

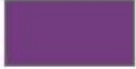


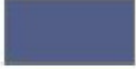
















Appendix A Zoning Designations

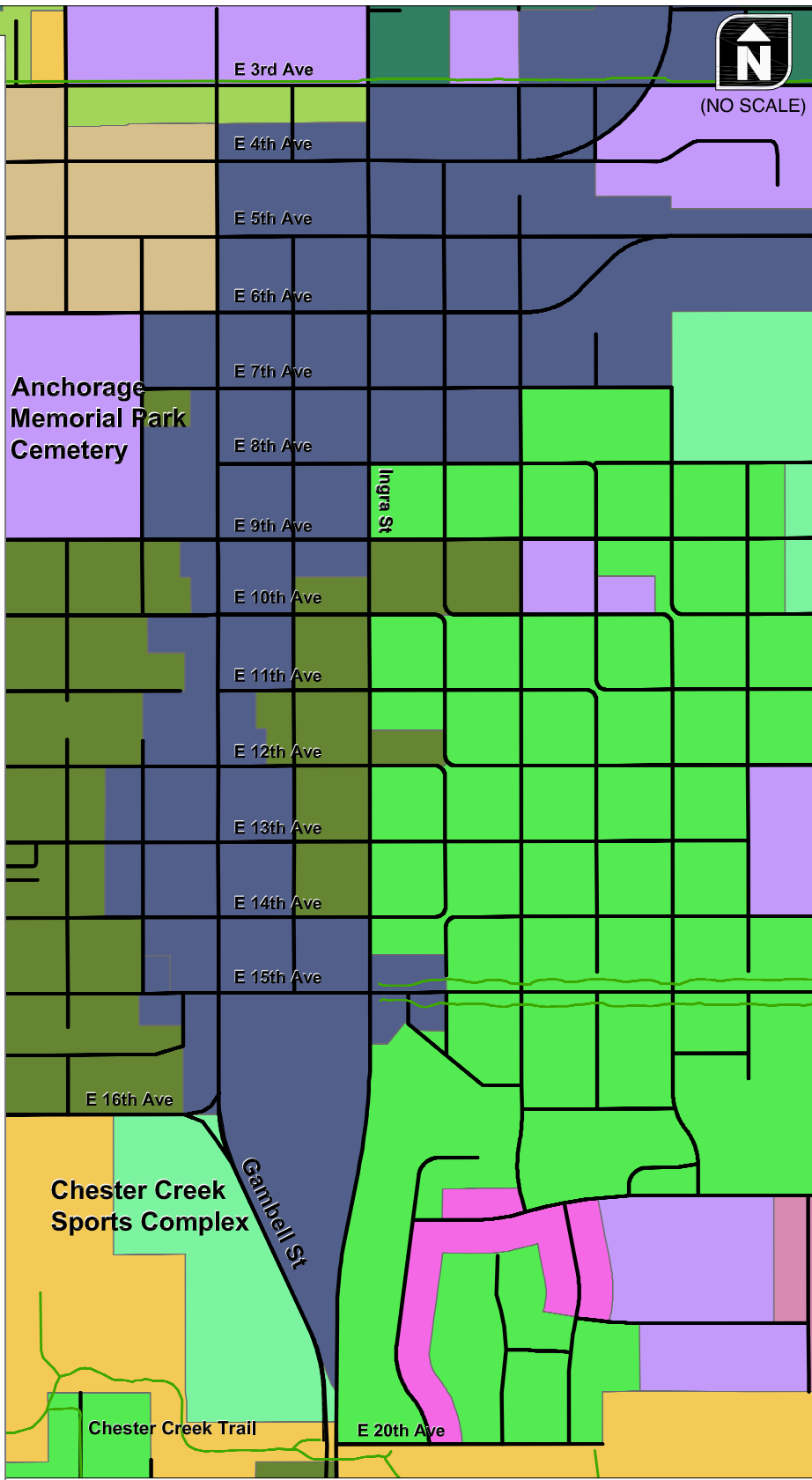




(NO SCALE)

Zoning

-  B-2A
-  B-2B
-  B-2C
-  B-3
-  B-3 SL
-  I-1
-  I-2
-  PC
-  PLI
-  PLI SL
-  PLI-p
-  R-1
-  R-1A
-  R-2A
-  R-2D
-  R-2M
-  R-3
-  R-4
-  R-O
-  R-O SL



Existing Zoning Designations



Figure A

H:\profile\13489 - Gambell Street\dwg\ICAD\13489_Traffic Volumes.dwg May 15, 2013 - 4:09pm - klausisen Layout Tab: A_zoning

**MUNICIPALITY OF ANCHORAGE
PLANNING DEPARTMENT
ZONING SUMMARY**

ZONE	ZONING DESCRIPTION	NO. OF UNITS	MINIMUM LOT AREA (SQ. FEET)	MINIMUM WIDTH (FEET)	SETBACK FRONT (FEET)	SETBACK SIDE (FEET)	SETBACK REAR (FEET)	MAXIMUM HEIGHT (FEET)	MAXIMUM COVERAGE (FEET)
R-1	SINGLE FAMILY RESIDENTIAL 21.40.030	1	6,000	50	20	5	10	25	30%
R-1A	SINGLE FAMILY RESIDENTIAL 21.40.030	1	8,400	70	20	5	10	25	30%
R-2A	TWO FAMILY RESIDENTIAL 21.40.040	1 2	7200 8,400	60 70	20	5	10	25; 30 WITH OPEN SPACE LANDSCAPING	40%
R-2D	TWO FAMILY RESIDENTIAL 21.40.040	1-2	6,000	50	20	5	10	25; 30 WITH OPEN SPACE LANDSCAPING	40%
R-2M	MULTIPLE FAMILY RESIDENTIAL 21.40.045	1-2 3 4 5 6 7 8	6,000 8,500 11,000 13,500 16,000 18,000 20,000	50	20	5	10	25; 30 WITH OPEN SPACE LANDSCAPING	40%
R-3	MULTIPLE FAMILY RESIDENTIAL 21.40.050	1-2 3-4 5+	6,000 6,000 8,500 + 1,000 PER UNIT OVER 5	50 50 75	20 20 20	5 10	10 20 20	35	40%
R-4	MULTIPLE FAMILY RESIDENTIAL 21.40.060	1-6 7 8 9 10 11+	6,000 8,500 9,250 10,000 10,750 11,500	50 75 75 75 75 100	10	5; + 1 FOOT PER 5 FEET OF BUILDING HEIGHT	10	NONE	50%
R-5	RURAL RESIDENTIAL 21.40.70	1 2 3 4 5+	7,000 13,000 19,000 25,000 30,000+5,000 PER UNIT OVER 5	50 100 100 100 150	20	5	10	NONE	30%
R-5A	RURAL RESIDENTIAL 21.40.70	1 2 3 4 5+	43,560 87,120 130,680 174,240 217,800+ 43,560 PER UNIT OVER 5	150 150 200 250 250	25	10	20	NONE	30%
R-6	SUBURBAN RESIDENTIAL 21.40.080	1 2 3 4 5+	54,450 108,900 163,350 217,800 261,360+ 43,560 PER UNIT OVER 5 1/2 ABUT Row in Lot Area	150 200 250 300 350	50	25	50	NONE	30%
R-7	INTERMEDIATE RURAL RESIDENTIAL 21.40.090	1 2+	20,000 20,000+ 20,000 PER UNIT OVER 1	120	25	10	20	35	30%

R-8	RURAL RESIDENTIAL 21.40.100	1 2	217,800 326,700 1/2 ABUT Row in lot area	300 300	25	15	25	35	5%
R-9	RURAL RESIDENTIAL 21.40.110	1 2	108,900 163,350 1/2 ABUT Row in lot area	180	25	15	25	35	5%
R-10	RESIDENTIAL ALPINE/SLOPE 21.40.115	1	VARIES BY SLOPE 20,000 TO 326,700	VARIES BY SLOPE 100 TO 300	0	25;50 IF SLOPE>30%	0	25	VARIES BY SLOPE
R-11	TURNAGAIN ARM 21.40.117	Residential W/SEWER WO/SEWER -Girdwood -Bird Creek -Indian Valley -Portage -Crow Creek -Rainbow Valley	8,400 50,000 108,150 216,300	50 100 100 100	20	5	10	35	30% 1-5 DUA 40% 5+DUA
R-11	TURNAGAIN ARM 21.40.117	Commerical w/SEWER WO/SEWER	8,400 50,000	50 100	10	5; 10 ABUT Residential USE	10;15 ABUT Residential USE	35	70%
R-11	TURNAGAIN ARM 21.40.117	Industrial W/SEWER WO/SEWER	8,400 50,000	50 100	10	0; 5 ABUT Residential USE	0; 10 ABUT Residential USE	35	100%
R-11	TURNAGAIN ARM 21.40.117	Institutional w/SEWER WO/SEWER	8,400 50,000	50 100	25	10	15	35	30%
D-2	RESIDENTIAL DEVELOPMENT 21.40.120	SEE R-2M	SEE R-2M	SEE R-2M	SEE R-2M	SEE R-2M	SEE R-2M	SEE R-2M	SEE R-2M
D-3	RESIDENTIAL DEVELOPMENT 21.40.120	SEE R-3	SEE R-3	SEE R-3	SEE R-3	SEE R-3	SEE R-3	SEE R-3	SEE R-3
R-0	RESIDENTIAL OFFICE 21.40.130	1-10 11+ Non Residential	6,000 14,000 6,000	50 100 50	10	5+1 PER 5 FEET OF BLDG. OVER 35 FEET 0	10	NONE	50% 100%

ZONE	ZONING DESCRIPTION	NO. OF UNITS	MINIMUM LOT AREA (SQ. FEET)	MINIMUM WIDTH (FEET)	SETBACK FRONT (FEET)	SETBACK SIDE (FEET)	SETBACK REAR (FEET)	MAXIMUM HEIGHT (FEET)	MAXIMUM COVERAGE (FEET)
B-1A	LOCAL AND NEIGHBORHOOD BUSINESS 21.40.140	1-2 Non Residential	6,000 6,000	50 50	20 20	5 5; 20 ABUT RESIDENTIAL	10 5; 25 ABUT Residential	25 25	40% 50%
B-1B	COMMUNITY BUSINESS 21.40.145	MULTIPLE FAMILY Non Residential	8,000 8,000	60 60	20 20	10 0; 20 ABUT Residential	20 5; 25 ABUT Residential	35 35	40% 70%
B-2A	CENTRAL BUSINESS CORE 21.40.150	MULTIPLE FAMILY MAX. 50% OF BLDG. Non Residential	6,000 6,000	50 50	SEE R-4 0	SEE R-4 0	SEE R-4 0	Specific Requirement	Specific Requirement
B-2B	CENTRAL BUSINESS INTERMEDIATE 21.40.160	MULTIPLE FAMILY MN.25 DUA Non Residential	6,000 6,000	50 50	SEE R-4 0	SEE R-4 0	SEE R-4 0	Specific Requirement	Specific Requirement

B-2C	CENTRAL BUSINESS PERIPHERY 21.40.170	MULTIPLE FAMILY Non Residential	6,000 6,000	50 50	SEE R-4 0	SEE R-4 0	SEE R-4 0	Specific Requirement	Specific Requirement
B-3	GENERAL BUSINESS 21.40.180	MULTIPLE FAMILY Min. 12 DUA Non Residential	SEE R-4 6,000	SEE R-4 50	SEE R-4 10	SEE R-4 0;10 ABUT Residential Zone	SEE R-4 0;15 ABUT Residential Zone	NONE	SEE R-4 100%
B-4	RURAL BUSINESS 21.40.190	1+ Non Residential	10,000 10,000	80 80	10	0	0	NONE	100%

I-1	LIGHT INDUSTRIAL 21.40.200	N/A	6,000	50	10	0; ABUT RESIDENTIAL MATCH RESIDENTIAL	0; ABUT Residential Match Residential	NONE	100%
I-2	HEAVY INDUSTRIAL 21.40.210	N/A	6,000	50	10	0; ABUT Residential Twice Residential	0; ABUT Residential Twice Residential	NONE	100%
I-3	RURAL INDUSTRIAL 21.40.220	N/A	87,120	100	10	0; ABUT Residential Twice Residential	0; ABUT Residential Twice Residential	NONE	100%

PLI	PUBLIC LANDS & INSTITUTIONS 21.40.020	N/A	15,000	100	25	25	30	NONE EXCEPT ABUT RESIDENTIAL	30%
W	WATERSHED 21.40.230	N/A	0	0	0	0	0	NONE	0%
T	TRANSITION 21.40.240	1+ Non Residential	7,000	50	0	0	0	NONE	100%
PC	PLANNED COMMUNITY 21.40.250	Customized	Customized	Customized	Customized	Customized	Customized	Customized	Customized
AF	ANTENNA FARM 21.40.260	N/A	87,120	120	50	25	25	NONE	50%

MC	MARINE COMMERCIAL 21.40.270	1+ Non Residential	SEE R-4 6,000	SEE R-4 50	SEE R-4 10	SEE R-4 0; 40 ABUT BULKHEAD	SEE R-4 0; 40 ABUT BULKHEAD	90	SEE R-4 100%
MI	MARINE INDUSTRIAL 21.40.280	Non Residential	6,000	50	10	0; 40 ABUT BULKHEAD	0; 40 ABUT BULKHEAD	NONE; WITHIN 50 RESIDENTIAL MATCH RESIDENTIAL	100%

This summary chart was accurate at the time it was printed. The zoning ordinance is often amended and may cause some of or all of the data here to be out dated. Always consult a current version of the Municipal Code of Ordinances for the most up to date information.

Appendix B Turning Movement Counts



Municipality of Anchorage

Traffic Department

Gambell & 4th

AM Peak

File Name : Gambell & 4th-AM

Site Code : 05251001

Start Date : 5/25/2010

Page No : 1

Weather: Sunny

Counters: 3024,3025

Counted By: JE,TF

Groups Printed- Unshifted

	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	40	1	2	43	0	0	0	2	2	0	0	0	0	0	10	37	0	1	48	93
07:15 AM	0	48	2	0	50	0	0	0	1	1	0	0	0	0	0	22	41	0	1	64	115
07:30 AM	0	55	0	4	59	0	0	0	3	3	0	0	0	1	1	13	42	0	2	57	120
07:45 AM	0	77	3	5	85	0	0	0	10	10	0	0	0	8	8	32	65	0	10	107	210
Total	0	220	6	11	237	0	0	0	16	16	0	0	0	9	9	77	185	0	14	276	538
08:00 AM	0	82	1	8	91	0	0	0	8	8	0	0	0	11	11	29	59	0	11	99	209
08:15 AM	0	52	1	3	56	0	0	0	5	5	0	0	0	0	0	26	44	0	4	74	135
08:30 AM	0	61	0	6	67	0	0	0	4	4	0	0	0	0	0	24	54	0	4	82	153
08:45 AM	0	64	0	15	79	0	0	0	6	6	0	0	0	2	2	22	53	0	5	80	167
Total	0	259	2	32	293	0	0	0	23	23	0	0	0	13	13	101	210	0	24	335	664
Grand Total	0	479	8	43	530	0	0	0	39	39	0	0	0	22	22	178	395	0	38	611	1202
Apprch %	0.0	90.4	1.5	8.1		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		29.1	64.6	0.0	6.2		
Total %	0.0	39.9	0.7	3.6	44.1	0.0	0.0	0.0	3.2	3.2	0.0	0.0	0.0	1.8	1.8	14.8	32.9	0.0	3.2	50.8	

	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:45 AM					07:45 AM					07:15 AM					07:45 AM					
Volume	0	272	5	22	299	0	0	0	27	27	0	0	0	20	20	111	222	0	29	362	
Percent	0.0	91.0	1.7	7.4		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		30.7	61.3	0.0	8.0		
High Int.	08:00 AM					07:45 AM					08:00 AM					07:45 AM					
Volume	0	82	1	8	91	0	0	0	10	10	0	0	0	11	11	32	65	0	10	107	
Peak Factor	0.821					0.675					0.455					0.846					

Municipality of Anchorage

Traffic Department

Gambell & 4th

Mid Peak

File Name : Gambell & 4th-Mid

Site Code : 05241002

Start Date : 5/24/2010

Page No : 1

Weather: Sunny

Counters: 3024,3025

Counted By: JE,TF

Groups Printed- Unshifted

	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	0	89	1	5	95	0	0	0	3	3	0	0	0	6	6	54	52	0	12	118	222
11:15 AM	1	76	2	10	89	0	0	0	4	4	0	0	0	9	9	48	71	0	22	141	243
11:30 AM	0	78	2	11	91	0	0	0	16	16	0	0	0	8	8	54	82	0	14	150	265
11:45 AM	0	95	3	13	111	0	0	0	20	20	0	0	0	5	5	44	105	0	8	157	293
Total	1	338	8	39	386	0	0	0	43	43	0	0	0	28	28	200	310	0	56	566	1023
12:00 PM	0	92	0	9	101	0	0	0	4	4	0	0	0	9	9	75	86	0	17	178	292
12:15 PM	0	99	4	11	114	0	0	0	12	12	0	0	0	20	20	56	83	0	28	167	313
12:30 PM	0	95	6	14	115	0	0	0	15	15	0	0	0	20	20	59	89	0	28	176	326
12:45 PM	0	92	1	12	105	0	0	0	11	11	0	0	0	13	13	48	98	0	23	169	298
Total	0	378	11	46	435	0	0	0	42	42	0	0	0	62	62	238	356	0	96	690	1229
Grand Total	1	716	19	85	821	0	0	0	85	85	0	0	0	90	90	438	666	0	152	1256	2252
Apprch %	0.1	87.2	2.3	10.4		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		34.9	53.0	0.0	12.1		
Total %	0.0	31.8	0.8	3.8	36.5	0.0	0.0	0.0	3.8	3.8	0.0	0.0	0.0	4.0	4.0	19.4	29.6	0.0	6.7	55.8	

