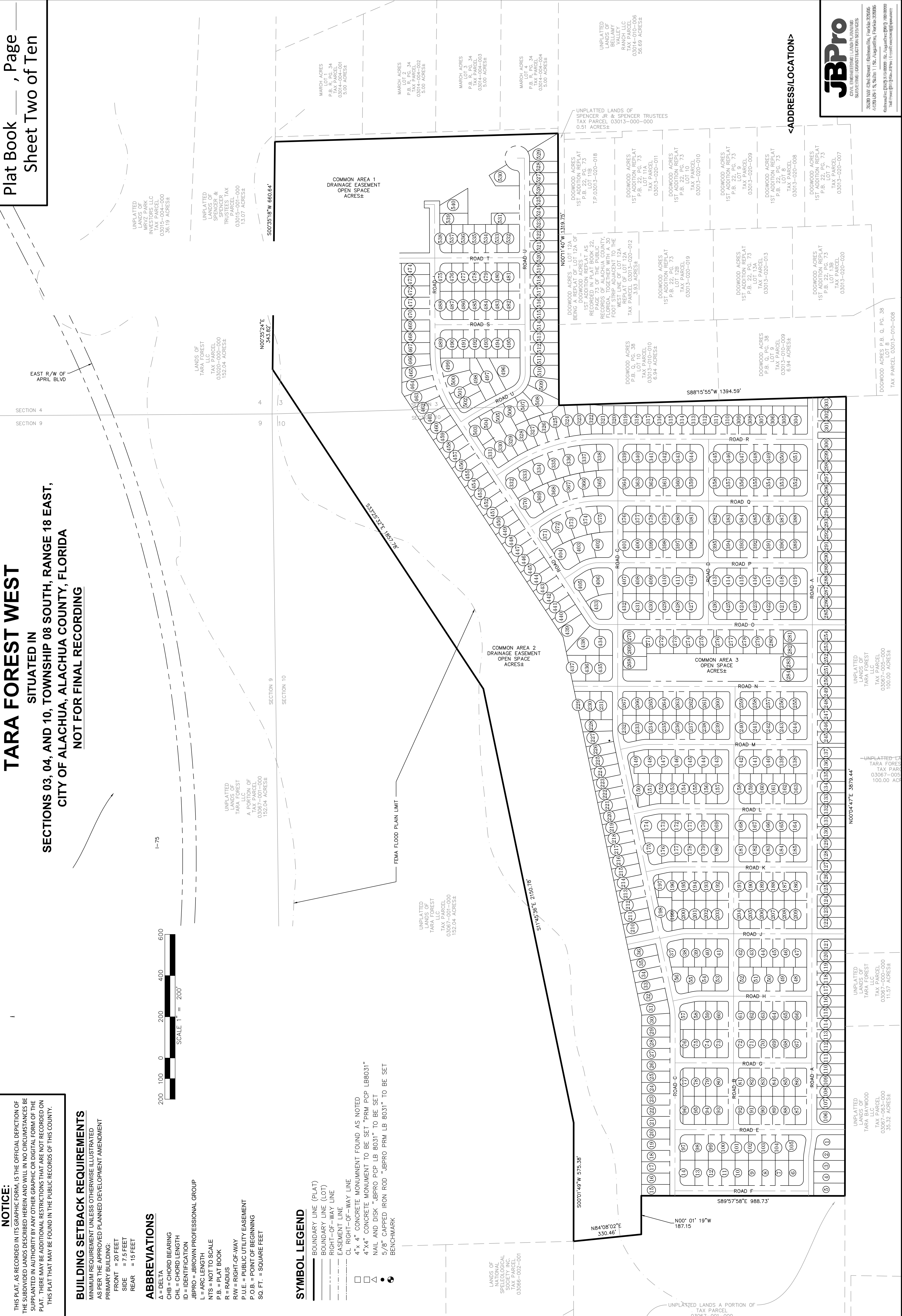
- BOUNDARY LINE (PLAT)
- BOUNDARY LINE (LOT)
- RIGHT-OF-WAY LINE
- EASEMENT LINE
- CL RIGHT-OF-WAY LINE
- 4" x 4" CONCRETE MONUMENT FOUND AS NOTED
- 4" x 4" CONCRETE MONUMENT TO BE SET "PRM PCP LB8031"
- ▲ NAIL AND DISK "JBPRO PCP LB 8031" TO BE SET
- △ 5/8" CAPPED IRON ROD "JBPRO PRM LB 8031" TO BE SET
- ⊕ BENCHMARK



1"=75'

SECTION 4
SECTION 9

SECTION 9
SECTION 10



<ADDRESS/LOCATION>

JBPro
CIVIL ENGINEERING / LAND PLANNING
SURVEYING / CONSTRUCTION SERVICES
3828 NW 23rd Street | Bushnell, Florida 32824
407-291-1515, Suite 111 | St. Augustine, Florida 32086
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APPENDIX B

TURNING MOVEMENT COUNTS



TABLE B-1
US 441, West of I-75
MANUAL TURNING MOVEMENT COUNTS

Thursday, January 7, 2021

	Park-And-Ride Driveway		Southbound I-75	All
	Right Turn In	Right Turn Out	Eastbound On-Ramp	
6:30-6:45 AM	0	0	129	129
6:45-7:00 AM	1	0	122	123
7:00-7:15 AM	1	1	161	163
7:15-7:30 AM	0	0	170	170
7:30-7:45 AM	1	0	210	211
7:45-8:00 AM	0	0	177	177
8:00-8:15 AM	0	0	141	141
8:15-8:30 AM	0	0	116	116
AM PEAK PERIOD:	3	1	1226	1230

AM PEAK HOUR:	1	0	698	699
7:15-8:15 AM				

Tuesday, January 5, 2021

	Park-And-Ride Driveway		Southbound I-75	All
	Right Turn In	Right Turn Out	Eastbound On-Ramp	
3:45-4:00 PM	0	0	42	42
4:00-4:15 PM	0	0	53	53
4:15-4:30 PM	2	0	70	72
4:30-4:45 PM	0	2	89	91
4:45-5:00 PM	0	0	59	59
5:00-5:15 PM	0	0	66	66
5:15-5:30 PM	2	3	59	64
5:30-5:45 PM	0	0	70	70
AM PEAK PERIOD:	4	5	508	517

PM PEAK HOUR:	2	5	273	280
4:30-5:30 PM				

BUCKHOLZ TRAFFIC

TABLE B2

**US 441 / APRIL BOULEVARD / QUALITY INN WEST DRIVEWAY
MANUAL TURNING MOVEMENT COUNT**

Friday, December 18, 2020

	April Boulevard						US 441		Quality Inn West Driveway			
	Right Turn In	Straight In	Left Turn In	Right Turn Out	Straight Out	Left Turn Out	EB U-Turn	WB U-Turn	Right Turn In	Left Turn In	Right Turn Out	Left Turn Out
6:30-6:45 AM	2	0	1	1	0	0	0	0	1	0	0	0
6:45-7:00 AM	1	0	2	3	0	1	0	0	2	0	2	0
7:00-7:15 AM	1	0	1	5	0	7	0	0	2	0	2	2
7:15-7:30 AM	2	0	3	3	0	2	0	0	3	0	2	0
7:30-7:45 AM	1	0	1	4	0	1	0	0	4	0	3	0
7:45-8:00 AM	1	0	2	3	0	2	0	0	3	0	3	1
8:00-8:15 AM	3	0	2	8	0	2	0	0	5	0	4	0
8:15-8:30 AM	1	0	2	3	0	4	0	0	5	0	8	0
AM PEAK PERIOD:	12	0	14	30	0	19	0	0	25	0	24	3
AM PEAK HOUR:	6	0	7	18	0	9	0	0	17	0	18	1

Monday, December 14, 2020

	April Boulevard						US 441		Quality Inn West Driveway			
	Right Turn In	Straight In	Left Turn In	Right Turn Out	Straight Out	Left Turn Out	EB U-Turn	WB U-Turn	Right Turn In	Left Turn In	Right Turn Out	Left Turn Out
3:45-4:00 PM	3	0	5	2	0	1	3	0	0	0	0	0
4:00-4:15 PM	6	0	4	3	0	1	0	0	1	0	1	1
4:15-4:30 PM	1	0	9	1	0	3	2	0	1	0	0	0
4:30-4:45 PM	1	0	4	5	0	8	7	0	0	0	0	0
4:45-5:00 PM	1	0	7	1	0	1	5	0	2	0	0	1
5:00-5:15 PM	6	0	5	4	0	3	3	0	1	0	0	0
5:15-5:30 PM	6	0	8	4	0	3	6	0	1	0	2	0
5:30-5:45 PM	0	0	10	1	0	4	1	0	1	0	3	0
PM PEAK PERIOD:	24	0	52	21	0	24	27	0	7	0	6	2
PM PEAK HOUR:	13	0	30	10	0	11	15	0	5	0	5	1

BUCKHOLZ TRAFFIC

TABLE B3

**US 441 / RESTAURANT DRIVEWAYS / QUALITY INN EAST DRIVEWAY
MANUAL TURNING MOVEMENT COUNT**

Friday, December 18, 2020

	Restaurant Driveways						US 441		Quality Inn East Driveway			
	Right Turn In	Straight In	Left Turn In	Right Turn Out	Straight Out	Left Turn Out	EB U-Turn	WB U-Turn	Right Turn In	Left Turn In	Right Turn Out	Left Turn Out
6:30-6:45 AM	0	0	0	0	0	0	0	0	0	0	0	1
6:45-7:00 AM	1	0	1	0	0	0	0	0	0	0	0	1
7:00-7:15 AM	0	0	0	0	0	0	1	0	0	0	0	0
7:15-7:30 AM	0	0	0	0	0	0	1	0	0	0	0	3
7:30-7:45 AM	0	0	0	0	0	0	0	0	1	0	0	2
7:45-8:00 AM	0	0	1	0	0	0	0	0	1	0	2	0
8:00-8:15 AM	0	0	0	0	0	0	0	0	0	0	1	2
8:15-8:30 AM	0	0	0	0	0	0	0	0	1	0	1	1
AM PEAK PERIOD:	1	0	2	0	0	0	2	0	3	0	4	10
AM PEAK HOUR:	0	0	1	0	0	0	0	0	3	0	4	5

Monday, December 14, 2020

	Restaurant Driveways						US 441		Quality Inn East Driveway			
	Right Turn In	Straight In	Left Turn In	Right Turn Out	Straight Out	Left Turn Out	EB U-Turn	WB U-Turn	Right Turn In	Left Turn In	Right Turn Out	Left Turn Out
3:45-4:00 PM	3	1	1	1	0	1	0	0	0	3	1	0
4:00-4:15 PM	2	0	0	2	0	0	0	0	0	2	1	0
4:15-4:30 PM	5	0	3	2	0	3	2	0	1	3	3	1
4:30-4:45 PM	2	1	2	5	0	3	1	0	1	0	4	2
4:45-5:00 PM	8	0	3	8	0	1	0	0	2	1	1	0
5:00-5:15 PM	6	0	1	4	0	1	1	0	1	4	2	0
5:15-5:30 PM	6	0	4	4	0	1	1	0	1	3	3	1
5:30-5:45 PM	8	0	3	10	0	4	0	0	2	0	1	1
PM PEAK PERIOD:	40	2	17	36	0	14	5	0	8	16	16	5
PM PEAK HOUR:	28	0	11	26	0	7	2	0	6	8	7	2

BUCKHOLZ TRAFFIC

AM PEAK PERIOD

DAY: THURSDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 77733377

DATE: 01/07/21

US 441 @ I-75 RAMPS/WENDY'S DRIVEWAY

Start Date: 01/07/21

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 010721AM

BEGIN TIME (MILITARY):06:30 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
01/07/21	-----																
06:30	40	6	14	0	9	82	20	2	0	0	10	0	0	322	8	0	513
06:45	27	1	11	0	2	105	27	3	2	0	16	0	0	272	14	0	480
07:00	28	3	14	0	9	117	47	1	4	0	18	0	0	348	10	0	599
07:15	36	2	15	0	5	124	40	5	5	0	24	0	0	413	21	0	690
Hr Total	131	12	54	0	25	428	134	11	11	0	68	0	0	1355	53	0	2282
07:30	34	3	15	0	13	151	61	0	3	0	20	0	0	457	14	0	771
07:45	37	0	14	0	11	191	32	6	5	0	20	0	0	370	15	0	701
08:00	31	5	17	0	5	189	38	5	0	0	19	0	0	316	8	0	633
08:15	36	2	16	0	10	174	41	3	3	0	12	0	0	286	8	0	591
Hr Total	138	10	62	0	39	705	172	14	11	0	71	0	0	1429	45	0	2696

TOTAL	269	22	116	0	64	1133	306	25	22	0	139	0	0	2784	98	0	4978

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 01/07/21

Peak start	07:15				07:15				07:15				07:15			
Volume	138	10	61	0	34	655	171	16	13	0	83	0	0	1556	58	0
Percent	66%	5%	29%	0%	4%	75%	20%	2%	14%	0%	86%	0%	0%	96%	4%	0%
Pk total	209				876				96				1614			
Highest	07:15				07:45				07:15				07:30			
Volume	36	2	15	0	11	191	32	6	5	0	24	0	0	457	14	0
Hi total	53				240				29				471			
PHF	.99				.91				.83				.86			

AUTOMOBILES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
01/07/21	-----																
06:30	40	6	10	0	7	73	18	2	0	0	10	0	0	301	8	0	475
06:45	27	1	9	0	2	94	26	3	2	0	14	0	0	257	14	0	449
07:00	27	3	7	0	9	106	44	1	4	0	17	0	0	329	10	0	557
07:15	31	1	8	0	5	109	39	5	5	0	23	0	0	395	20	0	641
Hr Total	125	11	34	0	23	382	127	11	11	0	64	0	0	1282	52	0	2122
07:30	32	3	9	0	13	137	61	0	2	0	20	0	0	443	13	0	733
07:45	30	0	8	0	11	171	30	6	5	0	17	0	0	348	13	0	639
08:00	28	5	11	0	5	169	36	5	0	0	18	0	0	291	8	0	576
08:15	32	2	9	0	8	149	37	3	2	0	11	0	0	264	7	0	524
Hr Total	122	10	37	0	37	626	164	14	9	0	66	0	0	1346	41	0	2472

TOTAL	247	21	71	0	60	1008	291	25	20	0	130	0	0	2628	93	0	4594

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 01/07/21

Peak start	07:15				07:15				07:15				07:15			
Volume	121	9	36	0	34	586	166	16	12	0	78	0	0	1477	54	0
Percent	73%	5%	22%	0%	4%	73%	21%	2%	13%	0%	87%	0%	0%	96%	4%	0%
Pk total	166				802				90				1531			
Highest	07:30				07:45				07:15				07:30			
Volume	32	3	9	0	11	171	30	6	5	0	23	0	0	443	13	0
Hi total	44				218				28				456			
PHF	.94				.92				.80				.84			

COMMERCIAL VEHICLES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
06:30	0	0	4	0	2	9	2	0	0	0	0	0	0	21	0	0	38
06:45	0	0	2	0	0	11	1	0	0	0	2	0	0	15	0	0	31
07:00	1	0	7	0	0	11	3	0	0	0	1	0	0	19	0	0	42
07:15	5	1	7	0	0	15	1	0	0	0	1	0	0	18	1	0	49
Hr Total	6	1	20	0	2	46	7	0	0	0	4	0	0	73	1	0	160
07:30	2	0	6	0	0	14	0	0	1	0	0	0	0	14	1	0	38
07:45	7	0	6	0	0	20	2	0	0	0	3	0	0	22	2	0	62
08:00	3	0	6	0	0	20	2	0	0	0	1	0	0	25	0	0	57
08:15	4	0	7	0	2	25	4	0	1	0	1	0	0	22	1	0	67
Hr Total	16	0	25	0	2	79	8	0	2	0	5	0	0	83	4	0	224
TOTAL	22	1	45	0	4	125	15	0	2	0	9	0	0	156	5	0	384

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 01/07/21

Peak start	07:15				07:15				07:15				07:15			
Volume	17	1	25	0	0	69	5	0	1	0	5	0	0	79	4	0
Percent	40%	2%	58%	0%	0%	93%	7%	0%	17%	0%	83%	0%	0%	95%	5%	0%
Pk total	43				74				6				83			
Highest	07:15				07:45				07:45				08:00			
Volume	5	1	7	0	0	20	2	0	0	0	3	0	0	25	0	0
Hi total	13				22				3				25			
PHP	.83				.84				.50				.83			

DAY: FRIDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12182001

DATE: 12/18/20

US 441 @ I-75 EAST RAMP

Start Date: 12/18/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121820A1

BEGIN TIME (MILITARY): 06:30 Hrs

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AUTOMOBILES, COMMERCIAL VEHICLES

Date	I-75 OFF RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	Other	
12/18/20																	
06:30	8	5	25	0	9	0	7	0	7	3	1	0	7	145	8	0	225
06:45	24	3	36	0	7	0	11	0	16	3	2	0	8	158	9	0	277
07:00	38	3	36	0	11	0	14	0	12	0	6	0	16	198	17	0	351
07:15	30	6	37	0	8	0	19	1	11	6	3	0	17	213	15	0	366
Hr Total	100	17	134	0	35	0	51	1	46	12	12	0	48	714	49	0	1219
07:30	45	6	39	0	14	0	23	1	15	5	1	0	9	207	23	0	388
07:45	37	8	48	0	7	0	21	1	10	5	5	0	17	265	25	0	449
08:00	28	9	44	0	12	0	22	2	14	2	2	0	19	186	16	0	356
08:15	25	11	56	0	19	0	17	0	19	2	3	0	16	178	4	0	350
Hr Total	135	34	187	0	52	0	83	4	58	14	11	0	61	836	68	0	1543
TOTAL	235	51	321	0	87	0	134	5	104	26	23	0	109	1550	117	0	2762

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/18/20

Peak start	07:15				07:15				07:15				07:15			
Volume	140	29	168	0	41	0	85	5	50	18	11	0	62	871	79	0
Percent	42%	9%	50%	0%	31%	0%	65%	4%	63%	23%	14%	0%	6%	86%	8%	0%
Pk total	337				131				79				1012			
Highest	07:45				07:30				07:30				07:45			
Volume	37	8	48	0	14	0	23	1	15	5	1	0	17	265	25	0
Hi total	93				38				21				307			
PHF	.91				.86				.94				.82			

DAY: FRIDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12182001

DATE: 12/18/20

US 441 @ I-75 EAST RAMPS

Start Date: 12/18/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121820A1

BEGIN TIME (MILITARY):06:30 Hrs

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AUTOMOBILES

Date 12/18/20	I-75 OFF RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
06:30	7	5	17	0	8	0	6	0	6	3	1	0	3	139	8	0	203
06:45	24	3	29	0	7	0	8	0	16	3	2	0	3	148	9	0	252
07:00	35	3	27	0	11	0	14	0	11	0	6	0	12	185	17	0	321
07:15	26	5	28	0	8	0	18	1	11	6	3	0	9	200	15	0	330
Hr Total	92	16	101	0	34	0	46	1	44	12	12	0	27	672	49	0	1106
07:30	44	5	33	0	14	0	19	1	14	5	0	0	5	202	23	0	365
07:45	34	8	37	0	7	0	19	1	10	5	5	0	12	250	25	0	413
08:00	26	9	36	0	11	0	17	2	14	2	2	0	12	177	16	0	324
08:15	24	10	48	0	19	0	14	0	19	1	3	0	10	168	3	0	319
Hr Total	128	32	154	0	51	0	69	4	57	13	10	0	39	797	67	0	1421
TOTAL	220	48	255	0	85	0	115	5	101	25	22	0	66	1469	116	0	2527

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/18/20

Peak start	07:15				07:15				07:15				07:15			
Volume	130	27	134	0	40	0	73	5	49	18	10	0	38	829	79	0
Percent	45%	9%	46%	0%	34%	0%	62%	4%	64%	23%	13%	0%	4%	88%	8%	0%
Pk total	291				118				77				946			
Highest	07:30				07:30				07:15				07:45			
Volume	44	5	33	0	14	0	19	1	11	6	3	0	12	250	25	0
Hi total	82				34				20				287			
PHF	.89				.87				.96				.82			

DAY: FRIDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12182001

DATE: 12/18/20

US 441 @ I-75 EAST RAMPS

Start Date: 12/18/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121820A1

BEGIN TIME (MILITARY):06:30 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	I-75 OFF RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
12/18/20																	
06:30	1	0	8	0	1	0	1	0	1	0	0	0	4	6	0	0	22
06:45	0	0	7	0	0	0	3	0	0	0	0	0	5	10	0	0	25
07:00	3	0	9	0	0	0	0	0	1	0	0	0	4	13	0	0	30
07:15	4	1	9	0	0	0	1	0	0	0	0	0	8	13	0	0	36
Hr Total	8	1	33	0	1	0	5	0	2	0	0	0	21	42	0	0	113
07:30	1	1	6	0	0	0	4	0	1	0	1	0	4	5	0	0	23
07:45	3	0	11	0	0	0	2	0	0	0	0	0	5	15	0	0	36
08:00	2	0	8	0	1	0	5	0	0	0	0	0	7	9	0	0	32
08:15	1	1	8	0	0	0	3	0	0	1	0	0	6	10	1	0	31
Hr Total	7	2	33	0	1	0	14	0	1	1	1	0	22	39	1	0	122
TOTAL	15	3	66	0	2	0	19	0	3	1	1	0	43	81	1	0	235

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/18/20

Peak start	07:15				07:15				07:15				07:15			
Volume	10	2	34	0	1	0	12	0	1	0	1	0	24	42	0	0
Percent	22%	4%	74%	0%	8%	0%	92%	0%	50%	0%	50%	0%	36%	64%	0%	0%
Pk total	46				13				2				66			
Highest	07:15				08:00				07:30				07:15			
Volume	4	1	9	0	1	0	5	0	1	0	1	0	8	13	0	0
Hi total	14				6				2				21			
PHF	.82				.54				.25				.79			

DAY: WEDNESDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 15082819

DATE: 08/28/19

US 441 @ NW 147TH DRIVE

Start Date: 08/28/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 082819AM

BEGIN TIME (MILITARY): 06:45 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
08/28/19																	
06:45	6	0	11	0	5	101	8	0	6	1	14	0	10	251	9	0	422
07:00	12	1	8	0	2	117	8	0	18	0	16	0	13	269	18	0	482
07:15	11	1	15	0	5	154	12	0	27	3	25	0	7	313	15	1	589
07:30	7	3	12	0	4	202	14	0	22	3	15	0	12	302	20	1	617
Hr Total	36	5	46	0	16	574	42	0	73	7	70	0	42	1135	62	2	2110
07:45	11	0	11	0	5	170	15	0	24	1	12	0	14	209	16	0	488
08:00	9	4	10	0	18	149	18	2	20	3	13	0	14	224	15	0	499
08:15	13	3	9	0	7	167	14	1	17	3	11	0	10	287	20	1	563
08:30	15	2	11	0	5	160	15	0	24	2	8	0	19	309	15	2	587
Hr Total	48	9	41	0	35	646	62	3	85	9	44	0	57	1029	66	3	2137
TOTAL	84	14	87	0	51	1220	104	3	158	16	114	0	99	2164	128	5	4247

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 08/28/19

Peak start	07:15				07:15				07:15				07:15			
Volume	38	8	48	0	32	675	59	2	93	10	65	0	47	1048	66	2
Percent	40%	9%	51%	0%	4%	88%	8%	0%	55%	6%	39%	0%	4%	90%	6%	0%
Pk total	94				768				168				1163			
Highest	07:15				07:30				07:15				07:15			
Volume	11	1	15	0	4	202	14	0	27	3	25	0	7	313	15	1
Hi total	27				220				55				336			
PHF	.87				.87				.76				.87			

DAY: WEDNESDAY
 DATE: 08/28/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 @ NW 147TH DRIVE
 ALACHUA COUNTY, FLORIDA

Site Code : 15082819
 Start Date: 08/28/19
 File I.D. : 082819AM
 Page : 1

AUTOMOBILES

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
06:45	6	0	10	0	5	94	7	0	5	1	13	0	8	245	9	0	403
07:00	12	1	5	0	1	108	5	0	18	0	15	0	12	254	16	0	447
07:15	11	1	14	0	5	145	10	0	26	3	24	0	6	304	14	1	564
07:30	7	2	9	0	4	191	11	0	21	3	15	0	11	288	19	1	582
Hr Total	36	4	38	0	15	538	33	0	70	7	67	0	37	1091	58	2	1996
07:45	10	0	9	0	5	152	14	0	23	1	11	0	13	186	13	0	437
08:00	8	4	10	0	18	140	15	2	20	2	12	0	13	211	15	0	470
08:15	12	3	8	0	7	157	12	1	16	3	11	0	8	274	18	1	531
08:30	12	2	7	0	4	138	12	0	24	2	8	0	15	280	15	1	520
Hr Total	42	9	34	0	34	587	53	3	83	8	42	0	49	951	61	2	1958
TOTAL	78	13	72	0	49	1125	86	3	153	15	109	0	86	2042	119	4	3954

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 08/28/19

Peak start	07:15				07:15				07:15				07:15			
Volume	36	7	42	0	32	628	50	2	90	9	62	0	43	989	61	2
Percent	42%	8%	49%	0%	4%	88%	7%	0%	56%	6%	39%	0%	4%	90%	6%	0%
Pk total	85				712				161				1095			
Highest	07:15				07:30				07:15				07:15			
Volume	11	1	14	0	4	191	11	0	26	3	24	0	6	304	14	1
Hi total	26				206				53				325			
PHF	.82				.86				.76				.84			

DAY: WEDNESDAY
 DATE: 08/28/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 @ NW 147TH DRIVE
 ALACHUA COUNTY, FLORIDA

Site Code : 15082819
 Start Date: 08/28/19
 File I.D. : 082819AM
 Page : 1

COMMERCIAL VEHICLES

Date 08/28/19	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
06:45	0	0	1	0	0	7	1	0	1	0	1	0	2	6	0	0	19
07:00	0	0	3	0	1	9	3	0	0	0	1	0	1	15	2	0	35
07:15	0	0	1	0	0	9	2	0	1	0	1	0	1	9	1	0	25
07:30	0	1	3	0	0	11	3	0	1	0	0	0	1	14	1	0	35
Hr Total	0	1	8	0	1	36	9	0	3	0	3	0	5	44	4	0	114
07:45	1	0	2	0	0	18	1	0	1	0	1	0	1	23	3	0	51
08:00	1	0	0	0	0	9	3	0	0	1	1	0	1	13	0	0	29
08:15	1	0	1	0	0	10	2	0	1	0	0	0	2	13	2	0	32
08:30	3	0	4	0	1	22	3	0	0	0	0	0	4	29	0	1	67
Hr Total	6	0	7	0	1	59	9	0	2	1	2	0	8	78	5	1	179
TOTAL	6	1	15	0	2	95	18	0	5	1	5	0	13	122	9	1	293

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 08/28/19

Peak start	07:15				07:15				07:15				07:15			
Volume	2	1	6	0	0	47	9	0	3	1	3	0	4	59	5	0
Percent	22%	11%	67%	0%	0%	84%	16%	0%	43%	14%	43%	0%	6%	87%	7%	0%
Pk total	9				56				7				68			
Highest	07:30				07:45				07:15				07:45			
Volume	0	1	3	0	0	18	1	0	1	0	1	0	1	23	3	0
Hi total	4				19				2				27			
PHF	.56				.74				.88				.63			

