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Planning Division
08/31/2023

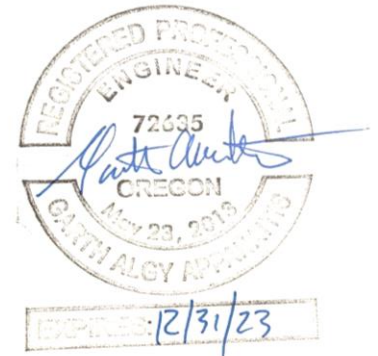
TECHNICAL MEMORANDUM

DATE: July 18, 2023

TO: Eric Bolken | Beaverton School District

FROM: Garth Appanaitis, P.E. | DKS Associates
Alex Correa, E.I.T. | DKS Associates

SUBJECT: Raleigh Hills K-8 School Rebuild
Transportation Impact Analysis



Project #21189-000

This memorandum presents the project trip generation, operational, safety, and site access and circulation results for the proposed Raleigh Hills K-8 School renovation in Beaverton, Oregon. The school is located along SW Scholls Ferry Road between SW Laurelwood Avenue and 77th Avenue (Fred Meyer driveway) within the Beaverton School District.

EXECUTIVE SUMMARY

- The existing Raleigh Hills K-8 school is planned to be demolished and rebuilt as a Pre K-5 school with 56% increase in permanent student capacity.
- The proposed project is expected to generate an additional 165 a.m. peak hour trips, 82 mid-day peak hour trips (at school release) and 49 p.m. peak hour trips.
- The proposed driveway configuration combines the two western driveways into a single, full access driveway, and re-oriens the eastern full access driveway to align with SW Montclair Drive as a four-leg intersection.
- The new SW Scholls Ferry Road/Re-oriented East Driveway/SW Montclair Drive intersection is proposed to be signalized. Peak Hour Warrants are expected to be met for an intersection at this location under future build out conditions and the traffic signal will provide protected crossing opportunities for pedestrians (including students) on Scholls Ferry Road.
- Under existing and proposed driveway conditions, Washington County access management standards are not met due to direct driveway access and the adjacent properties' access to Scholls Ferry Road, which is classified as an arterial. A separate Access Management Plan (appendix) was prepared to review specific scenarios and the operational and safety concerns of the proposed configuration.

- Washington County mobility standards are currently met under existing conditions and are expected to be met under both No Build and Build conditions.
- The proposed site plan will increase on-site vehicle stacking distance at both driveways relative to current conditions. The proposed site plan also includes a new center turn lane along Scholls Ferry Road to provide stacking for vehicle queues entering the site.

PROPOSED SCHOOL REBUILD OVERVIEW

The Beaverton Schools District (BSD) will be replacing and rebuilding the existing Raleigh Hill School (RHS). The existing RHS site is approximately 10 acres and contains a school building which is 59,260 square feet. RHS is currently a Kindergarten through 8th grade school with a permanent capacity¹ of 505 students and 67 staff. The proposed school building replacement would be approximately 97,000 square feet (+61% increase from existing) and would serve 750 K-5 and one classroom (20 students) of pre-K students for a total site capacity of 770 students. The traffic analysis summarized herein was conducted for a capacity of 790 students (assuming two pre-K classrooms) and is slightly conservative to the planned site capacity of 770 students. It is anticipated that RHS will transition to be a Pre-Kindergarten through 5th grade school upon redevelopment.

The proposed site plan maintains a similar configuration of the existing school building and maintains the ball field on the north end of the site. The proposed site plan reconfigures the accesses such that the western access is a single full access driveway (as opposed to the existing two ingress/egress only accesses) and the eastern access is reconfigured to meet with SW Montclair Drive at a signalized intersection. Analyses regarding access management, site access traffic operations, vehicle queuing, etc. are provided in detail in subsequent sections of this memorandum.

EXISTING CONDITIONS

This section provides documentation of existing study area transportation conditions, including the project site, study area roadway network, pedestrian and bicycle facilities, existing traffic volumes, and intersection operations.

STUDY AREA

The study area was selected using City of Beaverton guidelines² and is intended to capture transportation impacts related to the proposed project. The proposed development will increase the square footage of the school and change the school from being Kindergarten through 8th Grade to

¹ Permanent capacity does not include capacity accommodated by 6 existing portable classrooms on site

² City of Beaverton guidelines indicate that the impact area include intersections where site generated traffic equals or exceeds 5% of peak hour traffic.

Pre-Kindergarten through 5th grade. The surrounding study area including the following six study intersections:

1. SW Laurelwood Avenue/SW Nichol Road/SW Scholls Ferry Road
2. Existing Raleigh Hills K-8 School Driveway (egress-only)/SW Scholls Ferry Road
3. Existing Raleigh Hills K-8 School Driveway (ingress-only)/SW Scholls Ferry Road
4. SW Montclair Drive/SW Scholls Ferry Road
5. Existing Raleigh Hills K-8 School Driveway (full-access)/SW Scholls Ferry Road
6. 77th Avenue (Fred Meyer Driveway)/SW Scholls Ferry Road

An additional intersection, SW Scholls Ferry Road/SW Jamieson Road, was analyzed to consider whether it qualifies as a study intersection based on City guidelines. Based on the number of site generated trips and the distribution of those trips, it was determined that the site generated traffic that will utilize this intersection does not meet or exceed 5% of the peak hour traffic of this intersection during any of the morning, mid-day, or evening peaks.

PEDESTRIAN, BICYCLE AND TRANSIT SYSTEMS

The study area is serviced by TriMet, featuring eastbound and westbound Route 56 bus stops along SW Scholls Ferry Road at SW Laurelwood Avenue/SW Nichol Road. In the eastbound direction, bus stops are located near the Fred Meyer driveway and between the Raleigh Hills K-8 School egress-only and ingress only driveways. Neither eastbound stop includes any amenities. In the westbound direction, bus stops are located near SW Nichol Road/SW Scholls Ferry Road and SW Montclair Drive. The stops adjacent to the site do not include any amenities (shelter or benches). Route 56 operates with approximately a 30-minute headway during the week and approximately one-hour headways on Saturday and Sunday. Each of the bus stops occur in-lane. The Beaverton School District provides bus service for students before and after school. Field observations confirm that school buses from schools other than Raleigh Hills K-8 utilize the Scholl's Ferry Road corridor.

Existing peak period (7:00-9:00 a.m., 2:00-6:00 p.m.) traffic counts at nearby intersections show that very few bicyclists travel along SW Scholls Ferry Road during the afternoon school peak hour (2:30-3:30 p.m.), typically fewer than five. Standard bike lanes are currently provided along SW Scholls Ferry Road within the study area. Pedestrian activity along the roadway is much higher, particularly near the school site. The intersection of the existing Raleigh Hills K-8 School Driveway (egress-only)/SW Scholls Ferry Road experienced the most pedestrian activity, primarily associated with the school, with a peak of about 22 pedestrians crossing the intersection during the school peak hour. Several pedestrians were observed to cross Scholl's Ferry Road during the beginning and ending of school where marked pedestrian crossings did not currently exist.

The intersection of SW Laurelwood Avenue/SW Nichol Road/SW Scholls Ferry Road is signalized and features pedestrian crossings at the intersection controlled with pushbuttons and pedestrian countdown timers across the north, east, and south legs. There is no pedestrian crossing along the east leg. Existing pedestrian and bicycle roadway facilities are summarized in Table 1. No other marked pedestrian crossings currently exist within the study area. Washington County is currently planning and designing ADA improvements along the Scholls Ferry Road corridor east and west of the project site. These improvements will likely provide sidewalk infill and curb ramp improvements along adjacent properties.

STUDY AREA TRANSPORTATION NETWORK CHARACTERISTICS

Table 1 outlines key roadways near the study area and important characteristics of each roadway.

TABLE 1: EXISTING ROADWAY NETWORK CHARACTERISTICS

ROADWAY	ROADWAY JURISDICTION	ROADWAY CLASSIFICATION ³	CROSS-SECTION	POSTED SPEED (MPH)	PEDESTRIAN FACILITIES	BICYCLE FACILITIES
SW SCHOLLS FERRY RD	Washington County	Arterial	2 Lanes	30	Sidewalks along site frontage only	Bike Lanes
SW NICOL RD	Washington County	Neighborhood Route	2 Lanes	25	Sidewalks along east side of the street only	None
SW LAURELWOOD AVE	Washington County	Neighborhood Route	2 Lanes	30	Sidewalks about 150 feet north of SW Scholls Ferry Rd	None
SW MONTCLAIR DR	Washington County	Neighborhood Route	2 Lanes	25	None	None

SAFETY

Collision data was obtained for the six study intersections for the most recent three years available (2018-2020) using data compiled from the ODOT Crash Analysis and Reporting unit and visualized in Tableau by DKS Associates⁴. There was a total of two crashes at study intersections within the study area within the last three years of data available, both of which were property damage only crashes. Table 2 shows a summary of the crash data and crash rates. Due to the low frequency of crashes, all locations have crash rates that are well under the 90th percentile crash rates.

³ Functional Classification Urban Area Map 5 of 6, Washington County Transportation System Plan (TSP).

⁴ <https://public.tableau.com/app/profile/veronica.sullivan/viz/OregonDASH2016-2020/Overview>

TABLE 2: CRASH DATA SUMMARY

INTERSECTION	FATAL	SERIOUS INJURY	MINOR INJURY	POSSIBLE INJURY	PROPERTY DAMAGE ONLY	TOTAL
SW LAURELWOOD AVE/SW NICHOL RD/SW SCHOLLS FERRY ROAD	0	0	0	0	1	1
	Daily TEV	17,400	Crash Rate	0.031	90th Percentile Rate	0.860
EXISTING RALEIGH HILLS K-8 DRIVEWAY (INGRESS ONLY)	0	0	0	0	0	0
	Daily TEV	12,890	Crash Rate	0.000	90th Percentile Rate	0.293
EXISTING RALEIGH HILLS K-8 DRIVEWAY (EGRESS ONLY)	0	0	0	0	0	0
	Daily TEV	12,870	Crash Rate	0.000	90th Percentile Rate	0.293
EXISTING RALEIGH HILLS K-8 DRIVEWAY (FULL ACCESS)	0	0	0	0	0	0
	Daily TEV	13,100	Crash Rate	0.000	90th Percentile Rate	0.293
SW MONTCLAIR DRIVE/SW SCHOLLS FERRY ROAD	0	0	0	0	0	0
	Daily TEV	13,250	Crash Rate	0.000	90th Percentile Rate	0.293
77 TH AVE (FRED MEYER DRIVEWAY)/SW SCHOLLS FERRY ROAD	0	0	0	0	1	1
	Daily TEV	13,370	Crash Rate	0.040	90th Percentile Rate	0.293

In addition to the intersection-related crashes, there were two non-intersection related crashes within the study area. One of the crashes possibly resulted in an injury and one was a property damage only crash. One of the crashes was a rear end crash occurring along the RHS frontage between SW Montclair Drive and the eastern-most RHS access. The other was a pedestrian involved crash occurring just west of the SW Scholls Ferry Road/Fred Meyer Access intersection.

ODOT SAFETY PRIORTIY INDEX SYSTEM (SPIS) LOCATIONS

The Safety Priority Index System (SPIS) is a ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based upon crash frequency, crash severity, and traffic volume for a 0.10 mile or variable length segment along the state highway over a rolling three-year window (i.e., every year it is updated with the most recent three years). A prioritized list of the top 15% of statewide SPIS sites is created for each region, and the top 5% are investigated by the five Region Traffic managers’ offices.

The percentile rankings are based on the percentage of SPIS scores that are the same or lower than a selected SPIS score. For example, a SPIS score that is higher than 95 percent of all SPIS scores is at the 95th percentile. Similarly, 90th percentile SPIS score is higher than 90 percent of all SPIS scores (i.e., in the top 10 percent), but it is below and not within the top 5 percent (95th percentile) of all SPIS scores.

There are no intersections within the study area that were identified as a SPIS location in 2020. In addition, DKS Associates staff coordinated with Washington County to review the County’s SPIS locations near the site and determined that there are no Washington County SPIS locations within the study area.

INTERSECTION SIGHT DISTANCE

Intersection sight distance was previously conducted on February 13th, 2018. An additional field visit was conducted on April 27th, 2022, that confirmed the measurements from the 2018 field visit. Intersection sight distance measurements at the existing access points are summarized in Table 3. The measured sight distance is compared to the requirements set forth by Washington County and are based on the measured 85th percentile speeds along SW Scholls Ferry Road near the project site⁵. The measured 85th percentile speed for SW Scholls Ferry Road was 37 mph in the eastbound direction and 36 mph in the westbound direction, while the posted speed is 30 mph.

TABLE 3: INTERSECTION SIGHT DISTANCE AT PROPOSED ACCESS POINTS

CRITERIA	INTERSECTION SIGHT DISTANCE	
	SW SCHOLLS FERRY RD/EXISTING RALEIGH HILLS K-8 SCHOOL DRIVEWAY (EGRESS-ONLY)	SW SCHOLLS FERRY RD/EXISTING RALEIGH HILLS K-8 SCHOOL DRIVEWAY (FULL ACCESS)
FIELD MEASUREMENT (LOOKING EAST)	>400 ft	250 ft
FIELD MEASUREMENT (LOOKING WEST)	>400 ft	>400 ft
WASHINGTON COUNTY STANDARD	350 ft	350 ft
STANDARD MET?	Yes (both directions)	No (looking east) Yes (looking west)

As noted in Table 3 above, intersection sight distance is not currently met at the existing full-access driveway (looking east). The sight distance is limited by vegetation and a sign for the adjacent apartment complex. The frontage of the adjacent property will likely be reconfigured through Washington County’s ADA project and set back further from the road to accommodate

⁵ Washington County Community Development Code, Section 501-8.5 (F)

sidewalk infill. Further, the use of this driveway for school traffic would be eliminated with the proposed site plan.

PRELIMINARY SIGHT DISTANCE

The preliminary sight distance was estimated for each of the proposed school access locations. Due to the planned improvements to both the site frontage and the adjacent property frontages, preliminary sight distances are noted based on how these conditions are expected to change relative to the existing configuration. Washington County requires that sight distance is measured 15 feet from the traveled way. Given the planned modifications to the Scholls Ferry Road cross-section, this location is estimated at approximately 49 feet⁶ from the far-side fog line.

RHS West Driveway

The proposed west driveway would be located at the approximate location of the existing western driveway. The removal of existing vegetation along the site frontage would improve sight distance and this location would continue to meet the Washington County standard. The following figures demonstrate the ability of the western driveway to meet site distance based on preliminary estimates:

- Figure 1: Aerial showing approximate sight triangle 49 feet from far edge fog line and looking 350 feet in each direction
- Figure 2: Existing view looking west showing no sight distance obstructions
- Figure 3: Existing view looking east showing existing street trees that currently obstruct view. These trees will be removed and set back so that view is not obstructed.

⁶ 11 foot travel lane + 12 foot center turn lane + 11 foot travel lane + 15 feet setback distance = 49 feet

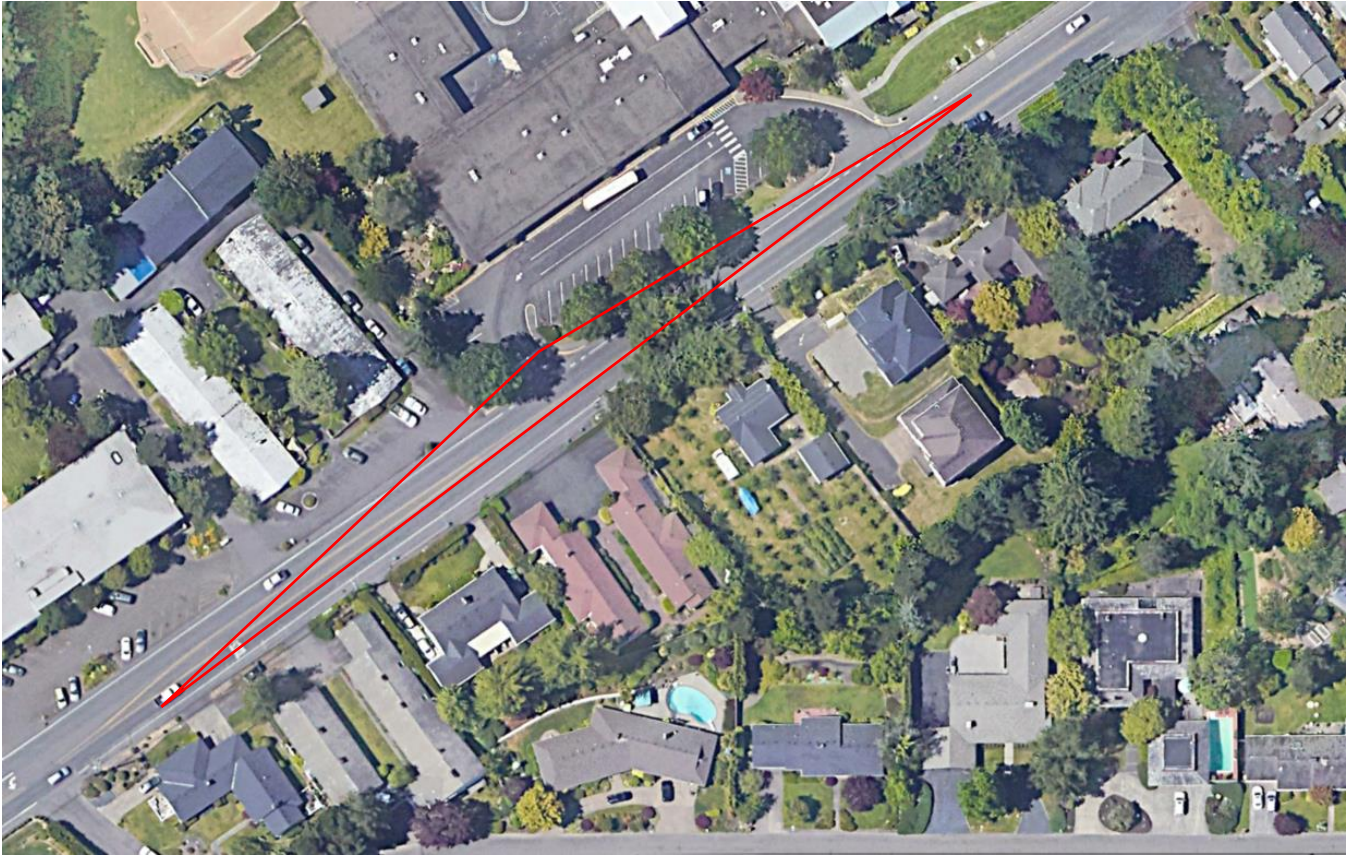


FIGURE 1. APPROXIMATE SIGHT TRIANGLE REQUIREMENT FOR WESTERN DRIVEWAY (350 FEET IN EACH DIRECTION)



FIGURE 2. EXISTING VIEW (WESTERN DRIVEWAY) LOOKING WEST (>400 FEET VISIBLE)



FIGURE 3. EXISTING VIEW (WESTERN DRIVEWAY) LOOKING EAST – SIGHT OBSTRUCTED BY EXISTING TREES THAT WILL BE REMOVED

RHS East Driveway

The driveway relocation to Montclair and frontage improvements would generally improve sight distance looking east from the school site. Sight distance requirements would be met in both directions for the school driveway. The public street Montclair Drive approach currently has limited sight distance due to obstructions caused by vegetation. The proposed traffic signal at this location would improve safety for movements from Montclair Drive that would no longer be required to wait for cross-traffic gaps on Scholls Ferry Road.

The following figures demonstrate the ability of the eastern driveway to meet site distance based on preliminary estimates:

- Figure 4: Aerial showing approximate sight triangle 49 feet from far edge fog line and looking 350 feet in each direction
- Figure 2: Existing view looking east showing no sight distance obstructions
- Figure 3: Existing view looking east showing existing street trees that currently obstruct view. These trees will be removed and set back so that view is not obstructed.



FIGURE 4. APPROXIMATE SIGHT TRIANGLE REQUIREMENT FOR EASTERN DRIVEWAY (350 FEET IN EACH DIRECTION)



FIGURE 5. EXISTING VIEW (EASTERN DRIVEWAY) LOOKING EAST

Residential Driveway

Two residential homes located behind (north of) Raleigh Hills school currently share access to Scholls Ferry Road with the eastern school driveway. School access is preferred to be separate from other uses for security and liability considerations. The relocation of the school driveway to the Montclair Drive intersection provides the opportunity for providing separate access for the residential homes. The proposed location for this driveway would be approximately where the existing driveway is located, as shown in Figure 6. With the planned frontage improvements along Scholls Ferry Drive as part of the Washington County sidewalk project, the removal and/or relocation of existing sight distance obstructions (utility pole and signs) would improve sight distance in the eastbound direction and would allow the driveway to meet sight distance requirements. In addition, the residential driveway would have very low traffic volume and would have improved operations relative to the existing condition. The separation of school traffic would reduce delay for the residential driveway (not having to compete with school traffic) and the proposed traffic signal at the Montclair Drive intersection would provide opportunities to break up platooned traffic along Scholls Ferry Road and provide gaps for driveway traffic to make left turns

out of the site. Therefore, the separated residential driveway would provide both safety and operational improvements from the existing configuration.

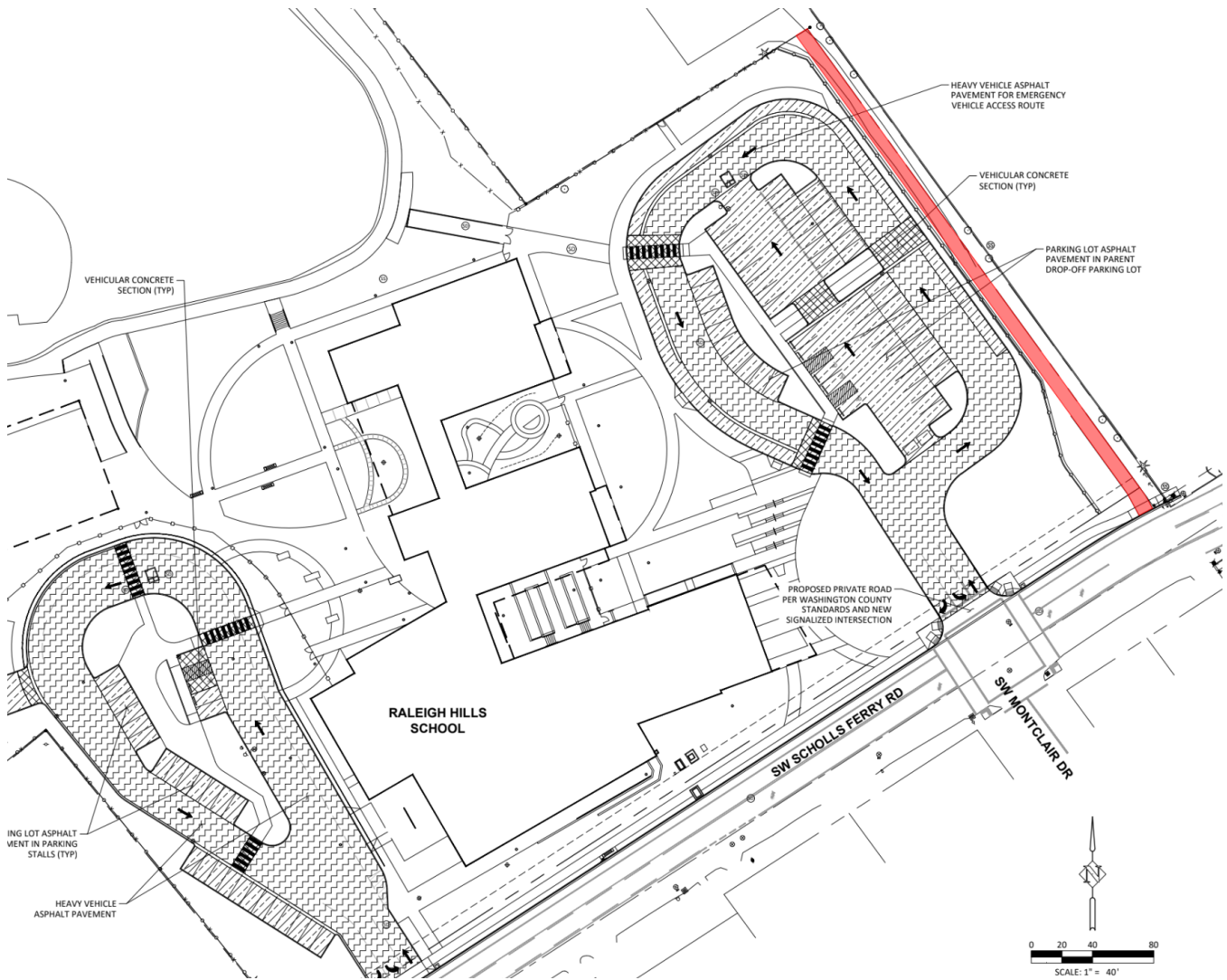


FIGURE 6. PROPOSED RESIDENTIAL DRIVEWAY LOCATION (APPROXIMATE)

The following figure demonstrate the ability of the residential driveway to meet site distance based on preliminary estimates:

- Figure 7: Aerial showing approximate sight triangle 49 feet from far edge fog line and looking 350 feet to the west. This assumes the removal of existing obstructions (utility pole and signage) located east of the driveway.



FIGURE 7. APPROXIMATE SIGHT TRIANGLE REQUIREMENT FOR RESIDENTIAL DRIVEWAY (350 FEET TO WEST)

EXISTING OPERATING CONDITIONS

Intersections were evaluated according to the performance measures and required operating standards described below.

TRAFFIC COUNT DATA

Traffic counts were obtained at each study intersection for the a.m., mid-day, and p.m. peak hours on two days, one in late April, one in early May 2022. The counts obtained were compared to previous counts made at the same study intersections, conducted in February 2018. The project team found in comparing the 2022 counts to the 2018 counts that generally, vehicle volumes in 2022 were lower than in 2018. P.m. peak hour volumes along SW Scholls Ferry Road were found to be between 5-16% lower in 2022 than in 2018, while a.m. volumes ranged between increasing by 5% and decreasing by 25% in 2022 than in 2018. After collaboration between the project team, City of Beaverton staff, and Washington County staff, it was ultimately determined that the most conservative approach to estimating operations performance in the area would be to utilize the

2018 counts for the existing conditions analysis and for forecasting to analyze future year scenarios⁷.

Once existing volumes were decided upon, the counts were balanced and utilized for existing conditions analysis. The raw 2022 counts and 2018 counts are included in the appendix. The existing conditions traffic volumes are shown in Figure 2.

⁷ Meeting with City of Beaverton, Washington County staff, August 1st, 2022.

INTERSECTION PERFORMANCE MEASURES

Level of Service (LOS) and volume-to-capacity (V/C) ratios are two commonly used performance measures that provide a gauge of intersection operations. Agencies often incorporate these performance measures into their mobility targets and are summarized below:

- **Level of Service (LOS):** A “report card” rating (A through F) based on the average delay (seconds per vehicle) experienced by vehicles at the intersection. LOS A, B, and C indicate conditions where traffic moves without significant delays over periods of peak hour travel demand. LOS D and E are progressively worse operating conditions. LOS F represents conditions where average vehicle delay has become excessive, and demand has exceeded capacity; this condition is typically evident in long queues.
- **Volume-to capacity (V/C) ratio:** A decimal representation (between 0.00 and 1.00) of the proportion of capacity that is being used at a turn movement, approach leg, or intersection. A lower ratio indicates smooth operations and minimal delays. As the ratio approaches 1.00, congestion increases, and performance is reduced. If the ratio is greater than 1.00, the turn movement, approach leg, or intersection is oversaturated and usually results in excessive queues and long delays.

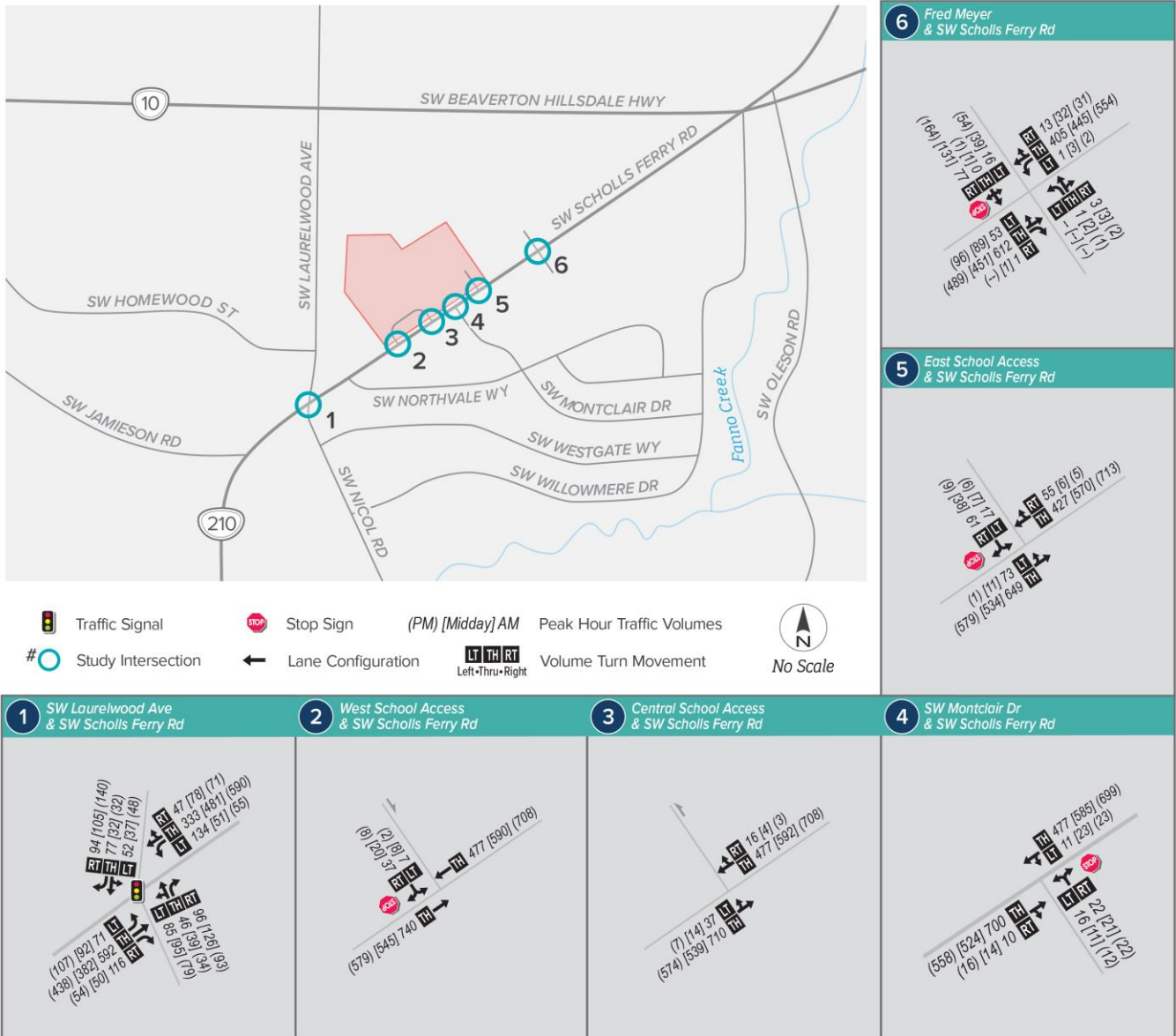


FIGURE 2. EXISTING WEEKDAY PEAK HOUR INTERSECTION TRAFFIC VOLUME

AGENCY MOBILITY TARGETS

Agencies typically have established targets for intersection operations during peak periods, which are commonly known as mobility targets. The study intersections along SW Scholls Ferry Road fall under the jurisdiction of Washington County. The *Washington County Transportation System Plan* indicates that inside of urban areas, intersections are targeted to operate with a V/C ratio less than or equal to 0.90 during the first hour of peak times of traffic⁸. Washington County does not have a delay-based LOS standard for its facilities.

INTERSECTION OPERATING CONDITIONS

Table 4 lists a summary of the weekday a.m., mid-day, and p.m. peak hour operating conditions for the six existing study intersections. HCM 6th methodologies were used to calculate delay, level of service (LOS), and volume over capacity (v/c) for five of the six study intersections. SW Scholls Ferry Road/SW Laurelwood Avenue metrics are calculated using HCM 2000 methodologies due to limitations in HCM 6th methodologies for accurately calculating delay and v/c for shared left/through lanes, such as those present on the north and south leg of the SW Scholls Ferry Road/SW Laurelwood Avenue intersection. As shown, no intersection is currently operating above its specified mobility target.

⁸ Table 4, Washington County Transportation System Plan (TSP).

TABLE 4: EXISTING INTERSECTION OPERATIONS

INTERSECTION	MOBILITY TARGET	AM PEAK			MID-DAY PEAK			PM PEAK		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
SW SCHOLLS FERRY RD/77TH AVE (FRED MEYER DRIVEWAY)	v/c ≤ 0.99	8.9/ 36.8	A/E	0.28/0.15	8.9/ 40.6	A/E	0.29/0.30	9.2/ 62.4	A/F	0.31/0.49
SW SCHOLLS FERRY RD/SW MONTCLAIR DR	v/c ≤ 0.99	9.4/ 22.6	A/C	0.33/0.17	8.9/ 19.2	A/C	0.42/0.13	8.9/ 20.5	A/C	0.47/0.14
SW SCHOLLS FERRY RD/EXISTING RHS FULL ACCESS DRIVEWAY	v/c ≤ 0.99	8.9/ 20.2	A/C	0.51/0.27	9.1/ 16.7	A/C	0.38/0.14	0.0/ 20.7	A/C	0.37/0.07
SW SCHOLLS FERRY RD/EXISTING RHS INGRESS ONLY DRIVEWAY	v/c ≤ 0.99	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SW SCHOLLS FERRY RD/EXISTING RHS EGRESS ONLY DRIVEWAY	v/c ≤ 0.99	0.0/ 31.8	A/D	0.00/0.08	0.0/ 20.3	A/C	0.00/0.07	0.0/ 16.6	A/C	0.00/0.07
SW SCHOLLS FERRY RD/SW NICHOL RD/SW LAURELWOOD AVE	v/c ≤ 0.99	20.7	C	0.74	15.2	B	0.69	13.8	B	0.66

Two-way stop control intersection values presented as major approach/minor approach

SITE DEVELOPMENT ASSUMPTIONS

This section summarizes the key assumptions and methodologies utilized to forecast future year traffic volumes, develop analysis scenarios, measure intersection operations, estimate site generated trips, and distribute site generated trips to the local transportation network.

ANALYSIS SCENARIOS

Two future analysis scenarios were analyzed for this study, those are as follows:

- Background Conditions (No Build) – Conditions as of year of opening of the new Raleigh Hills School (2026) *without* the addition of site generated trips nor changes to the roadway network resulting from the proposed site plan.
- Project Conditions (Build) – Conditions as of year of opening of the new Raleigh Hills School (2026) *with* the addition of site generated trips and changes to the roadway network resulting from the proposed site plan. Changes include the consolidation of the two existing western accesses to the school building (ingress/egress couplet) into a single full-access driveway, the re-alignment of the eastern access to the school building with the existing SW Montclair Drive/SW Scholls Ferry Road intersection, and the addition of a traffic signal at the newly realigned SW Scholls Ferry Road/SW Montclair Drive/Eastern RHS School access intersection.

SITE ACCESS AND INTERNAL CIRCULATION

The existing site access and circulation would be reconfigured to provide two driveways.

The western driveway (located near the western edge of the site) would be used for bus activity (10 or less) and staff parking. Both buses and cars would be able to make full movements entering and exiting the site. Initial site drawings indicate that a center turn lane for buses turning left into the site could likely be accommodated with storage for a single bus. Design refinement to the frontage and Scholls Ferry Road cross-section, including tapers and tying into adjacent property curb (that will be modified with Washington County ADA improvements) may ultimately limit the ability to provide a left turn lane entering this driveway. In general, minimizing lane widths (both through lanes and center turn lanes) will facilitate transitioning to the adjacent cross section, providing the center turn lane, and will help control vehicle speeds and limit pedestrian vulnerabilities and crossing requirements.

The western driveway would include a significant increase in vehicle stacking beyond what is currently provided at the site. The internal circulation and stacking would exceed 700 feet of vehicle storage for buses and passenger cars.

The western driveway is proposed to include separate right and left turn lanes exiting the site to improve vehicle flow and enhance on-site stacking opportunities. Further, bus activity will be low

volume (10 buses or less). In the event that a bus is waiting to exit the site and make a left turn while a westbound bus is arriving to enter with a right turn, the arriving bus may have to wait momentarily for the exiting bus to complete its movement. This occurrence would be infrequent and is preferable to the alternative of oversizing the driveway and increasing pedestrian and student vulnerability.

The eastern driveway would shift from the existing location to align with Montclair and be primarily used for parent loading and parking. This alignment of the intersections provides an opportunity to provide a traffic signal with the following benefits:

- Improve safety through protected crossing opportunities for pedestrians, including students
- Safer pedestrian crossing provides flexibility to consider modifying the school walk route to encourage nearby school children to walk/bike to school rather than be bussed
- Improves safety for drivers exiting Montclair
- Provides ability for vehicle to efficiently depart the school, maintaining available stacking storage on site and avoiding vehicles backing onto Scholls Ferry Road from the school

The eastern driveway would include a center turn lane on Scholls Ferry Road for traffic turning left into the site that would extend along the site frontage. This turn lane will provide refuge for school traffic and reduce disruptions to through traffic on Scholls Ferry Road. The site plan indicates a significant increase in vehicle stacking space on site that would be able to accommodate 30+ vehicles. The site plan proposes that the main pick up/drop off area for the school has approximately 400 feet of curb space to accommodate internal queues as people wait to pick up the schoolchildren (approximately 16 vehicles if each vehicle requires 25 feet of space) along with additional stacking space on site. Pedestrians circulation on site would be provided via sidewalks around the parking lot that connect to the building and designated crossing areas to improve visibility and safety for pedestrians.

SITE OPERATIONS AND PLANNED COMMUNICATION

School begins and 8:30 a.m. and ends at 3:05 p.m. No before or after school activities are scheduled on site.

With this project being a new school building, the District plans to conduct several digital communications about the status of the project to the Raleigh Hills community and the families of the students during construction. Before the school is to be opened for the start of School Year (SY) 26-27, there will be a virtual meeting with all families and staff to address a number of issues, one of which will be the transportation subjects for students and access to the site. Parents and guardians of students have understood the challenges to accessing the site for decades. The new site lay-out will significantly increase the vehicular circulation to and through the site. However, this will require frequent communication before the school opens and continuing through the early part of the SY. For every school in the District, the start of each school year requires parent/guardian training on how to access and depart each school site. This is done through a combination of direct communication with all families and staff being on site to direct traffic. Communication also includes the bus transportation routes for all eligible students. For the Raleigh

Hills ES attendance area, nearly 100% of the students are eligible for transportation due to the absence of safe walking routes and the vehicle speeds of area streets.

Approximately 155 students currently ride the bus and 124 students ride in personal vehicles. All traffic operations for the site were analyzed on traffic count data and patterns observed in 2018. With the improvements planned for the new school, including a protected crossing of Scholls Ferry Road, it is possible that the portion of students walking to school may increase.

Staff at all schools are used as a part of the school arrival and dismissal process to facilitate the safety of the students and other pedestrians on the site.

VOLUME DEVELOPMENT

Once existing volumes were decided upon, the counts were balanced and utilized for existing conditions analysis. The raw 2022 counts and 2018 counts are included in the appendix. Background traffic growth between the baseline year (2022) and the presumed year of opening (2026) was estimated using a 2% annual growth to the turning movement counts at each study intersection. The 2026 No Build and 2026 Build traffic volumes are shown in Figure 3 and Figure 4, respectively.



FIGURE 3. 2026 NO BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

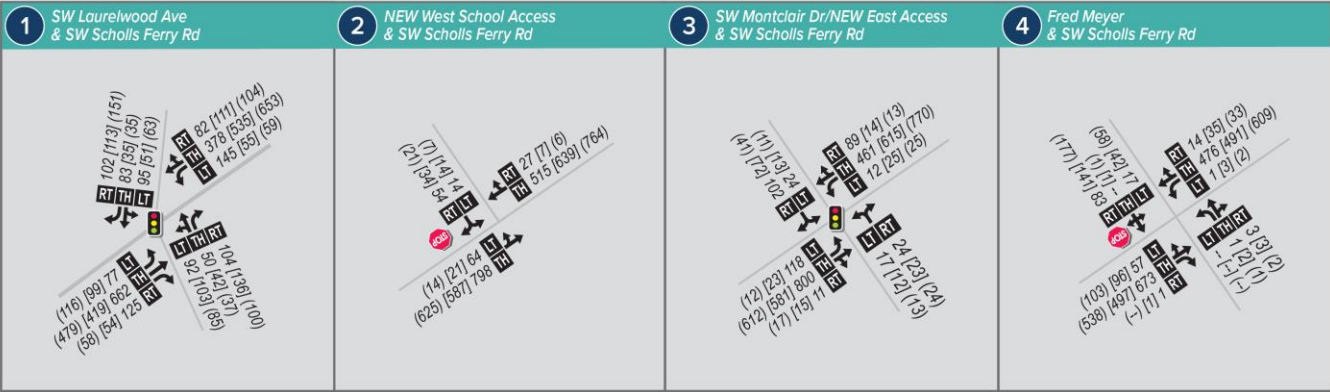


FIGURE 4. 2026 BUILD WEEKDAY PEAK HOUR TRAFFIC VOLUMES

TRIP GENERATION AND ASSIGNMENT

Site generated trips were estimated by developing local trip rates for the existing Raleigh Hill School and extrapolating over the proposed capacity of the new Raleigh Hills School, then adjusting for new characteristics that the RHS will have after reconstruction (i.e. the shift from K-8 to Pre K-5). Local trip rates at the site were developed for the a.m., mid-day, and p.m. peak hours by summing the trips that enter/exit site accesses at RHS and dividing by the capacity of the school as of the date counts were collected (562 students in 2018). The trip rates developed for each peak period are shown in Table 6.

TABLE 5: EXISTING (2018) RALEIGH HILLS K-8 PEAK HOUR TRIP GENERATION RATES

PEAK HOUR	RATES (TRIPS/STUDENT)	EXISTING IN	EXISTING OUT	EXISTING TOTAL
MORNING	0.53	185	115	301
MIDDAY	0.19	35	72	107
EVENING	0.07	14	24	39

Source: Intersection traffic data collected Feb 6 and Feb 8, 2018.

These trip rates were used to determine the number of trips that will be added once the school increases its capacity from the current approved capacity, 505 students, to the proposed future capacity as of day of opening, 750 students. This growth in students was then adjusted because the school will become a Pre-K-Grade 5 school, as opposed to being Kindergarten-Grade 8 as it is currently. A comparison of ITE 11th edition trip generation rates for elementary (ITE land use code 520) school vs middle school (ITE land use code 522) were used to adjust the number of trips estimated for the makeup of the students in the re-constructed RHS, and 40 of the 750 students in the re-constructed RHS were assumed to be Pre-Kindergarten students, utilizing ITE land use code 565. After adjustment, the trips generated for the re-constructed Raleigh Hills Pre-K-Grade 5 school are as listed in Table 7.

TABLE 6: NET NEW SITE GENERATED TRIPS

PEAK PERIOD	ENROLLMENT INCREASE	ADJUSTED TRIP RATE (TRIPS/STUDENT)	SITE TRIPS GENERATED		
			IN	OUT	TOTAL
MORNING	245 students	0.67	103	62	165
MIDDAY		0.33	28	54	82
EVENING		0.20	18	31	49

Site generated trips were assigned to the local transportation system using the existing directional distribution from the site driveways. For locations beyond the site driveways (e.g., Laurelwood

Avenue) the travel demand model was used to estimate the distribution. General trip distribution estimates include:

- Approximately 23% of trips enter and 30% of trips exit via SW Scholls Ferry Road west of SW Laurelwood Avenue.
- Approximately 38% of trips enter and 50% of trips exit via SW Laurelwood Avenue north of SW Scholls Ferry Road.
- Approximately 39% of trips enter and 20% of trips exit via SW Scholls Ferry Road east of the Fred Meyer driveway east of the project site.

PROJECT CONDITIONS (BUILD) SCENARIO DEVELOPMENT

A signal warrant analysis was performed⁹ to determine the feasibility of installing a signal at the realigned SW Scholls Ferry Road/SW Montclair Drive/Eastern RHS Access intersection. Due to limitations in data, only signal warrant 3, peak hour, was used to determine if a signal would be warranted. Warrant 3 indicates that a signal could be warranted if the peak hour major approach volume and minor approach volume fall above one of the applicable curved when plotted on the graph shown in Figure 5.

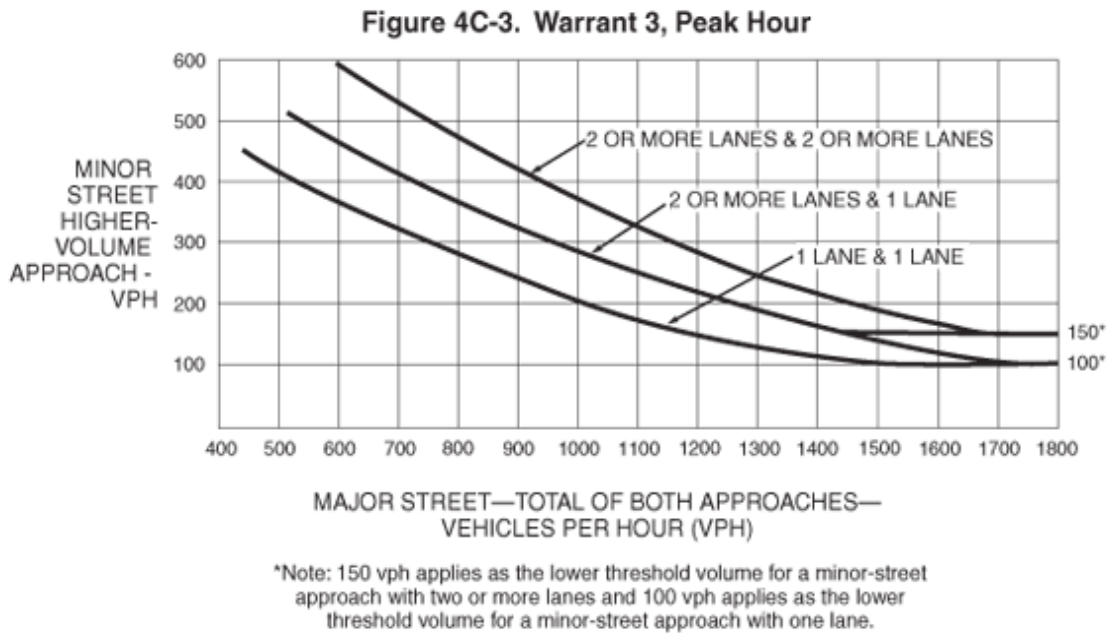


FIGURE 5: MUTCD SIGNAL WARRANT 3, PEAK HOUR CURVE

⁹ Chapter 4C, Manual on Uniform Traffic Control Devices (MUTCD), 2009.

The volume set for the Project Conditions (Build) scenario was used to determine if this location would meet warrants for a signal in the future. Table 5 summarizes the major street (total of both approaches) volumes and the minor street (higher volume approach) values.

TABLE 7: MAJOR STREET/MINOR STREET SIGNAL WARRANT VOLUMES

INTERSECTION	MAJOR STREET – TOTAL OF BOTH APPROACHES (VEHICLES/HOUR)	MINOR STREET – HIGHER VOLUME APPROACH (VEHICLES/HOUR)
SW SCHOLLS FERRY ROAD/SW MONTCLAIR DRIVE/EASTERN RHS ACCESS	1491	126

When the values from Table 5 are plotted on the peak hour warrant curve, they indicate that the peak hour signal warrant is projected to be met under the Project Conditions (Build) traffic volumes with a single exiting lane.

In addition to meeting the signal warrant, the traffic signal would provide the following benefits to the operations and safety of the local transportation system:

- Improve safety through protected crossing opportunities for pedestrians, including students
- Safer pedestrian crossing provides flexibility to consider modifying the school walk route to encourage nearby school children to walk/bike to school rather than be bussed
- Improves safety for drivers exiting Montclair Drive (which has sight distance obstructions with existing vegetation)
- Provides ability for vehicle to efficiently depart the school, maintaining available stacking storage on site and avoiding vehicles backing onto Scholls Ferry Road from the school
- Aids in platooning vehicles and improving gaps in Scholls Ferry traffic to allow turn movements for other driveways along the corridor to improve both operations and safety

The intersection would have additional operational and safety benefits by adding a second exit lane to the school driveway:

- Improve flow for vehicles exiting the site (both left and right turns) to reduce queuing
- Maintain flow for vehicles exiting while one lane may be yielding to pedestrians
- The left turn lane on the driveway allows the ability to provide a protected left turn movement and improve safety for pedestrians crossing Scholls Ferry Road

For these operational and safety benefits, two exit lanes are the recommended configuration for the signalized site driveway.

Additional analysis was performed at the new SW Scholls Ferry Road/SW Montclair Drive/Eastern RHS Access intersection to determine the need for phasing type for left turns and if a left turn lane would be warranted. Using criteria described in the ODOT Signal Design Manual section 4.1.1, it was determined that left turn lanes would be warranted. While providing protected-permissive left turn phasing would reduce vehicle delay and reduce vehicle queues, restricting the left turn

movement to protected-only phasing would reduce conflicts with pedestrians and improve multimodal safety at the intersection.

FUTURE OPERATING CONDITIONS

Table 8 lists a summary of the a.m., mid-day, and p.m. peak operating conditions for the six existing study intersections under the Background Conditions (No Build) scenario. HCM 6th methodologies were used to calculate delay, level of service (LOS), and volume over capacity (v/c) for five of the six study intersections. SW Scholls Ferry Road/SW Laurelwood Avenue metrics are calculated using HCM 2000 methodologies due to limitations in HCM 6th methodologies for accurately calculating delay and v/c for shared left/through lanes, such as those present on the north and south leg of the SW Scholls Ferry Road/SW Laurelwood Avenue intersection.

As shown, no intersection is projected to be operating above its specified mobility target under Background Conditions (No Build).

TABLE 8: 2026 NO BUILD INTERSECTION OPERATIONS

INTERSECTION	MOBILITY TARGET	AM PEAK			MID-DAY PEAK			PM PEAK		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
SW SCHOLLS FERRY RD/77TH AVE (FRED MEYER DRIVEWAY)	v/c ≤ 0.99	9.1/44.1	A/E	0.30/0.18	9.1/51.4	A/F	0.31/0.38	9.4/90.1	A/F	0.33/0.63
SW SCHOLLS FERRY RD/SW MONTCLAIR DR	v/c ≤ 0.99	9.7/25.6	A/D	0.35/0.21	9.1/21.6	A/C	0.45/0.16	9.0/23.2	A/C	0.51/0.17
SW SCHOLLS FERRY RD/EXISTING RHS FULL ACCESS DRIVEWAY	v/c ≤ 0.99	9.1/23.4	A/C	0.55/0.32	9.3/18.4	A/C	0.40/0.17	9.5/22.6	A/C	0.40/0.08
SW SCHOLLS FERRY RD/EXISTING RHS INGRESS ONLY DRIVEWAY	v/c ≤ 0.99	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A	N/A
SW SCHOLLS FERRY RD/EXISTING RHS EGRESS ONLY DRIVEWAY	v/c ≤ 0.99	0.0/37.1	A/E	0.00/0.10	0.0/37.7	A/E	0.00/0.08	0.0/31.1	A/D	0.00/0.03
SW SCHOLLS FERRY RD/SW NICHOL RD/SW LAURELWOOD AVE	v/c ≤ 0.99	23.4	C	0.79	16.4	B	0.72	14.9	B	0.69

Two-way stop control intersection values presented as major approach/minor approach

Table 9 lists the summary of the a.m., mid-day, and p.m. peak operating conditions for the study intersections under the Project Conditions (Build) scenario. This scenario only includes four study intersections, as the existing full access RHS driveway is re-aligned to meet with SW Montclair Drive, and the two western driveways (ingress/egress couplet) are combined to be a single driveway. The main driveway aligned with Montclair was analyzed as a single exit lane to estimate worst-case traffic conditions in the event that an exiting lane was partially blocked, as listed in Table 9. However, this location is planned to include a separate left and right turn lane in order to improve traffic flow leaving the site and minimize site traffic spilling out to Scholls Ferry Road. As shown, under the Project Conditions scenario, no study intersection is expected to exceed its specified mobility target.

TABLE 9: 2026 BUILD INTERSECTION OPERATIONS

INTERSECTION	MOBILITY TARGET	AM PEAK			MID-DAY PEAK			PM PEAK		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
SW SCHOLLS FERRY RD/77 TH AVE (FRED MEYER DRIVEWAY)	v/c ≤ 0.99	9.2/48.3	A/E	0.34/0.66	9.1/54.5	A/F	0.32/0.39	9.5/97.5	A/F	0.33/0.19
SW SCHOLLS FERRY RD/SW MONTCLAIR DR/PROPOSED EASTERN DRIVEWAY	v/c ≤ 0.99	10.9	B	0.60	9.4	A	0.59	8.0	A	0.74
SW SCHOLLS FERRY RD/PROPOSED WESTERN DRIVEWAY	v/c ≤ 0.99	9.2/19.0	A/C	0.55/0.24	9.5/ 19.9	A/C	0.39/0.18	9.5/16.3	A/C	0.39/0.09
SW SCHOLLS FERRY RD/SW NICHOL RD/SW LAURELWOOD AVE	v/c ≤ 0.99	27.3	C	0.83	18.0	B	0.74	16.9	B	0.72

Two-way stop control intersection values presented as major approach/minor approach

INTERSECTION QUEUING

Simtraffic software was used to analyze peak hour vehicle queueing at the study intersections. Table 10 lists 95th percentile queues at each study intersection for the a.m., mid-day, and p.m. peak hours. The queue lengths and storage lengths shown are only for turn bays (i.e. queuing for lanes including a through movement are not shown). Each value expressed is for a left-turn left turn lane with exception to the north and southbound approaches to the SW Scholls Ferry Road/SW Laurelwood Avenue intersection, where the value displayed is for right-turn lanes. As shown, some 95th percentile queue lengths are projected to exceed storage available, particularly in the following locations:

- Westbound lefts at the SW Scholls Ferry Road/SW Laurelwood Avenue intersection during the midday and p.m. periods
- Eastbound and westbound lefts at the SW Scholls Ferry Road/Fred Meyer access intersection during the p.m. peak hour

Neither of these movements are projected to include more than nominal (only two or less) trips added by the proposed site. Other intersection approaches have 95th percentile queues generally below the available storage. Queuing analysis indicates that none of the average queues at any of the approaches exceeds storage.

TABLE 10: BUILD SCENARIO 95TH PERCENTILE QUEUES

INTERSECTION	NORTHBOUND 95 TH PERCENTILE QUEUE (FT)				SOUTHBOUND 95 TH PERCENTILE QUEUE (FT)				EASTBOUND 95 TH PERCENTILE QUEUE (FT)				WESTBOUND 95 TH PERCENTILE QUEUE (FT)			
	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE
SW NICOL RD/SW LAURELWOOD AVE/SW SCHOLLS FERRY RD	125	125	100	200	175	100	125	175	250	100	150	250	250	300	350	275
SW SCHOLLS FERRY RD/RHS WEST ACCESS	-	-	-	-	125	200	100	300+	50	50	50	125	-	-	-	-
SW SCHOLLS FERRY RD/MONTCLAIR DR/RHS EAST ACCESS	75	75	75	400+*	125	100	75	500+**	175	75	50	175	50	50	50	75
SW SCHOLLS FERRY RD/FRED MEYER ACCESS	-	-	-	-	100	75	125	100	50	75	200	75	-	-	-	-

Notes:

* queue storage listed as distance to upstream intersection (Clear Hills Drive)

** queue storage listed as space available on site

The proposed traffic signal at the eastern driveway aligned with Montclair Dr would require minimal left turn queue storage in the westbound direction (50 feet) and approximately 175 feet in the eastbound direction entering the school on Scholls Ferry Road to serve the 95th percentile queue. Preliminary striping concepts for Scholls Ferry Road indicate that full striped storage for the eastbound left turn lane may be limited to approximately 150 feet based on the proposed lane widths, transitioning to the adjacent (narrower) cross section west of the site, and constraints on the far side frontage. The roadway design refinements and ongoing coordination with Washington County will determine if additional storage can be accommodated along Scholls Ferry Road, or if the left turn vehicle queue can be managed with signal timing strategies. In either condition, the addition of the traffic signal and a center left turn lane improves the existing condition where left turning vehicles must turn from the through lane. The presence of the eastbound vehicle queue may occasionally extend beyond the two existing residential driveways (TL 1700 and TL 1800) located on the south side of Scholls Ferry Road that are located within 200 feet of Montclair Drive during the a.m. peak hour. However, these low volume driveways would have minimum conflicts and any temporary blockage during the morning peak would be cleared due to the aid of the traffic signal at Montclair Drive.

ACCESS MANAGEMENT PLAN

The current and proposed school site do not meet Washington County access requirements due to the classification of Scholls Ferry Road as an arterial. As an extension of this analysis, an access management plan (AMP) was prepared to address operational and safety concerns at the site accesses under multiple future access scenarios, including the one currently proposed. The currently proposed site plan is shown in Figure 1. The access management plan is attached in the appendix.

RECOMMENDATIONS

Based on the analysis summarized in this report, the following recommendations are made for site safety and traffic operations:

- Provide a traffic signal at the eastern site access (aligned with Montclair) to improve safety and crossing opportunities for pedestrians and vehicles
- Provide a center turn lane on Scholls Ferry Road along the site to allow storage for the proposed traffic signal
- Through the design process, seek to minimize lane widths (both through lanes and center turn lanes) on Scholls Ferry Road to facilitate transitioning to the adjacent (narrower) cross section, maintaining ability to provide the center turn lane, and help control vehicle speeds and limit pedestrian vulnerabilities and crossing requirements.
- Prior to occupancy, sight distance at the proposed access point will need to be verified, documented, and stamped by a registered professional Civil or Traffic Engineer licensed in the State of Oregon to assure that buildings, signs, or landscaping does not restrict sight distance.