	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																					
By Approach 11:45 AM						11:30 AM					12:00 PM					12:00 PM					
Volume	0	381	13	47	441	0	0	0	52	52	0	0	0	62	62	238	356	0	96	690	
Percent	0.0	86.4	2.9	10.7		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		34.5	51.6	0.0	13.9		
High Int. 12:30 PM						11:45 AM					12:15 PM					12:00 PM					
Volume	0	95	6	14	115	0	0	0	20	20	0	0	0	20	20	75	86	0	17	178	
Peak Factor	0.959					0.650					0.775					0.969					

Municipality of Anchorage

Traffic Department

Gambell & 4th

PM Peak

File Name : Gambell & 4th-PM

Site Code : 05241003

Start Date : 5/24/2010

Page No : 1

Weather: Sunny

Counters: 3024,3025

Counted By: JE,TF

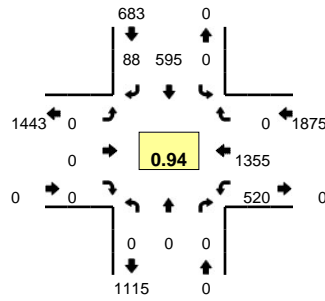
Groups Printed- Unshifted

Start Time	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	126	1	3	130	0	0	0	12	12	0	0	0	2	2	57	115	0	12	184	328
04:15 PM	0	122	0	6	128	0	0	0	2	2	0	0	0	7	7	70	124	0	17	211	348
04:30 PM	0	134	1	6	141	0	0	0	4	4	0	0	0	8	8	67	189	0	13	269	422
04:45 PM	0	131	4	11	146	0	0	0	6	6	0	0	0	6	6	74	142	0	7	223	381
Total	0	513	6	26	545	0	0	0	24	24	0	0	0	23	23	268	570	0	49	887	1479
05:00 PM	0	147	1	7	155	0	0	0	6	6	0	0	0	3	3	72	187	0	11	270	434
05:15 PM	0	98	2	5	105	0	0	0	5	5	0	0	0	3	3	38	188	0	10	236	349
05:30 PM	0	81	0	1	82	0	0	0	1	1	0	0	0	0	0	58	148	0	5	211	294
05:45 PM	0	81	1	0	82	0	0	0	0	0	0	0	0	3	3	44	118	0	5	167	252
Total	0	407	4	13	424	0	0	0	12	12	0	0	0	9	9	212	641	0	31	884	1329
Grand Total	0	920	10	39	969	0	0	0	36	36	0	0	0	32	32	480	1211	0	80	1771	2808
Apprch %	0.0	94.9	1.0	4.0		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		27.1	68.4	0.0	4.5		
Total %	0.0	32.8	0.4	1.4	34.5	0.0	0.0	0.0	1.3	1.3	0.0	0.0	0.0	1.1	1.1	17.1	43.1	0.0	2.8	63.1	

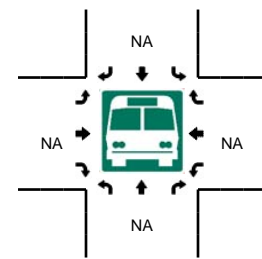
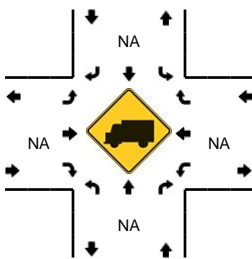
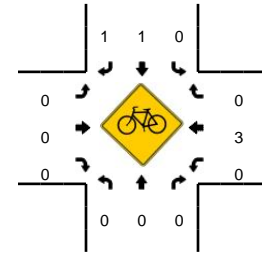
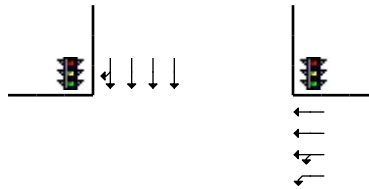
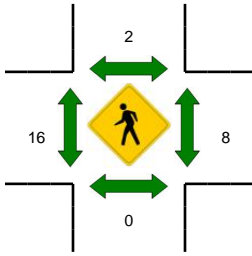
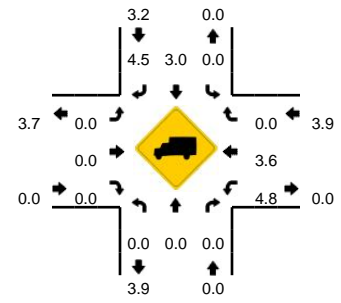
Start Time	Gambell Southbound					4th Street Westbound					Gambell Northbound					4th Street Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach																					
04:15 PM						04:00 PM					04:15 PM					04:30 PM					
Volume	0	534	6	30	570	0	0	0	24	24	0	0	0	24	24	251	706	0	41	998	
Percent	0.0	93.7	1.1	5.3		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		25.2	70.7	0.0	4.1		
High Int.						04:00 PM					04:30 PM					05:00 PM					
Volume	0	147	1	7	155	0	0	0	12	12	0	0	0	8	8	72	187	0	11	270	
Peak Factor	0.919					0.500					0.750					0.924					

LOCATION: Gambell St -- E 5th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955208
DATE: Tue, May 07 2013



Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 4:35 PM -- 4:50 PM



5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 5th Ave (Eastbound)				E 5th Ave (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	38	3	0	0	0	1	0	38	107	0	0	187	
4:05 PM	0	0	0	0	0	61	4	0	0	0	0	0	43	106	0	0	214	
4:10 PM	0	0	0	0	0	49	11	0	0	0	0	0	44	89	0	0	193	
4:15 PM	0	0	0	0	0	47	4	0	0	0	0	0	52	87	0	0	190	
4:20 PM	0	0	0	0	0	32	7	0	0	0	0	0	43	109	0	0	191	
4:25 PM	0	0	0	0	0	48	7	0	0	0	0	0	54	133	0	0	242	
4:30 PM	0	0	0	0	0	64	8	0	0	0	0	0	41	89	0	0	202	
4:35 PM	0	0	0	0	0	66	6	0	0	0	0	0	36	120	0	0	228	
4:40 PM	0	0	0	0	0	42	7	0	0	0	0	0	56	132	0	0	237	
4:45 PM	0	0	0	0	0	48	10	0	0	0	0	0	40	119	0	0	217	
4:50 PM	0	0	0	0	0	48	10	0	0	0	0	0	32	105	0	0	195	
4:55 PM	0	0	0	0	0	30	6	0	0	0	0	0	46	111	0	0	193	2489
5:00 PM	0	0	0	0	0	33	8	0	0	0	0	0	40	104	0	0	185	2487
5:05 PM	0	0	0	0	0	66	9	0	0	0	0	0	43	123	0	0	241	2514
5:10 PM	0	0	0	0	0	58	3	0	0	0	0	0	44	100	0	0	205	2526
5:15 PM	0	0	0	0	0	60	7	0	0	0	0	0	45	110	0	0	222	2558
5:20 PM	0	0	0	0	0	35	1	0	0	0	0	0	35	117	0	0	188	2555
5:25 PM	0	0	0	0	0	34	6	0	0	0	0	0	38	103	0	0	181	2494
5:30 PM	0	0	0	0	0	44	5	0	0	0	0	0	41	92	0	0	182	2474
5:35 PM	0	0	0	0	0	39	3	0	0	0	0	0	46	100	0	0	188	2434
5:40 PM	0	0	0	0	0	44	3	0	0	0	0	0	48	117	0	0	212	2409
5:45 PM	0	0	0	0	0	32	6	0	0	0	0	0	38	90	0	0	166	2358
5:50 PM	0	0	0	0	0	41	6	0	0	0	0	0	49	93	0	0	189	2352
5:55 PM	0	0	0	0	0	35	4	0	0	0	0	0	40	96	0	0	175	2334
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	624	92	0	0	0	0	0	528	1484	0	0	2728	
Heavy Trucks	0	0	0	0	0	28	4	0	0	0	0	0	44	40	0	0	116	
Pedestrians	0	0	0	0	0	0	0	0	12	0	0	0	0	0	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:

Municipality of Anchorage
 Traffic Department
 Gambell & 6th Avenue
 AM Peak

Weather: Sunny
 Counter: 2820, 2821
 Counted by: JS, CJD

File Name : Am
 Site Code : 08231101
 Start Date : 8/23/2011
 Page No : 1

Groups Printed- Unshifted

	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	0	203	8	0	211	0	0	0	0	0	0	0	0	0	0	15	147	0	0	162	373
07:15 AM	0	221	11	0	232	0	0	0	0	0	0	0	0	1	1	26	134	0	0	160	393
07:30 AM	0	251	9	3	263	0	0	0	2	2	0	0	0	1	1	27	200	0	0	227	493
07:45 AM	0	249	9	2	260	0	0	0	0	0	0	0	0	0	0	32	167	0	0	199	459
Total	0	924	37	5	966	0	0	0	2	2	0	0	0	2	2	100	648	0	0	748	1718
08:00 AM	0	243	16	0	259	0	0	0	1	1	0	0	0	3	3	29	172	0	0	201	464
08:15 AM	0	244	17	1	262	0	0	0	1	1	0	0	0	1	1	37	152	0	0	189	453
08:30 AM	0	209	20	0	229	0	0	0	3	3	0	0	0	0	0	42	168	0	1	211	443
08:45 AM	0	233	13	2	248	0	0	0	3	3	0	0	0	3	3	39	176	0	0	215	469
Total	0	929	66	3	998	0	0	0	8	8	0	0	0	7	7	147	668	0	1	816	1829
Grand Total	0	1853	103	8	1964	0	0	0	10	10	0	0	0	9	9	247	1316	0	1	1564	3547
Apprch %	0.0	94.3	5.2	0.4		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		15.8	84.1	0.0	0.1		
Total %	0.0	52.2	2.9	0.2	55.4	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.3	0.3	7.0	37.1	0.0	0.0	44.1	

	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:30 AM					08:00 AM					08:00 AM					07:30 AM					
Volume	0	987	51	6	1044	0	0	0	8	8	0	0	0	7	7	125	691	0	0	816	
Percent	0.0	94.5	4.9	0.6		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		15.3	84.7	0.0	0.0		
High Int.	07:30 AM					08:30 AM					08:00 AM					07:30 AM					
Volume	0	251	9	3	263	0	0	0	3	3	0	0	0	3	3	27	200	0	0	227	
Peak Factor	0.992					0.667					0.583					0.899					

Municipality of Anchorage
 Traffic Department
 Gambell & 6th Avenue
 Mid Peak

Weather: Sunny
 Counter: 2820, 2821
 Counted by: JS,CJD

File Name : Mid
 Site Code : 08221102
 Start Date : 8/22/2011
 Page No : 1

Groups Printed- Unshifted

	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	0	211	25	3	239	0	0	0	2	2	0	0	0	5	5	33	181	0	3	217	463
11:15 AM	0	209	21	6	236	0	0	0	1	1	0	0	0	5	5	53	173	0	0	226	468
11:30 AM	0	253	23	5	281	0	0	0	0	0	0	0	0	2	2	55	206	0	1	262	545
11:45 AM	0	259	22	4	285	0	0	0	1	1	0	0	0	2	2	46	186	0	0	232	520
Total	0	932	91	18	1041	0	0	0	4	4	0	0	0	14	14	187	746	0	4	937	1996
12:00 PM	0	265	37	2	304	0	0	0	4	4	0	0	0	0	0	53	215	0	2	270	578
12:15 PM	0	249	22	7	278	0	0	0	0	0	0	0	0	5	5	59	201	0	1	261	544
12:30 PM	0	235	26	3	264	0	0	0	7	7	0	0	0	8	8	57	241	0	0	298	577
12:45 PM	0	231	24	11	266	0	0	0	3	3	0	0	0	4	4	51	227	3	0	281	554
Total	0	980	109	23	1112	0	0	0	14	14	0	0	0	17	17	220	884	3	3	1110	2253
Grand Total	0	1912	200	41	2153	0	0	0	18	18	0	0	0	31	31	407	1630	3	7	2047	4249
Apprch %	0.0	88.8	9.3	1.9		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		19.9	79.6	0.1	0.3		
Total %	0.0	45.0	4.7	1.0	50.7	0.0	0.0	0.0	0.4	0.4	0.0	0.0	0.0	0.7	0.7	9.6	38.4	0.1	0.2	48.2	

	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 11:00 AM to 12:45 PM - Peak 1 of 1																					
By Approach 11:30 AM						12:00 PM					12:00 PM					12:00 PM					
Volume	0	1026	104	18	1148	0	0	0	14	14	0	0	0	17	17	220	884	3	3	1110	
Percent	0.0	89.4	9.1	1.6		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		19.8	79.6	0.3	0.3		
High Int. 12:00 PM						12:30 PM					12:30 PM					12:30 PM					
Volume	0	265	37	2	304	0	0	0	7	7	0	0	0	8	8	57	241	0	0	298	
Peak Factor	0.944					0.500					0.531					0.931					

Municipality of Anchorage
 Traffic Department
 Gambell & 6th Avenue
 PM Peak

Weather: Sunny
 Counter: 2821, 2820
 Counted by: JS, CJD

File Name : PM
 Site Code : 08221103
 Start Date : 8/22/2011
 Page No : 1

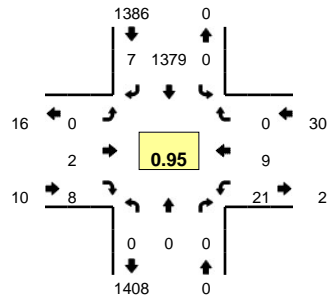
Groups Printed- Unshifted

	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	0	331	29	7	367	0	0	0	1	1	0	0	0	0	0	75	432	0	2	509	877
04:15 PM	0	265	25	2	292	0	0	0	3	3	0	0	0	1	1	70	337	0	0	407	703
04:30 PM	0	341	28	3	372	0	0	0	4	4	0	0	0	1	1	93	402	0	1	496	873
04:45 PM	0	262	17	10	289	0	0	0	2	2	0	0	0	2	2	62	387	0	5	454	747
Total	0	1199	99	22	1320	0	0	0	10	10	0	0	0	4	4	300	1558	0	8	1866	3200
05:00 PM	0	333	26	6	365	0	0	0	1	1	0	0	0	3	3	74	427	0	0	501	870
05:15 PM	0	249	20	5	274	0	0	0	0	0	0	0	0	0	0	67	399	0	0	466	740
05:30 PM	0	260	21	3	284	0	0	0	3	3	0	0	0	10	10	62	363	0	2	427	724
05:45 PM	0	220	17	3	240	0	0	0	2	2	0	0	0	2	2	54	308	0	3	365	609
Total	0	1062	84	17	1163	0	0	0	6	6	0	0	0	15	15	257	1497	0	5	1759	2943
Grand Total	0	2261	183	39	2483	0	0	0	16	16	0	0	0	19	19	557	3055	0	13	3625	6143
Apprch %	0.0	91.1	7.4	1.6		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		15.4	84.3	0.0	0.4		
Total %	0.0	36.8	3.0	0.6	40.4	0.0	0.0	0.0	0.3	0.3	0.0	0.0	0.0	0.3	0.3	9.1	49.7	0.0	0.2	59.0	

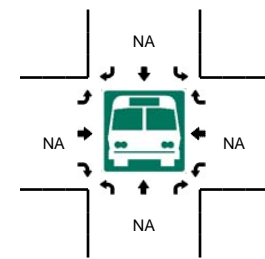
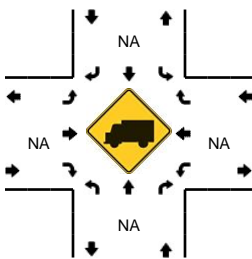
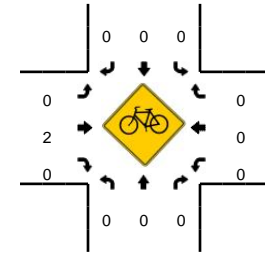
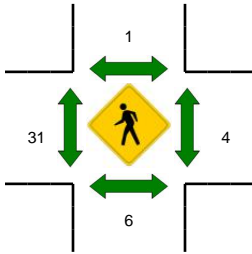
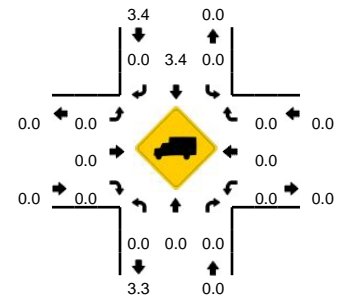
	Gambell Southbound					6th Avenue Westbound					Gambell Northbound					6th Avenue Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:00 PM					04:00 PM					04:45 PM					04:30 PM					
Volume	0	1199	99	22	1320	0	0	0	10	10	0	0	0	15	15	296	1615	0	6	1917	
Percent	0.0	90.8	7.5	1.7		0.0	0.0	0.0	100.0		0.0	0.0	0.0	100.0		15.4	84.2	0.0	0.3		
High Int.	04:30 PM					04:30 PM					05:30 PM					05:00 PM					
Volume	0	341	28	3	372	0	0	0	4	4	0	0	0	10	10	74	427	0	0	501	
Peak Factor	0.887					0.625					0.375					0.957					

LOCATION: Gambell St -- E 7th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955207
DATE: Tue, May 07 2013