DAY: WEDNESDAY
 DATE: 08/28/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 @ NW 147TH DRIVE
 ALACHUA COUNTY, FLORIDA

Site Code : 15082819
 Start Date: 08/28/19
 File I.D. : 082819AM
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PEDESTRIAN & BICYCLE

Date 08/28/19	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1
07:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 08/28/19

Peak start 07:15	07:15				07:15				07:15							
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Pk total	0				0				0				0			
Highest	06:45				06:45				06:45				06:45			
Volume	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hi total	0				0				0				0			
PHF	.0				.0				.0				.0			

DAY: WEDNESDAY
 DATE: 12/11/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY):06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 AT CR 235
 ALACHUA COUNTY, FLORIDA

Site Code : 12111901
 Start Date: 12/11/19
 File I.D. : 18153404
 Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
12/11/19																	
06:45	31	31	4	0	6	65	10	1	17	16	17	0	9	204	10	0	421
07:00	27	41	4	0	29	77	10	0	19	22	13	0	18	243	24	0	527
07:15	26	59	5	0	28	110	13	0	21	35	28	0	18	281	34	0	658
07:30	42	57	11	0	36	128	23	0	28	41	19	0	18	275	23	1	702
Hr Total	126	188	24	0	99	380	56	1	85	114	77	0	63	1003	91	1	2308
07:45	24	47	15	0	21	130	10	1	15	42	21	0	15	259	23	0	623
08:00	21	51	7	0	13	92	4	0	40	23	14	0	11	233	31	0	540
08:15	16	25	14	0	21	105	12	0	19	21	17	0	11	218	26	0	505
08:30	24	29	14	0	15	106	11	0	24	33	14	0	15	208	15	0	508
Hr Total	85	152	50	0	70	433	37	1	98	119	66	0	52	918	95	0	2176
TOTAL	211	340	74	0	169	813	93	2	183	233	143	0	115	1921	186	1	4484

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/11/19

Peak start	07:15				07:15				07:15				07:15			
Volume	113	214	38	0	98	460	50	1	104	141	82	0	62	1048	111	1
Percent	31%	59%	10%	0%	16%	76%	8%	0%	32%	43%	25%	0%	5%	86%	9%	0%
Pk total	365				609				327				1222			
Highest	07:30				07:30				07:30				07:15			
Volume	42	57	11	0	36	128	23	0	28	41	19	0	18	281	34	0
Hi total	110				187				88				333			
PHF	.83				.81				.93				.92			

DAY: WEDNESDAY
 DATE: 12/11/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 AT CR 235
 ALACHUA COUNTY, FLORIDA

Site Code : 12111901
 Start Date: 12/11/19
 File I.D. : 18153404
 Page : 1

AUTOMOBILES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
12/11/19																	
06:45	29	25	4	0	5	56	9	1	17	10	15	0	9	194	9	0	383
07:00	24	35	3	0	22	72	10	0	19	15	9	0	16	236	23	0	484
07:15	25	50	4	0	24	105	13	0	20	24	27	0	18	267	31	0	608
07:30	40	51	8	0	31	121	22	0	27	38	17	0	18	266	20	1	660
Hr Total	118	161	19	0	82	354	54	1	83	87	68	0	61	963	83	1	2135
07:45	22	39	15	0	16	122	10	1	12	33	17	0	14	246	19	0	566
08:00	20	41	7	0	10	81	4	0	35	19	12	0	10	227	29	0	495
08:15	14	15	13	0	16	92	11	0	18	14	14	0	11	207	24	0	449
08:30	23	23	12	0	12	94	9	0	22	20	9	0	12	193	14	0	443
Hr Total	79	118	47	0	54	389	34	1	87	86	52	0	47	873	86	0	1953
TOTAL	197	279	66	0	136	743	88	2	170	173	120	0	108	1836	169	1	4088

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/11/19

Peak start	07:15				07:15				07:15				07:15			
Volume	107	181	34	0	81	429	49	1	94	114	73	0	60	1006	99	1
Percent	33%	56%	11%	0%	14%	77%	9%	0%	33%	41%	26%	0%	5%	86%	8%	0%
Pk total	322				560				281				1166			
Highest	07:30				07:30				07:30				07:15			
Volume	40	51	8	0	31	121	22	0	27	38	17	0	18	267	31	0
Hi total	99				174				82				316			
PHF	.81				.80				.86				.92			

DAY: WEDNESDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12111901

DATE: 12/11/19

US 441 AT CR 235

Start Date: 12/11/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 18153404

BEGIN TIME (MILITARY):06:45 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
12/11/19	-----																
06:45	2	6	0	0	1	9	1	0	0	6	2	0	0	10	1	0	38
07:00	3	6	1	0	7	5	0	0	0	7	4	0	2	7	1	0	43
07:15	1	9	1	0	4	5	0	0	1	11	1	0	0	14	3	0	50
07:30	2	6	3	0	5	7	1	0	1	3	2	0	0	9	3	0	42
Hr Total	8	27	5	0	17	26	2	0	2	27	9	0	2	40	8	0	173
07:45	2	8	0	0	5	8	0	0	3	9	4	0	1	13	4	0	57
08:00	1	10	0	0	3	11	0	0	5	4	2	0	1	6	2	0	45
08:15	2	10	1	0	5	13	1	0	1	7	3	0	0	11	2	0	56
08:30	1	6	2	0	3	12	2	0	2	13	5	0	3	15	1	0	65
Hr Total	6	34	3	0	16	44	3	0	11	33	14	0	5	45	9	0	223

TOTAL	14	61	8	0	33	70	5	0	13	60	23	0	7	85	17	0	396

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/11/19

Peak start	07:15				07:15				07:15				07:15			
Volume	6	33	4	0	17	31	1	0	10	27	9	0	2	42	12	0
Percent	14%	77%	9%	0%	35%	63%	2%	0%	22%	59%	20%	0%	4%	75%	21%	0%
Pk total	43				49				46				56			
Highest	07:15				08:00				07:45				07:45			
Volume	1	9	1	0	3	11	0	0	3	9	4	0	1	13	4	0
Hi total	11				14				16				18			
PHF	.98				.88				.72				.78			

DAY: WEDNESDAY
 DATE: 12/11/19
 WEATHER: CLEAR & DRY
 BEGIN TIME (MILITARY): 06:45 Hrs

MANUAL TURNING MOVEMENT COUNTS
 US 441 AT CR 235
 ALACHUA COUNTY, FLORIDA

Site Code : 12111901
 Start Date: 12/11/19
 File I.D. : 18153404
 Page : 1

PEDESTRIAN & BICYCLE

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
12/11/19																	
06:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:45	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
08:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
08:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2
TOTAL	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2

Peak Hour Analysis By Entire Intersection for the Period: 07:15 to 08:15 on 12/11/19

Peak start	07:15				07:15				07:15				07:15			
Volume	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Percent	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	0%
Pk total	1				0				1				0			
Highest	07:45				06:45				08:00				06:45			
Volume	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	0
Hi total	1				0				1				0			
PHF	.25				.0				.25				.0			

PM PEAK PERIOD

DAY: TUESDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 66667743

DATE: 01/05/21

US 441 @ I-75 RAMPS/WENDY'S DRIVEWAY

Start Date: 01/05/21

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 010521PM

BEGIN TIME (MILITARY):15:45 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
01/05/21																	
15:45	20	5	15	0	6	378	20	1	9	0	12	0	0	188	7	1	662
16:00	22	2	11	0	5	343	12	2	6	0	15	0	0	225	11	0	654
16:15	31	3	14	0	1	398	32	1	6	0	12	0	0	206	11	0	715
16:30	29	2	22	0	9	405	28	2	10	0	22	0	0	245	21	1	796
Hr Total	102	12	62	0	21	1524	92	6	31	0	61	0	0	864	50	2	2827
16:45	31	2	12	0	6	409	42	0	8	0	32	0	0	217	18	3	780
17:00	29	1	20	0	1	395	36	0	2	0	20	0	0	221	18	1	744
17:15	32	8	12	0	13	439	35	2	11	0	24	0	0	231	16	0	823
17:30	35	4	22	0	4	437	31	3	13	0	28	0	0	178	17	0	772
Hr Total	127	15	66	0	24	1680	144	5	34	0	104	0	0	847	69	4	3119
TOTAL	229	27	128	0	45	3204	236	11	65	0	165	0	0	1711	119	6	5946

Peak Hour Analysis By Entire Intersection for the Period: 16:30 to 17:30 on 01/05/21

Peak start	16:30				16:30				16:30				16:30			
Volume	121	13	66	0	29	1648	141	4	31	0	98	0	0	914	73	5
Percent	60%	6%	33%	0%	2%	90%	8%	0%	24%	0%	76%	0%	0%	92%	7%	1%
Pk total	200				1822				129				992			
Highest	16:30				17:15				16:45				16:30			
Volume	29	2	22	0	13	439	35	2	8	0	32	0	0	245	21	1
Hi total	53				489				40				267			
PHF	.94				.93				.81				.93			

DAY: TUESDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 66667743

DATE: 01/05/21

US 441 @ I-75 RAMPS/WENDY'S DRIVEWAY

Start Date: 01/05/21

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 010521PM

BEGIN TIME (MILITARY):15:45 Hrs

Page : 1

AUTOMOBILES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
01/05/21																	
15:45	18	4	9	0	6	354	19	1	8	0	12	0	0	169	6	1	607
16:00	21	2	8	0	5	324	10	2	6	0	14	0	0	208	11	0	611
16:15	30	3	8	0	1	379	27	1	6	0	11	0	0	188	11	0	665
16:30	29	2	15	0	8	382	26	2	10	0	21	0	0	221	20	1	737
Hr Total	98	11	40	0	20	1439	82	6	30	0	58	0	0	786	48	2	2620
16:45	30	1	6	0	6	385	40	0	8	0	30	0	0	208	18	3	735
17:00	27	1	16	0	1	390	35	0	2	0	20	0	0	202	18	1	713
17:15	28	8	10	0	10	434	35	2	11	0	23	0	0	220	15	0	796
17:30	32	4	18	0	4	423	31	3	12	0	28	0	0	167	15	0	737
Hr Total	117	14	50	0	21	1632	141	5	33	0	101	0	0	797	66	4	2981
TOTAL	215	25	90	0	41	3071	223	11	63	0	159	0	0	1583	114	6	5601

Peak Hour Analysis By Entire Intersection for the Period: 16:30 to 17:30 on 01/05/21

Peak start	16:30				16:30				16:30				16:30			
Volume	114	12	47	0	25	1591	136	4	31	0	94	0	0	851	71	5
Percent	66%	7%	27%	0%	1%	91%	8%	0%	25%	0%	75%	0%	0%	92%	8%	1%
Pk total	173				1756				125				927			
Highest	16:30				17:15				16:45				16:30			
Volume	29	2	15	0	10	434	35	2	8	0	30	0	0	221	20	1
Hi total	46				481				38				242			
PHF	.94				.91				.82				.96			

DAY: TUESDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 66667743

DATE: 01/05/21

US 441 @ I-75 RAMPS/WENDY'S DRIVEWAY

Start Date: 01/05/21

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 010521PM

BEGIN TIME (MILITARY):15:45 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	I-75 RAMPS From North				US 441 From East				WENDY'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
01/05/21	-----																
15:45	2	1	6	0	0	24	1	0	1	0	0	0	0	19	1	0	55
16:00	1	0	3	0	0	19	2	0	0	0	1	0	0	17	0	0	43
16:15	1	0	6	0	0	19	5	0	0	0	1	0	0	18	0	0	50
16:30	0	0	7	0	1	23	2	0	0	0	1	0	0	24	1	0	59
Hr Total	4	1	22	0	1	85	10	0	1	0	3	0	0	78	2	0	207
16:45	1	1	6	0	0	24	2	0	0	0	2	0	0	9	0	0	45
17:00	2	0	4	0	0	5	1	0	0	0	0	0	0	19	0	0	31
17:15	4	0	2	0	3	5	0	0	0	0	1	0	0	11	1	0	27
17:30	3	0	4	0	0	14	0	0	1	0	0	0	0	11	2	0	35
Hr Total	10	1	16	0	3	48	3	0	1	0	3	0	0	50	3	0	138

TOTAL	14	2	38	0	4	133	13	0	2	0	6	0	0	128	5	0	345

Peak Hour Analysis By Entire Intersection for the Period: 16:30 to 17:30 on 01/05/21

Peak start	16:30				16:30				16:30				16:30			
Volume	7	1	19	0	4	57	5	0	0	0	4	0	0	63	2	0
Percent	26%	4%	70%	0%	6%	86%	8%	0%	0%	0%	100%	0%	0%	97%	3%	0%
Pk total	27				66				4				65			
Highest	16:45				16:30				16:45				16:30			
Volume	1	1	6	0	1	23	2	0	0	0	2	0	0	24	1	0
Hi total	8				26				2				25			
PHF	.84				.63				.50				.65			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12142001

DATE: 12/14/20

US 441 @ I-75 EAST RAMPS

Start Date: 12/14/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121420P2

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	I-75 OFF-RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
12/14/20	-----																
15:45	60	4	76	0	14	0	25	0	7	6	1	0	14	178	7	0	392
16:00	54	9	103	0	6	0	26	1	14	1	4	0	15	125	13	0	371
16:15	58	1	85	0	7	0	30	0	11	1	2	0	25	188	9	0	417
16:30	44	3	110	0	12	0	19	2	7	3	3	0	16	173	6	0	398
Hr Total	216	17	374	0	39	0	100	3	39	11	10	0	70	664	35	0	1578
16:45	41	2	85	0	10	0	43	2	15	1	2	0	15	209	8	0	433
17:00	75	3	113	0	11	0	31	1	15	3	2	0	13	191	11	0	469
17:15	55	2	129	0	10	0	46	0	14	0	2	0	13	227	6	1	505
17:30	53	0	113	0	10	0	38	2	8	1	4	0	14	187	7	0	437
Hr Total	224	7	440	0	41	0	158	5	52	5	10	0	55	814	32	1	1844

TOTAL	440	24	814	0	80	0	258	8	91	16	20	0	125	1478	67	1	3422

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/14/20

Peak start	16:45				16:45				16:45				16:45			
Volume	224	7	440	0	41	0	158	5	52	5	10	0	55	814	32	1
Percent	33%	1%	66%	0%	20%	0%	77%	2%	78%	7%	15%	0%	6%	90%	4%	0%
Pk total	671				204				67				902			
Highest	17:00				17:15				17:00				17:15			
Volume	75	3	113	0	10	0	46	0	15	3	2	0	13	227	6	1
Hi total	191				56				20				247			
PHF	.88				.91				.84				.91			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12142001

DATE: 12/14/20

US 441 @ I-75 EAST RAMPS

Start Date: 12/14/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121420P2

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

AUTOMOBILES

Date	I-75 OFF-RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
12/14/20																	
15:45	59	4	71	0	14	0	22	0	7	6	1	0	7	168	7	0	366
16:00	47	9	101	0	5	0	22	1	14	1	4	0	12	114	13	0	343
16:15	56	1	77	0	7	0	29	0	10	1	2	0	17	175	9	0	384
16:30	39	3	101	0	12	0	15	2	7	3	3	0	12	165	6	0	368
Hr Total	201	17	350	0	38	0	88	3	38	11	10	0	48	622	35	0	1461
16:45	40	2	75	0	9	0	38	2	14	1	2	0	12	204	8	0	407
17:00	72	3	106	0	11	0	28	1	15	3	2	0	6	176	10	0	433
17:15	50	2	122	0	9	0	46	0	13	0	2	0	12	220	6	1	483
17:30	52	0	108	0	10	0	38	2	8	1	4	0	12	181	7	0	423
Hr Total	214	7	411	0	39	0	150	5	50	5	10	0	42	781	31	1	1746
TOTAL	415	24	761	0	77	0	238	8	88	16	20	0	90	1403	66	1	3207

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/14/20

Peak start	16:45				16:45				16:45				16:45			
Volume	214	7	411	0	39	0	150	5	50	5	10	0	42	781	31	1
Percent	34%	1%	65%	0%	20%	0%	77%	3%	77%	8%	15%	0%	5%	91%	4%	0%
Pk total	632				194				65				855			
Highest	17:00				17:15				17:00				17:15			
Volume	72	3	106	0	9	0	46	0	15	3	2	0	12	220	6	1
Hi total	181				55				20				239			
PHF	.87				.88				.81				.89			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 12142001

DATE: 12/14/20

US 441 @ I-75 EAST RAMPS

Start Date: 12/14/20

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 121420P2

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	I-75 OFF-RAMP From North				US 441 From East				McDONALD'S DRIVEWAY From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
12/14/20																	
15:45	1	0	5	0	0	0	3	0	0	0	0	0	7	10	0	0	26
16:00	7	0	2	0	1	0	4	0	0	0	0	0	3	11	0	0	28
16:15	2	0	8	0	0	0	1	0	1	0	0	0	8	13	0	0	33
16:30	5	0	9	0	0	0	4	0	0	0	0	0	4	8	0	0	30
Hr Total	15	0	24	0	1	0	12	0	1	0	0	0	22	42	0	0	117
16:45	1	0	10	0	1	0	5	0	1	0	0	0	3	5	0	0	26
17:00	3	0	7	0	0	0	3	0	0	0	0	0	7	15	1	0	36
17:15	5	0	7	0	1	0	0	0	1	0	0	0	1	7	0	0	22
17:30	1	0	5	0	0	0	0	0	0	0	0	0	2	6	0	0	14
Hr Total	10	0	29	0	2	0	8	0	2	0	0	0	13	33	1	0	98
TOTAL	25	0	53	0	3	0	20	0	3	0	0	0	35	75	1	0	215

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/14/20

Peak start	16:45				16:45				16:45				16:45			
Volume	10	0	29	0	2	0	8	0	2	0	0	0	13	33	1	0
Percent	26%	0%	74%	0%	20%	0%	80%	0%	100%	0%	0%	0%	28%	70%	2%	0%
Pk total	39				10				2				47			
Highest	17:15				16:45				16:45				17:00			
Volume	5	0	7	0	1	0	5	0	1	0	0	0	7	15	1	0
Hi total	12				6				1				23			
PHF	.81				.42				.50				.51			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 15082619

DATE: 08/26/19

US 441 @ NW 147TH DRIVE

Start Date: 08/26/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 082619PM

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
08/26/19	-----																
15:45	15	5	26	0	15	238	24	0	36	3	13	0	20	165	27	2	589
16:00	20	4	22	0	14	230	28	1	31	4	7	0	12	164	33	3	573
16:15	15	2	28	0	24	227	18	1	43	4	8	0	18	148	27	0	563
16:30	18	6	23	0	15	266	23	2	33	5	8	0	17	156	34	0	606
Hr Total	68	17	99	0	68	961	93	4	143	16	36	0	67	633	121	5	2331
16:45	15	6	29	0	14	299	20	0	32	3	15	0	13	186	30	0	662
17:00	18	3	31	0	26	326	25	2	49	7	14	0	21	169	27	2	720
17:15	13	4	27	0	26	348	16	0	38	10	17	0	24	200	36	1	760
17:30	12	5	28	0	30	306	16	0	53	3	18	0	14	156	34	3	678
Hr Total	58	18	115	0	96	1279	77	2	172	23	64	0	72	711	127	6	2820
17:45	16	4	18	0	23	252	13	1	29	3	8	0	12	180	27	1	587
Hr Total	16	4	18	0	23	252	13	1	29	3	8	0	12	180	27	1	587
TOTAL	142	39	232	0	187	2492	183	7	344	42	108	0	151	1524	275	12	5738

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/26/19

Peak start	16:45				16:45				16:45				16:45			
Volume	58	18	115	0	96	1279	77	2	172	23	64	0	72	711	127	6
Percent	30%	9%	60%	0%	7%	88%	5%	0%	66%	9%	25%	0%	8%	78%	14%	1%
Pk total	191				1454				259				916			
Highest	17:00				17:15				17:30				17:15			
Volume	18	3	31	0	26	348	16	0	53	3	18	0	24	200	36	1
Hi total	52				390				74				261			
PHF	.92				.93				.88				.88			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 15082619

DATE: 08/26/19

US 441 @ NW 147TH DRIVE

Start Date: 08/26/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 082619PM

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

AUTOMOBILES

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
08/26/19	-----																
15:45	14	5	26	0	15	226	23	0	36	3	13	0	20	155	27	2	565
16:00	18	4	22	0	14	215	26	1	31	4	5	0	11	156	31	2	540
16:15	14	2	28	0	23	218	17	1	42	4	8	0	18	134	27	0	536
16:30	17	6	21	0	15	252	22	2	32	5	8	0	16	146	34	0	576
Hr Total	63	17	97	0	67	911	88	4	141	16	34	0	65	591	119	4	2217
16:45	14	6	29	0	13	282	20	0	31	3	15	0	13	183	29	0	638
17:00	18	3	30	0	26	316	24	2	48	7	14	0	21	159	26	2	696
17:15	13	4	27	0	26	333	15	0	37	10	17	0	24	190	35	1	732
17:30	12	5	27	0	30	301	16	0	53	3	18	0	13	149	34	3	664
Hr Total	57	18	113	0	95	1232	75	2	169	23	64	0	71	681	124	6	2730
17:45	16	4	17	0	23	240	13	1	28	3	7	0	12	176	25	1	566
Hr Total	16	4	17	0	23	240	13	1	28	3	7	0	12	176	25	1	566
TOTAL	136	39	227	0	185	2383	176	7	338	42	105	0	148	1448	268	11	5513

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/26/19

Peak start	16:45				16:45				16:45				16:45			
Volume	57	18	113	0	95	1232	75	2	169	23	64	0	71	681	124	6
Percent	30%	10%	60%	0%	7%	88%	5%	0%	66%	9%	25%	0%	8%	77%	14%	1%
Pk total	188				1404				256				882			
Highest	17:00				17:15				17:30				17:15			
Volume	18	3	30	0	26	333	15	0	53	3	18	0	24	190	35	1
Hi total	51				374				74				250			
PHF	.92				.94				.86				.88			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 15082619

DATE: 08/26/19

US 441 @ NW 147TH DRIVE

Start Date: 08/26/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 082619PM

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
08/26/19	-----																
15:45	1	0	0	0	0	12	1	0	0	0	0	0	0	10	0	0	24
16:00	2	0	0	0	0	15	2	0	0	0	2	0	1	8	2	1	33
16:15	1	0	0	0	1	9	1	0	1	0	0	0	0	14	0	0	27
16:30	1	0	2	0	0	14	1	0	1	0	0	0	1	10	0	0	30
Hr Total	5	0	2	0	1	50	5	0	2	0	2	0	2	42	2	1	114
16:45	1	0	0	0	1	17	0	0	1	0	0	0	0	3	1	0	24
17:00	0	0	1	0	0	10	1	0	1	0	0	0	0	10	1	0	24
17:15	0	0	0	0	0	15	1	0	1	0	0	0	0	10	1	0	28
17:30	0	0	1	0	0	5	0	0	0	0	0	0	1	7	0	0	14
Hr Total	1	0	2	0	1	47	2	0	3	0	0	0	1	30	3	0	90
17:45	0	0	1	0	0	12	0	0	1	0	1	0	0	4	2	0	21
Hr Total	0	0	1	0	0	12	0	0	1	0	1	0	0	4	2	0	21
TOTAL	6	0	5	0	2	109	7	0	6	0	3	0	3	76	7	1	225

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/26/19

Peak start	16:45				16:45				16:45				16:45			
Volume	1	0	2	0	1	47	2	0	3	0	0	0	1	30	3	0
Percent	33%	0%	67%	0%	2%	94%	4%	0%	100%	0%	0%	0%	3%	88%	9%	0%
Pk total	3				50				3				34			
Highest	16:45				16:45				16:45				17:00			
Volume	1	0	0	0	1	17	0	0	1	0	0	0	0	10	1	0
Hi total	1				18				1				11			
PHF	.75				.69				.75				.77			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 15082619

DATE: 08/26/19

US 441 @ NW 147TH DRIVE

Start Date: 08/26/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 082619PM

BEGIN TIME (MILITARY): 15:45 Hrs

Page : 1

PEDESTRIAN & BICYCLE

Date	NW 147TH DRIVE From North				US 441 From East				NW 147TH DRIVE From South				US 441 From West				Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
08/26/19	-----																
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	1	0	0	0	0	0	0	0	1	0	0	0	1	3
16:30	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
Hr Total	0	0	0	2	0	0	0	0	0	0	0	2	0	0	0	1	5
16:45	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
17:00	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2	4
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2	5
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Hr Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL	0	0	0	2	0	0	0	0	0	0	0	5	0	0	0	3	10

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 08/26/19

Peak start	16:45				16:45				16:45				16:45			
Volume	0	0	0	0	0	0	0	0	0	0	0	3	0	0	0	2
Percent	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Pk total	0				0				3				2			
Highest	15:45				15:45				17:00				17:00			
Volume	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	2
Hi total	0				0				2				2			
PHF	.0				.0				.38				.25			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 22222222

DATE: 12/09/19

US 441 AT CR 235

Start Date: 12/09/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 18153403

BEGIN TIME (MILITARY):15:30 Hrs

Page : 1

AUTOMOBILES, COMMERCIAL VEHICLES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
12/09/19	-----																
15:30	14	21	15	0	18	227	19	0	34	26	24	0	19	154	29	0	600
15:45	15	19	19	0	35	228	23	0	25	41	29	0	19	116	19	0	588
16:00	11	30	12	0	28	220	19	0	29	30	21	0	23	138	22	0	583
16:15	22	24	20	0	29	204	15	0	35	33	12	0	15	109	19	0	537
Hr Total	62	94	66	0	110	879	76	0	123	130	86	0	76	517	89	0	2308
16:30	14	26	9	0	33	261	27	0	43	30	15	0	32	116	41	1	648
16:45	13	32	18	0	36	259	18	0	36	37	20	0	43	115	37	1	665
17:00	26	39	22	0	41	330	25	0	41	37	20	0	29	150	34	0	794
17:15	9	44	16	0	39	302	18	0	28	44	23	0	51	140	47	0	761
Hr Total	62	141	65	0	149	1152	88	0	148	148	78	0	155	521	159	2	2868
17:30	13	41	26	0	50	285	27	0	31	32	14	0	27	114	44	0	704
Hr Total	13	41	26	0	50	285	27	0	31	32	14	0	27	114	44	0	704
TOTAL	137	276	157	0	309	2316	191	0	302	310	178	0	258	1152	292	2	5880

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/09/19

Peak start	16:45				16:45				16:45				16:45			
Volume	61	156	82	0	166	1176	88	0	136	150	77	0	150	519	162	1
Percent	20%	52%	27%	0%	12%	82%	6%	0%	37%	41%	21%	0%	18%	62%	19%	0%
Pk total	299				1430				363				832			
Highest	17:00				17:00				17:00				17:15			
Volume	26	39	22	0	41	330	25	0	41	37	20	0	51	140	47	0
Hi total	87				396				98				238			
PHF	.86				.90				.93				.87			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 22222222