APPENDIX

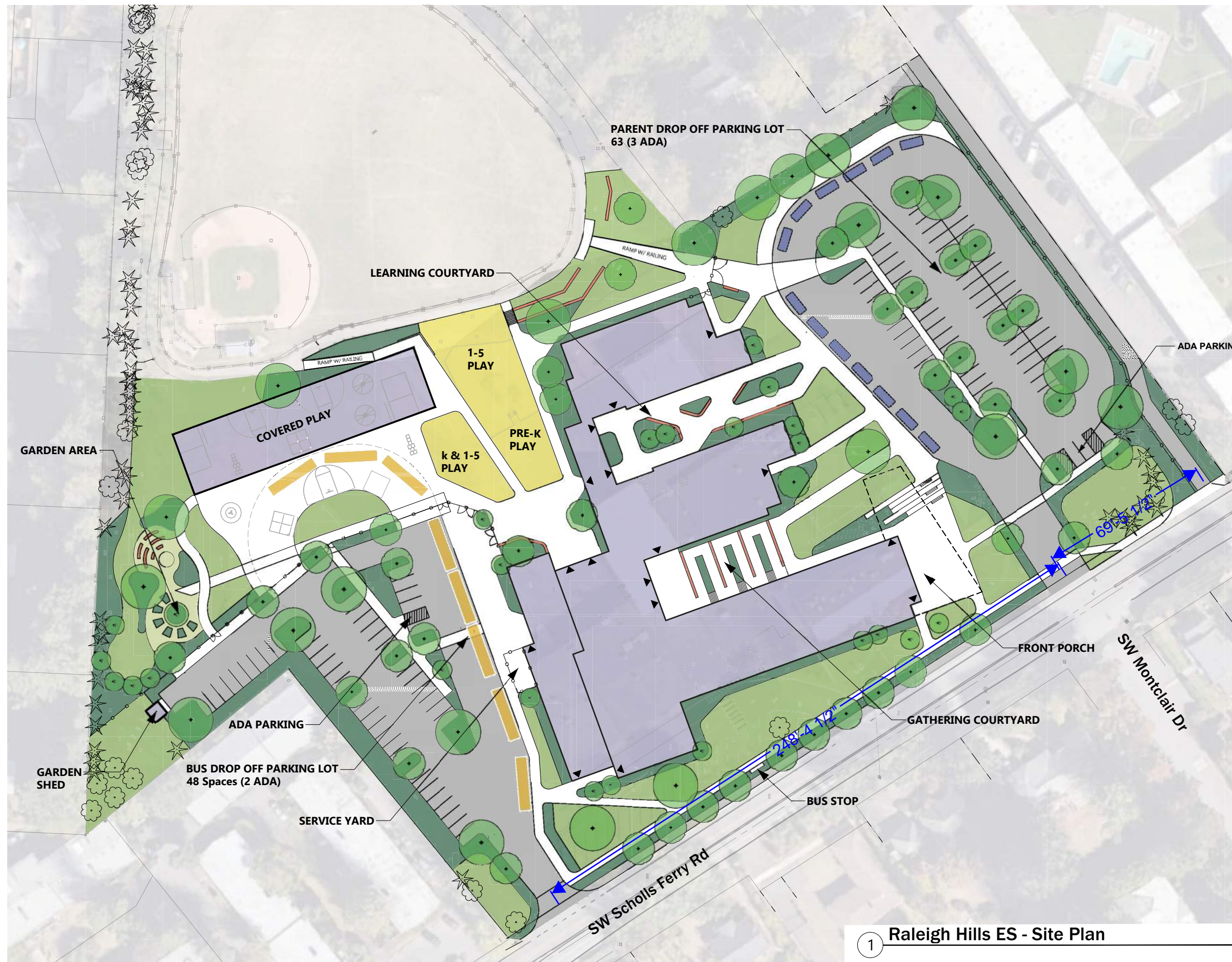
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- SECTION 1. PROPOSED SITE PLAN**
- SECTION 2. 2018 TRAFFIC COUNTS**
- SECTION 3: 2022 TRAFFIC COUNTS**
- SECTION 4: HISTORICAL CRASH DATA**
- SECTION 5: HCM REPORTS (EXISTING)**
- SECTION 6: HCM REPORTS (NO BUILD)**
- SECTION 7: HCM REPORTS (BUILD)**
- SECTION 8: QUEUING REPORTS**
- SECTION 9: ACCESS MANAGEMENT PLAN**
- SECTION 10: ATHLETIC FIELD USE MEMORANDUM**





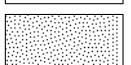








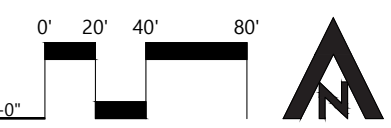
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SECTION 1. PROPOSED SITE PLAN



LEGEND

-  PROPOSED TREES
-  EXISTING TREES
-  ASPHALT PAVING
-  CONCRETE PAVING
-  SOFTSCAPE PLAY SURFACE
-  LAWN
-  PLANT BED
-  FENCE
-  SEAT WALLS
-  STAIRS WITH HANDRAILS
-  BUILDING DOOR



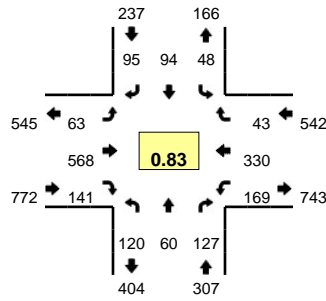
1 Raleigh Hills ES - Site Plan

1" = 40'-0"

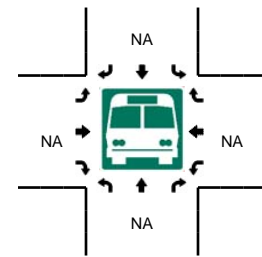
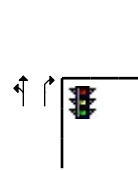
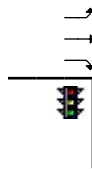
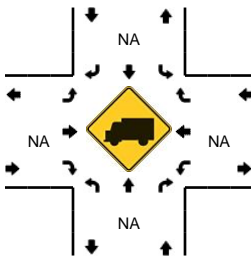
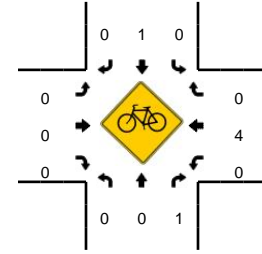
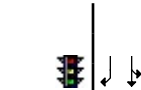
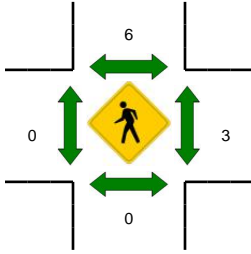
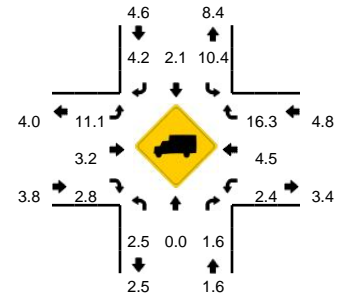
SECTION 2. 2018 TRAFFIC COUNTS

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CITY/STATE: Portland, OR

QC JOB #: 14618601
DATE: Tue, Feb 06 2018



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Peak 15-Min: 7:40 AM -- 7:55 AM

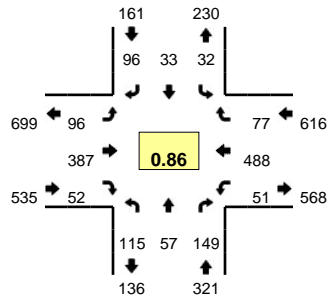


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	1	0	1	0	1	0	3	0	0	42	2	0	6	15	0	0	71	
7:05 AM	0	1	0	0	2	2	1	0	4	66	7	0	1	9	1	0	94	
7:10 AM	2	0	0	0	3	0	6	0	1	47	5	0	5	13	4	0	86	
7:15 AM	0	1	0	0	3	1	3	0	5	54	7	0	5	15	4	0	98	
7:20 AM	0	0	0	0	2	5	6	0	6	58	6	0	9	14	2	0	108	
7:25 AM	5	3	1	0	3	1	4	0	7	59	13	0	17	18	1	0	132	
7:30 AM	5	3	5	0	2	11	6	0	7	47	14	0	24	17	3	0	144	
7:35 AM	16	1	7	0	2	8	13	0	4	43	15	0	31	21	4	0	165	
7:40 AM	12	6	13	0	0	14	10	0	4	46	26	0	21	32	2	0	186	
7:45 AM	11	10	21	0	2	17	4	0	3	48	28	0	25	19	3	0	191	
7:50 AM	17	6	16	0	5	18	5	0	4	37	19	0	29	28	0	0	184	
7:55 AM	19	14	33	0	6	12	10	0	5	37	16	0	6	27	1	0	186	1645
8:00 AM	21	8	11	0	1	5	13	0	8	47	3	0	6	20	5	0	148	1722
8:05 AM	6	4	5	0	6	1	8	0	5	52	3	0	2	37	3	0	132	1760
8:10 AM	2	2	9	0	7	2	11	0	6	53	4	0	1	37	3	0	137	1811
8:15 AM	1	2	4	0	7	3	3	0	5	46	0	0	5	36	11	0	123	1836
8:20 AM	5	1	2	0	7	2	8	0	5	53	0	0	2	38	7	0	130	1858
8:25 AM	0	0	0	0	8	0	8	0	10	52	0	0	1	36	7	0	122	1848
8:30 AM	2	0	3	0	4	0	8	0	11	50	1	0	6	38	7	0	130	1834
8:35 AM	1	1	2	0	0	0	9	0	6	51	1	0	1	22	2	0	96	1765
8:40 AM	3	2	1	0	3	1	6	0	5	38	1	0	4	23	4	0	91	1670
8:45 AM	4	1	1	0	2	2	7	0	10	30	3	0	4	23	2	0	89	1568
8:50 AM	3	1	1	0	3	0	4	0	8	41	6	0	1	22	2	0	92	1476
8:55 AM	3	1	0	0	0	0	6	0	12	42	3	0	5	23	7	0	102	1392
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
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All Vehicles	160	88	200	0	28	196	76	0	44	524	292	0	300	316	20	0	2244	
Heavy Trucks	4	0	4		0	4	0		4	8	8		12	12	0		56	
Pedestrians		0				4				0				4			8	
Bicycles	0	0	1		0	1	0		0	0	0		0	0	0		2	
Railroad																		
Stopped Buses																		

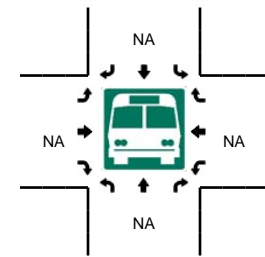
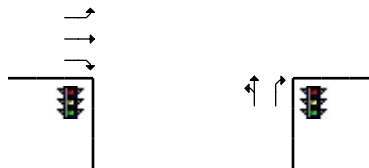
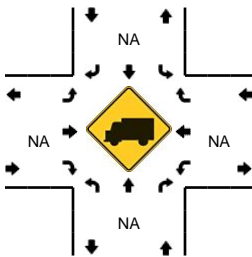
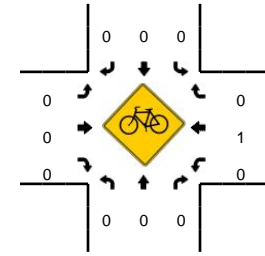
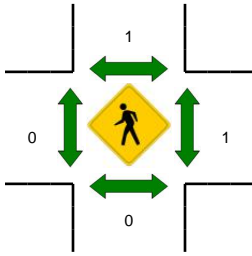
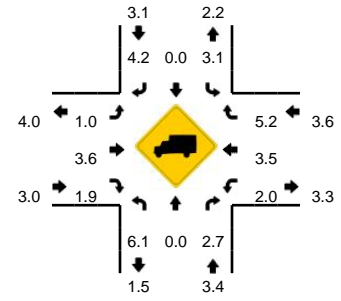
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CITY/STATE: Portland, OR

QC JOB #: 14618602
DATE: Tue, Feb 06 2018



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Peak 15-Min: 3:05 PM -- 3:20 PM

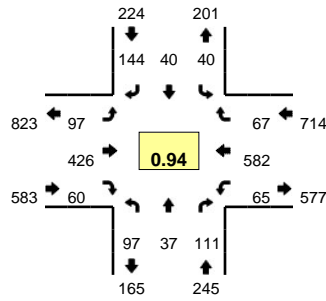


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	1	0	3	0	6	3	5	0	5	43	3	0	1	22	5	0	97	
2:05 PM	2	3	4	0	2	1	9	0	7	23	4	0	2	37	3	0	97	
2:10 PM	2	0	2	0	5	0	8	0	9	21	1	0	5	34	7	0	94	
2:15 PM	5	1	2	0	2	2	7	0	5	23	1	0	2	31	6	0	87	
2:20 PM	0	0	4	0	4	1	6	0	4	23	8	0	5	42	6	0	103	
2:25 PM	2	1	1	0	4	1	4	0	10	23	3	0	2	26	13	0	90	
2:30 PM	3	0	2	0	1	1	6	0	5	34	4	0	8	39	4	0	107	
2:35 PM	2	0	2	0	3	5	11	0	7	28	7	0	5	29	6	0	105	
2:40 PM	1	0	2	0	0	4	14	0	12	37	10	0	14	31	3	0	128	
2:45 PM	6	0	2	0	4	2	7	0	4	45	8	0	10	33	4	0	125	
2:50 PM	4	0	1	0	7	6	10	0	9	34	8	0	8	23	5	0	115	
2:55 PM	11	6	11	0	1	4	6	0	7	42	12	0	11	48	4	0	163	1311
3:00 PM	16	12	20	0	7	6	8	0	9	32	10	0	4	18	6	0	148	1362
3:05 PM	10	5	11	0	0	1	7	0	14	37	5	0	11	45	4	0	150	1415
3:10 PM	17	12	23	0	5	1	12	0	6	23	3	0	3	35	8	0	148	1469
3:15 PM	16	5	25	0	2	4	12	0	9	41	4	0	2	48	11	0	179	1561
3:20 PM	12	5	14	0	3	4	8	0	13	22	5	0	1	44	7	0	138	1596
3:25 PM	2	3	5	0	1	2	0	0	8	28	1	0	1	52	9	0	112	1618
3:30 PM	8	2	7	0	3	3	8	0	7	27	6	0	0	38	5	0	114	1625
3:35 PM	4	3	7	0	0	4	13	0	8	24	4	0	2	34	6	0	109	1629
3:40 PM	8	0	6	0	4	0	7	0	3	28	0	0	10	41	5	0	112	1613
3:45 PM	2	3	7	0	3	1	7	0	4	43	2	0	1	44	2	0	119	1607
3:50 PM	9	1	13	0	3	3	8	0	8	40	0	0	5	41	10	0	141	1633
3:55 PM	3	3	3	0	0	1	7	0	6	37	3	0	4	53	7	0	127	1597
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	172	88	236	0	28	24	124	0	116	404	48	0	64	512	92	0	1908	
Heavy Trucks	8	0	16		0	0	8		4	12	0		0	28	12		88	
Pedestrians		0				4				0				0			4	
Bicycles	0	0	0		0	0	0		0	0	0		0	1	0		1	
Railroad																		
Stopped Buses																		

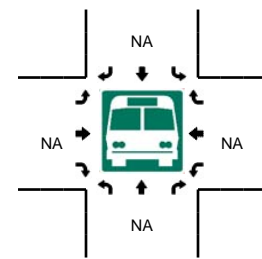
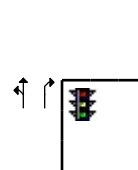
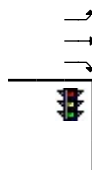
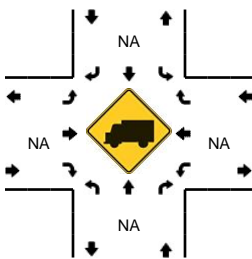
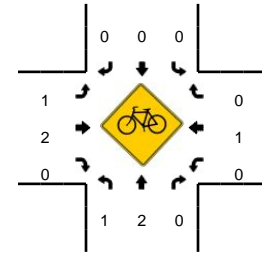
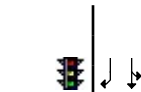
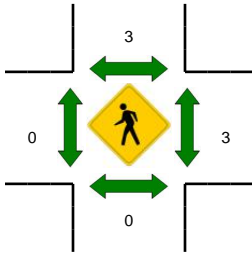
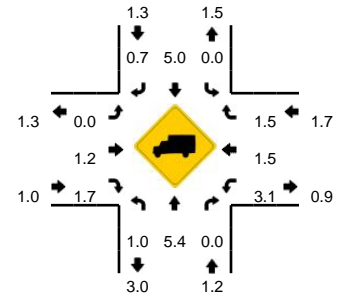
Comments:

LOCATION: SW Nicol Rd -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618603
DATE: Tue, Feb 06 2018



Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

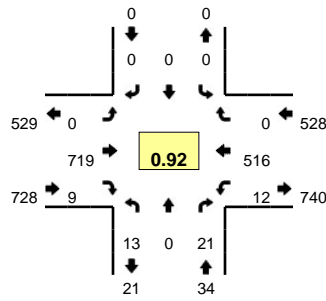


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	7	3	3	0	4	2	12	0	8	37	4	0	8	39	9	0	136	
4:05 PM	5	3	4	0	2	5	10	0	9	27	2	0	3	33	7	0	110	
4:10 PM	10	2	5	0	4	2	9	0	10	49	5	0	3	61	7	0	167	
4:15 PM	2	4	15	0	3	1	13	0	12	33	3	0	6	40	5	0	137	
4:20 PM	6	2	8	0	5	2	5	0	3	30	6	0	4	50	2	0	123	
4:25 PM	5	2	4	0	2	4	12	0	16	18	3	0	4	40	11	0	121	
4:30 PM	4	2	10	0	4	2	15	0	4	37	4	0	7	42	8	0	139	
4:35 PM	14	4	10	0	6	4	18	0	9	25	5	0	10	38	2	0	145	
4:40 PM	10	2	14	0	2	5	16	0	8	37	6	0	2	47	7	0	156	
4:45 PM	8	1	9	0	1	2	9	0	7	38	4	0	4	57	8	0	148	
4:50 PM	7	4	7	0	4	2	14	0	3	34	4	0	4	63	4	0	150	
4:55 PM	7	2	5	0	4	4	11	0	7	37	6	0	5	41	4	0	133	1665
5:00 PM	8	5	7	0	1	2	13	0	9	39	5	0	4	49	5	0	147	1676
5:05 PM	6	8	9	0	1	3	8	0	7	43	5	0	6	56	4	0	156	1722
5:10 PM	12	4	11	0	3	1	5	0	11	41	4	0	8	41	4	0	145	1700
5:15 PM	9	1	12	0	8	5	10	0	7	41	8	0	6	52	6	0	165	1728
5:20 PM	7	2	13	0	4	6	13	0	9	36	6	0	5	56	4	0	161	1766
5:25 PM	9	4	12	0	3	1	6	0	9	16	4	0	3	43	3	0	113	1758
5:30 PM	5	1	8	0	1	3	7	0	17	18	0	0	8	41	5	0	114	1733
5:35 PM	1	1	4	0	3	0	6	0	6	42	3	0	6	53	7	0	132	1720
5:40 PM	5	1	5	0	9	2	14	0	7	40	0	0	2	43	5	0	133	1697
5:45 PM	4	2	3	0	2	1	14	0	8	32	2	0	1	42	4	0	115	1664
5:50 PM	0	0	3	0	1	0	8	0	6	44	1	0	1	54	3	0	121	1635
5:55 PM	3	2	0	0	4	4	10	0	7	41	3	0	1	39	4	0	118	1620
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	112	28	144	0	60	48	112	0	108	472	72	0	76	596	56	0	1884	
Heavy Trucks	0	0	0		0	0	0		0	8	0		0	4	4		16	
Pedestrians		0				4				0				12			16	
Bicycles	1	0	0		0	0	0		0	1	0		0	0	0		2	
Railroad																		
Stopped Buses																		

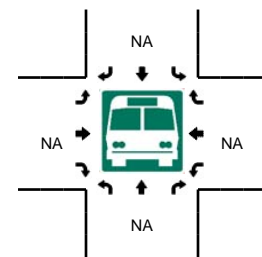
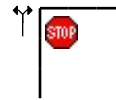
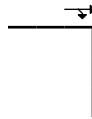
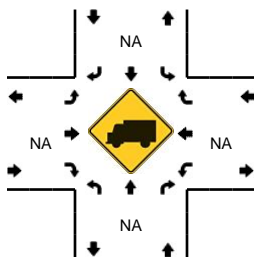
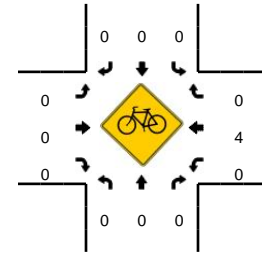
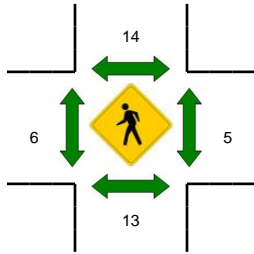
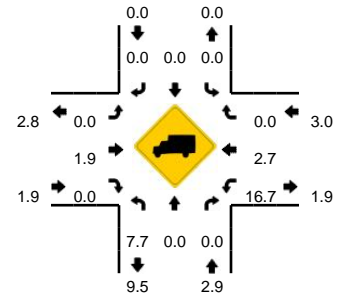
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618607
DATE: Tue, Feb 06 2018



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

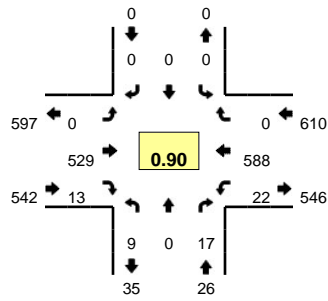


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	3	0	1	0	0	0	0	0	0	47	0	0	0	17	0	0	68	
7:05 AM	0	0	2	0	0	0	0	0	0	67	0	0	0	8	0	0	77	
7:10 AM	0	0	0	0	0	0	0	0	0	42	0	0	0	20	0	0	63	
7:15 AM	2	0	0	0	0	0	0	0	0	56	0	0	0	23	0	0	81	
7:20 AM	2	0	0	0	0	0	0	0	0	62	0	0	0	26	0	0	91	
7:25 AM	0	0	1	0	0	0	0	0	0	55	0	0	0	36	0	0	92	
7:30 AM	1	0	1	0	0	0	0	0	0	63	1	0	0	47	0	0	114	
7:35 AM	1	0	2	0	0	0	0	0	0	54	0	0	0	66	0	0	125	
7:40 AM	2	0	2	0	0	0	0	0	0	50	0	0	0	57	0	0	112	
7:45 AM	0	0	0	0	0	0	0	0	0	69	1	0	0	37	0	0	108	
7:50 AM	1	0	1	0	0	0	0	0	0	69	0	0	0	48	0	0	119	
7:55 AM	0	0	1	0	0	0	0	0	0	73	0	0	0	33	0	0	107	1157
8:00 AM	1	0	3	0	0	0	0	0	0	57	0	0	0	25	0	0	87	1176
8:05 AM	3	0	0	0	0	0	0	0	0	51	3	0	0	39	0	0	96	1195
8:10 AM	1	0	3	0	0	0	0	0	0	53	1	0	0	40	0	0	98	1230
8:15 AM	0	0	2	0	0	0	0	0	0	70	0	0	0	44	0	0	119	1268
8:20 AM	2	0	1	0	0	0	0	0	0	55	1	0	0	40	0	0	100	1277
8:25 AM	1	0	5	0	0	0	0	0	0	55	2	0	0	40	0	0	105	1290
8:30 AM	1	0	2	0	0	0	0	0	0	54	0	0	0	35	0	0	93	1269
8:35 AM	0	0	2	0	0	0	0	0	0	57	0	0	0	27	0	0	88	1232
8:40 AM	2	0	0	0	0	0	0	0	0	31	0	0	0	28	0	0	61	1181
8:45 AM	1	0	1	0	0	0	0	0	0	38	3	0	0	24	0	0	68	1141
8:50 AM	1	0	1	0	0	0	0	0	0	47	0	0	0	26	0	0	76	1098
8:55 AM	1	0	2	0	0	0	0	0	0	35	0	0	0	30	0	0	70	1061
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	16	0	20	0	0	0	0	0	0	668	4	0	0	16	680	0	0	1404
Heavy Trucks	4	0	0	0	0	0	0	0	0	12	0	0	0	4	16	0	0	36
Pedestrians		4				4				0				0				8
Bicycles	0	0	0		0	0	0		0	0	0		0	2	0			2
Railroad																		
Stopped Buses																		

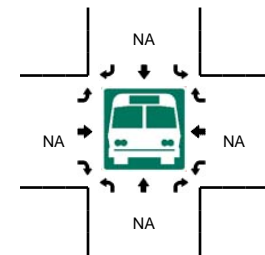
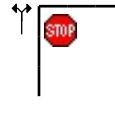
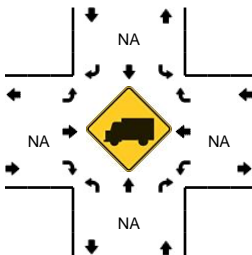
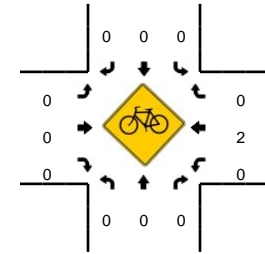
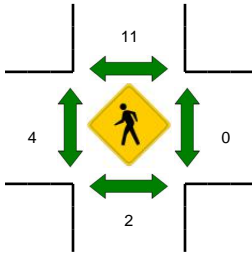
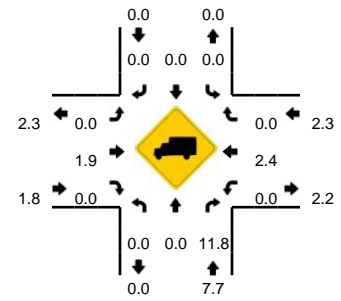
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618608
DATE: Tue, Feb 06 2018



Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

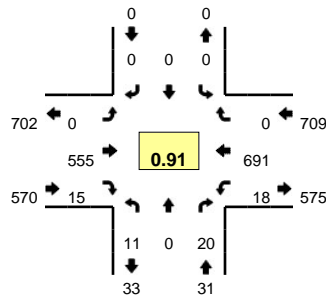


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
2:00 PM	1	0	0	0	0	0	0	0	0	0	56	0	0	0	34	0	0	91		
2:05 PM	1	0	0	0	0	0	0	0	0	0	23	2	0	0	36	0	0	62		
2:10 PM	3	0	0	0	0	0	0	0	0	0	27	0	0	0	40	0	0	72		
2:15 PM	2	0	2	0	0	0	0	0	0	0	23	0	0	0	38	0	0	67		
2:20 PM	4	0	0	0	0	0	0	0	0	0	31	4	0	0	45	0	0	87		
2:25 PM	3	0	1	0	0	0	0	0	0	0	27	1	0	0	43	0	0	77		
2:30 PM	1	0	1	0	0	0	0	0	0	0	28	1	0	0	48	0	0	82		
2:35 PM	2	0	1	0	0	0	0	0	0	0	33	0	0	0	43	0	0	79		
2:40 PM	0	0	3	0	0	0	0	0	0	0	38	0	0	0	44	0	0	87		
2:45 PM	1	0	3	0	0	0	0	0	0	0	44	1	0	0	41	0	0	90		
2:50 PM	2	0	1	0	0	0	0	0	0	0	48	2	0	0	45	0	0	98		
2:55 PM	0	0	1	0	0	0	0	0	0	0	41	0	0	0	54	0	0	99	991	
3:00 PM	0	0	1	0	0	0	0	0	0	0	53	4	0	0	44	0	0	103	1003	
3:05 PM	0	0	2	0	0	0	0	0	0	0	40	0	0	0	50	0	0	92	1033	
3:10 PM	2	0	1	0	0	0	0	0	0	0	53	2	0	0	48	0	0	106	1067	
3:15 PM	2	0	3	0	0	0	0	0	0	0	61	1	0	0	53	0	0	123	1123	
3:20 PM	1	0	1	0	0	0	0	0	0	0	41	1	0	0	51	0	0	97	1133	
3:25 PM	0	0	1	0	0	0	0	0	0	0	32	0	0	0	41	0	0	75	1131	
3:30 PM	0	0	0	0	0	0	0	0	0	0	32	1	0	0	40	0	0	76	1125	
3:35 PM	0	0	1	0	0	0	0	0	0	0	33	1	0	0	45	0	0	83	1129	
3:40 PM	2	0	0	0	0	0	0	0	0	0	41	1	0	0	48	0	0	94	1136	
3:45 PM	0	0	4	0	0	0	0	0	0	0	48	0	0	0	48	0	0	104	1150	
3:50 PM	1	0	2	0	0	0	0	0	0	0	55	2	0	0	62	0	0	123	1175	
3:55 PM	1	0	1	0	0	0	0	0	0	0	40	0	0	0	58	0	0	102	1178	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total			
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U				
All Vehicles	8	0	28	0	0	0	0	0	0	0	572	8	0	28	672	0	0	1316		
Heavy Trucks	0	0	4	0	0	0	0	0	0	0	4	0	0	0	16	0	0	24		
Pedestrians			0				0				0				0			0		
Bicycles	0	0	0		0	0	0			0	0	0		0	0	0		0		
Railroad																				
Stopped Buses																				

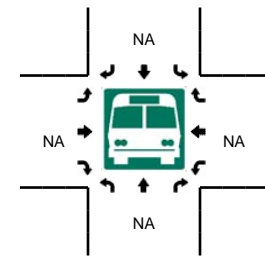
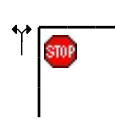
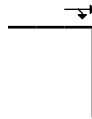
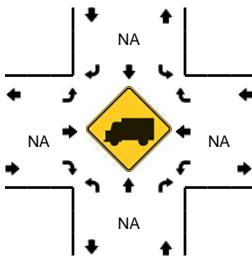
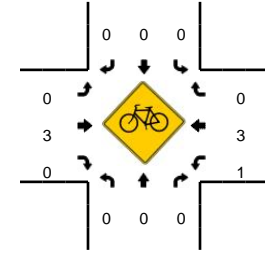
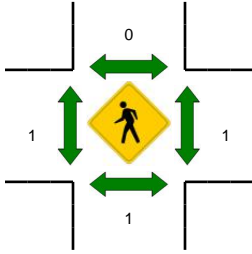
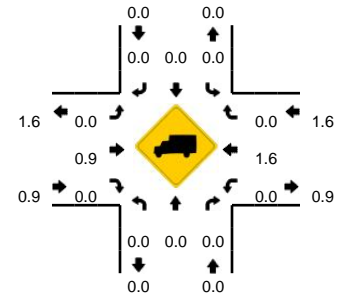
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618609
DATE: Tue, Feb 06 2018



Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

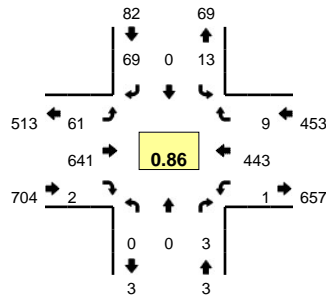


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	4	0	0	0	0	0	0	47	1	0	2	57	0	0	112	
4:05 PM	0	0	2	0	0	0	0	0	0	34	0	0	6	52	0	0	94	
4:10 PM	2	0	1	0	0	0	0	0	0	54	0	0	4	60	0	0	121	
4:15 PM	1	0	1	0	0	0	0	0	0	47	1	0	2	48	0	0	100	
4:20 PM	0	0	0	0	0	0	0	0	0	33	2	0	4	54	0	0	93	
4:25 PM	0	0	3	0	0	0	0	0	0	31	1	0	1	57	0	0	93	
4:30 PM	0	0	2	0	0	0	0	0	0	47	0	0	1	55	0	0	105	
4:35 PM	2	0	2	0	0	0	0	0	0	39	1	0	1	56	0	0	101	
4:40 PM	0	0	2	0	0	0	0	0	0	47	2	0	1	45	0	0	97	
4:45 PM	3	0	1	0	0	0	0	0	0	43	0	0	0	67	0	0	114	
4:50 PM	1	0	2	0	0	0	0	0	0	50	4	0	4	67	0	0	128	
4:55 PM	2	0	6	0	0	0	0	0	0	39	1	0	1	47	0	0	96	1254
5:00 PM	0	0	0	0	0	0	0	0	0	50	0	0	2	62	0	0	114	1256
5:05 PM	0	0	0	0	0	0	0	0	0	45	2	0	1	56	0	0	104	1266
5:10 PM	1	0	2	0	0	0	0	0	0	52	3	0	2	63	0	0	123	1268
5:15 PM	1	0	0	0	0	0	0	0	0	61	1	0	3	60	0	0	126	1294
5:20 PM	1	0	0	0	0	0	0	0	0	51	0	0	1	56	0	0	109	1310
5:25 PM	1	0	1	0	0	0	0	0	0	32	1	0	1	53	0	0	89	1306
5:30 PM	0	0	1	0	0	0	0	0	0	28	0	0	1	56	0	0	86	1287
5:35 PM	1	0	2	0	0	0	0	0	0	46	2	0	0	56	0	0	107	1293
5:40 PM	2	0	0	0	0	0	0	0	0	50	1	0	0	47	0	0	100	1296
5:45 PM	1	0	3	0	0	0	0	0	0	38	1	0	1	59	0	0	103	1285
5:50 PM	1	0	1	0	0	0	0	0	0	45	0	0	0	43	0	0	90	1247
5:55 PM	1	0	1	0	0	0	0	0	0	40	1	0	1	44	0	0	88	1239
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	12	0	8	0	0	0	0	0	0	656	16	0	24	716	0	0	1432	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

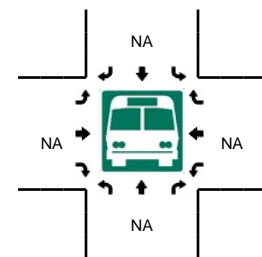
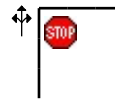
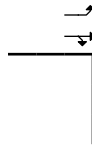
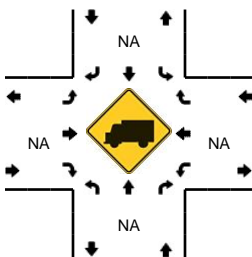
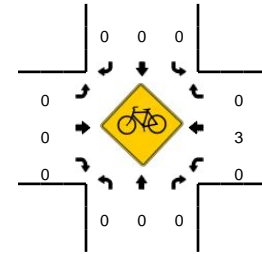
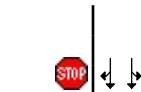
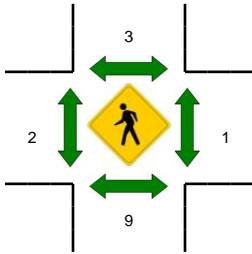
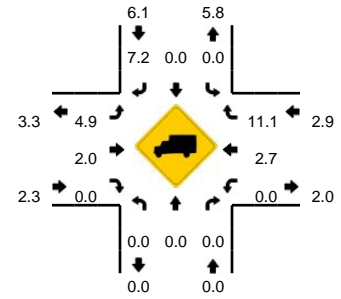
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618613
DATE: Tue, Feb 06 2018



Peak-Hour: 7:20 AM -- 8:20 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

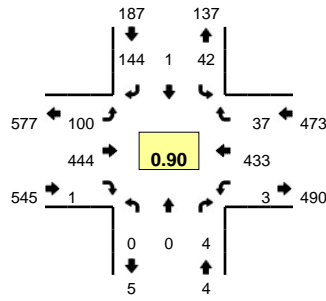


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	2	0	3	47	0	0	0	16	0	0	69	
7:05 AM	0	0	1	0	0	0	1	0	1	62	0	0	0	6	0	0	71	
7:10 AM	0	0	0	0	0	0	2	0	2	45	0	0	0	21	0	0	70	
7:15 AM	0	0	0	0	2	0	3	0	1	48	0	0	0	21	0	0	75	
7:20 AM	0	0	0	0	0	0	6	0	2	63	0	0	0	22	0	0	93	
7:25 AM	0	0	0	0	0	0	2	0	2	53	0	0	0	33	1	0	91	
7:30 AM	0	0	0	0	1	0	3	0	2	63	0	0	0	48	0	0	117	
7:35 AM	0	0	0	0	0	0	11	0	6	51	0	0	0	61	0	0	129	
7:40 AM	0	0	0	0	4	0	9	0	6	48	0	0	0	46	2	0	115	
7:45 AM	0	0	0	0	0	0	4	0	9	52	1	0	0	39	2	0	107	
7:50 AM	0	0	0	0	3	0	5	0	7	59	0	0	0	48	2	0	124	
7:55 AM	0	0	0	0	1	0	7	0	7	66	0	0	0	32	1	0	114	1175
8:00 AM	0	0	0	0	0	0	4	0	5	57	0	0	0	25	0	0	91	1197
8:05 AM	0	0	1	0	2	0	4	0	7	39	0	1	1	33	0	0	88	1214
8:10 AM	0	0	1	0	1	0	7	0	3	43	1	0	0	26	1	0	83	1227
8:15 AM	0	0	1	0	1	0	7	0	4	47	0	0	0	30	0	0	90	1242
8:20 AM	0	0	4	0	0	0	4	0	3	54	0	0	0	26	1	0	92	1241
8:25 AM	0	0	0	0	3	0	10	0	7	48	0	0	0	22	0	0	90	1240
8:30 AM	0	0	0	0	0	0	6	0	6	51	0	0	0	24	4	0	91	1214
8:35 AM	0	0	1	0	0	0	7	0	6	50	1	0	0	19	1	0	85	1170
8:40 AM	0	0	0	0	0	0	4	0	1	33	0	0	0	22	2	0	62	1117
8:45 AM	0	1	0	0	3	0	1	0	5	35	0	0	0	23	4	0	72	1082
8:50 AM	0	0	1	0	1	0	6	0	3	40	0	0	0	23	0	0	74	1032
8:55 AM	0	0	0	0	0	0	3	0	4	33	0	0	0	25	0	0	65	983
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	20	0	92	0	56	648	0	0	0	620	8	0	1444	
Heavy Trucks	0	0	0	0	0	0	8	0	4	12	0	0	0	12	4	0	40	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
Railroad																		
Stopped Buses																		

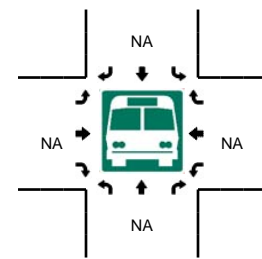
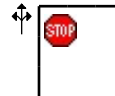
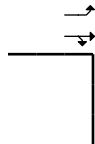
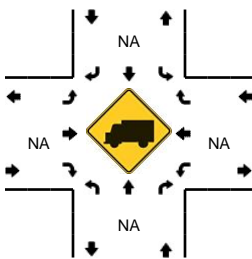
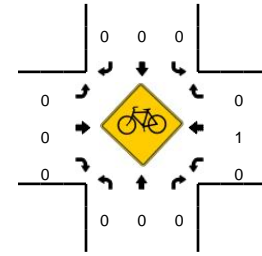
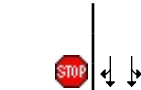
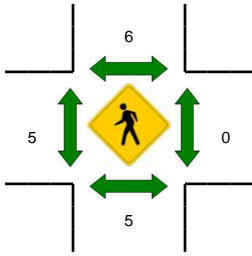
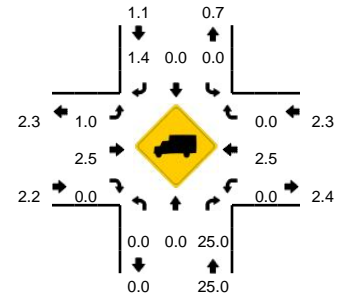
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618614
DATE: Tue, Feb 06 2018



Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:45 PM -- 4:00 PM

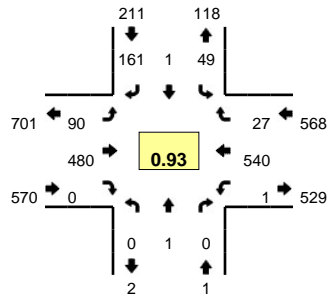


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	3	0	10	0	13	38	0	0	0	26	1	0	91	
2:05 PM	0	0	0	0	1	0	9	0	8	18	0	0	0	26	3	0	65	
2:10 PM	0	0	1	0	4	0	9	0	8	16	0	0	0	32	2	0	72	
2:15 PM	0	0	0	0	1	0	5	0	5	20	0	0	0	33	3	0	67	
2:20 PM	0	0	0	0	4	0	8	0	6	25	1	0	0	36	2	0	82	
2:25 PM	0	0	1	0	4	0	16	0	4	22	0	0	0	34	0	0	81	
2:30 PM	0	0	0	0	5	0	12	0	10	19	0	0	0	36	0	0	82	
2:35 PM	0	0	0	0	4	0	6	0	9	27	0	0	0	38	0	0	84	
2:40 PM	0	0	0	0	2	0	13	0	19	27	0	0	0	34	0	0	95	
2:45 PM	0	0	0	0	5	0	13	0	15	26	0	0	0	33	3	0	95	
2:50 PM	0	0	0	0	2	0	5	0	12	29	0	0	0	42	3	0	93	
2:55 PM	0	0	0	0	6	1	18	0	6	32	0	0	0	37	1	0	101	1008
3:00 PM	0	0	0	0	5	0	12	0	12	40	0	0	0	34	4	0	107	1024
3:05 PM	0	0	1	0	2	1	13	0	8	35	1	0	1	38	3	0	103	1062
3:10 PM	0	0	0	0	4	0	9	0	8	48	0	0	1	32	2	0	104	1094
3:15 PM	0	0	1	0	2	0	13	0	10	54	0	0	1	31	2	0	114	1141
3:20 PM	0	0	0	0	3	0	14	0	10	36	0	0	0	35	4	0	102	1161
3:25 PM	0	0	1	0	6	0	8	0	7	26	0	0	0	29	5	0	82	1162
3:30 PM	0	0	0	0	1	0	9	0	7	27	0	0	0	34	3	0	81	1161
3:35 PM	0	0	0	0	4	0	12	0	4	32	0	0	0	39	1	0	92	1169
3:40 PM	0	0	0	0	4	0	10	0	8	33	0	0	0	32	2	0	89	1163
3:45 PM	0	0	0	0	4	0	10	0	11	37	0	0	0	40	2	0	104	1172
3:50 PM	0	0	1	0	3	0	15	0	9	46	0	0	0	48	3	0	125	1204
3:55 PM	0	0	0	0	4	0	19	0	6	30	0	0	0	41	6	0	106	1209
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	4	0	44	0	176	0	104	452	0	0	0	516	44	0	1340	
Heavy Trucks	0	0	0	0	0	0	4	0	0	8	0	0	0	12	0	0	24	
Pedestrians	0	0	0	0	0	12	0	0	0	8	0	0	0	0	0	0	20	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

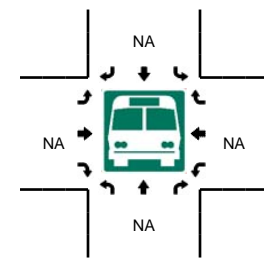
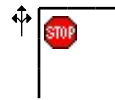
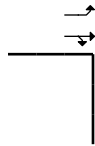
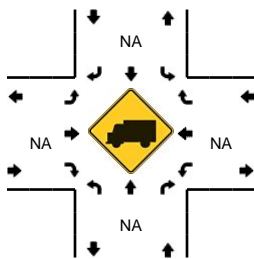
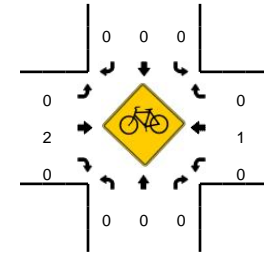
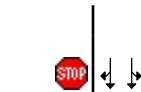
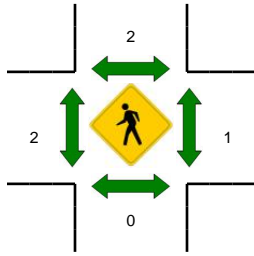
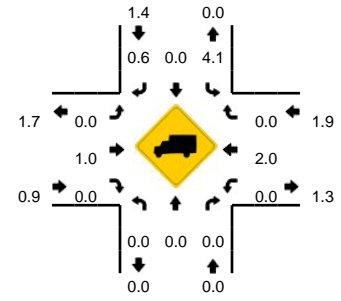
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618615
DATE: Tue, Feb 06 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

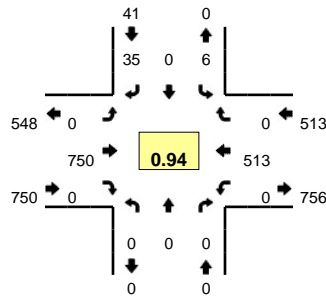


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	12	0	4	48	0	0	1	47	1	0	117	
4:05 PM	0	0	1	0	0	0	7	0	7	32	0	0	0	43	4	0	94	
4:10 PM	0	0	0	0	5	0	13	0	11	46	0	0	0	47	1	0	123	
4:15 PM	0	0	0	0	5	0	10	0	8	38	1	0	0	40	3	0	105	
4:20 PM	0	0	0	0	5	0	9	0	5	25	0	0	0	44	4	0	92	
4:25 PM	0	0	0	0	3	0	13	0	6	30	0	0	0	42	2	0	96	
4:30 PM	0	0	0	0	4	0	10	0	5	40	0	0	1	49	1	0	110	
4:35 PM	0	0	0	0	7	0	8	0	8	34	0	0	0	42	4	0	103	
4:40 PM	0	1	0	0	3	0	11	0	11	37	0	0	0	43	2	0	108	
4:45 PM	0	0	0	0	4	0	14	0	8	39	0	0	0	52	4	0	121	
4:50 PM	0	0	0	0	6	0	12	0	10	44	0	0	0	48	1	0	121	
4:55 PM	0	0	0	0	4	0	7	0	11	38	0	0	0	41	3	0	104	1294
5:00 PM	0	0	0	0	3	0	22	0	11	41	0	0	0	42	1	0	120	1297
5:05 PM	0	0	0	0	2	1	17	0	2	38	0	0	0	39	3	0	102	1305
5:10 PM	0	0	0	0	4	0	23	0	8	45	0	0	0	44	2	0	126	1308
5:15 PM	0	0	0	0	6	0	12	0	4	50	0	0	0	56	1	0	129	1332
5:20 PM	0	0	0	0	3	0	12	0	7	47	0	0	0	36	1	0	106	1346
5:25 PM	0	0	0	0	3	0	13	0	5	27	0	0	0	48	4	0	100	1350
5:30 PM	0	0	0	0	4	0	11	0	3	25	0	0	0	48	6	0	97	1337
5:35 PM	0	0	0	0	7	1	16	0	8	36	0	0	0	35	3	0	106	1340
5:40 PM	0	0	1	0	2	0	12	0	4	42	0	0	0	38	4	0	103	1335
5:45 PM	0	0	0	0	4	0	13	0	10	36	0	0	0	39	0	0	102	1316
5:50 PM	0	0	1	0	3	0	6	0	5	38	0	0	0	39	2	0	94	1289
5:55 PM	0	0	0	0	1	0	7	0	8	30	0	0	0	39	3	0	88	1273
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	52	0	188	0	76	568	0	0	0	544	16	0	1444	
Heavy Trucks	0	0	0	0	4	0	4	0	0	4	0	0	0	4	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	2	
Railroad																		
Stopped Buses																		

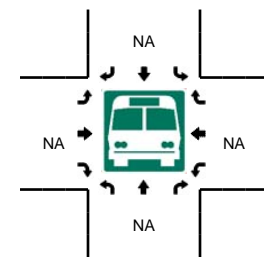
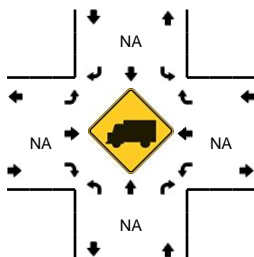
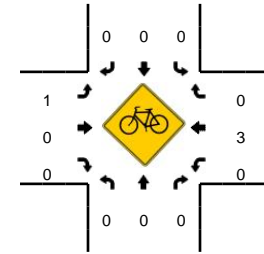
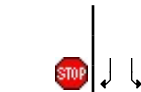
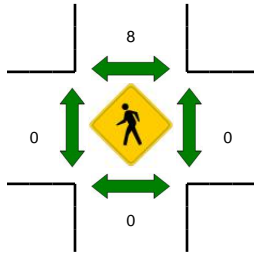
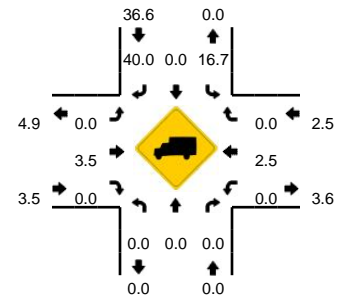
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618619
DATE: Tue, Feb 06 2018



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

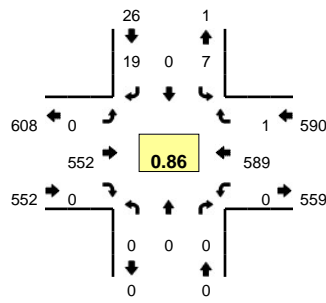


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	1	0	0	0	0	44	0	0	0	20	0	0	65	
7:05 AM	0	0	0	0	0	0	1	0	0	68	0	0	0	9	0	0	78	
7:10 AM	0	0	0	0	0	0	1	0	0	44	0	0	0	20	0	0	65	
7:15 AM	0	0	0	0	0	0	1	0	0	58	0	0	0	25	0	0	84	
7:20 AM	0	0	0	0	0	0	0	0	0	61	0	0	0	22	0	0	83	
7:25 AM	0	0	0	0	0	0	1	0	0	58	0	0	0	40	0	0	99	
7:30 AM	0	0	0	0	0	0	0	0	0	60	0	0	0	46	0	0	106	
7:35 AM	0	0	0	0	0	0	0	0	0	54	0	0	0	69	0	0	123	
7:40 AM	0	0	0	0	0	0	1	0	0	52	0	0	0	56	0	0	109	
7:45 AM	0	0	0	0	0	0	2	0	0	72	0	0	0	39	0	0	113	
7:50 AM	0	0	0	0	0	0	1	0	0	67	0	0	0	44	0	0	112	
7:55 AM	0	0	0	0	0	0	1	0	0	76	0	0	0	36	0	0	113	1150
8:00 AM	0	0	0	0	1	0	3	0	0	56	0	0	0	20	0	0	80	1165
8:05 AM	0	0	0	0	0	0	7	0	0	61	0	0	0	36	0	0	104	1191
8:10 AM	0	0	0	0	2	0	7	0	0	63	0	0	0	39	0	0	111	1237
8:15 AM	0	0	0	0	1	0	5	0	0	70	0	0	0	46	0	0	122	1275
8:20 AM	0	0	0	0	1	0	5	0	0	60	0	0	0	40	0	0	106	1298
8:25 AM	0	0	0	0	1	0	3	0	0	59	0	0	0	42	0	0	105	1304
8:30 AM	0	0	0	0	2	0	5	0	0	57	0	0	0	35	0	0	99	1297
8:35 AM	0	0	0	0	0	0	4	0	0	58	0	0	0	23	0	0	85	1259
8:40 AM	0	0	0	0	1	0	3	0	0	34	0	0	0	30	0	0	68	1218
8:45 AM	0	0	0	0	0	0	1	0	0	39	0	0	0	26	0	0	66	1171
8:50 AM	0	0	0	0	0	0	0	0	0	47	0	0	0	24	0	0	71	1130
8:55 AM	0	0	0	0	0	0	2	0	0	42	0	0	0	30	0	0	74	1091
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	12	0	0	712	0	0	0	656	0	0	1380	
Heavy Trucks	0	0	0	0	0	0	0	0	0	20	0	0	0	20	0	0	40	
Pedestrians						12				0				0			12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Railroad																		
Stopped Buses																		

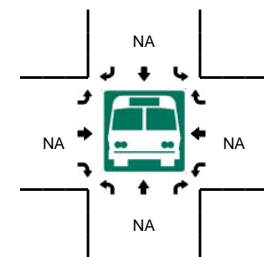
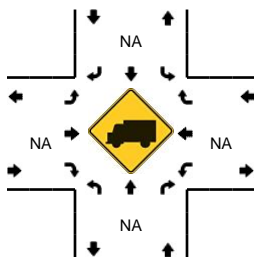
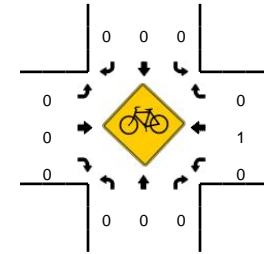
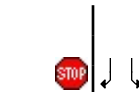
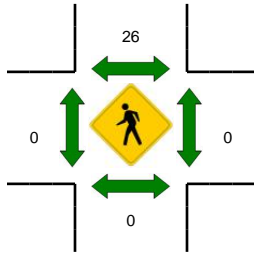
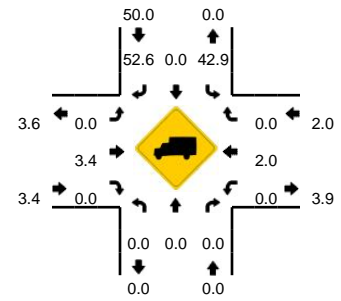
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618620
DATE: Tue, Feb 06 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

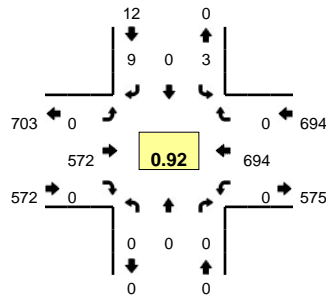


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	0	0	0	56	0	0	0	37	0	0	93	
2:05 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0	0	63	
2:10 PM	0	0	0	0	1	0	0	0	0	26	0	0	0	45	0	0	72	
2:15 PM	0	0	0	0	1	0	1	0	0	23	0	0	0	41	0	0	66	
2:20 PM	0	0	0	0	0	0	0	0	0	35	0	0	0	47	0	0	82	
2:25 PM	0	0	0	0	0	0	1	0	0	27	0	0	0	48	0	0	76	
2:30 PM	0	0	0	0	0	0	0	0	0	35	0	0	0	49	0	0	84	
2:35 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	44	0	0	76	
2:40 PM	0	0	0	0	1	0	1	0	0	36	0	0	0	44	0	0	82	
2:45 PM	0	0	0	0	1	0	0	0	0	47	0	0	0	43	0	0	91	
2:50 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	45	0	0	96	
2:55 PM	0	0	0	0	1	0	0	0	0	46	0	0	0	57	0	0	104	985
3:00 PM	0	0	0	0	0	0	0	0	0	59	0	0	0	38	0	0	97	989
3:05 PM	0	0	0	0	0	0	2	0	0	44	0	0	0	50	0	0	96	1022
3:10 PM	0	0	0	0	0	0	4	0	0	55	0	0	0	51	1	0	111	1061
3:15 PM	0	0	0	0	3	0	8	0	0	63	0	0	0	50	0	0	124	1119
3:20 PM	0	0	0	0	1	0	4	0	0	43	0	0	0	56	0	0	104	1141
3:25 PM	0	0	0	0	1	0	0	0	0	31	0	0	0	44	0	0	76	1141
3:30 PM	0	0	0	0	1	0	0	0	0	36	0	0	0	40	0	0	77	1134
3:35 PM	0	0	0	0	0	0	1	0	0	33	0	0	0	43	0	0	77	1135
3:40 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	54	0	0	92	1145
3:45 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	47	0	0	97	1151
3:50 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	59	0	0	113	1168
3:55 PM	0	0	0	0	0	0	1	0	0	43	0	0	0	60	0	0	104	1168
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	16	0	64	0	0	644	0	0	0	628	4	0	1356	
Heavy Trucks	0	0	0	0	12	0	32	0	0	24	0	0	0	4	0	0	72	
Pedestrians						28				0				0			28	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

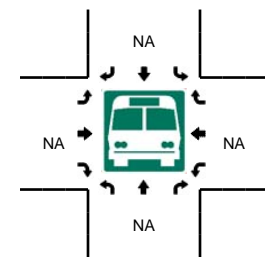
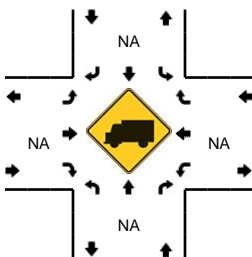
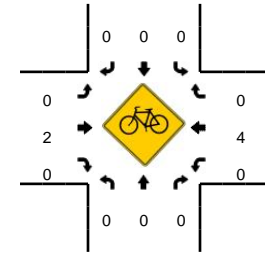
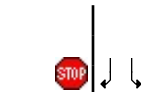
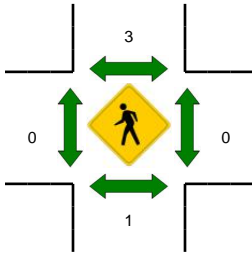
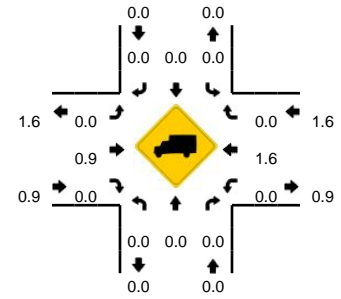
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618621
DATE: Tue, Feb 06 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

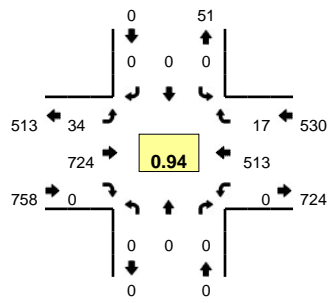


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	0	0	0	45	0	0	0	59	0	0	105	
4:05 PM	0	0	0	0	0	0	1	0	0	35	0	0	0	52	0	0	88	
4:10 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	60	0	0	113	
4:15 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	47	0	0	97	
4:20 PM	0	0	0	0	0	0	0	0	0	39	0	0	0	55	0	0	94	
4:25 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	57	0	0	83	
4:30 PM	0	0	0	0	0	0	1	0	0	46	0	0	0	54	0	0	101	
4:35 PM	0	0	0	0	0	0	1	0	0	43	0	0	0	57	0	0	101	
4:40 PM	0	0	0	0	1	0	0	0	0	50	0	0	0	44	0	0	95	
4:45 PM	0	0	0	0	1	0	3	0	0	46	0	0	0	68	0	0	118	
4:50 PM	0	0	0	0	1	0	1	0	0	50	0	0	0	71	0	0	123	
4:55 PM	0	0	0	0	0	0	3	0	0	41	0	0	0	48	0	0	92	1210
5:00 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	62	0	0	110	1215
5:05 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	57	0	0	107	1234
5:10 PM	0	0	0	0	0	0	0	0	0	56	0	0	0	63	0	0	119	1240
5:15 PM	0	0	0	0	0	0	0	0	0	58	0	0	0	59	0	0	117	1260
5:20 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	61	0	0	111	1277
5:25 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	50	0	0	84	1278
5:30 PM	0	0	0	0	0	0	1	0	0	27	0	0	0	53	0	0	81	1258
5:35 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	62	0	0	110	1267
5:40 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	50	0	0	101	1273
5:45 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	58	0	0	98	1253
5:50 PM	0	0	0	0	0	0	0	0	0	44	0	0	0	45	0	0	89	1219
5:55 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	45	0	0	88	1215
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	656	0	0	0	732	0	0	1388	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians						8				0				0			8	
Bicycles	0	0	0	0	0	0	0	0	0	1	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

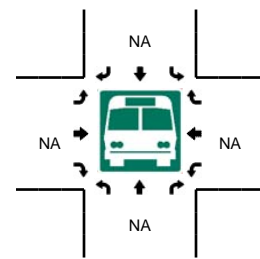
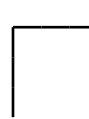
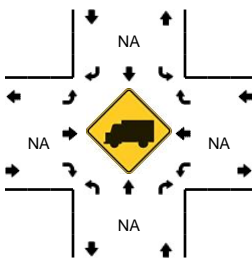
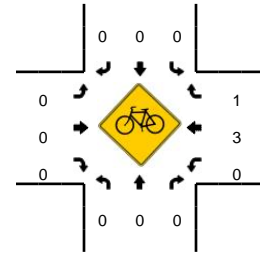
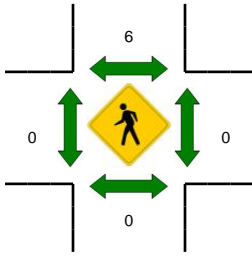
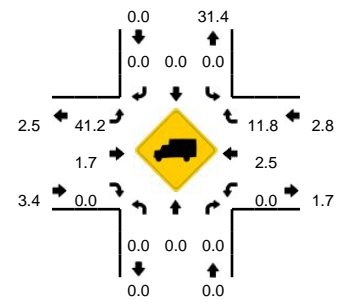
Comments:

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618625
DATE: Tue, Feb 06 2018



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

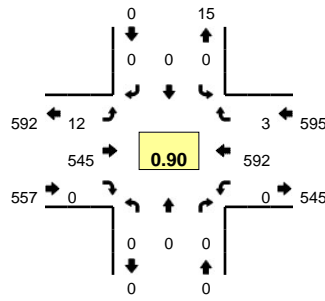


5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	0	0	0	0	0	0	1	46	0	0	0	19	0	0	66		
7:05 AM	0	0	0	0	0	0	0	0	0	67	0	0	0	9	0	0	76		
7:10 AM	0	0	0	0	0	0	0	0	1	44	0	0	0	19	0	0	64		
7:15 AM	0	0	0	0	0	0	0	0	1	57	0	0	0	25	0	0	83		
7:20 AM	0	0	0	0	0	0	0	0	0	59	0	0	0	24	1	0	84		
7:25 AM	0	0	0	0	0	0	0	0	0	58	0	0	0	38	0	0	96		
7:30 AM	0	0	0	0	0	0	0	0	1	61	0	0	0	47	1	0	110		
7:35 AM	0	0	0	0	0	0	0	0	1	54	0	0	0	66	0	0	121		
7:40 AM	0	0	0	0	0	0	0	0	0	51	0	0	0	60	1	0	112		
7:45 AM	0	0	0	0	0	0	0	0	0	71	0	0	0	38	0	0	109		
7:50 AM	0	0	0	0	0	0	0	0	0	69	0	0	0	45	2	0	116		
7:55 AM	0	0	0	0	0	0	0	0	2	74	0	0	0	33	1	0	110	1147	
8:00 AM	0	0	0	0	0	0	0	0	4	54	0	0	0	21	6	0	85	1166	
8:05 AM	0	0	0	0	0	0	0	0	3	55	0	0	0	38	4	0	100	1190	
8:10 AM	0	0	0	0	0	0	0	0	8	53	0	0	0	38	1	0	100	1226	
8:15 AM	0	0	0	0	0	0	0	0	5	69	0	0	0	44	1	0	119	1262	
8:20 AM	0	0	0	0	0	0	0	0	6	56	0	0	0	43	0	0	105	1283	
8:25 AM	0	0	0	0	0	0	0	0	4	57	0	0	0	40	0	0	101	1288	
8:30 AM	0	0	0	0	0	0	0	0	3	55	0	0	0	34	3	0	95	1273	
8:35 AM	0	0	0	0	0	0	0	0	3	57	0	0	0	23	4	0	87	1239	
8:40 AM	0	0	0	0	0	0	0	0	1	31	0	0	0	30	0	0	62	1189	
8:45 AM	0	0	0	0	0	0	0	0	0	42	0	0	0	25	1	0	68	1148	
8:50 AM	0	0	0	0	0	0	0	0	1	46	0	0	0	24	1	0	72	1104	
8:55 AM	0	0	0	0	0	0	0	0	2	37	0	0	0	31	2	0	72	1066	
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	0	0	0	0	8	664	0	0	0	692	8	0	1372		
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	20	0	0	32		
Pedestrians					12					0				0			12		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2		
Railroad																			
Stopped Buses																			

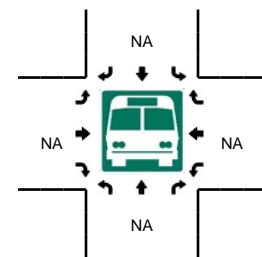
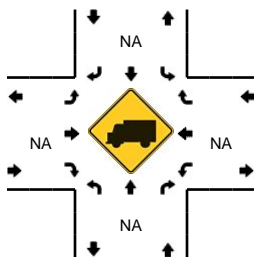
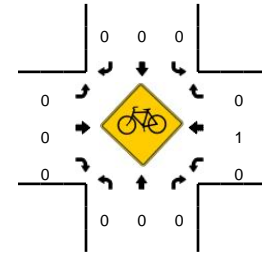
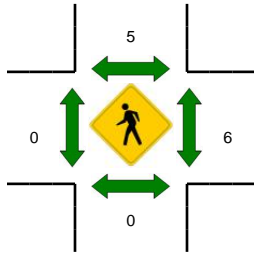
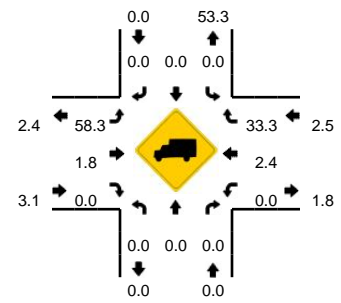
Comments:

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618626
DATE: Tue, Feb 06 2018



Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:05 PM -- 3:20 PM



5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
2:00 PM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	37	0	0	93	
2:05 PM	0	0	0	0	0	0	0	0	0	2	25	0	0	0	35	0	0	62	
2:10 PM	0	0	0	0	0	0	0	0	0	1	27	0	0	0	45	0	0	73	
2:15 PM	0	0	0	0	0	0	0	0	0	0	23	0	0	0	40	0	0	63	
2:20 PM	0	0	0	0	0	0	0	0	0	0	36	0	0	0	48	0	0	84	
2:25 PM	0	0	0	0	0	0	0	0	0	0	27	0	0	0	47	0	0	74	
2:30 PM	0	0	0	0	0	0	0	0	0	2	32	0	0	0	50	0	0	84	
2:35 PM	0	0	0	0	0	0	0	0	0	1	31	0	0	0	43	0	0	75	
2:40 PM	0	0	0	0	0	0	0	0	0	0	38	0	0	0	43	1	0	82	
2:45 PM	0	0	0	0	0	0	0	0	0	0	45	0	0	0	42	0	0	87	
2:50 PM	0	0	0	0	0	0	0	0	0	3	50	0	0	0	46	1	0	100	
2:55 PM	0	0	0	0	0	0	0	0	0	5	41	0	0	0	56	0	0	102	979
3:00 PM	0	0	0	0	0	0	0	0	0	4	57	0	0	0	40	1	0	102	988
3:05 PM	0	0	0	0	0	0	0	0	0	2	42	0	0	0	51	0	0	95	1021
3:10 PM	0	0	0	0	0	0	0	0	0	2	53	0	0	0	48	0	0	103	1051
3:15 PM	0	0	0	0	0	0	0	0	0	1	64	0	0	0	57	0	0	122	1110
3:20 PM	0	0	0	0	0	0	0	0	0	1	42	0	0	0	50	1	0	94	1120
3:25 PM	0	0	0	0	0	0	0	0	0	0	32	0	0	0	42	0	0	74	1120
3:30 PM	0	0	0	0	0	0	0	0	0	1	34	0	0	0	40	0	0	75	1111
3:35 PM	0	0	0	0	0	0	0	0	0	0	33	0	0	0	45	0	0	78	1114
3:40 PM	0	0	0	0	0	0	0	0	0	0	41	0	0	0	52	0	0	93	1125
3:45 PM	0	0	0	0	0	0	0	0	0	0	48	0	0	0	47	0	0	95	1133
3:50 PM	0	0	0	0	0	0	0	0	0	0	57	0	0	0	60	1	0	118	1151
3:55 PM	0	0	0	0	0	0	0	0	0	1	42	0	0	0	60	0	0	103	1152
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	0	0	0	0	0	20	636	0	0	0	624	0	0	1280	
Heavy Trucks	0	0	0	0	0	0	0	0	0	16	20	0	0	0	4	0	0	40	
Pedestrians						12					0				24			36	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Railroad																			
Stopped Buses																			

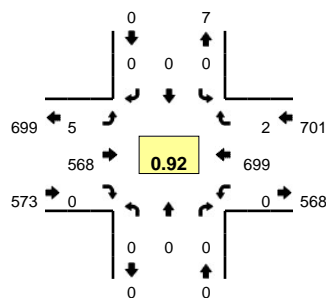
Comments:

Type of peak hour being reported: Intersection Peak

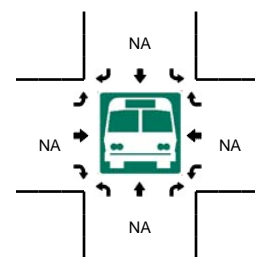
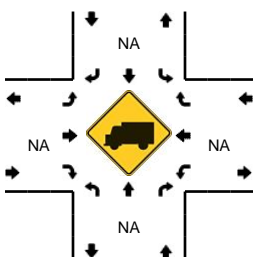
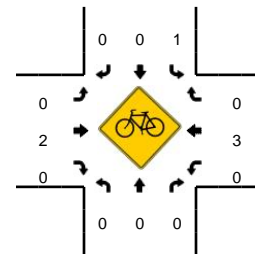
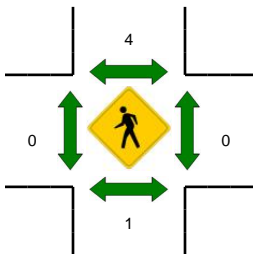
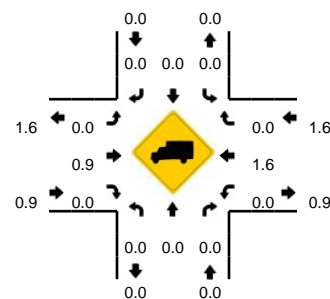
Method for determining peak hour: Total Entering Volume

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618627
DATE: Tue, Feb 06 2018



Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

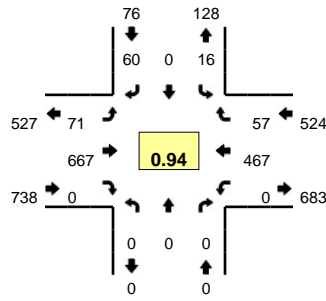


5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	1	46	0	0	0	57	0	0	104	
4:05 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	53	0	0	87	
4:10 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	61	0	0	114	
4:15 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	47	0	0	95	
4:20 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	56	0	0	93	
4:25 PM	0	0	0	0	0	0	0	0	0	31	0	0	0	56	1	0	88	
4:30 PM	0	0	0	0	0	0	0	0	1	46	0	0	0	55	0	0	102	
4:35 PM	0	0	0	0	0	0	0	0	3	40	0	0	0	58	1	0	102	
4:40 PM	0	0	0	0	0	0	0	0	1	49	0	0	0	43	0	0	93	
4:45 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	69	0	0	114	
4:50 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	70	0	0	123	
4:55 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	49	0	0	89	1204
5:00 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	61	0	0	111	1211
5:05 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	57	0	0	105	1229
5:10 PM	0	0	0	0	0	0	0	0	0	55	0	0	0	63	0	0	118	1233
5:15 PM	0	0	0	0	0	0	0	0	0	61	0	0	0	59	0	0	120	1258
5:20 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	59	0	0	109	1274
5:25 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	52	0	0	85	1271
5:30 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	54	0	0	82	1251
5:35 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	60	0	0	108	1257
5:40 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	48	0	0	99	1263
5:45 PM	0	0	0	0	0	0	0	0	0	39	0	0	0	59	0	0	98	1247
5:50 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	45	0	0	90	1214
5:55 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	45	0	0	87	1212
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	0	664	0	0	0	724	0	0	1388	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians		0				8				0				0			8	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

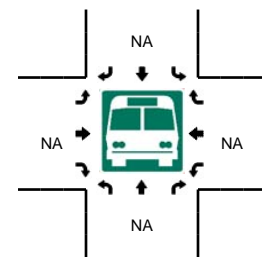
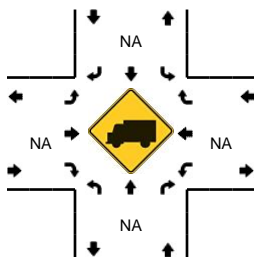
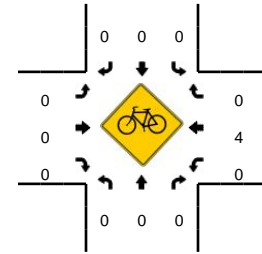
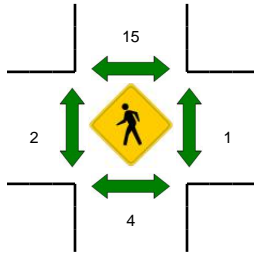
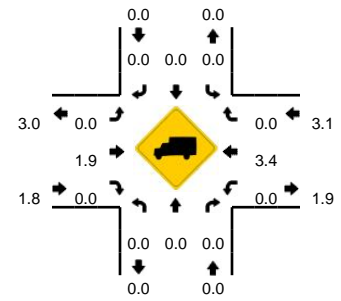
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618631
DATE: Tue, Feb 06 2018



Peak-Hour: 7:30 AM -- 8:30 AM
Peak 15-Min: 7:30 AM -- 7:45 AM

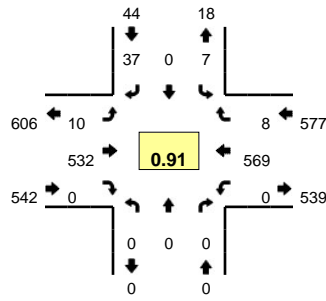


5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	50	0	0	0	17	0	0	67	
7:05 AM	0	0	0	0	0	0	0	0	0	69	0	0	0	8	0	0	77	
7:10 AM	0	0	0	0	0	0	1	0	0	42	0	0	0	20	0	0	63	
7:15 AM	0	0	0	0	0	0	0	0	0	1	54	0	0	22	1	0	78	
7:20 AM	0	0	0	0	0	0	1	0	0	2	61	0	0	27	2	0	93	
7:25 AM	0	0	0	0	1	0	0	0	0	2	53	0	0	35	1	0	92	
7:30 AM	0	0	0	0	0	0	0	0	0	1	64	0	0	50	0	0	115	
7:35 AM	0	0	0	0	1	0	0	0	0	3	53	0	0	68	1	0	126	
7:40 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	55	6	0	113	
7:45 AM	0	0	0	0	0	0	0	0	0	0	68	0	0	39	4	0	111	
7:50 AM	0	0	0	0	0	0	1	0	0	7	61	0	0	47	7	0	123	
7:55 AM	0	0	0	0	0	0	0	0	0	2	73	0	0	32	8	0	115	1173
8:00 AM	0	0	0	0	1	0	3	0	0	3	58	0	0	23	2	0	90	1196
8:05 AM	0	0	0	0	1	0	1	0	0	6	45	0	0	39	3	0	95	1214
8:10 AM	0	0	0	0	0	0	16	0	0	10	45	0	0	23	9	0	103	1254
8:15 AM	0	0	0	0	1	0	12	0	0	18	53	0	0	36	7	0	127	1303
8:20 AM	0	0	0	0	8	0	15	0	0	14	43	0	0	26	4	0	110	1320
8:25 AM	0	0	0	0	4	0	12	0	0	7	52	0	0	29	6	0	110	1338
8:30 AM	0	0	0	0	1	0	7	0	0	3	54	0	0	30	2	0	97	1320
8:35 AM	0	0	0	0	0	0	2	0	0	0	59	0	0	26	1	0	88	1282
8:40 AM	0	0	0	0	0	0	0	0	0	0	31	0	0	26	0	0	57	1226
8:45 AM	0	0	0	0	0	0	0	0	0	0	39	0	0	26	0	0	65	1180
8:50 AM	0	0	0	0	0	0	0	0	0	0	48	0	0	28	1	0	77	1134
8:55 AM	0	0	0	0	0	0	1	0	0	0	36	0	0	30	0	0	67	1086
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	16	676	0	0	0	692	28	0	1416	
Heavy Trucks	0	0	0	0	0	0	0	0	0	12	0	0	0	20	0	0	32	
Pedestrians	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	0	2	
Railroad																		
Stopped Buses																		

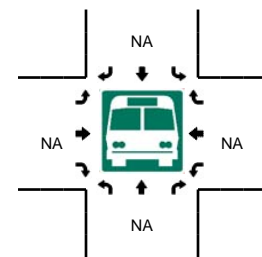
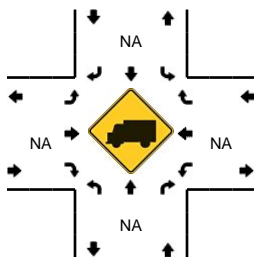
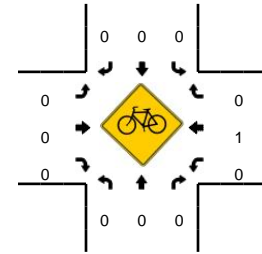
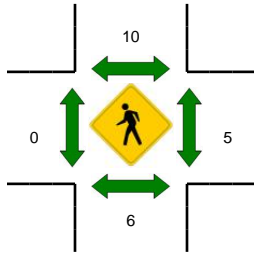
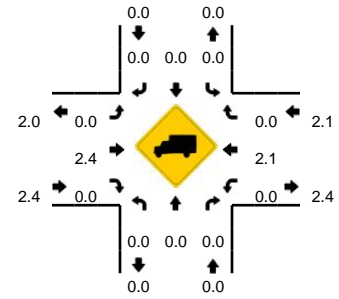
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618632
DATE: Tue, Feb 06 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