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



5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 7th Ave (Eastbound)				E 7th Ave (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	90	0	0	0	1	2	0	3	0	0	0	96	
4:05 PM	0	0	0	0	0	135	1	0	0	0	2	0	2	0	0	0	140	
4:10 PM	0	0	0	0	1	88	0	0	0	0	1	0	4	2	0	0	96	
4:15 PM	0	0	0	0	1	122	0	0	0	0	0	0	0	2	0	0	125	
4:20 PM	0	0	0	0	0	106	0	0	0	0	1	0	4	0	0	0	111	
4:25 PM	0	0	0	0	0	121	0	0	0	0	1	0	2	2	0	0	126	
4:30 PM	0	0	0	0	0	113	0	0	0	0	0	0	3	0	0	0	116	
4:35 PM	0	0	0	0	0	127	0	0	0	0	0	0	1	1	0	0	129	
4:40 PM	0	0	0	0	0	116	2	0	0	0	1	0	1	2	0	0	122	
4:45 PM	0	0	0	0	0	118	1	0	0	0	2	0	0	0	0	0	121	
4:50 PM	0	0	0	0	0	104	2	0	0	1	1	0	1	1	0	0	110	
4:55 PM	0	0	0	0	0	93	0	0	0	0	1	0	0	1	0	0	95	1387
5:00 PM	0	0	0	0	0	112	0	0	0	1	0	0	5	2	0	0	120	1411
5:05 PM	0	0	0	0	0	131	1	0	0	0	0	0	0	0	0	0	132	1403
5:10 PM	0	0	0	0	0	115	1	0	0	0	0	0	1	0	0	0	117	1424
5:15 PM	0	0	0	0	0	123	0	0	0	0	1	0	3	0	0	0	127	1426
5:20 PM	0	0	0	0	0	91	1	0	0	0	0	0	3	0	0	0	95	1410
5:25 PM	0	0	0	0	0	84	0	0	0	0	3	0	4	0	0	0	91	1375
5:30 PM	0	0	0	0	0	91	1	0	0	1	0	0	2	0	0	0	95	1354
5:35 PM	0	0	0	0	0	86	2	0	0	1	0	0	4	0	0	0	93	1318
5:40 PM	0	0	0	0	0	107	1	0	0	0	0	0	1	0	0	0	109	1305
5:45 PM	0	0	0	0	1	86	0	0	0	0	1	0	0	1	0	0	89	1273
5:50 PM	0	0	0	0	0	101	2	0	0	0	1	0	1	0	0	0	105	1268
5:55 PM	0	0	0	0	0	84	0	0	0	0	0	0	1	0	0	0	85	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	1476	8	0	0	0	4	0	16	0	0	0	1504	
Heavy Trucks	0	0	0	0	0	44	0	0	0	0	0	0	0	0	0	0	44	
Pedestrians		4				4				16				8			32	
Bicycles	0	0	0		0	0	0		0	0	0		0	0	0		0	
Railroad																		
Stopped Buses																		

Comments:

Municipality of Anchorage

Traffic Department

Gambell & 9th

AM Peak

Weather: Rainy
 Counter: 3024, 2206
 Counted by: JE,CD

File Name : Gambell & 9th-AM
 Site Code : 06151001
 Start Date : 6/15/2010
 Page No : 1

Groups Printed- Unshifted

	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
07:00 AM	4	199	2	3	208	0	52	5	0	57	0	0	0	0	0	9	11	0	0	20	285
07:15 AM	6	236	2	2	246	0	84	11	0	95	0	0	0	1	1	8	12	0	2	22	364
07:30 AM	5	290	2	1	298	0	86	5	1	92	0	0	0	0	0	13	12	0	1	26	416
07:45 AM	8	256	5	3	272	0	115	10	0	125	0	0	0	2	2	6	15	0	0	21	420
Total	23	981	11	9	1024	0	337	31	1	369	0	0	0	3	3	36	50	0	3	89	1485
08:00 AM	7	269	6	0	282	0	107	9	3	119	0	0	0	1	1	22	5	0	0	27	429
08:15 AM	6	257	2	2	267	0	74	16	1	91	0	0	0	1	1	16	10	0	1	27	386
08:30 AM	6	285	5	3	299	0	60	9	3	72	0	0	0	1	1	12	9	0	0	21	393
08:45 AM	9	257	3	2	271	0	66	19	4	89	0	0	0	2	2	11	8	0	0	19	381
Total	28	1068	16	7	1119	0	307	53	11	371	0	0	0	5	5	61	32	0	1	94	1589
Grand Total	51	2049	27	16	2143	0	644	84	12	740	0	0	0	8	8	97	82	0	4	183	3074
Apprch %	2.4	95.6	1.3	0.7		0.0	87.0	11.4	1.6		0.0	0.0	0.0	100.0		53.0	44.8	0.0	2.2		
Total %	1.7	66.7	0.9	0.5	69.7	0.0	20.9	2.7	0.4	24.1	0.0	0.0	0.0	0.3	0.3	3.2	2.7	0.0	0.1	6.0	

	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From 07:00 AM to 08:45 AM - Peak 1 of 1																					
By Approach	07:45 AM					07:15 AM					07:45 AM					07:30 AM					
Volume	27	1067	18	8	1120	0	392	35	4	431	0	0	0	5	5	57	42	0	2	101	
Percent	2.4	95.3	1.6	0.7		0.0	91.0	8.1	0.9		0.0	0.0	0.0	100.0		56.4	41.6	0.0	2.0		
High Int.	08:30 AM					07:45 AM					07:45 AM					08:00 AM					
Volume	6	285	5	3	299	0	115	10	0	125	0	0	0	2	2	22	5	0	0	27	
Peak Factor	0.936					0.862					0.625					0.935					

Municipality of Anchorage

Traffic Department

Gambell & 9th

Mid Peak

Weather: Rainy
 Counters: 3024, 2206
 Counted by: JE,CD

File Name : Gambell & 9th-Mid

Site Code : 06151002

Start Date : 6/15/2010

Page No : 1

Groups Printed- Unshifted

	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
11:00 AM	4	268	5	1	278	0	42	12	1	55	0	0	0	0	0	23	25	0	0	48	381
11:15 AM	8	298	2	4	312	0	46	16	3	65	0	0	0	0	0	20	13	0	1	34	411
11:30 AM	14	338	3	9	364	0	49	23	1	73	0	0	0	0	0	16	20	0	1	37	474
11:45 AM	10	359	5	7	381	0	50	17	0	67	0	0	0	0	0	28	18	0	1	47	495
Total	36	1263	15	21	1335	0	187	68	5	260	0	0	0	0	0	87	76	0	3	166	1761
12:00 PM	10	323	2	3	338	0	44	19	1	64	0	0	0	0	0	36	19	0	0	55	457
12:15 PM	6	323	4	2	335	0	42	21	2	65	0	0	0	2	2	34	22	0	1	57	459
12:30 PM	13	333	6	7	359	0	50	32	1	83	0	0	0	1	1	28	25	0	0	53	496
12:45 PM	6	348	6	3	363	0	46	19	1	66	0	0	0	0	0	39	16	0	2	57	486
Total	35	1327	18	15	1395	0	182	91	5	278	0	0	0	3	3	137	82	0	3	222	1898
Grand Total	71	2590	33	36	2730	0	369	159	10	538	0	0	0	3	3	224	158	0	6	388	3659
Apprch %	2.6	94.9	1.2	1.3		0.0	68.6	29.6	1.9		0.0	0.0	0.0	100.0		57.7	40.7	0.0	1.5		
Total %	1.9	70.8	0.9	1.0	74.6	0.0	10.1	4.3	0.3	14.7	0.0	0.0	0.0	0.1	0.1	6.1	4.3	0.0	0.2	10.6	

	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
Peak Hour From	11:00 AM to 12:45 PM - Peak 1 of 1																				
By Approach	11:30 AM					11:45 AM					11:45 AM					12:00 PM					
Volume	40	1343	14	21	1418	0	186	89	4	279	0	0	0	3	3	137	82	0	3	222	
Percent	2.8	94.7	1.0	1.5		0.0	66.7	31.9	1.4		0.0	0.0	0.0	100.0		61.7	36.9	0.0	1.4		
High Int.	11:45 AM					12:30 PM					12:15 PM					12:15 PM					
Volume	10	359	5	7	381	0	50	32	1	83	0	0	0	2	2	34	22	0	1	57	
Peak Factor	0.930					0.840					0.375					0.974					

Municipality of Anchorage

Traffic Department

Gambell & 9th

PM Peak

Weather: Cloudy
 Counters: 3024, 2206
 Counted by: JE,CD

File Name : Gambell & 9th-PM

Site Code : 06141003

Start Date : 6/14/2010

Page No : 1

Groups Printed- Unshifted

Start Time	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Factor	1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		1.0	1.0	1.0	1.0		
04:00 PM	12	404	3	2	421	0	48	18	5	71	0	0	0	1	1	57	27	0	1	85	578
04:15 PM	12	319	6	8	345	0	42	20	3	65	0	0	0	0	0	51	20	0	2	73	483
04:30 PM	15	463	6	9	493	0	35	14	3	52	0	0	0	0	0	56	35	3	2	96	641
04:45 PM	22	397	2	9	430	0	30	28	1	59	0	0	0	2	2	52	30	0	4	86	577
Total	61	1583	17	28	1689	0	155	80	12	247	0	0	0	3	3	216	112	3	9	340	2279
05:00 PM	11	391	4	6	412	0	44	13	0	57	0	0	0	0	0	61	32	0	1	94	563
05:15 PM	10	391	4	3	408	0	42	22	3	67	0	0	0	0	0	50	40	0	2	92	567
05:30 PM	12	332	5	6	355	0	39	14	0	53	0	0	0	0	0	36	23	0	0	59	467
05:45 PM	5	292	3	8	308	0	32	15	4	51	0	0	0	1	1	38	23	0	0	61	421
Total	38	1406	16	23	1483	0	157	64	7	228	0	0	0	1	1	185	118	0	3	306	2018
Grand Total	99	2989	33	51	3172	0	312	144	19	475	0	0	0	4	4	401	230	3	12	646	4297
Apprch %	3.1	94.2	1.0	1.6		0.0	65.7	30.3	4.0		0.0	0.0	0.0	100.0		62.1	35.6	0.5	1.9		
Total %	2.3	69.6	0.8	1.2	73.8	0.0	7.3	3.4	0.4	11.1	0.0	0.0	0.0	0.1	0.1	9.3	5.4	0.1	0.3	15.0	

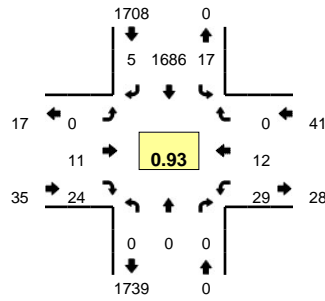
Start Time	Gambell Southbound					East 9th Westbound					Gambell Northbound					East 9th Eastbound					Int. Total
	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	
Peak Hour From 04:00 PM to 05:45 PM - Peak 1 of 1																					
By Approach	04:30 PM					04:00 PM					04:00 PM					04:30 PM					
Volume	58	1642	16	27	1743	0	155	80	12	247	0	0	0	3	3	219	137	3	9	368	
Percent	3.3	94.2	0.9	1.5		0.0	62.8	32.4	4.9		0.0	0.0	0.0	100.0		59.5	37.2	0.8	2.4		
High Int.	04:30 PM					04:00 PM					04:45 PM					04:30 PM					
Volume	15	463	6	9	493	0	48	18	5	71	0	0	0	2	2	56	35	3	2	96	
Peak Factor	0.884					0.870					0.375					0.958					

Type of peak hour being reported: Intersection Peak

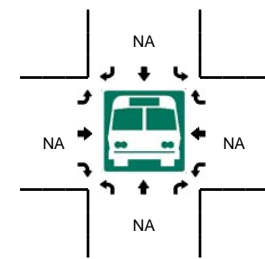
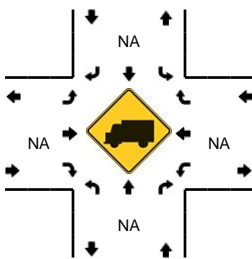
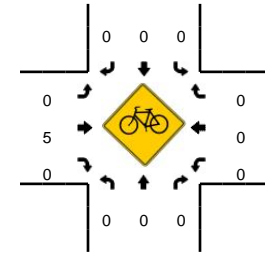
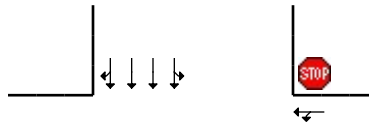
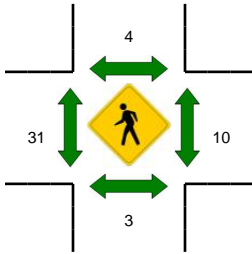
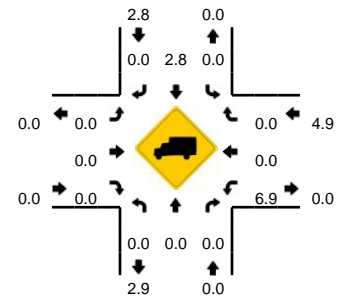
Method for determining peak hour: Total Entering Volume

LOCATION: Gambell St -- E 10th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955209
DATE: Tue, May 07 2013



Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

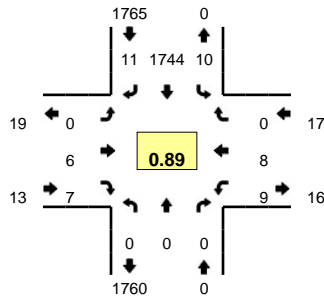


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 10th Ave (Eastbound)				E 10th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	120	0	0	0	3	1	0	1	1	0	0	127	
4:05 PM	0	0	0	0	0	156	1	0	0	1	3	0	7	0	0	0	168	
4:10 PM	0	0	0	0	1	125	0	0	0	1	6	0	0	0	0	0	133	
4:15 PM	0	0	0	0	0	110	2	0	0	2	2	0	2	4	0	0	122	
4:20 PM	0	0	0	0	1	137	0	0	0	0	2	0	1	2	0	0	143	
4:25 PM	0	0	0	0	1	146	1	0	0	0	3	0	5	0	0	0	156	
4:30 PM	0	0	0	0	0	146	0	0	0	0	3	0	0	0	0	0	149	
4:35 PM	0	0	0	0	1	138	1	0	0	1	2	0	5	2	0	0	150	
4:40 PM	0	0	0	0	1	151	0	0	0	2	2	0	3	1	0	0	160	
4:45 PM	0	0	0	0	1	161	0	0	0	1	3	0	3	1	0	0	170	
4:50 PM	0	0	0	0	1	119	0	0	0	0	2	0	2	1	0	0	125	
4:55 PM	0	0	0	0	2	108	0	0	0	3	1	0	1	1	0	0	116	1719
5:00 PM	0	0	0	0	2	143	2	0	0	2	1	0	4	1	0	0	155	1747
5:05 PM	0	0	0	0	3	155	1	0	0	0	0	0	2	2	0	0	163	1742
5:10 PM	0	0	0	0	3	149	0	0	0	1	3	0	1	1	0	0	158	1767
5:15 PM	0	0	0	0	1	133	0	0	0	1	2	0	2	0	0	0	139	1784
5:20 PM	0	0	0	0	3	111	0	0	0	0	3	0	1	0	0	0	118	1759
5:25 PM	0	0	0	0	2	122	0	0	0	2	1	0	4	3	0	0	134	1737
5:30 PM	0	0	0	0	2	125	0	0	0	1	2	0	2	3	0	0	135	1723
5:35 PM	0	0	0	0	4	105	1	0	0	1	4	0	3	3	0	0	121	1694
5:40 PM	0	0	0	0	2	127	1	0	0	1	0	0	2	1	0	0	134	1668
5:45 PM	0	0	0	0	1	107	0	0	0	0	0	0	2	1	0	0	111	1609
5:50 PM	0	0	0	0	6	117	2	0	0	1	2	0	4	2	0	0	134	1618
5:55 PM	0	0	0	0	4	87	0	0	0	0	0	0	1	2	0	0	94	1596
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	1800	4	0	0	16	28	0	44	16	0	0	1920	
Heavy Trucks	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	56	
Pedestrians	0	0	0	0	0	4	0	0	0	24	0	0	0	4	0	0	32	
Bicycles	0	0	0	0	0	0	0	0	0	3	0	0	0	0	0	0	3	
Railroad																		
Stopped Buses																		

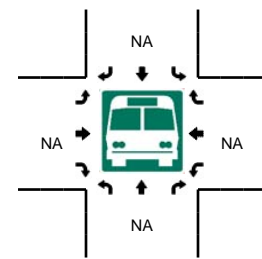
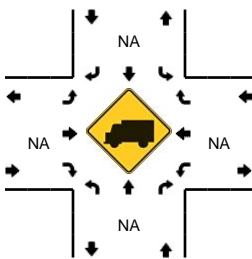
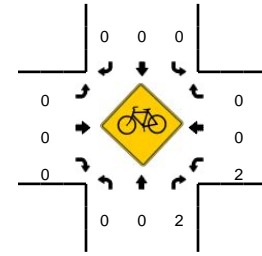
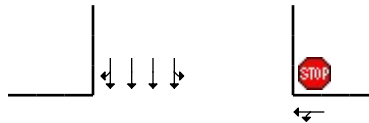
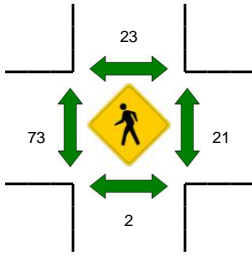
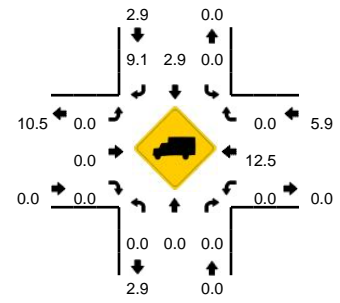
Comments:

LOCATION: Gambell St -- E 12th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955206
DATE: Tue, May 07 2013



Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 4:35 PM -- 4:50 PM

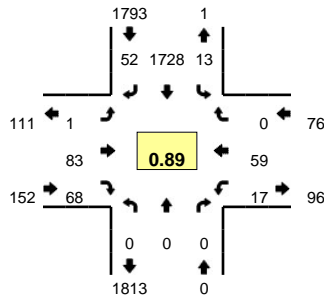


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 12th Ave (Eastbound)				E 12th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	137	3	0	0	2	1	0	1	0	0	0	145	
4:05 PM	0	0	0	0	0	139	0	0	0	2	0	0	0	0	0	0	141	
4:10 PM	0	0	0	0	2	130	1	0	0	0	0	0	0	0	0	0	133	
4:15 PM	0	0	0	0	0	131	1	0	0	0	1	0	0	0	0	0	133	
4:20 PM	0	0	0	0	3	130	2	0	0	0	0	0	1	0	0	0	136	
4:25 PM	0	0	0	0	0	139	2	0	0	0	0	0	0	1	0	0	142	
4:30 PM	0	0	0	0	3	130	1	0	0	0	1	0	0	0	0	0	135	
4:35 PM	0	0	0	0	0	163	0	0	0	1	0	0	0	2	0	0	166	
4:40 PM	0	0	0	0	0	178	1	0	0	0	1	0	2	0	0	0	182	
4:45 PM	0	0	0	0	1	155	0	0	0	0	0	0	0	1	0	0	157	
4:50 PM	0	0	0	0	0	113	0	0	0	0	1	0	3	1	0	0	118	
4:55 PM	0	0	0	0	2	127	1	0	0	0	0	0	0	2	0	0	132	1720
5:00 PM	0	0	0	0	0	139	2	0	0	3	1	0	1	1	0	0	147	1722
5:05 PM	0	0	0	0	0	150	1	0	0	1	0	0	1	0	0	0	153	1734
5:10 PM	0	0	0	0	0	162	0	0	0	0	1	0	1	0	0	0	164	1765
5:15 PM	0	0	0	0	1	158	1	0	0	1	2	0	0	0	0	0	163	1795
5:20 PM	0	0	0	0	1	119	1	0	0	0	2	0	1	1	0	0	125	1784
5:25 PM	0	0	0	0	1	123	2	0	0	0	2	0	0	2	0	0	130	1772
5:30 PM	0	0	0	0	3	117	1	0	0	3	1	0	0	0	0	0	125	1762
5:35 PM	0	0	0	0	0	126	0	0	0	2	0	0	3	0	0	0	131	1727
5:40 PM	0	0	0	0	3	127	2	0	0	1	0	0	1	1	0	0	135	1680
5:45 PM	0	0	0	0	0	101	0	0	0	2	1	0	1	0	0	0	105	1628
5:50 PM	0	0	0	0	0	111	1	0	0	1	1	0	1	1	0	0	116	1626
5:55 PM	0	0	0	0	0	104	0	0	0	0	3	0	0	0	0	0	107	1601
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	1984	4	0	0	4	4	0	8	12	0	0	2020	
Heavy Trucks	0	0	0	0	0	72	0	0	0	0	0	0	0	0	0	0	72	
Pedestrians	0	0	0	0	0	8	0	0	0	60	0	0	0	12	0	0	80	
Bicycles	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

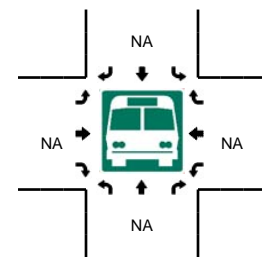
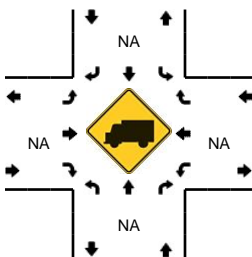
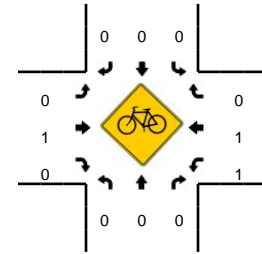
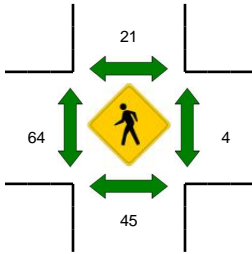
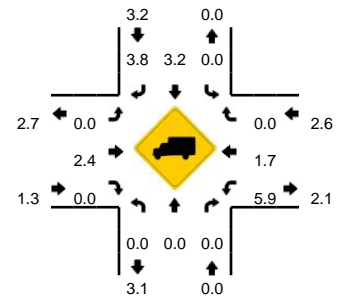
Comments:

LOCATION: Gambell St -- E 13th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955205
DATE: Tue, May 07 2013



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

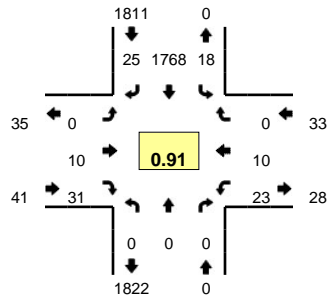


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 13th Ave (Eastbound)				E 13th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	133	6	0	0	8	4	0	5	7	0	0	164	
4:05 PM	0	0	0	0	2	125	3	0	0	8	6	0	3	2	0	0	149	
4:10 PM	0	0	0	0	1	124	1	0	0	9	6	0	5	5	0	0	151	
4:15 PM	1	0	0	0	1	113	2	0	0	7	5	0	1	6	0	0	136	
4:20 PM	0	0	0	0	0	143	5	0	0	3	7	0	3	1	0	0	162	
4:25 PM	0	0	0	0	0	138	4	0	0	9	6	0	3	4	0	0	164	
4:30 PM	0	0	0	0	3	146	5	0	1	6	3	0	0	2	0	0	166	
4:35 PM	0	0	0	0	1	176	3	0	0	5	9	0	4	5	0	0	203	
4:40 PM	0	0	0	0	0	155	5	0	0	9	3	0	0	5	0	0	177	
4:45 PM	0	0	0	0	1	137	3	0	0	14	5	0	0	8	0	0	168	
4:50 PM	0	0	0	0	0	128	5	0	0	3	7	0	1	8	0	0	152	
4:55 PM	0	0	0	0	2	100	3	0	0	2	3	0	1	2	0	0	113	1905
5:00 PM	0	0	0	0	0	124	8	0	0	4	8	0	1	6	0	0	151	1892
5:05 PM	0	0	0	0	0	153	2	0	0	7	8	0	0	5	0	0	175	1918
5:10 PM	0	0	0	0	5	165	3	0	0	12	4	0	0	7	0	0	196	1963
5:15 PM	0	0	0	0	1	163	6	0	0	9	5	0	4	6	0	0	194	2021
5:20 PM	0	0	0	0	2	103	4	0	0	5	10	0	3	4	0	0	131	1990
5:25 PM	0	0	0	0	4	100	11	0	0	7	8	0	0	5	0	0	135	1961
5:30 PM	0	0	0	0	0	116	3	0	0	6	5	0	0	5	0	0	135	1930
5:35 PM	0	0	0	0	1	112	5	0	0	7	7	0	4	7	0	0	143	1870
5:40 PM	0	0	0	0	0	130	4	0	0	10	9	0	2	3	0	0	158	1851
5:45 PM	0	0	0	0	0	101	3	0	0	6	2	0	0	5	0	0	117	1800
5:50 PM	0	0	0	0	1	117	6	0	0	6	5	0	1	2	0	0	138	1786
5:55 PM	0	0	0	0	1	113	6	0	0	9	2	0	2	0	0	0	133	1806
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	1924	44	0	0	112	68	0	16	72	0	0	2260	
Heavy Trucks	0	0	0	0	0	40	8	0	0	4	0	0	0	4	0	0	56	
Pedestrians		44				36				84				8			172	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

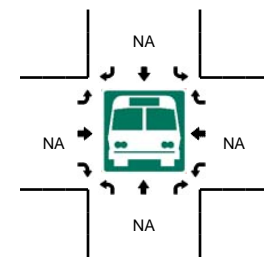
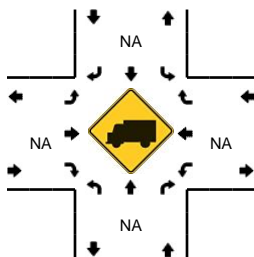
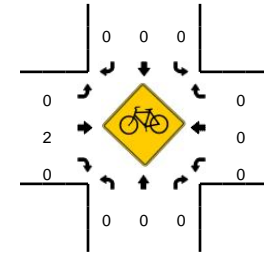
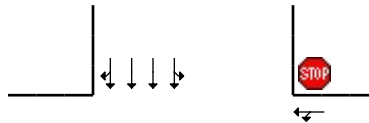
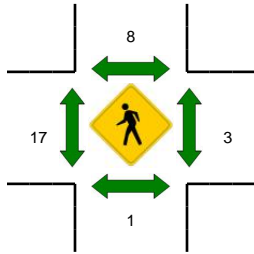
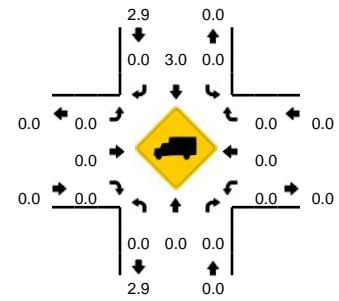
Comments:

LOCATION: Gambell St -- E 14th St
CITY/STATE: Anchorage, AK

QC JOB #: 10955204
DATE: Tue, May 07 2013



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

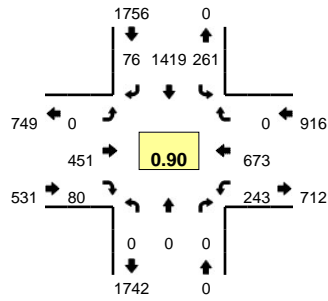


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 14th St (Eastbound)				E 14th St (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	1	141	1	0	0	2	2	0	1	2	0	0	150	
4:05 PM	0	0	0	0	2	124	2	0	0	2	4	0	1	1	0	0	136	
4:10 PM	0	0	0	0	1	131	1	0	0	0	2	0	2	1	0	0	138	
4:15 PM	0	0	0	0	1	129	3	0	0	0	5	0	1	0	0	0	139	
4:20 PM	0	0	0	0	1	146	4	0	0	0	3	0	3	1	0	0	158	
4:25 PM	0	0	0	0	1	146	1	0	0	0	0	0	1	1	0	0	150	
4:30 PM	0	0	0	0	1	144	2	0	0	0	5	0	1	1	0	0	154	
4:35 PM	0	0	0	0	4	170	3	0	0	0	3	0	5	0	0	0	185	
4:40 PM	0	0	0	0	1	156	0	0	0	0	3	0	3	0	0	0	163	
4:45 PM	0	0	0	0	3	142	2	0	0	2	6	0	3	2	0	0	160	
4:50 PM	0	0	0	0	2	127	1	0	0	2	3	0	2	0	0	0	137	
4:55 PM	0	0	0	0	0	112	2	0	0	1	5	0	0	0	0	0	120	1790
5:00 PM	0	0	0	0	3	130	2	0	0	2	0	0	0	1	0	0	138	1778
5:05 PM	0	0	0	0	0	160	1	0	0	0	2	0	2	2	0	0	167	1809
5:10 PM	0	0	0	0	1	168	2	0	0	2	1	0	2	0	0	0	176	1847
5:15 PM	0	0	0	0	1	167	5	0	0	1	0	0	1	2	0	0	177	1885
5:20 PM	0	0	0	0	1	106	10	0	0	1	1	0	0	0	0	0	119	1846
5:25 PM	0	0	0	0	0	112	2	0	0	2	2	0	2	4	0	0	124	1820
5:30 PM	0	0	0	0	2	102	2	0	0	0	1	0	0	2	0	0	109	1775
5:35 PM	0	0	0	0	1	131	3	0	0	0	3	0	2	2	0	0	142	1732
5:40 PM	0	0	0	0	4	136	2	0	0	6	1	0	0	0	0	0	149	1718
5:45 PM	0	0	0	0	1	103	1	0	0	2	2	0	0	4	0	0	113	1671
5:50 PM	0	0	0	0	2	121	2	0	0	2	2	0	3	0	0	0	132	1666
5:55 PM	0	0	0	0	0	116	2	0	0	1	1	0	0	1	0	0	121	1667
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	8	1980	32	0	0	12	12	0	20	16	0	0	2080	
Heavy Trucks	0	0	0	0	0	36	0	0	0	0	0	0	0	0	0	0	36	
Pedestrians	0	0	0	0	8	0	0	0	0	20	0	0	8	0	0	0	36	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

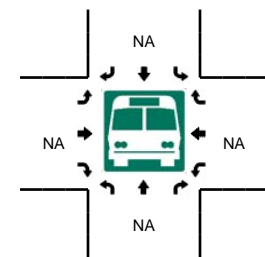
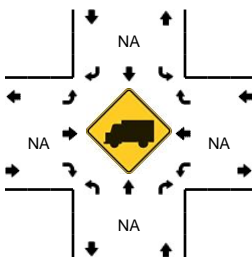
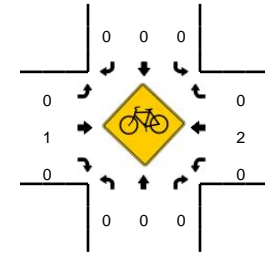
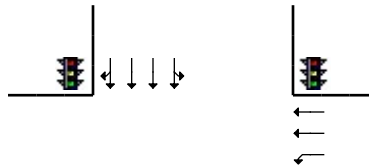
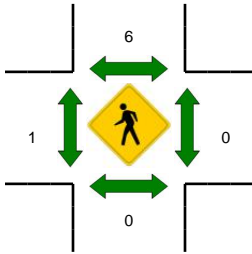
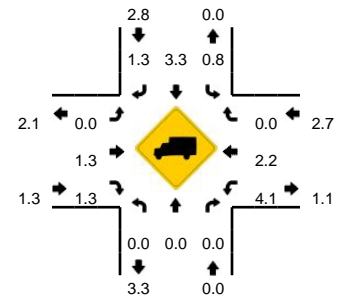
Comments:

LOCATION: Gambell St -- E 15th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955203
DATE: Tue, May 07 2013



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

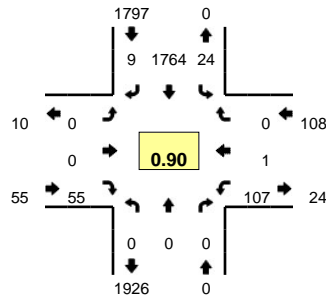


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 15th Ave (Eastbound)				E 15th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	20	127	4	0	0	21	5	0	23	67	0	0	267	
4:05 PM	0	0	0	0	19	103	7	0	0	38	9	0	25	63	0	0	264	
4:10 PM	0	0	0	0	21	116	8	0	0	30	14	0	28	70	0	0	287	
4:15 PM	0	0	0	0	8	99	11	0	0	38	8	0	19	51	0	0	234	
4:20 PM	0	0	0	0	13	123	5	0	0	30	7	0	25	48	0	0	251	
4:25 PM	0	0	0	0	10	125	6	0	0	32	7	0	23	50	0	0	253	
4:30 PM	0	0	0	0	18	131	2	0	0	28	6	0	20	53	0	0	258	
4:35 PM	0	0	0	0	26	140	9	0	0	30	10	0	26	56	0	0	297	
4:40 PM	0	0	0	0	25	137	2	0	0	43	6	0	22	46	0	0	281	
4:45 PM	0	0	0	0	28	99	9	0	0	46	5	0	15	48	0	0	250	
4:50 PM	0	0	0	0	18	110	9	0	0	30	8	0	19	62	0	0	256	
4:55 PM	0	0	0	0	21	77	5	0	0	35	9	0	24	60	0	0	231	3129
5:00 PM	0	0	0	0	18	88	7	0	0	39	7	0	16	63	0	0	238	3100
5:05 PM	0	0	0	0	33	119	9	0	0	54	5	0	14	59	0	0	293	3129
5:10 PM	0	0	0	0	21	135	5	0	0	46	6	0	21	76	0	0	310	3152
5:15 PM	0	0	0	0	30	135	8	0	0	38	4	0	18	52	0	0	285	3203
5:20 PM	0	0	0	0	13	96	5	0	0	48	3	0	20	50	0	0	235	3187
5:25 PM	0	0	0	0	14	85	10	0	0	46	7	0	19	69	0	0	250	3184
5:30 PM	0	0	0	0	24	73	12	0	0	31	11	0	22	66	0	0	239	3165
5:35 PM	0	0	0	0	18	84	4	0	0	29	6	0	26	64	0	0	231	3099
5:40 PM	0	0	0	0	20	117	3	0	0	32	6	0	19	52	0	0	249	3067
5:45 PM	0	0	0	0	13	89	5	0	0	29	7	0	18	46	0	0	207	3024
5:50 PM	0	0	0	0	12	108	6	0	0	36	9	0	19	46	0	0	236	3004
5:55 PM	0	0	0	0	10	105	6	0	0	13	4	0	17	38	0	0	193	2966
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	336	1556	88	0	0	552	60	0	212	748	0	0	3552	
Heavy Trucks	0	0	0	0	4	32	0	0	0	4	0	0	8	24	0	0	72	
Pedestrians	0	0	0	0	16	0	0	0	0	0	0	0	0	0	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	
Railroad																		
Stopped Buses																		

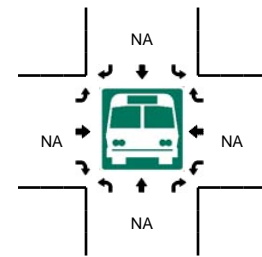
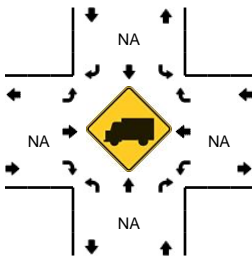
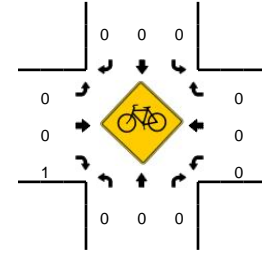
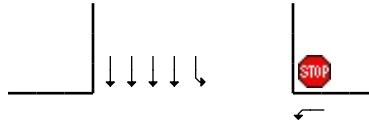
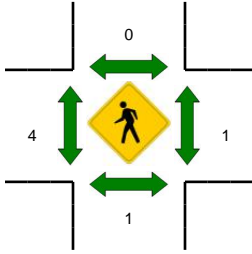
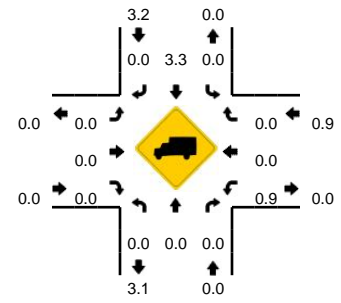
Comments:

LOCATION: Gambell St -- EB E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955201
DATE: Tue, May 07 2013