DATE: 12/09/19

US 441 AT CR 235

Start Date: 12/09/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 18153403

BEGIN TIME (MILITARY):15:30 Hrs

Page : 1

AUTOMOBILES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	U-TURN	
15:30	13	17	15	0	17	222	16	0	32	19	22	0	19	145	26	0	563
15:45	10	10	18	0	34	210	22	0	22	35	28	0	19	103	19	0	530
16:00	11	20	10	0	26	211	19	0	28	23	18	0	23	122	21	0	532
16:15	21	21	17	0	27	199	15	0	34	29	12	0	15	103	19	0	512
Hr Total	55	68	60	0	104	842	72	0	116	106	80	0	76	473	85	0	2137
16:30	14	24	6	0	32	245	25	0	38	28	13	0	29	113	37	1	605
16:45	13	24	16	0	35	247	17	0	34	37	12	0	42	113	36	1	627
17:00	24	36	21	0	37	324	24	0	39	34	18	0	28	146	34	0	765
17:15	8	39	16	0	38	292	18	0	27	39	22	0	51	133	44	0	727
Hr Total	59	123	59	0	142	1108	84	0	138	138	65	0	150	505	151	2	2724
17:30	13	37	26	0	47	281	27	0	30	29	13	0	27	110	42	0	682
Hr Total	13	37	26	0	47	281	27	0	30	29	13	0	27	110	42	0	682
TOTAL	127	228	145	0	293	2231	183	0	284	273	158	0	253	1088	278	2	5543

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/09/19

Peak start	16:45				16:45				16:45				16:45			
Volume	58	136	79	0	157	1144	86	0	130	139	65	0	148	502	156	1
Percent	21%	50%	29%	0%	11%	82%	6%	0%	39%	42%	19%	0%	18%	62%	19%	0%
Pk total	273				1387				334				807			
Highest	17:00				17:00				17:00				17:15			
Volume	24	36	21	0	37	324	24	0	39	34	18	0	51	133	44	0
Hi total	81				385				91				228			
PHF	.84				.90				.92				.88			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 22222222

DATE: 12/09/19

US 441 AT CR 235

Start Date: 12/09/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 18153403

BEGIN TIME (MILITARY):15:30 Hrs

Page : 1

COMMERCIAL VEHICLES

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	Left	Thru	Right	Other	
12/09/19	-----																
15:30	1	4	0	0	1	5	3	0	2	7	2	0	0	9	3	0	37
15:45	5	9	1	0	1	18	1	0	3	6	1	0	0	13	0	0	58
16:00	0	10	2	0	2	9	0	0	1	7	3	0	0	16	1	0	51
16:15	1	3	3	0	2	5	0	0	1	4	0	0	0	6	0	0	25
Hr Total	7	26	6	0	6	37	4	0	7	24	6	0	0	44	4	0	171
16:30	0	2	3	0	1	16	2	0	5	2	2	0	3	3	4	0	43
16:45	0	8	2	0	1	12	1	0	2	0	8	0	1	2	1	0	38
17:00	2	3	1	0	4	6	1	0	2	3	2	0	1	4	0	0	29
17:15	1	5	0	0	1	10	0	0	1	5	1	0	0	7	3	0	34
Hr Total	3	18	6	0	7	44	4	0	10	10	13	0	5	16	8	0	144
17:30	0	4	0	0	3	4	0	0	1	3	1	0	0	4	2	0	22
Hr Total	0	4	0	0	3	4	0	0	1	3	1	0	0	4	2	0	22
TOTAL	10	48	12	0	16	85	8	0	18	37	20	0	5	64	14	0	337

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/09/19

Peak start	16:45				16:45				16:45				16:45			
Volume	3	20	3	0	9	32	2	0	6	11	12	0	2	17	6	0
Percent	12%	77%	12%	0%	21%	74%	5%	0%	21%	38%	41%	0%	8%	68%	24%	0%
Pk total	26				43				29				25			
Highest	16:45				16:45				16:45				17:15			
Volume	0	8	2	0	1	12	1	0	2	0	8	0	0	7	3	0
Hi total	10				14				10				10			
PHF	.65				.77				.72				.62			

DAY: MONDAY

MANUAL TURNING MOVEMENT COUNTS

Site Code : 22222222

DATE: 12/09/19

US 441 AT CR 235

Start Date: 12/09/19

WEATHER: CLEAR & DRY

ALACHUA COUNTY, FLORIDA

File I.D. : 18153403

BEGIN TIME (MILITARY):15:30 Hrs

Page : 1

PEDESTRIAN & BICYCLE

Date	CR 235 From North				US 441 From East				CR 235 From South				US 441 From West				Total
	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	Left	Thru	Right	PEDS	
12/09/19	-----																
15:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
15:45	0	0	0	0	0	0	0	1	0	1	0	3	0	0	0	0	5
16:00	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	0	1
16:15	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
Hr Total	0	0	0	0	0	0	0	3	0	1	0	4	0	0	0	1	9
16:30	0	0	0	0	0	0	0	2	0	0	0	0	0	0	0	0	2
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
17:00	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
17:15	0	0	0	0	0	0	0	0	0	0	0	2	0	0	0	0	2
Hr Total	0	0	0	1	0	0	0	2	0	0	0	2	0	0	0	0	5
17:30	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
Hr Total	0	0	0	3	0	0	0	0	0	0	0	0	0	0	0	1	4
TOTAL	0	0	0	4	0	0	0	5	0	1	0	6	0	0	0	2	18

Peak Hour Analysis By Entire Intersection for the Period: 16:45 to 17:45 on 12/09/19

Peak start	16:45				16:45				16:45				16:45			
Volume	0	0	0	4	0	0	0	0	0	0	0	2	0	0	0	1
Percent	0%	0%	0%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	0%	0%	100%
Pk total	4				0				2				1			
Highest	17:30				15:30				17:15				17:30			
Volume	0	0	0	3	0	0	0	0	0	0	0	2	0	0	0	1
Hi total	3				0				2				1			
PHF	.33				.0				.25				.25			

APPENDIX C

FDOT TRAFFIC DATA

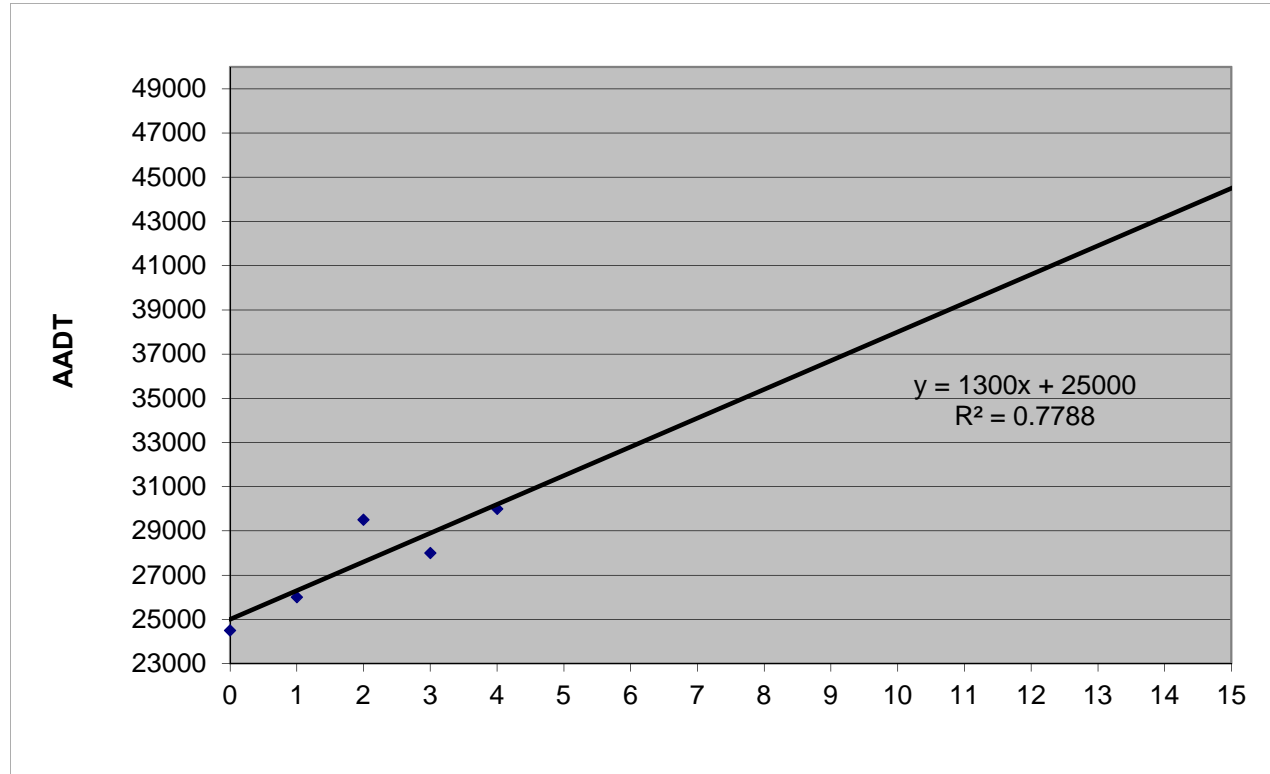


**TABLE C-1
LINEAR REGRESSION ANALYSIS**

US 441, West of I-75

<u>Year</u>	<u>X</u>	Actual AADT (Y)	Predicted AADT
2015	0	24500	25000
2016	1	26000	26300
2017	2	29500	27600
2018	3	28000	28900
2019	4	30000	30200
2020	5		31500
2021	6		32800
2022	7		34100
2023	8		35400
2024	9		36700
2025	10		38000
2026	11		39300
2027	12		40600
2028	13		41900
2029	14		43200
2030	15		44500

i = 3.9%



FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 0461 - SR 20 .2 MI. NW OF SR 93

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	30000	C	N 15000		S 15000	9.50	58.00	5.60
2018	28000	C	N 14000		S 14000	9.50	57.90	4.90
2017	29500	C	N 14500		S 15000	9.50	53.80	4.60
2016	26000	C	N 13000		S 13000	9.50	53.60	4.90
2015	24500	C	N 12500		S 12000	9.50	57.00	5.20
2014	23500	C	N 11500		S 12000	9.50	57.40	5.40
2013	23000	C	N 11500		S 11500	9.50	57.80	5.00
2012	21000	C	N 10500		S 10500	9.50	58.40	4.90
2011	21500	C	N 10500		S 11000	9.50	58.80	5.50
2010	21000	C	N 10500		S 10500	10.13	59.87	5.10
2009	24000	C	N 12000		S 12000	10.04	57.81	6.20
2008	22500	C	N 11000		S 11500	10.17	57.73	7.30
2007	26000	C	N 13000		S 13000	10.22	58.44	5.70
2006	24500	C	N 12000		S 12500	9.98	59.05	6.70
2005	21000	C	N 10500		S 10500	10.10	58.20	19.60
2004	22500	C	N 11500		S 11000	10.20	62.30	9.10

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

COUNTY: 26
 STATION: 0461
 DESCRIPTION: SR 20 .2 MI. NW OF SR 93
 START DATE: 08/27/2019
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	15	16	22	27	80	24	18	18	18	78	158
0100	16	9	7	15	47	17	29	16	17	79	126
0200	6	8	7	22	43	11	12	20	26	69	112
0300	19	19	58	44	140	9	16	18	28	71	211
0400	36	56	50	74	216	37	30	53	54	174	390
0500	83	96	124	173	476	58	53	76	67	254	730
0600	184	308	316	341	1149	73	74	94	110	351	1500
0700	447	475	419	234	1575	105	158	162	202	627	2202
0800	279	450	426	318	1473	169	205	215	166	755	2228
0900	241	234	225	216	916	156	150	148	178	632	1548
1000	220	209	196	180	805	190	173	189	159	711	1516
1100	204	177	248	240	869	219	224	214	231	888	1757
1200	213	237	248	178	876	244	220	218	226	908	1784
1300	206	222	205	217	850	245	222	227	230	924	1774
1400	203	197	207	229	836	240	245	247	265	997	1833
1500	213	298	252	203	966	324	299	272	343	1238	2204
1600	208	202	214	228	852	327	356	378	431	1492	2344
1700	253	174	224	200	851	437	448	464	437	1786	2637
1800	177	179	141	146	643	354	321	274	238	1187	1830
1900	127	133	112	108	480	206	192	175	162	735	1215
2000	101	79	108	83	371	152	150	148	133	583	954
2100	72	60	49	101	282	102	91	80	100	373	655
2200	70	50	48	35	203	85	63	78	51	277	480
2300	27	20	19	7	73	34	24	36	28	122	195
24-HOUR TOTALS:	15072					15311					30383

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	645	1682	745	791	800	2228
P.M.	1445	992	1700	1786	1645	2659
DAILY	645	1682	1700	1786	1645	2659

COUNTY: 26
 STATION: 0461
 DESCRIPTION: SR 20 .2 MI. NW OF SR 93
 START DATE: 08/28/2019
 START TIME: 1100

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	22	22	15	14	73	32	30	24	20	106	179
0100	32	19	17	12	80	19	25	12	12	68	148
0200	13	9	13	15	50	16	20	26	14	76	126
0300	21	26	62	36	145	15	16	23	32	86	231
0400	39	49	71	66	225	35	34	46	39	154	379
0500	82	102	152	148	484	36	63	79	84	262	746
0600	203	282	341	359	1185	64	76	110	119	369	1554
0700	412	496	513	465	1886	153	143	183	200	679	2565
0800	394	374	386	328	1482	177	215	229	181	802	2284
0900	241	262	247	240	990	153	196	199	251	799	1789
1000	220	222	236	247	925	187	207	209	246	849	1774
1100	219	198	228	215	860	194	219	205	188	806	1666
1200	241	241	267	222	971	228	281	220	257	986	1957
1300	199	250	228	216	893	249	257	227	260	993	1886
1400	203	213	216	221	853	260	286	227	292	1065	1918
1500	228	258	239	201	926	305	281	293	364	1243	2169
1600	224	218	235	253	930	370	339	374	422	1505	2435
1700	246	264	254	220	984	418	430	446	405	1699	2683
1800	238	200	187	156	781	343	366	308	269	1286	2067
1900	170	146	142	122	580	215	228	201	214	858	1438
2000	116	137	106	96	455	191	215	200	155	761	1216
2100	82	57	75	53	267	118	109	126	91	444	711
2200	39	28	60	24	151	83	67	70	51	271	422
2300	33	27	23	14	97	33	51	54	33	171	268
24-HOUR TOTALS:	16273					16338					32611

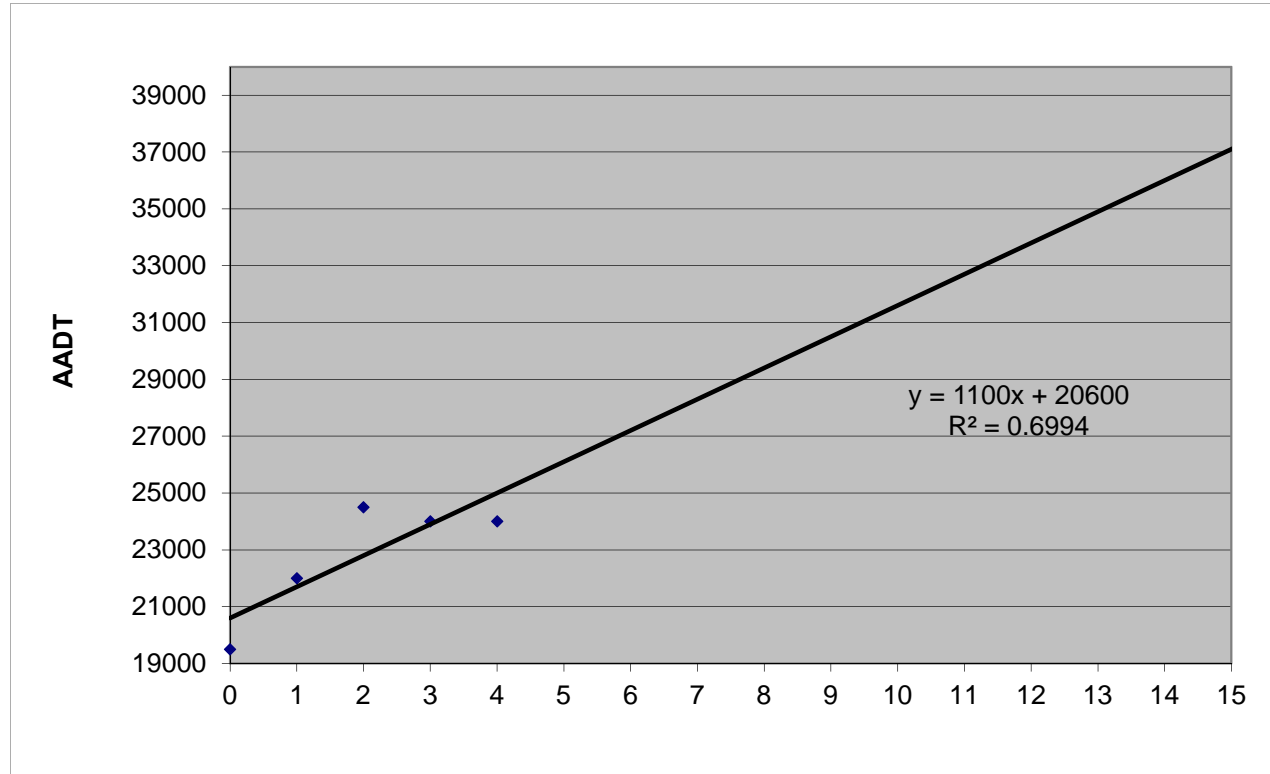
	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1886	745	821	715	2571
P.M.	1645	1017	1645	1716	1645	2733
DAILY	700	1886	1645	1716	1645	2733

**TABLE C-2
LINEAR REGRESSION ANALYSIS**

US 441, West of SR 235

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	19500	20600
2016	1	22000	21700
2017	2	24500	22800
2018	3	24000	23900
2019	4	24000	25000
2020	5		26100
2021	6		27200
2022	7		28300
2023	8		29400
2024	9		30500
2025	10		31600
2026	11		32700
2027	12		33800
2028	13		34900
2029	14		36000
2030	15		37100

i = 4.0%



FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 5106 - SR 20 .4 MI. NW OF SR 235

YEAR	AADT		DIRECTION 1		DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	24000	C	N 12000		S 12000	9.50	58.00	5.60
2018	24000	C	N 12000		S 12000	9.50	57.90	4.90
2017	24500	C	N 12500		S 12000	9.50	53.80	4.60
2016	22000	C	N 11000		S 11000	9.50	53.60	4.90
2015	19500	C	N 9700		S 9800	9.50	57.00	5.20
2014	20000	C	N 10000		S 10000	9.50	57.40	5.40
2013	19800	C	N 9800		S 10000	9.50	57.80	5.00
2012	18900	C	N 9600		S 9300	9.50	58.40	4.90
2011	18600	C	N 9200		S 9400	9.50	58.80	5.50
2010	17600	C	N 8700		S 8900	10.13	59.87	5.10
2009	19600	C	N 9600		S 10000	10.04	57.81	6.20
2008	19400	C	N 9800		S 9600	10.17	57.73	7.30
2007	20000	C	N 10000		S 10000	10.22	58.44	5.70
2006	20500	C	N 10000		S 10500	9.98	59.05	6.70
2005	20000	C	N 10000		S 10000	10.10	58.20	19.60
2004	19900	C	N 10000		S 9900	10.20	62.30	9.10

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

COUNTY: 26
 STATION: 5106
 DESCRIPTION: SR 20 .4 MI. NW OF SR 235
 START DATE: 05/07/2019
 START TIME: 1415

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL	
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL		
0000	22	15	16	10	63	18	21	13	17	69	132	
0100	20	10	11	10	51	12	8	4	10	34	85	
0200	16	8	5	7	36	6	7	5	7	25	61	
0300	6	6	6	14	32	6	16	11	19	52	84	
0400	16	10	21	13	60	17	18	28	30	93	153	
0500	30	30	40	46	146	55	55	88	107	305	451	
0600	50	66	92	116	324	114	183	256	235	788	1112	
0700	132	164	195	176	667	293	311	320	297	1221	1888	
0800	165	171	179	193	708	268	278	232	228	1006	1714	
0900	140	132	144	171	587	194	172	206	164	736	1323	
1000	132	138	132	156	558	148	160	164	177	649	1207	
1100	177	168	226	238	809	141	178	184	200	703	1512	
1200	232	227	233	189	881	217	221	239	229	906	1787	
1300	208	195	185	206	794	214	194	190	200	798	1592	
1400	215	238	231	224	908	183	187	217	160	747	1655	
1500	235	223	243	254	955	192	218	220	169	799	1754	
1600	264	285	331	297	1177	216	161	189	222	788	1965	
1700	343	345	343	294	1325	182	201	215	187	785	2110	
1800	277	252	214	168	911	194	165	166	125	650	1561	
1900	140	137	133	134	544	124	132	120	93	469	1013	
2000	128	119	106	75	428	107	114	118	107	446	874	
2100	81	75	74	47	277	94	74	62	61	291	568	
2200	45	45	43	33	166	37	42	30	44	153	319	
2300	16	20	22	23	81	23	13	23	18	77	158	
24-HOUR TOTALS:					12488						12590	25078

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	800	708	700	1221	715	1896
P.M.	1645	1328	1200	906	1645	2148
DAILY	1645	1328	700	1221	1645	2148

COUNTY: 26
 STATION: 5106
 DESCRIPTION: SR 20 .4 MI. NW OF SR 235
 START DATE: 05/08/2019
 START TIME: 1415

TIME	DIRECTION: N					DIRECTION: S					COMBINED TOTAL
	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	
0000	26	25	18	13	82	21	24	21	5	71	153
0100	10	6	13	10	39	14	15	10	8	47	86
0200	7	11	4	12	34	5	9	7	7	28	62
0300	8	5	11	10	34	7	14	13	25	59	93
0400	14	14	13	16	57	24	26	30	38	118	175
0500	25	29	51	40	145	50	59	83	110	302	447
0600	57	74	84	129	344	111	186	234	243	774	1118
0700	126	156	201	186	669	299	319	331	326	1275	1944
0800	184	164	163	187	698	296	261	271	255	1083	1781
0900	143	146	150	174	613	183	169	226	186	764	1377
1000	140	146	163	149	598	154	165	181	182	682	1280
1100	188	177	278	238	881	179	191	174	198	742	1623
1200	248	236	196	217	897	202	235	209	208	854	1751
1300	190	229	227	222	868	241	212	188	207	848	1716
1400	189	209	197	210	805	191	182	184	182	739	1544
1500	247	233	242	232	954	172	203	241	216	832	1786
1600	265	258	297	305	1125	174	207	222	215	818	1943
1700	330	350	330	307	1317	195	206	240	208	849	2166
1800	261	257	241	206	965	184	167	154	149	654	1619
1900	143	158	161	126	588	145	133	118	109	505	1093
2000	148	108	106	100	462	103	127	118	101	449	911
2100	87	103	72	69	331	90	89	80	66	325	656
2200	69	63	40	30	202	64	50	39	30	183	385
2300	32	37	9	20	98	30	26	25	24	105	203
24-HOUR TOTALS:	12806					13106					25912

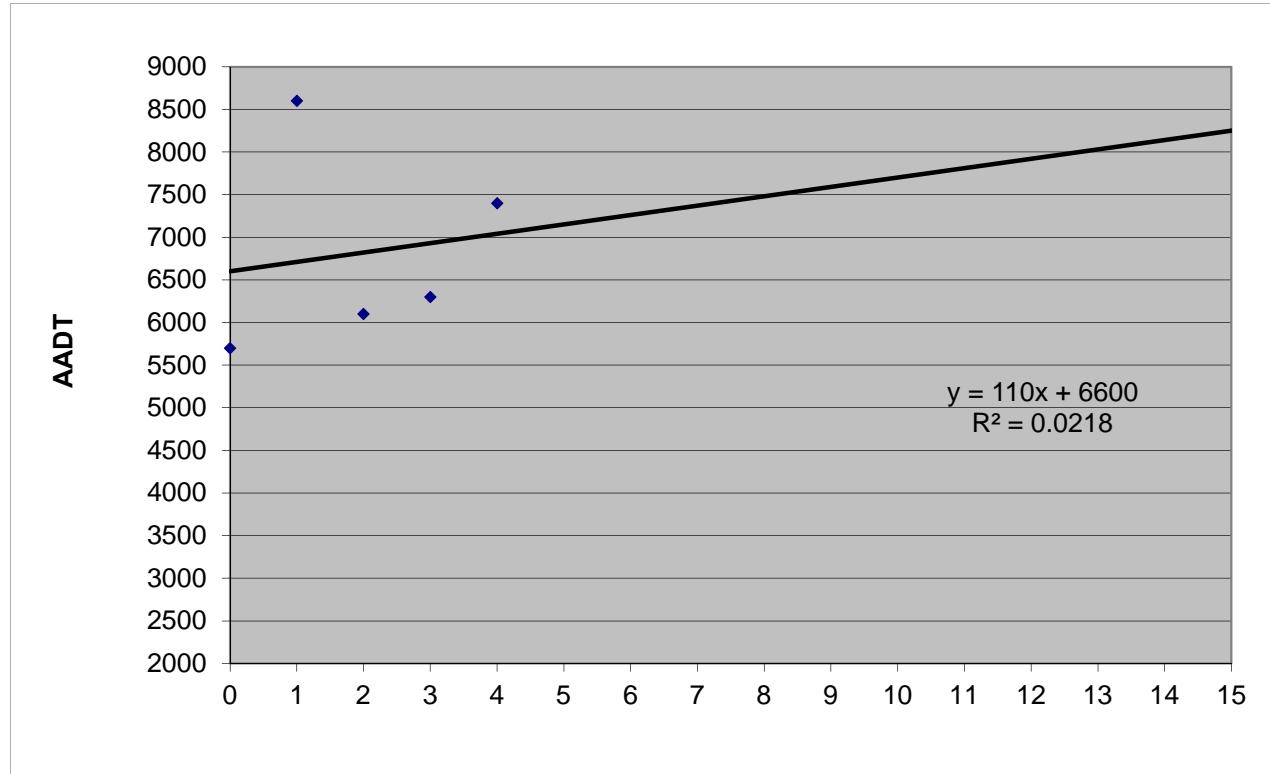
	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	735	700	1275	715	1999
P.M.	1700	1317	1215	893	1645	2171
DAILY	1700	1317	700	1275	1645	2171

**TABLE C-3
LINEAR REGRESSION ANALYSIS**

I-75 to US 441 Northbound Cloverleaf Off-Ramp (East of I-75)

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	5700	6600
2016	1	8600	6710
2017	2	6100	6820
2018	3	6300	6930
2019	4	7400	7040
2020	5		7150
2021	6		7260
2022	7		7370
2023	8		7480
2024	9		7590
2025	10		7700
2026	11		7810
2027	12		7920
2028	13		8030
2029	14		8140
2030	15		8250

i = 8.3%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4021 - RAMP I-75 NB TO US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	7400 C	N 7400	0	9.50	99.90	29.40
2018	6300 C	N 6300	0	9.50	99.90	28.10
2017	6100 C	N 6100	0	9.50	99.90	28.30
2016	8600 C	N 8600	0	9.50	99.90	28.20
2015	5700 C	N 5700	0	9.00	99.90	19.70
2014	5700 C	N 5700	0	9.00	99.90	18.50
2013	5700 C	N 5700	0	9.00	99.90	16.30
2012	6600 C	N 6600	0	9.00	99.90	19.00
2011	5600 C	N 5600	0	9.00	99.90	18.00
2010	6600 C	N 6600	0	13.54	99.99	17.80
2009	6100 C	N 6100	0	13.63	99.99	18.20
2008	5400 C	N 5400	0	13.38	99.99	22.00
2007	5800 C	N 5800	0	11.99	99.99	23.50
2006	7100 C	N 7100	0	13.35	99.99	12.80
2005	6800 C	N 6800	0	13.20	99.90	14.90