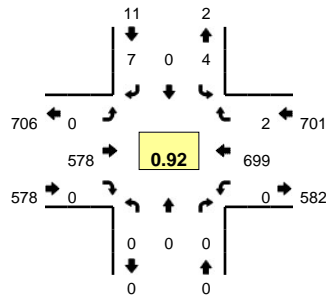


5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	1	0	0	0	0	55	0	0	0	32	0	0	88	
2:05 PM	0	0	0	0	0	0	0	0	0	26	0	0	0	35	0	0	61	
2:10 PM	0	0	0	0	0	0	0	0	0	27	0	0	0	42	0	0	69	
2:15 PM	0	0	0	0	0	0	1	0	0	25	0	0	0	40	0	0	66	
2:20 PM	0	0	0	0	0	0	0	0	0	31	0	0	0	48	0	0	79	
2:25 PM	0	0	0	0	0	0	1	0	2	26	0	0	0	44	1	0	74	
2:30 PM	0	0	0	0	0	0	1	0	0	28	0	0	0	52	1	0	82	
2:35 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	42	0	0	76	
2:40 PM	0	0	0	0	0	0	0	0	1	41	0	0	0	45	3	0	90	
2:45 PM	0	0	0	0	0	0	1	0	5	42	0	0	0	41	2	0	91	
2:50 PM	0	0	0	0	0	0	1	0	4	46	0	0	0	43	0	0	94	
2:55 PM	0	0	0	0	1	0	1	0	3	36	0	0	0	57	4	0	102	972
3:00 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	45	1	0	100	984
3:05 PM	0	0	0	0	0	0	2	0	0	42	0	0	0	49	0	0	93	1016
3:10 PM	0	0	0	0	4	0	9	0	5	47	0	0	0	39	1	0	105	1052
3:15 PM	0	0	0	0	1	0	14	0	1	60	0	0	0	43	2	0	121	1107
3:20 PM	0	0	0	0	0	0	5	0	0	45	0	0	0	45	0	0	95	1123
3:25 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	41	0	0	74	1123
3:30 PM	0	0	0	0	0	0	0	0	1	30	0	0	0	43	0	0	74	1115
3:35 PM	0	0	0	0	0	0	2	0	0	36	0	0	0	47	0	0	85	1124
3:40 PM	0	0	0	0	0	0	2	0	0	40	0	0	0	47	0	0	89	1123
3:45 PM	0	0	0	0	0	0	2	0	0	51	0	0	0	51	0	0	104	1136
3:50 PM	0	0	0	0	1	0	0	0	0	58	0	0	0	62	0	0	121	1163
3:55 PM	0	0	0	0	0	0	3	0	0	39	0	0	0	59	0	0	101	1162
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	20	0	112	0	24	608	0	0	0	508	12	0	1284	
Heavy Trucks	0	0	0	0	0	0	0	0	0	28	0	0	0	0	0	0	28	
Pedestrians		8				20				0				20			48	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

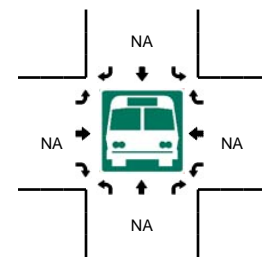
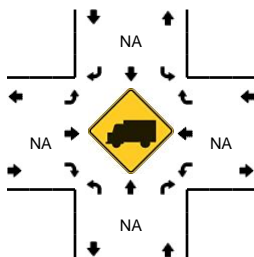
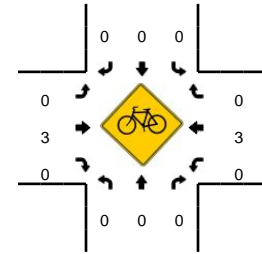
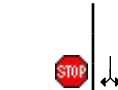
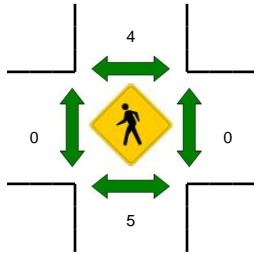
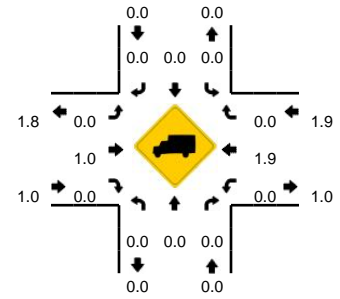
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618633
DATE: Tue, Feb 06 2018



Peak-Hour: 4:25 PM -- 5:25 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

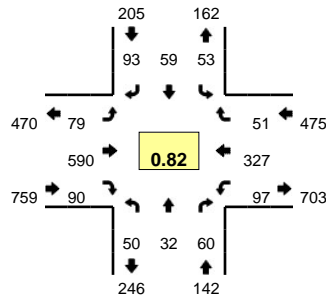


5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	2	0	1	52	0	0	0	56	0	0	115	
4:05 PM	0	0	0	0	0	0	3	0	0	36	0	0	0	56	0	0	95	
4:10 PM	0	0	0	0	2	0	6	0	0	56	0	0	0	56	0	0	120	
4:15 PM	0	0	0	0	3	0	0	0	0	47	0	0	0	51	0	0	101	
4:20 PM	0	0	0	0	0	0	1	0	1	31	0	0	0	56	0	0	89	
4:25 PM	0	0	0	0	0	0	2	0	0	37	0	0	0	56	0	0	95	
4:30 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	58	0	0	107	
4:35 PM	0	0	0	0	0	0	1	0	0	42	0	0	0	54	1	0	98	
4:40 PM	0	0	0	0	0	0	0	0	0	50	0	0	0	47	0	0	97	
4:45 PM	0	0	0	0	2	0	1	0	0	43	0	0	0	66	0	0	112	
4:50 PM	0	0	0	0	0	0	2	0	0	54	0	0	0	70	0	0	126	
4:55 PM	0	0	0	0	1	0	0	0	0	45	0	0	0	46	0	0	92	1247
5:00 PM	0	0	0	0	0	0	1	0	0	50	0	0	0	64	0	0	115	1247
5:05 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	56	0	0	99	1251
5:10 PM	0	0	0	0	1	0	0	0	0	53	0	0	0	63	0	0	117	1248
5:15 PM	0	0	0	0	0	0	0	0	0	61	0	0	0	63	0	0	124	1271
5:20 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	56	1	0	108	1290
5:25 PM	0	0	0	0	1	0	0	0	0	33	0	0	0	54	1	0	89	1284
5:30 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	57	0	0	86	1263
5:35 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	56	0	0	104	1269
5:40 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	48	0	0	96	1268
5:45 PM	0	0	0	0	1	0	1	0	0	42	0	0	0	58	0	0	102	1258
5:50 PM	0	0	0	0	0	0	1	0	0	47	0	0	0	43	0	0	91	1223
5:55 PM	0	0	0	0	0	0	0	0	0	41	0	0	0	46	0	0	87	1218
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	0	660	0	0	0	728	4	0	1396	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians		8				0				0				0			8	
Bicycles	0	0	0		0	0	0		0	1	0		0	0	0		1	
Railroad																		
Stopped Buses																		

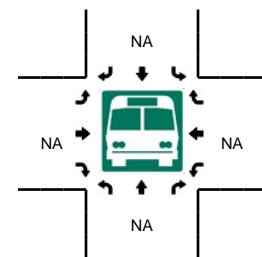
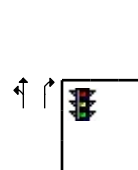
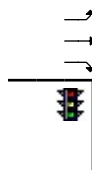
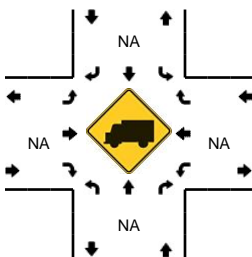
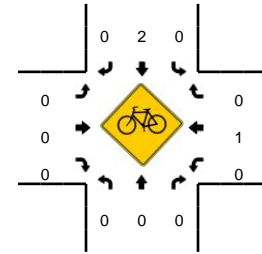
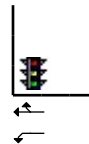
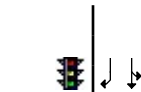
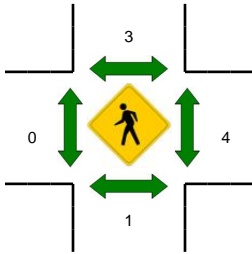
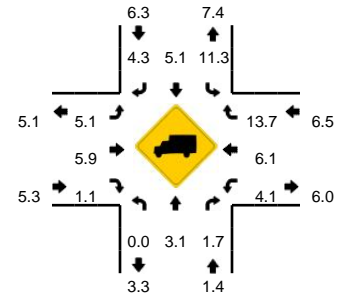
Comments:

LOCATION: SW Nicol Rd -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618638
DATE: Thu, Feb 08 2018



Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:25 AM -- 8:40 AM

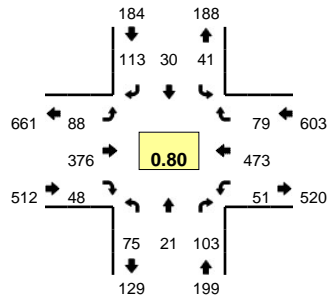


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	5	1	2	0	3	49	2	0	5	15	2	0	84	
7:05 AM	0	0	1	0	0	1	2	0	3	50	3	0	6	19	1	0	86	
7:10 AM	2	2	1	0	1	0	5	0	2	35	3	0	3	18	0	0	72	
7:15 AM	0	0	1	0	0	0	5	0	10	60	5	0	2	16	1	0	100	
7:20 AM	1	2	0	0	4	1	6	0	10	40	4	0	9	15	1	0	93	
7:25 AM	1	2	1	0	2	4	6	0	3	45	9	0	5	13	2	0	93	
7:30 AM	4	1	0	0	3	2	8	0	10	54	7	0	11	19	5	0	124	
7:35 AM	3	2	4	0	2	2	9	0	11	48	9	0	17	19	3	0	129	
7:40 AM	6	1	4	0	5	8	16	0	6	49	3	0	6	25	2	0	131	
7:45 AM	3	1	4	0	4	2	12	0	3	56	7	0	9	37	3	0	141	
7:50 AM	4	5	2	0	3	3	9	0	9	49	6	0	4	20	0	0	114	
7:55 AM	3	1	3	0	2	3	7	0	10	51	4	0	4	16	2	0	106	1273
8:00 AM	2	0	3	0	6	5	7	0	4	48	4	0	1	29	0	0	109	1298
8:05 AM	1	4	1	0	5	1	11	0	6	52	7	0	5	21	4	0	118	1330
8:10 AM	1	0	4	0	5	2	5	0	9	40	1	0	7	31	7	0	112	1370
8:15 AM	3	4	2	0	6	2	5	0	10	55	4	0	5	35	6	0	137	1407
8:20 AM	5	3	6	0	7	3	6	0	2	46	8	0	9	26	10	0	131	1445
8:25 AM	2	1	6	0	4	4	7	0	11	49	13	0	19	34	5	0	155	1507
8:30 AM	8	3	14	0	2	16	3	0	3	53	16	0	14	27	6	0	165	1548
8:35 AM	12	9	11	0	4	10	5	0	6	42	17	0	14	26	6	0	162	1581
8:40 AM	13	4	13	0	3	3	8	0	7	29	10	0	13	22	2	0	127	1577
8:45 AM	7	5	10	0	1	4	10	0	4	43	0	0	6	14	5	0	109	1545
8:50 AM	3	4	4	0	2	2	8	0	7	29	7	0	2	20	4	0	92	1523
8:55 AM	3	3	1	0	2	0	8	0	7	23	3	0	2	17	2	0	71	1488
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	52	124	0	40	120	60	0	80	576	184	0	188	348	68	0	1928	
Heavy Trucks	0	4	0		0	4	4		0	32	0		0	16	0		60	
Pedestrians		0				4				0				4			8	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

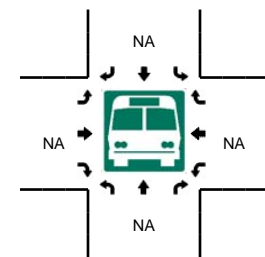
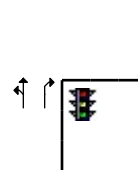
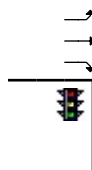
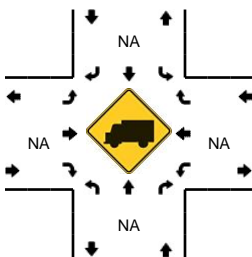
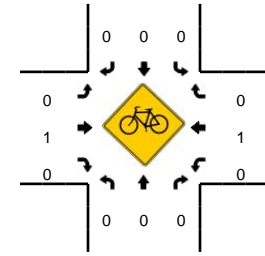
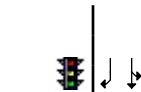
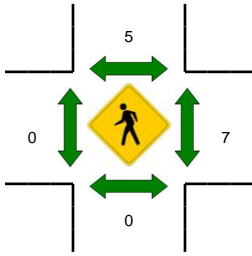
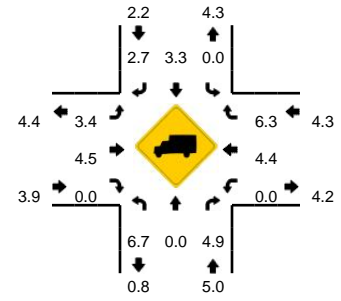
Comments:

LOCATION: SW Nicol Rd -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618639
DATE: Thu, Feb 08 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

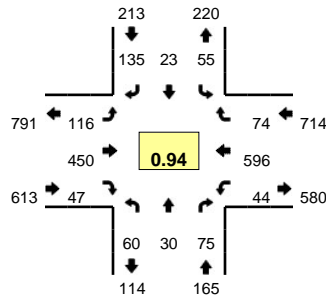


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	1	2	0	3	1	7	0	7	23	3	0	1	29	4	0	81	
2:05 PM	2	0	1	0	2	1	8	0	12	22	5	0	1	27	7	0	88	
2:10 PM	2	0	4	0	6	2	8	0	11	20	1	0	3	34	9	0	100	
2:15 PM	0	0	6	0	2	1	11	0	5	28	2	0	3	39	7	0	104	
2:20 PM	0	2	0	0	3	3	4	0	6	28	1	0	0	29	8	0	84	
2:25 PM	2	2	2	0	1	1	3	0	8	37	0	0	2	35	7	0	100	
2:30 PM	3	2	0	0	2	1	7	0	2	24	3	0	0	27	7	0	78	
2:35 PM	2	0	1	0	3	0	10	0	9	30	0	0	3	22	2	0	82	
2:40 PM	0	1	2	0	3	3	12	0	8	39	5	0	4	35	7	0	119	
2:45 PM	2	2	2	0	4	1	12	0	4	36	4	0	3	27	2	0	99	
2:50 PM	2	0	1	0	8	5	14	0	9	32	3	0	2	22	4	0	102	
2:55 PM	2	0	2	0	5	1	10	0	6	47	4	0	15	44	5	0	141	1178
3:00 PM	3	0	4	0	4	2	5	0	6	36	5	0	7	25	2	0	99	1196
3:05 PM	5	1	2	0	1	4	8	0	5	32	12	0	11	37	6	0	124	1232
3:10 PM	11	7	22	0	2	4	13	0	2	22	3	0	8	47	8	0	149	1281
3:15 PM	23	5	22	0	5	3	15	0	6	24	3	0	0	37	14	0	157	1334
3:20 PM	6	4	19	0	2	0	9	0	9	46	7	0	4	50	8	0	164	1414
3:25 PM	5	2	4	0	5	2	8	0	9	25	1	0	1	33	4	0	99	1413
3:30 PM	1	0	8	0	4	3	8	0	6	29	5	0	2	31	8	0	105	1440
3:35 PM	5	0	5	0	3	3	8	0	8	27	1	0	1	40	6	0	107	1465
3:40 PM	5	1	3	0	5	2	11	0	10	33	2	0	1	43	3	0	119	1465
3:45 PM	4	0	6	0	2	5	7	0	12	32	2	0	0	37	8	0	115	1481
3:50 PM	5	1	6	0	3	1	11	0	9	23	3	0	1	49	7	0	119	1498
3:55 PM	5	1	5	0	1	3	4	0	9	28	3	0	5	46	8	0	118	1475
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	160	64	252	0	36	28	148	0	68	368	52	0	48	536	120	0	1880	
Heavy Trucks	12	0	20		0	0	8		4	12	0		0	32	20		108	
Pedestrians		0				8				0				8			16	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

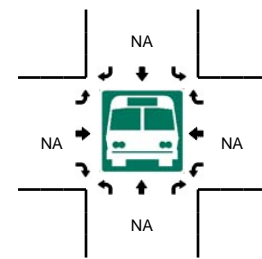
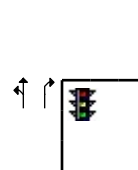
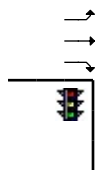
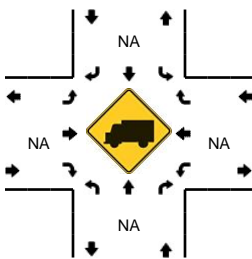
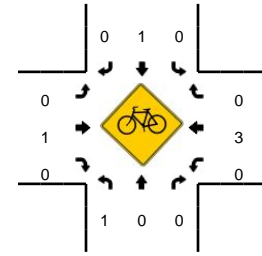
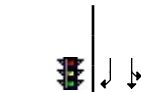
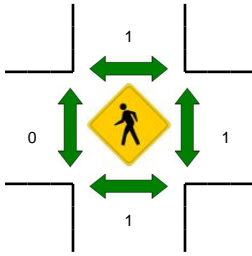
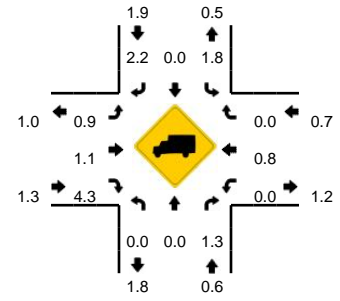
Comments:

LOCATION: SW Nicol Rd -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618640
DATE: Thu, Feb 08 2018



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

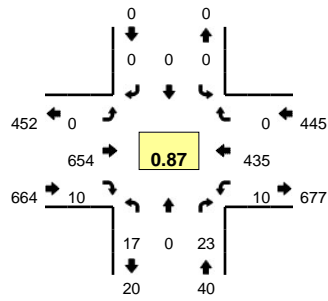


5-Min Count Period Beginning At	SW Nicol Rd (Northbound)				SW Nicol Rd (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	8	3	2	0	2	2	13	0	14	46	2	0	0	43	8	0	143	
4:05 PM	2	0	3	0	2	0	15	0	8	39	0	0	2	52	3	0	126	
4:10 PM	1	2	4	0	3	3	8	0	6	41	1	0	5	45	6	0	125	
4:15 PM	10	4	6	0	3	2	15	0	10	45	2	0	2	42	6	0	147	
4:20 PM	6	5	5	0	1	2	14	0	7	25	5	0	2	56	9	0	137	
4:25 PM	5	2	3	0	4	2	7	0	6	40	1	0	2	39	4	0	115	
4:30 PM	6	0	7	0	5	2	15	0	6	40	1	0	2	48	8	0	140	
4:35 PM	4	3	7	0	1	1	9	0	5	34	1	0	4	41	8	0	118	
4:40 PM	3	4	4	0	6	0	12	0	10	41	5	0	2	48	5	0	140	
4:45 PM	4	2	5	0	3	4	13	0	13	36	1	0	0	48	4	0	133	
4:50 PM	4	5	8	0	8	2	18	0	6	34	3	0	0	47	9	0	144	
4:55 PM	2	1	10	0	5	3	10	0	17	42	5	0	2	57	4	0	158	1626
5:00 PM	2	1	2	0	3	2	9	0	6	37	2	0	7	55	4	0	130	1613
5:05 PM	6	3	7	0	6	0	21	0	8	42	1	0	4	46	4	0	148	1635
5:10 PM	8	2	7	0	7	2	11	0	5	42	7	0	7	57	5	0	160	1670
5:15 PM	8	1	9	0	0	4	6	0	8	40	5	0	5	55	6	0	147	1670
5:20 PM	10	3	4	0	3	2	9	0	8	35	5	0	4	45	11	0	139	1672
5:25 PM	3	1	11	0	4	1	8	0	15	30	5	0	7	50	7	0	142	1699
5:30 PM	5	2	5	0	5	2	8	0	12	32	5	0	3	39	6	0	124	1683
5:35 PM	5	5	3	0	5	1	10	0	8	39	3	0	3	49	9	0	140	1705
5:40 PM	2	1	5	0	3	2	11	0	8	47	2	0	0	30	3	0	114	1679
5:45 PM	4	1	4	0	6	0	10	0	4	31	1	0	2	70	7	0	140	1686
5:50 PM	1	0	0	0	5	0	8	0	7	57	3	0	1	45	2	0	129	1671
5:55 PM	3	1	3	0	6	2	6	0	2	32	3	0	3	36	6	0	103	1616
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	88	24	92	0	52	24	152	0	84	496	52	0	64	632	60	0	1820	
Heavy Trucks	0	0	4		0	0	8		0	8	0		0	12	0		32	
Pedestrians		0				4				0				4			8	
Bicycles	0	0	0		0	1	0		0	0	0		0	0	0		1	
Railroad																		
Stopped Buses																		

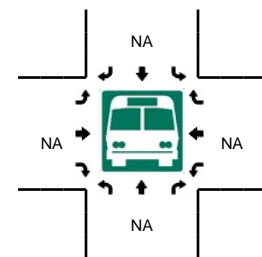
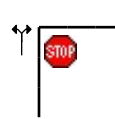
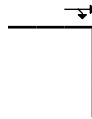
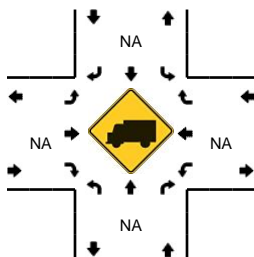
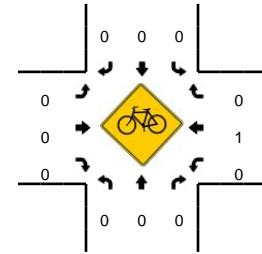
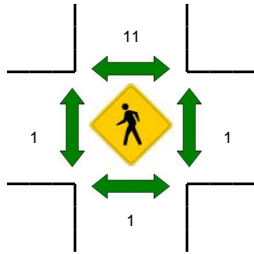
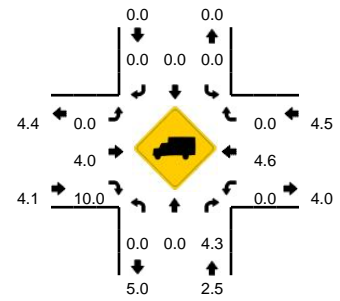
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618641
DATE: Thu, Feb 08 2018



Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

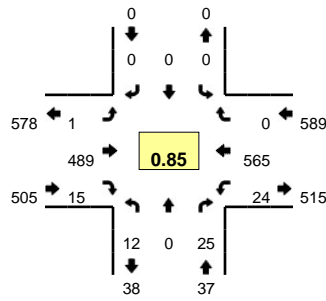


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	1	0	0	0	0	0	0	0	0	0	52	0	0	0	20	0	0	73	
7:05 AM	0	0	2	0	0	0	0	0	0	0	49	0	0	1	24	0	0	76	
7:10 AM	2	0	1	0	0	0	0	0	0	0	39	0	0	1	21	0	0	64	
7:15 AM	0	0	1	0	0	0	0	0	0	0	57	0	0	2	18	0	0	78	
7:20 AM	0	0	2	0	0	0	0	0	0	0	42	1	0	0	21	0	0	66	
7:25 AM	2	0	2	0	0	0	0	0	0	0	53	0	0	0	22	0	0	79	
7:30 AM	3	0	2	0	0	0	0	0	0	0	48	0	0	0	35	0	0	88	
7:35 AM	1	0	0	0	0	0	0	0	0	0	63	0	0	0	34	0	0	98	
7:40 AM	0	0	0	0	0	0	0	0	0	0	53	0	0	0	38	0	0	91	
7:45 AM	0	0	2	0	0	0	0	0	0	0	55	3	0	0	50	0	0	110	
7:50 AM	1	0	1	0	0	0	0	0	0	0	54	0	0	0	19	0	0	75	
7:55 AM	1	0	2	0	0	0	0	0	0	0	59	1	0	2	19	0	0	84	982
8:00 AM	1	0	1	0	0	0	0	0	0	0	46	2	0	0	26	0	0	76	985
8:05 AM	3	0	1	0	0	0	0	0	0	0	52	0	0	0	26	0	0	82	991
8:10 AM	4	0	1	0	0	0	0	0	0	0	45	0	0	2	45	0	0	97	1024
8:15 AM	2	0	3	0	0	0	0	0	0	0	58	0	0	0	40	0	0	103	1049
8:20 AM	0	0	2	0	0	0	0	0	0	0	63	1	0	2	42	0	0	110	1093
8:25 AM	0	0	4	0	0	0	0	0	0	0	53	1	0	1	52	0	0	111	1125
8:30 AM	2	0	3	0	0	0	0	0	0	0	61	1	0	2	41	0	0	110	1147
8:35 AM	3	0	3	0	0	0	0	0	0	0	55	1	0	1	37	0	0	100	1149
8:40 AM	1	0	0	0	0	0	0	0	0	0	51	0	0	1	29	0	0	82	1140
8:45 AM	1	0	2	0	0	0	0	0	0	0	49	0	0	1	24	0	0	77	1107
8:50 AM	1	0	1	0	0	0	0	0	0	0	42	0	0	0	21	0	0	65	1097
8:55 AM	1	0	1	0	0	0	0	0	0	0	25	1	0	1	21	0	0	50	1063
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	8	0	36	0	0	0	0	0	0	0	708	12	0	20	540	0	0	1324	
Heavy Trucks	0	0	4	0	0	0	0	0	0	0	28	4	0	0	4	0	0	40	
Pedestrians	0	0	0	0	0	8	0	0	0	0	0	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Stopped Buses	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	

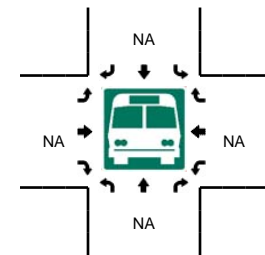
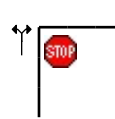
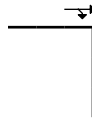
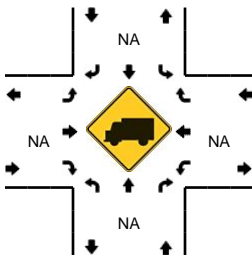
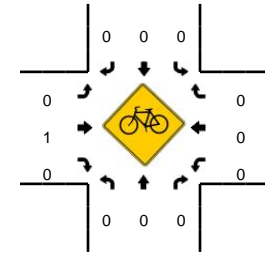
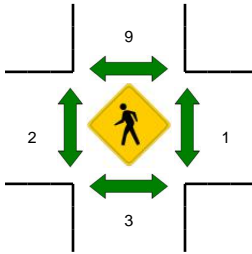
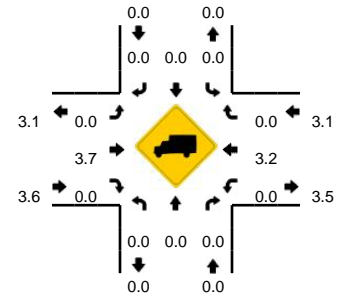
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618642
DATE: Thu, Feb 08 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

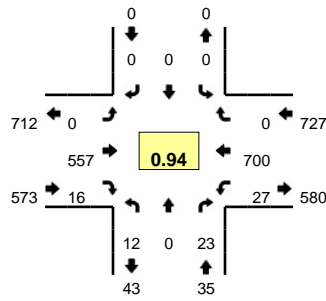


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	3	0	0	0	0	0	0	26	2	0	3	36	0	0	70	
2:05 PM	1	0	3	0	0	0	0	0	0	25	1	0	4	35	0	0	69	
2:10 PM	1	0	2	0	0	0	0	0	0	26	0	0	2	47	0	0	78	
2:15 PM	0	0	2	0	0	0	0	0	0	34	0	0	0	45	0	0	81	
2:20 PM	1	0	1	0	0	0	0	0	0	30	2	0	1	40	0	0	75	
2:25 PM	2	0	0	0	0	0	0	0	0	34	0	0	1	36	0	0	73	
2:30 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	35	0	0	64	
2:35 PM	1	0	0	0	0	0	0	0	0	32	1	0	3	29	0	0	66	
2:40 PM	2	0	1	0	0	0	0	0	0	40	0	0	3	45	0	0	91	
2:45 PM	1	0	1	0	0	0	0	0	0	45	1	0	1	24	0	0	73	
2:50 PM	1	0	2	0	0	0	0	0	0	36	2	0	2	41	0	0	84	
2:55 PM	0	0	1	0	0	0	0	0	0	36	3	0	1	57	0	0	98	922
3:00 PM	3	0	1	0	0	0	0	0	0	46	1	0	3	33	0	0	87	939
3:05 PM	1	0	1	0	0	0	0	0	0	25	3	1	4	50	0	1	86	956
3:10 PM	1	0	2	0	0	0	0	0	0	47	2	0	2	65	0	0	119	997
3:15 PM	0	0	4	0	0	0	0	0	0	53	0	0	2	52	0	0	111	1027
3:20 PM	1	0	1	0	0	0	0	0	0	54	1	0	2	42	0	0	101	1053
3:25 PM	4	0	5	0	0	0	0	0	0	42	1	0	1	36	0	0	89	1069
3:30 PM	2	0	3	0	0	0	0	0	0	45	1	0	2	41	0	0	94	1099
3:35 PM	0	0	0	0	0	0	0	0	0	36	1	0	1	43	0	0	81	1114
3:40 PM	0	0	3	0	0	0	0	0	0	35	2	0	2	48	0	0	90	1113
3:45 PM	0	0	3	0	0	0	0	0	0	36	0	0	2	41	0	0	82	1122
3:50 PM	0	0	1	0	0	0	0	0	0	34	0	0	1	57	0	0	93	1131
3:55 PM	1	0	0	0	0	0	0	0	0	27	1	0	1	60	0	0	90	1123
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	8	0	28	0	0	0	0	0	0	616	12	0	24	636	0	0	1324	
Heavy Trucks	0	0	0	0	0	0	0	0	0	40	0	0	0	12	0	0	52	
Pedestrians		12				8				0				0			20	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

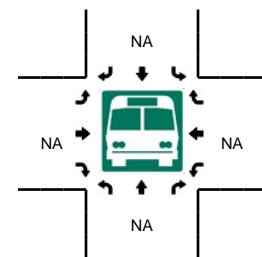
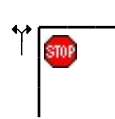
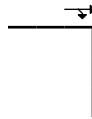
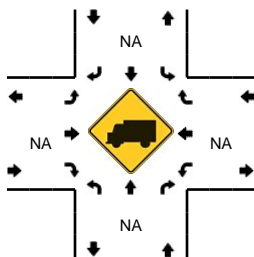
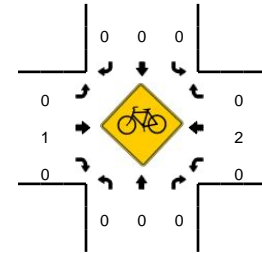
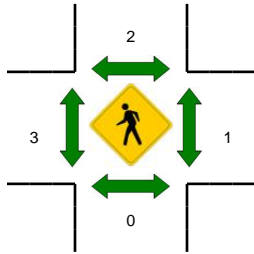
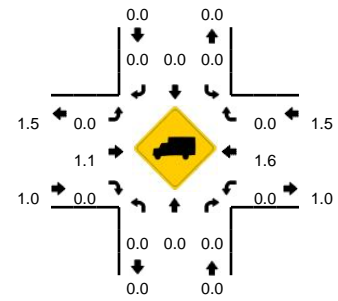
Comments:

LOCATION: SW Montclair Dr -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618643
DATE: Thu, Feb 08 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM

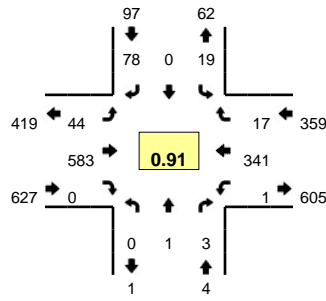


5-Min Count Period Beginning At	SW Montclair Dr (Northbound)				SW Montclair Dr (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	1	0	3	0	0	0	0	0	0	49	1	0	1	42	0	0	97	
4:05 PM	0	0	2	0	0	0	0	0	0	41	2	0	0	59	0	0	104	
4:10 PM	1	0	5	0	0	0	0	0	0	46	1	0	2	50	0	0	105	
4:15 PM	0	0	1	0	0	0	0	0	0	46	2	0	1	62	0	0	112	
4:20 PM	1	0	3	0	0	0	0	0	0	31	0	0	1	46	0	0	82	
4:25 PM	1	0	1	0	0	0	0	0	0	40	2	0	7	47	0	0	98	
4:30 PM	3	0	1	0	0	0	0	0	0	56	1	0	3	57	0	0	121	
4:35 PM	2	0	2	0	0	0	0	0	0	43	0	0	0	43	0	0	90	
4:40 PM	2	0	0	0	0	0	0	0	0	47	0	0	4	50	0	0	103	
4:45 PM	0	0	3	0	0	0	0	0	0	43	2	0	1	55	0	0	104	
4:50 PM	2	0	2	0	0	0	0	0	0	46	2	0	3	66	0	0	121	
4:55 PM	0	0	1	0	0	0	0	0	0	52	3	0	1	58	0	0	115	1252
5:00 PM	1	0	1	0	0	0	0	0	0	44	0	0	3	62	0	0	111	1266
5:05 PM	1	0	3	0	0	0	0	0	0	49	2	0	0	51	0	0	106	1268
5:10 PM	0	0	3	0	0	0	0	0	0	49	4	0	3	65	0	0	124	1287
5:15 PM	1	0	4	0	0	0	0	0	0	45	0	0	3	62	0	0	115	1290
5:20 PM	0	0	3	0	0	0	0	0	0	44	2	0	4	64	0	0	117	1325
5:25 PM	0	0	0	0	0	0	0	0	0	39	0	0	2	67	0	0	108	1335
5:30 PM	0	0	1	0	0	0	0	0	0	35	1	0	3	58	0	0	98	1312
5:35 PM	1	0	2	0	0	0	0	0	0	52	3	0	2	46	0	0	106	1328
5:40 PM	0	0	1	0	0	0	0	0	0	52	0	0	3	40	0	0	96	1321
5:45 PM	1	0	0	0	0	0	0	0	0	37	1	0	1	70	0	0	110	1327
5:50 PM	2	0	0	0	0	0	0	0	0	57	0	0	1	49	0	0	109	1315
5:55 PM	0	0	0	0	0	0	0	0	0	44	2	0	0	49	0	0	95	1295
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	4	0	40	0	0	0	0	0	0	552	24	0	40	764	0	0	1424	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

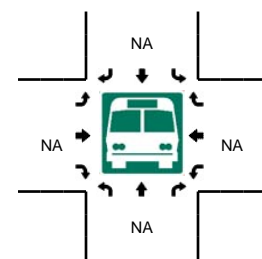
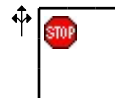
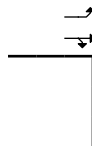
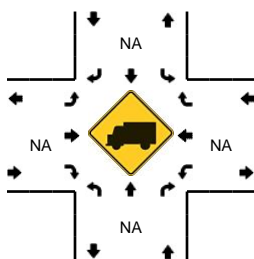
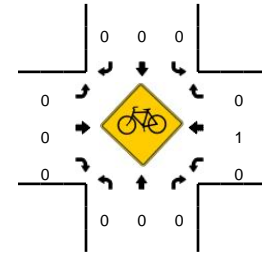
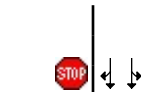
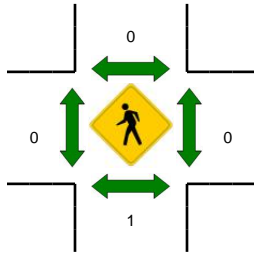
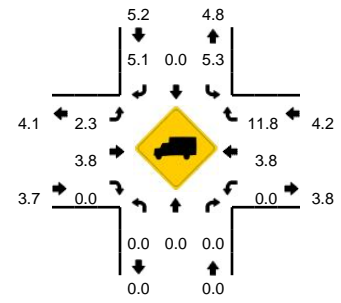
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618644
DATE: Thu, Feb 08 2018



Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 7:35 AM -- 7:50 AM

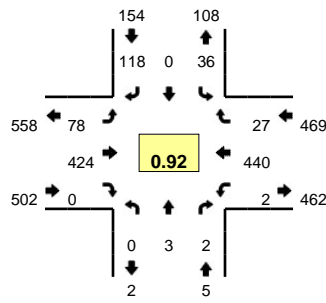


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	1	0	0	0	3	0	2	48	0	0	0	15	1	0	70	
7:05 AM	0	0	0	0	0	0	2	0	1	54	0	0	0	26	0	0	83	
7:10 AM	0	0	1	0	0	0	3	0	3	39	0	0	0	17	1	0	64	
7:15 AM	0	0	0	0	0	0	2	0	2	48	0	0	0	17	0	0	69	
7:20 AM	0	0	0	0	0	0	2	0	2	42	0	0	0	18	1	0	65	
7:25 AM	0	0	0	0	0	0	3	0	2	59	0	0	0	23	1	0	88	
7:30 AM	0	0	0	0	1	0	1	0	2	42	0	0	0	32	1	0	79	
7:35 AM	0	0	0	0	1	0	9	0	1	59	0	0	0	30	1	0	101	
7:40 AM	0	1	0	0	0	0	3	0	2	53	0	0	0	42	0	0	101	
7:45 AM	0	0	0	0	3	0	8	0	3	44	0	0	0	38	2	0	98	
7:50 AM	0	0	0	0	2	0	6	0	6	44	0	0	0	17	2	0	77	
7:55 AM	0	0	0	0	3	0	8	0	3	62	0	0	0	18	0	0	94	989
8:00 AM	0	0	2	0	1	0	5	0	2	44	0	0	0	28	0	0	82	1001
8:05 AM	0	0	0	0	1	0	8	0	5	40	0	0	0	22	2	0	78	996
8:10 AM	0	0	0	0	2	0	9	0	5	36	0	0	0	31	1	0	84	1016
8:15 AM	0	0	1	0	3	0	7	0	5	40	0	0	0	18	0	0	74	1021
8:20 AM	0	0	0	0	0	0	7	0	2	54	0	0	0	24	4	0	91	1047
8:25 AM	0	0	0	0	2	0	4	0	7	49	0	0	0	40	4	0	106	1065
8:30 AM	0	0	0	0	1	0	4	0	3	58	0	0	1	33	1	0	101	1087
8:35 AM	0	0	2	0	1	0	3	0	3	28	0	0	0	22	0	0	59	1045
8:40 AM	0	0	1	0	1	0	9	0	4	46	0	0	0	23	3	0	87	1031
8:45 AM	0	0	0	0	1	0	3	0	3	53	0	0	0	21	2	0	83	1016
8:50 AM	0	0	0	0	1	0	2	0	7	35	0	0	0	20	0	0	65	1004
8:55 AM	0	0	0	0	0	0	6	0	1	26	0	0	0	19	1	0	53	963
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4	0	0	16	0	80	0	24	624	0	0	0	440	12	0	1200	
Heavy Trucks	0	0	0	0	0	0	4	0	0	12	0	0	0	16	4	0	36	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

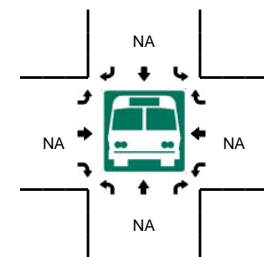
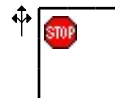
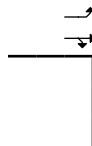
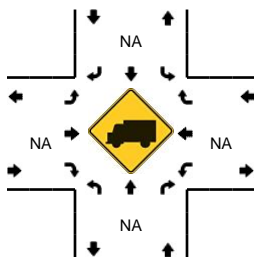
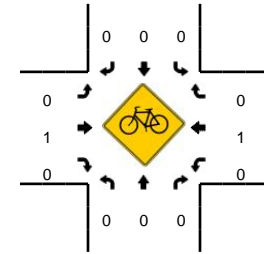
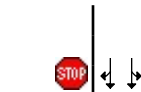
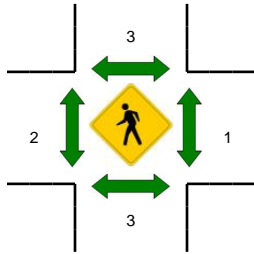
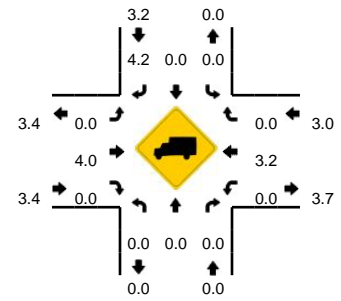
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618645
DATE: Thu, Feb 08 2018



Peak-Hour: 3:00 PM -- 4:00 PM
Peak 15-Min: 3:05 PM -- 3:20 PM

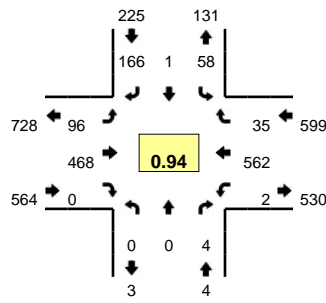


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	5	0	13	0	6	25	0	0	0	23	3	0	75	
2:05 PM	0	0	0	0	5	0	11	0	5	21	0	0	0	30	4	0	76	
2:10 PM	0	0	0	0	3	0	9	0	6	25	0	0	0	41	1	0	85	
2:15 PM	0	0	0	0	1	0	12	0	9	24	0	0	0	30	6	0	82	
2:20 PM	0	1	0	0	3	0	7	0	6	25	0	0	1	36	2	0	81	
2:25 PM	0	0	0	0	1	0	9	0	5	28	0	0	0	25	0	0	68	
2:30 PM	0	0	0	0	0	0	12	0	4	22	0	0	0	25	0	0	63	
2:35 PM	0	0	1	0	1	0	11	0	7	23	0	0	0	28	4	0	75	
2:40 PM	0	0	0	0	10	0	10	0	10	33	0	0	0	31	2	0	96	
2:45 PM	0	0	0	0	1	0	5	0	8	29	1	0	0	26	2	0	72	
2:50 PM	0	0	0	0	4	0	10	0	8	32	0	0	0	35	2	0	91	
2:55 PM	0	0	0	0	2	0	14	0	7	26	0	0	0	42	0	0	91	955
3:00 PM	0	0	0	0	1	0	5	0	8	25	0	0	1	35	4	0	79	959
3:05 PM	0	0	1	0	2	0	12	0	5	31	0	0	0	46	2	0	99	982
3:10 PM	0	0	0	0	4	0	10	0	4	44	0	0	0	37	0	0	99	996
3:15 PM	0	1	0	0	2	0	14	0	7	51	0	0	0	34	0	0	109	1023
3:20 PM	0	1	0	0	8	0	13	0	9	43	0	0	0	21	1	0	96	1038
3:25 PM	0	0	0	0	5	0	6	0	10	41	0	0	0	34	0	0	96	1066
3:30 PM	0	0	1	0	1	0	7	0	11	38	0	0	0	31	2	0	91	1094
3:35 PM	0	0	0	0	1	0	14	0	1	35	0	0	1	31	3	0	86	1105
3:40 PM	0	0	0	0	2	0	6	0	7	30	0	0	0	42	8	0	95	1104
3:45 PM	0	0	0	0	4	0	10	0	3	31	0	0	0	31	3	0	82	1114
3:50 PM	0	1	0	0	2	0	10	0	9	33	0	0	0	48	1	0	104	1127
3:55 PM	0	0	0	0	4	0	11	0	4	22	0	0	0	50	3	0	94	1130
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	4	4	0	32	0	144	0	64	504	0	0	0	468	8	0	1228	
Heavy Trucks	0	0	0	0	0	0	12	0	0	36	0	0	0	0	0	0	48	
Pedestrians		8				0				4				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

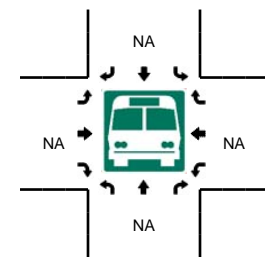
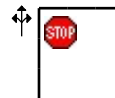
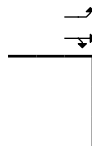
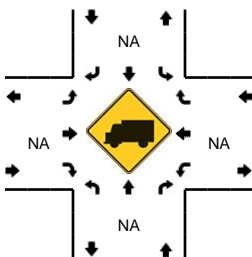
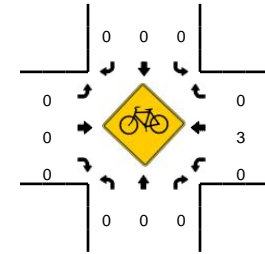
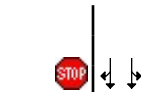
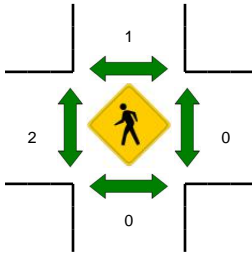
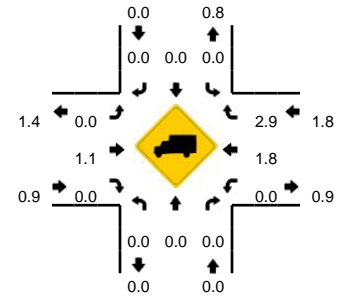
Comments:

LOCATION: Fred Meyer Access -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618646
DATE: Thu, Feb 08 2018



Peak-Hour: 4:40 PM -- 5:40 PM
Peak 15-Min: 5:00 PM -- 5:15 PM

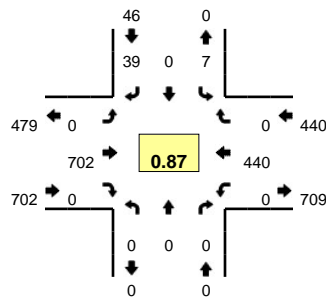


5-Min Count Period Beginning At	Fred Meyer Access (Northbound)				Fred Meyer Access (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	4	0	9	0	11	41	0	0	0	38	2	0	105	
4:05 PM	0	0	0	0	4	0	9	0	9	39	0	0	1	48	1	0	111	
4:10 PM	1	0	0	0	4	0	20	0	12	41	0	0	0	35	0	0	113	
4:15 PM	0	0	0	0	5	0	8	0	9	38	0	0	0	52	4	0	116	
4:20 PM	0	0	0	0	5	1	14	0	5	30	1	0	0	29	2	0	87	
4:25 PM	0	0	0	0	4	0	8	0	9	32	0	0	0	48	4	0	105	
4:30 PM	0	0	0	0	6	0	8	0	9	49	0	0	1	48	3	0	124	
4:35 PM	0	0	0	0	5	0	3	0	7	36	0	0	0	39	4	0	94	
4:40 PM	0	0	0	0	6	0	7	0	9	41	0	0	1	47	2	0	113	
4:45 PM	0	0	1	0	6	0	15	0	9	37	0	0	0	41	1	0	110	
4:50 PM	0	0	1	0	3	0	22	0	10	38	0	0	0	46	2	0	122	
4:55 PM	0	0	0	0	2	0	12	0	9	42	0	0	0	50	1	0	116	1316
5:00 PM	0	0	0	0	9	0	11	0	13	35	0	0	0	45	2	0	115	1326
5:05 PM	0	0	0	0	6	0	16	0	8	40	0	0	0	42	4	0	116	1331
5:10 PM	0	0	0	0	4	0	10	0	11	45	0	0	0	62	9	0	141	1359
5:15 PM	0	0	1	0	5	0	15	0	8	35	0	0	0	38	2	0	104	1347
5:20 PM	0	0	0	0	5	0	17	0	1	42	0	0	0	55	2	0	122	1382
5:25 PM	0	0	0	0	3	0	17	0	4	34	0	0	0	46	2	0	106	1383
5:30 PM	0	0	0	0	3	1	12	0	4	33	0	0	0	54	3	0	110	1369
5:35 PM	0	0	1	0	6	0	12	0	10	46	0	0	1	36	5	0	117	1392
5:40 PM	1	0	0	0	1	1	8	0	9	45	0	0	0	41	6	0	112	1391
5:45 PM	0	0	0	0	5	1	10	0	4	30	0	0	0	48	0	0	98	1379
5:50 PM	0	0	1	0	4	0	6	0	16	39	0	0	0	45	2	0	113	1370
5:55 PM	0	1	0	0	1	0	9	0	6	36	0	0	0	39	2	0	94	1348
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	76	0	148	0	128	480	0	0	0	596	60	0	1488	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	20	0	0	24	
Pedestrians	0	0	0	0	0	4	0	0	0	0	0	0	0	0	0	0	4	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

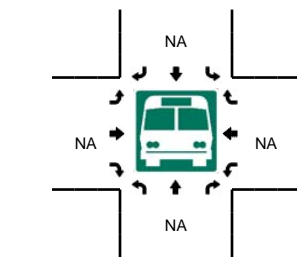
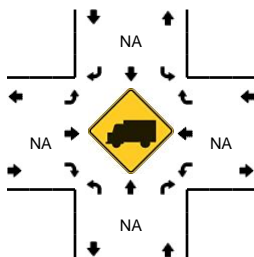
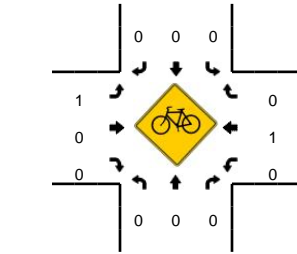
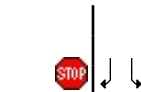
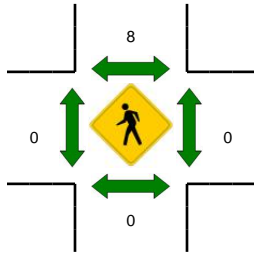
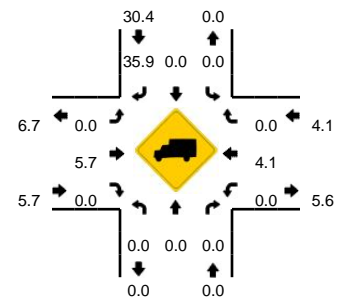
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618647
DATE: Thu, Feb 08 2018



Peak-Hour: 7:40 AM -- 8:40 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

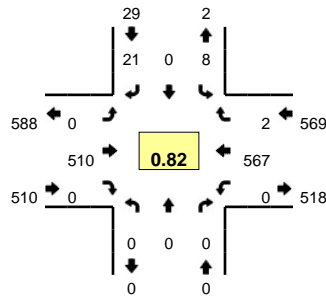


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	0	0	0	52	0	0	0	21	0	0	73	
7:05 AM	0	0	0	0	0	0	0	0	0	50	0	0	0	22	0	0	72	
7:10 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	23	0	0	62	
7:15 AM	0	0	0	0	0	0	0	0	0	59	0	0	0	18	0	0	77	
7:20 AM	0	0	0	0	0	0	1	0	0	45	0	0	0	21	0	0	67	
7:25 AM	0	0	0	0	0	0	0	0	0	48	0	0	0	22	0	0	70	
7:30 AM	0	0	0	0	0	0	1	0	0	53	0	0	0	38	0	0	92	
7:35 AM	0	0	0	0	0	0	0	0	0	60	0	0	0	35	0	0	95	
7:40 AM	0	0	0	0	0	0	1	0	0	55	0	0	0	39	0	0	95	
7:45 AM	0	0	0	0	0	0	1	0	0	65	0	0	0	50	0	0	116	
7:50 AM	0	0	0	0	0	0	0	0	0	58	0	0	0	19	0	0	77	
7:55 AM	0	0	0	0	0	0	1	0	0	54	0	0	0	20	0	0	75	971
8:00 AM	0	0	0	0	1	0	4	0	0	58	0	0	0	23	0	0	86	984
8:05 AM	0	0	0	0	1	0	4	0	0	52	0	0	0	25	0	0	82	994
8:10 AM	0	0	0	0	1	0	4	0	0	49	0	0	0	45	0	0	99	1031
8:15 AM	0	0	0	0	0	0	10	0	0	65	0	0	0	39	0	0	114	1068
8:20 AM	0	0	0	0	0	0	4	0	0	67	0	0	0	44	0	0	115	1116
8:25 AM	0	0	0	0	0	0	5	0	0	56	0	0	0	52	0	0	113	1159
8:30 AM	0	0	0	0	0	0	3	0	0	69	0	0	0	41	0	0	113	1180
8:35 AM	0	0	0	0	4	0	2	0	0	54	0	0	0	43	0	0	103	1188
8:40 AM	0	0	0	0	0	0	2	0	0	52	0	0	0	29	0	0	83	1176
8:45 AM	0	0	0	0	1	0	0	0	0	48	0	0	0	25	0	0	74	1134
8:50 AM	0	0	0	0	0	0	1	0	0	41	0	0	0	23	0	0	65	1122
8:55 AM	0	0	0	0	0	0	1	0	0	26	0	0	0	22	0	0	49	1096
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	76	0	0	752	0	0	0	540	0	0	1368	
Heavy Trucks	0	0	0	0	0	0	36	0	0	44	0	0	0	0	0	0	80	
Pedestrians	0	0	0	0	12	0	0	0	0	0	0	0	0	0	0	0	12	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

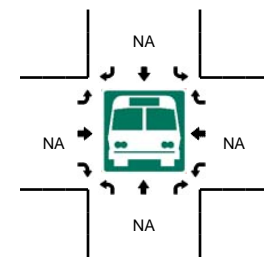
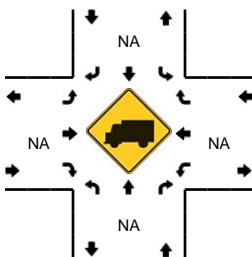
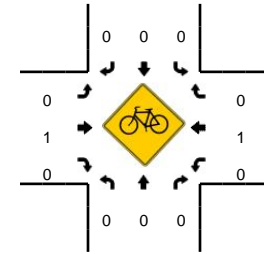
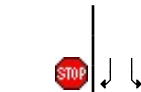
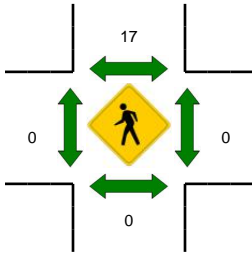
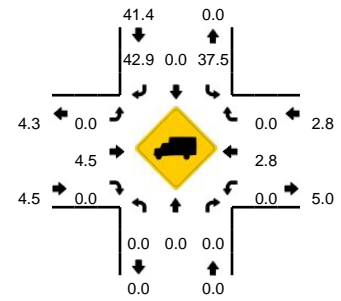
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618648
DATE: Thu, Feb 08 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

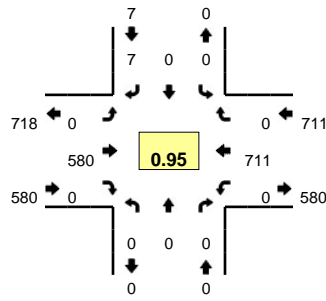


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	36	0	0	65	
2:05 PM	0	0	0	0	0	0	0	0	0	24	0	0	0	37	0	0	61	
2:10 PM	0	0	0	0	0	0	1	0	0	30	0	0	0	46	0	0	77	
2:15 PM	0	0	0	0	0	0	0	0	0	33	0	0	0	45	0	0	78	
2:20 PM	0	0	0	0	0	0	1	0	0	32	0	0	0	41	0	0	74	
2:25 PM	0	0	0	0	0	0	1	0	0	36	0	0	0	38	0	0	75	
2:30 PM	0	0	0	0	0	0	1	0	0	25	0	0	0	35	0	0	61	
2:35 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	29	0	0	63	
2:40 PM	0	0	0	0	0	0	0	0	0	42	0	0	0	48	0	0	90	
2:45 PM	0	0	0	0	1	0	2	0	0	47	0	0	0	22	0	0	72	
2:50 PM	0	0	0	0	0	0	0	0	0	40	0	0	0	39	0	0	79	
2:55 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	56	0	0	107	902
3:00 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	38	1	0	82	919
3:05 PM	0	0	0	0	1	0	0	0	0	32	0	0	0	46	1	0	80	938
3:10 PM	0	0	0	0	2	0	6	0	0	48	0	0	0	61	0	0	117	978
3:15 PM	0	0	0	0	2	0	8	0	0	52	0	0	0	55	0	0	117	1017
3:20 PM	0	0	0	0	2	0	2	0	0	58	0	0	0	42	0	0	104	1047
3:25 PM	0	0	0	0	1	0	2	0	0	39	0	0	0	37	0	0	79	1051
3:30 PM	0	0	0	0	0	0	3	0	0	44	0	0	0	42	0	0	89	1079
3:35 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	44	0	0	81	1097
3:40 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	47	0	0	84	1091
3:45 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	43	0	0	81	1100
3:50 PM	0	0	0	0	0	0	0	0	0	31	0	0	0	56	0	0	87	1108
3:55 PM	0	0	0	0	0	0	1	0	0	31	0	0	0	60	0	0	92	1093
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	24	0	64	0	0	632	0	0	0	632	0	0	1352	
Heavy Trucks	0	0	0	0	12	0	36	0	0	36	0	0	0	12	0	0	96	
Pedestrians						40				0				0			40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

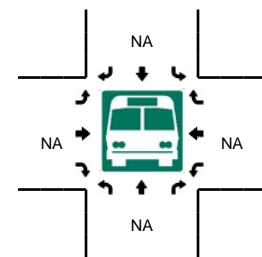
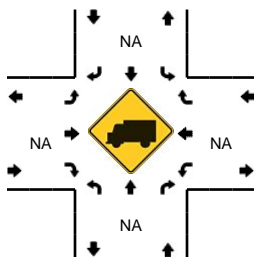
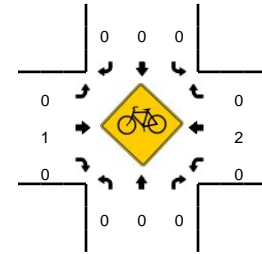
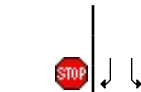
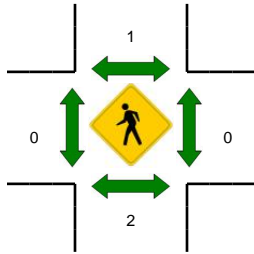
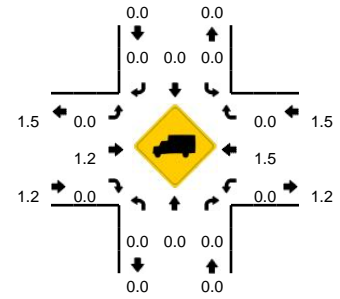
Comments:

LOCATION: Raleigh Hills Dropoff Exit -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618649
DATE: Thu, Feb 08 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:05 PM -- 5:20 PM

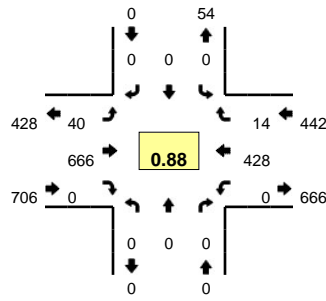


5-Min Count Period Beginning At	Raleigh Hills Dropoff Exit (Northbound)				Raleigh Hills Dropoff Exit (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	0	4	0	0	49	0	0	0	43	0	0	97	
4:05 PM	0	0	0	0	1	0	0	0	0	43	0	0	0	56	0	0	100	
4:10 PM	0	0	0	0	0	0	1	0	0	50	0	0	0	53	0	0	104	
4:15 PM	0	0	0	0	2	0	1	0	0	48	0	0	0	60	0	0	111	
4:20 PM	0	0	0	0	1	0	4	0	0	35	0	0	0	51	0	0	91	
4:25 PM	0	0	0	0	0	0	1	0	0	44	0	0	0	45	0	0	90	
4:30 PM	0	0	0	0	0	0	1	0	0	53	0	0	0	62	0	0	116	
4:35 PM	0	0	0	0	0	0	0	0	0	41	0	0	0	43	0	0	84	
4:40 PM	0	0	0	0	0	0	3	0	0	51	0	0	0	55	0	0	109	
4:45 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	55	0	0	98	
4:50 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	67	0	0	115	
4:55 PM	0	0	0	0	0	0	0	0	0	58	0	0	0	57	0	0	115	
5:00 PM	0	0	0	0	0	0	1	0	0	43	0	0	0	62	0	0	106	1230
5:05 PM	0	0	0	0	0	0	0	0	0	54	0	0	0	52	0	0	106	1245
5:10 PM	0	0	0	0	0	0	1	0	0	54	0	0	0	67	0	0	122	1263
5:15 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	64	0	0	113	1265
5:20 PM	0	0	0	0	0	0	0	0	0	45	0	0	0	61	0	0	106	1280
5:25 PM	0	0	0	0	0	0	1	0	0	41	0	0	0	66	0	0	108	1298
5:30 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	58	0	0	96	1278
5:35 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	48	0	0	99	1293
5:40 PM	0	0	0	0	0	0	1	0	0	55	0	0	0	34	0	0	90	1274
5:45 PM	0	0	0	0	0	0	1	0	0	41	0	0	0	76	0	0	118	1294
5:50 PM	0	0	0	0	0	0	0	0	0	59	0	0	0	49	0	0	108	1287
5:55 PM	0	0	0	0	0	0	1	0	0	43	0	0	0	51	0	0	95	1267
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	4	0	0	628	0	0	0	732	0	0	1364	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	8	0	0	16	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

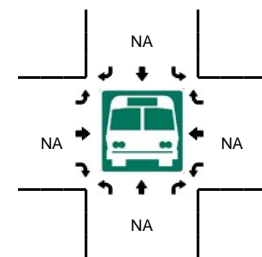
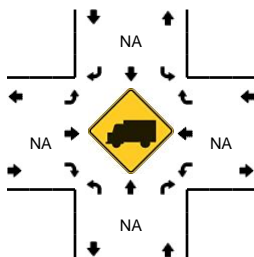
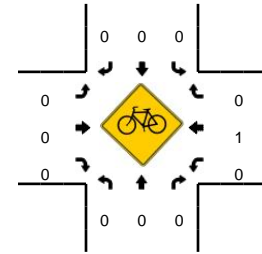
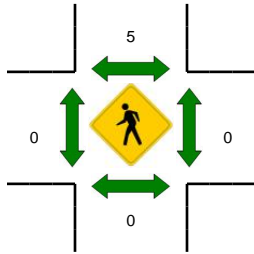
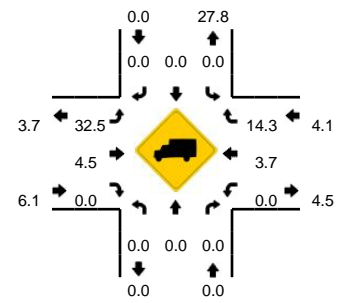
Comments:

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618650
DATE: Thu, Feb 08 2018



Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 8:20 AM -- 8:35 AM

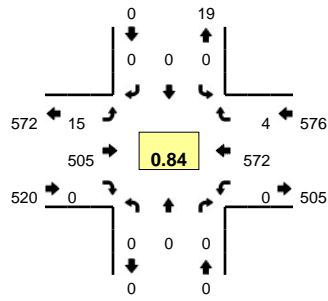


5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
7:00 AM	0	0	0	0	0	0	0	0	0	0	52	0	0	0	21	0	0	73	
7:05 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	24	0	0	73	
7:10 AM	0	0	0	0	0	0	0	0	0	0	39	0	0	0	22	1	0	62	
7:15 AM	0	0	0	0	0	0	0	0	0	0	56	0	0	0	18	1	0	75	
7:20 AM	0	0	0	0	0	0	0	0	0	1	44	0	0	0	21	0	0	66	
7:25 AM	0	0	0	0	0	0	0	0	0	0	51	0	0	0	23	1	0	75	
7:30 AM	0	0	0	0	0	0	0	0	0	1	48	0	0	0	38	0	0	87	
7:35 AM	0	0	0	0	0	0	0	0	0	3	62	0	0	0	35	0	0	100	
7:40 AM	0	0	0	0	0	0	0	0	0	1	53	0	0	0	38	0	0	92	
7:45 AM	0	0	0	0	0	0	0	0	0	2	59	0	0	0	50	0	0	111	
7:50 AM	0	0	0	0	0	0	0	0	0	1	54	0	0	0	19	0	0	74	
7:55 AM	0	0	0	0	0	0	0	0	0	1	58	0	0	0	19	1	0	79	967
8:00 AM	0	0	0	0	0	0	0	0	0	5	50	0	0	0	23	4	0	82	976
8:05 AM	0	0	0	0	0	0	0	0	0	3	49	0	0	0	25	2	0	79	982
8:10 AM	0	0	0	0	0	0	0	0	0	7	43	0	0	0	47	3	0	100	1020
8:15 AM	0	0	0	0	0	0	0	0	0	7	57	0	0	0	40	1	0	105	1050
8:20 AM	0	0	0	0	0	0	0	0	0	4	63	0	0	0	40	0	0	107	1091
8:25 AM	0	0	0	0	0	0	0	0	0	4	54	0	0	0	52	1	0	111	1127
8:30 AM	0	0	0	0	0	0	0	0	0	2	64	0	0	0	40	2	0	108	1148
8:35 AM	0	0	0	0	0	0	0	0	0	3	54	0	0	0	42	1	0	100	1148
8:40 AM	0	0	0	0	0	0	0	0	0	1	52	0	0	0	29	0	0	82	1138
8:45 AM	0	0	0	0	0	0	0	0	0	0	49	0	0	0	27	0	0	76	1103
8:50 AM	0	0	0	0	0	0	0	0	0	0	42	0	0	0	22	0	0	64	1093
8:55 AM	0	0	0	0	0	0	0	0	0	1	26	0	0	0	22	0	0	49	1063
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total		
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U			
All Vehicles	0	0	0	0	0	0	0	0	40	724	0	0	0	528	12	0	1304		
Heavy Trucks	0	0	0	0	0	0	0	0	4	32	0	0	0	4	0	0	40		
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Railroad																			
Stopped Buses																			

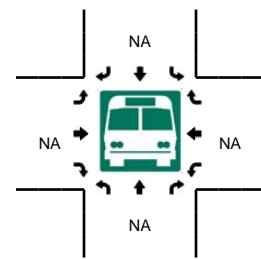
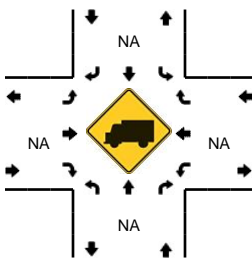
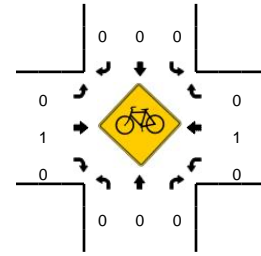
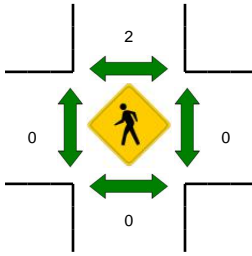
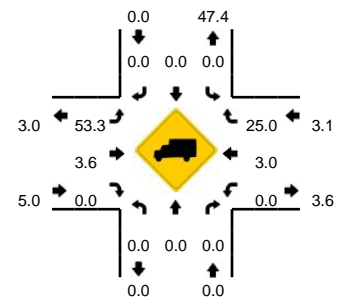
Comments:

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618651
DATE: Thu, Feb 08 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