Peak-Hour: 4:20 PM -- 5:20 PM
Peak 15-Min: 4:25 PM -- 4:40 PM

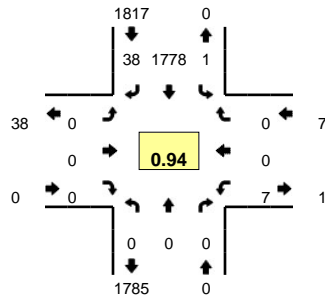


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				EB E 16th Ave (Eastbound)				EB E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	3	52	0	0	0	0	2	0	0	0	0	0	57	
4:10 PM	0	0	0	0	1	144	0	0	0	0	7	0	3	0	0	0	155	
4:15 PM	0	0	0	0	4	121	0	0	0	0	7	0	4	0	0	0	136	
4:20 PM	0	0	0	0	6	142	0	0	0	0	9	0	4	0	0	0	161	
4:25 PM	0	0	0	0	1	163	3	0	0	0	7	0	13	0	0	0	187	
4:30 PM	0	0	0	0	2	159	0	0	0	0	2	0	5	0	0	0	168	
4:35 PM	0	0	0	0	1	179	2	0	0	0	3	0	3	1	0	0	189	
4:40 PM	0	0	0	0	3	167	0	0	0	0	6	0	1	0	0	0	177	
4:45 PM	0	0	0	0	1	135	1	0	0	0	4	0	8	0	0	0	149	
4:50 PM	0	0	0	0	0	137	1	0	0	0	1	0	10	0	0	0	149	
4:55 PM	0	0	0	0	2	116	0	0	0	0	6	0	9	0	0	0	133	
5:00 PM	0	0	0	0	3	112	1	0	0	0	3	0	31	0	0	0	150	
5:05 PM	0	0	0	0	1	144	0	0	0	0	1	0	8	0	0	0	154	
5:10 PM	0	0	0	0	2	156	0	0	0	0	5	0	11	0	0	0	174	
5:15 PM	0	0	0	0	2	154	1	0	0	0	8	0	4	0	0	0	169	
5:20 PM	0	0	0	0	1	112	1	0	0	0	6	0	5	0	0	0	125	
5:25 PM	0	0	0	0	2	105	1	0	0	0	6	0	5	0	0	0	119	
5:30 PM	0	0	0	0	3	97	1	0	0	1	6	0	5	0	0	0	113	
5:35 PM	0	0	0	0	1	130	4	0	0	0	0	0	6	0	0	0	141	
5:40 PM	0	0	0	0	2	136	3	0	0	0	3	0	4	0	0	0	148	
5:45 PM	0	0	0	0	1	104	5	0	0	0	5	0	5	0	0	0	120	
5:50 PM	0	0	0	0	2	133	4	0	0	0	2	0	7	0	0	0	148	
5:55 PM	0	0	0	0	1	122	2	0	0	0	2	0	12	0	0	0	139	
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	2004	20	0	0	0	48	0	84	4	0	0	2176	
Heavy Trucks	0	0	0	0	0	84	0	0	0	0	0	0	4	0	0	0	88	
Pedestrians	0	0	0	0	0	0	0	0	0	4	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																		

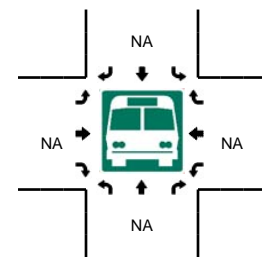
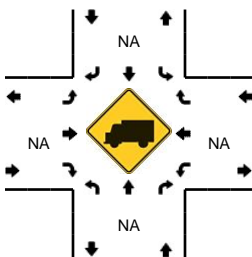
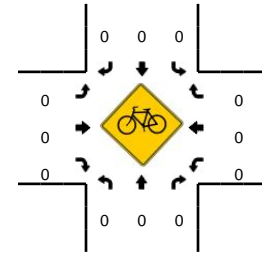
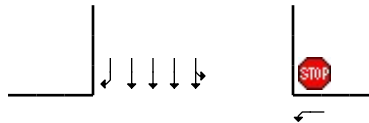
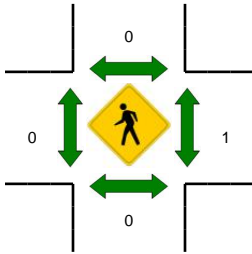
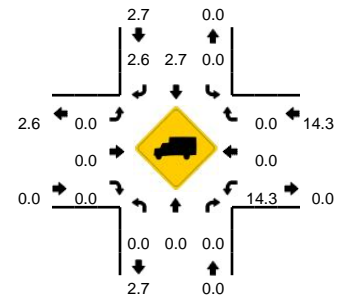
Comments:

LOCATION: Gambell St -- WB E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955202
DATE: Tue, May 07 2013



Peak-Hour: 4:15 PM -- 5:15 PM
Peak 15-Min: 4:40 PM -- 4:55 PM

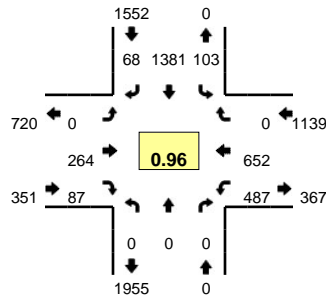


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				WB E 16th Ave (Eastbound)				WB E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:10 PM	0	0	0	0	0	25	1	0	0	0	0	0	1	0	0	0	27	
4:15 PM	0	0	0	0	0	160	4	0	0	0	0	0	0	0	0	0	164	
4:20 PM	0	0	0	0	0	150	5	0	0	0	0	0	2	0	0	0	157	
4:25 PM	0	0	0	0	0	157	2	0	0	0	0	0	0	0	0	0	159	
4:30 PM	0	0	0	0	1	142	2	0	0	0	0	0	0	0	0	0	145	
4:35 PM	0	0	0	0	0	151	5	0	0	0	0	0	2	0	0	0	158	
4:40 PM	0	0	0	0	0	163	1	0	0	0	0	0	2	0	0	0	166	
4:45 PM	0	0	0	0	0	155	0	0	0	0	0	0	0	0	0	0	155	
4:50 PM	0	0	0	0	0	162	1	0	0	0	0	0	0	0	0	0	163	
4:55 PM	0	0	0	0	0	136	3	0	0	0	0	0	0	0	0	0	139	
5:00 PM	0	0	0	0	0	116	2	0	0	0	0	0	0	0	0	0	118	
5:05 PM	0	0	0	0	0	149	5	0	0	0	0	0	1	0	0	0	155	
5:10 PM	0	0	0	0	0	137	8	0	0	0	0	0	0	0	0	0	145	
5:15 PM	0	0	0	0	0	135	3	0	0	0	0	0	0	0	0	0	138	
5:20 PM	0	0	0	0	0	122	7	0	0	0	0	0	0	0	0	0	129	
5:25 PM	0	0	0	0	0	122	4	0	0	0	0	0	0	0	0	0	126	
5:30 PM	0	0	0	0	1	104	7	0	0	0	0	0	2	0	0	0	114	
5:35 PM	0	0	0	0	1	144	4	0	0	0	0	0	1	0	0	0	150	
5:40 PM	0	0	0	0	0	132	10	0	0	0	0	0	0	0	0	0	142	
5:45 PM	0	0	0	0	1	102	4	0	0	0	0	0	0	0	0	0	107	
5:50 PM	0	0	0	0	1	116	7	0	0	0	0	0	0	0	0	0	124	
5:55 PM	0	0	0	0	1	120	8	0	0	0	0	0	0	0	0	0	129	
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	1920	8	0	0	0	0	0	8	0	0	0	1936	
Heavy Trucks	0	0	0	0	0	56	0	0	0	0	0	0	0	0	0	0	56	
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																		

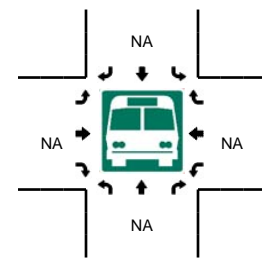
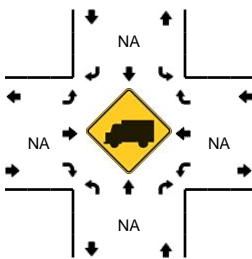
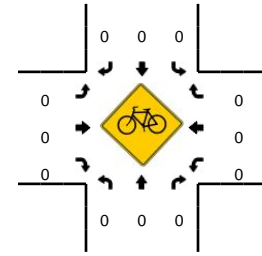
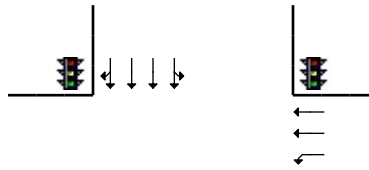
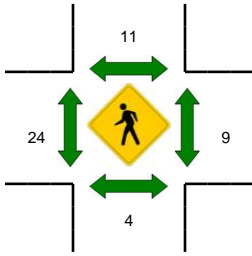
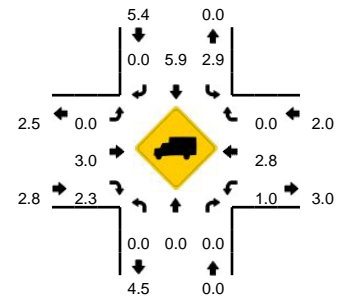
Comments:

LOCATION: Gambell St -- E 15th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955304
DATE: Mon, May 13 2013



Peak-Hour: 1:00 PM -- 2:00 PM
Peak 15-Min: 1:10 PM -- 1:25 PM

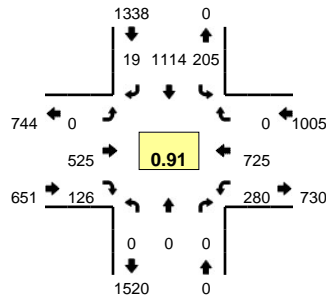


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 15th Ave (Eastbound)				E 15th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	0	0	0	6	134	7	0	0	20	2	0	36	43	0	0	248	
1:05 PM	0	0	0	0	13	111	6	0	0	28	7	0	32	40	0	0	237	
1:10 PM	0	0	0	0	10	108	6	0	0	19	12	0	41	62	0	0	258	
1:15 PM	0	0	0	0	9	127	6	0	0	20	10	0	47	62	0	0	281	
1:20 PM	0	0	0	0	9	113	4	0	0	19	14	0	43	49	0	0	251	
1:25 PM	0	0	0	0	8	133	6	0	0	20	10	0	38	43	0	0	258	
1:30 PM	0	0	0	0	4	114	9	0	0	19	7	0	37	44	0	0	234	
1:35 PM	0	0	0	0	12	104	4	0	0	27	5	0	39	57	0	0	248	
1:40 PM	0	0	0	0	4	112	5	0	0	23	10	0	35	76	0	0	265	
1:45 PM	0	0	0	0	9	118	4	0	0	31	4	0	41	60	0	0	267	
1:50 PM	0	0	0	0	7	107	4	0	0	17	4	0	50	60	0	0	249	
1:55 PM	0	0	0	0	12	100	7	0	0	21	2	0	48	56	0	0	246	3042
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2794
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2557
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2299
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2018
2:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1767
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1509
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1275
2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1027
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	762
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	495
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	246
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	112	1392	64	0	0	232	144	0	524	692	0	0	3160	
Heavy Trucks	0	0	0	0	4	68	0	0	0	4	4	0	0	16	0	0	96	
Pedestrians	0	0	0	0	4	4	0	0	0	8	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	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	

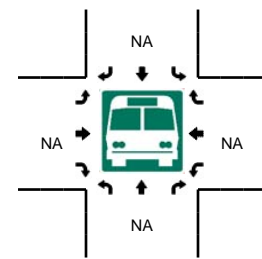
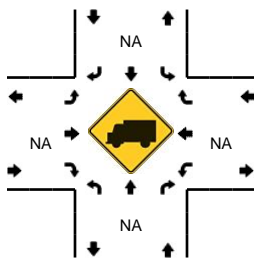
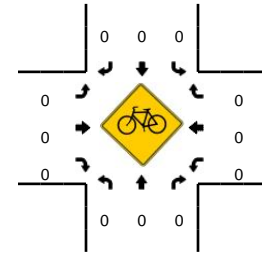
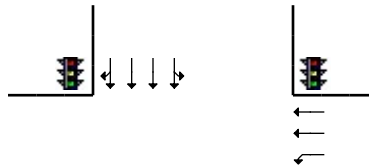
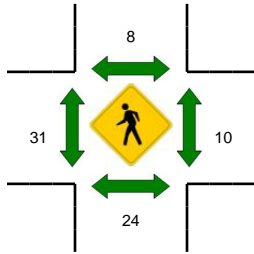
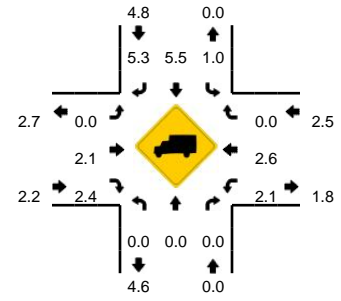
Comments:

LOCATION: Gambell St -- E 15th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955305
DATE: Mon, May 13 2013



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:45 PM -- 5:00 PM

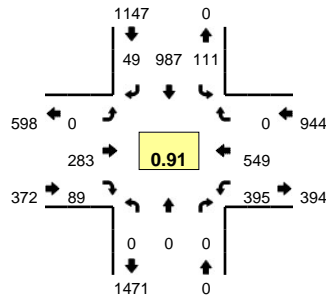


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 15th Ave (Eastbound)				E 15th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	0	0	12	94	6	0	0	35	13	0	27	61	0	0	248	
4:05 PM	0	0	0	0	15	88	0	0	0	42	12	0	30	77	0	0	264	
4:10 PM	0	0	0	0	11	93	1	0	0	43	12	0	30	57	0	0	247	
4:15 PM	0	0	0	0	27	86	0	0	0	56	10	0	28	59	0	0	266	
4:20 PM	0	0	0	0	9	92	0	0	0	47	7	0	19	48	0	0	222	
4:25 PM	0	0	0	0	15	82	1	0	0	40	3	0	16	47	0	0	204	
4:30 PM	0	0	0	0	16	73	2	0	0	34	9	0	13	63	0	0	210	
4:35 PM	0	0	0	0	24	83	0	0	0	44	6	0	21	73	0	0	251	
4:40 PM	0	0	0	0	19	94	2	0	0	49	10	0	29	56	0	0	259	
4:45 PM	0	0	0	0	19	79	1	0	0	44	15	0	23	63	0	0	244	
4:50 PM	0	0	0	0	17	112	2	0	0	36	17	0	28	55	0	0	267	
4:55 PM	0	0	0	0	21	138	4	0	0	55	12	0	16	66	0	0	312	2994
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2746
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2482
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2235
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1969
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1747
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1543
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1333
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1082
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	823
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	579
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	312
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	228	1316	28	0	0	540	176	0	268	736	0	0	3292	
Heavy Trucks	0	0	0	0	0	60	0	0	0	20	0	0	4	8	0	0	92	
Pedestrians		32				12				32				12			88	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																	0	
Stopped Buses																	0	

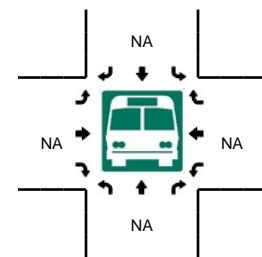
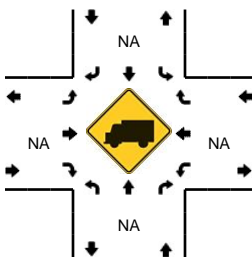
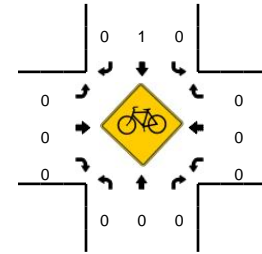
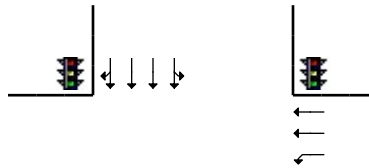
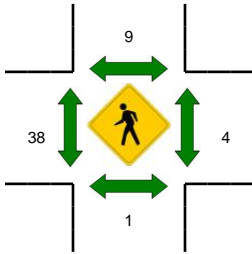
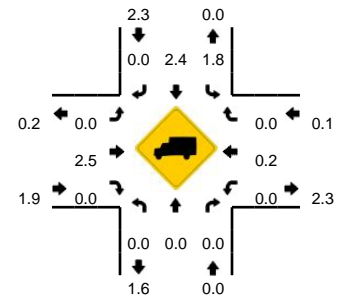
Comments:

LOCATION: Gambell St -- E 15th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955306
DATE: Mon, May 13 2013



Peak-Hour: 6:00 PM -- 7:00 PM
Peak 15-Min: 6:00 PM -- 6:15 PM

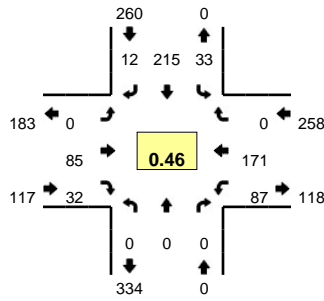


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 15th Ave (Eastbound)				E 15th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	0	0	16	98	2	0	0	29	8	0	37	57	0	0	247	
6:05 PM	0	0	0	0	10	80	1	0	0	30	7	0	37	55	0	0	220	
6:10 PM	0	0	0	0	10	85	4	0	0	32	7	0	29	41	0	0	208	
6:15 PM	0	0	0	0	7	80	4	0	0	28	8	0	43	51	0	0	221	
6:20 PM	0	0	0	0	11	99	4	0	0	26	5	0	29	52	0	0	226	
6:25 PM	0	0	0	0	15	84	4	0	0	27	9	0	31	46	0	0	216	
6:30 PM	0	0	0	0	8	83	9	0	0	14	11	0	39	37	0	0	201	
6:35 PM	0	0	0	0	4	71	3	0	0	23	10	0	35	37	0	0	183	
6:40 PM	0	0	0	0	7	81	8	0	0	23	7	0	38	40	0	0	204	
6:45 PM	0	0	0	0	10	82	5	0	0	20	7	0	26	50	0	0	200	
6:50 PM	0	0	0	0	8	71	1	0	0	17	5	0	28	45	0	0	175	
6:55 PM	0	0	0	0	5	73	4	0	0	14	5	0	23	38	0	0	162	2463
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2216
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1996
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1788
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1567
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1341
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1125
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	924
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	741
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	537
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	337
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	162
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	144	1052	28	0	0	364	88	0	412	612	0	0	2700	
Heavy Trucks	0	0	0	0	4	12	0	0	0	12	0	0	0	0	0	0	28	
Pedestrians	0	0	0	0	0	0	0	0	0	16	0	0	0	4	0	0	20	
Bicycles	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	1	
Railroad																		
Stopped Buses																		