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

COUNTY: 26
 STATION: 4021
 DESCRIPTION: RAMP I-75 NB TO US 441
 START DATE: 08/21/2019
 START TIME: 1000

TIME	DIRECTION: N				TOTAL
	1ST	2ND	3RD	4TH	
0000	27	26	14	26	93
0100	22	19	5	7	53
0200	7	18	14	8	47
0300	13	8	11	31	63
0400	17	15	36	25	93
0500	24	48	41	48	161
0600	41	65	80	88	274
0700	89	135	137	154	515
0800	125	111	119	113	468
0900	89	115	90	102	396
1000	81	96	100	115	392
1100	155	108	108	124	495
1200	136	148	133	119	536
1300	109	128	149	147	533
1400	148	172	154	141	615
1500	142	200	169	202	713
1600	209	209	229	231	878
1700	239	320	233	252	1044
1800	190	181	142	116	629
1900	138	118	93	95	444
2000	72	75	84	59	290
2100	77	78	67	70	292
2200	40	39	34	26	139
2300	26	30	29	24	109

 24-HOUR TOTALS: 9272

PEAK VOLUME INFORMATION

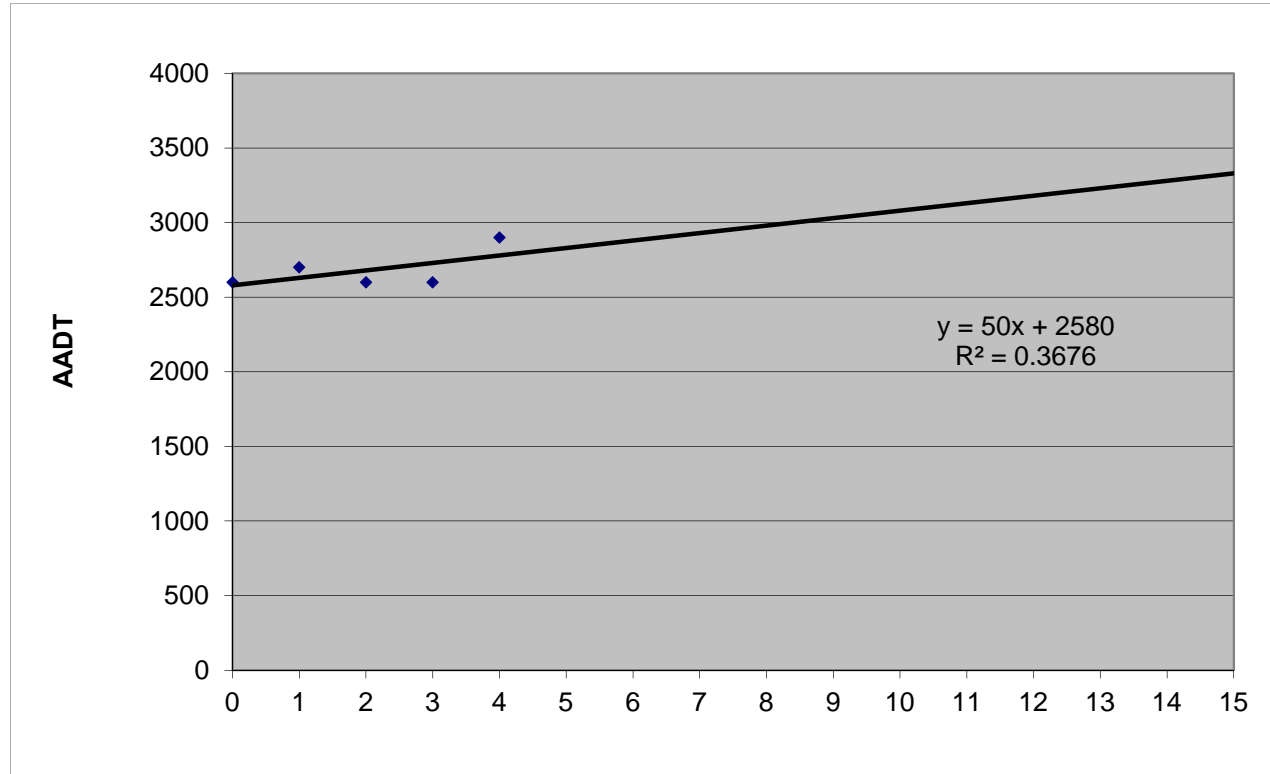
	HOUR	VOLUME
A.M.	715	551
P.M.	1700	1044
DAILY	1700	1044

**TABLE C-4
LINEAR REGRESSION ANALYSIS**

US 441 to I-75 Northbound On-Ramp (East of I-75)

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	2600	2580
2016	1	2700	2630
2017	2	2600	2680
2018	3	2600	2730
2019	4	2900	2780
2020	5		2830
2021	6		2880
2022	7		2930
2023	8		2980
2024	9		3030
2025	10		3080
2026	11		3130
2027	12		3180
2028	13		3230
2029	14		3280
2030	15		3330

i = 1.7%



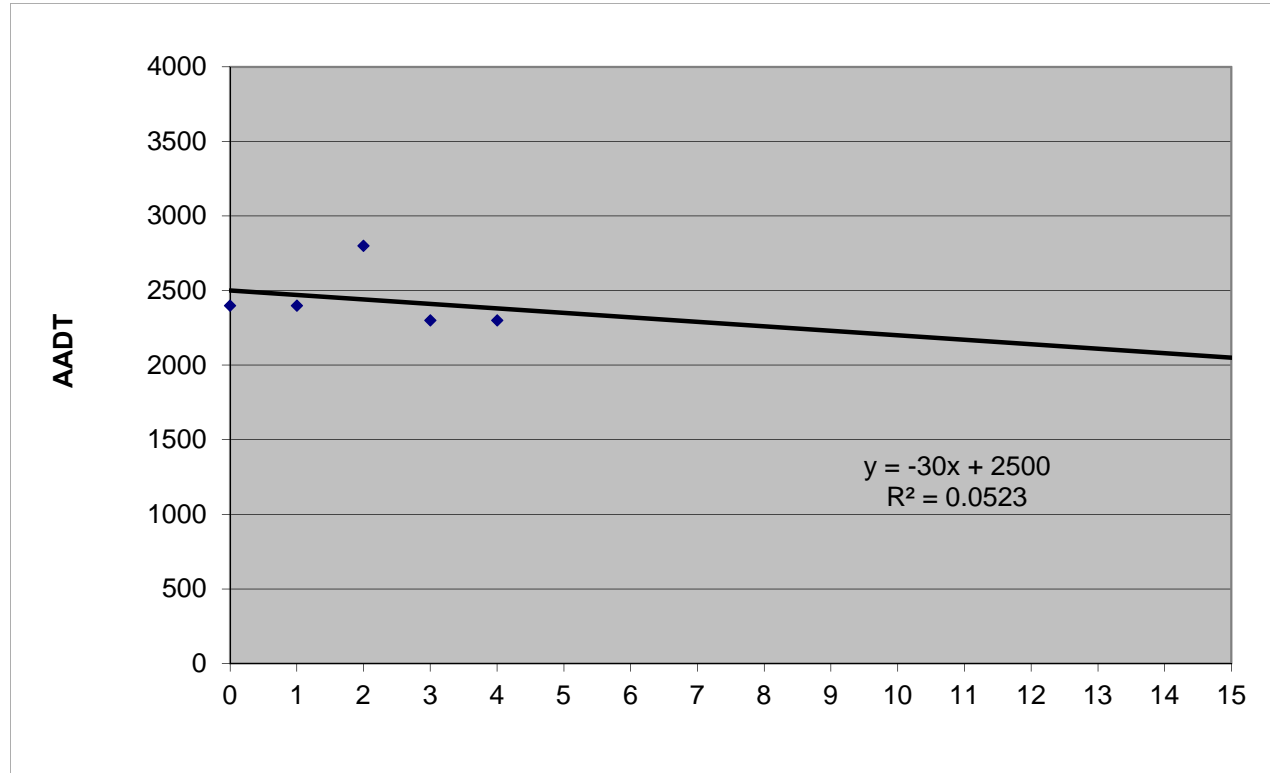
BUCKHOLZ TRAFFIC

**TABLE C-5
LINEAR REGRESSION ANALYSIS**

I-75 to US 441 Southbound Off-Ramp (West of I-75)

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	2400	2500
2016	1	2400	2470
2017	2	2800	2440
2018	3	2300	2410
2019	4	2300	2380
2020	5		2350
2021	6		2320
2022	7		2290
2023	8		2260
2024	9		2230
2025	10		2200
2026	11		2170
2027	12		2140
2028	13		2110
2029	14		2080
2030	15		2050

i = - 1.3%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4022 - RAMP I-75 SB TO US 441

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	2300 C	S 2300	0	9.50	99.90	29.40
2018	2300 C	S 2300	0	9.50	99.90	28.10
2017	2800 C	S 2800	0	9.50	99.90	28.30
2016	2400 C	S 2400	0	9.50	99.90	28.20
2015	2400 C	S 2400	0	9.00	99.90	19.70
2014	2400 C	S 2400	0	9.00	99.90	18.50
2013	2200 C	S 2200	0	9.00	99.90	16.30
2012	2500 C	S 2500	0	9.00	99.90	19.00
2011	2400 C	S 2400	0	9.00	99.90	18.00
2010	2400 C	S 2400	0	13.54	99.99	17.80
2009	2300 C	S 2300	0	13.63	99.99	18.20
2008	2300 C	S 2300	0	13.38	99.99	22.00
2007	2400 C	S 2400	0	11.99	99.99	23.50
2006	2900 C	S 2900	0	13.35	99.99	12.80
2005	2900 C	S 2900	0	13.20	99.90	14.90

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

COUNTY: 26
STATION: 4022
DESCRIPTION: RAMP I-75 SB TO US 441
START DATE: 04/02/2019
START TIME: 1015

DIRECTION: S

TIME 1ST 2ND 3RD 4TH TOTAL

0000 9 8 6 13 36
0100 10 8 2 2 22
0200 2 16 9 5 32
0300 9 8 8 24 49
0400 19 22 21 25 87
0500 14 30 33 36 113
0600 35 48 60 51 194
0700 47 75 82 60 264
0800 56 46 59 50 211
0900 39 46 50 45 180
1000 42 34 49 49 174
1100 36 64 58 57 215
1200 45 44 40 47 176
1300 40 51 44 35 170
1400 57 45 47 42 191
1500 45 49 50 42 186
1600 52 49 64 40 205
1700 49 64 68 32 213
1800 48 46 39 37 170
1900 36 31 23 23 113
2000 30 12 23 29 94
2100 17 11 14 23 65
2200 19 14 16 11 60
2300 15 17 10 10 52

24-HOUR TOTALS: 3272

PEAK VOLUME INFORMATION

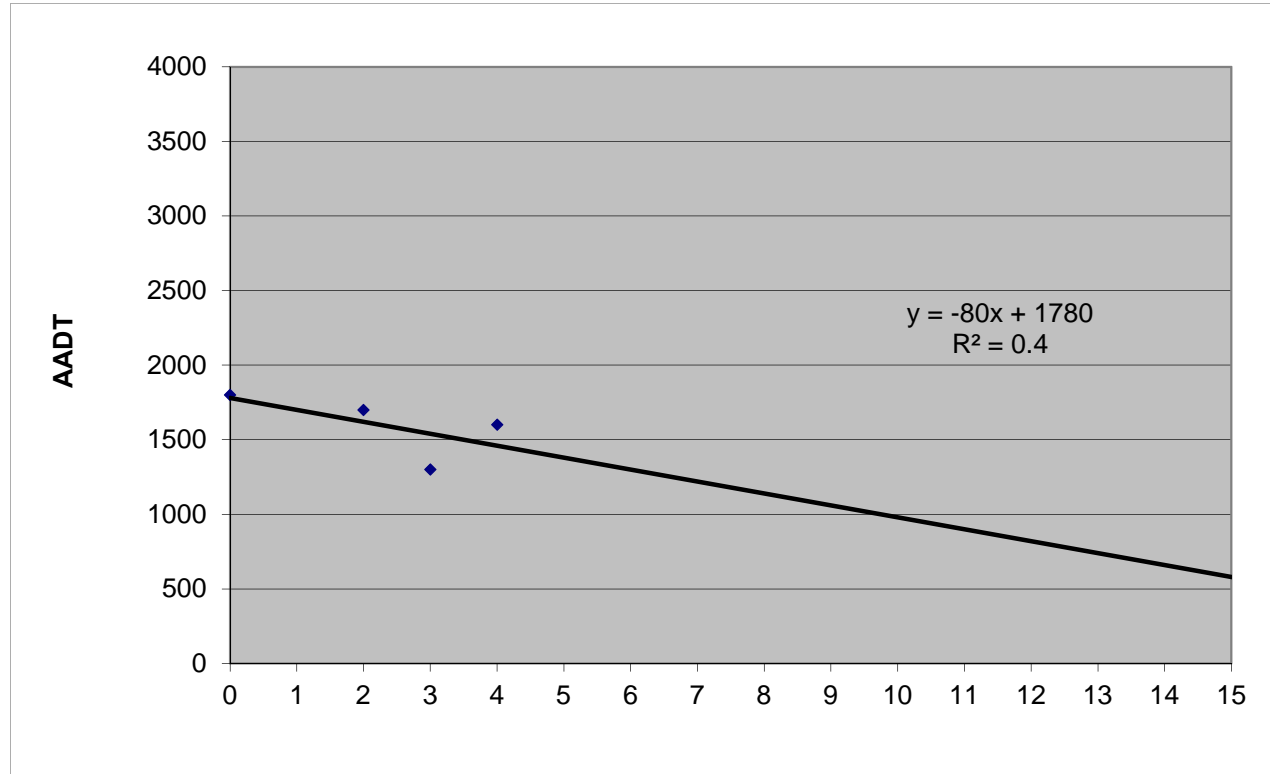
	HOUR	VOLUME
A.M.	715	273
P.M.	1645	221
DAILY	715	273

**TABLE C-6
LINEAR REGRESSION ANALYSIS**

Westbound US 441 Cloverleaf On-Ramp to I-75 Southbound (West of I-75)

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	1800	1780
2016	1		1700
2017	2	1700	1620
2018	3	1300	1540
2019	4	1600	1460
2020	5		1380
2021	6		1300
2022	7		1220
2023	8		1140
2024	9		1060
2025	10		980
2026	11		900
2027	12		820
2028	13		740
2029	14		660
2030	15		580

i = -7.2%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4023 - RAMP US 441 NB TO I-75 SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	1600 C	S 1600	0	9.50	99.90	29.40
2018	1300 C	S 1300	0	9.50	99.90	28.10
2017	1700 C	S 1700	0	9.50	99.90	28.30
2016	4300 C	S 4300	0	9.50	99.90	28.20
2015	1800 C	S 1800	0	9.00	99.90	19.70
2014	5200 C	S 5200	0	9.00	99.90	18.50
2013	5800 C	S 5800	0	9.00	99.90	16.30
2012	6300 C	S 6300	0	9.00	99.90	19.00
2011	5700 C	S 5700	0	9.00	99.90	18.00
2010	6200 C	S 6200	0	13.54	99.99	17.80
2009	5100 C	S 5100	0	13.63	99.99	18.20
2008	5300 C	S 5300	0	13.38	99.99	22.00
2007	5700 C	S 5700	0	11.99	99.99	23.50
2006	6700 C	S 6700	0	13.35	99.99	12.80
2005	7100 C	S 7100	0	13.20	99.90	14.90

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

COUNTY: 26
 STATION: 4023
 DESCRIPTION: RAMP US 441 NB TO I-75 SB
 START DATE: 04/02/2019
 START TIME: 1030

DIRECTION: S

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	4	1	5	3	13
0100	1	2	1	1	5
0200	1	1	2	1	5
0300	1	3	2	3	9
0400	7	2	10	3	22
0500	6	7	14	19	46
0600	22	29	36	35	122
0700	48	55	58	56	217
0800	42	39	38	42	161
0900	30	35	33	27	125
1000	27	26	24	43	120
1100	26	40	42	42	150
1200	27	45	44	36	152
1300	36	37	46	35	154
1400	26	26	28	21	101
1500	39	31	37	35	142
1600	40	29	54	43	166
1700	71	52	56	37	216
1800	36	28	32	15	111
1900	32	24	22	11	89
2000	15	16	11	7	49
2100	13	12	11	10	46
2200	11	6	10	7	34
2300	3	2	5	2	12

24-HOUR TOTALS: 2267

PEAK VOLUME INFORMATION

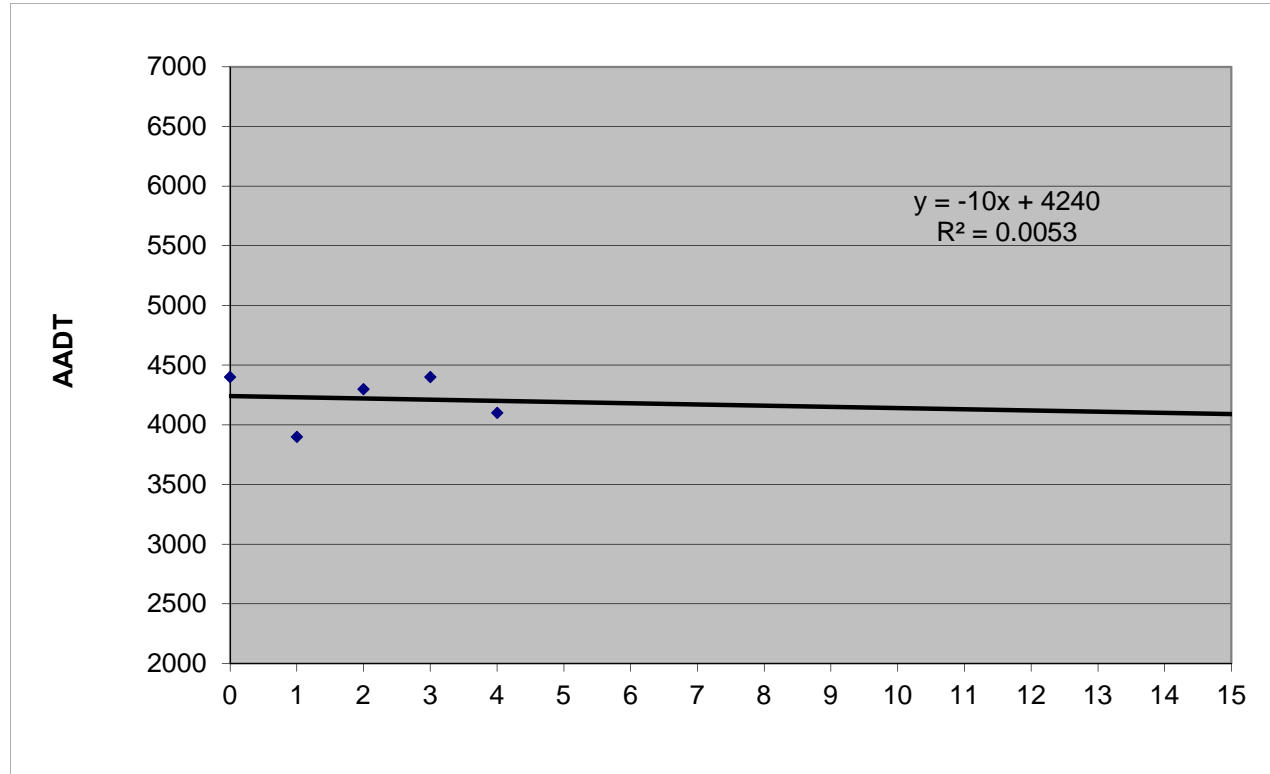
	HOUR	VOLUME
A.M.	700	217
P.M.	1645	222
DAILY	1645	222

**TABLE C-7
LINEAR REGRESSION ANALYSIS**

Eastbound US 441 On-Ramp to I-75 Southbound (West of I-75)

<u>Year</u>	<u>X</u>	<u>Actual AADT (Y)</u>	<u>Predicted AADT</u>
2015	0	4400	4240
2016	1	3900	4230
2017	2	4300	4220
2018	3	4400	4210
2019	4	4100	4200
2020	5		4190
2021	6		4180
2022	7		4170
2023	8		4160
2024	9		4150
2025	10		4140
2026	11		4130
2027	12		4120
2028	13		4110
2029	14		4100
2030	15		4090

i = - 0.2%



BUCKHOLZ TRAFFIC

FLORIDA DEPARTMENT OF TRANSPORTATION
 TRANSPORTATION STATISTICS OFFICE
 2019 HISTORICAL AADT REPORT

COUNTY: 26 - ALACHUA

SITE: 4029 - RAMP US 41 SB TO I-75 SB

YEAR	AADT	DIRECTION 1	DIRECTION 2	*K FACTOR	D FACTOR	T FACTOR
2019	4100 C	S 4100	0	9.00	99.90	29.40
2018	4400 C	S 4400	0	9.00	99.90	28.10
2017	4300 C	S 4300	0	9.00	99.90	28.30
2016	3900 C	S 3900	0	9.00	99.90	28.20
2015	4400 C	S 4400	0	9.00	99.90	19.70

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

COUNTY: 26
 STATION: 4029
 DESCRIPTION: RAMP US 41 SB TO I-75 SB
 START DATE: 04/02/2019
 START TIME: 1030

TIME	DIRECTION: S				TOTAL
	1ST	2ND	3RD	4TH	
0000	15	7	10	9	41
0100	14	16	14	2	46
0200	7	13	15	8	43
0300	9	14	32	35	90
0400	27	30	14	42	113
0500	36	40	59	58	193
0600	97	149	133	160	539
0700	153	206	173	146	678
0800	114	122	119	115	470
0900	133	100	80	85	398
1000	92	60	112	72	336
1100	95	67	82	65	309
1200	93	87	100	81	361
1300	70	72	84	59	285
1400	61	84	70	53	268
1500	87	78	73	56	294
1600	70	51	87	58	266
1700	56	65	70	57	248
1800	70	69	66	62	267
1900	42	26	38	42	148
2000	42	32	24	29	127
2100	23	26	23	22	94
2200	22	15	15	11	63
2300	14	11	11	8	44

 24-HOUR TOTALS: 5721

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	692
P.M.	1200	361
DAILY	645	692

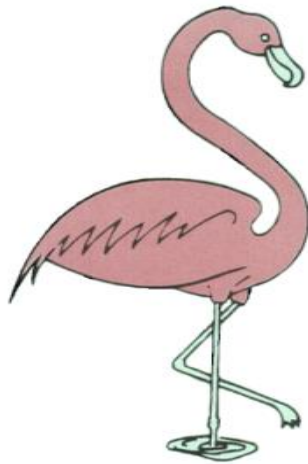
2019 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL
 CATEGORY: 2600 ALACHUA COUNTYWIDE

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

* PEAK SEASON

APPENDIX D

TRIP DISTRIBUTION CALCULATIONS



APPENDIX E

UNSIGNALIZED INTERSECTION CAPACITY CALCULATIONS

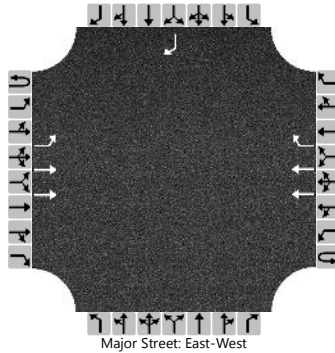


AM PEAK HOUR

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	J. Buckholz			Intersection	US 441/East Driveway		
Agency/Co.	BUCKHOLZ TRAFFIC			Jurisdiction	Alachua County		
Date Performed	9/28/2021			East/West Street	US 441		
Analysis Year	2025			North/South Street	East Driveway		
Time Analyzed	AM Peak Hr, BUILD Traffic			Peak Hour Factor	0.94		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	#20-1654						

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
Number of Lanes	0	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	137	1179				921	67								262
Percent Heavy Vehicles (%)	0	2														2
Proportion Time Blocked		0.600														0.600
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.14														6.94
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.22														3.32

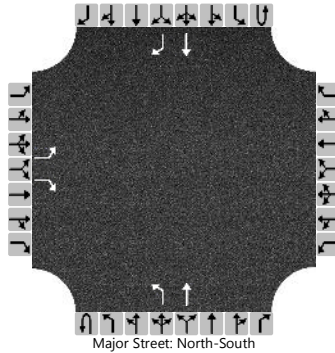
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		146														279	
Capacity, c (veh/h)		649														434	
v/c Ratio		0.22														0.64	
95% Queue Length, Q ₉₅ (veh)		0.9														4.4	
Control Delay (s/veh)		12.2														27.0	
Level of Service (LOS)		B														D	
Approach Delay (s/veh)		1.3												27.0			
Approach LOS														D			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	J. Buckholz			Intersection	CR 241/Site Drive		
Agency/Co.	BUCKHOLZ TRAFFIC			Jurisdiction	Alachua County		
Date Performed	9/28/2021			East/West Street	Site Drive		
Analysis Year	2025			North/South Street	CR241		
Time Analyzed	AM Peak Hour - BUILD			Peak Hour Factor	0.98		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	#20-1654						

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		1	0	1		0	0	0		0	1	1	0	0	1	1
Configuration		L		R						L	T				T	R
Volume (veh/h)		8		102						32	34				156	3
Percent Heavy Vehicles (%)		2		2						2						
Proportion Time Blocked																
Percent Grade (%)	0															
Right Turn Channelized	No												No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

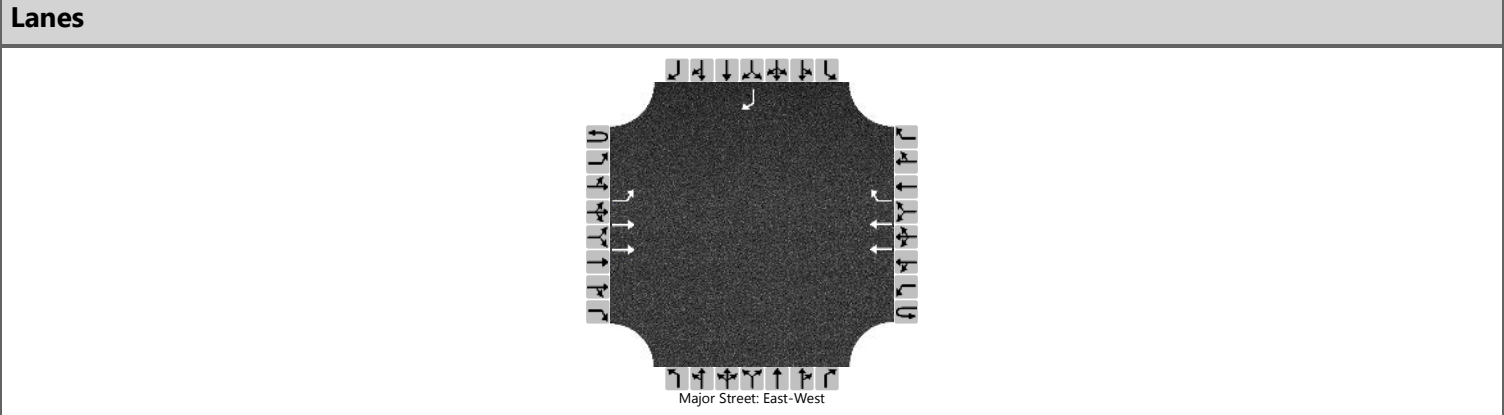
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		8		104						33						
Capacity, c (veh/h)		713		886						1417						
v/c Ratio		0.01		0.12						0.02						
95% Queue Length, Q ₉₅ (veh)		0.0		0.4						0.1						
Control Delay (s/veh)		10.1		9.6						7.6						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)	9.6								3.7							
Approach LOS	A															