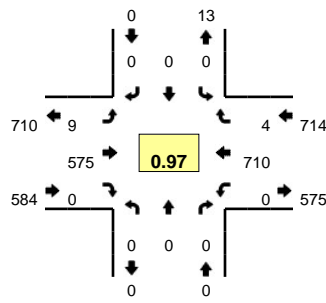


5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	36	0	0	64	
2:05 PM	0	0	0	0	0	0	0	0	0	25	0	0	0	37	0	0	62	
2:10 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	47	0	0	75	
2:15 PM	0	0	0	0	0	0	0	0	2	32	0	0	0	45	0	0	79	
2:20 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	40	0	0	72	
2:25 PM	0	0	0	0	0	0	0	0	0	35	0	0	0	37	1	0	73	
2:30 PM	0	0	0	0	0	0	0	0	0	28	0	0	0	35	0	0	63	
2:35 PM	0	0	0	0	0	0	0	0	1	33	0	0	0	30	0	0	64	
2:40 PM	0	0	0	0	0	0	0	0	1	41	0	0	0	49	0	0	91	
2:45 PM	0	0	0	0	0	0	0	0	2	46	0	0	0	20	1	0	69	
2:50 PM	0	0	0	0	0	0	0	0	2	38	0	0	0	42	3	0	85	
2:55 PM	0	0	0	0	0	0	0	0	5	40	0	0	0	56	0	0	101	898
3:00 PM	0	0	0	0	0	0	0	0	2	47	0	0	0	38	0	0	87	921
3:05 PM	0	0	0	0	0	0	0	0	2	28	0	0	0	50	1	0	81	940
3:10 PM	0	0	0	0	0	0	0	0	2	50	0	0	0	66	0	0	118	983
3:15 PM	0	0	0	0	0	0	0	0	1	53	0	0	0	51	0	0	105	1009
3:20 PM	0	0	0	0	0	0	0	0	2	57	0	0	0	42	3	0	104	1041
3:25 PM	0	0	0	0	0	0	0	0	1	40	0	0	0	39	0	0	80	1048
3:30 PM	0	0	0	0	0	0	0	0	0	47	0	0	0	41	0	0	88	1073
3:35 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	44	0	0	80	1089
3:40 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	47	0	0	84	1082
3:45 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	41	0	0	79	1092
3:50 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	57	0	0	89	1096
3:55 PM	0	0	0	0	0	0	0	0	0	30	0	0	0	60	0	0	90	1085
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	20	640	0	0	0	636	12	0	1308	
Heavy Trucks	0	0	0	0	0	0	0	0	8	40	0	0	0	12	0	0	60	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

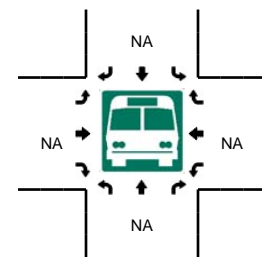
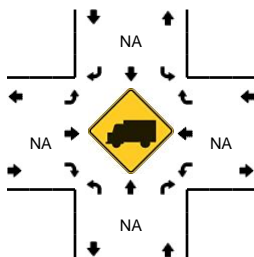
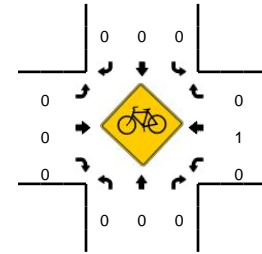
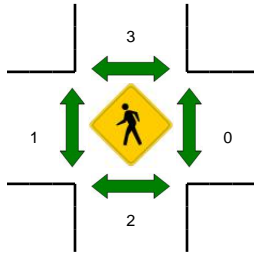
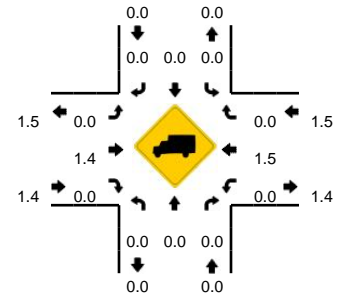
Comments:

LOCATION: Raleigh Hills Dropoff Ent -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618652
DATE: Thu, Feb 08 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 4:50 PM -- 5:05 PM

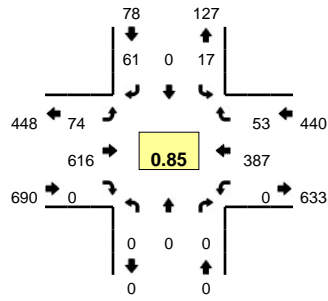


5-Min Count Period Beginning At	Raleigh Hills Dropoff Ent (Northbound)				Raleigh Hills Dropoff Ent (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	2	48	0	0	0	43	1	0	94	
4:05 PM	0	0	0	0	0	0	0	0	3	44	0	0	0	57	0	0	104	
4:10 PM	0	0	0	0	0	0	0	0	1	48	0	0	0	52	0	0	101	
4:15 PM	0	0	0	0	0	0	0	0	1	50	0	0	0	61	0	0	112	
4:20 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	50	0	0	82	
4:25 PM	0	0	0	0	0	0	0	0	0	47	0	0	0	46	0	0	93	
4:30 PM	0	0	0	0	0	0	0	0	1	57	0	0	0	61	1	0	120	
4:35 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	45	0	0	88	
4:40 PM	0	0	0	0	0	0	0	0	2	49	0	0	0	52	0	0	103	
4:45 PM	0	0	0	0	0	0	0	0	0	44	0	0	0	57	0	0	101	
4:50 PM	0	0	0	0	0	0	0	0	0	48	0	0	0	67	0	0	115	
4:55 PM	0	0	0	0	0	0	0	0	0	58	0	0	0	58	1	0	117	1230
5:00 PM	0	0	0	0	0	0	0	0	2	41	0	0	0	61	0	0	104	1240
5:05 PM	0	0	0	0	0	0	0	0	1	54	0	0	0	53	0	0	108	1244
5:10 PM	0	0	0	0	0	0	0	0	2	50	0	0	0	65	0	0	117	1260
5:15 PM	0	0	0	0	0	0	0	0	1	46	0	0	0	64	0	0	111	1259
5:20 PM	0	0	0	0	0	0	0	0	0	46	0	0	0	61	1	0	108	1285
5:25 PM	0	0	0	0	0	0	0	0	0	39	0	0	0	66	1	0	106	1298
5:30 PM	0	0	0	0	0	0	0	0	0	37	0	0	0	57	1	0	95	1273
5:35 PM	0	0	0	0	0	0	0	0	0	56	0	0	0	48	0	0	104	1289
5:40 PM	0	0	0	0	0	0	0	0	1	52	0	0	0	36	1	0	90	1276
5:45 PM	0	0	0	0	0	0	0	0	1	40	0	0	0	71	1	0	113	1288
5:50 PM	0	0	0	0	0	0	0	0	2	58	0	0	0	50	0	0	110	1283
5:55 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	49	0	0	92	1258
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	0	0	0	0	8	588	0	0	0	744	4	0	1344	
Heavy Trucks	0	0	0	0	0	0	0	0	0	8	0	0	0	20	0	0	28	
Pedestrians	0	0	0	0	0	4	0	0	0	4	0	0	0	0	0	0	8	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

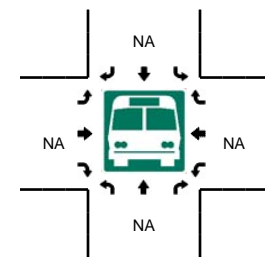
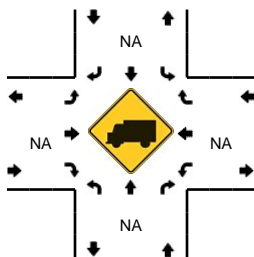
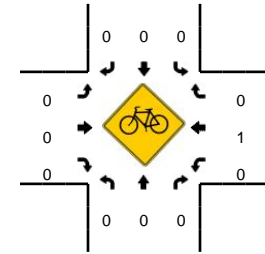
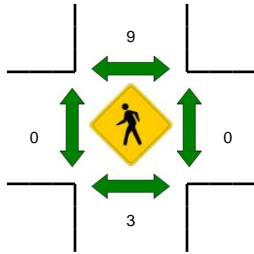
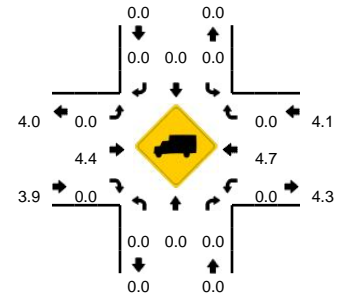
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618653
DATE: Thu, Feb 08 2018



Peak-Hour: 7:35 AM -- 8:35 AM
Peak 15-Min: 8:15 AM -- 8:30 AM

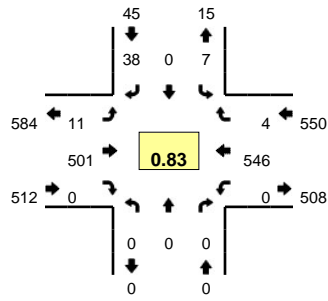


5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
7:00 AM	0	0	0	0	0	0	3	0	0	51	0	0	0	17	2	0	73	
7:05 AM	0	0	0	0	0	0	0	0	0	53	0	0	0	25	1	0	79	
7:10 AM	0	0	0	0	0	0	0	0	0	39	0	0	0	22	2	0	63	
7:15 AM	0	0	0	0	0	0	1	0	0	56	0	0	0	20	0	0	77	
7:20 AM	0	0	0	0	0	0	0	0	2	42	0	0	0	21	1	0	66	
7:25 AM	0	0	0	0	0	0	0	0	0	56	0	0	0	22	1	0	79	
7:30 AM	0	0	0	0	0	0	0	0	3	45	0	0	0	36	0	0	84	
7:35 AM	0	0	0	0	0	0	0	0	3	62	0	0	0	37	5	0	107	
7:40 AM	0	0	0	0	0	0	0	0	3	52	0	0	0	41	3	0	99	
7:45 AM	0	0	0	0	0	0	1	0	7	46	0	0	0	50	2	0	106	
7:50 AM	0	0	0	0	0	0	0	0	3	53	0	0	0	19	3	0	78	
7:55 AM	0	0	0	0	1	0	0	0	1	61	0	0	0	21	5	0	89	1000
8:00 AM	0	0	0	0	1	0	0	0	1	46	0	0	0	28	7	0	83	1010
8:05 AM	0	0	0	0	1	0	2	0	4	46	0	0	0	26	1	0	80	1011
8:10 AM	0	0	0	0	1	0	7	0	10	40	0	0	0	40	2	0	100	1048
8:15 AM	0	0	0	0	4	0	15	0	18	45	0	0	0	21	11	0	114	1085
8:20 AM	0	0	0	0	3	0	21	0	12	56	0	0	0	24	8	0	124	1143
8:25 AM	0	0	0	0	2	0	11	0	10	48	0	0	0	41	5	0	117	1181
8:30 AM	0	0	0	0	4	0	4	0	2	61	0	0	0	39	1	0	111	1208
8:35 AM	0	0	0	0	0	0	0	0	1	58	0	0	0	38	0	0	97	1198
8:40 AM	0	0	0	0	0	0	1	0	0	52	0	0	0	31	0	0	84	1183
8:45 AM	0	0	0	0	0	0	0	0	0	51	0	0	0	25	0	0	76	1153
8:50 AM	0	0	0	0	0	0	0	0	0	43	0	0	0	21	0	0	64	1139
8:55 AM	0	0	0	0	0	0	0	0	0	26	0	0	0	22	0	0	48	1098
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	36	0	188	0	160	596	0	0	0	344	96	0	1420	
Heavy Trucks	0	0	0	0	0	0	0	0	0	32	0	0	0	4	0	0	36	
Pedestrians		4				8				0				0			12	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

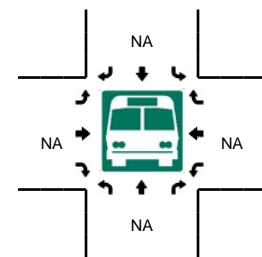
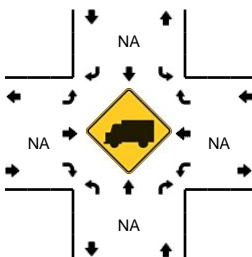
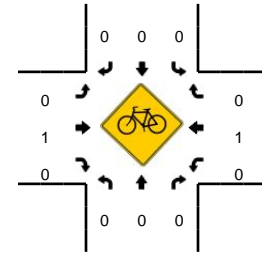
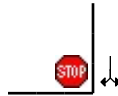
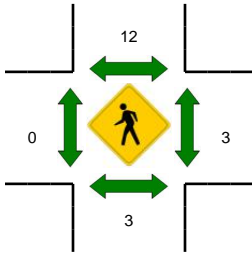
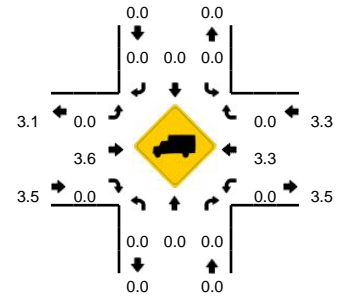
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618654
DATE: Thu, Feb 08 2018



Peak-Hour: 2:55 PM -- 3:55 PM
Peak 15-Min: 3:10 PM -- 3:25 PM

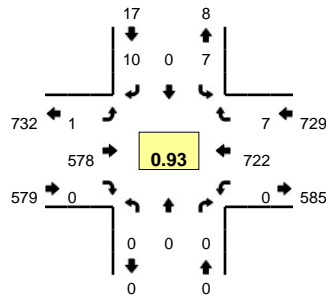


5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
2:00 PM	0	0	0	0	0	0	0	0	0	29	0	0	0	38	0	0	67	
2:05 PM	0	0	0	0	0	0	0	0	0	27	0	0	0	39	0	0	66	
2:10 PM	0	0	0	0	1	0	0	0	0	29	0	0	0	50	0	0	80	
2:15 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	44	1	0	81	
2:20 PM	0	0	0	0	0	0	0	0	0	31	0	0	0	41	0	0	72	
2:25 PM	0	0	0	0	0	0	0	0	2	32	0	0	0	35	1	0	70	
2:30 PM	0	0	0	0	0	0	0	0	2	27	0	0	0	35	0	0	64	
2:35 PM	0	0	0	0	0	0	0	0	0	32	0	0	0	33	0	0	65	
2:40 PM	0	0	0	0	1	0	0	0	1	40	0	0	0	47	1	0	90	
2:45 PM	0	0	0	0	0	0	0	0	6	40	0	0	0	25	2	0	73	
2:50 PM	0	0	0	0	0	0	1	0	5	33	0	0	0	45	2	0	86	
2:55 PM	0	0	0	0	1	0	1	0	3	34	0	0	0	54	2	0	95	909
3:00 PM	0	0	0	0	0	0	0	0	1	41	0	0	0	36	0	0	78	920
3:05 PM	0	0	0	0	1	0	2	0	1	27	0	0	0	54	0	0	85	939
3:10 PM	0	0	0	0	0	0	17	0	4	47	0	0	0	48	1	0	117	976
3:15 PM	0	0	0	0	3	0	11	0	1	57	0	0	0	44	1	0	117	1012
3:20 PM	0	0	0	0	0	0	4	0	0	55	0	0	0	40	0	0	99	1039
3:25 PM	0	0	0	0	0	0	0	0	0	47	0	0	0	38	0	0	85	1054
3:30 PM	0	0	0	0	1	0	2	0	1	47	0	0	0	39	0	0	90	1080
3:35 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	43	0	0	79	1094
3:40 PM	0	0	0	0	0	0	0	0	0	38	0	0	0	51	0	0	89	1093
3:45 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	42	0	0	78	1098
3:50 PM	0	0	0	0	1	0	1	0	0	36	0	0	0	57	0	0	95	1107
3:55 PM	0	0	0	0	0	0	1	0	0	27	0	0	0	60	0	0	88	1100
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	12	0	128	0	20	636	0	0	0	528	8	0	1332	
Heavy Trucks	0	0	0	0	0	0	0	0	0	40	0	0	0	8	0	0	48	
Pedestrians		12				16				0				12			40	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

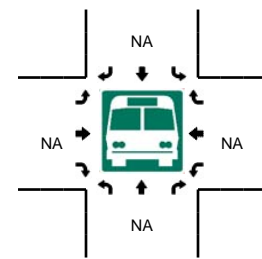
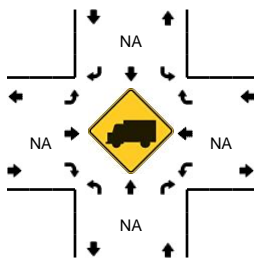
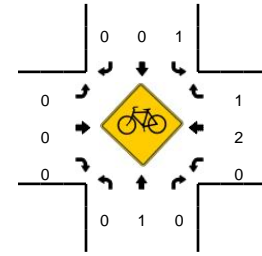
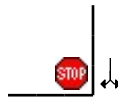
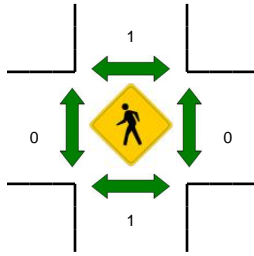
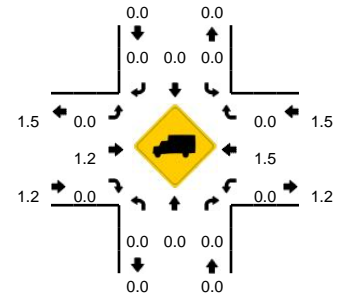
Comments:

LOCATION: Raleigh Hills East Dwy -- SW Scholls Ferry Rd
CITY/STATE: Portland, OR

QC JOB #: 14618655
DATE: Thu, Feb 08 2018



Peak-Hour: 4:30 PM -- 5:30 PM
Peak 15-Min: 5:10 PM -- 5:25 PM



5-Min Count Period Beginning At	Raleigh Hills East Dwy (Northbound)				Raleigh Hills East Dwy (Southbound)				SW Scholls Ferry Rd (Eastbound)				SW Scholls Ferry Rd (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	1	0	0	52	0	0	0	44	0	0	97	
4:05 PM	0	0	0	0	2	0	3	0	1	42	0	0	0	55	0	0	103	
4:10 PM	0	0	0	0	1	0	1	0	0	52	0	0	0	51	0	0	105	
4:15 PM	0	0	0	0	2	0	4	0	1	46	0	0	0	61	0	0	114	
4:20 PM	0	0	0	0	0	0	0	0	0	34	0	0	0	45	0	0	79	
4:25 PM	0	0	0	0	0	0	2	0	0	42	0	0	0	54	0	0	98	
4:30 PM	0	0	0	0	3	0	3	0	0	58	0	0	0	56	1	0	121	
4:35 PM	0	0	0	0	0	0	2	0	0	45	0	0	0	42	0	0	89	
4:40 PM	0	0	0	0	1	0	1	0	0	48	0	0	0	57	0	0	107	
4:45 PM	0	0	0	0	0	0	0	0	0	43	0	0	0	56	1	0	100	
4:50 PM	0	0	0	0	1	0	1	0	0	47	0	0	0	68	1	0	118	
4:55 PM	0	0	0	0	1	0	0	0	0	54	0	0	0	61	0	0	116	1247
5:00 PM	0	0	0	0	0	0	1	0	0	45	0	0	0	62	0	0	108	1258
5:05 PM	0	0	0	0	0	0	0	0	0	51	0	0	0	53	0	0	104	1259
5:10 PM	0	0	0	0	1	0	0	0	0	53	0	0	0	66	2	0	122	1276
5:15 PM	0	0	0	0	0	0	0	0	0	49	0	0	0	67	0	0	116	1278
5:20 PM	0	0	0	0	0	0	0	0	1	47	0	0	0	68	1	0	117	1316
5:25 PM	0	0	0	0	0	0	2	0	0	38	0	0	0	66	1	0	107	1325
5:30 PM	0	0	0	0	1	0	0	0	1	35	0	0	0	62	0	0	99	1303
5:35 PM	0	0	0	0	0	0	0	0	1	53	0	0	0	50	1	0	105	1319
5:40 PM	0	0	0	0	0	0	0	0	0	53	0	0	0	46	0	0	99	1311
5:45 PM	0	0	0	0	0	0	0	0	0	36	0	0	0	66	0	0	102	1313
5:50 PM	0	0	0	0	0	0	1	0	0	57	0	0	0	50	1	0	109	1304
5:55 PM	0	0	0	0	2	0	1	0	1	43	0	0	0	50	0	0	97	1285
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
All Vehicles	0	0	0	0	4	0	0	0	4	596	0	0	0	804	12	0	1420	
Heavy Trucks	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0	8	
Pedestrians	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

Comments:

SECTION 3: 2022 TRAFFIC COUNTS



ALL TRAFFIC DATA SERVICES

(303) 216-2439

www.alltrafficdata.net

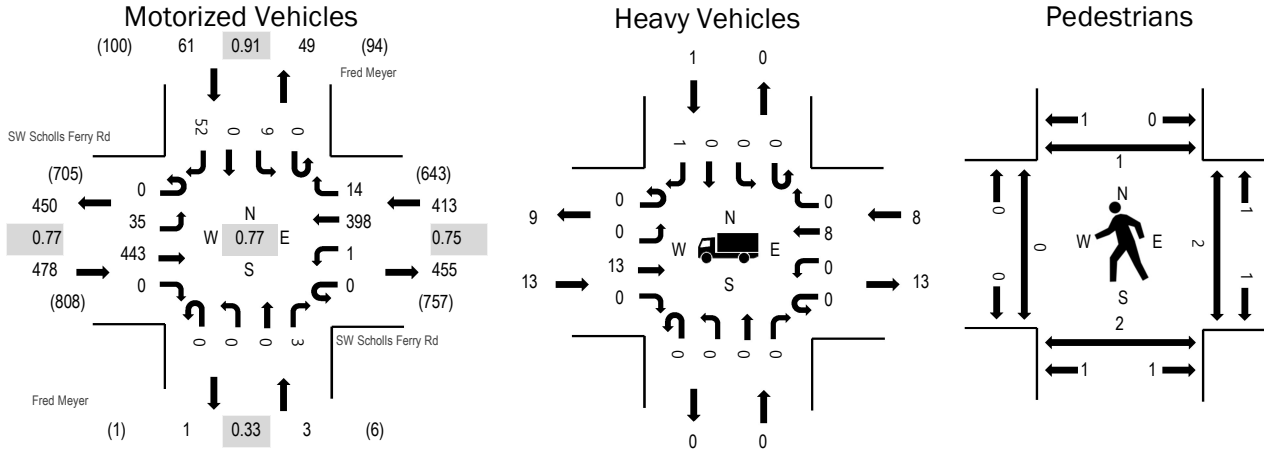
Location: 1 Fred Meyer & SW Scholls Ferry Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.7%	0.77
WB	1.9%	0.75
NB	0.0%	0.33
SB	1.6%	0.91
All	2.3%	0.77

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Fred Meyer Northbound				Fred Meyer Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	16	0	0	0	11	0	0	0	0	0	0	0	0	3	32	602
7:05 AM	0	1	24	0	0	0	7	2	0	0	0	0	0	1	0	2	37	630
7:10 AM	0	1	21	0	0	0	13	0	0	0	0	0	0	0	0	1	36	656
7:15 AM	0	2	19	0	0	0	12	0	0	0	0	0	0	0	0	3	36	690
7:20 AM	0	3	20	0	0	0	23	2	0	0	0	1	0	0	0	2	51	719
7:25 AM	0	3	20	0	0	0	20	1	0	0	0	1	0	0	0	1	46	749
7:30 AM	0	5	29	0	0	0	18	0	0	0	0	1	0	0	0	3	56	776
7:35 AM	0	5	20	0	0	0	24	0	0	0	0	0	0	0	0	3	52	824
7:40 AM	0	3	34	0	0	0	20	0	0	0	0	0	0	1	0	1	59	871
7:45 AM	0	6	27	0	0	0	28	1	0	0	0	0	0	1	0	5	68	918
7:50 AM	0	3	33	0	0	0	26	0	0	0	0	0	0	1	0	2	65	938
7:55 AM	0	4	34	0	0	0	24	1	0	0	0	0	0	0	0	1	64	955
8:00 AM	0	0	26	0	0	0	25	1	0	0	0	0	0	1	0	7	60	955
8:05 AM	0	0	32	0	0	0	24	3	0	0	0	0	0	0	0	4	63	
8:10 AM	0	3	35	0	0	0	25	1	0	0	0	0	0	0	0	6	70	
8:15 AM	0	2	24	0	0	0	30	1	0	0	0	1	0	0	0	7	65	
8:20 AM	0	6	36	0	0	0	35	0	0	0	0	0	0	1	0	3	81	
8:25 AM	0	2	30	0	0	0	34	1	0	0	0	0	0	0	0	6	73	
8:30 AM	0	5	46	0	0	1	48	1	0	0	0	0	0	0	0	3	104	
8:35 AM	0	1	44	0	0	0	42	2	0	0	0	2	0	3	0	5	99	
8:40 AM	0	3	56	0	0	0	43	0	0	0	0	0	0	1	0	3	106	
8:45 AM	0	6	41	0	0	0	33	1	0	0	0	0	0	2	0	5	88	
8:50 AM	0	3	39	0	0	0	35	2	0	0	0	0	0	1	0	2	82	
8:55 AM	0	3	30	0	0	0	20	2	0	0	0	0	0	2	0	7	64	
Count Total	0	72	736	0	0	1	620	22	0	0	0	6	0	15	0	85	1,557	
Peak Hour	0	35	443	0	0	1	398	14	0	0	0	3	0	9	0	52	955	

Location: 1 Fred Meyer & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	2	0	4	7:00 AM	0	0	0	0	0	7:00 AM	0	1	0	1	2
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1
7:20 AM	1	0	2	0	3	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	1	1	0	2
7:30 AM	3	0	1	0	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	0	0	1	0	1	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	0	1	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	1	0	3	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	1	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	2	0	0	2
8:10 AM	1	0	0	0	1	8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	4	0	1	0	5	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	2	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	1	0	1
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	1	0	1
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	1	0	0	1	2	8:55 AM	0	0	0	0	0	8:55 AM	1	0	0	1	2
Count Total	24	0	16	3	43	Count Total	2	0	1	0	3	Count Total	1	5	3	3	12
Peak Hour	13	0	8	1	22	Peak Hour	1	0	0	0	1	Peak Hour	0	2	2	1	5

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM



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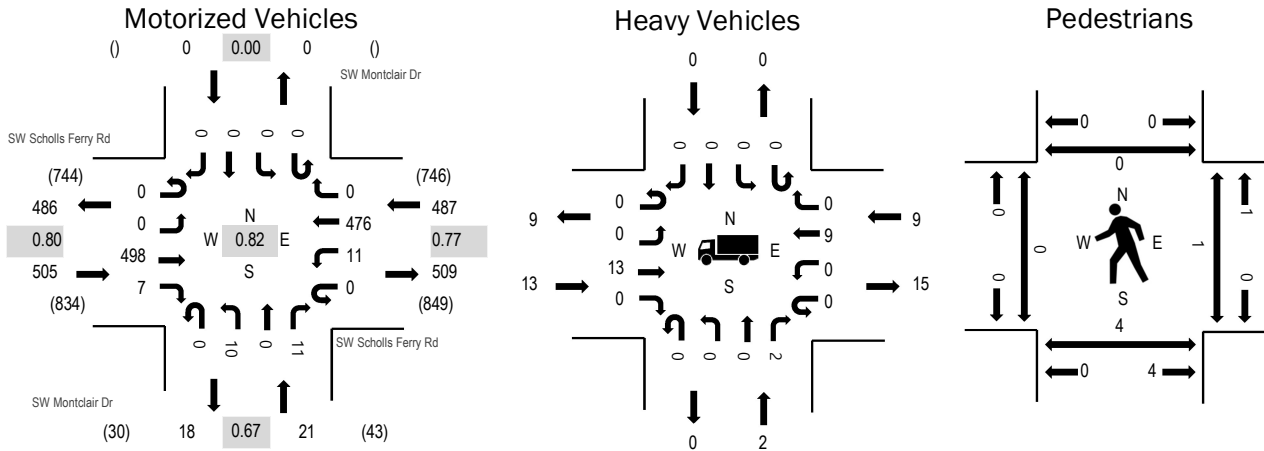
Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.6%	0.80
WB	1.8%	0.77
NB	9.5%	0.67
SB	0.0%	0.00
All	2.4%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Montclair Dr Northbound				SW Montclair Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	15	0	0	1	11	0	0	0	0	0	0	0	0	0	27	612
7:05 AM	0	0	26	1	0	0	8	0	0	1	0	2	0	0	0	0	38	642
7:10 AM	0	0	21	0	0	0	17	0	0	1	0	1	0	0	0	0	40	663
7:15 AM	0	0	20	0	0	1	12	0	0	0	0	3	0	0	0	0	36	705
7:20 AM	0	0	20	0	0	0	27	0	0	0	0	4	0	0	0	0	51	758
7:25 AM	0	0	23	0	0	0	23	0	0	0	0	1	0	0	0	0	47	813
7:30 AM	0	0	30	0	0	1	19	0	0	1	0	2	0	0	0	0	53	853
7:35 AM	0	0	27	1	0	0	31	0	0	0	0	0	0	0	0	0	59	906
7:40 AM	0	0	39	0	0	0	19	0	0	1	0	0	0	0	0	0	59	951
7:45 AM	0	0	33	0	0	2	27	0	0	0	0	2	0	0	0	0	64	990
7:50 AM	0	0	37	1	0	1	29	0	0	2	0	0	0	0	0	0	70	1,008
7:55 AM	0	0	38	0	0	1	27	0	0	1	0	1	0	0	0	0	68	1,013
8:00 AM	0	0	28	2	0	2	24	0	0	0	0	1	0	0	0	0	57	1,011
8:05 AM	0	0	30	1	0	1	26	0	0	0	0	1	0	0	0	0	59	
8:10 AM	0	0	49	0	0	1	30	0	0	1	0	1	0	0	0	0	82	
8:15 AM	0	0	31	3	0	1	50	0	0	3	0	1	0	0	0	0	89	
8:20 AM	0	0	50	0	0	0	55	0	0	0	0	1	0	0	0	0	106	
8:25 AM	0	0	33	0	0	1	52	0	0	1	0	0	0	0	0	0	87	
8:30 AM	0	0	56	0	0	0	49	0	0	0	0	1	0	0	0	0	106	
8:35 AM	0	0	47	1	0	1	52	0	0	2	0	1	0	0	0	0	104	
8:40 AM	0	0	53	0	0	0	44	0	0	0	0	1	0	0	0	0	98	
8:45 AM	0	0	43	0	0	1	36	0	0	1	0	1	0	0	0	0	82	
8:50 AM	0	0	40	0	0	2	31	0	0	1	0	1	0	0	0	0	75	
8:55 AM	0	0	33	2	0	1	29	0	0	0	0	1	0	0	0	0	66	
Count Total	0	0	822	12	0	18	728	0	0	16	0	27	0	0	0	0	1,623	
Peak Hour	0	0	498	7	0	11	476	0	0	10	0	11	0	0	0	0	1,013	

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	3	0	1	0	4	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	1	0	0	1
7:25 AM	1	0	2	0	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	4	0	1	0	5	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	2	0	2	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	2	0	2
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	2	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	2	0	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	1	0	2	8:05 AM	0	0	0	0	0	8:05 AM	0	1	0	0	1
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	1	0	1
8:20 AM	6	0	1	0	7	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	2	0	0	2
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	1	0	2	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	2	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	2	0	0	2
8:45 AM	2	1	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	28	2	21	0	51	Count Total	0	0	0	0	0	Count Total	0	6	5	0	11
Peak Hour	13	2	9	0	24	Peak Hour	0	0	0	0	0	Peak Hour	0	5	1	0	6

Location: 3 East School Access & SW Scholls Ferry Rd AM



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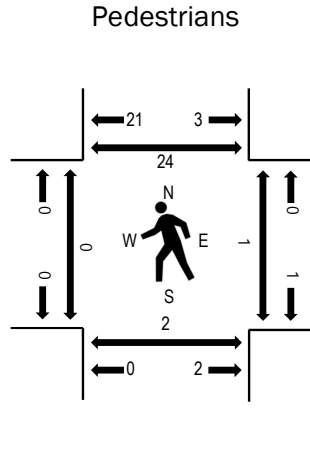
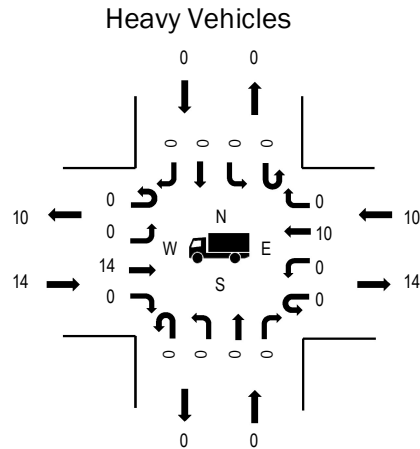
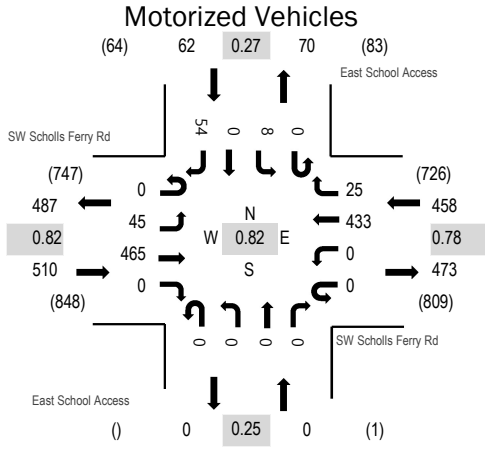
Location: 3 East School Access & SW Scholls Ferry Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:20 AM - 08:35 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.7%	0.82
WB	2.2%	0.78
NB	0.0%	0.25
SB	0.0%	0.27
All	2.3%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				East School Access Northbound				East School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	16	0	0	0	12	1	0	0	0	0	0	1	0	0	30	614
7:05 AM	0	1	26	0	0	0	8	1	0	0	0	0	0	0	0	0	36	643
7:10 AM	0	0	22	0	0	0	17	0	0	0	0	1	0	0	0	0	40	670
7:15 AM	0	0	24	0	0	0	13	0	0	0	0	0	0	0	0	0	37	708
7:20 AM	0	0	21	0	0	0	27	1	0	0	0	0	0	0	0	0	49	768
7:25 AM	0	0	23	0	0	0	23	0	0	0	0	0	0	0	0	0	46	831
7:30 AM	0	0	33	0	0	0	19	0	0	0	0	0	0	0	0	0	52	877
7:35 AM	0	0	27	0	0	0	32	0	0	0	0	0	0	0	0	0	59	935
7:40 AM	0	0	38	0	0	0	19	1	0	0	0	0	0	0	0	0	58	973
7:45 AM	0	2	34	0	0	0	30	4	0	0	0	0	0	0	0	1	71	1,013
7:50 AM	0	1	36	0	0	0	29	1	0	0	0	0	0	0	0	0	67	1,023
7:55 AM	0	2	38	0	0	0	29	0	0	0	0	0	0	0	0	0	69	1,030
8:00 AM	0	4	25	0	0	0	25	5	0	0	0	0	0	0	0	0	59	1,025
8:05 AM	0	4	31	0	0	0	26	2	0	0	0	0	0	0	0	0	63	
8:10 AM	0	8	37	0	0	0	30	2	0	0	0	0	0	0	0	1	78	
8:15 AM	0	10	26	0	0	0	32	7	0	0	0	0	0	2	0	20	97	
8:20 AM	0	9	40	0	0	0	38	6	0	0	0	0	0	2	0	17	112	
8:25 AM	0	8	27	0	0	0	39	1	0	0	0	0	0	3	0	14	92	
8:30 AM	0	0	57	0	0	0	49	2	0	0	0	0	0	1	0	1	110	
8:35 AM	0	0	45	0	0	0	51	0	0	0	0	0	0	0	0	1	97	
8:40 AM	0	0	53	0	0	0	45	0	0	0	0	0	0	0	0	0	98	
8:45 AM	0	0	45	0	0	0	36	0	0	0	0	0	0	0	0	0	81	
8:50 AM	0	0	41	0	0	0	33	0	0	0	0	0	0	0	0	0	74	
8:55 AM	0	0	34	0	0	0	30	0	0	0	0	0	0	0	0	0	64	
Count Total	0	49	799	0	0	0	692	34	0	0	0	1	0	9	0	55	1,639	
Peak Hour	0	45	465	0	0	0	433	25	0	0	0	0	0	8	0	54	1,030	

Location: 3 East School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	1	0	3	7:00 AM	1	0	0	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	1	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	1	1	1	3
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	1	0	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	2	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	1	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	2	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	2	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	2	0	2	8:00 AM	0	0	0	0	0
8:05 AM	1	0	1	0	2	8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	4	4
8:20 AM	5	0	1	0	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	8	8
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	6	7
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	1	1	0	2
8:35 AM	1	0	1	0	2	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	4	4
8:40 AM	0	0	3	0	3	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	3	0	1	0	4	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	25	0	21	0	46	Count Total	3	0	3	0	6	Count Total	0	3	2	28	33
Peak Hour	14	0	10	0	24	Peak Hour	1	0	2	0	3	Peak Hour	0	2	1	24	27

Location: 4 Central School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	1	0	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	0	0
7:25 AM	2	0	0	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	0	2	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	2	2
7:50 AM	2	0	2	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	2	2
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	1	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0
8:05 AM	1	0	1	0	2	8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	1	1
8:10 AM	6	0	0	0	6	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	3	0	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	2	2
8:20 AM	6	0	1	0	7	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	1	1
8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	3	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	31	0	20	0	51	Count Total	2	0	2	0	4	Count Total	0	0	0	11	11
Peak Hour	18	0	10	0	28	Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	6	6

Location: 5 West School Access & SW Scholls Ferry Rd AM



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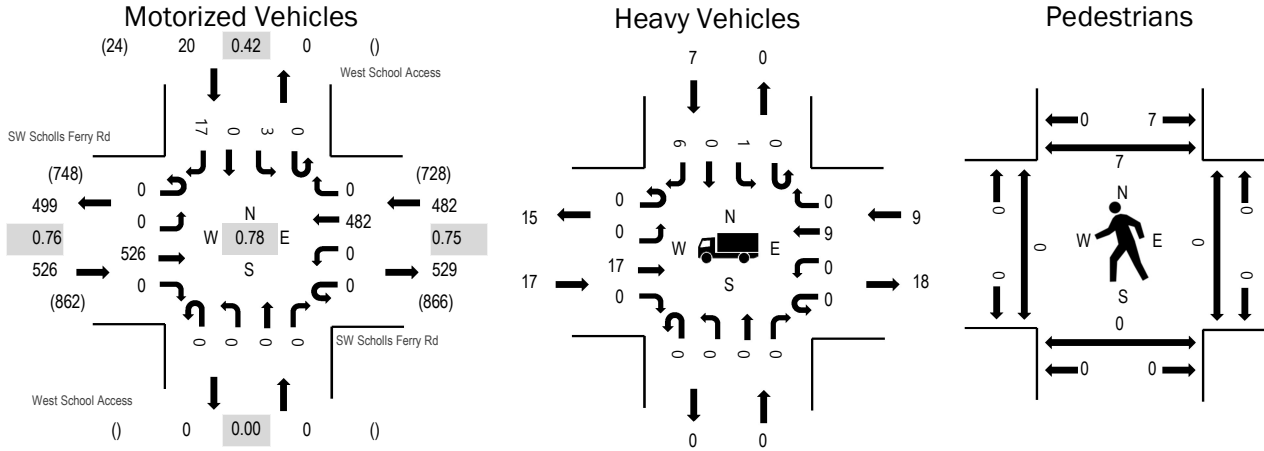
Location: 5 West School Access & SW Scholls Ferry Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.2%	0.76
WB	1.9%	0.75
NB	0.0%	0.00
SB	35.0%	0.42
All	3.2%	0.78

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				West School Access Northbound				West School Access Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
7:00 AM	0	0	16	0	0	0	8	0	0	0	0	0	0	0	0	0	1	25	587
7:05 AM	0	0	25	0	0	0	10	0	0	0	0	0	0	0	1	0	0	36	618
7:10 AM	0	0	20	0	0	0	8	0	0	0	0	0	0	0	0	0	0	28	643
7:15 AM	0	0	22	0	0	0	12	0	0	0	0	0	0	0	0	0	0	34	698
7:20 AM	0	0	20	0	0	0	29	0	0	0	0	0	0	0	0	0	0	49	750
7:25 AM	0	0	28	0	0	0	22	0	0	0	0	0	0	0	0	0	1	51	808
7:30 AM	0	0	28	0	0	0	20	0	0	0	0	0	0	0	0	0	1	49	849
7:35 AM	0	0	27	0	0	0	30	0	0	0	0	0	0	0	0	0	0	57	912
7:40 AM	0	0	41	0	0	0	20	0	0	0	0	0	0	0	0	0	0	61	969
7:45 AM	0	0	35	0	0	0	26	0	0	0	0	0	0	0	0	0	0	61	1,013
7:50 AM	0	0	40	0	0	0	31	0	0	0	0	0	0	0	0	0	0	71	1,024
7:55 AM	0	0	40	0	0	0	25	0	0	0	0	0	0	0	0	0	0	65	1,028
8:00 AM	0	0	30	0	0	0	26	0	0	0	0	0	0	0	0	0	0	56	1,027
8:05 AM	0	0	37	0	0	0	24	0	0	0	0	0	0	0	0	0	0	61	
8:10 AM	0	0	52	0	0	0	31	0	0	0	0	0	0	0	0	0	0	83	
8:15 AM	0	0	34	0	0	0	49	0	0	0	0	0	0	0	0	0	3	86	
8:20 AM	0	0	51	0	0	0	53	0	0	0	0	0	0	1	0	2	107		
8:25 AM	0	0	32	0	0	0	58	0	0	0	0	0	0	0	0	2	92		
8:30 AM	0	0	65	0	0	0	46	0	0	0	0	0	0	0	0	1	112		
8:35 AM	0	0	47	0	0	0	58	0	0	0	0	0	0	2	0	7	114		
8:40 AM	0	0	61	0	0	0	42	0	0	0	0	0	0	0	0	2	105		
8:45 AM	0	0	35	0	0	0	37	0	0	0	0	0	0	0	0	0	72		
8:50 AM	0	0	42	0	0	0	33	0	0	0	0	0	0	0	0	75			
8:55 AM	0	0	34	0	0	0	30	0	0	0	0	0	0	0	0	64			
Count Total	0	0	862	0	0	0	728	0	0	0	0	0	0	4	0	20	1,614		
Peak Hour	0	0	526	0	0	0	482	0	0	0	0	0	0	3	0	17	1,028		

Location: 5 West School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	1	0	3	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	1	0	1	0	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	2	0	0	1	3	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	1	1
7:35 AM	1	0	2	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	1	0	1	0	2	7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	1	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	2	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0
8:05 AM	2	0	0	0	2	8:05 AM	1	0	0	0	1	8:05 AM	0	0	0	1	1
8:10 AM	5	0	1	0	6	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	1	1
8:15 AM	0	0	2	3	5	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	2	2
8:20 AM	5	0	1	3	9	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	2	2
8:25 AM	0	0	0	1	1	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	1	0	1	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	3	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	2	0	0	0	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	1	1
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	30	0	20	8	58	Count Total	2	0	2	0	4	Count Total	0	0	0	10	10
Peak Hour	17	0	9	7	33	Peak Hour	1	0	1	0	2	Peak Hour	0	0	0	7	7

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM



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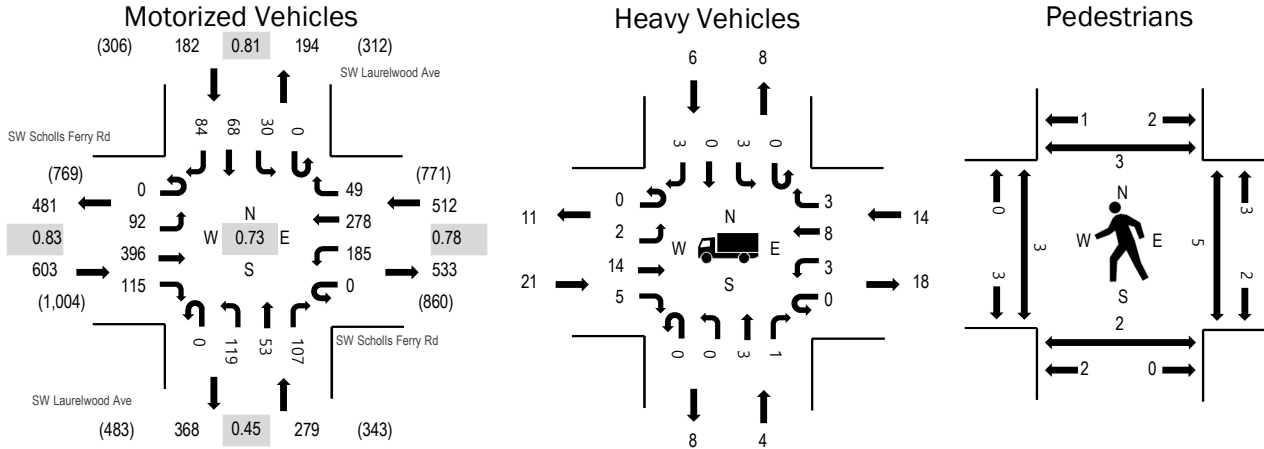
Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:30 AM - 08:45 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	3.5%	0.83
WB	2.7%	0.78
NB	1.4%	0.45
SB	3.3%	0.81
All	2.9%	0.73

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Laurelwood Ave Northbound				SW Laurelwood Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	1	14	0	0	0	7	0	0	1	0	0	0	1	0	4	28	848
7:05 AM	0	3	25	3	0	3	8	3	0	1	0	0	0	0	1	2	49	909
7:10 AM	0	1	12	0	0	1	16	2	0	1	1	2	0	2	1	7	46	945
7:15 AM	0	5	17	0	0	1	11	0	0	0	0	0	0	4	1	2	41	994
7:20 AM	0	4	21	8	0	8	18	1	0	0	0	0	0	0	1	3	64	1,061
7:25 AM	0	6	29	7	0	5	17	2	0	3	2	1	0	1	3	5	81	1,133
7:30 AM	0	10	21	3	0	7	12	1	0	3	1	2	0	2	0	7	69	1,177
7:35 AM	0	8	26	4	0	9	20	1	0	0	2	2	0	3	0	10	85	1,277
7:40 AM	0	16	31	3	0	1	13	3	0	3	4	0	0	4	4	8	90	1,369
7:45 AM	0	7	31	3	0	8	26	2	0	2	0	1	0	3	0	8	91	1,471
7:50 AM	0	12	33	3	0	3	17	2	0	3	0	2	0	4	7	15	101	1,533
7:55 AM	0	5	40	6	0	6	23	4	0	3	0	0	0	4	2	10	103	1,576
8:00 AM	0	8	31	3	0	9	16	4	0	2	2	0	0	0	2	12	89	1,576
8:05 AM	0	9	36	4	0	7	17	0	0	1	1	1	0	1	3	5	85	
8:10 AM	0	4	49	0	0	5	21	0	0	4	0	1	0	3	1	7	95	
8:15 AM	0	8	30	4	0	13	31	11	0	0	1	1	0	0	2	7	108	
8:20 AM	0	6	41	9	0	18	29	6	0	2	0	3	0	7	7	8	136	
8:25 AM	0	9	20	13	0	25	21	11	0	3	3	7	0	2	7	4	125	
8:30 AM	0	4	42	13	0	20	24	1	0	11	5	22	0	5	14	8	169	
8:35 AM	0	11	32	24	0	24	23	4	0	20	10	8	0	1	16	4	177	
8:40 AM	0	5	31	23	0	32	28	1	0	18	12	28	0	5	4	5	192	
8:45 AM	0	14	20	13	0	16	19	2	0	29	9	13	0	2	7	9	153	
8:50 AM	0	9	24	3	0	10	26	5	0	26	10	23	0	0	3	5	144	
8:55 AM	0	8	20	6	0	8	20	3	0	7	7	13	0	0	3	8	103	
Count Total	0	173	676	155	0	239	463	69	0	143	70	130	0	54	89	163	2,424	
Peak Hour	0	92	396	115	0	185	278	49	0	119	53	107	0	30	68	84	1,576	

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	1	2	1	5	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	1	2	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	2	0	2
7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	2	0	1	0	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	1	0	1	0	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	1	0	3	7:30 AM	0	0	0	0	0	7:30 AM	0	0	2	2	4
7:35 AM	2	0	2	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	1	0	0	1	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	1	1	2
7:45 AM	0	0	2	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	2	0	2	0	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	1	0	1
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1
8:05 AM	2	0	0	1	3	8:05 AM	1	0	0	0	1	8:05 AM	0	0	1	0	1
8:10 AM	5	0	1	2	8	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	5	0	6	8:15 AM	0	0	0	0	0	8:15 AM	0	0	2	0	2
8:20 AM	4	0	3	1	8	8:20 AM	1	0	0	0	1	8:20 AM	0	0	0	0	0
8:25 AM	2	0	0	0	2	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	1	1	0	2	8:35 AM	0	0	0	0	0	8:35 AM	3	0	0	0	3
8:40 AM	2	0	2	0	4	8:40 AM	0	0	0	0	0	8:40 AM	0	0	2	2	4
8:45 AM	3	2	0	0	5	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	1	1
8:50 AM	2	0	1	1	4	8:50 AM	0	0	0	0	0	8:50 AM	0	2	0	0	2
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	33	5	27	9	74	Count Total	3	0	0	0	3	Count Total	3	2	11	8	24
Peak Hour	21	4	14	6	45	Peak Hour	2	0	0	0	2	Peak Hour	3	2	5	4	14

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM



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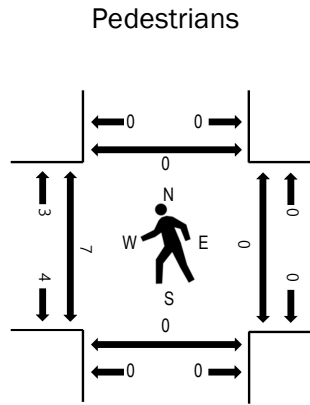
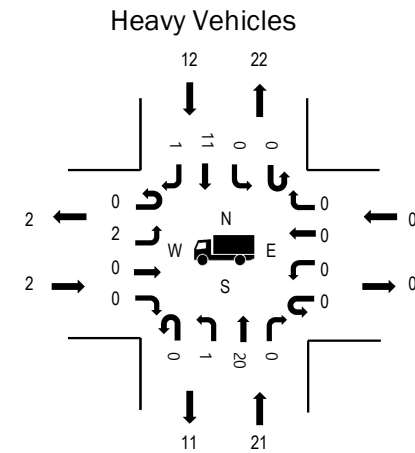
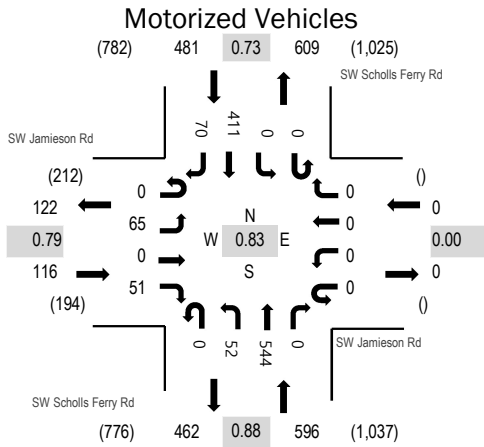
Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM

Date: Wednesday, April 27, 2022

Peak Hour: 07:55 AM - 08:55 AM

Peak 15-Minutes: 08:35 AM - 08:50 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.7%	0.79
WB	0.0%	0.00
NB	3.5%	0.88
SB	2.5%	0.73
All	2.9%	0.83

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Jamieson Rd Eastbound				SW Jamieson Rd Westbound				SW Scholls Ferry Rd Northbound				SW Scholls Ferry Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	2	0	2	0	0	0	0	0	4	20	0	0	0	18	2	48	833
7:05 AM	0	1	0	3	0	0	0	0	0	2	19	0	0	0	16	1	42	867
7:10 AM	0	1	0	2	0	0	0	0	0	1	17	0	0	0	23	2	46	904
7:15 AM	0	2	0	1	0	0	0	0	0	1	20	0	0	0	13	0	37	947
7:20 AM	0	3	0	2	0	0	0	0	0	5	31	0	0	0	21	0	62	1,005
7:25 AM	0	3	0	3	0	0	0	0	0	4	38	0	0	0	22	1	71	1,039
7:30 AM	0	1	0	5	0	0	0	0	0	1	33	0	0	0	23	0	63	1,054
7:35 AM	0	5	0	5	0	0	0	0	0	8	39	0	0	0	25	2	84	1,096
7:40 AM	0	3	0	6	0	0	0	0	0	6	42	0	0	0	24	4	85	1,137
7:45 AM	0	4	0	5	0	0	0	0	0	16	41	0	0	0	32	4	102	1,165
7:50 AM	0	11	0	6	0	0	0	0	0	7	39	0	0	0	31	6	100	1,185
7:55 AM	0	6	0	6	0	0	0	0	0	5	42	0	0	0	32	2	93	1,193
8:00 AM	0	4	0	6	0	0	0	0	0	4	37	0	0	0	24	7	82	1,180
8:05 AM	0	2	0	3	0	0	0	0	0	4	45	0	0	0	25	0	79	
8:10 AM	0	3	0	3	0	0	0	0	0	4	53	0	0	0	23	3	89	
8:15 AM	0	4	0	1	0	0	0	0	0	6	40	0	0	0	39	5	95	
8:20 AM	0	9	0	2	0	0	0	0	0	2	43	0	0	0	34	6	96	
8:25 AM	0	8	0	4	0	0	0	0	0	3	42	0	0	0	23	6	86	
8:30 AM	0	5	0	4	0	0	0	0	0	2	53	0	0	0	36	5	105	
8:35 AM	0	5	0	8	0	0	0	0	0	3	62	0	0	0	41	6	125	
8:40 AM	0	12	0	2	0	0	0	0	0	4	45	0	0	0	42	8	113	
8:45 AM	0	4	0	5	0	0	0	0	0	6	52	0	0	0	45	10	122	
8:50 AM	0	3	0	7	0	0	0	0	0	9	30	0	0	0	47	12	108	
8:55 AM	0	1	0	1	0	0	0	0	0	7	40	0	0	0	25	6	80	
Count Total	0	102	0	92	0	0	0	0	0	114	923	0	0	0	684	98	2,013	
Peak Hour	0	65	0	51	0	0	0	0	0	52	544	0	0	0	411	70	1,193	

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	2	0	0	2	7:15 AM	0	0	0	0	0
7:20 AM	0	2	0	1	3	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	1	2	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	2	0	1	3	7:30 AM	0	0	0	0	0	7:30 AM	2	0	0	0	2
7:35 AM	0	1	0	2	3	7:35 AM	0	0	0	0	0	7:35 AM	1	0	0	2	3
7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	1	1	7:40 AM	1	0	0	0	1
7:45 AM	0	0	0	2	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	2	0	2	4	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	0	1	1	7:55 AM	0	0	0	0	0	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:05 AM	0	3	0	0	3	8:05 AM	0	1	0	0	1	8:05 AM	0	0	0	0	0
8:10 AM	0	5	0	2	7	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	0	1	0	2	3	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	3	0	1	4	8:20 AM	0	1	0	0	1	8:20 AM	2	0	0	0	2
8:25 AM	1	1	0	0	2	8:25 AM	0	0	0	0	0	8:25 AM	1	0	0	0	1
8:30 AM	0	1	0	1	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	1	1	8:35 AM	0	0	0	0	0	8:35 AM	2	0	0	0	2
8:40 AM	1	3	0	2	6	8:40 AM	0	0	0	0	0	8:40 AM	1	0	0	0	1
8:45 AM	0	3	0	0	3	8:45 AM	0	0	0	0	0	8:45 AM	1	0	0	0	1
8:50 AM	0	1	0	2	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	2	31	0	21	54	Count Total	0	4	0	2	6	Count Total	11	0	0	2	13
Peak Hour	2	21	0	12	35	Peak Hour	0	2	0	1	3	Peak Hour	7	0	0	0	7



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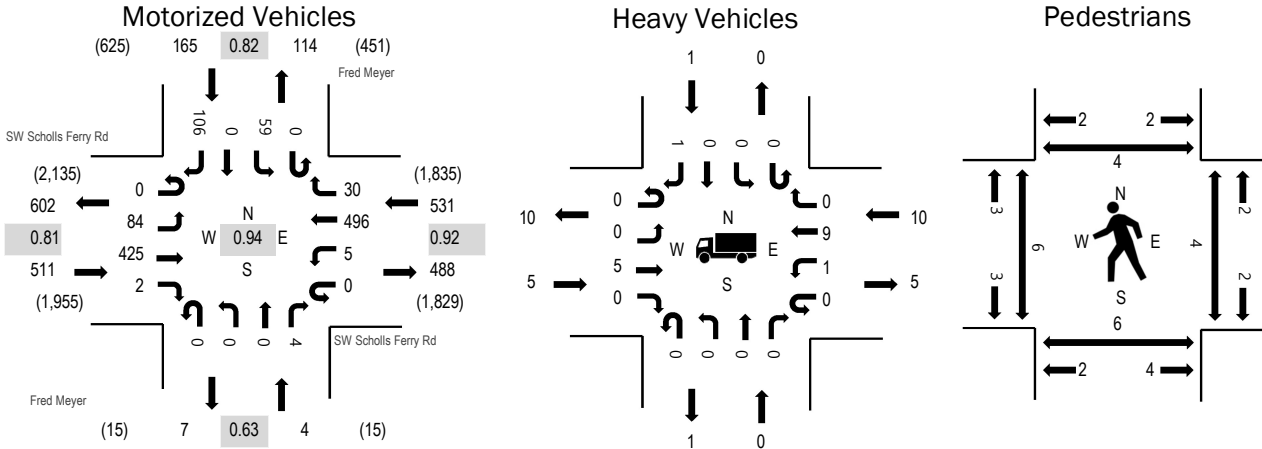
Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 04:05 PM - 05:05 PM

Peak 15-Minutes: 04:05 PM - 04:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.0%	0.81
WB	1.9%	0.92
NB	0.0%	0.63
SB	0.6%	0.82
All	1.3%	0.94

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Fred Meyer Northbound				Fred Meyer Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	6	30	0	0	0	30	2	0	0	0	0	0	5	0	9	82	1,030
2:05 PM	0	6	21	0	0	0	29	5	0	0	0	0	0	3	0	5	69	1,046
2:10 PM	0	4	29	0	0	1	23	2	0	0	0	0	0	4	0	6	69	1,066
2:15 PM	0	5	31	0	0	0	24	1	0	0	0	0	0	1	0	4	66	1,078
2:20 PM	0	3	27	0	0	0	32	2	0	0	0	1	0	7	0	13	85	1,127
2:25 PM	0	10	28	0	0	0	31	5	0	0	1	0	0	2	0	13	90	1,140
2:30 PM	0	9	23	0	0	0	45	1	0	0	0	0	0	3	0	6	87	1,135
2:35 PM	0	7	28	0	0	0	36	2	0	0	0	0	0	3	0	7	83	1,122
2:40 PM	0	3	29	0	0	0	27	2	0	0	0	0	0	3	0	7	71	1,125
2:45 PM	0	8	38	0	0	0	35	1	0	0	0	0	0	4	0	10	96	1,138
2:50 PM	0	12	35	0	0	0	45	3	0	0	0	0	0	0	0	7	102	1,126
2:55 PM	0	15	56	0	0	0	32	5	0	0	0	0	0	7	0	15	130	1,107
3:00 PM	0	4	41	0	0	0	35	5	0	0	0	0	0	5	0	8	98	1,070
3:05 PM	0	7	20	0	0	0	41	0	0	0	0	1	0	6	0	14	89	1,051
3:10 PM	0	13	31	0	0	1	23	2	0	0	0	0	0	4	0	7	81	1,055
3:15 PM	0	14	46	0	0	0	34	2	0	0	0	0	0	3	0	16	115	1,086
3:20 PM	0	8	34	0	0	0	42	1	0	0	0	0	0	4	0	9	98	1,088
3:25 PM	0	8	41	0	0	0	25	1	0	0	0	0	0	4	0	6	85	1,080
3:30 PM	0	7	23	0	0	1	29	0	0	0	0	1	0	5	0	8	74	1,081
3:35 PM	0	7	28	0	0	0	30	1	0	0	0	0	0	10	0	10	86	1,124
3:40 PM	0	3	34	0	0	0	31	1	0	0	0	0	0	5	0	10	84	1,148
3:45 PM	0	5	26	0	0	1	36	0	0	2	0	0	0	4	0	10	84	1,150
3:50 PM	0	2	33	0	0	0	38	0	0	0	0	0	0	5	0	5	83	1,157
3:55 PM	0	10	25	0	0	0	40	4	0	0	0	0	0	5	0	9	93	1,181
4:00 PM	0	6	35	0	0	0	31	0	0	0	0	0	0	5	0	2	79	1,194
4:05 PM	0	10	37	0	0	0	33	0	0	0	0	0	0	5	0	8	93	1,211
4:10 PM	0	8	50	1	0	0	40	1	0	0	0	0	0	4	0	8	112	1,206
4:15 PM	0	4	37	0	0	1	53	5	0	0	0	0	0	5	0	12	117	1,202

Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

4:20 PM	0	6	26	0	0	1	40	2	0	0	0	1	0	3	0	11	90	1,181
4:25 PM	0	4	32	0	0	0	37	5	0	0	0	0	0	4	0	4	86	1,178
4:30 PM	0	8	36	1	0	0	59	1	0	0	0	0	0	5	0	7	117	1,207
4:35 PM	0	7	46	0	0	0	40	2	0	0	0	1	0	5	0	9	110	1,184
4:40 PM	0	4	32	0	0	0	34	3	0	0	0	0	0	3	0	10	86	1,165
4:45 PM	0	9	32	0	0	1	33	3	0	0	0	1	0	4	0	8	91	1,177
4:50 PM	0	8	39	0	0	0	37	4	0	0	0	0	0	8	0	11	107	1,177
4:55 PM	0	11	29	0	0	1	42	4	0	0	0	1	0	9	0	9	106	1,151
5:00 PM	0	5	29	0	0	1	48	0	0	0	0	0	0	4	0	9	96	1,136
5:05 PM	0	7	34	0	0	0	28	4	0	0	0	0	0	5	0	10	88	
5:10 PM	0	7	49	0	0	1	30	3	0	0	0	0	0	5	0	13	108	
5:15 PM	0	7	34	0	0	0	35	1	0	0	0	0	0	6	0	13	96	
5:20 PM	0	8	40	0	0	0	30	3	0	0	0	0	0	2	0	4	87	
5:25 PM	1	4	38	0	0	0	51	2	0	0	0	1	0	4	0	14	115	
5:30 PM	0	9	31	0	0	0	36	3	0	0	0	0	0	6	0	9	94	
5:35 PM	0	8	38	0	0	0	30	3	0	0	0	1	0	3	0	8	91	
5:40 PM	0	9	32	0	0	1	48	2	0	0	0	1	0	1	0	4	98	
5:45 PM	0	6	30	1	0	0	43	3	0	0	0	0	0	4	0	4	91	
5:50 PM	0	4	33	0	0	0	35	2	0	0	0	1	0	3	0	3	81	
5:55 PM	0	9	31	0	0	0	33	1	0	0	1	0	0	6	1	9	91	
Count Total	1	344	1,607	3	0	11	1,719	105	0	2	2	11	0	211	1	413	4,430	
Peak Hour	0	84	425	2	0	5	496	30	0	0	0	4	0	59	0	106	1,211	

Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	1	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	1	0	1	2
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	2	0	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	1	2	0	0	3
2:25 PM	1	0	1	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	1	0	0	0	1
2:40 PM	0	0	0	1	1	2:40 PM	0	0	0	0	0	2:40 PM	1	0	0	0	1
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	2	0	2	0	4	2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1
2:55 PM	0	0	1	1	2	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	0	3	0	3	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	1	0	0	1	2	3:10 PM	0	0	0	0	0	3:10 PM	0	1	0	0	1
3:15 PM	3	0	1	0	4	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	0	1
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	0	1
3:50 PM	0	0	0	1	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	0	1	1	4:05 PM	0	0	1	0	1	4:05 PM	1	0	0	0	1
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	1	0	1	2
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0	4:35 PM	1	1	1	0	3
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	1	0	4	0	5	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0	4:50 PM	2	2	1	1	6
4:55 PM	0	0	2	0	2	4:55 PM	0	0	0	0	0	4:55 PM	2	1	0	1	4
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	0	1
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	1	2
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	0	0	1	1	2
5:20 PM	0	0	1	0	1	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	1	1
5:25 PM	3	0	0	0	3	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	1	1	1	3
5:35 PM	0	0	2	1	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0
5:50 PM	1	0	2	0	3	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	3	0	0	0	3
Count Total	29	0	33	7	69	Count Total	1	0	2	0	3	Count Total	12	13	10	10	45
Peak Hour	5	0	10	1	16	Peak Hour	0	0	1	0	1	Peak Hour	6	6	4	4	20

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM



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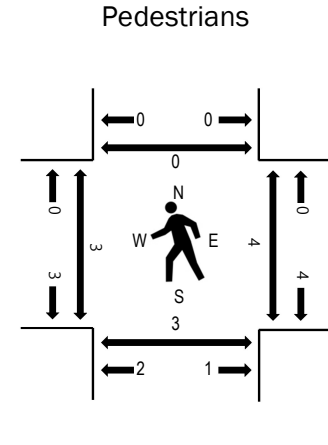
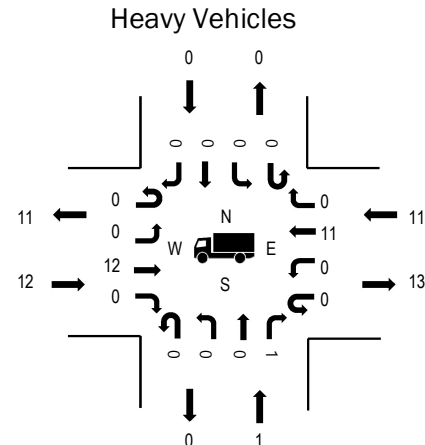
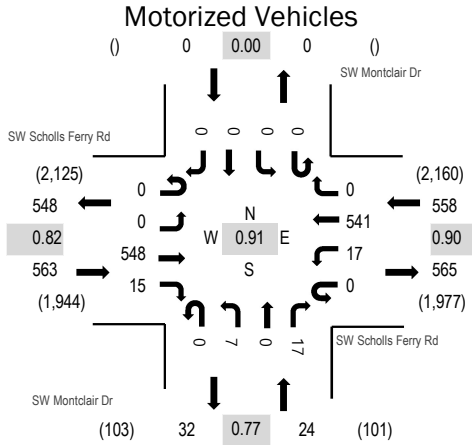
Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:50 PM - 03:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.1%	0.82
WB	2.0%	0.90
NB	4.2%	0.77
SB	0.0%	0.00
All	2.1%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Montclair Dr Northbound				SW Montclair Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	34	1	0	2	34	0	0	0	0	3	0	0	0	0	74	983
2:05 PM	0	0	27	0	0	0	33	0	0	1	0	1	0	0	0	0	62	1,002
2:10 PM	0	0	29	1	0	1	26	0	0	0	0	1	0	0	0	0	58	1,044
2:15 PM	0	0	34	0	0	0	31	0	0	2	0	2	0	0	0	0	69	1,082
2:20 PM	0	0	30	1	0	0	42	0	0	0	0	1	0	0	0	0	74	1,117
2:25 PM	0	0	37	1	0	1	41	0	0	0	0	2	0	0	0	0	82	1,144
2:30 PM	0	0	33	2	0	5	42	0	0	0	0	1	0	0	0	0	83	1,145
2:35 PM	0	0	38	0	0	1	44	0	0	1	0	2	0	0	0	0	86	1,127
2:40 PM	0	0	39	2	0	0	39	0	0	0	0	2	0	0	0	0	82	1,124
2:45 PM	0	0	45	1	0	1	39	0	0	2	0	2	0	0	0	0	90	1,124
2:50 PM	0	0	53	2	0	0	48	0	0	0	0	3	0	0	0	0	106	1,114
2:55 PM	0	0	68	2	0	0	45	0	0	1	0	1	0	0	0	0	117	1,092
3:00 PM	0	0	46	1	0	0	44	0	0	1	0	1	0	0	0	0	93	1,058
3:05 PM	0	0	33	2	0	3	66	0	0	0	0	0	0	0	0	0	104	1,042
3:10 PM	0	0	46	1	0	3	44	0	0	2	0	0	0	0	0	0	96	1,027
3:15 PM	0	0	52	1	0	2	47	0	0	0	0	2	0	0	0	0	104	1,043
3:20 PM	0	0	43	1	0	1	53	0	0	0	0	3	0	0	0	0	101	1,044
3:25 PM	0	0	52	0	0	1	30	0	0	0	0	0	0	0	0	0	83	1,015
3:30 PM	0	0	26	0	0	0	36	0	0	0	0	3	0	0	0	0	65	1,010
3:35 PM	0	0	35	1	0	2	42	0	0	1	0	2	0	0	0	0	83	1,048
3:40 PM	0	0	35	0	0	1	45	0	0	1	0	0	0	0	0	0	82	1,065
3:45 PM	0	0	29	0	0	3	46	0	0	1	0	1	0	0	0	0	80	1,060
3:50 PM	0	0	37	1	0	2	42	0	0	2	0	0	0	0	0	0	84	1,055
3:55 PM	0	0	33	0	0	3	46	0	0	0	0	1	0	0	0	0	83	1,072
4:00 PM	0	0	39	3	0	0	35	0	0	0	0	0	0	0	0	0	77	1,077
4:05 PM	0	0	44	0	0	0	45	0	0	0	0	0	0	0	0	0	89	1,094
4:10 PM	0	0	56	0	0	3	50	0	0	0	0	3	0	0	0	0	112	1,097