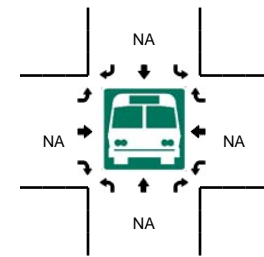
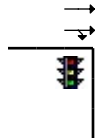
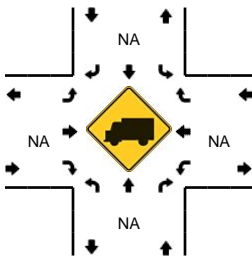
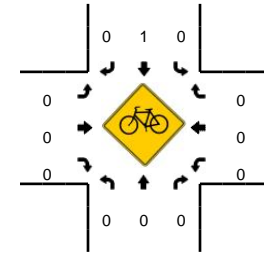
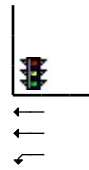
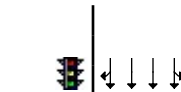
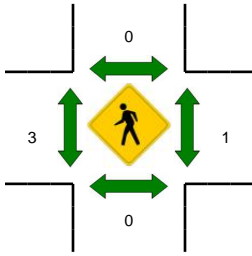
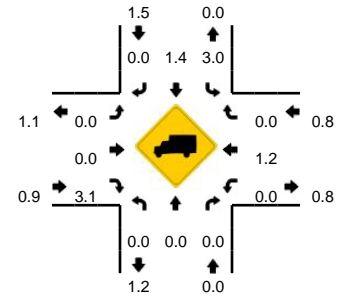
Comments:

LOCATION: Gambell St -- E 15th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955312
DATE: Mon, May 13 2013



Peak-Hour: 8:00 PM -- 9:00 PM
Peak 15-Min: 8:00 PM -- 8:15 PM

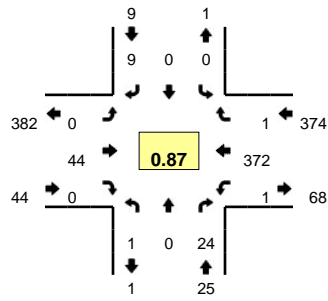


5-Min Count Period Beginning At	Gambell St (Northbound)				Gambell St (Southbound)				E 15th Ave (Eastbound)				E 15th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
8:00 PM	0	0	0	0	5	44	3	0	0	16	4	0	18	28	0	0	118	
8:05 PM	0	0	0	0	1	35	2	0	0	17	3	0	16	42	0	0	116	
8:10 PM	0	0	0	0	10	37	1	0	0	11	8	0	19	25	0	0	111	
8:15 PM	0	0	0	0	9	24	0	0	0	8	8	0	16	32	0	0	97	
8:20 PM	0	0	0	0	5	50	5	0	0	21	5	0	9	26	0	0	121	
8:25 PM	0	0	0	0	3	25	1	0	0	12	4	0	9	18	0	0	72	
8:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	635
9:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	517
9:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	401
9:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	290
9:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	193
9:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	72
9:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	0	0	64	464	24	0	0	176	60	0	212	380	0	0	1380	
Heavy Trucks	0	0	0	0	4	0	0	0	0	0	4	0	0	4	0	0	12	
Pedestrians	0	0	0	0	0	0	0	0	0	12	0	0	0	4	0	0	16	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

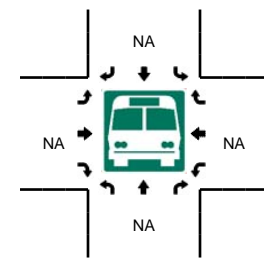
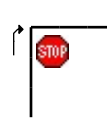
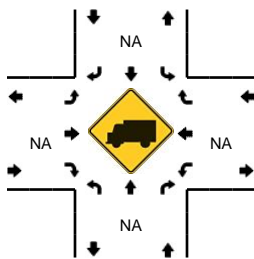
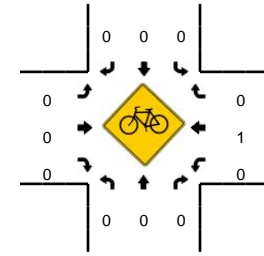
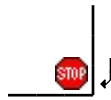
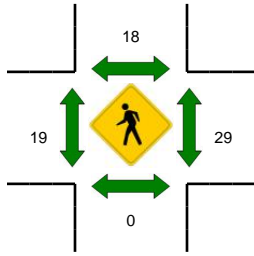
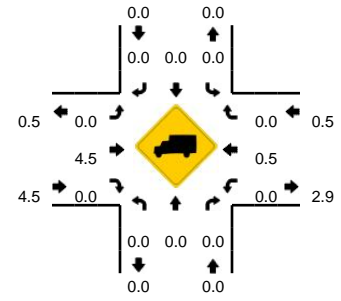
Comments:

LOCATION: Sullivan Arena -- E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955307
DATE: Mon, May 13 2013



Peak-Hour: 1:00 PM -- 2:00 PM
Peak 15-Min: 1:40 PM -- 1:55 PM

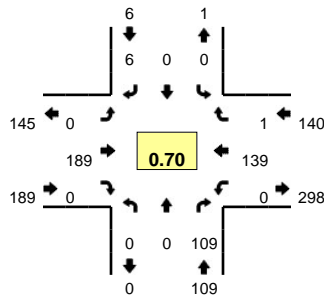


5-Min Count Period Beginning At	Sullivan Arena (Northbound)				Sullivan Arena (Southbound)				E 16th Ave (Eastbound)				E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
1:00 PM	0	0	4	0	0	0	2	0	0	6	0	0	0	22	0	0	34	
1:05 PM	0	0	2	0	0	0	0	0	0	4	0	0	0	33	0	0	39	
1:10 PM	0	0	2	0	0	0	1	0	0	3	0	0	0	27	0	0	33	
1:15 PM	1	0	3	0	0	0	3	0	0	3	0	0	0	38	0	0	48	
1:20 PM	0	0	4	0	0	0	0	0	0	2	0	0	0	40	0	0	46	
1:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	32	0	0	32	
1:30 PM	0	0	3	0	0	0	0	0	0	2	0	0	0	35	0	0	40	
1:35 PM	0	0	1	0	0	0	1	0	0	2	0	0	0	27	0	0	31	
1:40 PM	0	0	1	0	0	0	0	0	0	8	0	0	1	37	0	0	47	
1:45 PM	0	0	1	0	0	0	1	0	0	4	0	0	0	27	0	0	33	
1:50 PM	0	0	3	0	0	0	1	0	0	5	0	0	0	40	1	0	50	
1:55 PM	0	0	0	0	0	0	0	0	0	5	0	0	0	14	0	0	19	452
2:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	418
2:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	379
2:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	346
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	298
2:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	252
2:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	220
2:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	180
2:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	149
2:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	102
2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	69
2:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	19
2:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	20	0	0	0	8	0	0	68	0	0	4	416	4	0	520	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Pedestrians						28				40				36			104	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

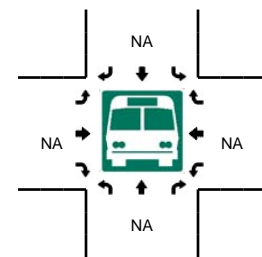
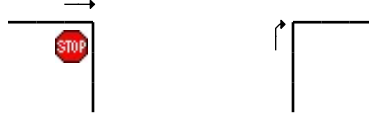
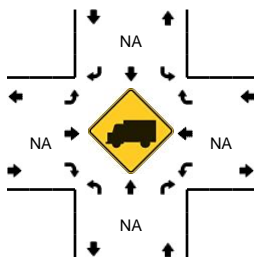
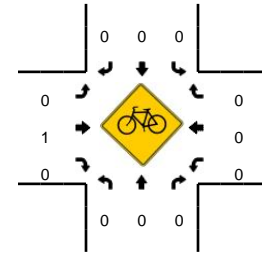
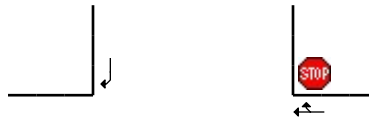
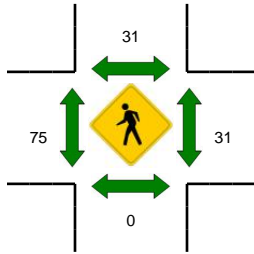
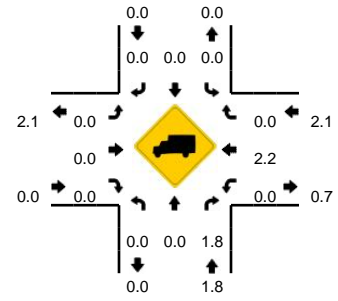
Comments:

LOCATION: Sullivan Arena -- E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955308
DATE: Mon, May 13 2013



Peak-Hour: 4:00 PM -- 5:00 PM
Peak 15-Min: 4:15 PM -- 4:30 PM

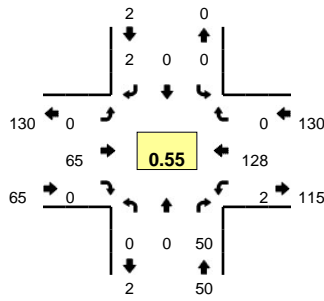


5-Min Count Period Beginning At	Sullivan Arena (Northbound)				Sullivan Arena (Southbound)				E 16th Ave (Eastbound)				E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
4:00 PM	0	0	10	0	0	0	0	0	0	10	0	0	0	8	0	0	28	
4:05 PM	0	0	9	0	0	0	0	0	0	24	0	0	0	11	0	0	44	
4:10 PM	0	0	5	0	0	0	1	0	0	32	0	0	0	11	0	0	49	
4:15 PM	0	0	11	0	0	0	0	0	0	38	0	0	0	9	0	0	58	
4:20 PM	0	0	7	0	0	0	1	0	0	24	0	0	0	17	1	0	50	
4:25 PM	0	0	11	0	0	0	0	0	0	28	0	0	0	11	0	0	50	
4:30 PM	0	0	14	0	0	0	2	0	0	13	0	0	0	12	0	0	41	
4:35 PM	0	0	22	0	0	0	1	0	0	4	0	0	0	23	0	0	50	
4:40 PM	0	0	15	0	0	0	1	0	0	4	0	0	0	10	0	0	30	
4:45 PM	0	0	2	0	0	0	0	0	0	5	0	0	0	7	0	0	14	
4:50 PM	0	0	3	0	0	0	0	0	0	6	0	0	0	14	0	0	23	
4:55 PM	0	0	0	0	0	0	0	0	0	1	0	0	0	6	0	0	7	444
5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	416
5:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	372
5:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	323
5:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	265
5:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	215
5:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	165
5:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	124
5:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	74
5:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
5:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	30
5:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	7
5:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	116	0	0	0	4	0	0	360	0	0	0	148	4	0	632	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	
Pedestrians			0			60				48				12			120	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

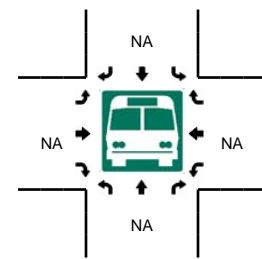
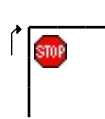
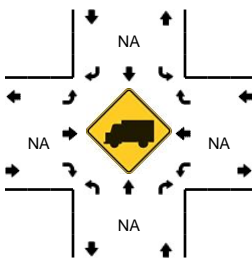
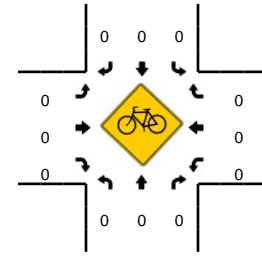
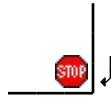
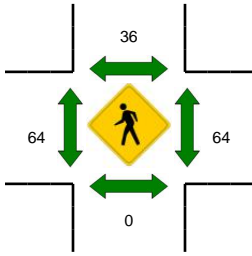
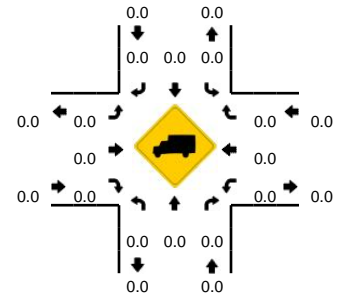
Comments:

LOCATION: Sullivan Arena -- E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955309
DATE: Mon, May 13 2013



Peak-Hour: 6:00 PM -- 7:00 PM
Peak 15-Min: 6:00 PM -- 6:15 PM

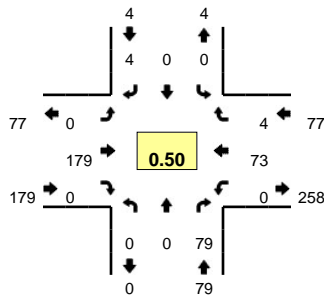


5-Min Count Period Beginning At	Sullivan Arena (Northbound)				Sullivan Arena (Southbound)				E 16th Ave (Eastbound)				E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
6:00 PM	0	0	9	0	0	0	1	0	0	3	0	0	0	24	0	0	37	
6:05 PM	0	0	8	0	0	0	0	0	0	12	0	0	2	20	0	0	42	
6:10 PM	0	0	8	0	0	0	0	0	0	12	0	0	0	13	0	0	33	
6:15 PM	0	0	5	0	0	0	0	0	0	5	0	0	0	24	0	0	34	
6:20 PM	0	0	6	0	0	0	0	0	0	1	0	0	0	27	0	0	34	
6:25 PM	0	0	1	0	0	0	0	0	0	3	0	0	0	10	0	0	14	
6:30 PM	0	0	2	0	0	0	0	0	0	5	0	0	0	2	0	0	9	
6:35 PM	0	0	6	0	0	0	1	0	0	5	0	0	0	1	0	0	13	
6:40 PM	0	0	2	0	0	0	0	0	0	5	0	0	0	4	0	0	11	
6:45 PM	0	0	1	0	0	0	0	0	0	2	0	0	0	2	0	0	5	
6:50 PM	0	0	0	0	0	0	0	0	0	6	0	0	0	1	0	0	7	
6:55 PM	0	0	2	0	0	0	0	0	0	6	0	0	0	0	0	0	8	247
7:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	210
7:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	168
7:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	135
7:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	101
7:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	67
7:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	53
7:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	44
7:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	31
7:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
7:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
7:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	8
7:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Peak 15-Min Flowrates	Northbound				Southbound				Eastbound				Westbound				Total	
All Vehicles	0	0	100	0	0	0	4	0	0	108	0	0	8	228	0	0	448	
Heavy Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Pedestrians	0	0	0	0	8	0	0	0	64	0	0	0	0	0	0	0	72	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		

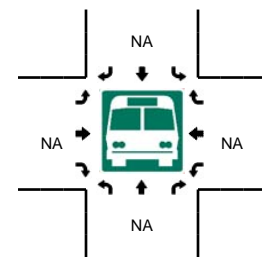
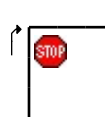
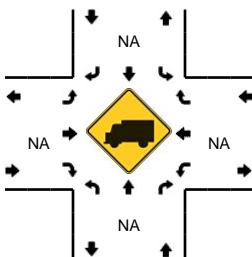
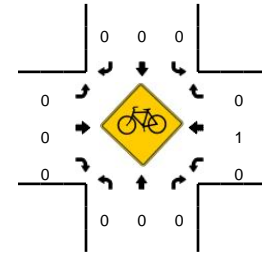
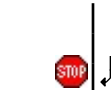
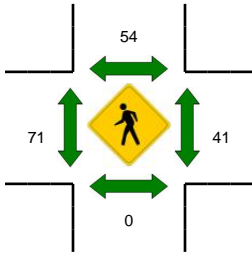
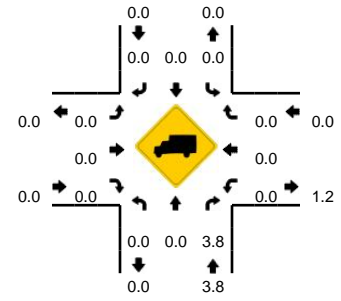
Comments:

LOCATION: Sullivan Arena -- E 16th Ave
CITY/STATE: Anchorage, AK

QC JOB #: 10955311
DATE: Mon, May 13 2013



Peak-Hour: 9:00 PM -- 10:00 PM
Peak 15-Min: 9:00 PM -- 9:15 PM



5-Min Count Period Beginning At	Sullivan Arena (Northbound)				Sullivan Arena (Southbound)				E 16th Ave (Eastbound)				E 16th Ave (Westbound)				Total	Hourly Totals
	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U	Left	Thru	Right	U		
9:00 PM	0	0	16	0	0	0	0	0	0	29	0	0	0	16	1	0	62	
9:05 PM	0	0	7	0	0	0	0	0	0	26	0	0	0	12	2	0	47	
9:10 PM	0	0	13	0	0	0	1	0	0	35	0	0	0	9	1	0	59	
9:15 PM	0	0	12	0	0	0	1	0	0	23	0	0	0	16	0	0	52	
9:20 PM	0	0	8	0	0	0	0	0	0	30	0	0	0	4	0	0	42	
9:25 PM	0	0	11	0	0	0	2	0	0	6	0	0	0	6	0	0	25	
9:30 PM	0	0	7	0	0	0	0	0	0	3	0	0	0	2	0	0	12	
9:35 PM	0	0	3	0	0	0	0	0	0	9	0	0	0	2	0	0	14	
9:40 PM	0	0	1	0	0	0	0	0	0	6	0	0	0	4	0	0	11	
9:45 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	0	0	0	4	
9:50 PM	0	0	1	0	0	0	0	0	0	4	0	0	0	1	0	0	6	
9:55 PM	0	0	0	0	0	0	0	0	0	4	0	0	0	1	0	0	5	339
10:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	277
10:05 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	230
10:10 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	171
10:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	119
10:20 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	77
10:25 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	52
10:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	40
10:35 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	26
10:40 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15
10:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	11
10:50 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
10:55 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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	144	0	0	0	4	0	0	360	0	0	0	148	16	0	672	
Heavy Trucks	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	0	4	
Pedestrians	0	0	0	0	132	0	0	0	188	0	0	0	96	0	0	0	416	
Bicycles	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Railroad																		
Stopped Buses																		