PM PEAK HOUR

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	J. Buckholz			Intersection	US 441/East Driveway		
Agency/Co.	BUCKHOLZ TRAFFIC			Jurisdiction	Alachua County		
Date Performed	9/28/2021			East/West Street	US 441		
Analysis Year	2025			North/South Street	East Driveway		
Time Analyzed	PM Peak Hr, BUILD Traffic			Peak Hour Factor	0.94		
Intersection Orientation	East-West			Analysis Time Period (hrs)	0.25		
Project Description	#20-1654						



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	1	2	0	0	0	2	1		0	0	0		0	0	1
Configuration		L	T				T	R								R
Volume (veh/h)	0	290	1206				1799	123								197
Percent Heavy Vehicles (%)	0	2														2
Proportion Time Blocked		0.600														0.600
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		4.1														6.9
Critical Headway (sec)		4.14														6.94
Base Follow-Up Headway (sec)		2.2														3.3
Follow-Up Headway (sec)		2.22														3.32

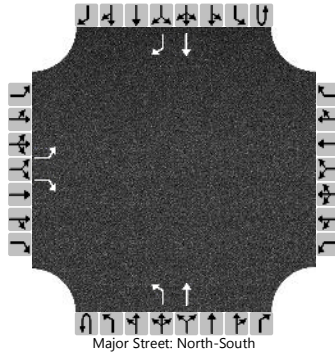
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		309														210
Capacity, c (veh/h)		385														434
v/c Ratio		0.80														0.48
95% Queue Length, Q ₉₅ (veh)		7.0														2.6
Control Delay (s/veh)		42.8														20.8
Level of Service (LOS)		E														C
Approach Delay (s/veh)	8.3												20.8			
Approach LOS													C			

HCS7 Two-Way Stop-Control Report

General Information				Site Information			
Analyst	J. Buckholz			Intersection	CR 241/Site Drive		
Agency/Co.	BUCKHOLZ TRAFFIC			Jurisdiction	Alachua County		
Date Performed	9/30/2021			East/West Street	Site Drive		
Analysis Year	2025			North/South Street	CR241		
Time Analyzed	PM Peak Hour - BUILD			Peak Hour Factor	0.91		
Intersection Orientation	North-South			Analysis Time Period (hrs)	0.25		
Project Description	#20-1654						

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		1	0	1		0	0	0	0	1	1	0	0	0	1	1	
Configuration		L		R						L	T				T	R	
Volume (veh/h)		5		65						110	162				72	8	
Percent Heavy Vehicles (%)		2		2						2							
Proportion Time Blocked																	
Percent Grade (%)		0															
Right Turn Channelized		No												No			
Median Type Storage		Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)		7.1		6.2						4.1						
Critical Headway (sec)		6.42		6.22						4.12						
Base Follow-Up Headway (sec)		3.5		3.3						2.2						
Follow-Up Headway (sec)		3.52		3.32						2.22						

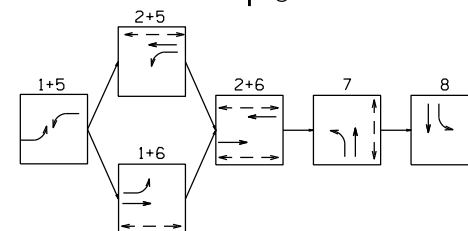
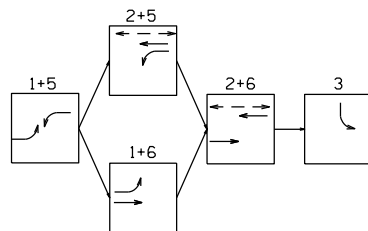
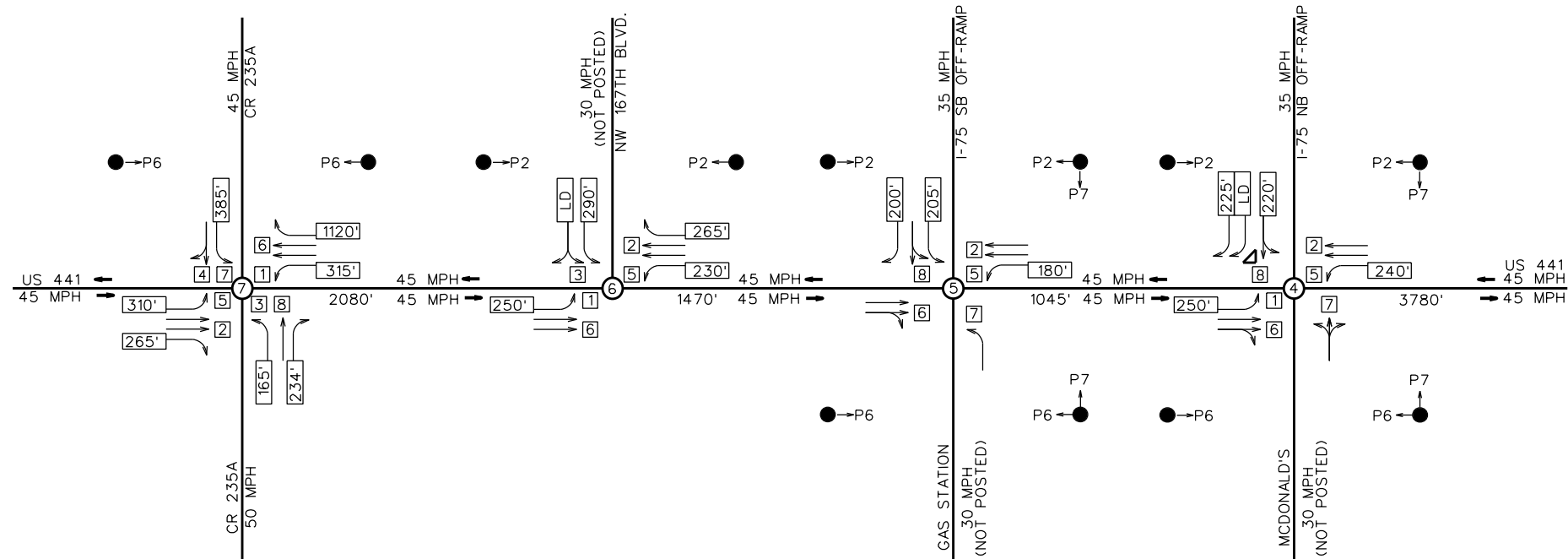
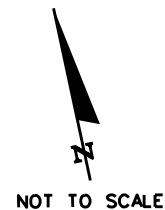
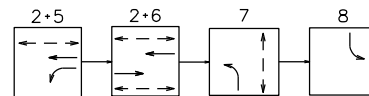
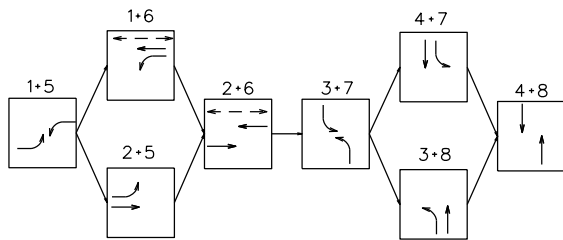
Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)		5		71						121						
Capacity, c (veh/h)		489		981						1508						
v/c Ratio		0.01		0.07						0.08						
95% Queue Length, Q ₉₅ (veh)		0.0		0.2						0.3						
Control Delay (s/veh)		12.5		9.0						7.6						
Level of Service (LOS)		B		A						A						
Approach Delay (s/veh)		9.2								3.1						
Approach LOS		A														

APPENDIX F

FUTURE SIGNAL TIMINGS





NODE NO. ①
STORAGE LENGTH 315'
MOVEMENT NO. 2
SIGNAL OPERATING PLAN LD
LANE DROP LD

SIGNAL OPERATING PLAN
PEDESTRIAN SIGNAL
LANE GEOMETRY

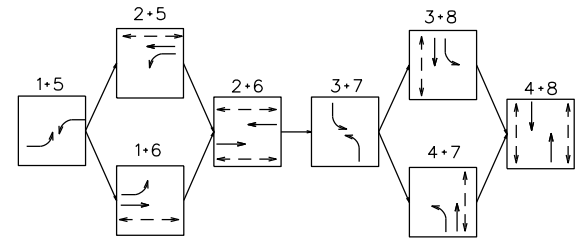
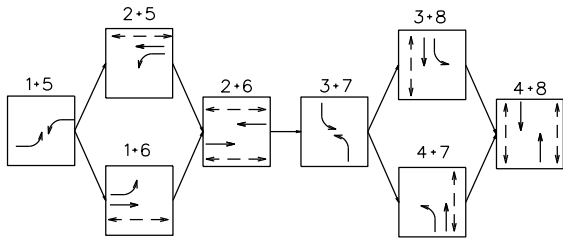
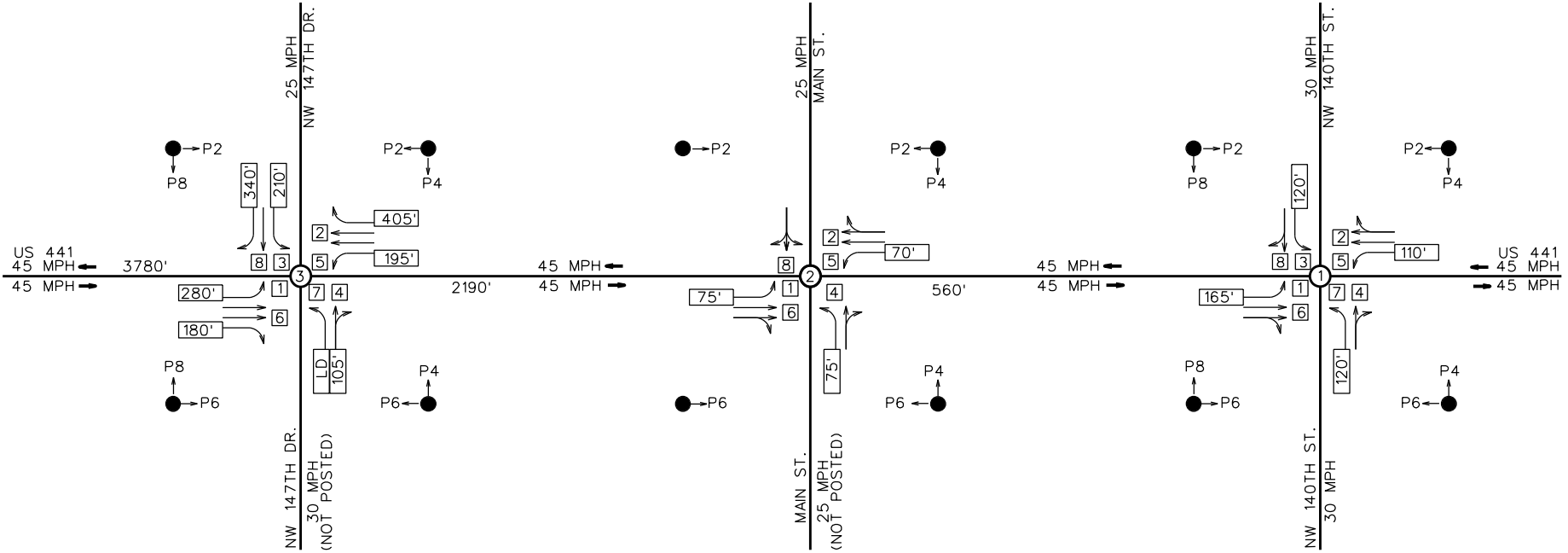
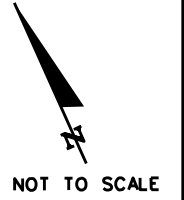
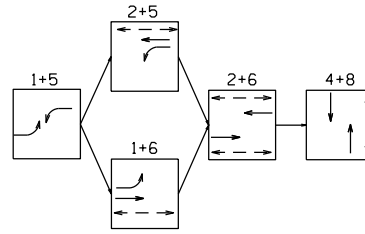
HDR Engineering, Inc.
 315 E. Robinson Street, Suite 400
 Orlando, FL 32801-1949
 (407) 426-1200
 www.hdrinc.com
 Certificate of Authorization No. 4213

STATE OF FLORIDA
 DEPARTMENT OF TRANSPORTATION

ROAD NO.	CITY
US 441	ALACHUA

LINK NODE DIAGRAM
DISTRICTWIDE SIGNAL RETIMING

#USER# #DATE# #TIME# #FILE#



NODE NO.	①
STORAGE LENGTH	315'
MOVEMENT NO.	2
SIGNAL OPERATING PLAN	LD
LANE DROP	

SIGNAL OPERATING PLAN	
PEDESTRIAN SIGNAL	
LANE GEOMETRY	

HDR Engineering, Inc.
 315 E. Robinson Street, Suite 400
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STATE OF FLORIDA DEPARTMENT OF TRANSPORTATION	
ROAD NO.	CITY
US 441	ALACHUA

LINK NODE DIAGRAM DISTRICTWIDE SIGNAL RETIMING

#USER# #DATE# #TIME# #FILE#

Time of Day Plan

Designed By:	J.M.
Date:	4/19/2019
Checked By:	R. A. A
Date:	4/19/2019

Section:	26020000
Corridor:	US 441
From:	NW 140th St/SR 235
To:	NW 173rd St/CR 235A

TIME OF DAY

Day	Plan	Time		Pattern	Cycle Length
Monday Thru Friday	FREE	0:00	6:00	-	FREE
	AM	6:00	10:00	1	130
	MIDDAY	10:00	16:15	2	130
	PM	16:15	18:15	3	160
	NT	18:15	21:30	4	110
	FREE	21:30	0:00	-	FREE
Saturday	FREE	0:00	7:00	-	FREE
	NT	7:00	9:00	4	110
	WKN OffPk	9:00	12:30	6	130
	WKN	12:30	18:00	5	130
	NT	18:00	21:00	4	110
	FREE	21:00	0:00	-	FREE
Sunday	FREE	0:00	9:00	-	FREE
	NT	9:00	11:00	4	110
	WKN OffPk	11:00	17:30	6	130
	NT	17:30	21:00	4	110
	FREE	21:00	0:00	-	FREE

STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT TWO
US 441 - Signal Retiming
City of Alachua

Designed By:	J.M.	Section	26020000	Mile Post	17.962	Node	1
Date:	4/19/2019	Sig ID	175	Controller	Naztec 900 TS2	System ID	
Checked By:	R.A.A	Maj. Street	US 441	Orientation	N-S	SOP	10
Date:	4/19/2019	Min. Street	NW 140th St/CR 235	Orientation	E-W		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	
Speed Limit (mph)	45	45	30	30	45	45	30	30	
Vehicle Traversed Width	96	126	171	161	135	149	173	170	
Approach Grades	-1.0%	0.6%	-7.0%	4.5%	0.6%	-1.0%	4.5%	-7.0%	
Ped-X (curb to curb)		83		116		63		105	
Crossing Time		24		34		18		30	
Ped-X (button to curb)		14		12		16		11	
Ped-X (button to far curb)		97		128		79		116	
Crossing Time (to far curb)		33		43		27		39	

Controller Timings (seconds)

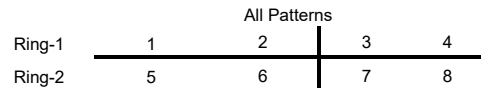
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	
Turn Type	<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		
Min Green	4	15	4	6	4	15	4	6	
Ext	2.0	3.5	2.0	9.0	2.0	3.5	2.0	9.0	
Yellow Change Interval	4.9	4.8	4.3	3.7	4.8	4.9	3.7	4.3	
Red Clearance Interval	2.0	2.0	3.4	3.2	2.0	2.0	3.4	3.4	
Max I	25	50	20	35	25	50	20	35	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		24		34		18		30	
Min Splits	11.0	38.0	12.0	48.0	11.0	32.0	12.0	45.0	
Detector Memory		ON		ON		ON			
Det. Cross Switch.	ON		ON		ON		ON		
Recall		Max				Max		Min	
CNA									
Coord Phase		YES							

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
<i>AM</i>	<i>1</i>		18	57	20	35	20	55	20	35	130	88	1
<i>MIDDAY</i>	<i>2</i>		18	56	18	38	18	56	19	37	130	19	1
<i>PM</i>	<i>3</i>		18	74	20	48	24	68	23	45	160	150	1
<i>PM Alt</i>	<i>7</i>		18	66	18	48	20	64	21	45	150	147	1
<i>NT</i>	<i>4</i>		18	48	18	26	18	48	21	23	110	73	1
<i>WKN</i>	<i>5</i>		18	57	22	33	18	57	33	22	130	60	1
<i>WKN OffPk</i>	<i>6</i>		19	44	19	48	18	45	22	45	130	60	1

Notes

- Offset referenced to end of first through movement 2 & 6
- Program Max inhibit during coordination
- Program float force-offs



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT TWO
US 441 - Signal Retiming
City of Alachua

Designed By:	J.M.	Section	26020000	Mile Post	18.481	Node	3
Date:	4/19/2019	Sig ID	160	Controller	Naztec 900 TS2	System ID	
Checked By:	R.A.A	Maj. Street	US 441	Orientation	N-S	SOP	10
Date:	4/19/2019	Min. Street	NW 147th Dr	Orientation	E-W		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	
Speed Limit (mph)	45	45	25	30	45	45	30	25	
Vehicle Traversed Width	116	111	109	130	104	109	115	128	
Approach Grades	0.3%	-0.9%	-7.2%	-4.4%	-0.9%	0.3%	-4.4%	-7.2%	
Ped-X (curb to curb)		95		106		64		106	
Crossing Time		28		31		19		31	
Ped-X (button to curb)		6		12		13		13	
Ped-X (button to far curb)		101		118		77		119	
Crossing Time (to far curb)		34		40		26		40	

Controller Timings (seconds)

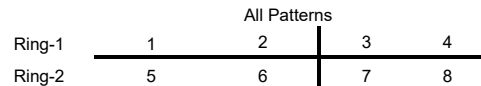
Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>	<i>WBL</i>	<i>EB</i>	<i>NBL</i>	<i>SB</i>	<i>EBL</i>	<i>WB</i>	
Turn Type	<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		<i>Prot/Perm</i>		
Min Green	4	20	4	6	4	20	4	6	
Ext	2.0	3.5	2.0	3.0	2.0	3.5	2.0	3.0	
Yellow Change Interval	4.8	4.9	3.8	4.0	4.9	4.8	4.0	3.8	
Red Clearance Interval	2.0	2.0	2.6	2.5	2.0	2.0	2.1	3.1	
Max I	15	50	15	30	15	50	15	30	
Max II									
Walk		7		7		7		7	
Flashing Don't Walk		28		31		19		31	
Min Splits	11.0	42.0	11.0	45.0	11.0	33.0	11.0	45.0	
Detector Memory		ON				ON			
Det. Cross Switch.	ON		ON		ON		ON		
Recall		Min				Min			
CNA									
Coord Phase		YES							

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
<i>AM</i>	<i>1</i>		18	75	19	18	18	75	19	18	130	37	1
<i>MIDDAY</i>	<i>2</i>		18	74	18	20	18	74	20	18	130	93	1
<i>PM</i>	<i>3</i>		18	71	19	52	22	67	26	45	160	1	1
<i>PM Alt</i>	<i>7</i>		18	63	18	51	22	59	24	45	150	35	1
<i>NT</i>	<i>4</i>		18	55	19	18	18	55	19	18	110	10	1
<i>WKN</i>	<i>5</i>		18	49	19	44	18	49	18	45	130	99	1
<i>WKN OffPk</i>	<i>6</i>		22	69	19	20	18	73	19	20	130	99	1

Notes

- Offset referenced to end of first through movement 2 & 6
- Program float force-offs
- Program Max Inhibit during coordination



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT TWO
US 441 - Signal Retiming
City of Alachua

Designed By:	J.M.	Section	26020000	Mile Post	19.217	Node	4
Date:	4/19/2019	Sig ID	145	Controller	Naztec 900 TS2	System ID	
Checked By:	R.A.A	Maj. Street	US 441	Orientation	N-S	SOP	9
Date:	4/19/2019	Min. Street	I-75 NB Ramps	Orientation	E-W		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>			<i>NBL</i>	<i>SB</i>	<i>EB</i>	<i>WB</i>	
Speed Limit (mph)	45	45			45	45	30	35	
Vehicle Traversed Width	112	95			119	117	140	153	
Approach Grades	-0.9%	-0.2%			-0.2%	-0.9%	-4.0%	1.7%	
Ped-X (curb to curb)		149				51	99		
Crossing Time		43				15	29		
Ped-X (button to curb)		15				12	17		
Ped-X (button to far curb)		164				63	116		
Crossing Time (to far curb)		55				21	39		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction	<i>SBL</i>	<i>NB</i>			<i>NBL</i>	<i>SB</i>	<i>EB</i>	<i>WB</i>	
Turn Type	<i>Prot/Perm</i>				<i>Prot/Perm</i>		<i>Split</i>	<i>Split</i>	
Min Green	4	15			4	15	4	6	
Ext	3.0	3.5			2.0	3.5	2.5	4.0	
Yellow Change Interval	4.9	4.8			4.8	4.9	4.0	4.0	
Red Clearance Interval	2.0	2.0			2.0	2.0	2.7	2.4	
Max I	15	65			15	65	15	25	
Max II									
Walk		7				7	7		
Flashing Don't Walk		43				15	29		
Min Splits	11.0	57.0			11.0	29.0	43.0	13.0	
Detector Memory		ON				ON			
Det. Cross Switch.	ON				ON				
Recall		Min				Min			
CNA									
Coord Phase		YES							

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
<i>AM</i>	<i>1</i>		18	60	-	52	18	60	18	34	130	110	1
<i>MIDDAY</i>	<i>2</i>		18	64	-	48	18	64	20	28	130	36	1
<i>PM</i>	<i>3</i>		18	70	-	72	18	70	42	30	160	85	1
<i>PM Alt</i>	<i>7</i>		18	61	-	71	18	61	42	29	150	129	1
<i>NT</i>	<i>4</i>		18	51	-	41	18	51	18	23	110	67	1
<i>WKN</i>	<i>5</i>		22	60	-	48	18	64	18	30	130	44	1
<i>WKN Offpk</i>	<i>6</i>		18	70	-	42	18	70	18	24	130	44	1

Notes

- Offset referenced to end of first through movement 2 & 6
- Program float force-offs
- Program Max Inhibit during coordination



STATE OF FLORIDA
DEPARTMENT OF TRANSPORTATION - DISTRICT TWO
US 441 - Signal Retiming
City of Alachua

Designed By:	J.M.	Section	26020000	Mile Post	19.407	Node	5
Date:	4/19/2019	Sig ID	140	Controller	Naztec 900 TS2	System ID	
Checked By:	R.A.A	Maj. Street	US 441	Orientation	N-S	SOP	9 Modified
Date:	4/19/2019	Min. Street	I-75 SB Ramps	Orientation	E-W		

Pedestrians

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		NB			NBL	SB	EB	WB	
Speed Limit (mph)		45			45	45	30	35	
Vehicle Traversed Width		123			120	125	142	155	
Approach Grades		-2.4%			-2.4%	-1.8%	1.4%	-5.2%	
Ped-X (curb to curb)		68				50	100		
Crossing Time		20				15	29		
Ped-X (button to curb)		14				9	14		
Ped-X (button to far curb)		82				59	114		
Crossing Time (to far curb)		28				20	38		

Controller Timings (seconds)

Movement # (Controller Phase Ø)	1	2	3	4	5	6	7	8	Notes
Direction		NB			NBL	SB	EB	WB	
Turn Type					<i>Prot/Perm</i>		<i>Split</i>	<i>Split</i>	
Min Green		15			4	15	4	6	
Ext		3.5			2.0	3.5	2.0	4.0	
Yellow Change Interval		5.0			5.0	5.0	3.7	4.5	
Red Clearance Interval		2.0			2.0	2.0	2.7	2.5	
Max I		65			15	65	15	25	
Max II									
Walk		7				7	7		
Flashing Don't Walk		20				15	29		
Min Splits		34.0			11.0	29.0	43.0	13.0	
Detector Memory		ON				ON			
Det. Cross Switch.					ON				
Recall		<i>Min</i>				<i>Min</i>			
CNA									
Coord Phase		YES							

Coordination Timings (seconds)

Plan	Pattern	C-O-S	Splits								Cycle Length	Offset	Seq
AM	1		18	72	-	40	18	72	18	22	130	105	1
MIDDAY	2		18	72	-	40	18	72	18	22	130	34	1
PM	3		18	98	-	44	18	98	18	26	160	80	1
PM Alt	7		18	88	-	44	18	88	18	26	150	122	1
NT	4		18	55	-	37	18	55	18	19	110	74	1
WKN	5		18	76	-	36	18	76	18	18	130	41	1
WKN Offpk	6		18	72	-	40	18	72	18	22	130	41	1

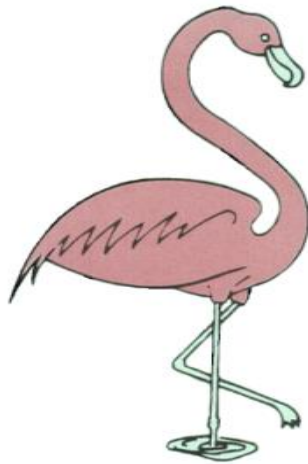
Notes

- Offset referenced to end of first through movement 2 & 6
- Program float force-offs
- Program Max Inhibit during coordination



APPENDIX G

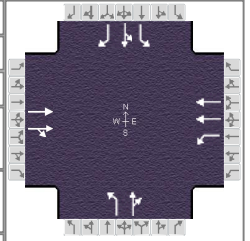
SIGNALIZED INTERSECTION CAPACITY CALCULATIONS



AM PEAK HOUR

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25		
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other		
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94		
Urban Street	US 441	Analysis Year	2020 Existing Traffic	Analysis Period	1 > 7:15		
Intersection	US 441/I-75 West Ramp	File Name	Ex_2020_AM_US441__75Ramps.xus				
Project Description	2020 AM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		1618	60	52	681		14	0	86	144	10	63

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	105	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	Off											
				Green	0.0	92.2	7.6	9.8	0.0	0.0				
				Yellow	5.0	5.0	3.7	4.5	0.0	0.0				
				Red	2.0	2.0	2.7	2.5	0.0	0.0				

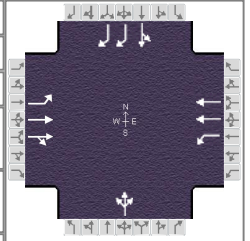
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		99.2	0.0	99.2		14.0		16.8
Change Period, (Y+R _c), s		7.0	7.0	7.0		6.4		7.0
Max Allow Headway (MAH), s		0.0	0.0	0.0		3.2		5.0
Queue Clearance Time (g _s), s						7.9		9.0
Green Extension Time (g _e), s		0.0	0.0	0.0		0.0		0.7
Phase Call Probability						0.96		1.00
Max Out Probability						0.50		0.08