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

4:15 PM	0	0	40	0	0	2	61	0	0	0	0	2	0	0	0	0	105	1,082
4:20 PM	0	0	23	1	0	1	46	0	0	0	0	1	0	0	0	0	72	1,073
4:25 PM	0	0	34	1	0	1	38	0	0	1	0	3	0	0	0	0	78	1,084
4:30 PM	0	0	45	0	0	0	58	0	0	0	0	0	0	0	0	0	103	1,115
4:35 PM	0	0	49	0	0	2	49	0	0	0	0	0	0	0	0	0	100	1,105
4:40 PM	0	0	34	0	0	2	39	0	0	0	0	2	0	0	0	0	77	1,092
4:45 PM	0	0	37	0	0	4	33	0	0	0	0	1	0	0	0	0	75	1,109
4:50 PM	0	0	51	1	0	1	47	0	0	0	0	1	0	0	0	0	101	1,119
4:55 PM	0	0	36	0	0	1	47	0	0	2	0	2	0	0	0	0	88	1,095
5:00 PM	0	0	33	1	0	2	54	0	0	2	0	2	0	0	0	0	94	1,087
5:05 PM	0	0	44	1	0	1	45	0	0	1	0	0	0	0	0	0	92	
5:10 PM	0	0	53	1	0	2	38	0	0	0	0	3	0	0	0	0	97	
5:15 PM	0	0	42	0	0	2	47	0	0	2	0	3	0	0	0	0	96	
5:20 PM	0	0	39	1	0	3	36	0	0	1	0	3	0	0	0	0	83	
5:25 PM	0	0	45	0	0	2	60	0	0	1	0	1	0	0	0	0	109	
5:30 PM	0	0	42	2	0	2	45	0	0	1	0	1	0	0	0	0	93	
5:35 PM	0	0	45	0	0	1	38	0	0	1	0	2	0	0	0	0	87	
5:40 PM	0	0	37	0	0	0	51	0	0	2	0	4	0	0	0	0	94	
5:45 PM	0	0	33	1	0	2	47	0	0	2	0	0	0	0	0	0	85	
5:50 PM	0	0	38	2	0	1	36	0	0	0	0	0	0	0	0	0	77	
5:55 PM	0	0	35	0	0	0	43	0	0	1	0	1	0	0	0	0	80	
Count Total	0	0	1,908	36	0	67	2,093	0	0	32	0	69	0	0	0	0	4,205	
Peak Hour	0	0	548	15	0	17	541	0	0	7	0	17	0	0	0	0	1,145	

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	2	0	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	1	1	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	1	1	0	2
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	2	0	0	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	0	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	1	1	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	1	0	1	0	2	2:50 PM	0	0	0	0	0	2:50 PM	0	1	0	0	1
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	1	0	0	1
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	2	0	2
3:05 PM	0	0	3	0	3	3:05 PM	0	0	0	0	0	3:05 PM	3	1	0	0	4
3:10 PM	2	0	1	0	3	3:10 PM	0	0	0	0	0	3:10 PM	0	0	2	0	2
3:15 PM	2	0	1	0	3	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	1	0	0	1
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	2	0	2
4:45 PM	1	0	2	0	3	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	1	1	0	0	2
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	1	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	1	1	0	0	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0	5:15 PM	1	0	0	0	1
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	0	1	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	29	3	27	0	59	Count Total	0	0	0	0	0	Count Total	6	7	7	0	20
Peak Hour	12	1	11	0	24	Peak Hour	0	0	0	0	0	Peak Hour	3	3	4	0	10

Location: 3 East School Access & SW Scholls Ferry Rd PM



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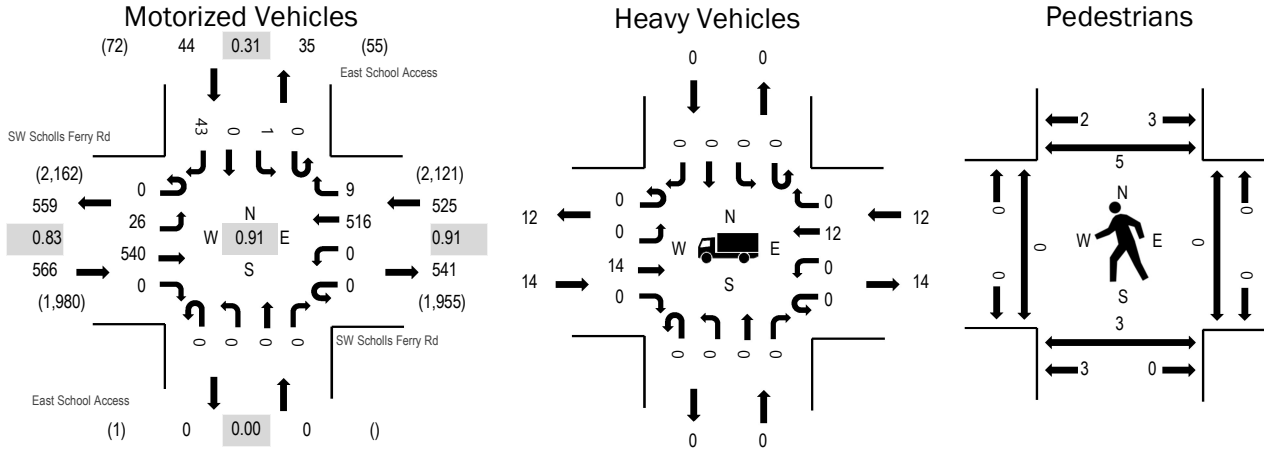
Location: 3 East School Access & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:50 PM - 03:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.5%	0.83
WB	2.3%	0.91
NB	0.0%	0.00
SB	0.0%	0.31
All	2.3%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				East School Access Northbound				East School Access Southbound				Total	Rolling Hour	
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right			
2:00 PM	0	0	37	0	0	0	37	1	0	0	0	0	0	0	0	0	1	76	972
2:05 PM	0	0	26	0	0	0	33	0	0	0	0	0	0	0	0	0	0	59	989
2:10 PM	0	2	29	0	0	0	27	0	0	0	0	0	0	0	0	0	0	58	1,033
2:15 PM	0	1	36	0	0	0	30	1	0	0	0	0	0	0	0	0	1	69	1,069
2:20 PM	0	1	30	0	0	0	42	1	0	0	0	0	0	0	0	0	0	74	1,110
2:25 PM	0	1	38	0	0	0	40	3	0	0	0	0	0	0	0	0	0	82	1,134
2:30 PM	0	2	31	0	0	0	48	1	0	0	0	0	0	0	0	0	1	83	1,135
2:35 PM	0	3	38	0	0	0	43	1	0	0	0	0	0	0	0	0	0	85	1,117
2:40 PM	0	7	34	0	0	0	37	1	0	0	0	0	0	0	0	0	2	81	1,113
2:45 PM	0	5	43	0	0	0	38	0	0	0	0	0	0	0	0	0	1	87	1,114
2:50 PM	0	1	54	0	0	0	50	0	0	0	0	0	0	0	0	0	0	105	1,107
2:55 PM	0	2	65	0	0	0	44	2	0	0	0	0	0	0	0	0	0	113	1,084
3:00 PM	0	1	46	0	0	0	41	2	0	0	0	0	0	0	0	0	3	93	1,054
3:05 PM	0	5	28	0	0	0	52	1	0	0	0	0	0	0	0	0	17	103	1,038
3:10 PM	0	0	45	0	0	0	31	0	0	0	0	0	0	0	1	0	17	94	1,024
3:15 PM	0	0	59	0	0	0	48	1	0	0	0	0	0	0	0	0	2	110	1,042
3:20 PM	0	0	45	0	0	0	53	0	0	0	0	0	0	0	0	0	0	98	1,036
3:25 PM	0	0	52	0	0	0	31	0	0	0	0	0	0	0	0	0	0	83	1,012
3:30 PM	0	0	29	0	0	0	35	0	0	0	0	0	0	0	0	0	1	65	1,007
3:35 PM	0	0	37	0	0	0	44	0	0	0	0	0	0	0	0	0	0	81	1,045
3:40 PM	0	0	35	0	0	0	45	0	0	0	0	0	0	0	0	0	2	82	1,063
3:45 PM	0	1	30	0	0	0	49	0	0	0	0	0	0	0	0	0	0	80	1,058
3:50 PM	0	0	37	0	0	0	42	0	0	0	0	0	0	0	2	0	1	82	1,057
3:55 PM	0	0	34	0	0	0	48	0	0	0	0	0	0	0	0	0	1	83	1,073
4:00 PM	0	0	39	0	0	0	35	0	0	0	0	0	0	0	2	0	1	77	1,079
4:05 PM	0	0	44	0	0	0	42	0	0	0	0	0	0	0	1	0	2	89	1,095
4:10 PM	0	0	57	0	0	0	53	0	0	0	0	0	0	0	1	0	1	112	1,096

Location: 3 East School Access & SW Scholls Ferry Rd PM

4:15 PM	0	0	41	0	0	0	62	0	0	0	0	0	0	1	0	0	104	1,081
4:20 PM	0	0	26	0	0	0	47	0	0	0	0	0	0	1	0	0	74	1,070
4:25 PM	0	0	38	0	0	0	40	0	0	0	0	0	0	0	0	0	78	1,079
4:30 PM	0	0	44	0	0	0	59	0	0	0	0	0	0	0	0	0	103	1,108
4:35 PM	0	0	50	0	0	0	49	0	0	0	0	0	0	0	0	0	99	1,094
4:40 PM	0	0	34	0	0	0	41	2	0	0	0	0	0	0	0	0	77	1,082
4:45 PM	0	0	40	0	0	0	39	0	0	0	0	0	0	0	0	0	79	1,098
4:50 PM	0	0	50	0	0	0	46	1	0	0	0	0	0	0	0	1	98	1,100
4:55 PM	0	1	39	0	0	0	49	0	0	0	0	0	0	0	0	0	89	1,077
5:00 PM	0	0	35	0	0	0	56	1	0	0	0	0	0	1	0	0	93	1,068
5:05 PM	0	0	43	0	0	0	44	1	0	0	0	0	0	0	0	2	90	
5:10 PM	0	1	56	0	0	0	40	0	0	0	0	0	0	0	0	0	97	
5:15 PM	0	1	42	0	0	0	50	0	0	0	0	0	0	0	0	0	93	
5:20 PM	0	0	45	0	0	0	35	0	0	0	0	0	0	0	0	3	83	
5:25 PM	0	0	45	0	0	0	62	0	0	0	0	0	0	0	0	0	107	
5:30 PM	0	0	43	0	0	0	46	0	0	0	0	0	0	0	0	0	89	
5:35 PM	0	0	48	0	0	0	39	0	0	0	0	0	0	0	0	0	87	
5:40 PM	0	0	40	0	0	0	51	0	0	0	0	0	0	0	0	2	93	
5:45 PM	0	0	34	0	0	0	47	0	0	0	0	0	0	0	0	0	81	
5:50 PM	0	0	38	0	0	0	37	0	0	0	0	0	0	0	0	0	75	
5:55 PM	0	0	36	0	0	1	43	0	0	0	0	0	0	0	0	0	80	
Count Total	0	35	1,945	0	0	1	2,100	20	0	0	0	0	0	10	0	62	4,173	
Peak Hour	0	26	540	0	0	0	516	9	0	0	0	0	0	1	0	43	1,135	

Location: 3 East School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	3	0	3	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	1	1
2:15 PM	2	0	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	1	1
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	1	1
2:25 PM	2	0	0	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	1	0	0	1
2:40 PM	1	0	0	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	2	0	1	3
2:50 PM	1	0	1	0	2	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	1	1
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	1	0	3	0	4	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	2	2
3:10 PM	2	0	1	0	3	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	1	1
3:15 PM	2	0	2	0	4	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	1	0	0	1
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0
4:05 PM	0	0	1	0	1	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	1	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	2	0	0	2
4:45 PM	1	0	3	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	1	1
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	1	2
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	1	0	0	0	1	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	1	0	2	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	32	0	34	0	66	Count Total	2	0	2	1	5	Count Total	0	8	0	18	26
Peak Hour	14	0	12	0	26	Peak Hour	0	0	0	0	0	Peak Hour	0	3	0	5	8

Location: 4 Central School Access & SW Scholls Ferry Rd PM



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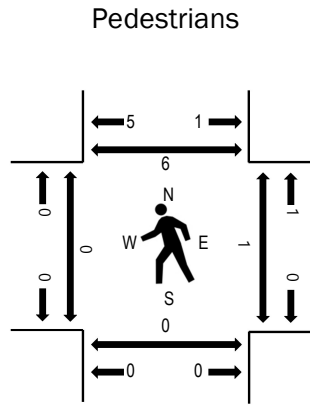
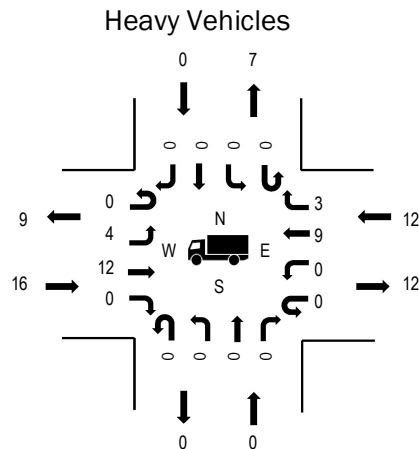
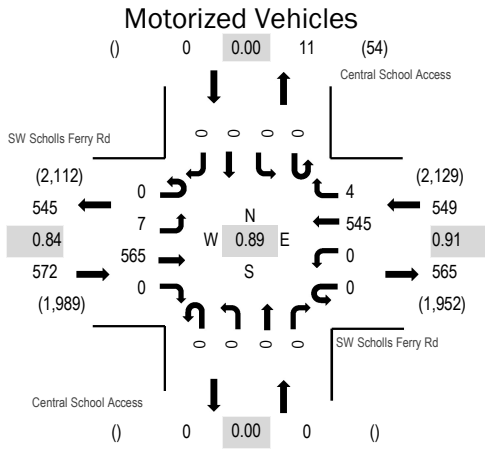
Location: 4 Central School Access & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 02:30 PM - 03:30 PM

Peak 15-Minutes: 02:55 PM - 03:10 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.8%	0.84
WB	2.2%	0.91
NB	0.0%	0.00
SB	0.0%	0.00
All	2.5%	0.89

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Central School Access Northbound				Central School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	34	0	0	0	32	0	0	0	0	0	0	0	0	0	66	952
2:05 PM	0	0	27	0	0	0	38	0	0	0	0	0	0	0	0	0	65	980
2:10 PM	0	1	31	0	0	0	25	1	0	0	0	0	0	0	0	0	58	1,020
2:15 PM	0	0	34	0	0	0	33	0	0	0	0	0	0	0	0	0	67	1,055
2:20 PM	0	0	30	0	0	0	42	0	0	0	0	0	0	0	0	0	72	1,089
2:25 PM	0	1	39	0	0	0	39	0	0	0	0	0	0	0	0	0	79	1,115
2:30 PM	0	0	35	0	0	0	42	0	0	0	0	0	0	0	0	0	77	1,121
2:35 PM	0	0	39	0	0	0	45	0	0	0	0	0	0	0	0	0	84	1,103
2:40 PM	0	0	43	0	0	0	39	0	0	0	0	0	0	0	0	0	82	1,100
2:45 PM	0	1	45	0	0	0	38	0	0	0	0	0	0	0	0	0	84	1,100
2:50 PM	0	0	53	0	0	0	48	0	0	0	0	0	0	0	0	0	101	1,092
2:55 PM	0	0	71	0	0	0	46	0	0	0	0	0	0	0	0	0	117	1,070
3:00 PM	0	0	47	0	0	0	46	1	0	0	0	0	0	0	0	0	94	1,036
3:05 PM	0	4	38	0	0	0	62	1	0	0	0	0	0	0	0	0	105	1,017
3:10 PM	0	1	43	0	0	0	48	1	0	0	0	0	0	0	0	0	93	1,005
3:15 PM	0	0	54	0	0	0	47	0	0	0	0	0	0	0	0	0	101	1,017
3:20 PM	0	0	44	0	0	0	54	0	0	0	0	0	0	0	0	0	98	1,018
3:25 PM	0	1	53	0	0	0	30	1	0	0	0	0	0	0	0	0	85	995
3:30 PM	0	0	25	0	0	0	33	1	0	0	0	0	0	0	0	0	59	984
3:35 PM	0	0	36	0	0	0	44	1	0	0	0	0	0	0	0	0	81	1,030
3:40 PM	0	0	35	0	0	0	46	1	0	0	0	0	0	0	0	0	82	1,046
3:45 PM	0	0	29	0	0	0	47	0	0	0	0	0	0	0	0	0	76	1,043
3:50 PM	0	0	38	0	0	0	41	0	0	0	0	0	0	0	0	0	79	1,038
3:55 PM	0	1	33	0	0	0	49	0	0	0	0	0	0	0	0	0	83	1,060
4:00 PM	0	0	42	0	0	0	33	0	0	0	0	0	0	0	0	0	75	1,063
4:05 PM	0	1	45	0	0	0	47	0	0	0	0	0	0	0	0	0	93	1,085
4:10 PM	0	1	55	0	0	0	49	0	0	0	0	0	0	0	0	0	105	1,086

Location: 4 Central School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	2	0	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	1	1
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	1	1
2:25 PM	1	0	0	0	1	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	0	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	1	0	1	0	2	2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	2	3
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	3	3
3:05 PM	4	0	3	0	7	3:05 PM	0	0	0	1	1	3:05 PM	0	0	0	1	1
3:10 PM	2	0	1	0	3	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	2	0	2	0	4	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	2	0	2	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	1	1
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	2	0	2	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	1	0	3	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	1	0	0	0	1	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	1	1
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	32	0	34	0	66	Count Total	2	0	2	1	5	Count Total	0	0	1	15	16
Peak Hour	16	0	12	0	28	Peak Hour	0	0	0	1	1	Peak Hour	0	0	1	6	7

Location: 5 West School Access & SW Scholls Ferry Rd PM



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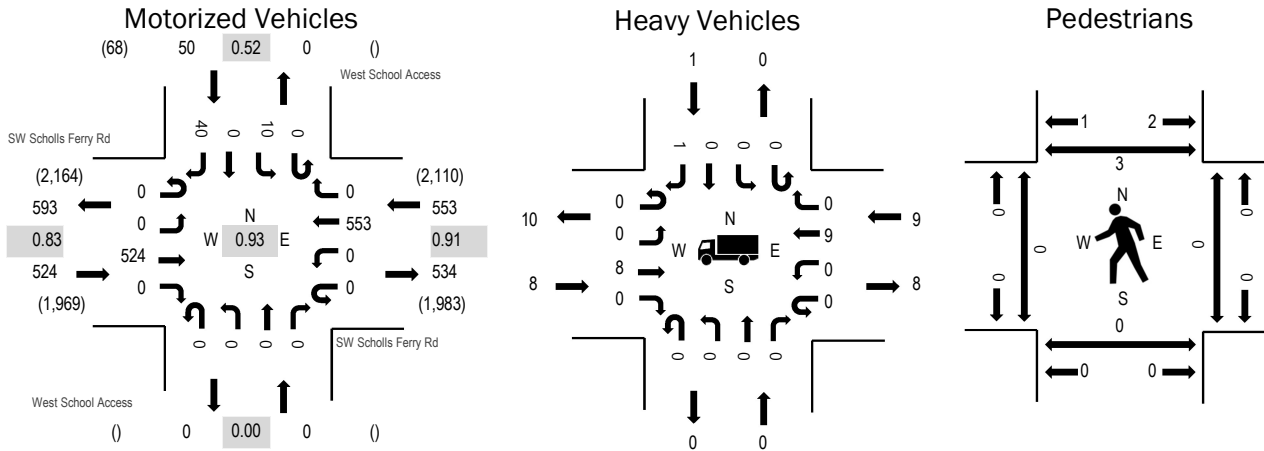
Location: 5 West School Access & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 04:30 PM - 05:30 PM

Peak 15-Minutes: 05:00 PM - 05:15 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.5%	0.83
WB	1.6%	0.91
NB	0.0%	0.00
SB	2.0%	0.52
All	1.6%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				West School Access Northbound				West School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	34	0	0	0	31	0	0	0	0	0	0	0	0	0	65	953
2:05 PM	0	0	27	0	0	0	40	0	0	0	0	0	0	0	0	0	67	982
2:10 PM	0	0	34	0	0	0	25	0	0	0	0	0	0	0	0	0	59	1,019
2:15 PM	0	0	34	0	0	0	33	0	0	0	0	0	0	0	0	0	67	1,057
2:20 PM	0	0	28	0	0	0	42	0	0	0	0	0	0	0	0	0	70	1,091
2:25 PM	0	0	44	0	0	0	38	0	0	0	0	0	0	0	0	0	82	1,117
2:30 PM	0	0	31	0	0	0	44	0	0	0	0	0	0	0	0	0	75	1,121
2:35 PM	0	0	38	0	0	0	46	0	0	0	0	0	0	0	0	0	84	1,103
2:40 PM	0	0	45	0	0	0	39	0	0	0	0	0	0	0	0	0	84	1,102
2:45 PM	0	0	43	0	0	0	37	0	0	0	0	0	0	0	0	0	80	1,097
2:50 PM	0	0	55	0	0	0	48	0	0	0	0	0	0	0	0	1	104	1,095
2:55 PM	0	0	68	0	0	0	47	0	0	0	0	0	0	1	0	0	116	1,072
3:00 PM	0	0	48	0	0	0	46	0	0	0	0	0	0	0	0	0	94	1,039
3:05 PM	0	0	45	0	0	0	59	0	0	0	0	0	0	0	0	0	104	1,018
3:10 PM	0	0	41	0	0	0	50	0	0	0	0	0	0	1	0	5	97	1,009
3:15 PM	0	0	53	0	0	0	47	0	0	0	0	0	0	0	0	1	101	1,018
3:20 PM	0	0	44	0	0	0	52	0	0	0	0	0	0	0	0	0	96	1,014
3:25 PM	0	0	54	0	0	0	32	0	0	0	0	0	0	0	0	0	86	995
3:30 PM	0	0	25	0	0	0	31	0	0	0	0	0	0	0	0	1	57	985
3:35 PM	0	0	35	0	0	0	45	0	0	0	0	0	0	1	0	2	83	1,034
3:40 PM	0	0	34	0	0	0	45	0	0	0	0	0	0	0	0	0	79	1,049
3:45 PM	0	0	29	0	0	0	48	0	0	0	0	0	0	0	0	1	78	1,053
3:50 PM	0	0	40	0	0	0	40	0	0	0	0	0	0	0	0	1	81	1,047
3:55 PM	0	0	34	0	0	0	48	0	0	0	0	0	0	1	0	0	83	1,069
4:00 PM	0	0	40	0	0	0	32	0	0	0	0	0	0	0	0	1	73	1,069
4:05 PM	0	0	46	0	0	0	49	0	0	0	0	0	0	0	0	0	95	1,094
4:10 PM	0	0	57	0	0	0	49	0	0	0	0	0	0	0	0	0	106	1,114

Location: 5 West School Access & SW Scholls Ferry Rd PM

4:15 PM	0	0	39	0	0	0	58	0	0	0	0	0	0	0	0	0	97	1,097
4:20 PM	0	0	28	0	0	0	49	0	0	0	0	0	0	0	0	0	77	1,092
4:25 PM	0	0	37	0	0	0	39	0	0	0	0	0	0	0	0	0	76	1,099
4:30 PM	0	0	47	0	0	0	57	0	0	0	0	0	0	0	0	2	106	1,127
4:35 PM	0	0	45	0	0	0	48	0	0	0	0	0	0	2	0	3	98	1,112
4:40 PM	0	0	39	0	0	0	40	0	0	0	0	0	0	1	0	3	83	1,100
4:45 PM	0	0	36	0	0	0	32	0	0	0	0	0	0	2	0	2	72	1,105
4:50 PM	0	0	55	0	0	0	46	0	0	0	0	0	0	0	0	2	103	1,114
4:55 PM	0	0	36	0	0	0	47	0	0	0	0	0	0	0	0	0	83	1,090
5:00 PM	0	0	42	0	0	0	53	0	0	0	0	0	0	0	0	3	98	1,086
5:05 PM	0	0	46	0	0	0	49	0	0	0	0	0	0	2	0	18	115	
5:10 PM	0	0	52	0	0	0	36	0	0	0	0	0	0	0	0	1	89	
5:15 PM	0	0	41	0	0	0	48	0	0	0	0	0	0	1	0	2	92	
5:20 PM	0	0	41	0	0	0	39	0	0	0	0	0	0	1	0	3	84	
5:25 PM	0	0	44	0	0	0	58	0	0	0	0	0	0	1	0	1	104	
5:30 PM	0	0	45	0	0	0	46	0	0	0	0	0	0	0	0	0	91	
5:35 PM	0	0	46	0	0	0	40	0	0	0	0	0	0	0	0	0	86	
5:40 PM	0	0	36	0	0	0	51	0	0	0	0	0	0	0	0	1	88	
5:45 PM	0	0	32	0	0	0	49	0	0	0	0	0	0	0	0	0	81	
5:50 PM	0	0	41	0	0	0	38	0	0	0	0	0	0	0	0	0	79	
5:55 PM	0	0	35	0	0	0	44	0	0	0	0	0	0	0	0	0	79	
Count Total	0	0	1,969	0	0	0	2,110	0	0	0	0	0	0	14	0	54	4,147	
Peak Hour	0	0	524	0	0	0	553	0	0	0	0	0	0	10	0	40	1,127	

Location: 5 West School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	2	0	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	1	0	0	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	1	1
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	1	1
2:25 PM	2	0	0	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	0	0	1	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	1	0	0	0	1	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	4	4
2:55 PM	0	0	2	0	2	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	1	1
3:00 PM	3	0	0	0	3	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	4	0	2	0	6	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	4	4
3:10 PM	1	0	0	6	7	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	2	0	2	1	5	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	2	0	2	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	1	1
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	0	2	0	2	4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	0	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	1	1
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	0	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	1	0	3	0	4	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	1	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	2	0	1	0	3	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	2	0	2	5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	33	0	34	8	75	Count Total	1	0	2	0	3	Count Total	0	0	0	17	17
Peak Hour	8	0	9	1	18	Peak Hour	1	0	0	0	1	Peak Hour	0	0	0	3	3

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM



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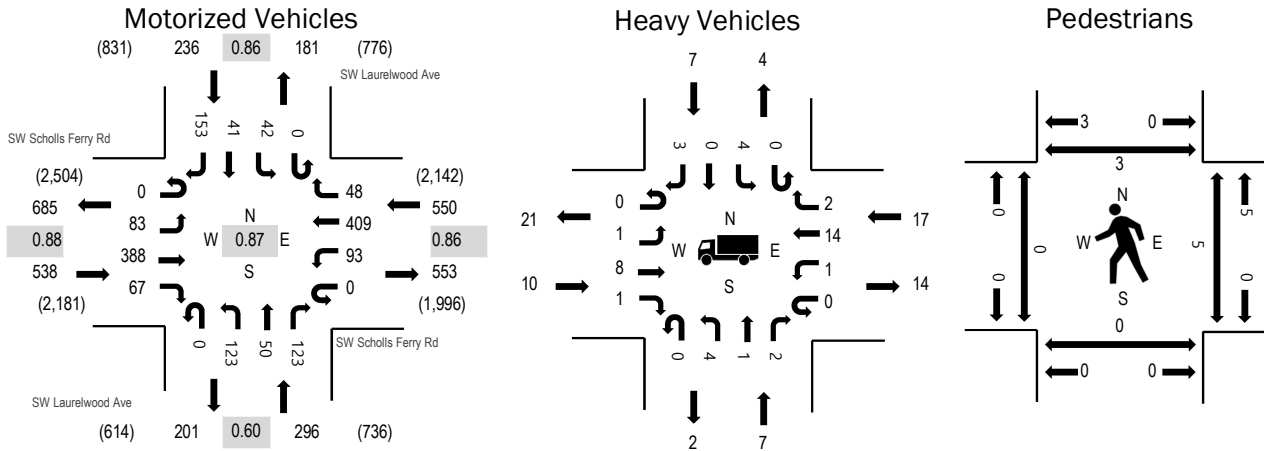
Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

Date: Tuesday, April 26, 2022

Peak Hour: 02:45 PM - 03:45 PM

Peak 15-Minutes: 02:50 PM - 03:05 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.9%	0.88
WB	3.1%	0.86
NB	2.4%	0.60
SB	3.0%	0.86
All	2.5%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Laurelwood Ave Northbound				SW Laurelwood Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	6	30	1	0	1	29	7	0	1	1	4	0	1	1	5	87	1,328
2:05 PM	0	5	26	4	0	3	34	4	0	3	1	4	0	2	3	6	95	1,386
2:10 PM	0	6	34	2	0	0	14	8	0	3	0	2	0	5	1	7	82	1,424
2:15 PM	0	11	28	2	0	3	25	7	0	1	1	0	0	0	2	8	88	1,484
2:20 PM	0	9	23	2	0	2	28	8	0	3	2	3	0	2	0	4	86	1,545
2:25 PM	0	4	44	4	0	4	33	4	0	4	0	1	0	7	5	11	121	1,602
2:30 PM	0	7	23	4	0	6	19	4	0	6	0	1	0	4	5	2	81	1,606
2:35 PM	0	15	32	6	0	10	42	5	0	0	1	4	0	3	3	13	134	1,614
2:40 PM	0	6	40	7	0	7	23	3	0	1	0	2	0	3	6	6	104	1,602
2:45 PM	0	10	42	13	0	12	29	3	0	3	0	2	0	3	2	10	129	1,620
2:50 PM	0	7	41	6	0	10	31	3	0	9	2	9	0	5	9	20	152	1,607
2:55 PM	0	8	38	9	0	9	37	0	0	18	8	21	0	4	5	12	169	1,565
3:00 PM	0	8	36	10	0	16	31	6	0	10	3	8	0	4	2	11	145	1,513
3:05 PM	0	4	40	6	0	11	30	6	0	9	4	3	0	5	5	10	133	1,477
3:10 PM	0	7	31	7	0	6	49	7	0	5	1	11	0	3	3	12	142	1,463
3:15 PM	0	4	36	3	0	7	39	4	0	14	6	16	0	4	4	12	149	1,475
3:20 PM	0	5	19	2	0	6	34	2	0	23	10	21	0	4	2	15	143	1,452
3:25 PM	0	4	30	2	0	5	26	5	0	14	5	17	0	2	2	13	125	1,432
3:30 PM	0	4	22	3	0	0	30	1	0	6	5	3	0	1	1	13	89	1,423
3:35 PM	0	10	26	3	0	6	37	5	0	7	4	8	0	3	5	8	122	1,465
3:40 PM	0	12	27	3	0	5	36	6	0	5	2	4	0	4	1	17	122	1,495
3:45 PM	0	12	24	6	0	1	38	6	0	2	4	7	0	1	2	13	116	1,487
3:50 PM	0	9	24	3	0	3	34	4	0	8	2	9	0	3	0	11	110	1,478
3:55 PM	0	9	29	7	0	3	38	11	0	5	1	2	0	3	1	8	117	1,519
4:00 PM	0	13	38	3	0	1	25	0	0	11	1	7	0	2	0	8	109	1,525
4:05 PM	0	10	30	4	0	5	34	6	0	6	3	7	0	1	3	10	119	1,544
4:10 PM	0	13	46	6	0	3	49	4	0	7	2	11	0	2	4	7	154	1,563

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

4:15 PM	0	11	25	5	0	5	42	4	0	2	1	10	0	4	3	14	126	1,552
4:20 PM	0	4	22	5	0	10	46	2	0	5	1	4	0	1	2	21	123	1,563
4:25 PM	0	9	30	5	0	1	29	4	0	7	6	6	0	1	8	10	116	1,557
4:30 PM	0	5	34	7	0	7	38	3	0	8	2	8	0	4	4	11	131	1,582
4:35 PM	0	15	34	8	0	1	52	8	0	3	3	8	0	3	2	15	152	1,596
4:40 PM	0	8	30	1	0	3	32	5	0	3	5	7	0	4	1	15	114	1,573
4:45 PM	0	4	30	8	0	3	30	2	0	6	1	5	0	1	3	14	107	1,580
4:50 PM	0	12	54	6	0	2	39	6	0	1	2	5	0	3	7	14	151	1,580
4:55 PM	0	10	26	7	0	6	33	4	0	9	2	5	0	2	5	14	123	1,537
5:00 PM	0	10	31	4	0	5	32	7	0	4	3	7	0	4	2	19	128	1,524
5:05 PM	0	5	26	3	0	6	54	10	0	4	4	10	0	4	0	12	138	
5:10 PM	0	16	39	6	0	3	40	5	0	8	4	11	0	2	1	8	143	
5:15 PM	0	11	39	10	0	4	40	8	0	3	1	4	0	1	3	13	137	
5:20 PM	0	6	37	8	0	6	21	4	0	4	2	7	0	3	1	18	117	
5:25 PM	0	10	28	3	0	5	49	7	0	5	2	9	0	3	7	13	141	
5:30 PM	0	17	38	4	0	8	36	4	0	5	6	6	0	6	0	15	145	
5:35 PM	0	11	28	3	0	3	39	5	0	8	4	12	0	3	2	11	129	
5:40 PM	0	13	29	0	0	7	35	6	0	7	1	4	0	4	2	13	121	
5:45 PM	0	12	25	1	0	7	36	3	0	3	1	5	0	0	3	11	107	
5:50 PM	0	7	35	3	0	2	41	1	0	3	0	5	0	2	4	5	108	
5:55 PM	0	10	28	5	0	3	31	4	0	1	1	7	0	1	5	14	110	
Count Total	0	424	1,527	230	0	242	1,669	231	0	283	121	332	0	137	142	552	5,890	
Peak Hour	0	83	388	67	0	93	409	48	0	123	50	123	0	42	41	153	1,620	

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	3	0	3	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	1	1	2
2:10 PM	1	0	0	1	2	2:10 PM	0	0	0	0	0	2:10 PM	0	0	1	0	1
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	1	1
2:20 PM	0	0	0	0	0	2:20 PM	1	0	0	0	1	2:20 PM	0	0	0	0	0
2:25 PM	3	0	0	0	3	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	1	1
2:30 PM	0	0	1	0	1	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	1	0	0	1	2	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	0	1	2	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	1	0	1	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	1	1	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	0	2	0	2	2:55 PM	0	0	0	0	0	2:55 PM	0	0	1	1	2
3:00 PM	3	0	1	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	0	1	0	1
3:05 PM	2	0	2	3	7	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	4	0	4	3:10 PM	0	0	0	0	0	3:10 PM	0	0	1	1	2
3:15 PM	3	0	4	0	7	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	0	1	1	0	2	3:20 PM	0	0	0	0	0	3:20 PM	0	0	1	1	2
3:25 PM	0	5	1	0	6	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	1	2	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	1	0	1
3:40 PM	1	1	0	1	3	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	2	0	1	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	6	5	11
4:10 PM	0	0	1	0	1	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	0	1	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	0	0	3	3	6
4:30 PM	0	0	2	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	2	0	0	1	3	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1
4:45 PM	1	0	2	0	3	4:45 PM	1	0	0	0	1	4:45 PM	0	0	2	1	3
4:50 PM	0	0	1	0	1	4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	0	1	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	1	1	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	1	1	2
5:05 PM	0	0	1	0	1	5:05 PM	0	0	0	0	0	5:05 PM	0	0	3	1	4
5:10 PM	1	0	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	1	0	0	0	1	5:15 PM	1	0	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	1	0	1
5:25 PM	2	0	0	0	2	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	1	1	2
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	1	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	1	2	3
5:50 PM	1	0	1	0	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	1	0	1
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	33	8	39	13	93	Count Total	4	0	0	0	4	Count Total	0	0	28	20	48
Peak Hour	10	7	17	7	41	Peak Hour	0	0	0	0	0	Peak Hour	0	0	5	3	8

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM

4:15 PM	0	1	0	5	0	0	0	0	0	3	39	0	0	0	54	6	108	1,372
4:20 PM	0	1	0	5	0	0	0	0	0	2	29	0	0	0	63	7	107	1,382
4:25 PM	0	5	0	3	0	0	0	0	0	4	39	0	0	0	51	2	104	1,395
4:30 PM	0	4	0	2	0	0	0	0	0	9	47	0	0	0	52	7	121	1,412
4:35 PM	0	6	0	5	0	0	0	0	0	8	45	0	0	0	65	4	133	1,408
4:40 PM	0	1	0	6	0	0	0	0	0	5	42	0	0	0	45	5	104	1,388
4:45 PM	0	7	0	5	0	0	0	0	0	1	38	0	0	0	43	5	99	1,384
4:50 PM	0	7	0	10	0	0	0	0	0	3	59	0	0	0	50	5	134	1,387
4:55 PM	0	4	0	3	0	0	0	0	0	7	42	0	0	0	54	3	113	1,360
5:00 PM	0	5	0	3	0	0	0	0	0	4	37	0	0	0	47	8	104	1,350
5:05 PM	0	1	0	7	0	0	0	0	0	1	38	0	0	0	62	7	116	
5:10 PM	0	2	0	8	0	0	0	0	0	2	60	0	0	0	47	10	129	
5:15 PM	0	4	0	5	0	0	0	0	0	4	49	0	0	0	45	11	118	
5:20 PM	0	6	0	8	0	0	0	0	0	7	50	0	0	0	46	3	120	
5:25 PM	0	2	0	8	0	0	0	0	0	9	36	0	0	0	60	6	121	
5:30 PM	0	3	0	6	0	0	0	0	0	3	53	0	0	0	48	4	117	
5:35 PM	0	3	0	2	0	0	0	0	0	3	44	0	0	0	55	6	113	
5:40 PM	0	1	0	4	0	0	0	0	0	5	35	0	0	0	51	4	100	
5:45 PM	0	5	0	4	0	0	0	0	0	9	38	0	0	0	41	5	102	
5:50 PM	0	1	0	9	0	0	0	0	0	1	43	0	0	0	50	3	107	
5:55 PM	0	2	0	5	0	0	0	0	0	7	43	0	0	0	41	5	103	
Count Total	0	174	0	289	0	0	0	0	0	212	2,010	0	0	0	2,257	259	5,201	
Peak Hour	0	49	0	70	0	0	0	0	0	60	543	0	0	0	616	74	1,412	

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	2	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	0	1	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	0	1	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	1	0	0	0	1
2:20 PM	0	0	0	0	0	2:20 PM	0	1	0	0	1	2:20 PM	0	0	0	0	0
2:25 PM	1	2	0	0	3	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	1	0	1	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	2	0	0	0	2	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	1	0	2	4	2:40 PM	0	0	0	0	0	2:40 PM	0	0	0	0	0
2:45 PM	0	1	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0
2:55 PM	0	2	0	1	3	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	0	2	0	0	2	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	1	0	2	3	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	3	3	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	3	0	5	8	3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0
3:20 PM	1	0	0	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	4	4	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	3	3	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	2	0	2	4	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	2	0	0	2	3:45 PM	0	0	0	0	0	3:45 PM	1	0	0	0	1
3:50 PM	0	0	0	1	1	3:50 PM	0	0	0	0	0	3:50 PM	1	0	0	0	1
3:55 PM	0	1	0	1	2	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0
4:05 PM	0	2	0	0	2	4:05 PM	0	0	0	0	0	4:05 PM	4	0	0	0	4
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	0	1	0	1	2	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	1	1	0	1	3	4:20 PM	0	0	0	0	0	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0	4:25 PM	3	0	0	0	3
4:30 PM	0	1	0	2	3	4:30 PM	0	0	0	0	0	4:30 PM	1	0	0	0	1
4:35 PM	0	1	0	1	2	4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	1	1	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	3	3	4:50 PM	1	0	0	0	1	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	2	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	1	1	5:05 PM	0	0	0	0	0	5:05 PM	2	0	0	0	2
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	0	1	5:15 PM	0	1	0	0	1	5:15 PM	0	0	0	0	0
5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	0	1	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	2	2	5:35 PM	0	0	0	0	0	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	1	1	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	7	31	0	44	82	Count Total	2	2	0	1	5	Count Total	14	0	0	0	14
Peak Hour	0	7	0	10	17	Peak Hour	2	1	0	0	3	Peak Hour	3	0	0	0	3

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Date Start: 26-Apr-22
Date End: 27-Apr-22
SW Scholls Ferry Rd W-O SW Montclair Dr
Site Code: 1

EB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/26/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	245	53	2	21	1	1	2	0	0	0	0	0	11	336
13:00	1	268	47	2	17	0	0	1	0	0	0	0	0	10	346
14:00	0	355	61	3	15	0	0	3	0	0	0	0	0	24	461
15:00	2	378	46	5	13	1	0	0	0	0	0	0	0	25	470
16:00	1	403	54	4	12	1	0	2	0	0	0	0	0	26	503
17:00	1	343	81	3	14	0	0	1	0	0	0	0	0	37	480
18:00	1	257	33	2	6	0	0	0	0	0	0	0	0	11	310
19:00	0	189	25	2	6	0	0	0	0	0	0	0	0	7	229
20:00	0	173	33	1	8	0	0	0	0	0	0	0	0	4	219
21:00	0	99	19	1	1	0	0	0	1	0	0	0	0	2	123
22:00	0	58	5	1	2	0	0	0	0	0	0	0	0	1	67
23:00	0	23	6	1	2	0	0	1	0	0	0	0	0	0	33
Total	6	2791	463	27	117	3	1	10	1	0	0	0	0	158	3577
Percent	0.2%	78.0%	12.9%	0.8%	3.3%	0.1%	0.0%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	4.4%	
AM Peak Vol.															
PM Peak Vol.	15:00 2	16:00 403	17:00 81	15:00 5	12:00 21	12:00 1	12:00 1	14:00 3	21:00 1					17:00 37	

All Traffic Data Services, LLC
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Date Start: 26-Apr-22
 Date End: 27-Apr-22
 SW Scholls Ferry Rd W-O SW Montclair Dr
 Site Code: 1

WB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/26/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	0	249	55	4	21	0	0	3	0	0	0	0	0	12	344
13:00	1	280	57	5	19	0	0	2	0	0	0	0	0	13	377
14:00	0	381	48	2	20	0	0	2	0	0	0	0	0	21	474
15:00	3	448	60	3	13	2	0	3	0	0	0	0	0	22	554
16:00	0	438	77	4	14	0	0	1	0	0	0	0	0	25	559
17:00	1	419	69	4	9	0	0	1	0	0	0	0	0	28	531
18:00	0	296	41	4	13	0	0	2	0	0	0	0	0	10	366
19:00	0	215	26	2	3	0	0	1	0	0	0	0	0	2	249
20:00	0	149	18	0	9	0	0	0	0	0	0	0	0	2	178
21:00	0	102	11	1	2	0	0	0	0	0	0	0	0	3	119
22:00	0	75	8	1	0	0	0	0	0	0	0	0	0	0	84
23:00	0	25	3	2	0	0	0	0	0	0	0	0	0	0	30
Total	5	3077	473	32	123	2	0	15	0	0	0	0	0	138	3865
Percent	0.1%	79.6%	12.2%	0.8%	3.2%	0.1%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	3.6%	
AM Peak Vol.															
PM Peak Vol.	15:00 3	15:00 448	16:00 77	13:00 5	12:00 21	15:00 2		12:00 3						17:00 28	

All Traffic Data Services, LLC
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Date Start: 26-Apr-22
Date End: 27-Apr-22
SW Scholls Ferry Rd W-O SW Montclair Dr
Site Code: 1

WB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
04/27/22	0	14	1	1	0	0	0	0	0	0	0	0	0	0	16
01:00	0	12	0	0	0	0	0	0	1	0	0	0	0	0	13
02:00	0	3	0	0	2	0	0	0	0	0	0	0	0	0	5
03:00	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6
04:00	1	12	4	1	1	0	0	0	0	0	0	0	0	0	19
05:00	0	37	11	1	3	0	0	1	0	0	0	0	0	0	53
06:00	0	66	15	0	7	0	0	0	0	0	0	0	0	5	93
07:00	0	191	32	2	8	1	0	2	1	0	0	0	0	12	249
08:00	3	374	51	1	13	0	0	2	0	0	0	0	0	27	471
09:00	0	232	51	2	10	1	0	1	0	0	0	0	0	15	312
10:00	0	236	52	2	13	3	0	3	1	0	0	0	0	8	318
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	4	1181	219	10	57	5	0	9	3	0	0	0	0	67	1555
Percent	0.3%	75.9%	14.1%	0.6%	3.7%	0.3%	0.0%	0.6%	0.2%	0.0%	0.0%	0.0%	0.0%	4.3%	
AM Peak	08:00	08:00	10:00	07:00	08:00	10:00		10:00	01:00					08:00	
Vol.	3	374	52	2	13	3		3	1					27	
PM Peak															
Vol.															
Grand Total	9	4258	692	42	180	7	0	24	3	0	0	0	0	205	5420
Percent	0.2%	78.6%	12.8%	0.8%	3.3%	0.1%	0.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	3.8%	

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Date Start: 26-Apr-22
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SW Scholls Ferry Rd W-O SW Montclair Dr
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EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	Total	85th Percent	95th Percent
	15	20	25	30	35	40	45	50	55	60	65	70	9999			
04/26/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	11	3	18	83	151	60	10	0	0	0	0	0	0	336	36	39
13:00	13	11	18	81	159	59	3	1	1	0	0	0	0	346	36	38
14:00	29	37	80	89	155	63	6	1	0	0	0	0	1	461	35	38
15:00	56	73	115	62	119	37	8	0	0	0	0	0	0	470	33	37
16:00	36	2	18	91	251	90	12	2	1	0	0	0	0	503	36	39
17:00	45	5	16	99	180	119	12	2	0	0	0	1	1	480	37	39
18:00	12	3	13	30	117	114	17	4	0	0	0	0	0	310	38	41
19:00	7	3	4	19	90	77	26	3	0	0	0	0	0	229	39	43
20:00	5	4	8	45	97	49	10	1	0	0	0	0	0	219	37	40
21:00	2	0	4	12	48	45	9	3	0	0	0	0	0	123	39	43
22:00	1	0	1	10	27	24	2	2	0	0	0	0	0	67	38	41
23:00	0	0	0	8	11	9	4	1	0	0	0	0	0	33	40	44
Total	217	141	295	629	1405	746	119	20	2	0	0	1	2	3577		
Percent	6.1%	3.9%	8.2%	17.6%	39.3%	20.9%	3.3%	0.6%	0.1%	0.0%	0.0%	0.0%	0.1%			
AM Peak Vol.																
PM Peak Vol.	15:00	15:00	15:00	17:00	16:00	17:00	19:00	18:00	13:00			17:00	14:00	16:00		
	56	73	115	99	251	119	26	4	1		1	1	503			

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Date Start: 26-Apr-22
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SW Scholls Ferry Rd W-O SW Montclair Dr
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WB	Start	1	16	21	26	31	36	41	46	51	56	61	66	71	Total	85th	95th			
Time	15	20	25	30	35	40	45	50	55	60	65	70	75	80	9999	Percent	Percent			
04/26/22	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
01:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
02:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
03:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
04:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
05:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
06:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
07:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
08:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
09:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
10:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*		
12 PM	12	6	30	69	162	56	9	0	0	0	0	0	0	0	344	36	39			
13:00	13	3	17	102	171	65	6	0	0	0	0	0	0	0	377	36	39			
14:00	21	3	28	139	214	62	7	0	0	0	0	0	0	0	474	34	38			
15:00	71	94	126	93	112	54	4	0	0	0	0	0	0	0	554	33	37			
16:00	35	0	27	106	286	98	6	1	0	0	0	0	0	0	559	36	38			
17:00	40	3	25	113	215	116	18	1	0	0	0	0	0	0	531	37	39			
18:00	10	0	3	48	164	121	17	3	0	0	0	0	0	0	366	38	40			
19:00	2	2	3	37	106	82	14	3	0	0	0	0	0	0	249	38	41			
20:00	2	0	5	19	92	53	6	0	1	0	0	0	0	0	178	38	39			
21:00	4	0	3	13	48	40	8	3	0	0	0	0	0	0	119	39	43			
22:00	0	0	3	7	42	22	9	1	0	0	0	0	0	0	84	39	43			
23:00	0	0	1	3	14	5	7	0	0	0	0	0	0	0	30	41	43			
Total	210	111	271	749	1626	774	111	12	1	0	0	0	0	0	3865					
Percent	5.4%	2.9%	7.0%	19.4%	42.1%	20.0%	2.9%	0.3%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%						
AM Peak																				
Vol.																				
PM Peak	15:00	15:00	15:00	14:00	16:00	18:00	17:00	18:00	20:00									16:00		
Vol.	71	94	126	139	286	121	18	3	1									559		

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SW Scholls Ferry Rd W-O SW Montclair Dr
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WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	9999	Total	85th Percent	95th Percent
04/27/22	0	0	1	3	6	4	1	1	0	0	0	0	0	0	16	39	45
01:00	0	0	0	1	8	1	3	0	0	0	0	0	0	0	13	41	43
02:00	0	0	0	1	1	3	0	0	0	0	0	0	0	0	5	38	39
03:00	0	0	0	1	4	1	0	0	0	0	0	0	0	0	6	35	38
04:00	0	0	0	1	6	8	2	2	0	0	0	0	0	0	19	42	47
05:00	0	1	4	1	22	16	6	2	1	0	0	0	0	0	53	40	45
06:00	5	0	2	11	30	36	8	1	0	0	0	0	0	0	93	39	42
07:00	12	3	13	40	122	50	9	0	0	0	0	0	0	0	249	37	39
08:00	78	84	148	81	64	13	3	0	0	0	0	0	0	0	471	30	34
09:00	15	3	14	69	153	50	7	0	1	0	0	0	0	0	312	36	39
10:00	8	3	14	76	142	69	6	0	0	0	0	0	0	0	318	36	39
11:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
12 PM	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
13:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
14:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
15:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
16:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
17:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
18:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
19:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
20:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
21:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
22:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
23:00	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*
Total	118	94	196	285	558	251	45	6	2	0	0	0	0	0	1555		
Percent	7.6%	6.0%	12.6%	18.3%	35.9%	16.1%	2.9%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	10:00	07:00	04:00	05:00						08:00		
Vol.	78	84	148	81	153	69	9	2	1						471		
PM Peak																	
Vol.																	
Grand Total	328	205	467	1034	2184	1025	156	18	3	0	0	0	0	0	5420		
Percent	6.1%	3.8%	8.6%	19.1%	40.3%	18.9%	2.9%	0.3%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 22 MPH
50th Percentile : 31 MPH
85th Percentile : 36 MPH
95th Percentile : 39 MPH

Stats
10 MPH Pace Speed : 26-35 MPH
Number in Pace : 3218
Percent in Pace : 59.4%
Number of Vehicles > 55 MPH : 0
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 30 MPH



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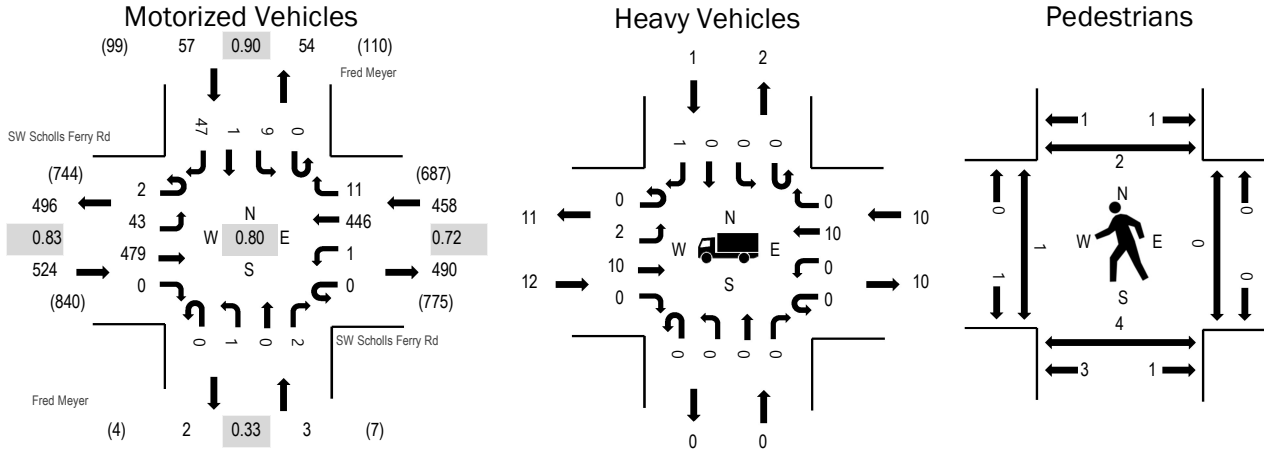
Location: 1 Fred Meyer & SW Scholls Ferry Rd AM

Date: Tuesday, May 3, 2022

Peak Hour: 07:35 AM - 08:35 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.3%	0.83
WB	2.2%	0.72
NB	0.0%	0.33
SB	1.8%	0.90
All	2.2%	0.80

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Fred Meyer Northbound				Fred Meyer Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	3	17	0	0	0	8	0	0	0	0	0	0	1	1	0	30	776
7:05 AM	0	3	20	0	0	0	12	0	0	0	0	0	0	2	0	1	38	837
7:10 AM	0	4	19	0	0	0	8	1	0	0	1	0	0	0	0	1	34	887
7:15 AM	1	3	22	0	0	0	18	1	0	0	0	1	0	1	1	3	51	943
7:20 AM	0	3	19	0	0	0	25	0	0	0	0	1	0	1	0	2	51	989
7:25 AM	0	2	27	0	0	0	19	0	0	0	0	0	0	0	0	4	52	1,014
7:30 AM	0	2	21	0	0	0	17	1	0	0	0	0	0	0	0	3	44	1,036
7:35 AM	0	3	29	0	0	1	24	1	0	0	0	0	0	0	0	3	61	1,042
7:40 AM	1	5	27	0	0	0	50	1	0	0	0	0	0	1	0	3	88	1,041
7:45 AM	0	5	35	0	0	0	51	0	0	0	0	0	0	3	0	2	96	1,007
7:50 AM	0	3	50	0	0	0	56	0	0	0	0	0	0	2	0	6	117	978
7:55 AM	0	4	52	0	0	0	54	0	0	0	0	0	0	0	0	4	114	923
8:00 AM	0	1	41	0	0	0	43	3	0	0	0	0	0	0	1	2	91	857
8:05 AM	1	2	47	0	0	0	31	0	0	0	0	0	0	2	0	5	88	
8:10 AM	0	4	51	0	0	0	28	1	0	0	0	1	0	0	0	5	90	
8:15 AM	0	2	51	0	0	0	38	2	0	1	0	1	0	0	0	2	97	
8:20 AM	0	5	33	0	0	0	32	0	0	0	0	0	0	0	0	6	76	
8:25 AM	0	5	37	0	0	0	28	0	0	0	0	0	0	0	0	4	74	
8:30 AM	0	4	26	0	0	0	11	3	0	0	0	0	0	1	0	5	50	
8:35 AM	0	4	23	0	0	0	23	2	0	0	0	1	0	1	0	6	60	
8:40 AM	0	4	26	0	0	0	21	2	0	0	0	0	0	1	0	0	54	
8:45 AM	0	8	33	0	0	0	18	2	0	0	0	0	0	1	0	5	67	
8:50 AM	0	4	27	0	0	0	28	1	0	0	0	0	0	0	0	2	62	
8:55 AM	0	2	19	0	0	0	19	3	0	0	0	0	0	1	0	4	48	
Count Total	3	85	752	0	0	1	662	24	0	1	1	5	0	18	3	78	1,633	
Peak Hour	2	43	479	0	0	1	446	11	0	1	0	2	0	9	1	47	1,042	

Location: 1 Fred Meyer & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	1	0	1	7:00 AM	0	3	1	0	4
7:05 AM	0	0	1	0	1	7:05 AM	1	0	1	0	2	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	1	1
7:15 AM	0	0	0	0	0	7:15 AM	1	0	0	0	1	7:15 AM	0	1	0	0	1
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	2	0	1	3
7:30 AM	2	0	0	0	2	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	2	2
7:35 AM	3	0	0	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	1	0	1	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	1	0	1	1	3	7:45 AM	0	1	0	0	1
7:50 AM	0	0	2	0	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	1	0	1	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	1	0	2	1	4	8:05 AM	0	0	0	0	0	8:05 AM	1	1	0	1	3
8:10 AM	2	0	0	0	2	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	2	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1
8:25 AM	3	0	0	0	3	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	3	1	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	0	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	0	0	1	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	1	2	8:55 AM	0	0	0	0	0	8:55 AM	0	1	0	0	1
Count Total	19	0	16	3	38	Count Total	4	0	4	1	9	Count Total	1	11	1	6	19
Peak Hour	12	0	10	1	23	Peak Hour	1	0	2	1	4	Peak Hour	1	4	0	2	7

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM



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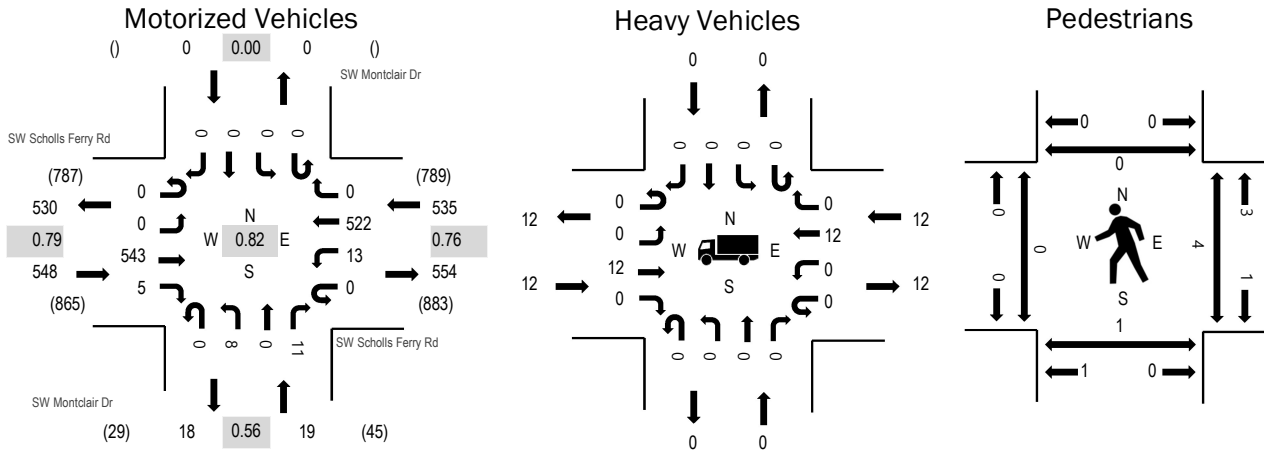
Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM

Date: Tuesday, May 3, 2022

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.2%	0.79
WB	2.2%	0.76
NB	0.0%	0.56
SB	0.0%	0.00
All	2.2%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Montclair Dr Northbound				SW Montclair Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	22	1	0	0	6	0	0	1	0	1	0	0	0	0	31	783
7:05 AM	0	0	21	0	0	1	11	0	0	0	0	1	0	0	0	0	34	841
7:10 AM	0	0	23	0	0	0	9	0	0	0	0	0	0	0	0	0	32	899
7:15 AM	0	0	24	0	0	0	27	0	0	0	0	1	0	0	0	0	52	957
7:20 AM	0	0	19	1	0	0	26	0	0	0	0	2	0	0	0	0	48	1,024
7:25 AM	0	0	32	0	0	0	25	0	0	2	0	0	0	0	0	0	59	1,070
7:30 AM	0	0	27	0	0	0	21	0	0	1	0	0	0	0	0	0	49	1,102
7:35 AM	0	0	33	0	0	0	26	0	0	0	0	2	0	0	0	0	61	1,098
7:40 AM	0	0	25	0	0	2	52	0	0	1	0	0	0	0	0	0	80	1,095
7:45 AM	0	0	45	1	0	4	50	0	0	1	0	1	0	0	0	0	102	1,067
7:50 AM	0	0	48	0	0	0	56	0	0	1	0	1	0	0	0	0	106	1,036
7:55 AM	0	0	61	0	0	0	66	0	0	1	0	1	0	0	0	0	129	997
8:00 AM	0	0	44	2	0	1	41	0	0	1	0	0	0	0	0	0	89	916
8:05 AM	0	0	58	0	0	1	32	0	0	1	0	0	0	0	0	0	92	
8:10 AM	0	0	57	0	0	2	31	0	0	0	0	0	0	0	0	0	90	
8:15 AM	0	0	58	1	0	0	58	0	0	0	0	2	0	0	0	0	119	
8:20 AM	0	0	41	0	0	2	49	0	0	0	0	2	0	0	0	0	94	
8:25 AM	0	0	46	1	0	1	40	0	0	1	0	2	0	0	0	0	91	
8:30 AM	0	0	28	0	0	1	15	0	0	0	0	1	0	0	0	0	45	
8:35 AM	0	0	28	0	0	0	28	0	0	1	0	1	0	0	0	0	58	
8:40 AM	0	0	25	0	0	1	22	0	0	1	0	3	0	0	0	0	52	
8:45 AM	0	0	40	1	0	2	22	0	0	2	0	4	0	0	0	0	71	
8:50 AM	0	0	30	2	0	0	34	0	0	0	0	1	0	0	0	0	67	
8:55 AM	0	0	20	0	0	1	23	0	0	2	0	2	0	0	0	0	48	
Count Total	0	0	855	10	0	19	770	0	0	17	0	28	0	0	0	0	1,699	
Peak Hour	0	0	543	5	0	13	522	0	0	8	0	11	0	0	0	0	1,102	

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	1	0	1	0	2	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	2	0	0	0	2	7:30 AM	0	1	0	0	1	7:30 AM	0	0	0	0	0
7:35 AM	3	0	0	0	3	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	2	0	2	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	2	0	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	0	0	1	0	1	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	2	0	3	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	0	0
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0
8:20 AM	0	0	2	0	2	8:20 AM	0	0	0	0	0	8:20 AM	0	0	4	0	4
8:25 AM	3	0	1	0	4	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	0	1
8:30 AM	1	0	0	0	1	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	1	0	4	0	5	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	2	0	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	19	1	24	0	44	Count Total	3	1	4	0	8	Count Total	0	1	4	0	5
Peak Hour	12	0	12	0	24	Peak Hour	1	1	2	0	4	Peak Hour	0	1	4	0	5

Location: 3 East School Access & SW Scholls Ferry Rd AM



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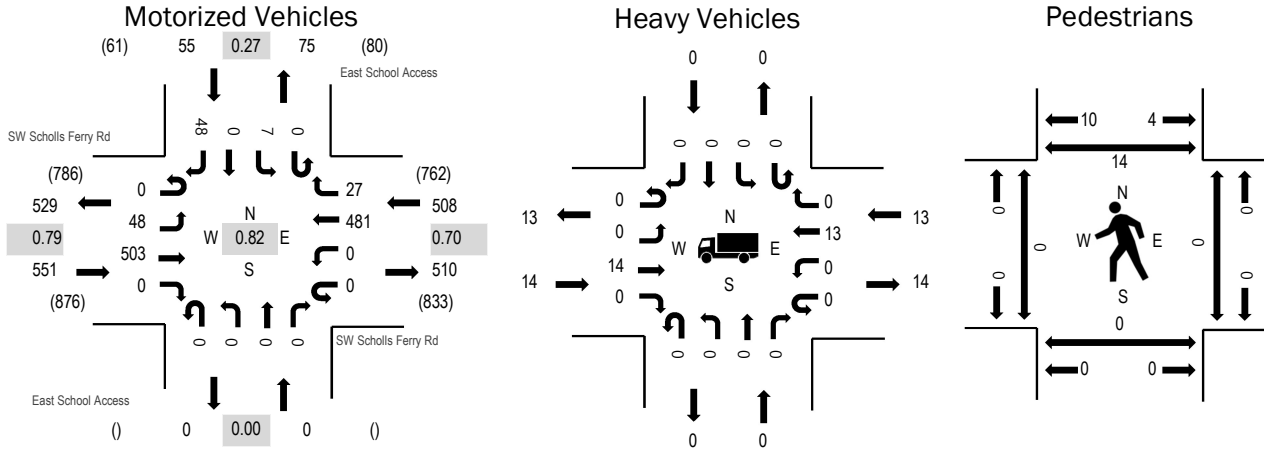
Location: 3 East School Access & SW Scholls Ferry Rd AM

Date: Tuesday, May 3, 2022

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:45 AM - 08:00 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.5%	0.79
WB	2.6%	0.70
NB	0.0%	0.00
SB	0.0%	0.27
All	2.4%	0.82

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				East School Access Northbound				East School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	0	22	0	0	0	8	0	0	0	0	0	0	0	0	0	30	776
7:05 AM	0	0	24	0	0	0	11	0	0	0	0	0	0	0	0	0	35	835
7:10 AM	0	0	23	0	0	0	9	0	0	0	0	0	0	0	0	0	32	893
7:15 AM	0	0	25	0	0	0	26	0	0	0	0	0	0	0	0	1	52	954
7:20 AM	0	0	20	0	0	0	26	0	0	0	0	0	0	0	0	1	47	1,025
7:25 AM	0	1	30	0	0	0	24	0	0	0	0	0	0	0	0	1	56	1,074
7:30 AM	0	1	26	0	0	0	21	0	0	0	0	0	0	0	0	0	48	1,114
7:35 AM	0	1	32	0	0	0	25	0	0	0	0	0	0	0	0	0	58	1,113
7:40 AM	0	0	26	0	0	0	54	0	0	0	0	0	0	0	0	0	80	1,111
7:45 AM	0	2	45	0	0	0	53	1	0	0	0	0	0	0	0	0	101	1,082
7:50 AM	0	1	49	0	0	0	56	4	0	0	0	0	0	0	0	0	110	1,049
7:55 AM	0	5	54	0	0	0	65	3	0	0	0	0	0	0	0	0	127	1,004
8:00 AM	0	4	41	0	0	0	42	2	0	0	0	0	0	0	0	0	89	923
8:05 AM	0	3	53	0	0	0	34	3	0	0	0	0	0	0	0	0	93	
8:10 AM	0	8	50	0	0	0	30	3	0	0	0	0	0	1	0	1	93	
8:15 AM	0	7	54	0	0	0	37	2	0	0	0	0	0	1	0	22	123	
8:20 AM	0	10	31	0	0	0	37	4	0	0	0	0	0	2	0	12	96	
8:25 AM	0	6	42	0	0	0	27	5	0	0	0	0	0	3	0	13	96	
8:30 AM	0	0	29	0	0	0	15	2	0	0	0	0	0	0	0	1	47	
8:35 AM	0	0	27	0	0	0	29	0	0	0	0	0	0	0	0	0	56	
8:40 AM	0	0	27	0	0	0	23	0	0	0	0	0	0	1	0	0	51	
8:45 AM	0	0	43	0	0	0	24	0	0	0	0	0	0	0	0	1	68	
8:50 AM	0	1	31	0	0	0	33	0	0	0	0	0	0	0	0	0	65	
8:55 AM	0	1	21	0	0	0	24	0	0	0	0	0	0	0	0	0	46	
Count Total	0	51	825	0	0	0	733	29	0	0	0	0	0	8	0	53	1,699	
Peak Hour	0	48	503	0	0	0	481	27	0	0	0	0	0	7	0	48	1,114	