Comments:

Appendix C Analysis Output Sheets



HCM Signalized Intersection Capacity Analysis
 305: 4th Avenue & Gambell St

5/30/2013




















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↓↑↑	
Volume (vph)	0	650	231	0	0	0	0	0	0	7	469	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1									4.2	
Lane Util. Factor		0.91									0.86	
Frbp, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.96									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		4213									5569	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		4213									5569	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	714	254	0	0	0	0	0	0	8	515	0
RTOR Reduction (vph)	0	53	0	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	915	0	0	0	0	0	0	0	0	520	0
Confl. Peds. (#/hr)	29		20	20		29	41		21	21		41
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type											Split	
Protected Phases		2									1	1
Permitted Phases												
Actuated Green, G (s)		29.9									19.8	
Effective Green, g (s)		30.9									20.8	
Actuated g/C Ratio		0.51									0.35	
Clearance Time (s)		5.1									5.2	
Lane Grp Cap (vph)		2170									1931	
v/s Ratio Prot		c0.22									c0.09	
v/s Ratio Perm												
v/c Ratio		0.42									0.27	
Uniform Delay, d1		9.0									14.1	
Progression Factor		1.00									1.00	
Incremental Delay, d2		0.6									0.3	
Delay (s)		9.6									14.5	
Level of Service		A									B	
Approach Delay (s)		9.6			0.0			0.0			14.5	
Approach LOS		A			A			A			B	
Intersection Summary												
HCM Average Control Delay			11.3								HCM Level of Service	B
HCM Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			60.0								Sum of lost time (s)	8.3
Intersection Capacity Utilization			44.0%								ICU Level of Service	A
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

307: E 5th Ave & Gambell St













5/30/2013

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					  						  		
Volume (vph)	0	0	0	520	1355	0	0	0	0	0	595	88	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)				4.0	4.0						18.6		
Lane Util. Factor				0.86	0.86						0.86		
Frbp, ped/bikes				1.00	1.00						1.00		
Flpb, ped/bikes				1.00	1.00						1.00		
Frt				1.00	1.00						0.98		
Flt Protected				0.95	1.00						1.00		
Satd. Flow (prot)				1261	4007						5274		
Flt Permitted				0.95	1.00						1.00		
Satd. Flow (perm)				1261	4007						5274		
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)	0	0	0	553	1441	0	0	0	0	0	633	94	
RTOR Reduction (vph)	0	0	0	1	1	0	0	0	0	0	16	0	
Lane Group Flow (vph)	0	0	0	480	1512	0	0	0	0	0	711	0	
Confl. Peds. (#/hr)	2					2	16		8	8		16	
Confl. Bikes (#/hr)						3						1	
Heavy Vehicles (%)	0%	0%	0%	5%	4%	0%	0%	0%	0%	0%	3%	5%	
Turn Type				Split									
Protected Phases				2	2						1		
Permitted Phases													
Actuated Green, G (s)				28.0	28.0						7.4		
Effective Green, g (s)				29.0	29.0						8.4		
Actuated g/C Ratio				0.48	0.48						0.14		
Clearance Time (s)				5.0	5.0						19.6		
Lane Grp Cap (vph)				609	1937						738		
v/s Ratio Prot				c0.38	0.38						c0.13		
v/s Ratio Perm													
v/c Ratio				0.79	0.78						0.96		
Uniform Delay, d1				12.9	12.9						25.6		
Progression Factor				1.00	1.00						0.66		
Incremental Delay, d2				10.0	3.2						24.6		
Delay (s)				22.9	16.1						41.6		
Level of Service				C	B						D		
Approach Delay (s)		0.0			17.7			0.0			41.6		
Approach LOS		A			B			A			D		
Intersection Summary													
HCM Average Control Delay			24.1	HCM Level of Service							C		
HCM Volume to Capacity ratio			0.83										
Actuated Cycle Length (s)			60.0	Sum of lost time (s)						22.6			
Intersection Capacity Utilization			68.6%	ICU Level of Service						C			
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

310: 6th Avenue & Gambell St

5/30/2013


















												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑	↑								↓↓↓	
Volume (vph)	0	1550	284	0	0	0	0	0	0	87	1138	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.2	4.2								4.0	
Lane Util. Factor		0.86	0.86								0.86	
Frbp, ped/bikes		1.00	1.00								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		4167	1184								5553	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		4167	1184								5553	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	1685	309	0	0	0	0	0	0	95	1237	0
RTOR Reduction (vph)	0	3	13	0	0	0	0	0	0	0	2	0
Lane Group Flow (vph)	0	1713	265	0	0	0	0	0	0	0	1330	0
Confl. Peds. (#/hr)	24		6	6		24	6		7	7		6
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type			Prot								Split	
Protected Phases		2	2								1	1
Permitted Phases												
Actuated Green, G (s)		24.8	24.8								25.0	
Effective Green, g (s)		25.8	25.8								26.0	
Actuated g/C Ratio		0.43	0.43								0.43	
Clearance Time (s)		5.2	5.2								5.0	
Lane Grp Cap (vph)		1792	509								2406	
v/s Ratio Prot		c0.41	0.22								c0.24	
v/s Ratio Perm												
v/c Ratio		0.96	0.52								0.55	
Uniform Delay, d1		16.6	12.6								12.7	
Progression Factor		1.00	1.00								1.20	
Incremental Delay, d2		13.1	3.8								0.5	
Delay (s)		29.7	16.4								15.7	
Level of Service		C	B								B	
Approach Delay (s)		27.8			0.0			0.0			15.7	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM Average Control Delay			23.0								HCM Level of Service	C
HCM Volume to Capacity ratio			0.75									
Actuated Cycle Length (s)			60.0								Sum of lost time (s)	8.2
Intersection Capacity Utilization			67.0%								ICU Level of Service	C
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis

105: E 7th Ave & Gambell St













5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	2	8	21	9	0	0	0	0	0	1379	7
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	8	22	9	0	0	0	0	0	1452	7
Pedestrians		31			4			6			1	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								652			428	
pX, platoon unblocked	0.90	0.90	0.90	0.90	0.90		0.90					
vC, conflicting volume	1492	1490	404	382	1494	5	1490			4		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1006	1004	0	0	1008	5	1004			4		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	98	96	100	100			100		
cM capacity (veh/h)	165	214	959	890	212	1078	614			1625		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	11	32	242	484	484	249						
Volume Left	0	22	0	0	0	0						
Volume Right	8	0	0	0	0	7						
cSH	565	455	1625	1700	1700	1700						
Volume to Capacity	0.02	0.07	0.00	0.28	0.28	0.15						
Queue Length 95th (ft)	1	4	0	0	0	0						
Control Delay (s)	11.5	13.5	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.5	13.5	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.4									
Intersection Capacity Utilization			35.8%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

313: 9th Avenue & Gambell St


















5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑	↗		↖						↕	↖
Volume (vph)	3	123	197	69	136	0	0	0	0	14	1478	52
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1	4.1		4.1						4.1	
Lane Util. Factor		1.00	1.00		0.95						0.86	
Frbp, ped/bikes		1.00	1.00		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						0.99	
Flt Protected		1.00	1.00		0.98						1.00	
Satd. Flow (prot)		1617	1377		3026						5538	
Flt Permitted		0.99	1.00		0.85						1.00	
Satd. Flow (perm)		1608	1377		2614						5538	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	134	214	75	148	0	0	0	0	15	1607	57
RTOR Reduction (vph)	0	0	150	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	137	64	0	223	0	0	0	0	0	1671	0
Confl. Peds. (#/hr)	27		2	2		27	9			7	7	9
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Prot	pm+pt							Split	
Protected Phases		6	6	5	2					8	8	
Permitted Phases	6			2								
Actuated Green, G (s)		16.9	16.9		28.9						20.9	
Effective Green, g (s)		17.9	17.9		29.9						21.9	
Actuated g/C Ratio		0.30	0.30		0.50						0.36	
Clearance Time (s)		5.1	5.1		5.1						5.1	
Lane Grp Cap (vph)		480	411		1357						2021	
v/s Ratio Prot			0.05		c0.02						c0.30	
v/s Ratio Perm		c0.09			0.06							
v/c Ratio		0.29	0.16		0.16						0.83	
Uniform Delay, d1		16.1	15.5		8.2						17.3	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		1.5	0.8		0.3						4.0	
Delay (s)		17.6	16.3		8.5						21.4	
Level of Service		B	B		A						C	
Approach Delay (s)		16.8			8.5			0.0			21.4	
Approach LOS		B			A			A			C	
Intersection Summary												
HCM Average Control Delay			19.4		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.52									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)			12.3				
Intersection Capacity Utilization			65.8%		ICU Level of Service			C				
Analysis Period (min)			15									

c Critical Lane Group


















HCM Unsignalized Intersection Capacity Analysis
 107: E 10th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	11	24	29	12	0	0	0	0	17	1686	5
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	12	26	31	13	0	0	0	0	18	1813	5
Pedestrians		31			10			3			4	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1142			298	
pX, platoon unblocked	0.77	0.77	0.77	0.77	0.77		0.77					
vC, conflicting volume	1894	1893	490	535	1896	14	1849			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	660	660	0	0	663	14	603			10		
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	97	96	95	100	100			99		
cM capacity (veh/h)	245	283	817	696	282	1056	738			1609		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	38	44	320	604	604	308						
Volume Left	0	31	18	0	0	0						
Volume Right	26	0	0	0	0	5						
cSH	513	487	1609	1700	1700	1700						
Volume to Capacity	0.07	0.09	0.01	0.36	0.36	0.18						
Queue Length 95th (ft)	5	6	1	0	0	0						
Control Delay (s)	12.6	13.1	0.5	0.0	0.0	0.0						
Lane LOS	B	B	A									
Approach Delay (s)	12.6	13.1	0.1									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			43.3%	ICU Level of Service	A							
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 108: E 12th Ave & Gambell St


















5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	6	7	9	8	0	0	0	0	10	1744	11
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	7	8	10	9	0	0	0	0	11	1960	12
Pedestrians		73			21			2			23	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		6			2			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								413			1027	
pX, platoon unblocked	0.89	0.89	0.89	0.89	0.89		0.89					
vC, conflicting volume	2089	2082	571	547	2088	44	2045			21		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1597	1589	0	0	1596	44	1547			21		
tC, single (s)	7.5	6.5	6.9	7.5	6.7	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	100	92	99	99	88	100	100			99		
cM capacity (veh/h)	51	88	910	785	78	986	362			1580		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	15	19	338	653	653	339						
Volume Left	0	10	11	0	0	0						
Volume Right	8	0	0	0	0	12						
cSH	172	149	1580	1700	1700	1700						
Volume to Capacity	0.08	0.13	0.01	0.38	0.38	0.20						
Queue Length 95th (ft)	5	9	0	0	0	0						
Control Delay (s)	27.8	32.7	0.3	0.0	0.0	0.0						
Lane LOS	D	D	A									
Approach Delay (s)	27.8	32.7	0.1									
Approach LOS	D	D										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			45.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis


















315: E 13th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (vph)	1	83	68	17	59	0	0	0	0	13	1728	52
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		0.97			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1465			1545						5366	
Flt Permitted		1.00			0.93						1.00	
Satd. Flow (perm)		1464			1451						5366	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	93	76	19	66	0	0	0	0	15	1942	58
RTOR Reduction (vph)	0	3	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	167	0	0	85	0	0	0	0	0	2008	0
Confl. Peds. (#/hr)	21		45	45		21	64			4	4	64
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	0%	2%	0%	6%	2%	0%	0%	0%	0%	0%	3%	4%
Turn Type	Perm			Perm							Split	
Protected Phases		6			2						8	8
Permitted Phases	6			2								
Actuated Green, G (s)		20.0			20.0						30.0	
Effective Green, g (s)		21.0			21.0						31.0	
Actuated g/C Ratio		0.35			0.35						0.52	
Clearance Time (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		512			508						2772	
v/s Ratio Prot											c0.37	
v/s Ratio Perm		c0.11			0.06							
v/c Ratio		0.33			0.17						0.72	
Uniform Delay, d1		14.3			13.5						11.2	
Progression Factor		1.00			1.00						0.33	
Incremental Delay, d2		1.7			0.7						1.3	
Delay (s)		16.0			14.2						4.9	
Level of Service		B			B						A	
Approach Delay (s)		16.0			14.2			0.0			4.9	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			6.1		HCM Level of Service					A		
HCM Volume to Capacity ratio			0.56									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)				8.0			
Intersection Capacity Utilization			57.6%		ICU Level of Service				B			
Analysis Period (min)			15									
c Critical Lane Group												





















HCM Unsignalized Intersection Capacity Analysis
 110: E 14th St & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	10	31	23	10	0	0	0	0	18	1768	25
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	11	34	25	11	0	0	0	0	20	1943	27
Pedestrians		17			3			1			8	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								361			359	
pX, platoon unblocked	0.76	0.76	0.76	0.76	0.76		0.76					
vC, conflicting volume	2027	2016	517	569	2030	11	1987			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	799	786	0	0	804	11	748			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	95	96	96	95	100	100			99		
cM capacity (veh/h)	198	242	822	710	237	1064	655			1628		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	45	36	344	648	648	351						
Volume Left	0	25	20	0	0	0						
Volume Right	34	0	0	0	0	27						
cSH	519	442	1628	1700	1700	1700						
Volume to Capacity	0.09	0.08	0.01	0.38	0.38	0.21						
Queue Length 95th (ft)	6	5	1	0	0	0						
Control Delay (s)	12.6	13.9	0.5	0.0	0.0	0.0						
Lane LOS	B	B	A									
Approach Delay (s)	12.6	13.9	0.1									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			45.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis
316: E 15th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		 			 						  	
Volume (vph)	0	451	80	243	673	0	0	0	0	261	1419	76
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1		4.1	4.1						4.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frbp, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		2973		1480	3018						5353	
Flt Permitted		1.00		0.25	1.00						0.99	
Satd. Flow (perm)		2973		391	3018						5353	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	501	89	270	748	0	0	0	0	290	1577	84
RTOR Reduction (vph)	0	23	0	0	0	0	0	0	0	0	10	0
Lane Group Flow (vph)	0	567	0	270	748	0	0	0	0	0	1941	0
Confl. Peds. (#/hr)	6					6	1					1
Confl. Bikes (#/hr)			1			2						
Heavy Vehicles (%)	0%	1%	1%	4%	2%	0%	0%	0%	0%	1%	3%	1%
Turn Type				pm+pt							Split	
Protected Phases		8		7	4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		16.3		29.9	29.9						19.6	
Effective Green, g (s)		17.3		30.9	30.9						21.0	
Actuated g/C Ratio		0.29		0.51	0.51						0.35	
Clearance Time (s)		5.1		5.1	5.1						5.4	
Vehicle Extension (s)		0.2		1.5	0.2						0.2	
Lane Grp Cap (vph)		857		374	1554						1874	
v/s Ratio Prot		0.19		c0.11	0.25						c0.36	
v/s Ratio Perm				c0.26								
v/c Ratio		0.66		0.72	0.48						1.04	
Uniform Delay, d1		18.8		9.7	9.4						19.5	
Progression Factor		1.00		1.00	1.00						0.76	
Incremental Delay, d2		4.0		5.7	1.1						27.7	
Delay (s)		22.8		15.5	10.5						42.4	
Level of Service		C		B	B						D	
Approach Delay (s)		22.8			11.8			0.0			42.4	
Approach LOS		C			B			A			D	
Intersection Summary												
HCM Average Control Delay			30.4		HCM Level of Service			C				
HCM Volume to Capacity ratio			0.83									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)			8.1				
Intersection Capacity Utilization			73.8%		ICU Level of Service			D				
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