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		894	891	0	0		15	72		84	80	61
Adjusted Saturation Flow Rate (s), veh/h/ln		1826	1803	1810	1654		1697	1572		1640	1655	1095
Queue Service Time (g _s), s		62.9	12.9	0.0	0.0		1.1	5.9		6.5	6.1	7.0
Cycle Queue Clearance Time (g _c), s		62.9	12.9	0.0	0.0		1.1	5.9		6.5	6.1	7.0
Green Ratio (g/C)		0.71	0.71	0.67	0.71		0.06	0.06		0.08	0.08	0.08
Capacity (c), veh/h		1295	1279	118	2346		99	92		123	124	82
Volume-to-Capacity Ratio (X)		0.690	0.697	0.000	0.000		0.150	0.787		0.683	0.639	0.736
Back of Queue (Q), ft/ln (95 th percentile)		110.4	129.6	0	0		22.7	117.4		149.1	136.6	139.6
Back of Queue (Q), veh/ln (95 th percentile)		4.2	5.1	0.0	0.0		0.9	4.6		5.4	5.1	4.2
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00		0.45	0.00		0.17	0.61	0.62
Uniform Delay (d ₁), s/veh		1.3	1.8	0.0	0.0		58.1	60.4		58.6	58.4	58.8
Incremental Delay (d ₂), s/veh		3.0	3.2	0.0	0.0		0.3	7.3		9.1	7.5	16.5
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		4.3	5.0	0.0	0.0		58.4	67.7		67.7	65.9	75.3
Level of Service (LOS)		A	A				E	E		E	E	E
Approach Delay, s/veh / LOS	4.6	A		0.0			66.1	E		69.1	E	
Intersection Delay, s/veh / LOS	14.1						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25		
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other		
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94		
Urban Street	US 441	Analysis Year	2020 Existing Traffic	Analysis Period	1 > 7:15		
Intersection	US 441/I-75 East Ramps	File Name	Ex_2020_AM_US441__75Ramps.xus				
Project Description	2020 AM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	65	915	83	48	715		53	19	12	147	30	176

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	110	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	Off										
				Green	3.4	4.2	69.9	8.2	17.5	0.0			
				Yellow	4.8	0.0	4.8	4.0	4.0	0.0			
				Red	2.0	0.0	2.0	2.7	2.4	0.0			

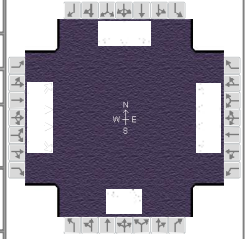
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	14.4	81.0	10.2	76.7		14.9		23.9
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9		6.7		6.4
Max Allow Headway (MAH), s	3.9	0.0	2.9	0.0		3.5		5.1
Queue Clearance Time (g _s), s	7.4		3.7			8.5		15.8
Green Extension Time (g _e), s	0.3	0.0	0.0	0.0		0.0		1.7
Phase Call Probability	0.99		0.84			0.96		1.00
Max Out Probability	0.00		0.00			1.00		0.03

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	118	912	906	51	761			89			188	169
Adjusted Saturation Flow Rate (s), veh/h/ln	1259	1841	1787	1781	1781			1755			1725	1203
Queue Service Time (g _s), s	5.4	48.4	50.9	1.7	11.0			6.5			13.8	8.5
Cycle Queue Clearance Time (g _c), s	5.4	48.4	50.9	1.7	11.0			6.5			13.8	8.5
Green Ratio (g/C)	0.59	0.57	0.57	0.56	0.54			0.06			0.13	0.13
Capacity (c), veh/h	354	1049	1018	143	1913			111			233	324
Volume-to-Capacity Ratio (X)	0.335	0.870	0.889	0.356	0.398			0.804			0.810	0.521
Back of Queue (Q), ft/ln (95 th percentile)	89.7	532.5	525.2	30.3	168.7			158.3			285	139
Back of Queue (Q), veh/ln (95 th percentile)	2.7	20.6	20.7	1.2	6.6			6.2			10.8	4.8
Queue Storage Ratio (RQ) (95 th percentile)	0.33	0.00	0.00	0.12	0.00			0.00			0.00	0.00
Uniform Delay (d ₁), s/veh	12.7	14.7	14.6	24.1	10.1			60.1			54.6	52.3
Incremental Delay (d ₂), s/veh	0.3	6.2	7.4	0.6	0.6			17.0			9.2	1.8
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	13.1	20.9	21.9	24.7	10.7			77.1			63.8	54.2
Level of Service (LOS)	B	C	C	C	B			E			E	D
Approach Delay, s/veh / LOS	20.9		C	11.6		B	77.1		E	59.2		E
Intersection Delay, s/veh / LOS	24.4						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.89
Urban Street	US 441	Analysis Year	2019 Existing Traffic	Analysis Period	1 > 7:15
Intersection	US 441/NW 147th Drive	File Name	Ex_2019_AM_US441_NW147.xus		
Project Description	2019 AM Peak Hour Traffic				



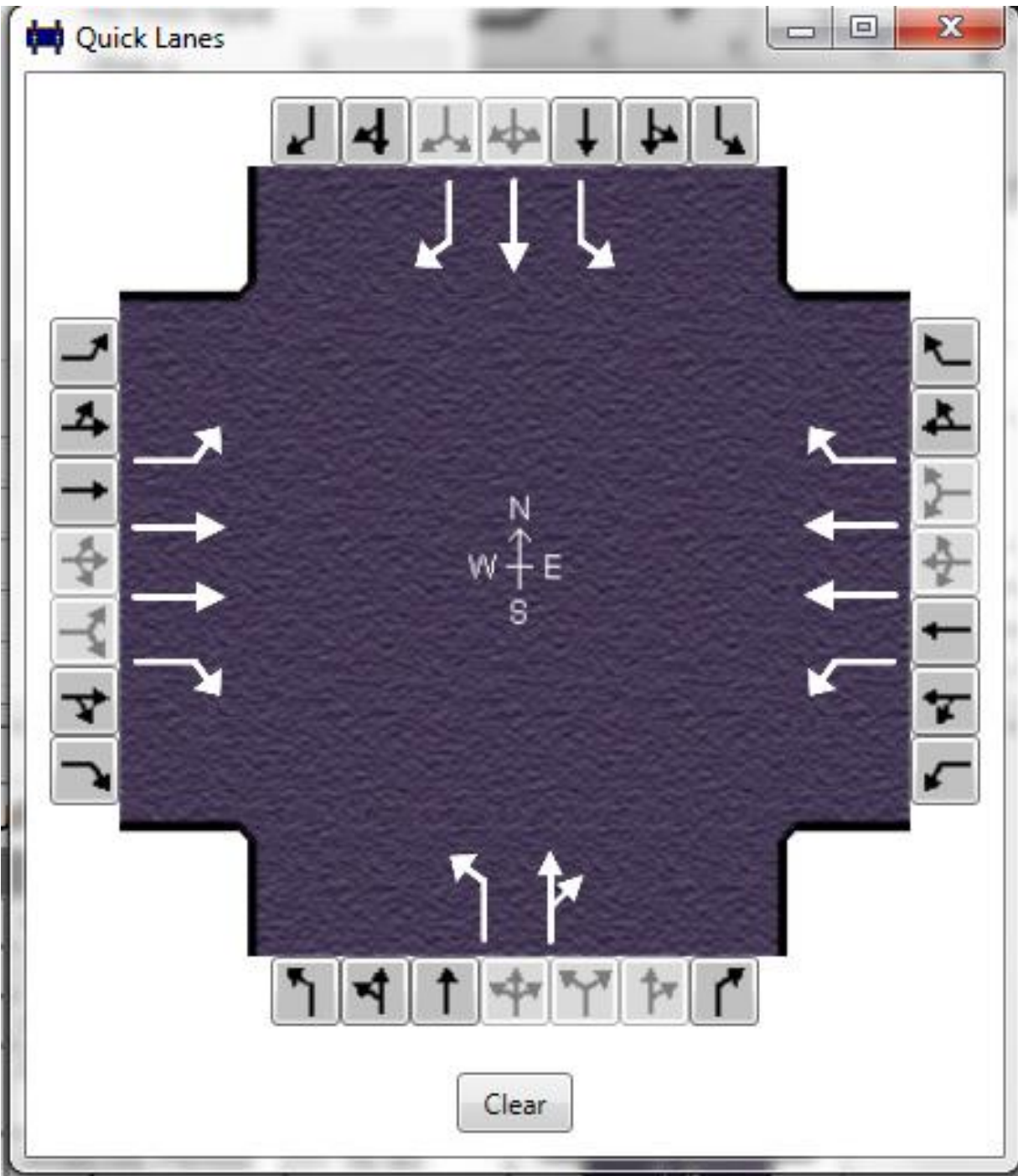
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	49	1038	65	34	668	58	92	10	84	38	8	48

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	3.0	0.4	84.6	4.0	4.7	6.3			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.9	0.0	4.9	3.8	0.0	3.8			
				Red	2.0	0.0	2.0	2.6	0.0	3.1			

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.3	91.9	9.9	91.5	15.0	17.9	10.4	13.2
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9	6.1	6.9	6.4	6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	4.2	3.0	4.2
Queue Clearance Time (g _s), s	3.4		2.9		9.1	10.6	5.0	6.3
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0	0.0	0.2	0.0	0.1
Phase Call Probability	0.86		0.75		0.98	1.00	0.79	1.00
Max Out Probability	0.00		0.00		0.33	0.01	0.00	0.00

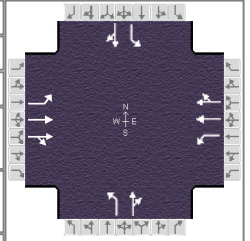
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	55	1166	65	38	751	58	103	106		43	9	48
Adjusted Saturation Flow Rate (s), veh/h/ln	1682	1724	1510	1810	1710	1422	1767	1573		1739	1707	1447
Queue Service Time (g _s), s	1.4	10.3	2.0	0.9	5.3	1.9	7.1	8.6		3.0	0.7	4.3
Cycle Queue Clearance Time (g _c), s	1.4	10.3	2.0	0.9	5.3	1.9	7.1	8.6		3.0	0.7	4.3
Green Ratio (g/C)	0.68	0.65	0.65	0.67	0.65	0.65	0.12	0.08		0.08	0.05	0.05
Capacity (c), veh/h	510	2253	987	370	2225	925	238	133		112	83	71
Volume-to-Capacity Ratio (X)	0.108	0.518	0.066	0.103	0.337	0.063	0.435	0.794		0.380	0.108	0.685
Back of Queue (Q), ft/ln (95 th percentile)	22.4	117	30.8	14.6	72.7	29.4	147	177.3		63.3	14.8	88.9
Back of Queue (Q), veh/ln (95 th percentile)	0.8	4.5	1.2	0.6	2.8	1.1	5.7	6.8		2.4	0.5	3.2
Queue Storage Ratio (RQ) (95 th percentile)	0.07	0.00	0.12	0.07	0.00	0.00	0.98	0.00		0.28	0.00	0.22
Uniform Delay (d ₁), s/veh	7.1	3.6	8.2	7.7	3.4	8.3	53.3	58.4		56.6	59.1	60.8
Incremental Delay (d ₂), s/veh	0.0	0.9	0.1	0.0	0.4	0.1	0.5	10.1		0.8	0.6	11.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.2	4.4	8.3	7.7	3.8	8.4	53.7	68.5		57.4	59.7	72.0
Level of Service (LOS)	A	A	A	A	A	A	D	E		E	E	E
Approach Delay, s/veh / LOS	4.7		A	4.3		A	61.2		E	64.7		E
Intersection Delay, s/veh / LOS	11.9						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				



HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.90
Urban Street	US 441	Analysis Year	2019 Existing Traffic	Analysis Period	1 > 7:15
Intersection	US 441/NW 140th Sreet	File Name	Ex_2019_AM_US441_NW140.xus		
Project Description	2019 AM Peak Hour Traffic				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	66	1100	12	104	483	53	109	148	86	119	225	40

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	4.6	2.4	58.2	9.4	1.0	26.7			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.9	0.0	4.9	3.7	0.0	3.7			
				Red	2.0	0.0	2.0	3.4	0.0	3.2			

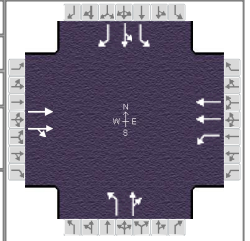
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	11.5	65.1	13.9	67.5	16.5	33.6	17.4	34.5
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9	7.1	7.7	7.7	7.7
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	10.0	3.0	9.9
Queue Clearance Time (g _s), s	4.9		7.1		9.4	22.8	9.8	24.7
Green Extension Time (g _e), s	0.0	0.0	0.1	0.0	0.1	2.1	0.0	2.2
Phase Call Probability	0.93		0.98		0.99	1.00	0.99	1.00
Max Out Probability	0.00		0.00		0.53	1.00	1.00	1.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	73	619	617	116	302	293	121	260		132	294	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1826	1819	1570	1811	1748	1668	1560		1739	1633	
Queue Service Time (g _s), s	2.9	32.4	32.6	5.1	13.9	14.0	7.4	20.8		7.8	22.7	
Cycle Queue Clearance Time (g _c), s	2.9	32.4	32.6	5.1	13.9	14.0	7.4	20.8		7.8	22.7	
Green Ratio (g/C)	0.48	0.45	0.45	0.50	0.47	0.47	0.27	0.20		0.27	0.21	
Capacity (c), veh/h	398	817	814	220	844	815	192	310		228	337	
Volume-to-Capacity Ratio (X)	0.184	0.757	0.758	0.526	0.358	0.360	0.630	0.838		0.580	0.873	
Back of Queue (Q), ft/ln (95 th percentile)	53.5	478	491.2	94	261.7	274	152.4	431.5		158.9	482.5	
Back of Queue (Q), veh/ln (95 th percentile)	2.1	18.4	18.5	3.3	10.0	9.8	5.6	15.3		6.1	17.2	
Queue Storage Ratio (RQ) (95 th percentile)	0.27	0.00	0.00	0.63	0.00	0.00	1.02	0.00		1.06	0.00	
Uniform Delay (d ₁), s/veh	18.9	21.0	21.2	23.1	22.2	22.3	39.7	50.1		39.0	49.9	
Incremental Delay (d ₂), s/veh	0.1	6.5	6.5	0.7	1.2	1.2	1.5	22.8		1.0	25.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	19.0	27.5	27.7	23.9	23.4	23.5	41.2	72.9		40.0	75.3	
Level of Service (LOS)	B	C	C	C	C	C	D	E		D	E	
Approach Delay, s/veh / LOS	27.1		C	23.5		C	62.8		E	64.4		E
Intersection Delay, s/veh / LOS	36.7						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Timings	Analysis Period	1 > 7:15
Intersection	US 441/I-75 West Ramp	File Name	2025_NB_AM_US441__75Ramps.xus		
Project Description	2025 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1796	60	54	756		14	0	86	160	10	70

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	105	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	0.0	90.8	7.7	11.1	0.0	0.0						
Yellow	5.0	5.0	3.7	4.5	0.0	0.0						
Red	2.0	2.0	2.7	2.5	0.0	0.0						

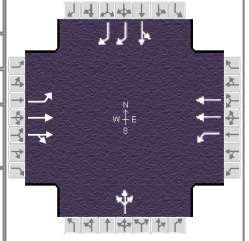
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		97.8	0.0	97.8		14.1		18.1
Change Period, (Y+R _c), s		7.0	7.0	7.0		6.4		7.0
Max Allow Headway (MAH), s		0.0	0.0	0.0		3.2		5.0
Queue Clearance Time (g _s), s						7.9		9.7
Green Extension Time (g _e), s		0.0	0.0	0.0		0.2		1.4
Phase Call Probability						0.96		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		987	987	0	0		15	72		94	87	67
Adjusted Saturation Flow Rate (s), veh/h/ln		1826	1805	1810	1654		1697	1572		1640	1654	1095
Queue Service Time (g _s), s		130.0	21.2	0.0	0.0		1.1	5.9		7.2	6.6	7.7
Cycle Queue Clearance Time (g _c), s		130.0	21.2	0.0	0.0		1.1	5.9		7.2	6.6	7.7
Green Ratio (g/C)		0.70	0.70	0.66	0.70		0.06	0.06		0.09	0.09	0.09
Capacity (c), veh/h		1275	1260	57	2309		101	93		140	142	94
Volume-to-Capacity Ratio (X)		0.774	0.783	0.000	0.000		0.148	0.776		0.667	0.616	0.715
Back of Queue (Q), ft/ln (95 th percentile)		165.3	187.5	0	0		22.7	114.6		162	146.4	149.4
Back of Queue (Q), veh/ln (95 th percentile)		6.4	7.4	0.0	0.0		0.9	4.5		5.9	5.4	4.5
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00		0.45	0.00		0.18	0.65	0.66
Uniform Delay (d ₁), s/veh		2.0	2.5	0.0	0.0		58.0	60.3		57.6	57.4	57.9
Incremental Delay (d ₂), s/veh		4.6	4.9	0.0	0.0		0.2	5.1		7.5	6.1	13.4
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		6.6	7.5	0.0	0.0		58.3	65.4		65.1	63.4	71.3
Level of Service (LOS)		A	A				E	E		E	E	E
Approach Delay, s/veh / LOS	7.0	A		0.0			64.2	E	66.2	E		
Intersection Delay, s/veh / LOS	15.5						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Timings	Analysis Period	1 > 7:15
Intersection	US 441/I-75 East Ramps	File Name	2025_NB_AM_US441__75Ramps.xus		
Project Description	2025 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	72	1016	83	49	794		53	19	12	163	30	195

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	97	Reference Point	End	Green	3.4	5.2	66.9	8.4	19.5	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.8	0.0	4.8	4.0	4.0	0.0		
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	0.0	2.0	2.7	2.4	0.0		

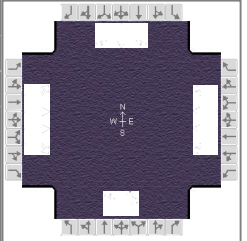
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	15.3	78.9	10.2	73.7		15.1		25.9
Change Period, ($Y+R_c$), s	6.9	6.9	6.8	6.9		6.7		6.4
Max Allow Headway (MAH), s	3.9	0.0	2.9	0.0		3.5		5.1
Queue Clearance Time (g_s), s	8.1		3.8			8.5		16.9
Green Extension Time (g_e), s	0.4	0.0	0.1	0.0		0.2		2.5
Phase Call Probability	0.99		0.85			0.96		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	132	1005	1005	52	845			89			205	186
Adjusted Saturation Flow Rate (s), veh/h/ln	1259	1841	1792	1781	1781			1755			1723	1203
Queue Service Time (g_s), s	6.1	69.3	72.0	1.8	14.2			6.5			14.9	9.3
Cycle Queue Clearance Time (g_c), s	6.1	69.3	72.0	1.8	14.2			6.5			14.9	9.3
Green Ratio (g/C)	0.58	0.55	0.55	0.54	0.51			0.06			0.15	0.15
Capacity (c), veh/h	324	1019	992	102	1830			113			258	360
Volume-to-Capacity Ratio (X)	0.407	0.987	1.014	0.512	0.462			0.789			0.796	0.517
Back of Queue (Q), ft/ln (95 th percentile)	109.5	886.1	928.7	37.7	210.6			146.7			300.7	150.8
Back of Queue (Q), veh/ln (95 th percentile)	3.3	34.3	36.6	1.5	8.3			5.7			11.4	5.2
Queue Storage Ratio (RQ) (95 th percentile)	0.40	0.00	0.00	0.15	0.00			0.00			0.00	0.00
Uniform Delay (d_1), s/veh	14.7	22.2	22.2	31.3	12.2			59.9			53.4	50.9
Incremental Delay (d_2), s/veh	0.4	16.6	23.2	1.5	0.8			8.7			7.7	1.6
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	15.1	38.8	45.4	32.8	13.0			68.7			61.1	52.6
Level of Service (LOS)	B	D	F	C	B			E			E	D
Approach Delay, s/veh / LOS	40.4		D	14.2		B	68.7		E	57.0		E
Intersection Delay, s/veh / LOS	36.3						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.89
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Splits	Analysis Period	1 > 7:15
Intersection	US 441/NW 147th Drive	File Name	2025_NB_AM_US441_NW147.xus		
Project Description	2025 AM Peak Hour with RT Overlap Phase				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	54	1152	72	38	741	64	102	11	71	42	9	53

Signal Information				Signal Diagram								
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	3.1	0.3	83.2	4.4	5.0	6.8						
Yellow	4.9	0.0	4.9	3.8	0.0	3.8						
Red	2.0	0.0	2.0	2.6	0.0	3.1						

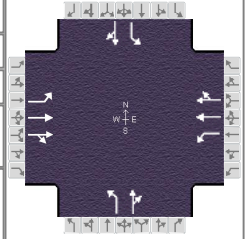
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	10.4	90.4	10.0	90.1	15.8	18.8	10.8	13.7
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9	6.1	6.9	6.4	6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	4.2	3.0	4.2
Queue Clearance Time (g _s), s	3.6		3.1		9.8	9.3	5.3	6.6
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.1	0.3	0.1	0.2
Phase Call Probability	0.89		0.79		0.98	1.00	0.82	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	61	1294	73	43	833	65	115	92		47	10	54
Adjusted Saturation Flow Rate (s), veh/h/ln	1682	1724	1510	1810	1710	1422	1767	1580		1739	1707	1447
Queue Service Time (g _s), s	1.6	14.0	2.4	1.1	6.9	2.2	7.8	7.3		3.3	0.7	4.6
Cycle Queue Clearance Time (g _c), s	1.6	14.0	2.4	1.1	6.9	2.2	7.8	7.3		3.3	0.7	4.6
Green Ratio (g/C)	0.67	0.64	0.64	0.66	0.64	0.64	0.13	0.09		0.09	0.05	0.08
Capacity (c), veh/h	467	2214	969	324	2188	910	253	144		139	90	116
Volume-to-Capacity Ratio (X)	0.130	0.585	0.075	0.132	0.380	0.072	0.453	0.639		0.339	0.113	0.466
Back of Queue (Q), ft/ln (95 th percentile)	25.9	151.7	36.3	17.1	91.8	34.4	161.4	145.7		69.2	16.5	89
Back of Queue (Q), veh/ln (95 th percentile)	1.0	5.8	1.4	0.7	3.5	1.2	6.3	5.6		2.7	0.6	3.2
Queue Storage Ratio (RQ) (95 th percentile)	0.09	0.00	0.15	0.09	0.00	0.00	1.08	0.00		0.31	0.00	0.22
Uniform Delay (d ₁), s/veh	7.7	4.4	8.7	8.6	3.9	8.8	52.1	57.0		55.8	58.7	57.1
Incremental Delay (d ₂), s/veh	0.0	1.1	0.2	0.1	0.5	0.2	0.5	4.6		0.5	0.5	2.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	7.7	5.5	8.9	8.6	4.4	9.0	52.5	61.6		56.4	59.2	60.0
Level of Service (LOS)	A	A	A	A	A	A	D	E		E	E	E
Approach Delay, s/veh / LOS	5.8		A	5.0		A	56.6		E	58.4		E
Intersection Delay, s/veh / LOS	11.6						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.90
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Splits	Analysis Period	1 > 7:15
Intersection	US 441/NW 140th Sreet	File Name	2025_NB_AM_US441_NW140.xus		
Project Description	2025 AM Peak Hour with 300 foot LT Lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	75	1221	13	115	536	59	121	164	95	132	250	44

Signal Information												
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	5.5	2.8	50.7	4.9	6.0	32.3						
Yellow	4.9	0.0	4.9	3.7	0.0	3.7						
Red	2.0	0.0	2.0	3.4	0.0	3.2						

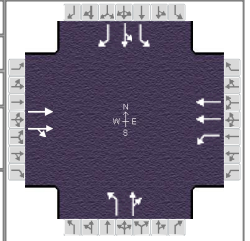
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	12.4	57.6	15.2	60.4	12.0	39.2	18.0	45.2
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9	7.1	7.7	7.7	7.7
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	10.0	3.0	9.9
Queue Clearance Time (g _s), s	5.7		8.3		6.9	24.3	10.1	25.1
Green Extension Time (g _e), s	0.1	0.0	0.2	0.0	0.0	7.2	0.2	8.6
Phase Call Probability	0.95		0.99		0.99	1.00	0.99	1.00
Max Out Probability	0.00		0.00		1.00	0.02	0.00	0.01

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	83	687	684	128	336	325	134	288		147	327	
Adjusted Saturation Flow Rate (s), veh/h/ln	1767	1826	1819	1570	1811	1748	1668	1560		1739	1634	
Queue Service Time (g _s), s	3.7	47.0	47.1	6.3	17.4	17.5	4.9	22.3		8.1	23.1	
Cycle Queue Clearance Time (g _c), s	3.7	47.0	47.1	6.3	17.4	17.5	4.9	22.3		8.1	23.1	
Green Ratio (g/C)	0.43	0.39	0.39	0.45	0.41	0.41	0.28	0.24		0.32	0.29	
Capacity (c), veh/h	331	713	710	166	746	720	212	378		269	471	
Volume-to-Capacity Ratio (X)	0.252	0.964	0.964	0.769	0.450	0.452	0.634	0.761		0.546	0.693	
Back of Queue (Q), ft/ln (95 th percentile)	68.8	785.1	804.8	121.1	321	334.8	110.9	430		163.6	438.8	
Back of Queue (Q), veh/ln (95 th percentile)	2.7	30.2	30.3	4.3	12.3	12.0	4.1	15.2		6.3	15.7	
Queue Storage Ratio (RQ) (95 th percentile)	0.23	0.00	0.00	0.40	0.00	0.00	0.37	0.00		0.55	0.00	
Uniform Delay (d ₁), s/veh	23.2	30.3	30.5	30.8	27.6	27.6	45.1	45.7		34.7	41.1	
Incremental Delay (d ₂), s/veh	0.1	25.9	26.1	2.8	2.0	2.0	4.7	13.5		0.6	8.2	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	23.3	56.2	56.6	33.6	29.6	29.7	49.7	59.2		35.4	49.3	
Level of Service (LOS)	C	E	E	C	C	C	D	E		D	D	
Approach Delay, s/veh / LOS	54.5		D	30.3		C	56.2		E	45.0		D
Intersection Delay, s/veh / LOS	47.2						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - Optimized Timings	Analysis Period	1 > 7:15
Intersection	US 441/I-75 West Ramp	File Name	2025_B_AM_US441__75Ramps.xus		
Project Description	2025 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1867	60	54	898		14	0	86	196	10	70

Signal Information														
Cycle, s	130.0	Reference Phase	2											
Offset, s	105	Reference Point	End	Green	0.0	89.5	7.7	12.4	0.0	0.0				
Uncoordinated	No	Simult. Gap E/W	On	Yellow	5.0	5.0	3.7	4.5	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	2.0	2.7	2.5	0.0	0.0				