Location: 3 East School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	1	0	1	0	2	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	1	0	1	0	2	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	1	1	7:15 AM	1	0	0	0	1	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	2	2
7:30 AM	2	0	0	0	2	7:30 AM	1	0	0	0	1	7:30 AM	0	0	0	1	1
7:35 AM	4	0	0	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	0	0
7:40 AM	0	0	2	0	2	7:40 AM	0	0	0	0	0	7:40 AM	0	0	0	0	0
7:45 AM	0	0	1	0	1	7:45 AM	1	0	2	0	3	7:45 AM	0	0	0	0	0
7:50 AM	0	0	2	0	2	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	1	1
7:55 AM	0	0	1	0	1	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	2	0	3	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	1	0	0	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	4	4
8:15 AM	1	0	0	0	1	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	3	3
8:20 AM	0	0	3	0	3	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	3	3
8:25 AM	4	0	1	0	5	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	2	2
8:30 AM	1	0	1	0	2	8:30 AM	0	0	0	0	0	8:30 AM	0	1	0	0	1
8:35 AM	0	0	4	0	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	1	0	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	1	3	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	1	0	1	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	20	0	24	2	46	Count Total	5	0	5	0	10	Count Total	0	1	0	16	17
Peak Hour	14	0	13	0	27	Peak Hour	2	0	3	0	5	Peak Hour	0	0	0	14	14

Location: 4 Central School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	0	0	0	0	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	0	0	7:05 AM	0	0	1	0	1	7:05 AM	0	1	0	0	1
7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	1	0	0	1
7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	2	0	0	2
7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	2	0	0	0	2	7:35 AM	0	0	0	0	0	7:35 AM	0	1	0	0	1
7:40 AM	0	0	1	0	1	7:40 AM	0	0	0	0	0	7:40 AM	0	2	0	0	2
7:45 AM	0	0	1	0	1	7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0	7:50 AM	0	1	0	0	1
7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	0	0	1	0	1	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	0	1	0	1	8:10 AM	0	0	0	0	0	8:10 AM	0	1	0	0	1
8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	0	0	8:15 AM	0	3	0	0	3
8:20 AM	0	0	1	0	1	8:20 AM	0	0	0	0	0	8:20 AM	0	1	0	0	1
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	1	1
8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	3	0	5	0	8	Count Total	0	0	4	0	4	Count Total	0	13	0	1	14
Peak Hour	2	0	5	0	7	Peak Hour	0	0	2	0	2	Peak Hour	0	9	0	1	10

Location: 5 West School Access & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	1	0	0	0	1	7:00 AM	0	0	1	0	1	7:00 AM	0	0	0	0	0
7:05 AM	0	0	1	0	1	7:05 AM	1	0	1	0	2	7:05 AM	0	0	0	0	0
7:10 AM	1	0	0	0	1	7:10 AM	1	0	0	0	1	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	1	0	2	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	1	1
7:30 AM	3	0	0	1	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	1	1
7:35 AM	4	0	0	0	4	7:35 AM	0	0	0	0	0	7:35 AM	0	0	0	1	1
7:40 AM	0	0	2	0	2	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	1	1
7:45 AM	0	0	1	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	2	0	2	7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	1	1
7:55 AM	0	0	1	0	1	7:55 AM	0	0	1	0	1	7:55 AM	0	0	0	0	0
8:00 AM	1	0	0	0	1	8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	0	0
8:05 AM	2	0	3	0	5	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	5	0	0	0	5	8:10 AM	0	0	0	0	0	8:10 AM	0	0	0	2	2
8:15 AM	1	0	0	3	4	8:15 AM	0	0	0	0	0	8:15 AM	0	0	0	3	3
8:20 AM	2	0	2	2	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	1	1
8:25 AM	5	0	1	0	6	8:25 AM	0	0	0	0	0	8:25 AM	0	1	0	1	2
8:30 AM	2	0	0	2	4	8:30 AM	0	0	0	0	0	8:30 AM	0	0	0	0	0
8:35 AM	0	0	4	0	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	0	1	0	1	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	2	0	3	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	2	0	1	0	3	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	32	0	24	8	64	Count Total	3	0	4	0	7	Count Total	0	1	0	12	13
Peak Hour	23	0	12	6	41	Peak Hour	1	0	2	0	3	Peak Hour	0	1	0	11	12

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM



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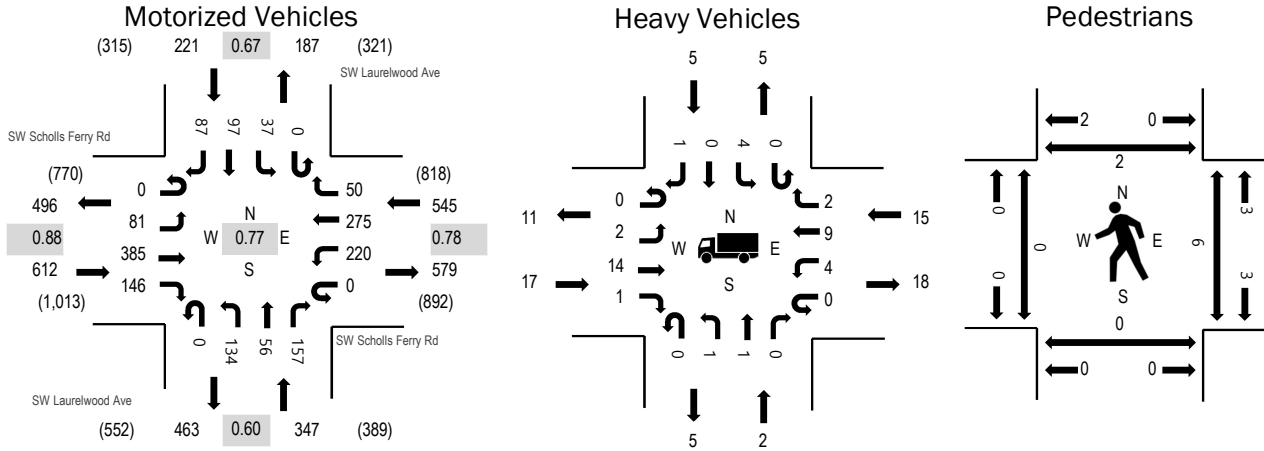
Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM

Date: Tuesday, May 3, 2022

Peak Hour: 07:30 AM - 08:30 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.8%	0.88
WB	2.8%	0.78
NB	0.6%	0.60
SB	2.3%	0.67
All	2.3%	0.77

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Laurelwood Ave Northbound				SW Laurelwood Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	4	20	1	0	0	12	0	0	1	0	0	0	2	0	4	44	1,141
7:05 AM	0	7	19	2	0	4	6	1	0	1	1	1	0	1	0	4	47	1,271
7:10 AM	0	4	18	1	0	2	7	0	0	0	1	1	0	1	1	3	39	1,386
7:15 AM	0	3	25	3	0	5	16	3	0	1	0	0	0	0	1	2	59	1,490
7:20 AM	0	7	17	6	0	8	14	0	0	1	0	1	0	2	2	3	61	1,587
7:25 AM	0	3	27	6	0	12	13	1	0	0	0	0	0	2	3	2	69	1,667
7:30 AM	0	9	27	4	0	5	12	4	0	0	0	0	0	1	1	3	66	1,725
7:35 AM	0	3	34	11	0	13	17	2	0	0	0	0	0	2	5	10	97	1,724
7:40 AM	0	7	20	13	0	19	17	2	0	3	3	3	0	2	16	8	113	1,721
7:45 AM	0	7	29	14	0	26	23	0	0	16	7	16	0	3	11	10	162	1,694
7:50 AM	0	7	36	24	0	32	30	2	0	17	6	20	0	5	11	11	201	1,624
7:55 AM	0	6	29	17	0	26	24	3	0	14	7	25	0	7	14	11	183	1,505
8:00 AM	0	6	23	17	0	33	21	5	0	25	12	17	0	3	7	5	174	1,394
8:05 AM	0	4	34	13	0	14	22	3	0	21	4	27	0	2	10	8	162	
8:10 AM	0	10	45	5	0	17	19	2	0	12	5	17	0	2	7	2	143	
8:15 AM	0	6	38	16	0	13	28	16	0	9	7	14	0	1	2	6	156	
8:20 AM	0	8	38	7	0	15	34	3	0	8	3	9	0	4	7	5	141	
8:25 AM	0	8	32	5	0	7	28	8	0	9	2	9	0	5	6	8	127	
8:30 AM	0	7	22	3	0	3	17	2	0	1	2	5	0	0	0	3	65	
8:35 AM	0	13	26	2	0	2	26	5	0	4	3	2	0	2	2	7	94	
8:40 AM	0	13	32	3	0	1	18	8	0	5	1	0	0	2	0	3	86	
8:45 AM	0	13	30	1	0	0	20	4	0	3	1	1	0	5	1	13	92	
8:50 AM	0	7	26	2	0	4	25	5	0	1	0	0	0	2	2	8	82	
8:55 AM	0	10	18	0	0	6	18	5	0	4	0	0	0	3	0	8	72	
Count Total	0	172	665	176	0	267	467	84	0	156	65	168	0	59	109	147	2,535	
Peak Hour	0	81	385	146	0	220	275	50	0	134	56	157	0	37	97	87	1,725	

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	2	0	0	1	3	7:00 AM	1	0	0	0	1	7:00 AM	0	0	1	0	1
7:05 AM	0	0	1	0	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	1	0	1	2	7:10 AM	1	0	1	0	2	7:10 AM	0	0	0	0	0
7:15 AM	0	0	1	0	1	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	1	0	0	0	1	7:20 AM	0	0	0	1	1	7:20 AM	0	0	0	0	0
7:25 AM	0	0	1	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	3	0	1	0	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	2	1	3
7:35 AM	2	0	0	1	3	7:35 AM	1	0	0	0	1	7:35 AM	0	0	0	0	0
7:40 AM	0	0	1	0	1	7:40 AM	1	0	0	0	1	7:40 AM	0	0	0	0	0
7:45 AM	1	0	1	0	2	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	1	0	1	7:50 AM	0	0	0	0	0	7:50 AM	0	0	0	0	0
7:55 AM	1	0	2	1	4	7:55 AM	0	0	0	0	0	7:55 AM	0	0	1	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	1	0	1	8:00 AM	0	0	0	0	0
8:05 AM	1	0	2	1	4	8:05 AM	0	0	0	0	0	8:05 AM	0	0	1	0	1
8:10 AM	5	0	1	1	7	8:10 AM	0	0	0	0	0	8:10 AM	0	0	2	0	2
8:15 AM	1	2	2	0	5	8:15 AM	0	1	0	0	1	8:15 AM	0	0	0	1	1
8:20 AM	1	0	2	1	4	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	2	0	2	0	4	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	2	0	2	0	4	8:30 AM	0	0	0	0	0	8:30 AM	0	0	1	0	1
8:35 AM	0	0	3	1	4	8:35 AM	0	0	0	0	0	8:35 AM	0	0	0	0	0
8:40 AM	0	1	1	0	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	1	0	1	0	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	0	0	1	1	2	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	1	0	1	0	2	8:55 AM	0	0	0	0	0	8:55 AM	0	0	1	0	1
Count Total	24	4	27	9	64	Count Total	4	1	2	1	8	Count Total	0	0	9	2	11
Peak Hour	17	2	15	5	39	Peak Hour	2	1	1	0	4	Peak Hour	0	0	6	2	8

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM



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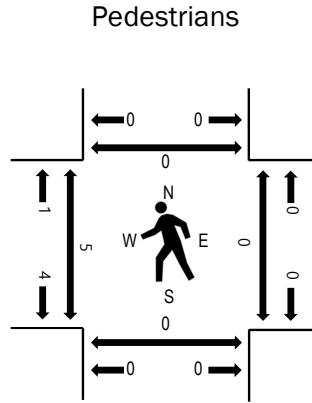
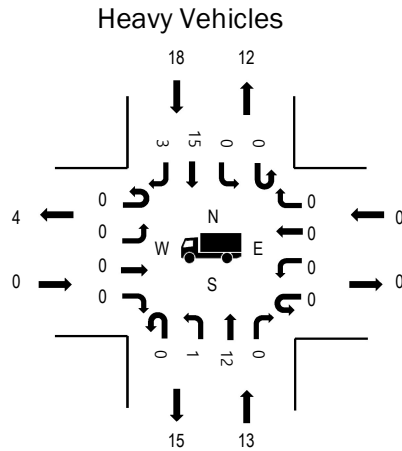
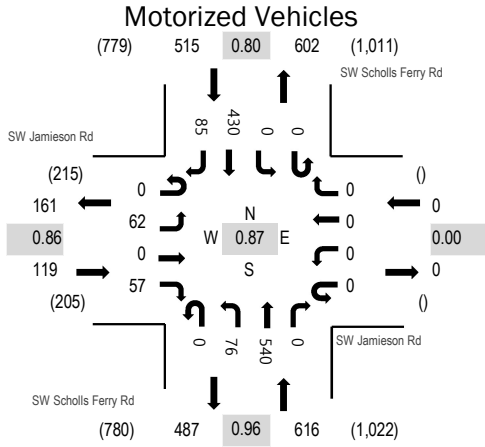
Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM

Date: Tuesday, May 3, 2022

Peak Hour: 07:45 AM - 08:45 AM

Peak 15-Minutes: 07:50 AM - 08:05 AM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.86
WB	0.0%	0.00
NB	2.1%	0.96
SB	3.5%	0.80
All	2.5%	0.87

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Jamieson Rd Eastbound				SW Jamieson Rd Westbound				SW Scholls Ferry Rd Northbound				SW Scholls Ferry Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
7:00 AM	0	4	0	3	0	0	0	0	0	1	21	0	0	0	16	1	46	870
7:05 AM	0	1	0	1	0	0	0	0	0	2	25	0	0	0	8	0	37	938
7:10 AM	0	1	0	2	0	0	0	0	0	0	23	0	0	0	12	0	38	1,009
7:15 AM	0	2	0	4	0	0	0	0	0	2	27	0	0	0	16	2	53	1,069
7:20 AM	0	3	0	4	0	0	0	0	0	1	28	0	0	0	19	0	55	1,126
7:25 AM	0	4	0	1	0	0	0	0	0	2	37	0	0	0	15	2	61	1,178
7:30 AM	0	4	0	5	0	0	0	0	0	1	36	0	0	0	16	1	63	1,222
7:35 AM	0	3	0	7	0	0	0	0	0	6	41	0	0	0	27	1	85	1,223
7:40 AM	0	8	0	5	0	0	0	0	0	2	36	0	0	0	26	0	77	1,235
7:45 AM	0	6	0	3	0	0	0	0	0	8	46	0	0	0	37	10	110	1,250
7:50 AM	0	6	0	6	0	0	0	0	0	5	58	0	0	0	55	6	136	1,231
7:55 AM	0	9	0	8	0	0	0	0	0	4	39	0	0	0	43	6	109	1,179
8:00 AM	0	6	0	2	0	0	0	0	0	5	50	0	0	0	43	8	114	1,136
8:05 AM	0	6	0	5	0	0	0	0	0	3	45	0	0	0	41	8	108	
8:10 AM	0	4	0	7	0	0	0	0	0	1	55	0	0	0	28	3	98	
8:15 AM	0	6	0	5	0	0	0	0	0	5	46	0	0	0	39	9	110	
8:20 AM	0	7	0	4	0	0	0	0	0	2	46	0	0	0	38	10	107	
8:25 AM	0	1	0	7	0	0	0	0	0	10	41	0	0	0	40	6	105	
8:30 AM	0	5	0	2	0	0	0	0	0	8	27	0	0	0	19	3	64	
8:35 AM	0	3	0	2	0	0	0	0	0	14	41	0	0	0	27	10	97	
8:40 AM	0	3	0	6	0	0	0	0	0	11	46	0	0	0	20	6	92	
8:45 AM	0	2	0	6	0	0	0	0	0	8	39	0	0	0	30	6	91	
8:50 AM	0	2	0	7	0	0	0	0	0	7	32	0	0	0	31	5	84	
8:55 AM	0	3	0	4	0	0	0	0	0	2	27	0	0	0	28	2	66	
Count Total	0	99	0	106	0	0	0	0	0	110	912	0	0	0	674	105	2,006	
Peak Hour	0	62	0	57	0	0	0	0	0	76	540	0	0	0	430	85	1,250	

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd AM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
7:00 AM	0	2	0	0	2	7:00 AM	0	1	0	1	2	7:00 AM	0	0	0	0	0
7:05 AM	0	0	0	1	1	7:05 AM	0	0	0	0	0	7:05 AM	0	0	0	0	0
7:10 AM	0	0	0	0	0	7:10 AM	1	0	0	1	2	7:10 AM	0	0	0	0	0
7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0	7:15 AM	0	0	0	0	0
7:20 AM	0	1	0	0	1	7:20 AM	0	0	0	0	0	7:20 AM	0	0	0	0	0
7:25 AM	0	1	0	0	1	7:25 AM	0	0	0	0	0	7:25 AM	0	0	0	0	0
7:30 AM	0	3	0	1	4	7:30 AM	0	0	0	0	0	7:30 AM	0	0	0	0	0
7:35 AM	1	2	0	0	3	7:35 AM	0	1	0	0	1	7:35 AM	2	0	0	0	2
7:40 AM	0	0	0	2	2	7:40 AM	0	1	0	0	1	7:40 AM	0	0	0	0	0
7:45 AM	0	1	0	0	1	7:45 AM	0	0	0	0	0	7:45 AM	0	0	0	0	0
7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	1	1	7:50 AM	0	0	0	0	0
7:55 AM	0	1	0	1	2	7:55 AM	0	0	0	0	0	7:55 AM	1	0	0	0	1
8:00 AM	0	0	0	0	0	8:00 AM	0	0	0	1	1	8:00 AM	0	0	0	0	0
8:05 AM	0	3	0	3	6	8:05 AM	0	0	0	0	0	8:05 AM	0	0	0	0	0
8:10 AM	0	4	0	2	6	8:10 AM	0	0	0	1	1	8:10 AM	0	0	0	0	0
8:15 AM	0	0	0	2	2	8:15 AM	0	0	0	1	1	8:15 AM	1	0	0	0	1
8:20 AM	0	3	0	3	6	8:20 AM	0	0	0	0	0	8:20 AM	0	0	0	0	0
8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0	8:25 AM	0	0	0	0	0
8:30 AM	0	1	0	1	2	8:30 AM	0	1	0	0	1	8:30 AM	1	0	0	0	1
8:35 AM	0	0	0	3	3	8:35 AM	0	0	0	0	0	8:35 AM	2	0	0	0	2
8:40 AM	0	0	0	2	2	8:40 AM	0	0	0	0	0	8:40 AM	0	0	0	0	0
8:45 AM	0	1	0	1	2	8:45 AM	0	0	0	0	0	8:45 AM	0	0	0	0	0
8:50 AM	1	0	0	3	4	8:50 AM	0	0	0	0	0	8:50 AM	0	0	0	0	0
8:55 AM	0	1	0	0	1	8:55 AM	0	0	0	0	0	8:55 AM	0	0	0	0	0
Count Total	2	24	0	26	52	Count Total	1	4	0	6	11	Count Total	7	0	0	0	7
Peak Hour	0	13	0	18	31	Peak Hour	0	1	0	4	5	Peak Hour	5	0	0	0	5



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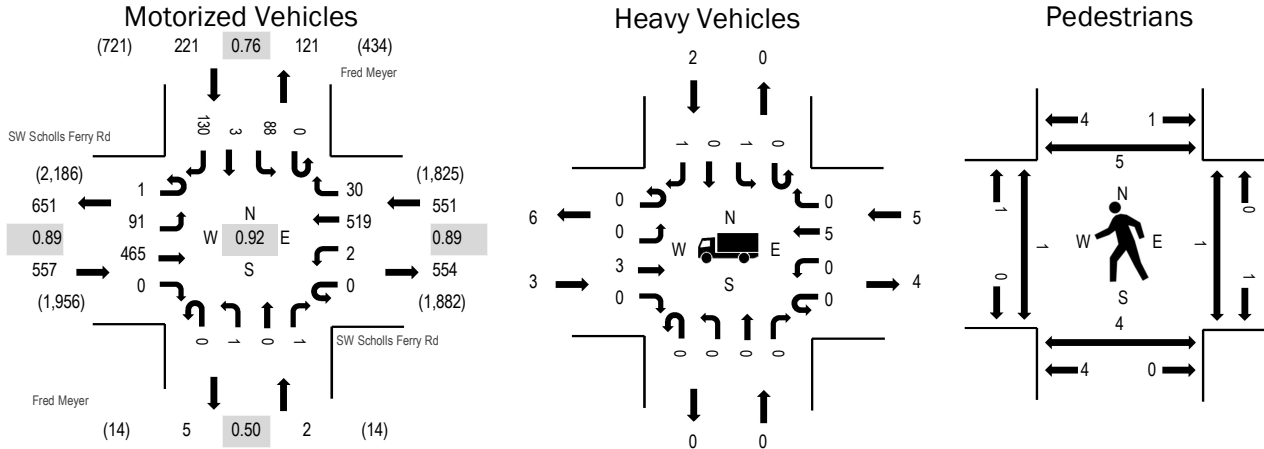
Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.5%	0.89
WB	0.9%	0.89
NB	0.0%	0.50
SB	0.9%	0.76
All	0.8%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Fred Meyer Northbound				Fred Meyer Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	6	24	0	0	0	28	1	0	0	0	1	0	3	0	9	72	967
2:05 PM	0	10	26	0	0	0	24	5	0	0	0	0	0	7	0	17	89	993
2:10 PM	0	5	21	0	0	0	27	2	0	0	0	0	0	3	0	4	62	1,001
2:15 PM	0	8	27	0	0	1	23	0	0	0	0	0	0	6	0	6	71	1,012
2:20 PM	0	8	27	0	0	0	24	2	0	0	0	1	0	1	0	13	76	1,023
2:25 PM	0	9	25	0	0	1	35	1	0	0	1	0	0	4	0	7	83	1,062
2:30 PM	0	10	32	0	0	0	30	2	0	0	0	0	0	5	1	15	95	1,087
2:35 PM	0	4	20	0	0	0	32	2	0	0	0	2	0	5	0	8	73	1,075
2:40 PM	0	6	22	0	0	0	40	3	0	0	0	0	0	1	0	11	83	1,089
2:45 PM	0	4	27	0	0	0	29	3	0	1	0	0	0	1	0	7	72	1,087
2:50 PM	0	9	30	0	0	0	38	1	0	0	0	0	0	4	1	10	93	1,107
2:55 PM	0	10	36	0	0	0	31	1	0	0	0	0	0	4	0	16	98	1,087
3:00 PM	0	7	36	0	0	0	38	3	0	0	0	0	0	2	0	12	98	1,072
3:05 PM	0	11	40	0	0	0	33	3	0	0	0	0	0	3	0	7	97	1,053
3:10 PM	0	4	26	0	0	0	29	3	0	0	0	0	0	2	0	9	73	1,050
3:15 PM	0	2	35	0	0	0	33	1	0	0	0	1	0	1	0	9	82	1,076
3:20 PM	0	7	48	0	0	0	40	5	0	0	0	0	0	3	0	12	115	1,082
3:25 PM	0	10	38	0	0	0	37	2	0	0	0	0	0	10	0	11	108	1,066
3:30 PM	0	7	33	0	0	1	25	1	0	0	0	1	0	4	0	11	83	1,039
3:35 PM	0	9	34	0	0	0	28	3	0	0	0	0	0	7	0	6	87	1,065
3:40 PM	0	4	28	0	0	0	35	3	0	0	0	0	0	5	0	6	81	1,075
3:45 PM	0	8	34	0	0	0	30	2	0	0	0	0	0	7	0	11	92	1,103
3:50 PM	0	7	22	0	0	0	28	0	0	0	0	0	0	5	0	11	73	1,128
3:55 PM	0	4	36	0	0	1	34	4	0	0	0	0	0	1	0	3	83	1,162
4:00 PM	0	7	27	0	0	0	30	0	0	0	0	1	0	3	1	10	79	1,188
4:05 PM	0	7	39	0	0	0	25	4	0	0	1	1	0	7	0	10	94	1,211
4:10 PM	0	7	40	0	0	0	39	1	0	0	0	0	0	3	0	9	99	1,222
4:15 PM	0	5	29	0	0	0	40	4	0	0	0	0	0	3	0	7	88	1,235

Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

4:20 PM	0	6	45	0	0	0	30	3	0	0	0	0	0	4	0	11	99	1,263
4:25 PM	0	3	31	0	0	0	33	3	0	0	0	1	0	5	0	5	81	1,291
4:30 PM	0	4	37	0	0	0	52	1	0	0	0	0	0	6	1	8	109	1,330
4:35 PM	0	3	38	0	0	0	36	2	0	0	0	0	0	7	0	11	97	1,329
4:40 PM	0	5	40	0	0	0	43	1	0	0	0	0	0	6	0	14	109	1,328
4:45 PM	0	11	38	0	0	1	49	6	0	0	0	0	0	2	0	10	117	1,331
4:50 PM	0	6	30	0	0	0	47	1	0	0	0	0	0	11	0	12	107	1,327
4:55 PM	0	6	41	0	0	1	33	1	0	1	0	0	0	16	0	10	109	1,305
5:00 PM	0	7	30	0	0	0	36	2	0	0	0	0	0	10	0	17	102	1,289
5:05 PM	0	12	36	0	0	0	34	4	0	0	0	0	0	7	0	12	105	
5:10 PM	0	9	44	0	0	0	44	0	0	0	0	0	0	6	0	9	112	
5:15 PM	0	6	53	0	0	0	44	1	0	0	0	0	0	5	0	7	116	
5:20 PM	0	8	37	0	0	0	56	4	0	0	0	0	0	8	1	13	127	
5:25 PM	0	8	43	0	0	0	46	2	0	0	0	0	0	7	0	14	120	
5:30 PM	1	2	40	0	0	0	46	1	0	0	0	1	0	6	2	9	108	
5:35 PM	0	5	34	0	0	0	42	4	0	0	0	0	0	3	0	8	96	
5:40 PM	0	11	39	0	0	0	42	4	0	0	0	0	0	7	0	9	112	
5:45 PM	0	9	50	0	0	0	41	2	0	0	0	0	0	4	1	6	113	
5:50 PM	0	2	30	0	0	0	41	0	0	0	0	0	0	3	0	9	85	
5:55 PM	0	5	34	0	0	0	30	5	0	0	0	0	0	7	0	12	93	
Count Total	1	323	1,632	0	0	6	1,710	109	0	2	2	10	0	240	8	473	4,516	
Peak Hour	1	91	465	0	0	2	519	30	0	1	0	1	0	88	3	130	1,331	

Location: 1 Fred Meyer & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	0	1	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	1	0	2	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	1	1
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	1	1	0	0	2
2:15 PM	3	0	0	0	3	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	1	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	2	2
2:25 PM	1	0	1	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	1	1
2:30 PM	0	0	2	1	3	2:30 PM	0	0	0	0	0	2:30 PM	0	2	0	0	2
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	1	0	2	2:40 PM	0	0	0	1	1	2:40 PM	0	0	0	1	1
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	1	0	0	1
2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	1	0	0	1
3:00 PM	0	0	3	0	3	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	1	2
3:05 PM	1	0	0	0	1	3:05 PM	0	0	0	0	0	3:05 PM	0	2	0	1	3
3:10 PM	1	0	0	1	2	3:10 PM	0	0	0	0	0	3:10 PM	0	2	2	0	4
3:15 PM	3	0	1	0	4	3:15 PM	0	0	0	0	0	3:15 PM	0	0	2	0	2
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	2	1	0	1	4
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	1	0	0	1
3:30 PM	1	0	1	0	2	3:30 PM	0	0	0	0	0	3:30 PM	0	2	1	0	3
3:35 PM	1	0	1	0	2	3:35 PM	1	0	0	0	1	3:35 PM	1	0	1	1	3
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1	3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	1	1
3:50 PM	2	0	0	1	3	3:50 PM	0	0	1	0	1	3:50 PM	1	1	1	0	3
3:55 PM	0	0	1	0	1	3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	0	0	0	4:00 PM	0	1	0	0	1
4:05 PM	0	0	2	1	3	4:05 PM	0	0	0	0	0	4:05 PM	1	0	0	1	2
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	1	1	0	0	2
4:15 PM	2	0	1	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	1	1	0	2
4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1	4:20 PM	0	1	0	0	1
4:25 PM	1	0	0	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	1	1	0	2
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	1	0	2	3
4:35 PM	0	0	1	0	1	4:35 PM	0	0	1	0	1	4:35 PM	1	0	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	1	0	0	0	1	4:40 PM	0	0	0	0	0
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	1	1	2	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	1	0	2
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	1	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	2	0	0	2
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	1	1
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	0	0	2	1	3	5:35 PM	0	0	0	0	0	5:35 PM	1	1	0	0	2
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	29	0	29	6	64	Count Total	4	0	4	1	9	Count Total	10	27	11	18	66
Peak Hour	3	0	5	2	10	Peak Hour	1	0	0	0	1	Peak Hour	1	4	1	5	11

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM



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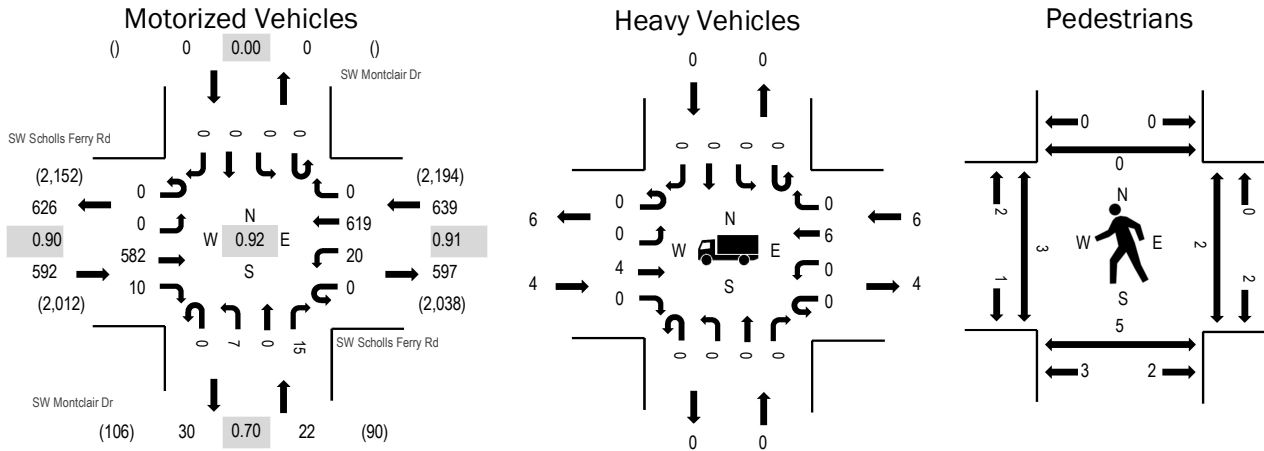
Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.7%	0.90
WB	0.9%	0.91
NB	0.0%	0.70
SB	0.0%	0.00
All	0.8%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Montclair Dr Northbound				SW Montclair Dr Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	29	1	0	1	36	0	0	1	0	0	0	0	0	0	68	931
2:05 PM	0	0	37	1	0	3	37	0	0	0	0	1	0	0	0	0	79	958
2:10 PM	0	0	27	0	0	0	29	0	0	1	0	0	0	0	0	0	57	983
2:15 PM	0	0	41	2	0	0	35	0	0	0	0	1	0	0	0	0	79	1,008
2:20 PM	0	0	38	0	0	1	34	0	0	0	0	1	0	0	0	0	74	1,015
2:25 PM	0	0	28	0	0	1	35	0	0	0	0	3	0	0	0	0	67	1,038
2:30 PM	0	0	43	1	0	2	51	0	0	0	0	1	0	0	0	0	98	1,080
2:35 PM	0	0	23	0	0	0	36	0	0	1	0	1	0	0	0	0	61	1,058
2:40 PM	0	0	31	0	0	3	50	0	0	0	0	1	0	0	0	0	85	1,068
2:45 PM	0	0	31	1	0	0	38	0	0	1	0	2	0	0	0	0	73	1,055
2:50 PM	0	0	43	1	0	2	45	0	0	0	0	0	0	0	0	0	91	1,072
2:55 PM	0	0	50	1	0	0	47	0	0	0	0	1	0	0	0	0	99	1,052
3:00 PM	0	0	45	2	0	2	45	0	0	0	0	1	0	0	0	0	95	1,033
3:05 PM	0	0	46	1	0	3	52	0	0	1	0	1	0	0	0	0	104	1,009
3:10 PM	0	0	30	0	0	0	50	0	0	0	0	2	0	0	0	0	82	987
3:15 PM	0	0	39	0	0	1	43	0	0	0	0	3	0	0	0	0	86	1,001
3:20 PM	0	0	52	0	0	2	41	0	0	2	0	0	0	0	0	0	97	1,007
3:25 PM	0	0	49	1	0	3	55	0	0	0	0	1	0	0	0	0	109	1,002
3:30 PM	0	0	36	0	0	2	35	0	0	0	0	3	0	0	0	0	76	979
3:35 PM	0	0	38	0	0	1	31	0	0	1	0	0	0	0	0	0	71	1,004
3:40 PM	0	0	29	1	0	1	40	0	0	0	0	1	0	0	0	0	72	1,028
3:45 PM	0	0	41	1	0	2	38	0	0	4	0	4	0	0	0	0	90	1,052
3:50 PM	0	0	27	2	0	4	38	0	0	0	0	0	0	0	0	0	71	1,075
3:55 PM	0	0	39	1	0	0	37	0	0	1	0	2	0	0	0	0	80	1,104
4:00 PM	0	0	31	1	0	1	36	0	0	0	0	2	0	0	0	0	71	1,122
4:05 PM	0	0	44	2	0	1	33	0	0	0	0	2	0	0	0	0	82	1,145
4:10 PM	0	0	43	0	0	2	46	0	0	1	0	4	0	0	0	0	96	1,162

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

4:15 PM	0	0	40	0	0	2	47	0	0	2	0	1	0	0	0	0	92	1,170
4:20 PM	0	0	50	1	0	1	39	0	0	0	0	1	0	0	0	0	92	1,192
4:25 PM	0	0	39	0	0	1	45	0	0	0	0	1	0	0	0	0	86	1,205
4:30 PM	0	0	40	1	0	0	60	0	0	0	0	0	0	0	0	0	101	1,242
4:35 PM	0	0	45	2	0	3	43	0	0	2	0	0	0	0	0	0	95	1,235
4:40 PM	0	0	44	0	0	1	51	0	0	0	0	0	0	0	0	0	96	1,244
4:45 PM	0	0	51	1	0	1	59	0	0	0	0	1	0	0	0	0	113	1,253
4:50 PM	0	0	36	0	0	1	59	0	0	0	0	4	0	0	0	0	100	1,246
4:55 PM	0	0	51	3	0	2	42	0	0	0	0	0	0	0	0	0	98	1,219
5:00 PM	0	0	43	2	0	0	48	0	0	1	0	0	0	0	0	0	94	1,210
5:05 PM	0	0	46	1	0	0	52	0	0	0	0	0	0	0	0	0	99	
5:10 PM	0	0	54	0	0	2	47	0	0	1	0	0	0	0	0	0	104	
5:15 PM	0	0	66	0	0	3	44	0	0	0	0	1	0	0	0	0	114	
5:20 PM	0	0	41	2	0	3	59	0	0	0	0	0	0	0	0	0	105	
5:25 PM	0	0	55	0	0	0	63	0	0	1	0	4	0	0	0	0	123	
5:30 PM	0	0	40	0	0	3	49	0	0	1	0	1	0	0	0	0	94	
5:35 PM	0	0	49	1	0	3	48	0	0	2	0	1	0	0	0	0	104	
5:40 PM	0	0	50	0	0	2	49	0	0	1	0	3	0	0	0	0	105	
5:45 PM	0	0	57	2	0	1	44	0	0	1	0	1	0	0	0	0	106	
5:50 PM	0	0	28	0	0	1	39	0	0	1	0	4	0	0	0	0	73	
5:55 PM	0	0	40	1	0	1	45	0	0	0	0	2	0	0	0	0	89	
Count Total	0	0	1,975	37	0	69	2,125	0	0	27	0	63	0	0	0	0	4,296	
Peak Hour	0	0	582	10	0	20	619	0	0	7	0	15	0	0	0	0	1,253	

Location: 2 SW Montclair Dr & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	0	1	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	1	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	1	0	1	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	2	0	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0
2:35 PM	1	0	0	0	1	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	1	0	2	2:40 PM	0	0	1	0	1	2:40 PM	0	0	0	0	0
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1	2:50 PM	0	0	0	0	0
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0
3:00 PM	0	0	3	0	3	3:00 PM	0	0	0	0	0	3:00 PM	1	2	0	0	3
3:05 PM	1	0	0	0	1	3:05 PM	0	0	0	0	0	3:05 PM	0	0	1	0	1
3:10 PM	1	1	2	0	4	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	3	0	1	0	4	3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	1	0	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	1	0	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	1	0	2	0	3	3:35 PM	0	0	0	0	0	3:35 PM	0	1	0	0	1
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	0	0
3:50 PM	1	0	0	0	1	3:50 PM	0	0	0	0	0	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	0	0	0	0
4:05 PM	0	0	2	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	1	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	1	0	0	0	1
4:15 PM	2	0	1	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	0	0	4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	1	0	2	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	1	0	0	0	1	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	0	0	4:40 PM	0	2	1	0	3	4:40 PM	0	0	2	0	2
4:45 PM	1	0	0	0	1	4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	2	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	3	4	0	0	7
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	1	0	1
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	1	0	1
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	1	0	0	1
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	1	0	0	0	1	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	2	0	2
Count Total	26	3	31	0	60	Count Total	7	2	5	0	14	Count Total	5	9	7	0	21
Peak Hour	4	0	6	0	10	Peak Hour	2	0	0	0	2	Peak Hour	3	5	2	0	10

Location: 3 East School Access & SW Scholls Ferry Rd PM

4:15 PM	0	3	37	0	0	0	49	0	0	0	0	0	0	0	0	0	89	1,156
4:20 PM	0	5	44	0	0	0	42	0	0	0	0	0	0	1	0	0	92	1,186
4:25 PM	0	1	38	0	0	0	36	2	0	0	0	0	0	0	0	1	78	1,200
4:30 PM	0	2	37	0	0	0	61	0	0	0	0	0	0	0	0	0	100	1,242
4:35 PM	0	1	43	0	0	0	46	0	0	0	0	0	0	0	0	0	91	1,241
4:40 PM	0	0	43	0	0	0	53	2	0	0	0	0	0	0	0	0	99	1,250
4:45 PM	0	4	50	0	0	0	58	0	0	0	0	0	0	0	0	1	113	1,253
4:50 PM	0	4	35	0	0	0	60	1	0	0	0	0	0	0	0	1	101	1,245
4:55 PM	0	1	50	0	0	0	44	0	0	0	0	0	0	0	0	0	95	1,218
5:00 PM	0	1	41	0	0	0	48	1	0	0	0	0	0	0	0	1	92	1,210
5:05 PM	0	3	43	0	0	0	50	0	0	0	0	0	0	1	0	1	98	
5:10 PM	0	2	53	0	0	0	50	0	0	0	0	0	0	2	0	1	108	
5:15 PM	0	7	60	0	0	0	51	1	0	0	0	0	0	0	0	0	119	
5:20 PM	0	2	40	0	0	0	60	2	0	0	0	0	0	0	0	2	106	
5:25 PM	0	3	55	0	0	0	61	1	0	0	0	0	0	0	0	0	120	
5:30 PM	0	0	41	0	0	0	53	4	0	0	0	0	0	1	0	0	99	
5:35 PM	0	3	44	0	0	0	52	1	0	0	0	0	0	0	0	0	100	
5:40 PM	0	1	47	0	0	0	53	0	0	0	0	0	0	1	0	0	102	
5:45 PM	0	2	55	0	0	0	48	0	0	0	0	0	0	0	0	0	105	
5:50 PM	0	0	31	0	0	0	43	0	0	0	0	0	0	0	0	0	74	
5:55 PM	0	1	41	0	0	0	45	0	0	0	0	0	0	0	0	0	87	
Count Total	0	74	1,927	0	0	0	2,149	26	0	0	0	0	0	14	0	46	4,236	
Peak Hour	0	31	559	0	0	0	640	11	0	0	0	0	0	5	0	7	1,253	

Location: 3 East School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	1	0	0	0	1	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	2	0	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	1	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	1	1
2:25 PM	1	0	1	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	1	1
2:30 PM	0	0	2	0	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	2	2
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	1	0	2	2:40 PM	0	0	1	0	1	2:40 PM	0	0	0	2	2
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1	2:50 PM	0	0	0	1	1
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	1	1	0	1	3
3:00 PM	0	0	3	0	3	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	1	1
3:05 PM	1	0	2	0	3	3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	2	2
3:10 PM	2	0	0	0	2	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	1	1
3:15 PM	3	0	1	0	4	3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	2	2
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	2	2
3:25 PM	2	0	0	0	2	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	1	0	0	0	1	3:30 PM	0	0	0	0	0	3:30 PM	0	1	0	2	3
3:35 PM	1	0	2	0	3	3:35 PM	0	0	0	1	1	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	0	0
3:50 PM	1	0	0	0	1	3:50 PM	0	0	1	0	1	3:50 PM	0	1	0	0	1
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	1	0	1	0	2	4:00 PM	0	1	0	1	2
4:05 PM	0	0	3	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	1	0	1	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	2	0	1	0	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	1	0	1	4:20 PM	1	0	1	0	2	4:20 PM	0	3	0	2	5
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	2	0	0	2
4:30 PM	1	0	2	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	0	1	4:35 PM	1	0	1	0	2	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	2	2
4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0	4:45 PM	2	4	2	0	8
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	2	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	2	0	1	3
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	3	0	0	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	5	0	0	5
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	2	0	1	3
5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0	5:20 PM	0	0	0	0	0
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	1	0	0	0	1	5:45 PM	0	1	0	0	1
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	1	0	0	1
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	30	0	33	0	63	Count Total	6	0	8	1	15	Count Total	3	28	2	26	59
Peak Hour	4	0	6	0	10	Peak Hour	0	0	1	0	1	Peak Hour	2	16	2	3	23

Location: 4 Central School Access & SW Scholls Ferry Rd PM



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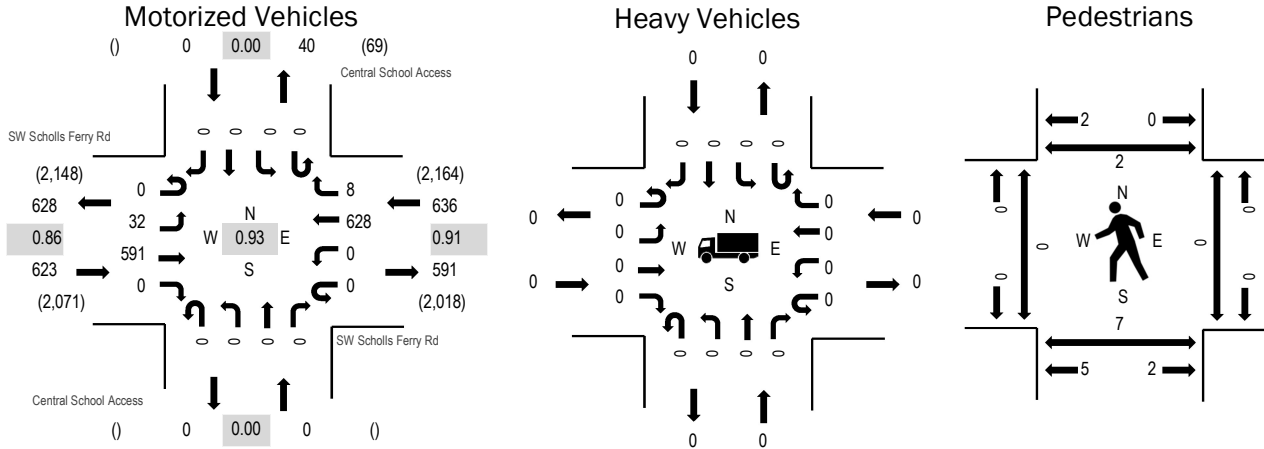
Location: 4 Central School Access & SW Scholls Ferry Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:15 PM - 05:30 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.0%	0.86
WB	0.0%	0.91
NB	0.0%	0.00
SB	0.0%	0.00
All	0.0%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				Central School Access Northbound				Central School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	29	0	0	0	36	0	0	0	0	0	0	0	0	0	65	909
2:05 PM	0	1	38	0	0	0	37	0	0	0	0	0	0	0	0	0	76	937
2:10 PM	0	0	28	0	0	0	30	0	0	0	0	0	0	0	0	0	58	963
2:15 PM	0	0	45	0	0	0	35	0	0	0	0	0	0	0	0	0	80	986
2:20 PM	0	0	36	0	0	0	34	0	0	0	0	0	0	0	0	0	70	987
2:25 PM	0	0	29	0	0	0	35	0	0	0	0	0	0	0	0	0	64	1,012
2:30 PM	0	1	45	0	0	0	50	0	0	0	0	0	0	0	0	0	96	1,053
2:35 PM	0	0	21	0	0	0	35	0	0	0	0	0	0	0	0	0	56	1,031
2:40 PM	0	0	31	0	0	0	51	0	0	0	0	0	0	0	0	0	82	1,046
2:45 PM	0	0	32	0	0	0	38	0	0	0	0	0	0	0	0	0	70	1,034
2:50 PM	0	0	44	0	0	0	46	0	0	0	0	0	0	0	0	0	90	1,051
2:55 PM	0	0	53	0	0	0	49	0	0	0	0	0	0	0	0	0	102	1,028
3:00 PM	0	2	47	0	0	0	43	1	0	0	0	0	0	0	0	0	93	1,005
3:05 PM	0	2	46	0	0	0	54	0	0	0	0	0	0	0	0	0	102	983
3:10 PM	0	0	31	0	0	0	48	2	0	0	0	0	0	0	0	0	81	959
3:15 PM	0	0	39	0	0	0	42	0	0	0	0	0	0	0	0	0	81	967
3:20 PM	0	1	52	0	0	0	40	2	0	0	0	0	0	0	0	0	95	976
3:25 PM	0	0	49	0	0	0	56	0	0	0	0	0	0	0	0	0	105	979
3:30 PM	0	0	38	0	0	0	36	0	0	0	0	0	0	0	0	0	74	952
3:35 PM	0	0	37	0	0	0	34	0	0	0	0	0	0	0	0	0	71	980
3:40 PM	0	1	30	0	0	0	39	0	0	0	0	0	0	0	0	0	70	997
3:45 PM	0	0	44	0	0	0	43	0	0	0	0	0	0	0	0	0	87	1,029
3:50 PM	0	1	28	0	0	0	38	0	0	0	0	0	0	0	0	0	67	1,055
3:55 PM	0	0	41	0	0	0	38	0	0	0	0	0	0	0	0	0	79	1,085
4:00 PM	0	1	33	0	0	0	37	0	0	0	0	0	0	0	0	0	71	1,109
4:05 PM	0	1	45	0	0	0	32	0	0	0	0	0	0	0	0	0	78	1,133
4:10 PM	0	0	42	0	0	0	47	0	0	0	0	0	0	0	0	0	89	1,158

Location: 4 Central School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	1	0	1	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0	2:20 PM	0	1	0	0	1
2:25 PM	0	0	1	0	1	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	0	0	2:30 PM	0	1	0	0	1
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	0	0	1	0	1	2:40 PM	0	0	1	0	1	2:40 PM	0	1	0	0	1
2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1	2:50 PM	0	0	0	0	0
2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	0	0	2:55 PM	0	1	0	0	1
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	3	0	1	4
3:05 PM	0	0	0	0	0	3:05 PM	0	0	0	0	0	3:05 PM	0	2	0	1	3
3:10 PM	0	0	1	0	1	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	0	0	0	0	0	3:15 PM	0	0	0	0	0	3:15 PM	0	1	0	0	1
3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	1	0	0	0	1	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0	3:45 PM	0	1	0	0	1
3:50 PM	0	0	0	0	0	3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0
3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	0	0	0	0	0	4:00 PM	0	0	1	0	1	4:00 PM	0	1	0	0	1
4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0	4:10 PM	0	1	0	0	1
4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	1	1
4:20 PM	0	0	0	0	0	4:20 PM	0	0	1	0	1	4:20 PM	0	1	0	0	1
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	0	1	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	2	2
4:45 PM	0	0	0	0	0	4:45 PM	0	0	0	0	0	4:45 PM	0	3	0	0	3
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0	4:55 PM	0	1	0	0	1
5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0	5:00 PM	0	1	0	0	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0	5:35 PM	0	1	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1	5:40 PM	0	3	0	0	3
5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	1	2
5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	0	0	5:50 PM	0	0	0	2	2
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0
Count Total	2	0	5	0	7	Count Total	1	0	8	0	9	Count Total	0	25	0	10	35
Peak Hour	0	0	0	0	0	Peak Hour	1	0	1	0	2	Peak Hour	0	9	0	2	11

Location: 5 West School Access & SW Scholls Ferry Rd PM



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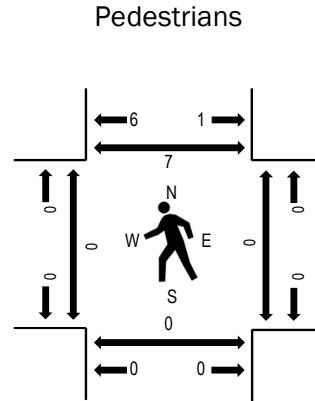
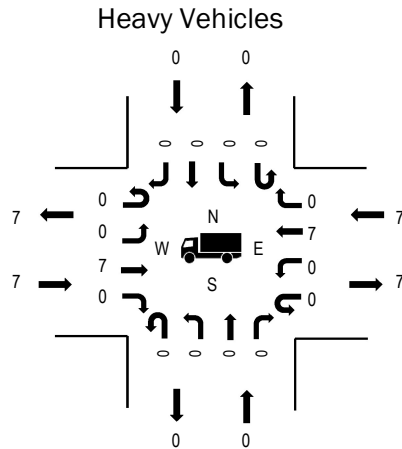
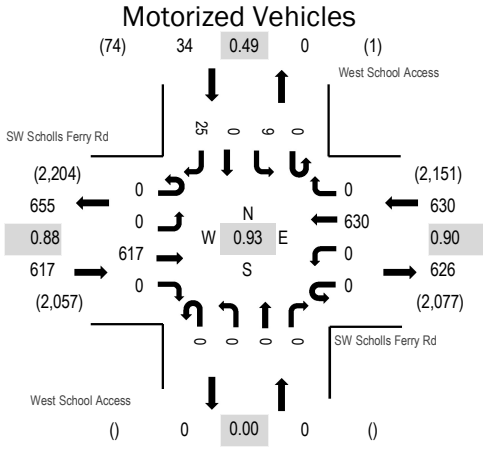
Location: 5 West School Access & SW Scholls Ferry Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:45 PM - 05:45 PM

Peak 15-Minutes: 05:05 PM - 05:20 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	1.1%	0.88
WB	1.1%	0.90
NB	0.0%	0.00
SB	0.0%	0.49
All	1.1%	0.93

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				West School Access Northbound				West School Access Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	0	31	0	0	0	36	0	0	0	0	0	0	0	0	0	67	916
2:05 PM	0	0	37	0	0	0	37	0	0	0	0	0	0	0	0	0	74	936
2:10 PM	0	0	28	0	0	0	31	0	0	0	0	0	0	0	0	0	59	965
2:15 PM	0	0	45	0	0	0	33	0	0	0	0	0	0	0	0	0	78	990
2:20 PM	0	0	36	0	0	0	36	0	0	0	0	0	0	0	0	0	72	996
2:25 PM	0	0	29	0	0	0	36	0	0	0	0	0	0	0	0	0	65	1,020
2:30 PM	0	0	45	0	0	0	50	0	0	0	0	0	0	0	0	0	95	1,062
2:35 PM	0	0	20	0	0	0	34	0	0	0	0	0	0	1	0	0	55	1,045
2:40 PM	0	0	32	0	0	0	50	0	0	0	0	0	0	0	0	0	82	1,060
2:45 PM	0	0	32	0	0	0	40	0	0	0	0	0	0	0	0	0	72	1,049
2:50 PM	0	0	45	0	0	0	46	0	0	0	0	0	0	0	0	1	92	1,064
2:55 PM	0	0	56	0	0	0	49	0	0	0	0	0	0	0	0	0	105	1,040
3:00 PM	0	0	45	0	0	0	42	0	0	0	0	0	0	0	0	0	87	1,014
3:05 PM	0	0	48	0	0	0	55	0	0	0	0	0	0	0	0	0	103	1,001
3:10 PM	0	0	31	0	0	0	49	0	0	0	0	0	0	1	0	3	84	973
3:15 PM	0	0	40	0	0	0	41	0	0	0	0	0	0	0	0	3	84	978
3:20 PM	0	0	53	0	0	0	40	0	0	0	0	0	0	0	0	3	96	983
3:25 PM	0	1	50	0	0	0	54	0	0	0	0	0	0	0	0	2	107	990
3:30 PM	0	0	39	0	0	0	39	0	0	0	0	0	0	0	0	0	78	958
3:35 PM	0	0	36	0	0	0	34	0	0	0	0	0	0	0	0	0	70	985
3:40 PM	0	0	33	0	0	0	38	0	0	0	0	0	0	0	0	0	71	1,007
3:45 PM	0	0	41	0	0	0	44	0	0	0	0	0	0	1	0	1	87	1,040
3:50 PM	0	0	31	0	0	0	36	0	0	0	0	0	0	0	0	1	68	1,068
3:55 PM	0	0	39	0	0	0	38	0	0	0	0	0	0	0	0	2	79	1,097
4:00 PM	0	0	36	0	0	0	38	0	0	0	0	0	0	0	0	0	74	1,124
4:05 PM	0	0	43	0	0	0	31	0	0	0	0	0	0	1	0	0	75	1,143
4:10 PM	0	0	42	0	0	0	45	0	0	0	0	0	0	0	0	2	89	1,170

Location: 5 West School Access & SW Scholls Ferry Rd PM

4:15 PM	0	0	43	0	0	0	46	0	0	0	0	0	0	0	0	89	1,207
4:20 PM	0	0	54	0	0	0	45	0	0	0	0	0	0	1	0	3	1,235
4:25 PM	0	0	39	0	0	0	35	0	0	0	0	0	0	1	0	0	1,232
4:30 PM	0	0	41	0	0	0	61	0	0	0	0	0	0	2	0	1	1,275
4:35 PM	0	0	47	0	0	0	41	0	0	0	0	0	0	0	0	4	1,262
4:40 PM	0	0	45	0	0	0	56	0	0	0	0	0	0	2	0	1	1,280
4:45 PM	0	0	52	0	0	0	60	0	0	0	0	0	0	0	0	3	1,281
4:50 PM	0	0	36	0	0	0	60	0	0	0	0	0	0	1	0	0	1,269
4:55 PM	0	0	60	0	0	0	43	0	0	0	0	0	0	1	0	2	1,246
5:00 PM	0	0	47	0	0	0	45	0	0	0	0	0	0	0	0	1	1,228
5:05 PM	0	0	49	0	0	0	47	0	0	0	0	0	0	1	0	5	102
5:10 PM	0	0	60	0	0	0	53	0	0	0	0	0	0	2	0	11	126
5:15 PM	0	0	67	0	0	0	45	0	0	0	0	0	0	3	0	2	117
5:20 PM	0	0	41	0	0	0	59	0	0	0	0	0	0	0	0	0	100
5:25 PM	0	0	55	0	0	0	62	0	0	0	0	0	0	1	0	0	118
5:30 PM	0	0	42	0	0	0	50	0	0	0	0	0	0	0	0	0	92
5:35 PM	0	0	57	0	0	0	52	0	0	0	0	0	0	0	0	1	110
5:40 PM	0	0	51	0	0	0	54	0	0	0	0	0	0	0	0	0	105
5:45 PM	0	0	56	0	0	0	45	0	0	0	0	0	0	1	0	1	103
5:50 PM	0	0	30	0	0	0	44	0	0	0	0	0	0	0	0	0	74
5:55 PM	0	0	41	0	0	0	46	0	0	0	0	0	0	1	0	0	88
Count Total	0	1	2,056	0	0	0	2,151	0	0	0	0	0	0	21	0	53	4,282
Peak Hour	0	0	617	0	0	0	630	0	0	0	0	0	0	9	0	25	1,281

Location: 5 West School Access & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	1	0	1	0	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	0	2	0	2	2:10 PM	0	0	0	0	0	2:10 PM	0	0	0	0	0
2:15 PM	2	0	0	0	2	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	1	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	1	1
2:25 PM	1	0	1	0	2	2:25 PM	0	0	0	0	0	2:25 PM	0	0	0	0	0
2:30 PM	0	0	2	0	2	2:30 PM	0	0	0	0	0	2:30 PM	0	0	0	1	1
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	1	0	2	2:40 PM	0	0	1	0	1	2:40 PM	0	0	0	1	1
2:45 PM	2	0	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1	2:50 PM	0	0	0	0	0
2:55 PM	0	0	1	0	1	2:55 PM	0	0	0	0	0	2:55 PM	0	0	0	6	6
3:00 PM	2	0	2	0	4	3:00 PM	0	0	0	0	0	3:00 PM	0	1	0	1	2
3:05 PM	3	0	1	0	4	3:05 PM	0	0	0	0	0	3:05 PM	0	1	0	3	4
3:10 PM	0	0	1	4	5	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	3	0	1	2	6	3:15 PM	1	0	0	0	1	3:15 PM	0	1	0	0	1
3:20 PM	0	0	0	1	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	2	0	0	1	3	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	1	0	2	0	3	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	2	0	0	0	2	3:45 PM	1	0	0	0	1	3:45 PM	0	1	0	0	1
3:50 PM	1	0	1	0	2	3:50 PM	0	0	1	0	1	3:50 PM	0	0	0	0	0
3:55 PM	0	0	1	0	1	3:55 PM	0	0	0	0	0	3:55 PM	0	0	0	0	0
4:00 PM	1	0	0	0	1	4:00 PM	1	0	1	0	2	4:00 PM	0	1	0	0	1
4:05 PM	0	0	1	0	1	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	1	1
4:10 PM	0	0	2	0	2	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	1	1
4:15 PM	0	0	1	0	1	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	3	0	0	0	3	4:20 PM	1	0	1	0	2	4:20 PM	1	2	0	0	3
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	1	0	2	0	3	4:30 PM	0	0	0	0	0	4:30 PM	0	0	0	0	0
4:35 PM	0	0	1	1	2	4:35 PM	1	0	1	0	2	4:35 PM	0	1	0	0	1
4:40 PM	0	0	0	0	0	4:40 PM	0	0	3	2	5	4:40 PM	0	0	0	0	0
4:45 PM	1	0	1	0	2	4:45 PM	1	0	0	0	1	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	2	2
4:55 PM	1	0	2	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	1	1
5:00 PM	2	0	0	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	1	1
5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0	5:05 PM	0	0	0	0	0
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	1	1
5:15 PM	1	0	1	0	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	1	1
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	1	0	0	1
5:25 PM	1	0	0	0	1	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	1	1
5:35 PM	1	0	2	0	3	5:35 PM	0	0	0	0	0	5:35 PM	0	0	0	0	0
5:40 PM	0	0	0	0	0	5:40 PM	0	0	1	0	1	5:40 PM	0	1	0	0	1
5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	1	0	1	2
5:50 PM	1	0	0	0	1	5:50 PM	0	0	1	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1	5:55 PM	0	1	0	0	1
Count Total	35	0	33	9	77	Count Total	8	0	11	2	21	Count Total	1	12	0	23	36
Peak Hour	7	0	7	0	14	Peak Hour	2	0	1	0	3	Peak Hour	0	2	0	7	9

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM



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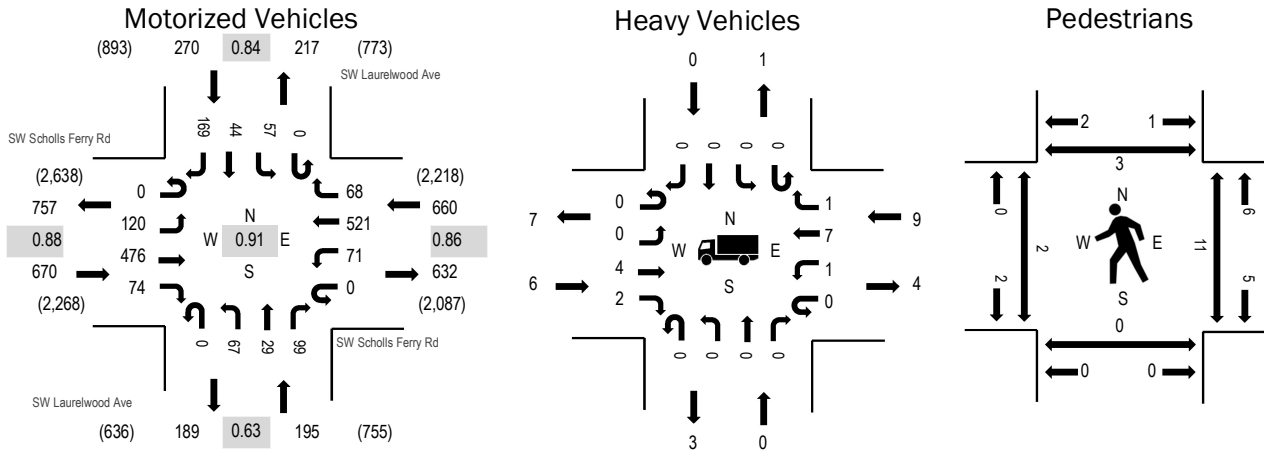
Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:40 PM - 05:40 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	0.9%	0.88
WB	1.4%	0.86
NB	0.0%	0.63
SB	0.0%	0.84
All	0.8%	0.91

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Scholls Ferry Rd Eastbound				SW Scholls Ferry Rd Westbound				SW Laurelwood Ave Northbound				SW Laurelwood Ave Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	6	20	1	0	0	35	3	0	4	3	2	0	0	1	9	84	1,286
2:05 PM	0	4	38	2	0	0	34	2	0	2	0	1	0	2	1	9	95	1,348
2:10 PM	0	5	28	1	0	4	26	4	0	2	4	0	0	2	0	10	86	1,398
2:15 PM	0	5	31	2	0	1	26	3	0	1	1	4	0	8	0	11	93	1,442
2:20 PM	0	7	26	3	0	2	37	1	0	4	2	3	0	3	0	5	93	1,481
2:25 PM	0	10	34	4	0	5	18	5	0	0	0	2	0	2	2	8	90	1,541
2:30 PM	0	7	33	4	0	2	41	4	0	2	0	2	0	4	2	8	109	1,615
2:35 PM	0	2	20	6	0	9	29	2	0	2	0	3	0	0	6	6	85	1,623
2:40 PM	0	4	27	15	0	7	37	3	0	3	0	2	0	0	6	10	114	1,637
2:45 PM	0	3	31	9	0	8	26	4	0	5	4	2	0	1	8	15	116	1,631
2:50 PM	0	6	25	10	0	13	25	10	0	14	5	15	0	3	11	17	154	1,626
2:55 PM	0	9	43	5	0	13	34	5	0	15	6	15	0	1	5	16	167	1,579
3:00 PM	0	7	22	12	0	13	24	1	0	9	7	12	0	11	12	16	146	1,530
3:05 PM	0	11	37	12	0	10	33	4	0	5	4	5	0	3	6	15	145	1,477
3:10 PM	0	6	24	5	0	7	54	2	0	7	3	7	0	2	3	10	130	1,469
3:15 PM	0	15	25	7	0	2	34	3	0	11	5	15	0	1	1	13	132	1,457
3:20 PM	0	12	24	5	0	3	33	14	0	10	6	26	0	5	2	13	153	1,471
3:25 PM	0	6	35	0	0	6	48	5	0	24	7	16	0	2	2	13	164	1,461
3:30 PM	0	12	28	1	0	1	38	4	0	8	4	9	0	1	1	10	117	1,411
3:35 PM	0	10	28	4	0	3	21	6	0	6	1	6	0	0	2	12	99	1,428
3:40 PM	0	7	34	2	0	6	32	3	0	5	1	1	0	1	2	14	108	1,469
3:45 PM	0	5	35	1	0	0	37	2	0	5	1	7	0	6	4	8	111	1,522
3:50 PM	0	11	29	3	0	3	35	3	0	6	2	3	0	2	2	8	107	1,567
3:55 PM	0	9	31	7	0	4	34	7	0	8	2	2	0	1	0	13	118	1,583
4:00 PM	0	7	28	3	0	2	27	0	0	4	2	6	0	0	4	10	93	1,634
4:05 PM	0	15	31	6	0	3	36	5	0	3	4	12	0	1	6	15	137	1,672
4:10 PM	0	9	38	2	0	2	39	5	0	6	3	4	0	0	2	8	118	1,674

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

4:15 PM	0	15	47	2	0	7	37	4	0	7	1	4	0	1	2	19	146	1,734
4:20 PM	0	11	40	2	0	7	36	7	0	7	3	6	0	4	2	18	143	1,755
4:25 PM	0	8	29	4	0	3	36	1	0	3	4	6	0	3	6	11	114	1,759
4:30 PM	0	8	35	4	0	6	34	8	0	5	2	8	0	4	6	14	134	1,789
4:35 PM	0	12	30	3	0	4	38	9	0	13	4	9	0	3	1	14	140	1,791
4:40 PM	0	12	46	6	0	11	40	7	0	7	2	8	0	2	6	14	161	1,795
4:45 PM	0	14	34	7	0	6	42	6	0	6	1	6	0	5	5	24	156	1,769
4:50 PM	0	8	23	2	0	4	43	6	0	1	1	12	0	2	7	14	123	1,749
4:55 PM	0	8	47	9	0	9	45	5	0	7	3	8	0	8	6	14	169	1,727
5:00 PM	0	6	34	10	0	2	41	4	0	2	0	9	0	5	4	14	131	1,684
5:05 PM	0	15	47	6	0	4	26	2	0	7	4	3	0	5	1	19	139	
5:10 PM	0	8	42	3	0	7	62	11	0	11	1	12	0	6	2	13	178	
5:15 PM	0	8	45	16	0	3	47	7	0	3	3	13	0	9	1	12	167	
5:20 PM	0	7	38	4	0	6	44	5	0	9	6	6	0	2	8	12	147	
5:25 PM	0	16	41	5	0	9	40	3	0	5	3	6	0	5	2	9	144	
5:30 PM	0	8	35	2	0	8	48	5	0	3	2	6	0	5	0	14	136	
5:35 PM	0	10	44	4	0	2	43	7	0	6	3	10	0	3	2	10	144	
5:40 PM	0	5	48	4	0	4	47	5	0	4	3	3	0	1	3	8	135	
5:45 PM	0	10	36	6	0	3	40	5	0	7	1	11	0	3	2	12	136	
5:50 PM	0	12	26	0	0	5	34	1	0	3	2	3	0	2	0	13	101	
5:55 PM	0	17	33	4	0	3	41	1	0	4	0	7	0	4	2	10	126	
Count Total	0	428	1,605	235	0	242	1,757	219	0	291	126	338	0	144	159	590	6,134	
Peak Hour	0	120	476	74	0	71	521	68	0	67	29	99	0	57	44	169	1,795	

Location: 6 SW Laurelwood Ave & SW Scholls Ferry Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	1	1	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	1	1
2:05 PM	2	0	0	1	3	2:05 PM	0	0	0	0	0	2:05 PM	0	0	1	0	1
2:10 PM	1	0	1	0	2	2:10 PM	0	0	0	0	0	2:10 PM	0	0	1	0	1
2:15 PM	0	1	0	0	1	2:15 PM	0	1	0	0	1	2:15 PM	0	0	1	0	1
2:20 PM	0	0	1	0	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	1	0	1	0	2	2:25 PM	1	0	0	0	1	2:25 PM	0	0	0	0	0
2:30 PM	0	0	2	0	2	2:30 PM	1	0	0	0	1	2:30 PM	0	0	0	1	1
2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0	2:35 PM	0	0	0	0	0
2:40 PM	1	0	1	1	3	2:40 PM	0	0	1	0	1	2:40 PM	0	0	0	0	0
2:45 PM	1	0	0	0	1	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	1	1
2:50 PM	0	0	0	0	0	2:50 PM	0	0	1	0	1	2:50 PM	0	0	0	0	0
2:55 PM	1	0	1	0	2	2:55 PM	1	0	0	0	1	2:55 PM	0	0	0	0	0
3:00 PM	0	0	1	2	3	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	2	0	0	1	3	3:05 PM	1	0	0	0	1	3:05 PM	0	0	2	2	4
3:10 PM	0	0	2	0	2	3:10 PM	0	0	0	0	0	3:10 PM	0	0	0	0	0
3:15 PM	3	1	3	0	7	3:15 PM	1	0	0	0	1	3:15 PM	0	0	0	0	0
3:20 PM	0	0	1	0	1	3:20 PM	0	0	0	0	0	3:20 PM	0	0	0	0	0
3:25 PM	0	4	1	1	6	3:25 PM	0	0	0	0	0	3:25 PM	0	0	0	0	0
3:30 PM	0	0	0	2	2	3:30 PM	0	0	0	0	0	3:30 PM	0	0	1	1	2
3:35 PM	1	0	2	0	3	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	1	0	0	0	1	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	1	0	0	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	1	0	0	0	1	3:50 PM	1	0	1	0	2	3:50 PM	0	0	0	0	0
3:55 PM	1	0	2	0	3	3:55 PM	0	0	0	0	0	3:55 PM	0	0	6	0	6
4:00 PM	1	0	0	0	1	4:00 PM	0	0	0	0	0	4:00 PM	0	0	5	5	10
4:05 PM	2	0	1	0	3	4:05 PM	0	0	0	0	0	4:05 PM	0	0	5	0	5
4:10 PM	0	0	2	1	3	4:10 PM	0	0	0	0	0	4:10 PM	0	0	6	6	12
4:15 PM	2	0	0	1	3	4:15 PM	0	0	0	0	0	4:15 PM	0	0	3	3	6
4:20 PM	0	0	1	0	1	4:20 PM	1	0	1	0	2	4:20 PM	0	0	0	0	0
4:25 PM	0	0	1	0	1	4:25 PM	0	0	0	0	0	4:25 PM	0	0	0	0	0
4:30 PM	2	0	2	0	4	4:30 PM	1	0	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	1	0	1	4:35 PM	0	0	2	2	4
4:40 PM	0	0	2	0	2	4:40 PM	0	0	1	0	1	4:40 PM	0	0	0	0	0
4:45 PM	1	0	1	0	2	4:45 PM	1	0	0	1	2	4:45 PM	4	0	2	0	6
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	1	0	2	0	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	2	0	2
5:00 PM	2	0	0	0	2	5:00 PM	0	0	0	0	0	5:00 PM	0	0	2	0	2
5:05 PM	0	0	0	0	0	5:05 PM	1	0	0	0	1	5:05 PM	0	0	1	2	3
5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0	5:10 PM	0	0	2	0	2
5:15 PM	2	0	1	0	3	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	1	0	0	0	1	5:20 PM	0	0	1	1	2
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0
5:30 PM	0	0	1	0	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	2	0	2	5:35 PM	1	0	0	0	1	5:35 PM	0	0	1	0	1
5:40 PM	0	0	0	0	0	5:40 PM	1	0	1	0	2	5:40 PM	0	0	0	0	0
5:45 PM	1	0	0	0	1	5:45 PM	1	0	0	0	1	5:45 PM	0	0	0	0	0
5:50 PM	1	0	0	1	2	5:50 PM	0	0	0	0	0	5:50 PM	0	0	2	1	3
5:55 PM	1	0	0	0	1	5:55 PM	0	0	0	0	0	5:55 PM	0	0	2	0	2
Count Total	33	6	36	12	87	Count Total	14	1	7	1	23	Count Total	4	0	48	26	78
Peak Hour	6	0	9	0	15	Peak Hour	4	0	1	1	6	Peak Hour	4	0	11	3	18

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM



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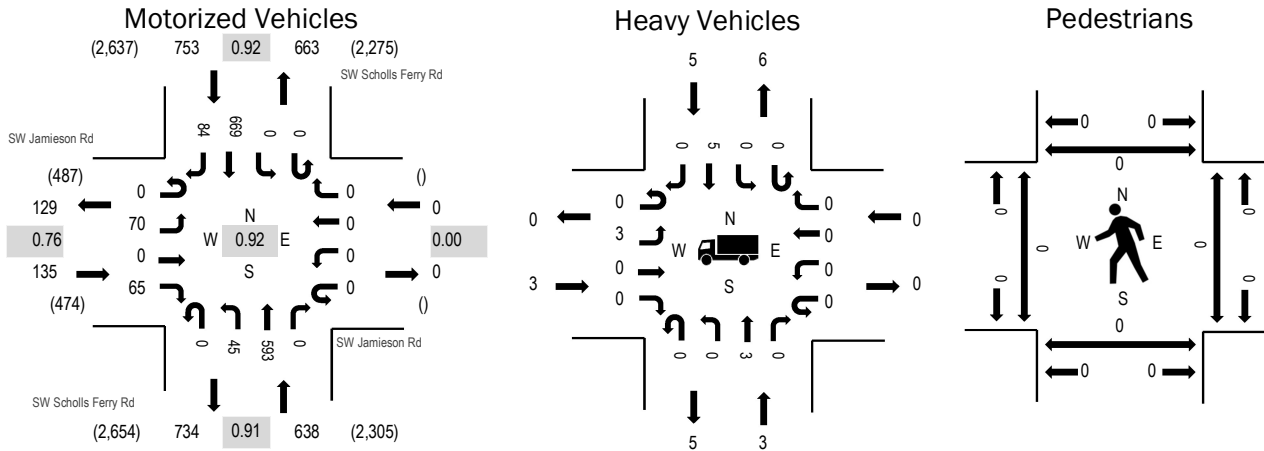
Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM

Date: Tuesday, May 3, 2022

Peak Hour: 04:35 PM - 05:35 PM

Peak 15-Minutes: 05:10 PM - 05:25 PM

Peak Hour



Note: Total study counts contained in parentheses.