305: 4th Avenue & Gambell St

5/30/2013






















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑↑									↓↓↓	
Volume (vph)	0	808	287	0	0	0	0	0	0	9	584	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1									4.2	
Lane Util. Factor		0.91									0.86	
Frbp, ped/bikes		0.99									1.00	
Flpb, ped/bikes		1.00									1.00	
Frt		0.96									1.00	
Flt Protected		1.00									1.00	
Satd. Flow (prot)		4217									5569	
Flt Permitted		1.00									1.00	
Satd. Flow (perm)		4217									5569	
Peak-hour factor, PHF	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Adj. Flow (vph)	0	888	315	0	0	0	0	0	0	10	642	0
RTOR Reduction (vph)	0	55	0	0	0	0	0	0	0	0	4	0
Lane Group Flow (vph)	0	1148	0	0	0	0	0	0	0	0	648	0
Confl. Peds. (#/hr)	29		20	20		29	41		21	21		41
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type											Split	
Protected Phases		2									1	1
Permitted Phases												
Actuated Green, G (s)		20.7									19.0	
Effective Green, g (s)		21.7									20.0	
Actuated g/C Ratio		0.43									0.40	
Clearance Time (s)		5.1									5.2	
Lane Grp Cap (vph)		1830									2228	
v/s Ratio Prot		c0.27									c0.12	
v/s Ratio Perm												
v/c Ratio		0.63									0.29	
Uniform Delay, d1		11.0									10.2	
Progression Factor		1.00									1.00	
Incremental Delay, d2		1.6									0.3	
Delay (s)		12.6									10.5	
Level of Service		B									B	
Approach Delay (s)		12.6			0.0			0.0			10.5	
Approach LOS		B			A			A			B	
Intersection Summary												
HCM Average Control Delay			11.9		HCM Level of Service					B		
HCM Volume to Capacity ratio			0.47									
Actuated Cycle Length (s)			50.0		Sum of lost time (s)				8.3			
Intersection Capacity Utilization			49.1%		ICU Level of Service				A			
Analysis Period (min)			15									

c Critical Lane Group

HCM Signalized Intersection Capacity Analysis

307: E 5th Ave & Gambell St
















5/30/2013

													
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	
Lane Configurations					  						  		
Volume (vph)	0	0	0	647	1687	0	0	0	0	0	741	110	
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	
Total Lost time (s)				4.0	4.0						18.6		
Lane Util. Factor				0.86	0.86						0.86		
Frbp, ped/bikes				1.00	1.00						1.00		
Flpb, ped/bikes				1.00	1.00						1.00		
Fr t				1.00	1.00						0.98		
Fl t Protected				0.95	1.00						1.00		
Satd. Flow (prot)				1261	4008						5270		
Fl t Permitted				0.95	1.00						1.00		
Satd. Flow (perm)				1261	4008						5270		
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)	0	0	0	688	1795	0	0	0	0	0	788	117	
RTOR Reduction (vph)	0	0	0	6	5	0	0	0	0	0	6	0	
Lane Group Flow (vph)	0	0	0	593	1879	0	0	0	0	0	899	0	
Confl. Peds. (#/hr)	2					2	16		8	8		16	
Confl. Bikes (#/hr)						3						1	
Heavy Vehicles (%)	0%	0%	0%	5%	4%	0%	0%	0%	0%	0%	3%	5%	
Turn Type				Split									
Protected Phases				2	2						1		
Permitted Phases													
Actuated Green, G (s)				44.1	44.1						21.3		
Effective Green, g (s)				45.1	45.1						22.3		
Actuated g/C Ratio				0.50	0.50						0.25		
Clearance Time (s)				5.0	5.0						19.6		
Lane Grp Cap (vph)				632	2008						1306		
v/s Ratio Prot				c0.47	0.47						c0.17		
v/s Ratio Perm													
v/c Ratio				0.94	0.94						0.69		
Uniform Delay, d1				21.1	21.1						30.7		
Progression Factor				1.00	1.00						1.00		
Incremental Delay, d2				23.3	9.7						3.0		
Delay (s)				44.5	30.8						33.7		
Level of Service				D	C						C		
Approach Delay (s)		0.0			34.1			0.0			33.7		
Approach LOS		A			C			A			C		
Intersection Summary													
HCM Average Control Delay			34.0	HCM Level of Service						C			
HCM Volume to Capacity ratio			0.86										
Actuated Cycle Length (s)			90.0	Sum of lost time (s)					22.6				
Intersection Capacity Utilization			76.6%	ICU Level of Service					D				
Analysis Period (min)			15										
c Critical Lane Group													

HCM Signalized Intersection Capacity Analysis

310: 6th Avenue & Gambell St


















5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	0	1930	354	0	0	0	0	0	0	109	1416	0
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.2	4.2								4.0	
Lane Util. Factor		0.86	0.86								0.86	
Frbp, ped/bikes		1.00	1.00								1.00	
Flpb, ped/bikes		1.00	1.00								1.00	
Frt		1.00	0.85								1.00	
Flt Protected		1.00	1.00								1.00	
Satd. Flow (prot)		4167	1184								5553	
Flt Permitted		1.00	1.00								1.00	
Satd. Flow (perm)		4167	1184								5553	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	0	2098	385	0	0	0	0	0	0	118	1539	0
RTOR Reduction (vph)	0	1	1	0	0	0	0	0	0	0	3	0
Lane Group Flow (vph)	0	2136	345	0	0	0	0	0	0	0	1654	0
Confl. Peds. (#/hr)	24		6	6		24	6		7	7		6
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type			Prot								Split	
Protected Phases		2	2								1	1
Permitted Phases												
Actuated Green, G (s)		33.8	33.8								21.0	
Effective Green, g (s)		34.8	34.8								22.0	
Actuated g/C Ratio		0.54	0.54								0.34	
Clearance Time (s)		5.2	5.2								5.0	
Lane Grp Cap (vph)		2231	634								1879	
v/s Ratio Prot		c0.51	0.29								c0.30	
v/s Ratio Perm												
v/c Ratio		0.96	0.54								0.88	
Uniform Delay, d1		14.4	9.9								20.3	
Progression Factor		1.00	1.00								1.00	
Incremental Delay, d2		11.4	3.3								6.3	
Delay (s)		25.8	13.2								26.6	
Level of Service		C	B								C	
Approach Delay (s)		24.0			0.0			0.0			26.6	
Approach LOS		C			A			A			C	
Intersection Summary												
HCM Average Control Delay			25.0								HCM Level of Service	C
HCM Volume to Capacity ratio			0.93									
Actuated Cycle Length (s)			65.0								Sum of lost time (s)	8.2
Intersection Capacity Utilization			81.3%								ICU Level of Service	D
Analysis Period (min)			15									

c Critical Lane Group

HCM Unsignalized Intersection Capacity Analysis
 105: E 7th Ave & Gambell St


















5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	2	10	26	11	0	0	0	0	0	1716	9
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Hourly flow rate (vph)	0	2	11	27	12	0	0	0	0	0	1806	9
Pedestrians		31			4			6			1	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			0			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								652			428	
pX, platoon unblocked	0.79	0.79	0.79	0.79	0.79		0.79					
vC, conflicting volume	1849	1846	493	473	1851	5	1847			4		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	748	744	0	0	750	5	745			4		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	99	99	96	96	100	100			100		
cM capacity (veh/h)	222	265	840	778	263	1078	671			1625		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	13	39	301	602	602	311						
Volume Left	0	27	0	0	0	0						
Volume Right	11	0	0	0	0	9						
cSH	617	491	1625	1700	1700	1700						
Volume to Capacity	0.02	0.08	0.00	0.35	0.35	0.18						
Queue Length 95th (ft)	1	5	0	0	0	0						
Control Delay (s)	11.0	13.0	0.0	0.0	0.0	0.0						
Lane LOS	B	B										
Approach Delay (s)	11.0	13.0	0.0									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.3									
Intersection Capacity Utilization			41.3%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

313: 9th Avenue & Gambell St


















5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	3	153	245	86	169	0	0	0	0	18	1839	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1	4.1		4.1						4.1	
Lane Util. Factor		1.00	1.00		0.95						0.86	
Frbp, ped/bikes		1.00	1.00		1.00						1.00	
Flpb, ped/bikes		1.00	1.00		1.00						1.00	
Frt		1.00	0.85		1.00						0.99	
Flt Protected		1.00	1.00		0.98						1.00	
Satd. Flow (prot)		1618	1377		3026						5538	
Flt Permitted		0.99	1.00		0.81						1.00	
Satd. Flow (perm)		1609	1377		2498						5538	
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	3	166	266	93	184	0	0	0	0	20	1999	71
RTOR Reduction (vph)	0	0	102	0	0	0	0	0	0	0	8	0
Lane Group Flow (vph)	0	169	164	0	277	0	0	0	0	0	2082	0
Confl. Peds. (#/hr)	27		2	2		27	9			7	7	9
Heavy Vehicles (%)	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
Turn Type	Perm		Prot	pm+pt							Split	
Protected Phases		6	6	5	2					8	8	
Permitted Phases	6			2								
Actuated Green, G (s)		16.1	16.1		26.2						23.6	
Effective Green, g (s)		17.1	17.1		27.2						24.6	
Actuated g/C Ratio		0.29	0.29		0.45						0.41	
Clearance Time (s)		5.1	5.1		5.1						5.1	
Lane Grp Cap (vph)		459	392		1185						2271	
v/s Ratio Prot			c0.12		c0.02						c0.38	
v/s Ratio Perm		0.11			0.08							
v/c Ratio		0.37	0.42		0.23						0.92	
Uniform Delay, d1		17.1	17.4		10.0						16.7	
Progression Factor		1.00	1.00		1.00						1.00	
Incremental Delay, d2		2.3	3.3		0.5						7.3	
Delay (s)		19.4	20.7		10.5						24.1	
Level of Service		B	C		B						C	
Approach Delay (s)		20.2			10.5			0.0			24.1	
Approach LOS		C			B			A			C	
Intersection Summary												
HCM Average Control Delay			22.1		HCM Level of Service					C		
HCM Volume to Capacity ratio			0.66									
Actuated Cycle Length (s)			60.0		Sum of lost time (s)			12.3				
Intersection Capacity Utilization			75.3%		ICU Level of Service			D				
Analysis Period (min)			15									

c Critical Lane Group


















HCM Unsignalized Intersection Capacity Analysis
 107: E 10th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	14	30	36	15	0	0	0	0	21	2099	6
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
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
Hourly flow rate (vph)	0	15	32	39	16	0	0	0	0	23	2257	6
Pedestrians		31			10			3			4	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		3			1			0			0	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								1142			298	
pX, platoon unblocked	0.69	0.69	0.69	0.69	0.69		0.69					
vC, conflicting volume	2348	2346	601	662	2350	14	2294			10		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	672	669	0	0	674	14	593			10		
tC, single (s)	7.5	6.5	6.9	7.6	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.6	4.0	3.3	2.2			2.2		
p0 queue free %	100	94	96	94	93	100	100			99		
cM capacity (veh/h)	211	249	728	602	247	1056	663			1609		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	47	55	399	752	752	383						
Volume Left	0	39	23	0	0	0						
Volume Right	32	0	0	0	0	6						
cSH	451	423	1609	1700	1700	1700						
Volume to Capacity	0.10	0.13	0.01	0.44	0.44	0.23						
Queue Length 95th (ft)	7	9	1	0	0	0						
Control Delay (s)	13.9	14.8	0.5	0.0	0.0	0.0						
Lane LOS	B	B	A									
Approach Delay (s)	13.9	14.8	0.1									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			50.0%		ICU Level of Service					A		
Analysis Period (min)			15									


















HCM Unsignalized Intersection Capacity Analysis
 108: E 12th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	7	9	11	10	0	0	0	0	12	2171	14
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Hourly flow rate (vph)	0	8	10	12	11	0	0	0	0	13	2439	16
Pedestrians		73			21			2			23	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		6			2			0			2	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								413			1027	
pX, platoon unblocked	0.79	0.79	0.79	0.79	0.79		0.79					
vC, conflicting volume	2576	2568	693	674	2576	44	2528			21		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	1683	1673	0	0	1683	44	1622			21		
tC, single (s)	7.5	6.5	6.9	7.5	6.7	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.1	3.3	2.2			2.2		
p0 queue free %	100	89	99	98	82	100	100			99		
cM capacity (veh/h)	37	70	813	677	61	986	303			1580		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	18	24	420	813	813	422						
Volume Left	0	12	13	0	0	0						
Volume Right	10	0	0	0	0	16						
cSH	144	117	1580	1700	1700	1700						
Volume to Capacity	0.12	0.20	0.01	0.48	0.48	0.25						
Queue Length 95th (ft)	8	14	1	0	0	0						
Control Delay (s)	33.5	43.4	0.3	0.0	0.0	0.0						
Lane LOS	D	E	A									
Approach Delay (s)	33.5	43.4	0.1									
Approach LOS	D	E										
Intersection Summary												
Average Delay			0.7									
Intersection Capacity Utilization			51.9%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis
 110: E 14th St & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations											  	
Volume (veh/h)	0	12	39	29	12	0	0	0	0	22	2201	31
Sign Control		Stop			Stop			Free			Free	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91	0.91
Hourly flow rate (vph)	0	13	43	32	13	0	0	0	0	24	2419	34
Pedestrians		17			3			1			8	
Lane Width (ft)		12.0			12.0			0.0			12.0	
Walking Speed (ft/s)		4.0			4.0			4.0			4.0	
Percent Blockage		1			0			0			1	
Right turn flare (veh)												
Median type								None			None	
Median storage (veh)												
Upstream signal (ft)								361			359	
pX, platoon unblocked	0.63	0.63	0.63	0.63	0.63		0.63					
vC, conflicting volume	2516	2504	640	706	2521	11	2470			3		
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	439	421	0	0	448	11	366			3		
tC, single (s)	7.5	6.5	6.9	7.5	6.5	6.9	4.1			4.1		
tC, 2 stage (s)												
tF (s)	3.5	4.0	3.3	3.5	4.0	3.3	2.2			2.2		
p0 queue free %	100	96	94	94	96	100	100			99		
cM capacity (veh/h)	293	320	674	569	309	1064	744			1628		
Direction, Lane #	EB 1	WB 1	SB 1	SB 2	SB 3	SB 4						
Volume Total	56	45	427	806	806	437						
Volume Left	0	32	24	0	0	0						
Volume Right	43	0	0	0	0	34						
cSH	535	457	1628	1700	1700	1700						
Volume to Capacity	0.10	0.10	0.01	0.47	0.47	0.26						
Queue Length 95th (ft)	7	7	1	0	0	0						
Control Delay (s)	12.5	13.7	0.5	0.0	0.0	0.0						
Lane LOS	B	B	A									
Approach Delay (s)	12.5	13.7	0.1									
Approach LOS	B	B										
Intersection Summary												
Average Delay			0.6									
Intersection Capacity Utilization			52.0%		ICU Level of Service					A		
Analysis Period (min)			15									

HCM Signalized Intersection Capacity Analysis

315: E 13th Ave & Gambell St

5/30/2013















Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔						↔↔↔	
Volume (vph)	1	103	85	21	73	0	0	0	0	16	2151	65
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.0			4.0						4.0	
Lane Util. Factor		1.00			1.00						0.86	
Frbp, ped/bikes		0.97			1.00						1.00	
Flpb, ped/bikes		1.00			0.99						1.00	
Frt		0.94			1.00						1.00	
Flt Protected		1.00			0.99						1.00	
Satd. Flow (prot)		1464			1546						5366	
Flt Permitted		1.00			0.92						1.00	
Satd. Flow (perm)		1464			1431						5366	
Peak-hour factor, PHF	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89	0.89
Adj. Flow (vph)	1	116	96	24	82	0	0	0	0	18	2417	73
RTOR Reduction (vph)	0	1	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	212	0	0	106	0	0	0	0	0	2501	0
Confl. Peds. (#/hr)	21		45	45		21	64		4	4		64
Confl. Bikes (#/hr)			1			1						
Heavy Vehicles (%)	0%	2%	0%	6%	2%	0%	0%	0%	0%	0%	3%	4%
Turn Type	Perm			Perm							Split	
Protected Phases		6			2					8	8	
Permitted Phases	6			2								
Actuated Green, G (s)		20.0			20.0						30.0	
Effective Green, g (s)		21.0			21.0						31.0	
Actuated g/C Ratio		0.35			0.35						0.52	
Clearance Time (s)		5.0			5.0						5.0	
Lane Grp Cap (vph)		512			501						2772	
v/s Ratio Prot											c0.47	
v/s Ratio Perm		0.15			0.07							
v/c Ratio		0.41			0.21						0.90	
Uniform Delay, d1		14.8			13.7						13.1	
Progression Factor		1.00			1.00						0.42	
Incremental Delay, d2		2.5			1.0						3.6	
Delay (s)		17.3			14.7						9.1	
Level of Service		B			B						A	
Approach Delay (s)		17.3			14.7			0.0			9.1	
Approach LOS		B			B			A			A	
Intersection Summary												
HCM Average Control Delay			9.9								A	
HCM Volume to Capacity ratio			0.71									
Actuated Cycle Length (s)			60.0							8.0		
Intersection Capacity Utilization			70.0%								C	
ICU Level of Service												
Analysis Period (min)			15									
c Critical Lane Group												

HCM Signalized Intersection Capacity Analysis

316: E 15th Ave & Gambell St

5/30/2013

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↑↑		↖	↑↑						↖↗	
Volume (vph)	0	561	100	302	838	0	0	0	0	325	1766	95
Ideal Flow (vphpl)	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800	1800
Total Lost time (s)		4.1		4.1	4.1						4.0	
Lane Util. Factor		0.95		1.00	0.95						0.86	
Frbp, ped/bikes		1.00		1.00	1.00						1.00	
Flpb, ped/bikes		1.00		1.00	1.00						1.00	
Frt		0.98		1.00	1.00						0.99	
Flt Protected		1.00		0.95	1.00						0.99	
Satd. Flow (prot)		2973		1480	3018						5352	
Flt Permitted		1.00		0.16	1.00						0.99	
Satd. Flow (perm)		2973		245	3018						5352	
Peak-hour factor, PHF	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Adj. Flow (vph)	0	623	111	336	931	0	0	0	0	361	1962	106
RTOR Reduction (vph)	0	16	0	0	0	0	0	0	0	0	7	0
Lane Group Flow (vph)	0	718	0	336	931	0	0	0	0	0	2422	0
Confl. Peds. (#/hr)	6					6	1					1
Confl. Bikes (#/hr)			1			2						
Heavy Vehicles (%)	0%	1%	1%	4%	2%	0%	0%	0%	0%	1%	3%	1%
Turn Type				pm+pt							Split	
Protected Phases		8		7	4					6	6	
Permitted Phases				4								
Actuated Green, G (s)		20.3		41.1	41.1						38.4	
Effective Green, g (s)		21.3		42.1	42.1						39.8	
Actuated g/C Ratio		0.24		0.47	0.47						0.44	
Clearance Time (s)		5.1		5.1	5.1						5.4	
Vehicle Extension (s)		0.2		1.5	0.2						0.2	
Lane Grp Cap (vph)		704		344	1412						2367	
v/s Ratio Prot		0.24		c0.18	0.31						c0.45	
v/s Ratio Perm				c0.28								
v/c Ratio		1.02		0.98	0.66						1.02	
Uniform Delay, d1		34.4		24.2	18.4						25.1	
Progression Factor		1.00		1.00	1.00						1.00	
Incremental Delay, d2		39.0		41.7	2.4						24.6	
Delay (s)		73.4		65.9	20.9						49.7	
Level of Service		E		E	C						D	
Approach Delay (s)		73.4			32.8			0.0			49.7	
Approach LOS		E			C			A			D	
Intersection Summary												
HCM Average Control Delay			48.8		HCM Level of Service					D		
HCM Volume to Capacity ratio			0.98									
Actuated Cycle Length (s)			90.0		Sum of lost time (s)				8.1			
Intersection Capacity Utilization			89.4%		ICU Level of Service				E			
Analysis Period (min)			15									

c Critical Lane Group