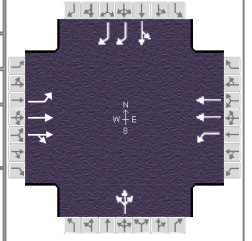
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		96.5	0.0	96.5		14.1		19.4
Change Period, ($Y+R_c$), s		7.0	7.0	7.0		6.4		7.0
Max Allow Headway (MAH), s		0.0	0.0	0.0		3.2		5.0
Queue Clearance Time (g_s), s						7.9		10.8
Green Extension Time (g_e), s		0.0	0.0	0.0		0.2		1.6
Phase Call Probability						0.96		1.00
Max Out Probability						0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		1025	1025	0	0		15	72		115	104	67
Adjusted Saturation Flow Rate (s), veh/h/ln		1826	1806	1810	1654		1697	1572		1640	1652	1095
Queue Service Time (g_s), s		130.0	28.0	0.0	0.0		1.1	5.9		8.8	7.9	7.7
Cycle Queue Clearance Time (g_c), s		130.0	28.0	0.0	0.0		1.1	5.9		8.8	7.9	7.7
Green Ratio (g/C)		0.69	0.69	0.65	0.69		0.06	0.06		0.10	0.10	0.10
Capacity (c), veh/h		1256	1242	57	2276		101	93		157	158	105
Volume-to-Capacity Ratio (X)		0.816	0.825	0.000	0.000		0.148	0.776		0.731	0.661	0.639
Back of Queue (Q), ft/ln (95 th percentile)		208.1	225.4	0	0		22.7	114.6		200.2	175.3	142.4
Back of Queue (Q), veh/ln (95 th percentile)		8.0	8.9	0.0	0.0		0.9	4.5		7.3	6.5	4.3
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.00	0.00		0.45	0.00		0.22	0.78	0.63
Uniform Delay (d_1), s/veh		2.7	3.3	0.0	0.0		58.0	60.3		57.1	56.7	56.6
Incremental Delay (d_2), s/veh		5.9	6.3	0.0	0.0		0.2	5.1		8.9	6.6	8.9
Initial Queue Delay (d_3), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		8.6	9.6	0.0	0.0		58.3	65.4		66.1	63.3	65.5
Level of Service (LOS)		A	A				E	E		E	E	E
Approach Delay, s/veh / LOS	9.1	A		0.0			64.2	E	64.9	E		
Intersection Delay, s/veh / LOS	17.7						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.94
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - Optimized Timings	Analysis Period	1 > 7:15
Intersection	US 441/I-75 East Ramps	File Name	2025_B_AM_US441__75Ramps.xus		
Project Description	2025 AM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	72	1123	83	49	1031		53	19	12	199	30	195

Signal Information													
Cycle, s	130.0	Reference Phase	2										
Offset, s	97	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	3.4	5.2	63.9	8.4	22.5	0.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	4.0	4.0	0.0			
				Red	2.0	0.0	2.0	2.7	2.4	0.0			

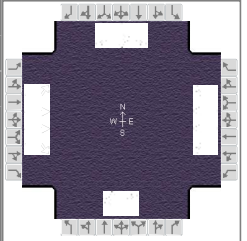
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	15.3	75.8	10.2	70.7		15.1		28.9
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9		6.7		6.4
Max Allow Headway (MAH), s	3.9	0.0	2.9	0.0		3.5		5.1
Queue Clearance Time (g _s), s	8.2		3.9			8.5		19.7
Green Extension Time (g _e), s	0.4	0.0	0.1	0.0		0.2		2.8
Phase Call Probability	0.99		0.85			0.96		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	126	1054	1054	52	1097			89			244	186
Adjusted Saturation Flow Rate (s), veh/h/ln	1259	1841	1796	1781	1781			1755			1721	1203
Queue Service Time (g _s), s	6.2	68.9	68.9	1.9	23.5			6.5			17.7	9.0
Cycle Queue Clearance Time (g _c), s	6.2	68.9	68.9	1.9	23.5			6.5			17.7	9.0
Green Ratio (g/C)	0.56	0.53	0.53	0.52	0.49			0.06			0.17	0.17
Capacity (c), veh/h	250	976	953	102	1747			113			298	416
Volume-to-Capacity Ratio (X)	0.504	1.080	1.107	0.512	0.628			0.789			0.818	0.448
Back of Queue (Q), ft/ln (95 th percentile)	108	1149	1203.4	36	308.9			146.7			343.7	145.3
Back of Queue (Q), veh/ln (95 th percentile)	3.3	44.5	47.4	1.4	12.2			5.7			13.0	5.0
Queue Storage Ratio (RQ) (95 th percentile)	0.39	0.00	0.00	0.14	0.00			0.00			0.00	0.00
Uniform Delay (d ₁), s/veh	18.6	23.5	23.1	31.3	15.5			59.9			51.8	48.2
Incremental Delay (d ₂), s/veh	0.6	43.9	54.7	1.5	1.7			8.7			7.7	1.1
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	19.2	67.4	77.8	32.8	17.2			68.7			59.5	49.3
Level of Service (LOS)	B	F	F	C	B			E			E	D
Approach Delay, s/veh / LOS	69.6		E	17.9		B	68.7		E	55.0		E
Intersection Delay, s/veh / LOS	52.8						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.250
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday AM Peak Hour	PHF	0.89
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - SPLIT PHASE, Opt. Splits	Analysis Period	1 > 7:15
Intersection	US 441/NW 147th Drive	File Name	SPLITPH_2025_B_AM_US441_NW147.xus		
Project Description	2025 AM Peak Hour with RT Overlap Phase				



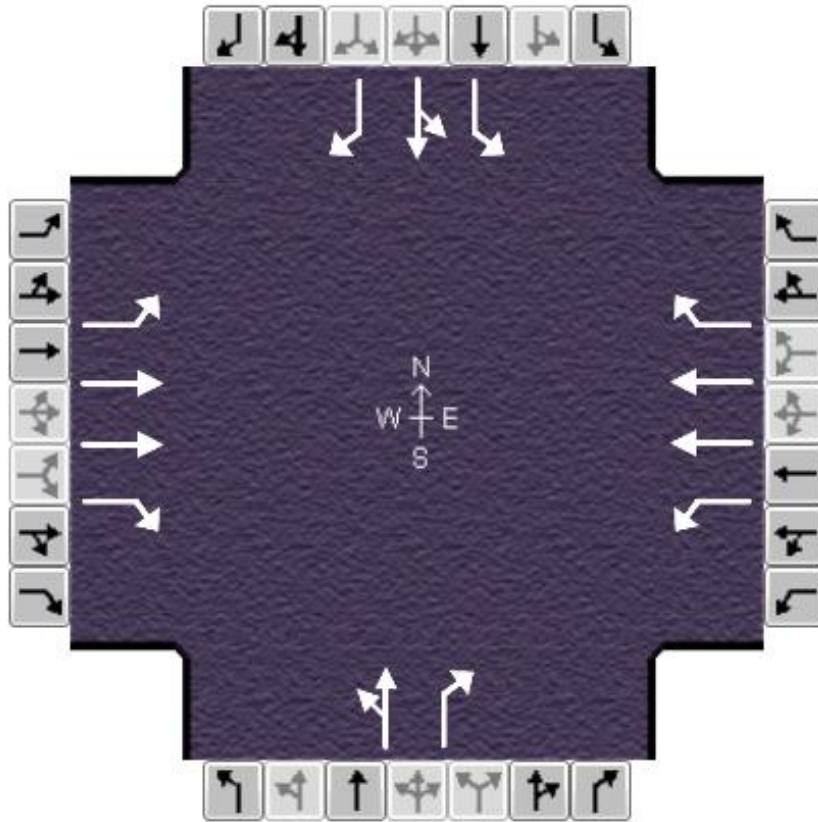
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	60	1152	72	38	806	98	104	15	71	246	24	74

Signal Information				Signal Phases								
Cycle, s	130.0	Reference Phase	2									
Offset, s	0	Reference Point	End	Green	3.1	0.7	71.3	12.3	15.3	0.0		
Uncoordinated	No	Simult. Gap E/W	On	Yellow	4.9	0.0	4.9	4.0	3.8	0.0		
Force Mode	Fixed	Simult. Gap N/S	Off	Red	2.0	0.0	2.0	2.5	3.1	0.0		

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		11.0		9.0
Phase Duration, s	10.8	78.9	10.0	78.2		18.8		22.2
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9		6.5		6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		4.1		4.0
Queue Clearance Time (g _s), s	4.3		3.3			11.7		14.1
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.6		1.3
Phase Call Probability	0.91		0.79			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	67	1294	73	43	906	100		134	72	138	165	75
Adjusted Saturation Flow Rate (s), veh/h/ln	1682	1724	1510	1810	1710	1422		1749	1309	1739	1734	1447
Queue Service Time (g _s), s	2.3	25.5	2.9	1.3	14.3	4.4		9.7	6.7	9.9	12.1	6.1
Cycle Queue Clearance Time (g _c), s	2.3	25.5	2.9	1.3	14.3	4.4		9.7	6.7	9.9	12.1	6.1
Green Ratio (g/C)	0.58	0.55	0.55	0.57	0.55	0.55		0.09	0.12	0.12	0.12	0.15
Capacity (c), veh/h	362	1910	836	247	1875	780		165	155	205	205	215
Volume-to-Capacity Ratio (X)	0.186	0.678	0.087	0.173	0.483	0.128		0.808	0.463	0.674	0.807	0.350
Back of Queue (Q), ft/ln (95 th percentile)	39.8	283.5	48.3	23.7	203.8	72.7		215.7	123	209.9	265.5	112.8
Back of Queue (Q), veh/ln (95 th percentile)	1.5	10.8	1.8	0.9	7.7	2.6		8.3	4.1	8.1	9.6	4.1
Queue Storage Ratio (RQ) (95 th percentile)	0.13	0.00	0.19	0.12	0.00	0.00		0.00	0.61	0.93	0.00	0.28
Uniform Delay (d ₁), s/veh	12.9	10.9	13.6	15.2	9.8	14.3		57.7	53.4	54.9	55.9	49.7
Incremental Delay (d ₂), s/veh	0.1	2.0	0.2	0.1	0.9	0.3		9.0	2.1	3.8	7.3	1.0
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	13.0	12.9	13.8	15.4	10.7	14.6		66.7	55.6	58.7	63.2	50.7
Level of Service (LOS)	B	B	B	B	B	B		E	E	E	E	D
Approach Delay, s/veh / LOS	12.9	B		11.3	B		62.8	E		59.1	E	
Intersection Delay, s/veh / LOS	21.4						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				

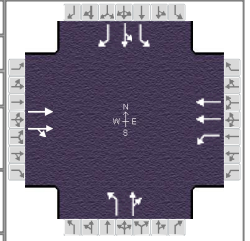


Clear

PM PEAK HOUR

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2020 Existing Traffic	Analysis Period	1 > 16:45
Intersection	US 441/I-75 West Ramp	File Name	Ex_2020_PM_US441__75Ramps.xus		
Project Description	2020 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		965	77	34	1730		33	0	103	127	14	69

Signal Information																								
Cycle, s	160.0	Reference Phase	2																					
Offset, s	0	Reference Point	End																					
Uncoordinated	No	Simult. Gap E/W	On																					
Force Mode	Fixed	Simult. Gap N/S	Off	Green	3.3	106.3	11.3	11.1	0.0	0.0	Yellow	4.8	4.9	4.0	4.0	0.0	0.0	Red	2.0	2.0	3.1	3.1	0.0	0.0

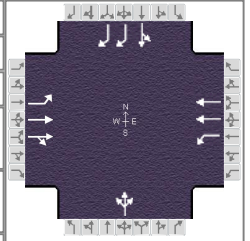
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		113.2	10.1	123.3		18.4		18.2
Change Period, (Y+R _c), s		6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s		0.0	2.9	0.0		4.2		4.0
Queue Clearance Time (g _s), s			3.2			10.9		10.4
Green Extension Time (g _e), s		0.0	0.1	0.0		0.4		0.7
Phase Call Probability			0.83			1.00		1.00
Max Out Probability			0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		567	553	39	2007		35	89		75	77	67
Adjusted Saturation Flow Rate (s), veh/h/ln		1796	1749	1612	1766		1810	1572		1725	1736	1246
Queue Service Time (g _s), s		59.9	12.5	1.2	57.4		3.0	8.9		6.8	6.9	8.4
Cycle Queue Clearance Time (g _c), s		59.9	12.5	1.2	57.4		3.0	8.9		6.8	6.9	8.4
Green Ratio (g/C)		0.66	0.66	0.70	0.73		0.07	0.07		0.07	0.07	0.07
Capacity (c), veh/h		1194	1162	210	2571		128	111		120	121	87
Volume-to-Capacity Ratio (X)		0.475	0.476	0.188	0.780		0.277	0.803		0.625	0.633	0.768
Back of Queue (Q), ft/ln (95 th percentile)		137.6	166.2	30.1	674.2		64.4	185.3		150.7	156	167.8
Back of Queue (Q), veh/ln (95 th percentile)		5.2	6.5	1.1	26.3		2.6	7.2		5.8	5.9	5.4
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.13	0.00		1.29	3.70		0.17	0.69	0.75
Uniform Delay (d ₁), s/veh		3.6	4.9	20.8	13.8		70.5	73.2		72.4	72.4	73.2
Incremental Delay (d ₂), s/veh		1.4	1.4	0.1	1.5		1.2	12.5		5.2	5.4	13.2
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		5.0	6.3	20.9	15.3		71.6	85.7		77.6	77.8	86.3
Level of Service (LOS)		A	A	C	B		E	F		E	E	F
Approach Delay, s/veh / LOS	5.6	A		15.4	B		81.7	F		80.3	F	
Intersection Delay, s/veh / LOS	18.7						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information			
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25		
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other		
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93		
Urban Street	US 441	Analysis Year	2020 Existing Traffic	Analysis Period	1 > 16:45		
Intersection	US 441/I-75 East Ramps	File Name	Ex_2020_PM_US441__75Ramps.xus				
Project Description	2020 PM Peak Hour						



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	59	855	34	48	1394		55	5	11	235	7	462

Signal Information													
Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	Off										
				Green	3.8	2.0	86.7	30.8	8.9	0.0			
				Yellow	4.8	0.0	4.9	4.0	4.0	0.0			
				Red	2.0	0.0	2.0	3.1	3.1	0.0			

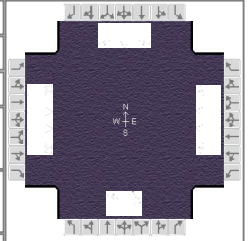
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	12.6	95.6	10.6	93.6		16.0		37.9
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		4.0		4.1
Queue Clearance Time (g _s), s	5.8		4.1			8.9		27.9
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0		0.2		2.9
Phase Call Probability	0.97		0.90			0.97		1.00
Max Out Probability	0.00		0.00			0.00		0.01

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	79	599	591	52	1499		76			260	449	
Adjusted Saturation Flow Rate (s), veh/h/ln	1471	1841	1816	1739	1781		1740			1755	1347	
Queue Service Time (g _s), s	3.8	27.3	26.9	2.1	42.7		6.9			22.5	25.9	
Cycle Queue Clearance Time (g _c), s	3.8	27.3	26.9	2.1	42.7		6.9			22.5	25.9	
Green Ratio (g/C)	0.58	0.55	0.55	0.57	0.54		0.06			0.19	0.19	
Capacity (c), veh/h	177	1020	1006	256	1929		96			338	518	
Volume-to-Capacity Ratio (X)	0.446	0.587	0.587	0.201	0.777		0.792			0.771	0.867	
Back of Queue (Q), ft/ln (95 th percentile)	72	381.1	362	39.7	506.6		160.4			405.9	378.4	
Back of Queue (Q), veh/ln (95 th percentile)	2.4	14.8	14.3	1.5	19.9		6.3			15.7	14.3	
Queue Storage Ratio (RQ) (95 th percentile)	0.26	0.00	0.00	0.16	0.00		0.00			0.00	0.00	
Uniform Delay (d ₁), s/veh	23.9	15.5	15.0	18.2	16.1		74.7			61.3	62.6	
Incremental Delay (d ₂), s/veh	0.5	2.0	2.0	0.1	3.2		13.4			3.7	5.9	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0		0.0			0.0	0.0	
Control Delay (d), s/veh	24.4	17.4	17.0	18.4	19.3		88.1			65.0	68.6	
Level of Service (LOS)	C	B	B	B	B		F			E	E	
Approach Delay, s/veh / LOS	17.7		B	19.2		B	88.1		F	67.3		E
Intersection Delay, s/veh / LOS	29.6						C					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2019 Existing Traffic	Analysis Period	1 > 16:45
Intersection	US 441/NW 147th Drive	File Name	Ex_2019_PM_US441_NW147.xus		
Project Description	2019 PM Peak Hour Traffic				



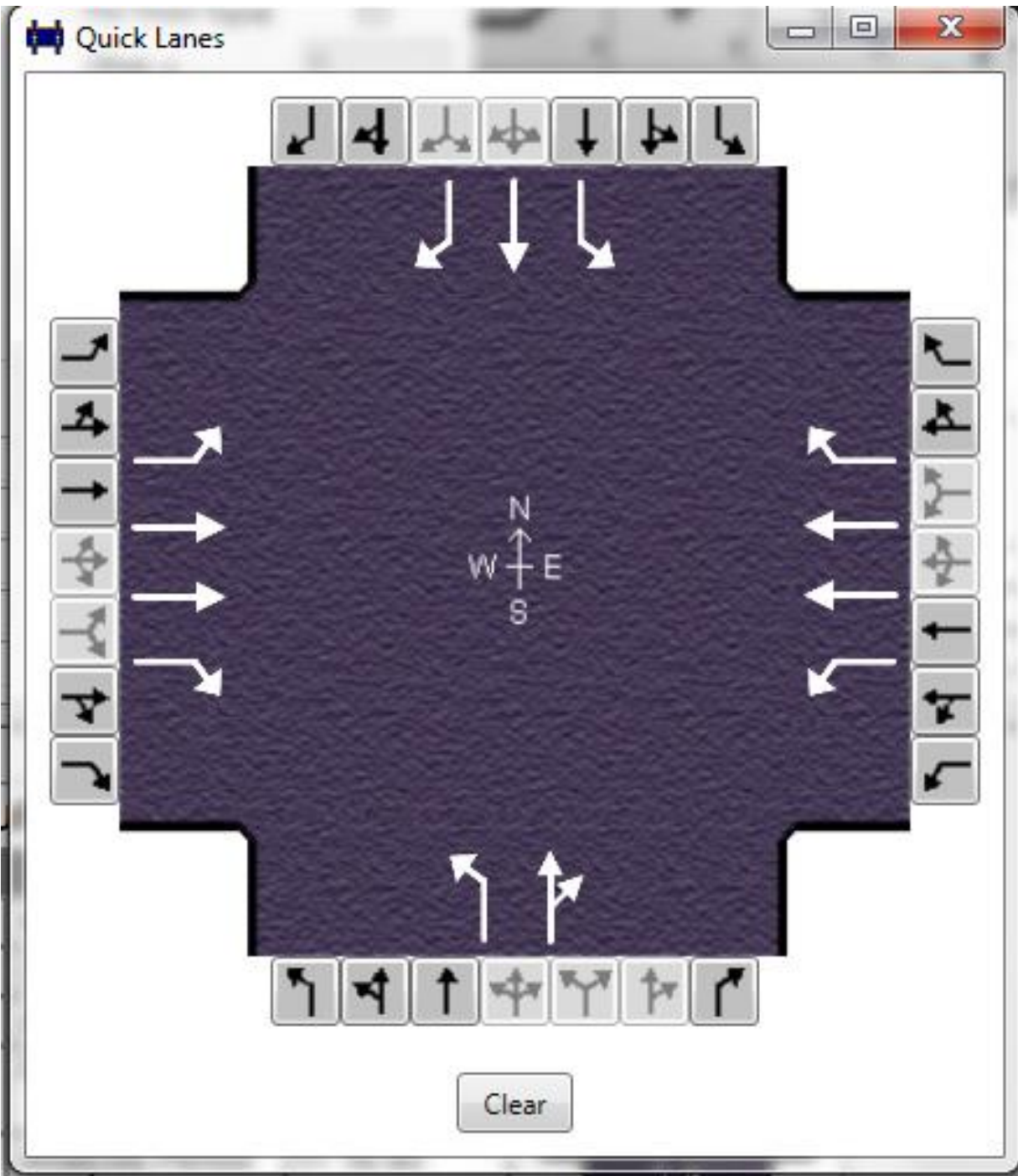
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	77	704	126	97	1266	76	170	23	63	57	18	114

Signal Information														
Cycle, s	160.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	4.8	0.9	97.7	6.6	3.8	13.3				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	3.8	4.0	3.8				
				Red	2.0	0.0	2.0	2.6	2.1	3.1				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	11.6	104.5	12.5	105.4	22.8	30.1	13.0	20.2
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9	6.1	6.9	6.4	6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	4.1	3.0	4.2
Queue Clearance Time (g _s), s	4.8		5.5		16.6	10.0	7.0	12.9
Green Extension Time (g _e), s	0.1	0.0	0.1	0.0	0.1	0.3	0.0	0.4
Phase Call Probability	0.97		0.99		1.00	1.00	0.93	1.00
Max Out Probability	0.00		0.00		0.74	0.00	0.01	0.00

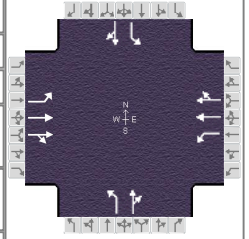
Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	83	757	122	104	1361	73	183	92		61	19	110
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1752	1585	1795	1752	1572	1781	1679		1781	1900	1585
Queue Service Time (g _s), s	2.8	9.1	5.2	3.5	23.1	3.0	14.6	8.0		5.0	1.5	10.9
Cycle Queue Clearance Time (g _c), s	2.8	9.1	5.2	3.5	23.1	3.0	14.6	8.0		5.0	1.5	10.9
Green Ratio (g/C)	0.64	0.61	0.61	0.64	0.62	0.62	0.20	0.14		0.12	0.08	0.08
Capacity (c), veh/h	283	2137	967	502	2157	968	334	243		226	158	132
Volume-to-Capacity Ratio (X)	0.292	0.354	0.126	0.208	0.631	0.076	0.547	0.380		0.272	0.122	0.831
Back of Queue (Q), ft/ln (95 th percentile)	49.7	135.7	86.2	61.8	246.7	49.6	277.7	157.6		105.1	34	217.2
Back of Queue (Q), veh/ln (95 th percentile)	2.0	5.3	3.4	2.5	9.6	1.9	10.9	6.3		4.1	1.4	8.6
Queue Storage Ratio (RQ) (95 th percentile)	0.17	0.00	0.34	0.31	0.00	0.00	1.85	0.00		0.47	0.00	0.54
Uniform Delay (d ₁), s/veh	13.2	6.7	13.2	11.0	7.6	12.4	57.1	61.9		63.5	67.9	72.2
Incremental Delay (d ₂), s/veh	0.2	0.5	0.3	0.1	1.4	0.2	0.5	1.0		0.2	0.3	12.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	13.4	7.1	13.5	11.1	9.0	12.6	57.6	62.9		63.8	68.3	84.7
Level of Service (LOS)	B	A	B	B	A	B	E	E		E	E	F
Approach Delay, s/veh / LOS	8.5		A	9.3		A	59.4		E	76.3		E
Intersection Delay, s/veh / LOS	18.0						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				



HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.92
Urban Street	US 441	Analysis Year	2019 Existing Traffic	Analysis Period	1 > 16:45
Intersection	US 441/NW 140th Street	File Name	Ex_2019_PM_US441_NW140.xus		
Project Description	2019 PM Peak Hour Traffic				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h	159	545	170	174	1235	92	143	158	81	64	164	86

Signal Information													
Cycle, s	160.0	Reference Phase	2										
Offset, s	0	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On	Green	10.0	1.0	77.0	6.6	6.2	30.0			
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.9	0.0	4.9	4.3	0.0	4.3			
				Red	2.0	0.0	2.0	3.4	0.0	3.4			

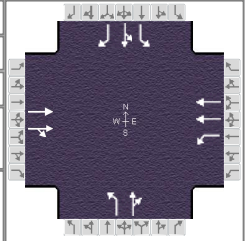
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	16.9	83.9	17.8	84.9	20.5	43.9	14.3	37.7
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9	7.1	7.7	7.7	7.7
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	10.0	3.0	10.0
Queue Clearance Time (g _s), s	9.8		10.8		13.4	25.5	6.9	26.4
Green Extension Time (g _e), s	0.2	0.0	0.2	0.0	0.1	4.6	0.0	3.7
Phase Call Probability	1.00		1.00		1.00	1.00	0.95	1.00
Max Out Probability	0.00		0.00		1.00	0.23	0.02	0.63

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	173	405	373	189	728	714	155	260		70	272	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1703	1739	1856	1810	1731	1629		1813	1722	
Queue Service Time (g _s), s	7.8	17.6	20.6	8.8	53.0	53.5	11.4	23.5		4.9	24.4	
Cycle Queue Clearance Time (g _c), s	7.8	17.6	20.6	8.8	53.0	53.5	11.4	23.5		4.9	24.4	
Green Ratio (g/C)	0.54	0.48	0.48	0.55	0.49	0.49	0.28	0.23		0.23	0.19	
Capacity (c), veh/h	209	893	820	404	904	882	229	369		197	323	
Volume-to-Capacity Ratio (X)	0.827	0.453	0.454	0.468	0.805	0.810	0.680	0.704		0.354	0.841	
Back of Queue (Q), ft/ln (95 th percentile)	157.1	284	338.1	164.4	848.1	918.1	232.9	438.3		107.1	501.6	
Back of Queue (Q), veh/ln (95 th percentile)	6.2	11.1	12.7	6.3	33.1	32.8	9.0	16.2		4.1	18.6	
Queue Storage Ratio (RQ) (95 th percentile)	0.79	0.00	0.00	1.10	0.00	0.00	1.55	0.00		0.71	0.00	
Uniform Delay (d ₁), s/veh	33.6	18.0	22.7	20.0	34.6	34.7	48.1	56.9		50.7	62.7	
Incremental Delay (d ₂), s/veh	4.7	1.7	1.8	0.3	7.6	8.0	4.6	10.7		0.4	22.4	
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	38.2	19.7	24.5	20.3	42.2	42.7	52.7	67.7		51.1	85.0	
Level of Service (LOS)	D	B	C	C	D	D	D	E		D	F	
Approach Delay, s/veh / LOS	24.9		C	39.9		D	62.1		E	78.1		E
Intersection Delay, s/veh / LOS	42.3						D					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Timings	Analysis Period	1 > 16:45
Intersection	US 441/I-75 West Ramp	File Name	2025_NB_PM_US441__75Ramps.xus		
Project Description	2025 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Approach Movement												
Demand (v), veh/h		1072	77	34	1920		33	0	103	141	13	77

Signal Information														
Cycle, s	160.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	21.2	61.1	23.9	25.9	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	4.9	4.0	4.0	0.0	0.0				
				Red	2.0	2.0	3.1	3.1	0.0	0.0				