	HV%	PHF
EB	2.2%	0.76
WB	0.0%	0.00
NB	0.5%	0.91
SB	0.7%	0.92
All	0.7%	0.92

Traffic Counts - Motorized Vehicles

Interval Start Time	SW Jamieson Rd Eastbound				SW Jamieson Rd Westbound				SW Scholls Ferry Rd Northbound				SW Scholls Ferry Rd Southbound				Total	Rolling Hour
	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right		
2:00 PM	0	2	0	5	0	0	0	0	0	5	23	0	0	0	44	6	85	1,176
2:05 PM	0	4	0	4	0	0	0	0	0	7	41	0	0	0	42	4	102	1,206
2:10 PM	0	1	0	5	0	0	0	0	0	6	33	0	0	0	36	3	84	1,226
2:15 PM	0	8	0	6	0	0	0	0	0	3	33	0	0	0	38	1	89	1,255
2:20 PM	0	1	0	8	0	0	0	0	0	3	36	0	0	0	39	5	92	1,286
2:25 PM	0	1	0	6	0	0	0	0	0	5	45	0	0	0	22	5	84	1,306
2:30 PM	0	3	0	10	0	0	0	0	0	1	40	0	0	0	46	6	106	1,343
2:35 PM	0	2	0	6	0	0	0	0	0	5	24	0	0	0	35	3	75	1,357
2:40 PM	0	5	0	7	0	0	0	0	0	7	40	0	0	0	45	3	107	1,377
2:45 PM	0	5	0	5	0	0	0	0	0	4	43	0	0	0	41	3	101	1,364
2:50 PM	0	4	0	12	0	0	0	0	0	5	46	0	0	0	51	6	124	1,366
2:55 PM	0	6	0	13	0	0	0	0	0	5	40	0	0	0	57	6	127	1,338
3:00 PM	0	6	0	9	0	0	0	0	0	5	46	0	0	0	43	6	115	1,323
3:05 PM	0	7	0	9	0	0	0	0	0	4	46	0	0	0	51	5	122	1,299
3:10 PM	0	3	0	9	0	0	0	0	0	4	27	0	0	0	60	10	113	1,305
3:15 PM	0	1	0	6	0	0	0	0	0	5	53	0	0	0	54	1	120	1,306
3:20 PM	0	2	0	5	0	0	0	0	0	5	38	0	0	0	52	10	112	1,318
3:25 PM	0	1	0	3	0	0	0	0	0	0	35	0	0	0	71	11	121	1,328
3:30 PM	0	2	0	10	0	0	0	0	0	8	42	0	0	0	54	4	120	1,314
3:35 PM	0	2	0	5	0	0	0	0	0	2	46	0	0	0	36	4	95	1,298
3:40 PM	0	4	0	6	0	0	0	0	0	2	33	0	0	0	42	7	94	1,327
3:45 PM	0	2	0	4	0	0	0	0	0	8	38	0	0	0	46	5	103	1,367
3:50 PM	0	3	0	5	0	0	0	0	0	4	38	0	0	0	36	10	96	1,396
3:55 PM	0	4	0	4	0	0	0	0	0	4	42	0	0	0	53	5	112	1,408
4:00 PM	0	2	0	4	0	0	0	0	0	5	39	0	0	0	38	3	91	1,424
4:05 PM	0	1	0	8	0	0	0	0	0	7	54	0	0	0	50	8	128	1,448
4:10 PM	0	3	0	5	0	0	0	0	0	6	50	0	0	0	46	4	114	1,455

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM

4:15 PM	0	2	0	5	0	0	0	0	0	10	52	0	0	0	57	6	132	1,486
4:20 PM	0	5	0	7	0	0	0	0	0	2	49	0	0	0	52	7	122	1,486
4:25 PM	0	0	0	4	0	0	0	0	0	5	44	0	0	0	49	5	107	1,501
4:30 PM	0	5	0	5	0	0	0	0	0	2	39	0	0	0	50	3	104	1,518
4:35 PM	0	4	0	5	0	0	0	0	0	4	49	0	0	0	59	3	124	1,526
4:40 PM	0	6	0	5	0	0	0	0	0	3	56	0	0	0	58	6	134	1,522
4:45 PM	0	3	0	4	0	0	0	0	0	6	51	0	0	0	61	7	132	1,512
4:50 PM	0	2	0	7	0	0	0	0	0	2	36	0	0	0	53	8	108	1,517
4:55 PM	0	9	0	8	0	0	0	0	0	3	45	0	0	0	55	8	128	1,501
5:00 PM	0	14	0	3	0	0	0	0	0	3	39	0	0	0	48	8	115	1,493
5:05 PM	0	11	0	11	0	0	0	0	0	3	56	0	0	0	47	7	135	
5:10 PM	0	5	0	2	0	0	0	0	0	4	55	0	0	0	69	10	145	
5:15 PM	0	7	0	8	0	0	0	0	0	2	52	0	0	0	56	7	132	
5:20 PM	0	7	0	5	0	0	0	0	0	7	55	0	0	0	58	5	137	
5:25 PM	0	0	0	3	0	0	0	0	0	4	59	0	0	0	49	9	124	
5:30 PM	0	2	0	4	0	0	0	0	0	4	40	0	0	0	56	6	112	
5:35 PM	0	8	0	5	0	0	0	0	0	7	44	0	0	0	51	5	120	
5:40 PM	0	3	0	3	0	0	0	0	0	4	55	0	0	0	55	4	124	
5:45 PM	0	5	0	7	0	0	0	0	0	8	53	0	0	0	59	5	137	
5:50 PM	0	0	0	4	0	0	0	0	0	3	36	0	0	0	45	4	92	
5:55 PM	0	3	0	4	0	0	0	0	0	5	53	0	0	0	51	4	120	
Count Total	0	186	0	288	0	0	0	0	0	216	2,089	0	0	0	2,366	271	5,416	
Peak Hour	0	70	0	65	0	0	0	0	0	45	593	0	0	0	669	84	1,526	

Location: 7 SW Scholls Ferry Rd & SW Jamieson Rd PM

Traffic Counts - Heavy Vehicles, Bicycles on Road, and Pedestrians/Bicycles on Crosswalk

Interval Start Time	Heavy Vehicles					Interval Start Time	Bicycles on Roadway					Interval Start Time	Pedestrians/Bicycles on Crosswalk				
	EB	NB	WB	SB	Total		EB	NB	WB	SB	Total		EB	NB	WB	SB	Total
2:00 PM	0	0	0	2	2	2:00 PM	0	0	0	0	0	2:00 PM	0	0	0	0	0
2:05 PM	0	2	0	1	3	2:05 PM	0	0	0	0	0	2:05 PM	0	0	0	0	0
2:10 PM	0	1	0	1	2	2:10 PM	0	0	0	0	0	2:10 PM	1	0	0	0	1
2:15 PM	1	0	0	0	1	2:15 PM	0	0	0	0	0	2:15 PM	0	0	0	0	0
2:20 PM	0	0	0	1	1	2:20 PM	0	0	0	0	0	2:20 PM	0	0	0	0	0
2:25 PM	0	0	0	1	1	2:25 PM	0	1	0	0	1	2:25 PM	0	0	0	0	0
2:30 PM	0	0	0	2	2	2:30 PM	0	1	0	0	1	2:30 PM	0	0	0	0	0
2:35 PM	1	0	0	0	1	2:35 PM	0	0	0	0	0	2:35 PM	1	0	0	0	1
2:40 PM	0	2	0	2	4	2:40 PM	0	0	0	1	1	2:40 PM	0	0	0	0	0
2:45 PM	1	1	0	0	2	2:45 PM	0	0	0	0	0	2:45 PM	0	0	0	0	0
2:50 PM	0	0	0	0	0	2:50 PM	0	0	0	1	1	2:50 PM	1	0	0	0	1
2:55 PM	0	1	0	1	2	2:55 PM	0	1	0	0	1	2:55 PM	0	0	0	0	0
3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0	3:00 PM	0	0	0	0	0
3:05 PM	0	2	0	2	4	3:05 PM	0	1	0	0	1	3:05 PM	0	0	0	0	0
3:10 PM	0	0	0	3	3	3:10 PM	0	0	0	0	0	3:10 PM	1	0	0	0	1
3:15 PM	0	3	0	3	6	3:15 PM	0	1	0	0	1	3:15 PM	0	0	0	0	0
3:20 PM	0	0	0	1	1	3:20 PM	0	1	0	0	1	3:20 PM	0	0	0	0	0
3:25 PM	0	0	0	5	5	3:25 PM	0	0	0	0	0	3:25 PM	3	0	0	0	3
3:30 PM	0	0	0	1	1	3:30 PM	0	0	0	0	0	3:30 PM	0	0	0	0	0
3:35 PM	0	1	0	3	4	3:35 PM	0	0	0	0	0	3:35 PM	0	0	0	0	0
3:40 PM	0	1	0	0	1	3:40 PM	0	0	0	0	0	3:40 PM	0	0	0	0	0
3:45 PM	0	1	0	0	1	3:45 PM	0	0	0	0	0	3:45 PM	0	0	0	0	0
3:50 PM	0	1	0	1	2	3:50 PM	0	0	0	1	1	3:50 PM	0	0	0	0	0
3:55 PM	0	1	0	1	2	3:55 PM	1	0	0	1	2	3:55 PM	2	1	0	0	3
4:00 PM	0	2	0	0	2	4:00 PM	0	0	0	1	1	4:00 PM	0	0	0	0	0
4:05 PM	0	2	0	0	2	4:05 PM	0	0	0	0	0	4:05 PM	0	0	0	0	0
4:10 PM	0	0	0	4	4	4:10 PM	0	0	0	0	0	4:10 PM	0	0	0	0	0
4:15 PM	1	2	0	1	4	4:15 PM	0	0	0	0	0	4:15 PM	0	0	0	0	0
4:20 PM	0	0	0	2	2	4:20 PM	1	0	0	0	1	4:20 PM	0	0	0	0	0
4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	1	1	4:25 PM	0	0	0	0	0
4:30 PM	0	2	0	1	3	4:30 PM	0	1	0	0	1	4:30 PM	0	0	0	0	0
4:35 PM	0	0	0	0	0	4:35 PM	0	0	0	2	2	4:35 PM	0	0	0	0	0
4:40 PM	0	0	0	2	2	4:40 PM	0	0	0	0	0	4:40 PM	0	0	0	0	0
4:45 PM	0	1	0	0	1	4:45 PM	1	1	0	1	3	4:45 PM	0	0	0	0	0
4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0	4:50 PM	0	0	0	0	0
4:55 PM	2	0	0	1	3	4:55 PM	0	0	0	0	0	4:55 PM	0	0	0	0	0
5:00 PM	1	0	0	0	1	5:00 PM	0	0	0	0	0	5:00 PM	0	0	0	0	0
5:05 PM	0	0	0	0	0	5:05 PM	0	1	0	0	1	5:05 PM	0	0	0	0	0
5:10 PM	0	1	0	0	1	5:10 PM	0	0	0	0	0	5:10 PM	0	0	0	0	0
5:15 PM	0	1	0	1	2	5:15 PM	0	0	0	0	0	5:15 PM	0	0	0	0	0
5:20 PM	0	0	0	0	0	5:20 PM	0	1	0	0	1	5:20 PM	0	0	0	0	0
5:25 PM	0	0	0	0	0	5:25 PM	0	0	0	0	0	5:25 PM	1	0	0	0	1
5:30 PM	0	0	0	1	1	5:30 PM	0	0	0	0	0	5:30 PM	0	0	0	0	0
5:35 PM	0	0	0	2	2	5:35 PM	1	1	0	0	2	5:35 PM	1	0	0	0	1
5:40 PM	0	0	0	0	0	5:40 PM	0	0	0	1	1	5:40 PM	0	0	0	0	0
5:45 PM	0	1	0	0	1	5:45 PM	0	0	0	0	0	5:45 PM	0	0	0	0	0
5:50 PM	0	1	0	1	2	5:50 PM	0	1	0	0	1	5:50 PM	0	0	0	0	0
5:55 PM	0	0	0	0	0	5:55 PM	0	0	0	0	0	5:55 PM	1	0	0	0	1
Count Total	7	30	0	48	85	Count Total	4	12	0	10	26	Count Total	12	1	0	0	13
Peak Hour	3	3	0	5	11	Peak Hour	1	3	0	3	7	Peak Hour	1	0	0	0	1

All Traffic Data Services, LLC
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Date Start: 03-May-22
 Date End: 04-May-22
 SW Scholls Ferry Rd W-O W Montclair Dr
 Site Code: 1

EB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/22	0	8	4	0	0	0	0	0	0	0	0	0	0	0	12
01:00	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
02:00	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
03:00	0	10	1	0	0	0	0	0	0	0	0	0	0	1	12
04:00	0	19	3	1	3	0	0	0	0	0	0	0	0	0	26
05:00	0	41	14	2	7	0	0	0	0	0	0	0	0	0	64
06:00	0	93	41	3	14	0	0	0	0	0	0	0	0	5	156
07:00	3	240	82	4	17	4	0	2	2	0	0	0	0	15	369
08:00	3	335	66	4	26	4	0	5	0	0	0	0	0	33	476
09:00	1	169	86	5	26	0	0	2	0	0	0	0	0	11	300
10:00	2	174	47	3	20	1	1	1	2	0	0	0	0	7	258
11:00	0	210	65	2	25	1	0	3	0	0	0	0	0	13	319
12 PM	0	228	72	2	31	0	0	2	0	0	0	0	0	16	351
13:00	2	225	62	3	23	0	2	1	1	0	0	0	0	10	329
14:00	2	280	86	3	31	0	0	4	1	0	0	0	0	26	433
15:00	3	342	79	4	20	0	0	4	0	0	0	0	0	33	485
16:00	5	402	67	4	19	0	0	2	0	0	0	0	0	34	533
17:00	4	416	85	2	22	0	0	1	0	0	0	0	0	45	575
18:00	1	252	57	3	6	0	0	0	0	0	0	0	0	12	331
19:00	1	166	49	1	8	0	0	0	0	0	0	0	0	7	232
20:00	0	153	35	1	6	0	0	0	0	0	0	0	0	7	202
21:00	0	101	29	1	2	0	0	0	0	0	0	0	0	2	135
22:00	0	54	18	1	1	0	0	0	0	0	0	0	0	0	74
23:00	0	13	17	1	2	0	0	0	0	0	0	0	0	0	33
Total	27	3941	1068	50	309	10	3	27	6	0	0	0	0	277	5718
Percent	0.5%	68.9%	18.7%	0.9%	5.4%	0.2%	0.1%	0.5%	0.1%	0.0%	0.0%	0.0%	0.0%	4.8%	
AM Peak	07:00	08:00	09:00	09:00	08:00	07:00	10:00	08:00	07:00					08:00	
Vol.	3	335	86	5	26	4	1	5	2					33	
PM Peak	16:00	17:00	14:00	15:00	12:00		13:00	14:00	13:00					17:00	
Vol.	5	416	86	4	31		2	4	1					45	

All Traffic Data Services, LLC
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Date Start: 03-May-22
Date End: 04-May-22
SW Scholls Ferry Rd W-O W Montclair Dr
Site Code: 1

EB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/04/22	0	12	2	0	1	0	0	0	0	0	0	0	0	0	15
01:00	0	9	4	0	1	0	0	0	0	0	0	0	0	0	14
02:00	0	8	0	0	1	0	0	0	0	0	0	0	0	0	9
03:00	0	8	3	0	2	0	0	0	0	0	0	0	0	0	13
04:00	0	17	3	1	0	0	0	1	0	0	0	0	0	0	22
05:00	0	34	7	2	4	0	0	0	0	0	0	0	0	0	47
06:00	1	117	25	4	11	0	0	0	0	0	0	0	0	1	159
07:00	2	211	72	3	21	0	1	3	0	1	0	0	0	13	327
08:00	3	287	90	6	29	0	0	8	1	0	0	0	0	43	467
09:00	1	182	60	4	20	1	1	4	0	0	0	0	0	9	282
10:00	2	149	71	2	26	2	0	4	0	0	0	0	0	10	266
11:00	0	184	93	3	27	0	0	6	0	0	0	0	0	17	330
12 PM	0	188	55	3	16	0	0	1	0	0	0	0	0	2	265
13:00	1	216	56	2	12	1	0	2	0	0	0	0	0	7	297
14:00	2	268	86	3	15	0	0	2	0	0	0	0	0	20	396
15:00	4	275	80	2	21	0	0	2	0	0	0	0	0	29	413
16:00	1	292	89	3	17	0	0	2	0	0	0	0	0	17	421
17:00	2	290	59	4	13	0	0	1	0	0	0	0	0	23	392
18:00	0	208	53	1	13	0	0	1	0	0	0	0	0	10	286
19:00	0	145	42	1	9	0	0	1	0	0	0	0	0	4	202
20:00	0	104	21	1	2	0	0	0	0	0	0	0	0	3	131
21:00	0	84	9	1	7	1	0	0	0	0	0	0	0	0	102
22:00	0	54	6	1	2	0	0	0	0	0	0	0	0	0	63
23:00	0	15	6	1	0	0	0	0	0	0	0	0	0	0	22
Total	19	3357	992	48	270	5	2	38	1	1	0	0	0	208	4941
Percent	0.4%	67.9%	20.1%	1.0%	5.5%	0.1%	0.0%	0.8%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	
AM Peak	08:00	08:00	11:00	08:00	08:00	10:00	07:00	08:00	08:00	07:00				08:00	
Vol.	3	287	93	6	29	2	1	8	1	1				43	
PM Peak	15:00	16:00	16:00	17:00	15:00	13:00		13:00						15:00	
Vol.	4	292	89	4	21	1		2						29	
Grand Total	46	7298	2060	98	579	15	5	65	7	1	0	0	0	485	10659
Percent	0.4%	68.5%	19.3%	0.9%	5.4%	0.1%	0.0%	0.6%	0.1%	0.0%	0.0%	0.0%	0.0%	4.6%	

All Traffic Data Services, LLC
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Date Start: 03-May-22
 Date End: 04-May-22
 SW Scholls Ferry Rd W-O W Montclair Dr
 Site Code: 1

WB

Start Time	Motorcycl	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axl Double	5 Axle Double	>6 Axl Double	<6 Axl Multi	6 Axle Multi	>6 Axl Multi	Not Classed	Total
05/03/22	0	13	0	1	0	0	0	0	0	0	0	0	0	0	14
01:00	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
02:00	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
03:00	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
04:00	0	10	6	1	1	0	0	0	0	0	0	0	0	0	18
05:00	0	41	7	0	2	0	0	0	0	0	0	0	0	0	50
06:00	0	69	16	2	7	0	0	0	0	0	0	0	0	2	96
07:00	1	288	43	0	18	3	0	3	0	0	0	0	0	30	386
08:00	2	305	43	2	14	2	0	2	0	0	0	0	0	40	410
09:00	0	200	54	6	18	1	0	2	1	0	0	0	0	12	294
10:00	0	233	52	4	12	2	0	2	0	0	0	0	0	8	313
11:00	1	241	50	3	22	1	0	3	0	0	0	0	0	12	333
12 PM	1	293	56	3	19	0	0	2	0	0	0	0	0	8	382
13:00	2	264	56	3	16	1	0	3	0	0	0	0	0	18	363
14:00	0	331	62	3	17	0	1	3	1	0	0	0	0	24	442
15:00	1	372	61	3	17	0	0	4	0	0	0	0	0	30	488
16:00	0	442	78	4	18	0	0	2	0	0	0	0	0	25	569
17:00	3	448	74	3	7	0	0	0	0	0	0	0	0	35	570
18:00	0	316	50	3	8	0	0	0	0	0	0	0	0	14	391
19:00	1	200	40	2	8	0	0	0	0	0	0	0	0	12	263
20:00	0	142	26	0	3	0	0	0	0	0	0	0	0	7	178
21:00	0	106	14	2	0	0	0	0	0	0	0	0	0	2	124
22:00	0	59	8	1	2	0	0	0	0	0	0	0	0	0	70
23:00	0	25	7	1	0	0	0	0	0	0	0	0	0	0	33
Total	12	4417	805	47	209	10	1	26	2	0	0	0	0	279	5808
Percent	0.2%	76.1%	13.9%	0.8%	3.6%	0.2%	0.0%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	4.8%	
AM Peak	08:00	08:00	09:00	09:00	11:00	07:00		07:00	09:00					08:00	
Vol.	2	305	54	6	22	3		3	1					40	
PM Peak	17:00	17:00	16:00	16:00	12:00	13:00	14:00	15:00	14:00					17:00	
Vol.	3	448	78	4	19	1	1	4	1					35	

All Traffic Data Services, LLC
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Date Start: 03-May-22
Date End: 04-May-22
SW Scholls Ferry Rd W-O W Montclair Dr
Site Code: 1

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	9999	Total	85th Percent	95th Percent
05/03/22	0	1	0	0	2	5	3	1	0	0	0	0	0	0	12	43	46
01:00	1	0	0	0	2	2	3	0	0	0	0	0	0	0	8	43	44
02:00	0	0	0	0	2	2	1	0	0	0	0	0	0	0	5	41	43
03:00	1	0	0	0	1	6	3	0	0	1	0	0	0	0	12	43	56
04:00	0	0	0	0	7	9	8	2	0	0	0	0	0	0	26	43	46
05:00	0	0	1	3	20	18	20	2	0	0	0	0	0	0	64	43	44
06:00	5	0	1	7	36	67	33	7	0	0	0	0	0	0	156	42	44
07:00	18	5	30	88	134	79	14	1	0	0	0	0	0	0	369	37	39
08:00	41	105	134	61	93	38	4	0	0	0	0	0	0	0	476	33	37
09:00	15	3	12	38	124	89	16	2	0	0	0	0	1	0	300	38	40
10:00	10	3	18	48	112	57	8	1	1	0	0	0	0	0	258	37	39
11:00	13	2	8	47	151	77	19	2	0	0	0	0	0	0	319	38	41
12 PM	19	6	16	53	146	85	24	2	0	0	0	0	0	0	351	38	41
13:00	12	2	8	46	144	92	24	1	0	0	0	0	0	0	329	38	41
14:00	26	14	56	87	160	79	9	1	1	0	0	0	0	0	433	36	39
15:00	43	36	133	96	122	47	7	1	0	0	0	0	0	0	485	34	38
16:00	36	14	44	126	216	82	13	1	0	1	0	0	0	0	533	36	39
17:00	45	5	40	121	225	118	17	2	2	0	0	0	0	0	575	37	39
18:00	12	0	5	41	127	117	24	3	1	1	0	0	0	0	331	39	42
19:00	7	0	7	25	90	83	16	3	1	0	0	0	0	0	232	39	42
20:00	7	2	5	19	94	59	13	1	2	0	0	0	0	0	202	38	42
21:00	2	1	3	7	55	48	17	1	1	0	0	0	0	0	135	39	43
22:00	0	0	1	4	24	30	10	4	0	1	0	0	0	0	74	41	46
23:00	0	1	1	1	8	10	7	3	1	1	0	0	0	0	33	45	51
Total	313	200	523	918	2095	1299	313	41	10	5	0	0	1	0	5718		
Percent	5.5%	3.5%	9.1%	16.1%	36.6%	22.7%	5.5%	0.7%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	11:00	09:00	06:00	06:00	10:00	03:00				09:00	08:00		
Vol.	41	105	134	88	151	89	33	7	1	1				1	476		
PM Peak	17:00	15:00	15:00	16:00	17:00	17:00	12:00	22:00	17:00	16:00					17:00		
Vol.	45	36	133	126	225	118	24	4	2	1					575		

All Traffic Data Services, LLC
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Date Start: 03-May-22
Date End: 04-May-22
SW Scholls Ferry Rd W-O W Montclair Dr
Site Code: 1

EB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	9999	Total	85th Percent	95th Percent
05/04/22	0	0	0	3	4	3	5	0	0	0	0	0	0	0	15	42	44
01:00	1	1	0	1	4	4	2	1	0	0	0	0	0	0	14	42	46
02:00	0	0	0	0	4	2	2	1	0	0	0	0	0	0	9	44	47
03:00	0	0	0	1	0	4	4	2	2	0	0	0	0	0	13	50	53
04:00	0	0	0	0	0	16	4	2	0	0	0	0	0	0	22	43	47
05:00	0	0	0	5	22	13	5	0	1	1	0	0	0	0	47	39	44
06:00	1	0	0	3	47	62	40	6	0	0	0	0	0	0	159	42	44
07:00	14	1	23	64	116	81	25	3	0	0	0	0	0	0	327	38	42
08:00	51	51	105	103	108	43	5	0	0	1	0	0	0	0	467	34	37
09:00	10	6	6	28	142	76	9	3	1	0	0	0	0	1	282	38	39
10:00	10	1	7	21	91	110	21	5	0	0	0	0	0	0	266	39	43
11:00	20	6	17	47	127	100	11	1	0	0	0	0	0	1	330	38	39
12 PM	9	2	20	43	105	73	9	3	0	0	0	0	0	1	265	38	39
13:00	12	0	20	52	117	82	13	1	0	0	0	0	0	0	297	38	39
14:00	24	20	52	87	134	68	11	0	0	0	0	0	0	0	396	36	39
15:00	37	36	85	95	98	53	9	0	0	0	0	0	0	0	413	35	38
16:00	19	2	9	57	193	114	23	3	0	0	1	0	0	0	421	38	41
17:00	23	0	15	53	177	107	14	2	0	0	0	0	1	0	392	38	39
18:00	10	1	4	17	122	101	28	3	0	0	0	0	0	0	286	39	42
19:00	4	2	5	8	90	66	22	4	1	0	0	0	0	0	202	39	43
20:00	5	0	5	17	50	39	14	1	0	0	0	0	0	0	131	39	43
21:00	0	0	6	14	35	34	12	0	1	0	0	0	0	0	102	39	43
22:00	0	0	0	5	23	28	7	0	0	0	0	0	0	0	63	39	42
23:00	0	0	0	3	9	7	3	0	0	0	0	0	0	0	22	39	43
Total	250	129	379	727	1818	1286	298	41	6	2	1	0	4	0	4941		
Percent	5.1%	2.6%	7.7%	14.7%	36.8%	26.0%	6.0%	0.8%	0.1%	0.0%	0.0%	0.0%	0.1%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	09:00	10:00	06:00	06:00	08:00	03:00	05:00				09:00	08:00	
Vol.	51	51	105	103	142	110	40	6	2	1				1	467		
PM Peak	15:00	15:00	15:00	15:00	16:00	16:00	18:00	19:00	19:00			16:00			12:00	16:00	
Vol.	37	36	85	95	193	114	28	4	1			1		1	421		
Grand Total	563	329	902	1645	3913	2585	611	82	16	7	1	0	5	0	10659		
Percent	5.3%	3.1%	8.5%	15.4%	36.7%	24.3%	5.7%	0.8%	0.2%	0.1%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH
50th Percentile : 32 MPH
85th Percentile : 38 MPH
95th Percentile : 41 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 6498
Percent in Pace : 61.0%
Number of Vehicles > 55 MPH : 13
Percent of Vehicles > 55 MPH : 0.1%
Mean Speed(Average) : 32 MPH

All Traffic Data Services, LLC
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Date Start: 03-May-22
Date End: 04-May-22
SW Scholls Ferry Rd W-O W Montclair Dr
Site Code: 1

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	9999	Total	85th Percent	95th Percent
05/03/22	0	0	0	0	9	3	1	1	0	0	0	0	0	0	14	39	46
01:00	0	0	0	0	3	5	2	0	0	0	0	0	0	0	10	41	43
02:00	0	0	0	0	4	0	0	0	0	0	0	0	0	0	4	34	34
03:00	0	0	0	0	4	2	0	1	0	0	0	0	0	0	7	39	48
04:00	0	0	0	2	8	7	1	0	0	0	0	0	0	0	18	38	40
05:00	0	0	4	6	10	20	8	1	1	0	0	0	0	0	50	41	44
06:00	2	2	2	9	19	48	9	4	1	0	0	0	0	0	96	39	45
07:00	30	0	21	103	167	60	5	0	0	0	0	0	0	0	386	35	38
08:00	45	91	93	66	83	28	4	0	0	0	0	0	0	0	410	33	37
09:00	14	3	11	44	136	74	11	1	0	0	0	0	0	0	294	37	39
10:00	8	6	25	65	137	63	7	2	0	0	0	0	0	0	313	36	39
11:00	13	3	8	61	164	76	8	0	0	0	0	0	0	0	333	37	39
12 PM	9	4	25	93	164	80	6	1	0	0	0	0	0	0	382	36	39
13:00	18	2	24	66	166	77	9	1	0	0	0	0	0	0	363	37	39
14:00	24	3	13	122	209	67	4	0	0	0	0	0	0	0	442	35	38
15:00	46	86	128	85	106	32	5	0	0	0	0	0	0	0	488	33	36
16:00	27	9	53	125	280	71	4	0	0	0	0	0	0	0	569	34	38
17:00	35	2	35	103	257	128	7	2	1	0	0	0	0	0	570	37	39
18:00	14	2	8	71	166	108	18	4	0	0	0	0	0	0	391	38	40
19:00	12	3	12	39	118	71	7	0	1	0	0	0	0	0	263	37	39
20:00	7	0	7	22	97	35	6	4	0	0	0	0	0	0	178	37	40
21:00	2	1	1	11	50	44	12	2	1	0	0	0	0	0	124	39	43
22:00	0	0	1	6	29	23	9	1	1	0	0	0	0	0	70	40	44
23:00	0	0	0	4	13	13	3	0	0	0	0	0	0	0	33	39	42
Total	306	217	471	1103	2399	1135	146	25	6	0	0	0	0	0	5808		
Percent	5.3%	3.7%	8.1%	19.0%	41.3%	19.5%	2.5%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	07:00	07:00	11:00	09:00	08:00	06:00	05:00					08:00		
Vol.	45	91	93	103	167	76	11	4	1						410		
PM Peak	15:00	15:00	15:00	16:00	16:00	17:00	18:00	18:00	17:00						17:00		
Vol.	46	86	128	125	280	128	18	4	1						570		

All Traffic Data Services, LLC
alltrafficdata.net

Date Start: 03-May-22
Date End: 04-May-22
SW Scholls Ferry Rd W-O W Montclair Dr
Site Code: 1

WB

Start Time	1	16	21	26	31	36	41	46	51	56	61	66	71	9999	Total	85th Percent	95th Percent
05/04/22	0	0	1	1	6	4	1	0	0	0	0	0	0	0	13	38	41
01:00	0	0	0	1	5	6	3	0	0	0	0	0	0	0	15	41	43
02:00	0	0	0	0	2	1	1	0	0	0	0	0	0	0	4	42	43
03:00	0	0	0	0	4	4	0	0	0	0	0	0	0	0	8	38	39
04:00	0	0	0	1	6	6	2	1	0	0	0	0	0	0	16	41	46
05:00	0	1	0	6	13	13	11	2	0	0	0	0	0	0	46	42	44
06:00	2	0	4	13	28	41	10	3	0	0	0	0	0	0	101	39	43
07:00	13	6	12	30	102	88	19	1	0	0	1	0	0	0	272	38	41
08:00	64	66	66	83	87	31	3	0	0	0	0	0	0	0	400	33	37
09:00	12	3	17	54	137	63	13	3	1	0	0	0	0	0	303	37	40
10:00	15	2	13	56	147	73	13	0	0	0	0	0	0	0	319	37	39
11:00	16	3	12	51	157	87	8	0	0	0	0	0	0	0	334	37	39
12 PM	12	1	14	74	142	73	11	0	0	0	0	0	0	0	327	37	39
13:00	18	1	14	66	127	73	13	0	0	0	0	0	0	0	312	37	39
14:00	26	14	38	139	151	34	1	1	0	0	0	0	0	0	404	34	37
15:00	48	84	100	71	109	43	4	1	0	0	0	0	0	0	460	34	37
16:00	19	0	9	89	256	125	9	0	0	0	0	0	0	0	507	37	39
17:00	37	2	12	84	257	122	5	0	0	0	0	0	0	0	519	37	39
18:00	11	1	4	49	147	89	11	1	0	0	0	0	0	0	313	38	39
19:00	4	0	9	33	104	73	11	2	0	0	0	0	0	0	236	38	40
20:00	4	0	8	20	56	34	14	2	0	0	0	0	0	0	138	39	43
21:00	1	0	5	11	33	31	8	1	0	0	0	0	0	0	90	39	42
22:00	0	0	3	7	23	22	4	4	0	0	0	0	0	0	63	39	46
23:00	0	0	1	0	10	9	6	0	0	0	0	0	0	0	26	41	43
Total	302	184	342	939	2109	1145	181	22	1	0	1	0	0	0	5226		
Percent	5.8%	3.5%	6.5%	18.0%	40.4%	21.9%	3.5%	0.4%	0.0%	0.0%	0.0%	0.0%	0.0%	0.0%			
AM Peak	08:00	08:00	08:00	08:00	11:00	07:00	07:00	06:00	09:00		07:00						
Vol.	64	66	66	83	157	88	19	3	1		1				400		
PM Peak	15:00	15:00	15:00	14:00	17:00	16:00	20:00	22:00									
Vol.	48	84	100	139	257	125	14	4							519		
Grand Total	608	401	813	2042	4508	2280	327	47	7	0	1	0	0	0	11034		
Percent	5.5%	3.6%	7.4%	18.5%	40.9%	20.7%	3.0%	0.4%	0.1%	0.0%	0.0%	0.0%	0.0%	0.0%			

15th Percentile : 23 MPH
50th Percentile : 31 MPH
85th Percentile : 37 MPH
95th Percentile : 39 MPH

Stats
10 MPH Pace Speed : 31-40 MPH
Number in Pace : 6788
Percent in Pace : 61.5%
Number of Vehicles > 55 MPH : 1
Percent of Vehicles > 55 MPH : 0.0%
Mean Speed(Average) : 31 MPH

SECTION 4: HISTORICAL CRASH DATA

INTERSECTION CRASH DATA

000 Crash Id	015 Street Name	016 Intersecting Street Name	028 Crash Type	029 Collision Type	031 Weather Conditions	032 Road Surface Conditions	033 Lighting Conditions	034 Traffic Control	036 Crash Cause 1	114 Road Departure Flag	117 Severity	118 Intersection Flag	126 Bike / Ped Related	Week of 001 CRASH Date	013 Lat	014 Long	011 Hwy No	019 Mp No
1859453	SW LAURELWOOD AVE	SW SCHOLLS FERRY RD	ANGL-OTH	ANGL	CLR	DRY	DAY	TRF SIGNAL	DIS SIG	No	PDO	Yes	Neither	21-Jul-19	45.48042	-122.7611		
1756556	SW LAURELWOOD AVE	SW SCHOLLS FERRY RD	FIX OBJ	FIX	CLD	DRY	DAY	TRF SIGNAL	OTH-RAMP	No	PDO	Yes	Neither	11-Jun-17	45.48042	-122.7611		
1701286	SW LAURELWOOD AVE	SW SCHOLLS FERRY RD	S-STRGHT	SS-O	CLR	DRY	DAY	TRF SIGNAL	PHANTOM	No	PDO	Yes	Neither	25-Sep-16	45.48042	-122.7611		
1677283	SW LAURELWOOD AVE	SW SCHOLLS FERRY RD	BIKE	TURN	CLR	DRY	DAY	TRF SIGNAL	NO-YIELD	No	Possible Injury (C)	Yes	Bicycle	9-Oct-16	45.48042	-122.7611		
1676345	SW NICOL RD	SW SCHOLLS FERRY RD	S-1STOP	REAR	CLR	DRY	DAY	TRF SIGNAL	F AVOID	No	Possible Injury (C)	Yes	Neither	25-Sep-16	45.48042	-122.7611		
1662478	SW NICOL RD	SW SCHOLLS FERRY RD	ANGL-OTH	ANGL	CLD	DRY	DAY	TRF SIGNAL	DIS SIG	No	Minor Injury (B)	Yes	Neither	27-Mar-16	45.48042	-122.7611		
1669484	MONTCLAIR DR	SCHOLLS FERRY RD	O-1 L-TURN	TURN	CLR	DRY	DAY	STOP SIGN	NO-YIELD	No	Serious Injury (A)	Yes	Neither	26-Jun-16	45.48236	-122.7571		
1814204	SW SCHOLLS FERRY RD	SW 77TH AVE	O-1 L-TURN	TURN	CLR	DRY	DAY	STOP SIGN	NO-YIELD	No	PDO	Yes	Neither	27-May-18	45.48337	-122.755		

SEGMENT CRASH DATA

000 Crash Id	015 Street Name	016 Intersecting Street Name	028 Crash Type	029 Collision Type	031 Weather Conditions	032 Road Surface Conditions	033 Lighting Conditions	034 Traffic Control	036 Crash Cause 1	114 Road Departure Flag	117 Severity	118 Intersection Flag	126 Bike / Ped Related	Week of 001 CRASH Date	013 Lat	014 Long	011 Hwy No	019 Mp No
1763362	SW SCHOLLS FERRY RD	SW NORTHVALE WAY	S-1STOP	REAR	CLR	DRY	DAY	NONE	F AVOID	No	PDO	No	Neither	22-Oct-17	45.48122	-122.7594		
1763153	SW SCHOLLS FERRY RD	SW NORTHVALE WAY	S-1STOP	REAR	CLR	DRY	DARK	UNKNOWN	F AVOID	No	PDO	No	Neither	15-Oct-17	45.48108	-122.7597		
1754738	SCHOLLS FERRY RD	MONTCLAIR DR	S-1STOP	REAR	CLR	DRY	DAY	UNKNOWN	F AVOID	No	PDO	No	Neither	7-May-17	45.48216	-122.7575		
1754725	SCHOLLS FERRY RD	MONTCLAIR DR	S-1STOP	REAR	CLR	DRY	DAY	UNKNOWN	F AVOID	No	PDO	No	Neither	14-May-17	45.48204	-122.7578		
1837901	SCHOLLS FERRY RD	MONTCLAIR DR	S-1STOP	REAR	CLR	DRY	DISK	NONE	INATTENT	No	Possible Injury (C)	No	Neither	24-Nov-19	45.48247	-122.7569		
1828205	SW SCHOLLS FERRY RD	SW 77TH AVE	PED	PED	CLD	DRY	DAY	NONE	NO-YIELD	No	Possible Injury (C)	No	Pedestrian	31-Mar-19	45.4833	-122.7551		
1738533	SW SCHOLLS FERRY RD	SW NORTHVALE WAY	FIX OBJ	FIX	CLD	ICE	DLIT	UNKNOWN	SPEED	Yes	Possible Injury (C)	No	Neither	10-Dec-17	45.48121	-122.7594		
1729865	SW SCHOLLS FERRY RD	SW 77TH AVE	S-1STOP	REAR	CLR	DRY	DAY	NONE	F AVOID	No	Possible Injury (C)	No	Neither	30-Apr-17	45.48327	-122.7552		
1676533	SCHOLLS FERRY RD	MONTCLAIR DR	S-STRGHT	REAR	RAIN	WET	DLIT	NONE	F AVOID	No	Possible Injury (C)	No	Neither	25-Sep-16	45.48242	-122.757		
1676305	SCHOLLS FERRY RD	MONTCLAIR DR	S-1STOP	REAR	CLR	DRY	DAY	UNKNOWN	INATTENT	No	Possible Injury (C)	No	Neither	25-Sep-16	45.48256	-122.7567		

SECTION 5: HCM REPORTS (EXISTING)

Intersection

Int Delay, s/veh 1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	53	612	1	1	405	13	0	1	3	16	0	77
Future Vol, veh/h	53	612	1	1	405	13	0	1	3	16	0	77
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	0	0	4	4	0	0	0	7	0	7
Mvmt Flow	60	688	1	1	455	15	0	1	3	18	0	87

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	472	0	0	689
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.236	-	-	2.2
Pot Cap-1 Maneuver	1079	-	-	915
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1077	-	-	915
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	16.9	16.4
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	306	1077	-	-	915	-	-	131	584
HCM Lane V/C Ratio	0.015	0.055	-	-	0.001	-	-	0.137	0.148
HCM Control Delay (s)	16.9	8.5	-	-	8.9	-	-	36.8	12.2
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0	0.2	-	-	0	-	-	0.5	0.5

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	700	10	11	477	16	22
Future Vol, veh/h	700	10	11	477	16	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	778	11	12	530	18	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	789	0	1338
Stage 1	-	-	-	-	784
Stage 2	-	-	-	-	554
Critical Hdwy	-	-	4.14	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.236	-	3.527
Pot Cap-1 Maneuver	-	-	822	-	168
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	574
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	822	-	164
Mov Cap-2 Maneuver	-	-	-	-	164
Stage 1	-	-	-	-	448
Stage 2	-	-	-	-	562

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	22.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	247	-	-	822	-
HCM Lane V/C Ratio	0.171	-	-	0.015	-
HCM Control Delay (s)	22.6	-	-	9.4	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0	-

Intersection

Int Delay, s/veh 1.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↔		↕	
Traffic Vol, veh/h	73	649	427	55	17	61
Future Vol, veh/h	73	649	427	55	17	61
Conflicting Peds, #/hr	12	0	0	12	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	81	721	474	61	19	68

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	547	0	-	0	1401	519
Stage 1	-	-	-	-	517	-
Stage 2	-	-	-	-	884	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1017	-	-	-	154	557
Stage 1	-	-	-	-	598	-
Stage 2	-	-	-	-	404	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1005	-	-	-	130	550
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	400	-

Approach EB WB SB

HCM Control Delay, s	0.9	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	1005	-	-	-	323
HCM Lane V/C Ratio	0.081	-	-	-	0.268
HCM Control Delay (s)	8.9	0	-	-	20.2
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.1

HCM 6th TWSC
5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	740	477	0	7	37
Future Vol, veh/h	0	740	477	0	7	37
Conflicting Peds, #/hr	0	0	0	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	37	37
Mvmt Flow	0	813	524	0	8	41

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1340 528
Stage 1	-	-	-	-	524 -
Stage 2	-	-	-	-	816 -
Critical Hdwy	-	-	-	-	6.77 6.57
Critical Hdwy Stg 1	-	-	-	-	5.77 -
Critical Hdwy Stg 2	-	-	-	-	5.77 -
Follow-up Hdwy	-	-	-	-	3.833 3.633
Pot Cap-1 Maneuver	0	-	-	0	142 488
Stage 1	0	-	-	0	529 -
Stage 2	0	-	-	0	380 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	142 486
Mov Cap-2 Maneuver	-	-	-	-	142 -
Stage 1	-	-	-	-	529 -
Stage 2	-	-	-	-	380 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.1
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	142	486
HCM Lane V/C Ratio	-	-	0.054	0.084
HCM Control Delay (s)	-	-	31.8	13.1
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0.2	0.3

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	592	116	134	333	47	85	46	96	52	77	94
Future Volume (vph)	71	592	116	134	333	47	85	46	96	52	77	94
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.98	1.00
Satd. Flow (prot)	1765	1863	1543	1703	1752			1753	1492		1752	1490
Flt Permitted	0.50	1.00	1.00	0.19	1.00			0.64	1.00		0.82	1.00
Satd. Flow (perm)	927	1863	1543	341	1752			1158	1492		1467	1490
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	86	713	140	161	401	57	102	55	116	63	93	113
RTOR Reduction (vph)	0	0	45	0	5	0	0	0	91	0	0	89
Lane Group Flow (vph)	86	713	95	161	453	0	0	157	25	0	156	24
Confl. Peds. (#/hr)	5		1	1		5			4	4		
Confl. Bikes (#/hr)			4						1			1
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	36.4	36.4	36.4	31.9	31.9			16.0	16.0		16.0	16.0
Effective Green, g (s)	36.4	36.4	36.4	31.9	31.9			16.0	16.0		16.0	16.0
Actuated g/C Ratio	0.48	0.48	0.48	0.42	0.42			0.21	0.21		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	619	900	745	341	742			246	317		311	316
v/s Ratio Prot	0.03	c0.38		0.07	c0.26							
v/s Ratio Perm	0.04		0.06	0.13				c0.14	0.02		0.11	0.02
v/c Ratio	0.14	0.79	0.13	0.47	0.61			0.64	0.08		0.50	0.08
Uniform Delay, d1	11.1	16.3	10.7	15.9	16.9			27.0	23.7		26.1	23.7
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	4.9	0.1	0.9	1.5			5.2	0.1		1.1	0.1
Delay (s)	11.2	21.1	10.8	16.8	18.4			32.2	23.8		27.2	23.8
Level of Service	B	C	B	B	B			C	C		C	C
Approach Delay (s)		18.7			18.0			28.7			25.8	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	20.7	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	75.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.5%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection

Int Delay, s/veh 3.6

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗			↔		↖		↗
Traffic Vol, veh/h	89	451	1	3	445	32	0	2	3	39	1	131
Future Vol, veh/h	89	451	1	3	445	32	0	2	3	39	1	131
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	4	0	0	3	3	0	0	0	3	0	3
Mvmt Flow	98	496	1	3	489	35	0	2	3	43	1	144

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	529	0	0	497
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.14	-	-	4.1
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.236	-	-	2.2
Pot Cap-1 Maneuver	1028	-	-	1077
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	1023	-	-	1077
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0.1	18	19.9
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	283	1023	-	-	1077	-	-	143	552
HCM Lane V/C Ratio	0.019	0.096	-	-	0.003	-	-	0.3	0.261
HCM Control Delay (s)	18	8.9	-	-	8.4	-	-	40.6	13.8
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	0.3	-	-	0	-	-	1.2	1

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	524	14	23	585	11	21
Future Vol, veh/h	524	14	23	585	11	21
Conflicting Peds, #/hr	0	3	3	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	595	16	26	665	13	24

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	614	0	1326	607
Stage 1	-	-	-	-	606	-
Stage 2	-	-	-	-	720	-
Critical Hdwy	-	-	4.14	-	6.44	6.24
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	-	-	2.236	-	3.536	3.336
Pot Cap-1 Maneuver	-	-	956	-	170	493
Stage 1	-	-	-	-	541	-
Stage 2	-	-	-	-	478	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	953	-	162	491
Mov Cap-2 Maneuver	-	-	-	-	162	-
Stage 1	-	-	-	-	539	-
Stage 2	-	-	-	-	456	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	19.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	289	-	-	953	-
HCM Lane V/C Ratio	0.126	-	-	0.027	-
HCM Control Delay (s)	19.2	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0.1	-

Intersection

Int Delay, s/veh 0.7

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	11	534	570	6	7	38
Future Vol, veh/h	11	534	570	6	7	38
Conflicting Peds, #/hr	11	0	0	11	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	13	614	655	7	8	44

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	673	0	-	0	1314	670
Stage 1	-	-	-	-	670	-
Stage 2	-	-	-	-	644	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	908	-	-	-	176	460
Stage 1	-	-	-	-	512	-
Stage 2	-	-	-	-	527	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	898	-	-	-	169	455
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	496	-
Stage 2	-	-	-	-	522	-

Approach EB WB SB

HCM Control Delay, s	0.2	0	16.7
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	898	-	-	-	360
HCM Lane V/C Ratio	0.014	-	-	-	0.144
HCM Control Delay (s)	9.1	0	-	-	16.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.5

HCM 6th TWSC
 5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	545	590	2	8	20
Future Vol, veh/h	0	545	590	2	8	20
Conflicting Peds, #/hr	22	0	0	22	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	3	3	46	46
Mvmt Flow	0	612	663	2	9	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1298 686
Stage 1	-	-	-	-	686 -
Stage 2	-	-	-	-	612 -
Critical Hdwy	-	-	-	-	6.86 6.66
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	-	-	-	-	3.914 3.714
Pot Cap-1 Maneuver	0	-	-	-	145 380
Stage 1	0	-	-	-	427 -
Stage 2	0	-	-	-	465 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	139 372
Mov Cap-2 Maneuver	-	-	-	-	139 -
Stage 1	-	-	-	-	418 -
Stage 2	-	-	-	-	455 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.3
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	139	372
HCM Lane V/C Ratio	-	-	-	0.065	0.06
HCM Control Delay (s)	-	-	-	32.7	15.3
HCM Lane LOS	-	-	-	D	C
HCM 95th %tile Q(veh)	-	-	-	0.2	0.2

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	92	382	50	51	481	78	95	39	126	37	32	105
Future Volume (vph)	92	382	50	51	481	78	95	39	126	37	32	105
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1735	1827	1521	1719	1765			1748	1497		1774	1553
Flt Permitted	0.31	1.00	1.00	0.32	1.00			0.74	1.00		0.80	1.00
Satd. Flow (perm)	560	1827	1521	573	1765			1333	1497		1451	1553
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	111	460	60	61	580	94	114	47	152	45	39	127
RTOR Reduction (vph)	0	0	28	0	5	0	0	0	118	0	0	98
Lane Group Flow (vph)	111	460	32	61	669	0	0	161	34	0	84	29
Confl. Peds. (#/hr)	3						3		4	4		
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	33.3	33.3	33.3	31.9	31.9			14.2	14.2		14.2	14.2
Effective Green, g (s)	33.3	33.3	33.3	31.9	31.9			14.2	14.2		14.2	14.2
Actuated g/C Ratio	0.53	0.53	0.53	0.50	0.50			0.22	0.22		0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	389	962	801	356	890			299	336		326	348
v/s Ratio Prot	0.02	c0.25		0.01	c0.38							
v/s Ratio Perm	0.13		0.02	0.08				c0.12	0.02		0.06	0.02
v/c Ratio	0.29	0.48	0.04	0.17	0.75			0.54	0.10		0.26	0.08
Uniform Delay, d1	12.7	9.5	7.2	8.9	12.5			21.6	19.4		20.2	19.4
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.4	0.0	0.2	3.6			1.8	0.1		0.4	0.1
Delay (s)	13.0	9.8	7.2	9.1	16.1			23.4	19.6		20.5	19.4
Level of Service	B	A	A	A	B			C	B		C	B
Approach Delay (s)		10.2			15.5			21.5			19.9	
Approach LOS		B			B			C			B	

Intersection Summary

HCM 2000 Control Delay	15.2	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.69		
Actuated Cycle Length (s)	63.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	59.3%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	96	489	0	2	554	31	0	1	2	54	1	164
Future Vol, veh/h	96	489	0	2	554	31	0	1	2	54	1	164
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	1	1	0	0	0	1	0	1
Mvmt Flow	102	520	0	2	589	33	0	1	2	57	1	174

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	625	0	-	520	0	0	1423	1353	522	1341	1337	611
Stage 1	-	-	-	-	-	-	724	724	-	613	613	-
Stage 2	-	-	-	-	-	-	699	629	-	728	724	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.309
Pot Cap-1 Maneuver	961	-	0	1056	-	-	115	151	559	130	155	496
Stage 1	-	-	0	-	-	-	420	433	-	481	486	-
Stage 2	-	-	0	-	-	-	434	478	-	416	433	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	958	-	-	1056	-	-	68	134	558	117	138	494
Mov Cap-2 Maneuver	-	-	-	-	-	-	68	134	-	117	138	-
Stage 1	-	-	-	-	-	-	375	387	-	429	483	-
Stage 2	-	-	-	-	-	-	279	475	-	369	387	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	18.4	27.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	272	958	-	1056	-	-	117	494
HCM Lane V/C Ratio	0.012	0.107	-	0.002	-	-	0.491	0.353
HCM Control Delay (s)	18.4	9.2	-	8.4	-	-	62.4	16.2
HCM Lane LOS	C	A	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0	0.4	-	0	-	-	2.2	1.6

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	558	16	23	699	12	22
Future Vol, veh/h	558	16	23	699	12	22
Conflicting Peds, #/hr	0	2	2	0	2	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	600	17	25	752	13	24

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	619	0	1415
Stage 1	-	-	-	-	611
Stage 2	-	-	-	-	804
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	961	-	153
Stage 1	-	-	-	-	546
Stage 2	-	-	-	-	444
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	959	-	146
Mov Cap-2 Maneuver	-	-	-	-	146
Stage 1	-	-	-	-	545
Stage 2	-	-	-	-	423

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	20.5
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	269	-	-	959	-
HCM Lane V/C Ratio	0.136	-	-	0.026	-
HCM Control Delay (s)	20.5	-	-	8.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	1	579	713	5	6	9
Future Vol, veh/h	1	579	713	5	6	9
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	1	623	767	5	6	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	775	0	-	0	1398 773
Stage 1	-	-	-	-	773 -
Stage 2	-	-	-	-	625 -
Critical Hdwy	4.12	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.218	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	841	-	-	-	157 402
Stage 1	-	-	-	-	459 -
Stage 2	-	-	-	-	537 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	839	-	-	-	156 401
Mov Cap-2 Maneuver	-	-	-	-	156 -
Stage 1	-	-	-	-	457 -
Stage 2	-	-	-	-	535 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	20.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	839	-	-	-	246
HCM Lane V/C Ratio	0.001	-	-	-	0.066
HCM Control Delay (s)	9.3	0	-	-	20.7
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	579	708	0	2	8
Future Vol, veh/h	0	579	708	0	2	8
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	0	616	753	0	2	9

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1369 753
Stage 1	-	-	-	-	753 -
Stage 2	-	-	-	-	616 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	163 413
Stage 1	0	-	-	0	469 -
Stage 2	0	-	-	0	543 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	163 413
Mov Cap-2 Maneuver	-	-	-	-	163 -
Stage 1	-	-	-	-	469 -
Stage 2	-	-	-	-	543 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	16.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	163	413
HCM Lane V/C Ratio	-	-	0.013	0.021
HCM Control Delay (s)	-	-	27.4	13.9
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0	0.1

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	107	438	54	55	590	71	79	34	93	48	32	140
Future Volume (vph)	107	438	54	55	590	71	79	34	93	48	32	140
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1769	1863	1550	1770	1828			1800	1540		1805	1549
Flt Permitted	0.30	1.00	1.00	0.32	1.00			0.74	1.00		0.78	1.00
Satd. Flow (perm)	553	1863	1550	604	1828			1376	1540		1443	1549
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	114	466	57	59	628	76	84	36	99	51	34	149
RTOR Reduction (vph)	0	0	25	0	4	0	0	0	80	0	0	120
Lane Group Flow (vph)	114	466	32	59	700	0	0	120	19	0	85	29
Confl. Peds. (#/hr)	2						2		2	2		
Confl. Bikes (#/hr)			2			2			2			1
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	32.4	32.4	32.4	30.7	30.7			11.4	11.4		11.4	11.4
Effective Green, g (s)	32.4	32.4	32.4	30.7	30.7			11.4	11.4		11.4	11.4
Actuated g/C Ratio	0.55	0.55	0.55	0.52	0.52			0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	408	1017	846	381	946			264	296		277	297
v/s Ratio Prot	0.02	c0.25		0.01	c0.38							
v/s Ratio Perm	0.13		0.02	0.07				c0.09	0.01		0.06	0.02
v/c Ratio	0.28	0.46	0.04	0.15	0.74			0.45	0.06		0.31	0.10
Uniform Delay, d1	11.4	8.1	6.2	7.9	11.2			21.2	19.6		20.6	19.7
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	0.0	0.2	3.2			1.2	0.1		0.5	0.1
Delay (s)	11.7	8.5	6.2	8.1	14.3			22.4	19.7		21.1	19.8
Level of Service	B	A	A	A	B			C	B		C	B
Approach Delay (s)		8.8			13.9			21.2			20.3	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay	13.8	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.66		
Actuated Cycle Length (s)	59.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	64.3%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

SECTION 6: HCM REPORTS (NO BUILD)

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	57	661	1	1	436	14	0	1	3	17	0	83
Future Vol, veh/h	57	661	1	1	436	14	0	1	3	17	0	83
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	0	0	4	4	0	0	0	7	0	7
Mvmt Flow	64	743	1	1	490	16	0	1	3	19	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	508	0	0	744	0	0	1420	1382	745	1377	-	501
Stage 1	-	-	-	-	-	-	872	872	-	502	-	-
Stage 2	-	-	-	-	-	-	548	510	-	875	-	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.17	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	-	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.563	-	3.363
Pot Cap-1 Maneuver	1047	-	-	873	-	-	115	145	417	119	0	560
Stage 1	-	-	-	-	-	-	348	371	-	542	0	-
Stage 2	-	-	-	-	-	-	524	541	-	337	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1045	-	-	873	-	-	91	136	417	111	-	558
Mov Cap-2 Maneuver	-	-	-	-	-	-	91	136	-	111	-	-
Stage 1	-	-	-	-	-	-	327	348	-	508	-	-
Stage 2	-	-	-	-	-	-	435	539	-	312	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	0.7			0			18.3			18		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	275	1045	-	-	873	-	-	111	558
HCM Lane V/C Ratio	0.016	0.061	-	-	0.001	-	-	0.172	0.167
HCM Control Delay (s)	18.3	8.7	-	-	9.1	-	-	44.1	12.7
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.6	0.6

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	755	11	12	515	17	24
Future Vol, veh/h	755	11	12	515	17	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	4	4	3	3
Mvmt Flow	839	12	13	572	19	27

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	851	0	1443
Stage 1	-	-	-	-	845
Stage 2	-	-	-	-	598
Critical Hdwy	-	-	4.14	-	6.43
Critical Hdwy Stg 1	-	-	-	-	5.43
Critical Hdwy Stg 2	-	-	-	-	5.43
Follow-up Hdwy	-	-	2.236	-	3.527
Pot Cap-1 Maneuver	-	-	779	-	145
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	547
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	779	-	142
Mov Cap-2 Maneuver	-	-	-	-	142
Stage 1	-	-	-	-	420
Stage 2	-	-	-	-	534

Approach	EB	WB	NB
HCM Control Delay, s	0	0.2	25.6
HCM LOS			D

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	220	-	-	779	-
HCM Lane V/C Ratio	0.207	-	-	0.017	-
HCM Control Delay (s)	25.6	-	-	9.7	0
HCM Lane LOS	D	-	-	A	A
HCM 95th %tile Q(veh)	0.8	-	-	0.1	-

Intersection

Int Delay, s/veh 1.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	79	700	461	59	18	66
Future Vol, veh/h	79	700	461	59	18	66
Conflicting Peds, #/hr	12	0	0	12	1	2
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	3	3	5	5	2	2
Mvmt Flow	88	778	512	66	20	73

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	590	0	-	0	1512	559
Stage 1	-	-	-	-	557	-
Stage 2	-	-	-	-	955	-
Critical Hdwy	4.13	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.227	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	981	-	-	-	132	529
Stage 1	-	-	-	-	574	-
Stage 2	-	-	-	-	374	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	970	-	-	-	109	522
Mov Cap-2 Maneuver	-	-	-	-	109	-
Stage 1	-	-	-	-	477	-
Stage 2	-	-	-	-	370	-

Approach EB WB SB

HCM Control Delay, s	0.9	0	23.4
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	970	-	-	-	288
HCM Lane V/C Ratio	0.09	-	-	-	0.324
HCM Control Delay (s)	9.1	0	-	-	23.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	1.4

HCM 6th TWSC
 5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection						
Int Delay, s/veh	0.6					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	798	515	0	8	40
Future Vol, veh/h	0	798	515	0	8	40
Conflicting Peds, #/hr	0	0	0	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	5	5	3	3	37	37
Mvmt Flow	0	877	566	0	9	44

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1446 570
Stage 1	-	-	-	-	566 -
Stage 2	-	-	-	-	880 -
Critical Hdwy	-	-	-	-	6.77 6.57
Critical Hdwy Stg 1	-	-	-	-	5.77 -
Critical Hdwy Stg 2	-	-	-	-	5.77 -
Follow-up Hdwy	-	-	-	-	3.833 3.633
Pot Cap-1 Maneuver	0	-	-	0	121 460
Stage 1	0	-	-	0	505 -
Stage 2	0	-	-	0	353 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	121 458
Mov Cap-2 Maneuver	-	-	-	-	121 -
Stage 1	-	-	-	-	505 -
Stage 2	-	-	-	-	353 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.6
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	121	458
HCM Lane V/C Ratio	-	-	0.073	0.096
HCM Control Delay (s)	-	-	37.1	13.7
HCM Lane LOS	-	-	E	B
HCM 95th %tile Q(veh)	-	-	0.2	0.3

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	638	125	145	359	51	92	50	104	56	83	102
Future Volume (vph)	77	638	125	145	359	51	92	50	104	56	83	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	1.00			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.98	1.00
Satd. Flow (prot)	1765	1863	1543	1703	1752			1753	1491		1753	1490
Flt Permitted	0.48	1.00	1.00	0.17	1.00			0.60	1.00		0.77	1.00
Satd. Flow (perm)	897	1863	1543	299	1752			1090	1491		1373	1490
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	93	769	151	175	433	61	111	60	125	67	100	123
RTOR Reduction (vph)	0	0	44	0	5	0	0	0	98	0	0	97
Lane Group Flow (vph)	93	769	107	175	489	0	0	171	27	0	167	26
Confl. Peds. (#/hr)	5		1	1		5			4	4		
Confl. Bikes (#/hr)			4						1			1
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	41.1	41.1	41.1	35.5	35.5			17.7	17.7		17.7	17.7
Effective Green, g (s)	41.1	41.1	41.1	35.5	35.5			17.7	17.7		17.7	17.7
Actuated g/C Ratio	0.50	0.50	0.50	0.43	0.43			0.22	0.22		0.22	0.22
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	628	930	770	325	755			234	320		295	320
v/s Ratio Prot	0.03	c0.41		0.08	c0.28							
v/s Ratio Perm	0.04		0.07	0.16				c0.16	0.02		0.12	0.02
v/c Ratio	0.15	0.83	0.14	0.54	0.65			0.73	0.08		0.57	0.08
Uniform Delay, d1	11.5	17.6	11.1	17.5	18.5			30.1	25.8		28.9	25.8
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	6.1	0.1	1.5	1.9			11.0	0.1		2.2	0.1
Delay (s)	11.6	23.7	11.2	19.0	20.4			41.1	25.9		31.1	25.9
Level of Service	B	C	B	B	C			D	C		C	C
Approach Delay (s)		20.7			20.0			34.7			28.9	
Approach LOS		C			C			C			C	

Intersection Summary

HCM 2000 Control Delay	23.4	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.79		
Actuated Cycle Length (s)	82.3	Sum of lost time (s)	12.0
Intersection Capacity Utilization	66.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	96	486	1	3	480	35	0	2	3	42	1	141
Future Vol, veh/h	96	486	1	3	480	35	0	2	3	42	1	141
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	4	0	0	3	3	0	0	0	3	0	3
Mvmt Flow	105	534	1	3	527	38	0	2	3	46	1	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	570	0	0	535	0	0	1379	1321	536	1305	1302	555
Stage 1	-	-	-	-	-	-	745	745	-	557	557	-
Stage 2	-	-	-	-	-	-	634	576	-	748	745	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.327
Pot Cap-1 Maneuver	993	-	-	1043	-	-	123	158	549	136	162	529
Stage 1	-	-	-	-	-	-	409	424	-	513	515	-
Stage 2	-	-	-	-	-	-	471	505	-	403	424	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	988	-	-	1043	-	-	79	140	548	122	144	524
Mov Cap-2 Maneuver	-	-	-	-	-	-	79	140	-	122	144	-
Stage 1	-	-	-	-	-	-	366	379	-	456	510	-
Stage 2	-	-	-	-	-	-	328	500	-	356	379	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	1.5			0			19.5			23.1		
HCM LOS							C			C		

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	253	988	-	-	1043	-	-	122	524
HCM Lane V/C Ratio	0.022	0.107	-	-	0.003	-	-	0.378	0.296
HCM Control Delay (s)	19.5	9.1	-	-	8.5	-	-	51.4	14.7
HCM Lane LOS	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	1.6	1.2

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	565	15	25	631	12	23
Future Vol, veh/h	565	15	25	631	12	23
Conflicting Peds, #/hr	0	3	3	0	3	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	3	3	4	4	4	4
Mvmt Flow	642	17	28	717	14	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	662	0	1430
Stage 1	-	-	-	-	654
Stage 2	-	-	-	-	776
Critical Hdwy	-	-	4.14	-	6.44
Critical Hdwy Stg 1	-	-	-	-	5.44
Critical Hdwy Stg 2	-	-	-	-	5.44
Follow-up Hdwy	-	-	2.236	-	3.536
Pot Cap-1 Maneuver	-	-	917	-	147
Stage 1	-	-	-	-	514
Stage 2	-	-	-	-	450
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	914	-	139
Mov Cap-2 Maneuver	-	-	-	-	139
Stage 1	-	-	-	-	512
Stage 2	-	-	-	-	426

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	21.6
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	257	-	-	914	-
HCM Lane V/C Ratio	0.155	-	-	0.031	-
HCM Control Delay (s)	21.6	-	-	9.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.5	-	-	0.1	-

Intersection

Int Delay, s/veh 0.8

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↶	↷		↶	↷
Traffic Vol, veh/h	12	575	615	6	8	41
Future Vol, veh/h	12	575	615	6	8	41
Conflicting Peds, #/hr	11	0	0	11	4	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	4	4	4	4	0	0
Mvmt Flow	14	661	707	7	9	47

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	725	0	-	0	1415	722
Stage 1	-	-	-	-	722	-
Stage 2	-	-	-	-	693	-
Critical Hdwy	4.14	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.236	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	869	-	-	-	153	430
Stage 1	-	-	-	-	485	-
Stage 2	-	-	-	-	500	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	860	-	-	-	146	425
Mov Cap-2 Maneuver	-	-	-	-	146	-
Stage 1	-	-	-	-	468	-
Stage 2	-	-	-	-	495	-

Approach EB WB SB

HCM Control Delay, s	0.2	0	18.4
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	860	-	-	-	324
HCM Lane V/C Ratio	0.016	-	-	-	0.174
HCM Control Delay (s)	9.3	0	-	-	18.4
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.6

HCM 6th TWSC
5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection

Int Delay, s/veh 0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↑	↑
Traffic Vol, veh/h	0	587	636	2	9	22
Future Vol, veh/h	0	587	636	2	9	22
Conflicting Peds, #/hr	22	0	0	22	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	89	89	89	89	89	89
Heavy Vehicles, %	5	5	3	3	46	46
Mvmt Flow	0	660	715	2	10	25

Major/Minor

	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1398 738
Stage 1	-	-	-	-	738 -
Stage 2	-	-	-	-	660 -
Critical Hdwy	-	-	-	-	6.86 6.66
Critical Hdwy Stg 1	-	-	-	-	5.86 -
Critical Hdwy Stg 2	-	-	-	-	5.86 -
Follow-up Hdwy	-	-	-	-	3.914 3.714
Pot Cap-1 Maneuver	0	-	-	-	125 354
Stage 1	0	-	-	-	402 -
Stage 2	0	-	-	-	440 -
Platoon blocked, %	-	-	-	-	
Mov Cap-1 Maneuver	-	-	-	-	120 347
Mov Cap-2 Maneuver	-	-	-	-	120 -
Stage 1	-	-	-	-	394 -
Stage 2	-	-	-	-	431 -

Approach

	EB	WB	SB
HCM Control Delay, s	0	0	22.4
HCM LOS			C

Minor Lane/Major Mvmt

	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	-	-	-	120	347
HCM Lane V/C Ratio	-	-	-	0.084	0.071
HCM Control Delay (s)	-	-	-	37.7	16.2
HCM Lane LOS	-	-	-	E	C
HCM 95th %tile Q(veh)	-	-	-	0.3	0.2

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	413	54	55	519	84	103	42	136	40	35	113
Future Volume (vph)	99	413	54	55	519	84	103	42	136	40	35	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1735	1827	1521	1719	1765			1748	1496		1774	1553
Flt Permitted	0.29	1.00	1.00	0.29	1.00			0.73	1.00		0.79	1.00
Satd. Flow (perm)	523	1827	1521	527	1765			1327	1496		1437	1553
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	119	498	65	66	625	101	124	51	164	48	42	136
RTOR Reduction (vph)	0	0	28	0	5	0	0	0	127	0	0	105
Lane Group Flow (vph)	119	498	37	66	721	0	0	175	37	0	90	31
Confl. Peds. (#/hr)	3					3			4	4		
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	36.2	36.2	36.2	37.0	37.0			15.6	15.6		15.6	15.6
Effective Green, g (s)	36.2	36.2	36.2	37.0	37.0			15.6	15.6		15.6	15.6
Actuated g/C Ratio	0.52	0.52	0.52	0.54	0.54			0.23	0.23		0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	351	958	797	372	946			300	338		324	351
v/s Ratio Prot	0.02	c0.27		0.01	c0.41							
v/s Ratio Perm	0.16		0.02	0.08				c0.13	0.02		0.06	0.02
v/c Ratio	0.34	0.52	0.05	0.18	0.76			0.58	0.11		0.28	0.09
Uniform Delay, d1	14.8	10.7	8.0	9.0	12.6			23.8	21.2		22.0	21.1
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.5	0.0	0.2	3.7			2.8	0.1		0.4	0.1
Delay (s)	15.2	11.2	8.0	9.1	16.3			26.6	21.3		22.4	21.2
Level of Service	B	B	A	A	B			C	C		C	C
Approach Delay (s)		11.6			15.7			24.0			21.7	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	16.4	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	69.0	Sum of lost time (s)	12.0
Intersection Capacity Utilization	62.6%	ICU Level of Service	B
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	6.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	103	527	0	2	598	33	0	1	2	58	1	177
Future Vol, veh/h	103	527	0	2	598	33	0	1	2	58	1	177
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	1	1	0	0	0	1	0	1
Mvmt Flow	110	561	0	2	636	35	0	1	2	62	1	188

Major/Minor	Major1		Major2		Minor1		Minor2					
Conflicting Flow All	674	0	-	561	0	0	1535	1459	563	1446	1442	659
Stage 1	-	-	-	-	-	-	781	781	-	661	661	-
Stage 2	-	-	-	-	-	-	754	678	-	785	781	-
Critical Hdwy	4.11	-	-	4.1	-	-	7.1	6.5	6.2	7.11	6.5	6.21
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.11	5.5	-
Follow-up Hdwy	2.209	-	-	2.2	-	-	3.5	4	3.3	3.509	4	3.309
Pot Cap-1 Maneuver	922	-	0	1020	-	-	96	131	530	110	134	465
Stage 1	-	-	0	-	-	-	391	408	-	453	463	-
Stage 2	-	-	0	-	-	-	404	455	-	387	408	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	919	-	-	1020	-	-	51	115	529	98	117	463
Mov Cap-2 Maneuver	-	-	-	-	-	-	51	115	-	98	117	-
Stage 1	-	-	-	-	-	-	344	359	-	398	460	-
Stage 2	-	-	-	-	-	-	238	452	-	338	359	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	20.2	35.8
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	240	919	-	1020	-	-	98	463
HCM Lane V/C Ratio	0.013	0.119	-	0.002	-	-	0.63	0.407
HCM Control Delay (s)	20.2	9.4	-	8.5	-	-	90.1	18
HCM Lane LOS	C	A	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0	0.4	-	0	-	-	3	1.9

HCM 6th TWSC
2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022

Intersection						
Int Delay, s/veh	0.8					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	602	17	25	755	13	24
Future Vol, veh/h	602	17	25	755	13	24
Conflicting Peds, #/hr	0	2	2	0	2	1
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	2	2	0	0
Mvmt Flow	647	18	27	812	14	26

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	667	0	1526
Stage 1	-	-	-	-	658
Stage 2	-	-	-	-	868
Critical Hdwy	-	-	4.12	-	6.4
Critical Hdwy Stg 1	-	-	-	-	5.4
Critical Hdwy Stg 2	-	-	-	-	5.4
Follow-up Hdwy	-	-	2.218	-	3.5
Pot Cap-1 Maneuver	-	-	923	-	131
Stage 1	-	-	-	-	519
Stage 2	-	-	-	-	414
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	921	-	124
Mov Cap-2 Maneuver	-	-	-	-	124
Stage 1	-	-	-	-	518
Stage 2	-	-	-	-	391

Approach	EB	WB	NB
HCM Control Delay, s	0	0.3	23.2
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	237	-	-	921	-
HCM Lane V/C Ratio	0.168	-	-	0.029	-
HCM Control Delay (s)	23.2	-	-	9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.6	-	-	0.1	-

Intersection

Int Delay, s/veh 0.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	1	625	770	5	6	10
Future Vol, veh/h	1	625	770	5	6	10
Conflicting Peds, #/hr	3	0	0	3	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	1	672	828	5	6	11

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	836	0	-	0	1508	834
Stage 1	-	-	-	-	834	-
Stage 2	-	-	-	-	674	-
Critical Hdwy	4.12	-	-	-	6.4	6.2
Critical Hdwy Stg 1	-	-	-	-	5.4	-
Critical Hdwy Stg 2	-	-	-	-	5.4	-
Follow-up Hdwy	2.218	-	-	-	3.5	3.3
Pot Cap-1 Maneuver	798	-	-	-	134	371
Stage 1	-	-	-	-	430	-
Stage 2	-	-	-	-	510	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	796	-	-	-	133	370
Mov Cap-2 Maneuver	-	-	-	-	133	-
Stage 1	-	-	-	-	428	-
Stage 2	-	-	-	-	508	-

Approach EB WB SB

HCM Control Delay, s 0 0 22.6
 HCM LOS C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	796	-	-	-	222
HCM Lane V/C Ratio	0.001	-	-	-	0.077
HCM Control Delay (s)	9.5	0	-	-	22.6
HCM Lane LOS	A	A	-	-	C
HCM 95th %tile Q(veh)	0	-	-	-	0.2

HCM 6th TWSC
 5: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

08/26/2022

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↑	↑		↓	↓
Traffic Vol, veh/h	0	625	764	0	2	9
Future Vol, veh/h	0	625	764	0	2	9
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	25
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	0	665	813	0	2	10

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	-	0	-	0	1478 813
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	665 -
Critical Hdwy	-	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	-	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	0	-	-	0	140 382
Stage 1	0	-	-	0	440 -
Stage 2	0	-	-	0	515 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	-	-	140 382
Mov Cap-2 Maneuver	-	-	-	-	140 -
Stage 1	-	-	-	-	440 -
Stage 2	-	-	-	-	515 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	17.7
HCM LOS			C

Minor Lane/Major Mvmt	EBT	WBT	SBLn1	SBLn2
Capacity (veh/h)	-	-	140	382
HCM Lane V/C Ratio	-	-	0.015	0.025
HCM Control Delay (s)	-	-	31.1	14.7
HCM Lane LOS	-	-	D	B
HCM 95th %tile Q(veh)	-	-	0	0.1

HCM Signalized Intersection Capacity Analysis

6: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	473	58	59	637	77	85	37	100	52	35	151
Future Volume (vph)	116	473	58	59	637	77	85	37	100	52	35	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1769	1863	1550	1770	1828			1800	1540		1805	1549
Flt Permitted	0.27	1.00	1.00	0.30	1.00			0.73	1.00		0.77	1.00
Satd. Flow (perm)	510	1863	1550	567	1828			1369	1540		1429	1549
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	123	503	62	63	678	82	90	39	106	55	37	161
RTOR Reduction (vph)	0	0	25	0	4	0	0	0	86	0	0	131
Lane Group Flow (vph)	123	503	37	63	756	0	0	129	20	0	92	30
Confl. Peds. (#/hr)	2						2		2	2		
Confl. Bikes (#/hr)			2			2			2			1
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	36.4	36.4	36.4	36.2	36.2			12.3	12.3		12.3	12.3
Effective Green, g (s)	36.4	36.4	36.4	36.2	36.2			12.3	12.3		12.3	12.3
Actuated g/C Ratio	0.55	0.55	0.55	0.55	0.55			0.19	0.19		0.19	0.19
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	382	1032	858	403	1007			256	288		267	289
v/s Ratio Prot	0.03	c0.27		0.01	c0.41							
v/s Ratio Perm	0.15		0.02	0.07				c0.09	0.01		0.06	0.02
v/c Ratio	0.32	0.49	0.04	0.16	0.75			0.50	0.07		0.34	0.10
Uniform Delay, d1	13.2	9.0	6.7	7.9	11.3			24.0	22.0		23.2	22.1
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.4	0.4	0.0	0.2	3.2			1.5	0.1		0.7	0.1
Delay (s)	13.6	9.3	6.7	8.1	14.5			25.4	22.1		23.8	22.3
Level of Service	B	A	A	A	B			C	C		C	C
Approach Delay (s)		9.9			14.0			23.9			22.8	
Approach LOS		A			B			C			C	

Intersection Summary		
HCM 2000 Control Delay	14.9	HCM 2000 Level of Service
HCM 2000 Volume to Capacity ratio	0.69	B
Actuated Cycle Length (s)	65.7	Sum of lost time (s)
Intersection Capacity Utilization	68.1%	12.0
Analysis Period (min)	15	ICU Level of Service
		C

c Critical Lane Group

SECTION 7: HCM REPORTS (BUILD)

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗			↕		↖		↗
Traffic Vol, veh/h	57	673	1	1	476	14	0	1	3	17	0	83
Future Vol, veh/h	57	673	1	1	476	14	0	1	3	17	0	83
Conflicting Peds, #/hr	2	0	0	0	0	2	1	0	1	1	0	1
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	89	89	89	89	89	89	89	89	89	89	89	89
Heavy Vehicles, %	4	4	0	0	4	4	0	0	0	7	0	7
Mvmt Flow	64	756	1	1	535	16	0	1	3	19	0	93

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	553	0	0	757	0	0	1478	1440	758	1435	-	546
Stage 1	-	-	-	-	-	-	885	885	-	547	-	-
Stage 2	-	-	-	-	-	-	593	555	-	888	-	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.17	-	6.27
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.17	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.17	-	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.563	-	3.363
Pot Cap-1 Maneuver	1007	-	-	863	-	-	105	134	410	109	0	528
Stage 1	-	-	-	-	-	-	342	366	-	512	0	-
Stage 2	-	-	-	-	-	-	496	516	-	331	0	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1005	-	-	863	-	-	82	125	410	102	-	526
Mov Cap-2 Maneuver	-	-	-	-	-	-	82	125	-	102	-	-
Stage 1	-	-	-	-	-	-	320	343	-	479	-	-
Stage 2	-	-	-	-	-	-	407	514	-	306	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.7	0	19	19.3
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	261	1005	-	-	863	-	-	102	526
HCM Lane V/C Ratio	0.017	0.064	-	-	0.001	-	-	0.187	0.177
HCM Control Delay (s)	19	8.8	-	-	9.2	-	-	48.3	13.3
HCM Lane LOS	C	A	-	-	A	-	-	E	B
HCM 95th %tile Q(veh)	0.1	0.2	-	-	0	-	-	0.7	0.6

HCM 6th Signalized Intersection Summary

2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	118	800	11	12	461	89	17	0	24	24	0	102
Future Volume (veh/h)	118	800	11	12	461	89	17	0	24	24	0	102
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.99	1.00		0.97	1.00		0.99	0.99		0.99
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1856	1856	1856	1841	1826	1826	1856	1900	1856	1870	1900	1870
Adj Flow Rate, veh/h	131	889	12	13	512	99	19	0	27	27	0	113
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	3	3	3	4	5	5	3	0	3	2	0	2
Cap, veh/h	504	1081	15	292	779	151	156	32	129	109	14	169
Arrive On Green	0.08	0.59	0.59	0.02	0.53	0.53	0.13	0.00	0.13	0.13	0.00	0.13
Sat Flow, veh/h	1767	1826	25	1753	1478	286	440	245	973	201	105	1280
Grp Volume(v), veh/h	131	0	901	13	0	611	46	0	0	140	0	0
Grp Sat Flow(s),veh/h/ln	1767	0	1851	1753	0	1763	1657	0	0	1586	0	0
Q Serve(g_s), s	1.6	0.0	20.2	0.2	0.0	13.1	0.0	0.0	0.0	2.0	0.0	0.0
Cycle Q Clear(g_c), s	1.6	0.0	20.2	0.2	0.0	13.1	1.2	0.0	0.0	4.3	0.0	0.0
Prop In Lane	1.00		0.01	1.00		0.16	0.41		0.59	0.19		0.81
Lane Grp Cap(c), veh/h	504	0	1096	292	0	929	317	0	0	292	0	0
V/C Ratio(X)	0.26	0.00	0.82	0.04	0.00	0.66	0.15	0.00	0.00	0.48	0.00	0.00
Avail Cap(c_a), veh/h	641	0	1794	435	0	1601	709	0	0	710	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	8.4	8.2	0.0	8.9	20.2	0.0	0.0	21.5	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	1.6	0.1	0.0	0.8	0.2	0.0	0.0	1.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.4	0.0	6.2	0.1	0.0	4.1	0.5	0.0	0.0	1.6	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.4	0.0	10.1	8.3	0.0	9.7	20.4	0.0	0.0	22.7	0.0	0.0
LnGrp LOS	A	A	B	A	A	A	C	A	A	C	A	A
Approach Vol, veh/h		1032			624			46				140
Approach Delay, s/veh		9.6			9.7			20.4				22.7
Approach LOS		A			A			C				C
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		11.4	5.4	35.3		11.4	8.7	32.0				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.9	5.1	50.5		20.9	8.3	47.3				
Max Q Clear Time (g_c+I1), s		3.2	2.2	22.2		6.3	3.6	15.1				
Green Ext Time (p_c), s		0.2	0.0	8.7		0.6	0.1	5.1				
Intersection Summary												
HCM 6th Ctrl Delay				10.9								
HCM 6th LOS				B								

HCM 6th TWSC
 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

10/04/2022

Intersection

Int Delay, s/veh 1.3

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations						
Traffic Vol, veh/h	64	798	515	27	14	54
Future Vol, veh/h	64	798	515	27	14	54
Conflicting Peds, #/hr	0	0	0	0	3	4
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	85	85	85	85	85	85
Heavy Vehicles, %	5	5	5	5	37	37
Mvmt Flow	75	939	606	32	16	64

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	638	0	-	0	1714	626
Stage 1	-	-	-	-	622	-
Stage 2	-	-	-	-	1092	-
Critical Hdwy	4.15	-	-	-	6.77	6.57
Critical Hdwy Stg 1	-	-	-	-	5.77	-
Critical Hdwy Stg 2	-	-	-	-	5.77	-
Follow-up Hdwy	2.245	-	-	-	3.833	3.633
Pot Cap-1 Maneuver	932	-	-	-	81	426
Stage 1	-	-	-	-	474	-
Stage 2	-	-	-	-	276	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	75	424
Mov Cap-2 Maneuver	-	-	-	-	186	-
Stage 1	-	-	-	-	436	-
Stage 2	-	-	-	-	276	-

Approach EB WB SB

HCM Control Delay, s	0.7	0	19
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	932	-	-	-	336
HCM Lane V/C Ratio	0.081	-	-	-	0.238
HCM Control Delay (s)	9.2	-	-	-	19
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.9

HCM Signalized Intersection Capacity Analysis

4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	77	662	125	145	378	82	92	50	104	95	83	102
Future Volume (vph)	77	662	125	145	378	82	92	50	104	95	83	102
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.97	1.00	0.99			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1766	1863	1543	1703	1734			1753	1490		1739	1491
Flt Permitted	0.43	1.00	1.00	0.14	1.00			0.52	1.00		0.63	1.00
Satd. Flow (perm)	790	1863	1543	253	1734			932	1490		1129	1491
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	93	798	151	175	455	99	111	60	125	114	100	123
RTOR Reduction (vph)	0	0	42	0	8	0	0	0	96	0	0	94
Lane Group Flow (vph)	93	798	109	175	546	0	0	171	29	0	214	29
Confl. Peds. (#/hr)	5		1	1		5			4	4		
Confl. Bikes (#/hr)			4						1			1
Heavy Vehicles (%)	2%	2%	2%	6%	6%	6%	5%	5%	5%	6%	6%	6%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	43.8	43.8	43.8	39.6	39.6			20.3	20.3		20.3	20.3
Effective Green, g (s)	43.8	43.8	43.8	39.6	39.6			20.3	20.3		20.3	20.3
Actuated g/C Ratio	0.50	0.50	0.50	0.45	0.45			0.23	0.23		0.23	0.23
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	568	933	773	302	785			216	346		262	346
v/s Ratio Prot	0.03	c0.43		0.07	c0.32							
v/s Ratio Perm	0.05		0.07	0.19				0.18	0.02		c0.19	0.02
v/c Ratio	0.16	0.86	0.14	0.58	0.70			0.79	0.08		0.82	0.08
Uniform Delay, d1	13.3	19.0	11.7	18.3	19.1			31.6	26.3		31.8	26.3
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.1	7.8	0.1	2.4	2.7			17.6	0.1		17.3	0.1
Delay (s)	13.4	26.8	11.8	20.7	21.8			49.2	26.4		49.1	26.3
Level of Service	B	C	B	C	C			D	C		D	C
Approach Delay (s)		23.4			21.5			39.6			40.8	
Approach LOS		C			C			D			D	

Intersection Summary

HCM 2000 Control Delay	27.3	HCM 2000 Level of Service	C
HCM 2000 Volume to Capacity ratio	0.83		
Actuated Cycle Length (s)	87.4	Sum of lost time (s)	12.0
Intersection Capacity Utilization	69.2%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↑			↗			↔		↖		↗
Traffic Vol, veh/h	96	497	1	3	491	35	0	2	3	42	1	141
Future Vol, veh/h	96	497	1	3	491	35	0	2	3	42	1	141
Conflicting Peds, #/hr	5	0	0	0	0	5	4	0	1	1	0	4
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	4	4	0	0	3	3	0	0	0	3	0	3
Mvmt Flow	105	546	1	3	540	38	0	2	3	46	1	155

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	583	0	0	547	0	0	1404	1346	548	1330	1327	568
Stage 1	-	-	-	-	-	-	757	757	-	570	570	-
Stage 2	-	-	-	-	-	-	647	589	-	760	757	-
Critical Hdwy	4.14	-	-	4.1	-	-	7.1	6.5	6.2	7.13	6.5	6.23
Critical Hdwy Stg 1	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.1	5.5	-	6.13	5.5	-
Follow-up Hdwy	2.236	-	-	2.2	-	-	3.5	4	3.3	3.527	4	3.327
Pot Cap-1 Maneuver	982	-	-	1033	-	-	118	153	540	131	157	520
Stage 1	-	-	-	-	-	-	403	419	-	505	509	-
Stage 2	-	-	-	-	-	-	463	499	-	397	419	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	977	-	-	1033	-	-	75	135	539	117	139	516
Mov Cap-2 Maneuver	-	-	-	-	-	-	75	135	-	117	139	-
Stage 1	-	-	-	-	-	-	360	374	-	448	504	-
Stage 2	-	-	-	-	-	-	321	495	-	350	374	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	20	24
HCM LOS			C	C

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	245	977	-	-	1033	-	-	117	516
HCM Lane V/C Ratio	0.022	0.108	-	-	0.003	-	-	0.394	0.3
HCM Control Delay (s)	20	9.1	-	-	8.5	-	-	54.5	14.9
HCM Lane LOS	C	A	-	-	A	-	-	F	B
HCM 95th %tile Q(veh)	0.1	0.4	-	-	0	-	-	1.6	1.3

HCM 6th Signalized Intersection Summary

2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	23	581	15	25	615	14	12	0	23	13	0	72
Future Volume (veh/h)	23	581	15	25	615	14	12	0	23	13	0	72
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		0.97	1.00		0.97	0.99		0.98	0.98		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1841	1841	1856	1841	1841	1841	1841	1900	1841	1900	1900	1900
Adj Flow Rate, veh/h	26	660	17	28	699	16	14	0	26	15	0	82
Peak Hour Factor	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88	0.88
Percent Heavy Veh, %	4	4	3	4	4	4	4	0	4	0	0	0
Cap, veh/h	384	919	24	410	926	21	163	23	121	122	9	154
Arrive On Green	0.03	0.51	0.51	0.03	0.52	0.52	0.12	0.00	0.12	0.12	0.00	0.12
Sat Flow, veh/h	1753	1785	46	1753	1791	41	367	196	1046	162	82	1331
Grp Volume(v), veh/h	26	0	677	28	0	715	40	0	0	97	0	0
Grp Sat Flow(s),veh/h/ln	1753	0	1831	1753	0	1832	1609	0	0	1575	0	0
Q Serve(g_s), s	0.3	0.0	11.4	0.3	0.0	12.4	0.0	0.0	0.0	0.8	0.0	0.0
Cycle Q Clear(g_c), s	0.3	0.0	11.4	0.3	0.0	12.4	0.9	0.0	0.0	2.3	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.35		0.65	0.15		0.85
Lane Grp Cap(c), veh/h	384	0	943	410	0	947	307	0	0	285	0	0
V/C Ratio(X)	0.07	0.00	0.72	0.07	0.00	0.75	0.13	0.00	0.00	0.34	0.00	0.00
Avail Cap(c_a), veh/h	561	0	2257	583	0	2259	936	0	0	944	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.2	0.0	7.5	5.8	0.0	7.7	16.1	0.0	0.0	16.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	1.0	0.1	0.0	1.3	0.2	0.0	0.0	0.7	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.1	0.0	3.2	0.1	0.0	3.5	0.3	0.0	0.0	0.8	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.2	0.0	8.5	5.9	0.0	8.9	16.3	0.0	0.0	17.4	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		703			743			40			97	
Approach Delay, s/veh		8.4			8.8			16.3			17.4	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		9.1	5.8	25.2		9.1	5.8	25.3				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		21.7	5.3	49.5		21.7	5.3	49.5				
Max Q Clear Time (g_c+I1), s		2.9	2.3	13.4		4.3	2.3	14.4				
Green Ext Time (p_c), s		0.1	0.0	5.9		0.4	0.0	6.3				
Intersection Summary												
HCM 6th Ctrl Delay			9.4									
HCM 6th LOS			A									

HCM 6th TWSC
 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

10/04/2022

Intersection

Int Delay, s/veh 0.9

Movement EBL EBT WBT WBR SBL SBR

Lane Configurations	↘	↑	↗		↘	
Traffic Vol, veh/h	21	587	639	7	14	34
Future Vol, veh/h	21	587	639	7	14	34
Conflicting Peds, #/hr	22	0	0	22	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	5	5	4	4	46	46
Mvmt Flow	24	667	726	8	16	39

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	756	0	-	0	1467	752
Stage 1	-	-	-	-	752	-
Stage 2	-	-	-	-	715	-
Critical Hdwy	4.15	-	-	-	6.86	6.66
Critical Hdwy Stg 1	-	-	-	-	5.86	-
Critical Hdwy Stg 2	-	-	-	-	5.86	-
Follow-up Hdwy	2.245	-	-	-	3.914	3.714
Pot Cap-1 Maneuver	841	-	-	-	112	347
Stage 1	-	-	-	-	396	-
Stage 2	-	-	-	-	413	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	823	-	-	-	104	340
Mov Cap-2 Maneuver	-	-	-	-	225	-
Stage 1	-	-	-	-	377	-
Stage 2	-	-	-	-	404	-

Approach EB WB SB

HCM Control Delay, s	0.3	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt EBL EBT WBT WBR SBLn1

Capacity (veh/h)	823	-	-	-	296
HCM Lane V/C Ratio	0.029	-	-	-	0.184
HCM Control Delay (s)	9.5	-	-	-	19.9
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.7

HCM Signalized Intersection Capacity Analysis

4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	419	54	55	535	111	103	42	136	51	35	113
Future Volume (vph)	99	419	54	55	535	111	103	42	136	51	35	113
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	1.00
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.97			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1735	1827	1521	1719	1755			1748	1494		1768	1553
Flt Permitted	0.25	1.00	1.00	0.31	1.00			0.73	1.00		0.73	1.00
Satd. Flow (perm)	449	1827	1521	564	1755			1312	1494		1321	1553
Peak-hour factor, PHF	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83	0.83
Adj. Flow (vph)	119	505	65	66	645	134	124	51	164	61	42	136
RTOR Reduction (vph)	0	0	25	0	6	0	0	0	129	0	0	107
Lane Group Flow (vph)	119	505	40	66	773	0	0	175	35	0	103	29
Confl. Peds. (#/hr)	3					3			4	4		
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	5%	5%	5%	4%	4%	4%
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	43.5	43.5	43.5	43.1	43.1			16.4	16.4		16.4	16.4
Effective Green, g (s)	43.5	43.5	43.5	43.1	43.1			16.4	16.4		16.4	16.4
Actuated g/C Ratio	0.56	0.56	0.56	0.56	0.56			0.21	0.21		0.21	0.21
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	347	1029	857	394	979			278	317		280	329
v/s Ratio Prot	0.03	c0.28		0.01	c0.44							
v/s Ratio Perm	0.17		0.03	0.08				c0.13	0.02		0.08	0.02
v/c Ratio	0.34	0.49	0.05	0.17	0.79			0.63	0.11		0.37	0.09
Uniform Delay, d1	16.9	10.2	7.6	9.0	13.5			27.6	24.5		26.0	24.4
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.5	0.4	0.0	0.2	4.3			4.3	0.1		0.7	0.1
Delay (s)	17.4	10.6	7.6	9.2	17.8			31.9	24.7		26.7	24.5
Level of Service	B	B	A	A	B			C	C		C	C
Approach Delay (s)		11.5			17.1			28.4			25.4	
Approach LOS		B			B			C			C	

Intersection Summary

HCM 2000 Control Delay	18.0	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.74		
Actuated Cycle Length (s)	77.2	Sum of lost time (s)	12.0
Intersection Capacity Utilization	65.1%	ICU Level of Service	C
Analysis Period (min)	15		
c Critical Lane Group			

Intersection												
Int Delay, s/veh	6.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↘			↔		↖		↗
Traffic Vol, veh/h	103	538	0	2	609	33	0	1	2	58	1	177
Future Vol, veh/h	103	538	0	2	609	33	0	1	2	58	1	177
Conflicting Peds, #/hr	3	0	0	0	0	3	2	0	2	2	0	2
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	75	-	-	-	-	-	-	-	-	0	-	25
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	1	1	0	0	1	1	0	0	0	1	0	1
Mvmt Flow	110	572	0	2	648	35	0	1	2	62	1	188

Major/Minor	Major1	Major2	Minor1	Minor2
Conflicting Flow All	686	0	572	0
Stage 1	-	-	-	-
Stage 2	-	-	-	-
Critical Hdwy	4.11	-	4.1	-
Critical Hdwy Stg 1	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-
Follow-up Hdwy	2.209	-	2.2	-
Pot Cap-1 Maneuver	912	0	1011	-
Stage 1	-	0	-	-
Stage 2	-	0	-	-
Platoon blocked, %	-	-	-	-
Mov Cap-1 Maneuver	909	-	1011	-
Mov Cap-2 Maneuver	-	-	-	-
Stage 1	-	-	-	-
Stage 2	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.5	0	20.7	37.8
HCM LOS			C	E

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	WBL	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	232	909	-	1011	-	-	94	456
HCM Lane V/C Ratio	0.014	0.121	-	0.002	-	-	0.656	0.413
HCM Control Delay (s)	20.7	9.5	-	8.6	-	-	97.5	18.3
HCM Lane LOS	C	A	-	A	-	-	F	C
HCM 95th %tile Q(veh)	0	0.4	-	0	-	-	3.2	2

HCM 6th Signalized Intersection Summary

2: SW Montclair Dr & SW Scholls Ferry Rd

08/26/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	12	612	17	25	770	13	13	0	24	11	0	41
Future Volume (veh/h)	12	612	17	25	770	13	13	0	24	11	0	41
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		0.98	1.00		1.00	1.00		0.98
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1885	1870	1870	1870	1900	1900	1900	1900	1900	1900
Adj Flow Rate, veh/h	13	658	18	27	828	14	14	0	26	12	0	44
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	1	2	2	2	0	0	0	0	0	0
Cap, veh/h	357	1030	28	473	1070	18	153	8	85	125	5	99
Arrive On Green	0.02	0.57	0.57	0.03	0.58	0.58	0.08	0.00	0.08	0.08	0.00	0.08
Sat Flow, veh/h	1781	1812	50	1781	1833	31	473	99	1062	273	65	1242
Grp Volume(v), veh/h	13	0	676	27	0	842	40	0	0	56	0	0
Grp Sat Flow(s),veh/h/ln	1781	0	1861	1781	0	1864	1634	0	0	1580	0	0
Q Serve(g_s), s	0.1	0.0	10.4	0.3	0.0	14.5	0.0	0.0	0.0	0.5	0.0	0.0
Cycle Q Clear(g_c), s	0.1	0.0	10.4	0.3	0.0	14.5	0.9	0.0	0.0	1.4	0.0	0.0
Prop In Lane	1.00		0.03	1.00		0.02	0.35		0.65	0.21		0.79
Lane Grp Cap(c), veh/h	357	0	1058	473	0	1088	246	0	0	230	0	0
V/C Ratio(X)	0.04	0.00	0.64	0.06	0.00	0.77	0.16	0.00	0.00	0.24	0.00	0.00
Avail Cap(c_a), veh/h	543	0	2225	631	0	2228	878	0	0	866	0	0
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	6.0	0.0	6.2	4.8	0.0	6.7	18.3	0.0	0.0	18.5	0.0	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.6	0.0	0.0	1.2	0.3	0.0	0.0	0.5	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.0	0.0	2.7	0.1	0.0	3.8	0.4	0.0	0.0	0.5	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	6.0	0.0	6.8	4.8	0.0	7.9	18.6	0.0	0.0	19.0	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	B	A	A	B	A	A
Approach Vol, veh/h		689			869			40			56	
Approach Delay, s/veh		6.8			7.8			18.6			19.0	
Approach LOS		A			A			B			B	
Timer - Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		7.9	5.9	28.5		7.9	5.2	29.2				
Change Period (Y+Rc), s		4.5	4.5	4.5		4.5	4.5	4.5				
Max Green Setting (Gmax), s		20.9	5.1	50.5		20.9	5.1	50.5				
Max Q Clear Time (g_c+I1), s		2.9	2.3	12.4		3.4	2.1	16.5				
Green Ext Time (p_c), s		0.1	0.0	5.9		0.2	0.0	8.2				
Intersection Summary												
HCM 6th Ctrl Delay			8.0									
HCM 6th LOS			A									

HCM 6th TWSC
 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

10/04/2022

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	14	625	764	6	7	21
Future Vol, veh/h	14	625	764	6	7	21
Conflicting Peds, #/hr	2	0	0	2	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	150	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	0	0
Mvmt Flow	15	658	804	6	7	22

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	812	0	-	0	1497 809
Stage 1	-	-	-	-	809 -
Stage 2	-	-	-	-	688 -
Critical Hdwy	4.12	-	-	-	6.4 6.2
Critical Hdwy Stg 1	-	-	-	-	5.4 -
Critical Hdwy Stg 2	-	-	-	-	5.4 -
Follow-up Hdwy	2.218	-	-	-	3.5 3.3
Pot Cap-1 Maneuver	814	-	-	-	136 384
Stage 1	-	-	-	-	441 -
Stage 2	-	-	-	-	503 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	812	-	-	-	133 383
Mov Cap-2 Maneuver	-	-	-	-	272 -
Stage 1	-	-	-	-	432 -
Stage 2	-	-	-	-	502 -

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	812	-	-	-	348
HCM Lane V/C Ratio	0.018	-	-	-	0.085
HCM Control Delay (s)	9.5	-	-	-	16.3
HCM Lane LOS	A	-	-	-	C
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

HCM Signalized Intersection Capacity Analysis

4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

08/30/2022



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	479	58	59	653	104	85	37	100	63	35	151
Future Volume (vph)	116	479	58	59	653	104	85	37	100	63	35	151
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frpb, ped/bikes	1.00	1.00	0.98	1.00	1.00			1.00	0.97		1.00	0.98
Flpb, ped/bikes	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Frt	1.00	1.00	0.85	1.00	0.98			1.00	0.85		1.00	0.85
Flt Protected	0.95	1.00	1.00	0.95	1.00			0.97	1.00		0.97	1.00
Satd. Flow (prot)	1769	1863	1550	1770	1818			1800	1538		1801	1548
Flt Permitted	0.23	1.00	1.00	0.32	1.00			0.73	1.00		0.70	1.00
Satd. Flow (perm)	430	1863	1550	605	1818			1356	1538		1306	1548
Peak-hour factor, PHF	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94	0.94
Adj. Flow (vph)	123	510	62	63	695	111	90	39	106	67	37	161
RTOR Reduction (vph)	0	0	22	0	4	0	0	0	89	0	0	134
Lane Group Flow (vph)	123	510	40	63	802	0	0	129	17	0	104	27
Confl. Peds. (#/hr)	2						2		2	2		
Confl. Bikes (#/hr)			2			2			2			1
Turn Type	pm+pt	NA	Perm	pm+pt	NA		Perm	NA	Perm	Perm	NA	Perm
Protected Phases	5	2		1	6			8			4	
Permitted Phases	2		2	6			8		8	4		4
Actuated Green, G (s)	45.2	45.2	45.2	42.0	42.0			12.3	12.3		12.3	12.3
Effective Green, g (s)	45.2	45.2	45.2	42.0	42.0			12.3	12.3		12.3	12.3
Actuated g/C Ratio	0.61	0.61	0.61	0.56	0.56			0.16	0.16		0.16	0.16
Clearance Time (s)	4.0	4.0	4.0	4.0	4.0			4.0	4.0		4.0	4.0
Vehicle Extension (s)	2.6	3.1	3.1	2.7	3.1			2.9	2.9		2.7	2.7
Lane Grp Cap (vph)	410	1127	937	421	1022			223	253		215	254
v/s Ratio Prot	0.03	c0.27		0.01	c0.44							
v/s Ratio Perm	0.15		0.03	0.07				c0.10	0.01		0.08	0.02
v/c Ratio	0.30	0.45	0.04	0.15	0.78			0.58	0.07		0.48	0.10
Uniform Delay, d1	15.0	8.0	6.0	8.4	12.8			28.8	26.4		28.3	26.5
Progression Factor	1.00	1.00	1.00	1.00	1.00			1.00	1.00		1.00	1.00
Incremental Delay, d2	0.3	0.3	0.0	0.1	4.0			3.5	0.1		1.4	0.2
Delay (s)	15.3	8.3	6.0	8.5	16.8			32.3	26.5		29.8	26.7
Level of Service	B	A	A	A	B			C	C		C	C
Approach Delay (s)		9.4			16.2			29.7			27.9	
Approach LOS		A			B			C			C	

Intersection Summary

HCM 2000 Control Delay	16.9	HCM 2000 Level of Service	B
HCM 2000 Volume to Capacity ratio	0.72		
Actuated Cycle Length (s)	74.7	Sum of lost time (s)	12.0
Intersection Capacity Utilization	70.6%	ICU Level of Service	C
Analysis Period (min)	15		

c Critical Lane Group

SECTION 8: QUEUING ANALYSIS

Intersection: 1: SW Scholls Ferry Rd & Fred Meyer Access

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	L	R
Maximum Queue (ft)	70	83	60	34	92	74
Average Queue (ft)	24	4	3	4	27	43
95th Queue (ft)	60	42	37	20	75	63
Link Distance (ft)		596	700	98	408	
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75					25
Storage Blk Time (%)	0	0			8	14
Queuing Penalty (veh)	1	0			7	2

Intersection: 2: SW Montclair Dr & SW Scholls Ferry Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	188	398	66	404	81	150
Average Queue (ft)	72	176	12	151	30	60
95th Queue (ft)	164	346	45	297	69	110
Link Distance (ft)		410		596	639	462
Upstream Blk Time (%)		0				
Queuing Penalty (veh)		1				
Storage Bay Dist (ft)	175		50			
Storage Blk Time (%)	0	5	0	20		
Queuing Penalty (veh)	0	6	2	2		

Intersection: 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	80	169	117	162
Average Queue (ft)	28	19	13	57
95th Queue (ft)	66	97	65	123
Link Distance (ft)		733	410	535
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)	150			
Storage Blk Time (%)		0		
Queuing Penalty (veh)		0		

Intersection: 4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	LT	R	LT	R
Maximum Queue (ft)	270	470	175	299	572	251	192	360	190
Average Queue (ft)	81	332	68	113	228	100	61	163	73
95th Queue (ft)	228	535	199	246	469	188	134	329	189
Link Distance (ft)		421			733	311		330	
Upstream Blk Time (%)		17			0	0		8	
Queuing Penalty (veh)		0			0	0		0	
Storage Bay Dist (ft)	245		150	275			175		165
Storage Blk Time (%)	0	26	0	0	6	2	0	17	1
Queuing Penalty (veh)	0	55	2	0	10	2	0	19	1

Network Summary

Network wide Queuing Penalty: 113

Intersection: 1: SW Scholls Ferry Rd & Fred Meyer Access

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	TR	LTR	LTR	L	TR
Maximum Queue (ft)	88	116	75	30	83	118
Average Queue (ft)	38	7	6	6	33	57
95th Queue (ft)	76	55	40	26	69	94
Link Distance (ft)		596	700	98	408	408
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)	75					
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	4	0				

Intersection: 2: SW Montclair Dr & SW Scholls Ferry Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	112	315	68	330	73	111
Average Queue (ft)	20	118	18	132	26	45
95th Queue (ft)	69	241	53	283	61	85
Link Distance (ft)		410		596	639	462
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				1		
Storage Bay Dist (ft)	175		50			
Storage Blk Time (%)		2	1	14		
Queuing Penalty (veh)		0	4	4		

Intersection: 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

Movement	EB	EB	WB	SB
Directions Served	L	T	TR	LR
Maximum Queue (ft)	62	7	255	230
Average Queue (ft)	14	0	44	62
95th Queue (ft)	46	5	205	186
Link Distance (ft)		733	410	535
Upstream Blk Time (%)			0	
Queuing Penalty (veh)			3	
Storage Bay Dist (ft)	150			
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	LT	R	LT	R
Maximum Queue (ft)	208	388	174	300	723	225	173	158	130
Average Queue (ft)	61	129	12	96	402	89	59	54	42
95th Queue (ft)	129	268	81	288	787	173	123	115	94
Link Distance (ft)		421			733	311		330	
Upstream Blk Time (%)		0			3	0			
Queuing Penalty (veh)		0			19	0			
Storage Bay Dist (ft)	245		150	275			175		165
Storage Blk Time (%)		4	0	0	26	1	0	0	0
Queuing Penalty (veh)		6	0	0	15	2	0	0	0

Network Summary

Network wide Queuing Penalty: 59

Intersection: 1: SW Scholls Ferry Rd & Fred Meyer Access

Movement	EB	EB	WB	NB	SB	SB
Directions Served	L	T	LTR	LTR	L	TR
Maximum Queue (ft)	87	131	129	34	178	186
Average Queue (ft)	43	10	13	3	55	77
95th Queue (ft)	81	82	82	19	135	165
Link Distance (ft)		596	700	98	408	408
Upstream Blk Time (%)					0	1
Queuing Penalty (veh)					0	0
Storage Bay Dist (ft)	75					
Storage Blk Time (%)	1	0				
Queuing Penalty (veh)	8	0				

Intersection: 2: SW Montclair Dr & SW Scholls Ferry Rd

Movement	EB	EB	WB	WB	NB	SB
Directions Served	L	TR	L	TR	LTR	LTR
Maximum Queue (ft)	88	273	70	515	70	88
Average Queue (ft)	12	107	18	189	27	37
95th Queue (ft)	53	222	57	448	60	70
Link Distance (ft)		410		596	639	462
Upstream Blk Time (%)				0		
Queuing Penalty (veh)				3		
Storage Bay Dist (ft)	175		50			
Storage Blk Time (%)		2	1	18		
Queuing Penalty (veh)		0	4	5		

Intersection: 3: SW Scholls Ferry Rd & Raleigh Hills Bus Egress

Movement	EB	WB	SB
Directions Served	L	TR	LR
Maximum Queue (ft)	43	350	104
Average Queue (ft)	9	130	30
95th Queue (ft)	35	405	77
Link Distance (ft)		410	535
Upstream Blk Time (%)		2	
Queuing Penalty (veh)		15	
Storage Bay Dist (ft)	150		
Storage Blk Time (%)			
Queuing Penalty (veh)			

Intersection: 4: SW Nicol Rd/SW Laurelwood Ave & SW Scholls Ferry Rd

Movement	EB	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	T	R	L	TR	LT	R	LT	R
Maximum Queue (ft)	220	338	157	300	742	177	122	146	151
Average Queue (ft)	77	135	11	133	581	79	43	59	58
95th Queue (ft)	154	253	76	347	902	144	86	116	115
Link Distance (ft)		421			733	311		330	
Upstream Blk Time (%)		0			6				
Queuing Penalty (veh)		0			47				
Storage Bay Dist (ft)	245		150	275			175		165
Storage Blk Time (%)	0	5	0	0	42	0	0	0	0
Queuing Penalty (veh)	0	8	0	0	25	0	0	0	0

Network Summary

Network wide Queuing Penalty: 116

SECTION 9: ACCESS MANAGEMENT PLAN

TECHNICAL MEMORANDUM

DATE: November 21, 2022
TO: Eric Bolken | Beaverton School District
FROM: Garth Appanaitis, Alex Correa | DKS Associates
SUBJECT: Raleigh Hills School Rebuild
Access Management Plan



Project #P21189-000

The purpose of this memorandum is to summarize the access management plan (AMP) for the proposed Raleigh Hills School (RHS) remodel and expansion. The proposed remodel will net a 61% increase in built square footage (to 97,000 square feet from 59,260) and a 68% in permanent student capacity (to 790 students from 539). The site is located approximately 950 feet northeast of the SW Scholls Ferry Road/SW Laurelwood Avenue intersection in Beaverton, Oregon.

The site currently takes access from SW Scholls Ferry Road, which is classified as an arterial. The access spacing standard for an arterial is 600 feet minimum and that it is only intersected by other arterials or collectors. Since the site is proposing direct access, an AMP is required to address safety and operational consideration of the proposed access and access alternatives.

The following sections present project background and existing conditions, evaluates future access alternatives, and presents recommendations based on the current and future access management analysis herein.

BACKGROUND AND EXISTING CONDITIONS

STUDY AREA

The study area of this project consists of the site frontage of the existing Raleigh Hill School building and extends the distance for the applicable access spacing standard from the edge of the frontage for SW Scholls Ferry Road (600 feet). Generally, the study area is bounded by SW Laurelwood Avenue to the west and 77th Avenue (Fred Meyer Access) to the east. While these general boundaries are in place, the study area terminates just short of each of the boundary intersections, and as a result, the intersections are not analyzed for this access management plan. The study intersections which were analyzed include (from west to east):

- SW Scholls Ferry Road/Existing RHS driveway (egress only)
- SW Scholls Ferry Road/Existing RHS driveway (ingress only)
- SW Scholls Ferry Road/Existing RHS driveway (full access)

Vehicle turning movement count data was obtained for each of the study area intersections in May 2022. Further information regarding volume development, forecasting, and trip generation can be found in the accompanying Transportation Impact Analysis. The full study area, private/public access points, and property lines are shown in Figure 1.

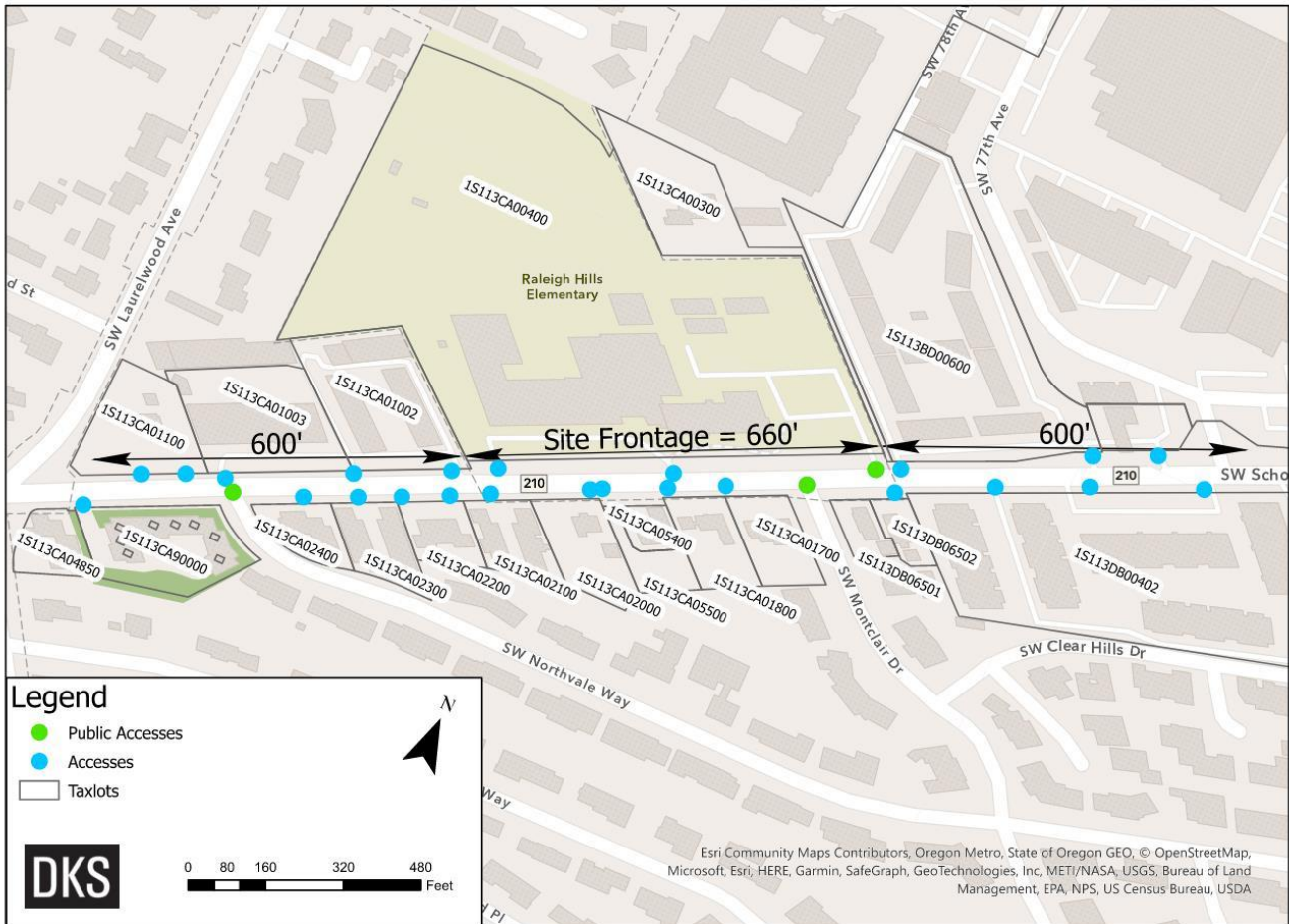


FIGURE 1: ACCESS MANAGEMENT PLAN STUDY AREA AND ACCESS INVENTORY

EXISTINGS ACCESS CONDITIONS

The site access is located on Scholls Ferry Road, which is the only street that fronts the property. Washington County designates SW Scholls Ferry Road as an arterial roadway¹, which has an access spacing standard of 600 feet². The posted speed along the corridor is 30 miles per hour, and there is a school zone speed limit along the RHS frontage of 20 miles per hour during the start and end of school hours. RHS currently maintains three accesses. The west-most access is an egress-only access that is paired with an ingress-only access located approximately 260 feet to the east. The egress-only access includes a right turn lane. These two accesses are primarily used for school bus pickup/drop-off and some staff parking. The eastern most access is located along the eastern property line of the site and is a full access driveway that is primarily used by people picking/dropping off schoolchildren and most of the staff parking. This full-access driveway also is used to provide access to two single family homes, located northeast of the RHS property.

None of the existing accesses present along the RHS frontage meet Washington County access spacing standard of 600 feet. The ingress/egress couplet are spaced 260 feet apart, while the full access driveway is located only 330 feet from the ingress-only driveway. Moreover, the eastmost (full access) driveway is located only 50 feet away from the nearest driveway to the east and the westmost driveway (egress-only) is located 75 feet from the nearest driveway to the west. There are a total of 24 public and private accesses that are within 600' of the property line to RHS, meaning that each of these accesses do not meet the access spacing standard.

Furthermore, even without the existing school driveways present, the adjacent properties would not meet the access spacing requirements due to 1) inability to meet the 600 foot spacing and 2) having direct access as a private driveway. It should be noted that most properties in the study are only front Scholls Ferry Road and are unable to take access from another facility.

EXISTING SAFETY SUMMARY

No accidents were reported at any of the three existing site accesses to RHS in the last three years of data available (2018-2020). In the last three years of data available, one rear-end accident occurred along the site frontage between SW Montclair Drive and the eastern-most RHS access. This accident resulted in a possible injury. Moreover, one pedestrian related accident also occurred approximately 600' northeast of the RHS frontage extent, resulting in a possible injury. As summarized in the TIA for the site, all intersections have crash rates that are well below the 90th percentile crash rates for similar facilities.

¹ Functional Classification Urban Area Map 5 of 6, Washington County Transportation System Plan, Adopted September 2019.

² Washington County Ordinance 501 – Public Facility and Service Requirements, March 2016.

INTERSECTION OPERATIONS

Table 1 lists a summary of the a.m., mid-day, and p.m. peak operating conditions for the three existing driveways. HCM 6th methodologies were used to calculate delay, level of service (LOS), and volume over capacity (v/c) for the study intersections. As shown, no accesses are currently operation above their specified mobility target.

TABLE 1: EXISTING ACCESS OPERATIONS

INTERSECTION	MOBILITY TARGET	AM			MID-DAY			PM		
		DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
SW SCHOLLS FERRY ROAD/EGRESS-ONLY DRIVEWAY	v/c ≤ 0.90	8.9/ 20.2	A/C	0.5/ 0.27	9.1/ 16.7	A/C	0.38/ 0.14	0.0/ 20.7	A/C	0.37/ 0.07
SW SCHOLLS FERRY ROAD/INGRESS-ONLY DRIVEWAY	v/c ≤ 0.90	-	-	-	-	-	-	-	-	-
SW SCHOLLS FERRY ROAD/FULL ACCESS DRIVEWAY	v/c ≤ 0.90	0.0/ 31.8	A/D	0.0/ 0.08	0.0/ 20.3	A/C	0.00/ 0.07	0.0/ 16.6	A/C	0.00/ 0.07

ACCESS ALTERNATIVES

The following sections provide an overview of the access alternatives and analysis for each alternative.

ALTERNATIVES OVERVIEW

Two access alternatives were considered for this AMP to evaluate feasible improvements to RHS site access that move towards satisfying Washington County access spacing standards. For each alternative, background, future volume sets were developed by applying a background growth rate of 2% to each alternative and adding the trips generated by the expanding school. Distribution of trips among the site driveways differs for each alternative where access is modified based on the changes made to the characteristics of the accesses. The two future access alternatives that were analyzed are as follows:

- Alternative 1: Maintain existing accesses
- Alternative 2: Proposed Access configuration - Consolidate the ingress/egress loop, replacing it with another full access driveway

Neither of these alternatives would meet the access spacing requirements.

While it is customary for an AMP to include an alternative that meets the access standard, one was not included since in this location it is not feasible given the existing site and corridor context. To meet the access standard, 600 feet minimum spacing would be required and none of the 20+ driveways could take access to Scholls Ferry Road. Such objectives could only be achieved by providing alternative public street frontage that would not intersect (as a local street) with Scholls Ferry Road. Any configuration of alternate street frontage is not likely due to the significant right of way requirements and/or need to reorient/rebuild each existing building to accommodate the ROW needs. In summary, a complete demolition of the surrounding area would likely be required to start with a “clean slate” to provide alternate public road access to all properties in place of direct access to Scholls Ferry Road. Since an alternative that meets spacing requirements is not feasible, the access alternatives focused on improving operations and safety.

ALTERNATIVE 1: MAINTAIN EXISTING ACCESSES

The existing school accesses are all within 350’ to the next-nearest access, and all fail to meet Washington County access spacing standards. The eastern access is located with the least spacing available, being 50’ away from the nearest driveway and being 110’ offset from the public intersection of SW Scholls Ferry Road/SW Montclair Drive. Due to the proximity of the eastern access to the SW Scholls Ferry Road/SW Montclair Drive intersection, queuing at the eastern access was observed to block access to/from SW Montclair Drive. The eastern access currently grants access to another property located northeast of the Raleigh Hills School tax lot via a shared easement. While none of the three accesses meet Washington County access spacing standards, no accidents have been reported in the last three years.

ALTERNATIVE 2: CONSOLIDATE THE INGRESS/EGRESS LOOP

A second access alternatives at RHS was considered to enhance traffic circulation while improving safety and operations for the site. This alternative would consolidate the ingress/egress couplet into a single, full-access driveway, and re-align the eastern access such that it aligns with SW Montclair Drive. This option also involves constructing a separate driveway on the eastern edge of the site for the two residences that currently access through the school parking lot. This alternative moves closer to the Washington County access spacing requirements while also positively impacting safety and operations by consolidating cross-street access locations. This alternative would meet signal warrants for a 4-leg signalized intersection with the eastern access and Montclair Drive and is analyzed as a 4-leg signalized intersection in Table 2.

ALTERNATIVE ANALYSIS

Table 2 lists the level of service, delay, and v/c ratios for each intersection for all three peaks under 2026 build conditions. Additional details about volume development are included in the TIA.

Alternative 2 provides the best overall operational performance due to the inclusion of a traffic signal at the re-aligned eastern driveway. Alternative 1 provides adequate intersection mobility at each site access, however it does not include improvements to move towards meeting Washington County access spacing standards.

Alternative 2 moves towards satisfying Washington County access spacing standards by further spacing the site access apart from one another and consolidating three accesses into two. Moreover, this alternative also aligns an access to SW Montclair Drive which helps with consolidation of cross-street access into a singular intersection. While no reported accidents occurred at the existing site driveways, the alignment of accesses and installation of a signal also provides a safe route for pedestrian crossing that does not exist today.

TABLE 2: ACCESS ALTERNATIVE FUTURE BUILD (2026) CONDITION OPERATIONS

INTERSECTION	AM			MID-DAY			PM		
	DELAY	LOS	V/C	DELAY	LOS	V/C	DELAY	LOS	V/C
ALTERNATIVE 1									
SW SCHOLLS FERRY ROAD/EGRESS-ONLY	0.0/39.0	A/E	0.00/0.13	0.00/39.5	A/E	0.00/0.13	0.0/32.2	A/C	0.00/0.06
SW SCHOLLS FERRY ROAD/INGRESS-ONLY	-	-	-	-	-	-	-	-	-
SW SCHOLLS FERRY ROAD/FULL ACCESS	9.4/34.1	A/D	0.60/0.54	9.4/21.0	A/C	0.42/0.30	9.6/22.5	A/D	0.00/0.06
ALTERNATIVE 2									
SW SCHOLLS FERRY ROAD/WESTERN DRIVEWAY	9.2/75.4	A/E	0.33/0.19	9.5/46.7	A/E	0.42/0.16	9.5/33.9	A/D	0.41/0.06
SW SCHOLLS FERRY ROAD/EASTERN DRIVEWAY	10.9	B	0.74	9.4	A	0.59	8.0	A	0.60

VEHICLE QUEUING ANALYSIS

Simtraffic software was used to analyze peak hour vehicle queuing at the study intersections for the proposed Alternative 2 condition. Table 3 lists 95th percentile queues at each study intersection for the a.m., mid-day, and p.m. peak hours. The queue lengths and storage lengths shown are only for turn bays (i.e. queuing for lanes including a through movement are not shown). Each value expressed is for a left turn lane. The 95th percentile queues would fit within the available storage.

TABLE 3: ALTERNATIVE 2 95TH PERCENTILE QUEUES

INTERSECTION	NORTHBOUND 95 TH PERCENTILE QUEUE (FT)				SOUTHBOUND 95 TH PERCENTILE QUEUE (FT)				EASTBOUND 95 TH PERCENTILE QUEUE (FT)				WESTBOUND 95 TH PERCENTILE QUEUE (FT)			
	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE	AM	MD	PM	STORAGE
SW SCHOLLS FERRY RD/RHS WEST ACCESS	-	-	-	-	125	200	100	300+	50	50	50	50	-	-	-	-
SW SCHOLLS FERRY RD/MONTCLAIR DR/RHS EAST ACCESS	75	75	75	400+	125	100	75	500+	175	75	50	450	50	50	50	100

RECOMMENDATION

As documented, the site and adjacent properties do not currently meet the access spacing requirements. Fully meeting the access standard would require removal of all direct access along the corridor and is not feasible.

Alternative 2 (proposed access configuration) is the recommended configuration since it does the best job at improving the safety and operations of the corridor and includes the following benefits over the existing access configuration:

- Consolidates existing eastern access with the public street intersection of Montclair Drive
- Provides a traffic signal at Montclair Drive (eastern access) that enables safer turning movements from Montclair Drive to Scholls Ferry Road
- Traffic signal at Montclair Drive would provide protected crossing opportunities for pedestrians (including school children)
- The proposed access configuration includes left turn lanes on Scholls Ferry Road that can accommodate 95th percentile vehicle queues
- Consolidates the western and central loop into a single driveway and doing so provides additional vehicle storage on site
- Both driveways would meet operational standards

SECTION 10: ATHLETIC FIELD USE MEMORANDUM



TECHNICAL MEMORANDUM

DATE: April 7, 2023

TO: Eric Bolken | Beaverton School District

FROM: Garth Appanaitis, P.E. | DKS Associates
Alex Correa, E.I.T. | DKS Associates

SUBJECT: Raleigh Hills K-8 School Rebuild
Athletic Field Use

Project #21189-000

This memorandum provides additional information about off-peak and weekend use of the sports fields adjacent to Raleigh Hills School as requested by the City of Beaverton. The fields currently exist, and Tualatin Hills Parks and Recreation District (THPRD) currently uses these and other sports fields in the area for programming youth sports activities, including baseball and soccer. The proposed school rebuild includes a reduction of the current field space. Activity levels are not planned to increase and may decrease from current levels due to the reduction in area.

The following information was requested by the City of Beaverton:

"The THPRD use on the site was new information for us. I see there is mention of the baseball fields being heavily used for Little League (page 22 of narrative), and that this occurs on evenings and weekends. This co-occurring use was not incorporated into trip generation information. Transportation staff require additional information about the baseball field use. Specifically, we need information about the weekday evening use. What are the season dates and times when the fields are used on weekday evenings? How many people attend these weekday evening events? Which school parking lots will be available for this use? This information is critical to understanding cumulative traffic impacts on weekdays. This information can be provided in the pending information we requested from the applicant team about circulation, or can be provided in a separate document.

Table 1 summarizes responses to the information requested from the City of Beaverton. Both parking lots provide access to the athletic fields, however the east access is currently used and would likely remain the preferred access.

TABLE 1: EXISTING ROADWAY NETWORK CHARACTERISTICS

QUESTION	SPRING (MARCH TO JUNE) - BASEBALL	FALL (AUGUST TO NOVEMBER – SOCCER GRADE 3 FIELDS
WHAT TIME DO PRACTICES START?	Monday – Friday: 5 pm	Monday – Thursday: 5 pm
HOW MANY PEOPLE ARE ON-SITE AT EACH PRACTICE?	52 (12 kids, 12 parents, 2 coaches: 2 fields)	48 (11 kids, 11 parents, 2 coaches: 2 fields)
HOW MANY TEAMS ARE ON THE FIELDS FOR PRACTICE?	2/practice time	2/practice time
HOW MANY GAMES ARE SCHEDULED ON THE FIELD?	2/game slot	2/game slot
HOW MANY TEAMS ARE ON THE FIELD FOR GAMES?	4/game slot	4/game slot
WHAT ARE THE DAYS AND TIMES OF GAMES?	Monday – Friday: 6 pm to 9 pm (light permitting) Saturdays: 9 am to 5 pm	Saturdays only: 9 am to 5 pm
HOW MANY PEOPLE ARE ON-SITE FOR GAMES?	64/field, 128 total	58/field, 116 total

As noted in Table 1, practice times on weekdays typically start at 5 p.m. Participants would likely arrive during the evening peak hour, which was analyzed as part of the traffic study. The traffic study indicated that the morning peak hour is most critical for the school site due to the overlap of the beginning of the school day with the morning commute period.

As documented in the traffic study, traffic count data collected in 2018 was used to evaluate intersection operations, including at the site access. Traffic counts collected in 2018 (as used in the traffic analysis) and traffic counts collected in 2022 (which were lower and likely represent a temporary and/or long-term shift in travel patterns) were included in the technical appendix. The 2018 traffic counts were collected in February and do not include the degree of traffic related to athletic activity and/or afterschool events observed on Tuesday, April 26, 2022 and Tuesday, May 3, 2022. Both traffic counts collected in 2022 demonstrate after school activities that are generally incorporated into the traffic analysis for the proposed school site. As listed in Table 2:

- After-school traffic varied on both Tuesday, April 26, 2022 and Tuesday, May 3, 2022. The second date also included an after-school rehearsal for the school musical.
- The 2022 traffic counts (with existing athletic fields and activities) indicate an average of 57 trips entering and 57 trips exiting the school during the p.m. peak hour.

- The 2026 Build weekday p.m. peak hour traffic analysis included in the traffic study included 45 trips entering and 80 trips exiting during the pm peak hour. This total included in the traffic analysis assumed 12 less trips entering the site but 23 more trips exiting the site. Since trips exiting the site have higher delay, the traffic analysis included in the TIA was conservative and adequately accounted for after school activities.
- The a.m. peak period is typically the critical period for school traffic operations. As listed in the table, the number of vehicle trips using the school during the a.m. peak hour is significantly higher (approximately 490 trips) than during the p.m. peak hour with afterschool activities (approximately 114 trips).

TABLE 2: EXISTING PM PEAK HOUR SCHOOL ACCESS VEHICLE TRIPS (2018 AND 2022 COUNTS)

DATE	WEST/CENTER DRIVEWAY TRIPS (IN, OUT)	EAST DRIVEWAY TRIPS (IN, OUT)	ALL DRIVEWAY TRIPS (IN,OUT)
TUESDAY, FEBRUARY 6, 2018	6,12	3,10	9,22
THURSDAY, FEBRUARY 8, 2018	13,7	8,17	21,24
TUESDAY, APRIL 26, 2022	28,50	8,7	36,57
TUESDAY, MAY 3, 2022*	40,43	38,12	78,55
2022 AVERAGE	34,47	23,10	57,57
TRAFFIC STUDY PM PEAK HR	20,28	25,52	45,80
TRAFFIC STUDY <u>AM PEAK HR</u>	91,68	207,124	298,192

Note: *This date included both an after-school rehearsal for school musical and THPRD sports activities.

SUMMARY

- The existing school site includes sports fields that are used in the fall and spring as summarized in Table 1
- The proposed school rebuild would reduce the size and amount of athletic fields from what is currently present.
- The traffic study includes traffic related to weekday evening use that falls within the p.m. peak. The traffic volumes account for after school activity.
- No additional activity or traffic impacts in addition to what currently occurs and was reported in the traffic study is anticipated for the site related to athletic field use.