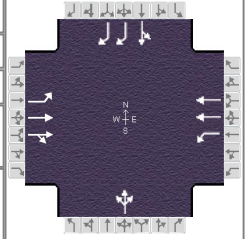
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		68.0	28.0	96.0		31.0		33.0
Change Period, (Y+R _c), s		6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s		0.0	2.9	0.0		4.2		4.0
Queue Clearance Time (g _s), s			3.6			10.2		10.5
Green Extension Time (g _e), s		0.0	0.0	0.0		0.3		0.6
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		625	611	38	2125		35	89		83	82	74
Adjusted Saturation Flow Rate (s), veh/h/ln		1796	1753	1612	1766		1810	1572		1725	1734	1246
Queue Service Time (g _s), s		52.7	51.4	1.6	89.1		2.7	8.2		6.8	6.7	8.5
Cycle Queue Clearance Time (g _c), s		52.7	51.4	1.6	89.1		2.7	8.2		6.8	6.7	8.5
Green Ratio (g/C)		0.38	0.38	0.53	0.56		0.15	0.15		0.16	0.16	0.16
Capacity (c), veh/h		686	670	280	1967		270	235		279	281	202
Volume-to-Capacity Ratio (X)		0.911	0.912	0.134	1.080		0.131	0.380		0.299	0.293	0.368
Back of Queue (Q), ft/ln (95 th percentile)		826.3	797.3	27.1	998.1		57.6	155.2		144.1	144.1	153.7
Back of Queue (Q), veh/ln (95 th percentile)		31.3	31.4	1.0	39.0		2.3	6.1		5.5	5.4	5.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.12	0.00		1.15	3.10		0.16	0.64	0.68
Uniform Delay (d ₁), s/veh		36.8	38.2	25.3	18.8		59.0	61.4		59.1	59.0	59.8
Incremental Delay (d ₂), s/veh		18.4	18.9	0.0	37.1		0.2	1.0		0.6	0.6	1.1
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		55.1	57.1	25.3	55.9		59.3	62.4		59.6	59.6	60.9
Level of Service (LOS)		E	E	C	F		E	E		E	E	E
Approach Delay, s/veh / LOS	56.1	E		55.3	E		61.5	E		60.0	E	
Intersection Delay, s/veh / LOS	56.1						E					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Timings	Analysis Period	1 > 16:45
Intersection	US 441/I-75 East Ramps	File Name	2025_NB_PM_US441__75Ramps.xus		
Project Description	2025 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	65	949	34	49	1547		55	5	11	261	7	513

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	126	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	12.1	0.2	63.1	14.9	34.9	0.0						
Yellow	4.9	4.8	4.9	4.0	4.0	0.0						
Red	2.0	2.0	2.0	3.1	3.1	0.0						

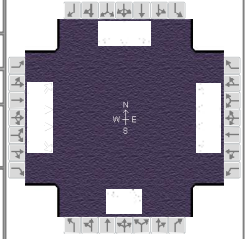
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	19.0	70.0	26.0	77.0		22.0		42.0
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		4.0		4.1
Queue Clearance Time (g _s), s	7.5		4.4			8.7		30.3
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.1		1.5
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	0.07		0.00			0.09		0.88

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	88	667	660	53	1663			76			288	497
Adjusted Saturation Flow Rate (s), veh/h/ln	1471	1841	1818	1739	1781			1740			1755	1347
Queue Service Time (g _s), s	5.5	57.2	57.3	2.4	70.1			6.7			24.6	28.3
Cycle Queue Clearance Time (g _c), s	5.5	57.2	57.3	2.4	70.1			6.7			24.6	28.3
Green Ratio (g/C)	0.47	0.39	0.39	0.53	0.44			0.09			0.22	0.22
Capacity (c), veh/h	156	726	717	268	1560			162			383	588
Volume-to-Capacity Ratio (X)	0.562	0.919	0.921	0.196	1.066			0.471			0.753	0.845
Back of Queue (Q), ft/ln (95 th percentile)	177.4	929.8	907.6	44.7	1192.6			142			451.7	420.6
Back of Queue (Q), veh/ln (95 th percentile)	6.0	36.0	35.7	1.7	47.0			5.5			17.5	15.9
Queue Storage Ratio (RQ) (95 th percentile)	0.65	0.00	0.00	0.18	0.00			0.00			0.00	0.00
Uniform Delay (d ₁), s/veh	39.1	65.4	65.4	30.9	33.3			68.8			58.5	60.0
Incremental Delay (d ₂), s/veh	1.2	9.7	9.9	0.1	42.7			2.1			8.2	10.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	40.3	75.1	75.3	31.0	76.0			70.9			66.7	70.9
Level of Service (LOS)	D	E	E	C	F			E			E	E
Approach Delay, s/veh / LOS	73.1		E	74.6		E	70.9		E	69.4		E
Intersection Delay, s/veh / LOS	73.0						E					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Timings	Analysis Period	1 > 16:45
Intersection	US 441/NW 147th Drive	File Name	2025_NB_PM_US441_NW147.xus		
Project Description	2025 PM Peak Hour with RT Overlap Phase				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	85	781	140	108	1405	84	189	26	70	63	20	127

Signal Information												
Cycle, s	160.0	Reference Phase	2									
Offset, s	0	Reference Point	End									
Uncoordinated	No	Simult. Gap E/W	On									
Force Mode	Fixed	Simult. Gap N/S	Off									
Green	5.3	1.1	94.3	7.2	4.9	14.3						
Yellow	4.8	0.0	4.8	3.8	4.0	3.8						
Red	2.0	0.0	2.0	2.6	2.1	3.1						

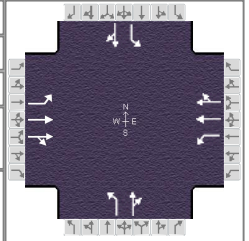
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	3.0	1.1	3.0	1.1	4.0	1.1	3.0
Phase Duration, s	12.1	101.1	13.2	102.2	24.6	32.2	13.6	21.2
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9	6.1	6.9	6.4	6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	4.1	3.0	4.2
Queue Clearance Time (g _s), s	5.2		6.1		18.1	10.8	7.5	13.8
Green Extension Time (g _e), s	0.1	0.0	0.2	0.0	0.3	0.4	0.1	0.5
Phase Call Probability	0.98		0.99		1.00	1.00	0.95	1.00
Max Out Probability	0.00		0.00		0.00	0.00	0.00	0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	91	840	135	116	1511	82	203	103		68	22	123
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1752	1585	1795	1752	1572	1781	1680		1781	1900	1585
Queue Service Time (g _s), s	3.2	12.1	6.2	4.1	33.5	3.5	16.1	8.8		5.5	1.7	11.8
Cycle Queue Clearance Time (g _c), s	3.2	12.1	6.2	4.1	33.5	3.5	16.1	8.8		5.5	1.7	11.8
Green Ratio (g/C)	0.62	0.59	0.59	0.63	0.60	0.60	0.22	0.16		0.13	0.09	0.12
Capacity (c), veh/h	235	2063	933	454	2086	936	360	265		241	170	194
Volume-to-Capacity Ratio (X)	0.390	0.407	0.145	0.256	0.724	0.087	0.564	0.389		0.282	0.127	0.632
Back of Queue (Q), ft/ln (95 th percentile)	59	179.6	103.5	73.6	342.2	59.4	300	174.1		115.1	37.5	219.3
Back of Queue (Q), veh/ln (95 th percentile)	2.3	7.0	4.1	2.9	13.3	2.3	11.8	7.0		4.5	1.5	8.6
Queue Storage Ratio (RQ) (95 th percentile)	0.20	0.00	0.41	0.37	0.00	0.00	2.00	0.00		0.51	0.00	0.55
Uniform Delay (d ₁), s/veh	17.1	8.4	14.8	12.4	10.1	13.8	55.4	60.5		62.3	67.1	66.8
Incremental Delay (d ₂), s/veh	0.4	0.6	0.3	0.1	2.2	0.2	0.5	0.9		0.2	0.3	3.4
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh	17.5	9.0	15.1	12.5	12.4	14.0	55.9	61.4		62.5	67.4	70.1
Level of Service (LOS)	B	A	B	B	B	B	E	E		E	E	E
Approach Delay, s/veh / LOS	10.5		B	12.4		B	57.7		E	67.4		E
Intersection Delay, s/veh / LOS	19.6						B					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				
Bicycle LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.92
Urban Street	US 441	Analysis Year	2025 NO BUILD Traffic - Optimized Splits	Analysis Period	1 > 16:45
Intersection	US 441/NW 140th Street	File Name	2025_NB_PM_US441_NW140.xus		
Project Description	2025 PM Peak Hour with 300 foot LT lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	176	605	189	193	1371	102	159	175	90	71	182	95

Signal Information														
Cycle, s	160.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	12.3	0.3	71.8	7.2	6.7	32.5				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.9	0.0	4.9	4.3	0.0	4.3				
				Red	2.0	0.0	2.0	3.4	0.0	3.4				

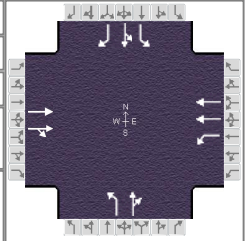
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	19.2	78.7	19.5	79.0	21.6	46.9	14.9	40.2
Change Period, ($Y+R_c$), s	6.9	6.9	6.8	6.9	7.1	7.7	7.7	7.7
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	10.0	3.0	10.0
Queue Clearance Time (g_s), s	14.3		12.4		14.4	28.0	7.3	29.0
Green Extension Time (g_e), s	0.0	0.0	0.3	0.0	0.2	4.9	0.1	3.5
Phase Call Probability	1.00		1.00		1.00	1.00	0.97	1.00
Max Out Probability	1.00		0.00		0.00	0.35	0.00	0.92

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	191	450	413	210	806	795	173	288		77	301	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1703	1739	1856	1810	1731	1629		1813	1722	
Queue Service Time (g_s), s	12.3	23.0	25.8	10.4	67.6	68.8	12.4	26.0		5.3	27.0	
Cycle Queue Clearance Time (g_c), s	12.3	23.0	25.8	10.4	67.6	68.8	12.4	26.0		5.3	27.0	
Green Ratio (g/C)	0.53	0.45	0.45	0.53	0.45	0.45	0.30	0.25		0.25	0.20	
Capacity (c), veh/h	185	833	764	363	836	816	238	399		205	350	
Volume-to-Capacity Ratio (X)	1.031	0.540	0.541	0.579	0.964	0.974	0.726	0.722		0.377	0.861	
Back of Queue (Q), ft/ln (95 th percentile)	430.2	365.6	416.4	196.5	1150.8	1264.1	242.5	474.8		116	547.7	
Back of Queue (Q), veh/ln (95 th percentile)	17.1	14.3	15.7	7.6	45.0	45.1	9.4	17.6		4.5	20.3	
Queue Storage Ratio (RQ) (95 th percentile)	1.43	0.00	0.00	0.65	0.00	0.00	0.81	0.00		0.39	0.00	
Uniform Delay (d_1), s/veh	52.7	22.3	27.1	23.4	42.7	43.0	46.1	55.4		48.7	61.6	
Incremental Delay (d_2), s/veh	74.5	2.5	2.7	0.5	23.6	25.8	2.5	10.8		0.4	23.2	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	127.2	24.8	29.9	23.9	66.3	68.9	48.6	66.2		49.2	84.8	
Level of Service (LOS)	F	C	C	C	E	E	D	E		D	F	
Approach Delay, s/veh / LOS	45.4		D	62.5		E	59.6		E	77.5		E
Intersection Delay, s/veh / LOS	58.8						E					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - Optimized Timings	Analysis Period	1 > 16:45
Intersection	US 441/I-75 West Ramp	File Name	2025_B_PM_US441__75Ramps.xus		
Project Description	2025 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h		1223	77	34	2030		33	0	103	200	13	77

Signal Information														
Cycle, s	160.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On											
Force Mode	Fixed	Simult. Gap N/S	Off											
Green	19.2	63.1	23.9	25.9	0.0	0.0								
Yellow	4.8	4.9	4.0	4.0	0.0	0.0								
Red	2.0	2.0	3.1	3.1	0.0	0.0								

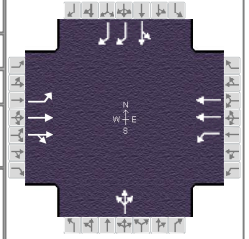
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase		6	5	2		4		8
Case Number		8.3	1.0	4.0		10.0		9.0
Phase Duration, s		70.0	26.0	96.0		31.0		33.0
Change Period, (Y+R _c), s		6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s		0.0	2.9	0.0		4.2		4.0
Queue Clearance Time (g _s), s			3.6			10.2		11.9
Green Extension Time (g _e), s		0.0	0.0	0.0		0.3		0.8
Phase Call Probability			1.00			1.00		1.00
Max Out Probability			0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement		6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h		705	693	36	2149		35	89		118	111	74
Adjusted Saturation Flow Rate (s), veh/h/ln		1796	1758	1612	1766		1810	1572		1725	1732	1246
Queue Service Time (g _s), s		62.7	63.0	1.6	89.1		2.7	8.2		9.9	9.2	8.5
Cycle Queue Clearance Time (g _c), s		62.7	63.0	1.6	89.1		2.7	8.2		9.9	9.2	8.5
Green Ratio (g/C)		0.39	0.39	0.53	0.56		0.15	0.15		0.16	0.16	0.16
Capacity (c), veh/h		708	693	239	1967		270	235		279	280	202
Volume-to-Capacity Ratio (X)		0.995	0.999	0.151	1.092		0.131	0.380		0.424	0.395	0.368
Back of Queue (Q), ft/ln (95 th percentile)		1046.2	1012.8	26.1	1068.3		57.6	155.2		207	198	153.7
Back of Queue (Q), veh/ln (95 th percentile)		39.6	39.9	0.9	41.7		2.3	6.1		7.9	7.4	5.0
Queue Storage Ratio (RQ) (95 th percentile)		0.00	0.00	0.12	0.00		1.15	3.10		0.23	0.88	0.68
Uniform Delay (d ₁), s/veh		37.8	39.2	28.1	19.3		59.0	61.4		60.3	60.0	59.8
Incremental Delay (d ₂), s/veh		32.7	34.0	0.0	42.4		0.2	1.0		1.0	0.9	1.1
Initial Queue Delay (d ₃), s/veh		0.0	0.0	0.0	0.0		0.0	0.0		0.0	0.0	0.0
Control Delay (d), s/veh		70.4	73.1	28.1	61.7		59.3	62.4		61.4	60.9	60.9
Level of Service (LOS)		E	E	C	F		E	E		E	E	E
Approach Delay, s/veh / LOS	71.8	E		61.1	E		61.5	E		61.1	E	
Intersection Delay, s/veh / LOS	64.8						E					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - Optimized Timings	Analysis Period	1 > 16:45
Intersection	US 441/I-75 East Ramps	File Name	2025_B_PM_US441__75Ramps.xus		
Project Description	2025 PM Peak Hour				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	65	1165	34	49	1708		55	5	11	359	7	513

Signal Information													
Cycle, s	160.0	Reference Phase	2										
Offset, s	125	Reference Point	End										
Uncoordinated	No	Simult. Gap E/W	On										
Force Mode	Fixed	Simult. Gap N/S	Off										
		Green		9.1	2.2	62.1	15.9	35.9	0.0				
		Yellow		4.9	4.8	4.9	4.0	4.0	0.0				
		Red		2.0	2.0	2.0	3.1	3.1	0.0				

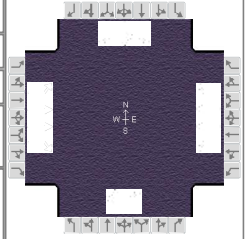
Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	4.0	1.1	4.0		12.0		11.0
Phase Duration, s	16.0	69.0	25.0	78.0		23.0		43.0
Change Period, (Y+R _c), s	6.9	6.9	6.8	6.9		7.1		7.1
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		4.0		4.1
Queue Clearance Time (g _s), s	7.4		4.4			8.6		37.9
Green Extension Time (g _e), s	0.0	0.0	0.0	0.0		0.1		0.0
Phase Call Probability	1.00		1.00			1.00		1.00
Max Out Probability	1.00		0.00			0.03		1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2		7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	84	781	776	53	1837			76			394	497
Adjusted Saturation Flow Rate (s), veh/h/ln	1471	1841	1822	1739	1781			1740			1755	1347
Queue Service Time (g _s), s	5.4	62.1	62.1	2.4	71.1			6.6			35.9	28.1
Cycle Queue Clearance Time (g _c), s	5.4	62.1	62.1	2.4	71.1			6.6			35.9	28.1
Green Ratio (g/C)	0.44	0.39	0.39	0.51	0.44			0.10			0.22	0.22
Capacity (c), veh/h	129	714	707	243	1582			173			394	605
Volume-to-Capacity Ratio (X)	0.656	1.093	1.097	0.217	1.161			0.442			1.000	0.822
Back of Queue (Q), ft/ln (95 th percentile)	157.6	1246.5	1228.3	46.2	1534.5			140.5			735.3	413
Back of Queue (Q), veh/ln (95 th percentile)	5.3	48.3	48.4	1.8	60.4			5.5			28.5	15.6
Queue Storage Ratio (RQ) (95 th percentile)	0.57	0.00	0.00	0.18	0.00			0.00			0.00	0.00
Uniform Delay (d ₁), s/veh	40.3	65.6	65.6	32.3	32.6			67.9			62.0	59.0
Incremental Delay (d ₂), s/veh	2.4	48.1	49.8	0.2	79.7			1.8			45.2	8.9
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0			0.0			0.0	0.0
Control Delay (d), s/veh	42.7	113.7	115.4	32.5	112.3			69.6			107.3	67.9
Level of Service (LOS)	D	F	F	C	F			E			F	E
Approach Delay, s/veh / LOS	110.8		F	110.1		F	69.6		E	85.3		F
Intersection Delay, s/veh / LOS	104.8						F					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.250
Analyst	J. Buckholz	Analysis Date	2/22/2015	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.93
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - SPLIT PHASE, Opt. Timings	Analysis Period	1 > 16:45
Intersection	US 441/NW 147th Drive	File Name	SPLITPH_2025_B_PM_US441_NW147.xus		
Project Description	2025 PM Peak Hour with RT Overlap Phase				



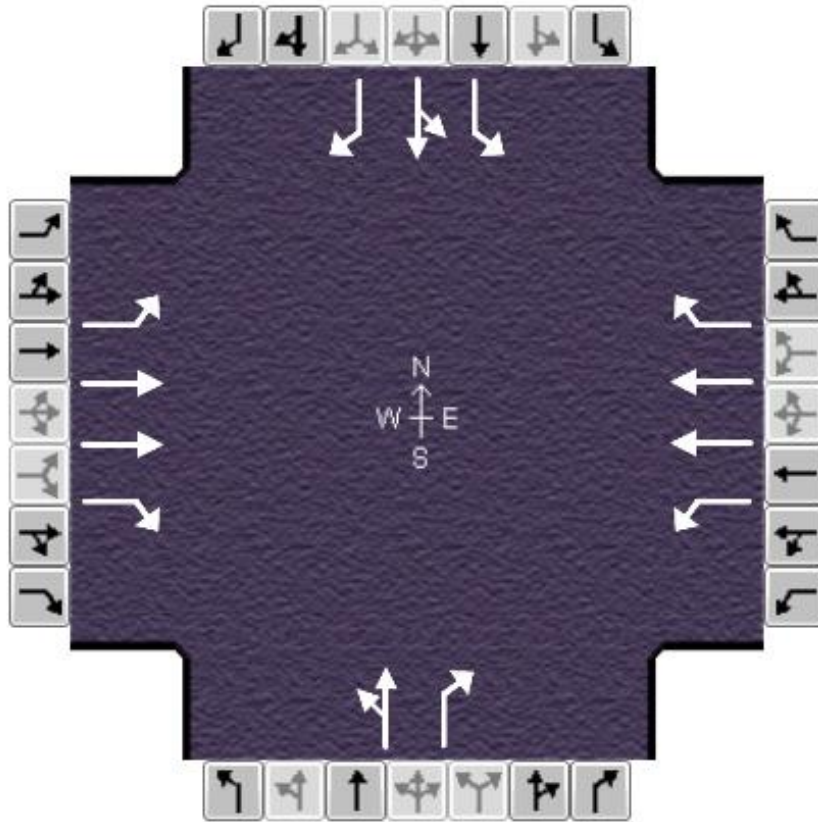
Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	109	781	140	108	1525	179	192	45	70	200	33	149

Signal Information				Signal Timing (s)						Signal Phases				
Cycle, s	160.0	Reference Phase	2	Green	7.0	83.9	25.0	17.0	0.0	0.0	1	2	3	4
Offset, s	0	Reference Point	End	Yellow	4.8	4.9	4.0	3.8	0.0	0.0	5	6	7	8
Uncoordinated	No	Simult. Gap E/W	On	Red	2.0	2.0	2.5	3.1	0.0	0.0				
Force Mode	Fixed	Simult. Gap N/S	Off											

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2		4		8
Case Number	1.1	3.0	1.1	3.0		11.0		9.0
Phase Duration, s	13.8	90.8	13.8	90.8		31.5		23.9
Change Period, (Y+R _c), s	6.8	6.9	6.9	6.9		6.5		6.9
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0		4.0		4.0
Queue Clearance Time (g _s), s	6.8		6.8			23.9		15.6
Green Extension Time (g _e), s	0.2	0.0	0.2	0.0		1.2		1.4
Phase Call Probability	0.99		0.99			1.00		1.00
Max Out Probability	0.00		0.00			0.00		0.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	117	840	135	116	1640	175		255	75	108	143	144
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1752	1585	1795	1752	1572		1826	1309	1781	1811	1585
Queue Service Time (g _s), s	4.8	17.0	7.1	4.8	59.8	9.5		21.9	7.8	9.2	12.3	13.6
Cycle Queue Clearance Time (g _c), s	4.8	17.0	7.1	4.8	59.8	9.5		21.9	7.8	9.2	12.3	13.6
Green Ratio (g/C)	0.57	0.52	0.52	0.57	0.52	0.52		0.16	0.20	0.11	0.11	0.15
Capacity (c), veh/h	166	1837	831	398	1838	825		286	261	189	192	237
Volume-to-Capacity Ratio (X)	0.708	0.457	0.163	0.291	0.892	0.213		0.892	0.288	0.569	0.745	0.608
Back of Queue (Q), ft/ln (95 th percentile)	109.3	248.6	123.7	88.7	723	165.9		410.8	142.2	197.7	251.1	244.1
Back of Queue (Q), veh/ln (95 th percentile)	4.3	9.6	4.9	3.5	28.0	6.5		16.4	4.8	7.8	10.0	9.6
Queue Storage Ratio (RQ) (95 th percentile)	0.36	0.00	0.49	0.44	0.00	0.00		0.00	0.71	0.88	0.00	0.61
Uniform Delay (d ₁), s/veh	34.0	14.0	19.8	17.1	20.4	20.4		66.1	54.4	68.0	69.4	63.6
Incremental Delay (d ₂), s/veh	2.1	0.8	0.4	0.1	7.1	0.6		9.4	0.6	2.7	5.6	2.5
Initial Queue Delay (d ₃), s/veh	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0
Control Delay (d), s/veh	36.1	14.8	20.2	17.3	27.5	20.9		75.5	55.0	70.7	75.0	66.1
Level of Service (LOS)	D	B	C	B	C	C		E	D	E	E	E
Approach Delay, s/veh / LOS	17.8	B		26.3	C		70.8	E		70.6	E	
Intersection Delay, s/veh / LOS	32.4						C					

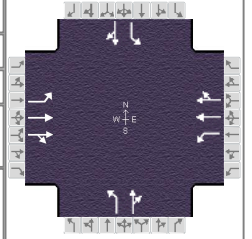
Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				



Clear

HCS7 Signalized Intersection Results Summary

General Information				Intersection Information	
Agency	BUCKHOLZ TRAFFIC			Duration, h	0.25
Analyst	J. Buckholz	Analysis Date	Jan 22, 2021	Area Type	Other
Jurisdiction	Alachua County	Time Period	Weekday PM Peak Hour	PHF	0.92
Urban Street	US 441	Analysis Year	2025 BUILD Traffic - Optimized Splits	Analysis Period	1 > 16:45
Intersection	US 441/NW 140th Street	File Name	2025_B_PM_US441_NW140.xus		
Project Description	2025 PM Peak Hour with 300 foot LT lanes				



Demand Information	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Demand (v), veh/h	195	695	217	193	1558	144	180	243	90	92	226	102

Signal Information														
Cycle, s	160.0	Reference Phase	2											
Offset, s	0	Reference Point	End											
Uncoordinated	No	Simult. Gap E/W	On	Green	5.2	1.0	80.2	8.9	4.4	32.3				
Force Mode	Fixed	Simult. Gap N/S	Off	Yellow	4.8	0.0	4.8	4.3	0.0	4.3				
				Red	2.0	0.0	1.0	3.4	0.0	3.4				

Timer Results	EBL	EBT	WBL	WBT	NBL	NBT	SBL	SBT
Assigned Phase	1	6	5	2	7	4	3	8
Case Number	1.1	4.0	1.1	4.0	1.1	4.0	1.1	4.0
Phase Duration, s	13.0	87.0	12.0	86.0	21.0	44.4	16.6	40.0
Change Period, ($Y+R_c$), s	6.9	6.9	6.8	6.9	7.1	7.7	7.7	7.7
Max Allow Headway (MAH), s	2.9	0.0	2.9	0.0	3.0	10.0	3.0	10.0
Queue Clearance Time (g_s), s	8.1		7.2		15.9	36.7	8.9	34.3
Green Extension Time (g_e), s	0.0	0.0	0.0	0.0	0.0	0.0	0.1	0.0
Phase Call Probability	1.00		1.00		1.00	1.00	0.99	1.00
Max Out Probability	1.00		1.00		1.00	1.00	0.01	1.00

Movement Group Results	EB			WB			NB			SB		
Approach Movement	L	T	R	L	T	R	L	T	R	L	T	R
Assigned Movement	1	6	16	5	2	12	7	4	14	3	8	18
Adjusted Flow Rate (v), veh/h	212	517	474	210	928	922	196	362		100	357	
Adjusted Saturation Flow Rate (s), veh/h/ln	1795	1856	1703	1739	1856	1801	1731	1648		1813	1732	
Queue Service Time (g_s), s	6.1	23.6	27.4	5.2	79.1	79.1	13.9	34.7		6.9	32.3	
Cycle Queue Clearance Time (g_c), s	6.1	23.6	27.4	5.2	79.1	79.1	13.9	34.7		6.9	32.3	
Green Ratio (g/C)	0.53	0.50	0.50	0.53	0.49	0.49	0.29	0.23		0.26	0.20	
Capacity (c), veh/h	113	929	853	277	917	890	195	378		146	350	
Volume-to-Capacity Ratio (X)	1.868	0.556	0.556	0.757	1.011	1.036	1.002	0.957		0.686	1.020	
Back of Queue (Q), ft/ln (95 th percentile)	712.1	352.1	426	253.5	1377.1	1554.2	452.6	686.5		197.4	728.5	
Back of Queue (Q), veh/ln (95 th percentile)	28.3	13.8	16.0	9.7	53.8	55.5	17.5	25.4		7.6	27.0	
Queue Storage Ratio (RQ) (95 th percentile)	2.37	0.00	0.00	0.84	0.00	0.00	1.51	0.00		0.66	0.00	
Uniform Delay (d_1), s/veh	46.1	17.2	22.3	37.3	40.5	40.5	49.8	60.9		49.9	63.9	
Incremental Delay (d_2), s/veh	422.3	2.4	2.6	10.2	32.5	39.9	64.8	36.7		2.1	53.3	
Initial Queue Delay (d_3), s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	
Control Delay (d), s/veh	468.4	19.6	24.9	47.6	73.0	80.4	114.6	97.6		52.1	117.1	
Level of Service (LOS)	F	B	C	D	F	F	F	F		D	F	
Approach Delay, s/veh / LOS	100.7		F	73.7		E	103.5		F	102.9		F
Intersection Delay, s/veh / LOS	88.3						F					

Multimodal Results	EB	WB	NB	SB
Pedestrian LOS Score / LOS				