

Appendix A  
Public Participation Plan



# **NINTH STREET CORRIDOR STUDY**

**UPDATED: 13TH AVENUE EAST TO 12TH AVENUE NORTHEAST**

## **PUBLIC PARTICIPATION PLAN**

## OVERVIEW

The public involvement strategy for the Ninth Street Corridor study will be built off Flint Group and Apex Engineering's past success to create a consistent, two-way dialog with the community that can help shape planning efforts. By first identifying critical stakeholders, then we can incorporate build the right tools to carry out innovative community relations strategies.

The purpose of this document is to provide a high-level framework of our approach to public involvement and how public involvement will be framed throughout the duration of the study.

## STUDY COMMUNICATION GOALS AND STRATEGIES

The overall goals for public engagement will be to:

- Involve various communities to create a cohesive transportation vision for Ninth Street from 13th Avenue East and 12th Avenue Northeast
- Create a regular dialogue with key audiences to seek new ideas

We will engineer support and help understand city planning efforts by:

- Using non-traditional tactics alongside traditional outreach to reach the various communities using the Ninth Street corridor
- Use of targeted communication tools through key stakeholder influencers to find quality conversations

## STUDY COMMUNICATION CHALLENGES

The Ninth Street corridor in the study area is broken into two very distinct roadways, separated by Main Avenue.

- South of Main Avenue is three lane urban roadway with trees and surrounded by residential and institutional development.
- North of Main Avenue is two-lane rural roadway surrounded by industrial and agricultural properties. While part of the City's truck route, with at-grade railroad crossing, narrow shoulders and lack of direct connection to the interstate system this may not be very desirable for the everyday users.

## STUDY TALKING POINTS

- The City of West Fargo and Metro COG initiated this study of Ninth Street in West Fargo to support the current and future needs of all users of this street, including residents, pedestrians, transit users, freight and motorists.
- One of the key and clear focus areas of this study is to understand and incorporate freight movements. City staff and consultant will be analyzing existing land use, truck volumes, and rail movements to gather the best information available for future industrial development, especially north of Main Avenue.

- There have been considerable efforts taken by local leaders to develop guiding plans for many of the main corridors in City of West Fargo. As we re-evaluate the corridor, this study will help to fine-tune the focus of the alternatives.
  - *An example of recent study recommendation.* Based on the existing and traffic volumes from 2012 corridor study a future project was recommended to widen the roadway south of Main Avenue. One challenge with this recommendation is the acquisition of the needed right-of-way.
  - *An example of recent study recommendation.* No future changes were proposed for the segment north of Main Avenue, assuming traffic volumes would not exceed 4080 AADT by year 2035. Traffic volumes have already surpassed this number just north of Main Avenue, which might warrant changes to lane configurations and access control sooner than anticipated.
- The project team (or “we”) will hold a series of traditional public information meetings and be present at community-wide events to come to you. If you’re a user of Ninth Street, it’s your insights that will help shape the future of this mixed-use corridor or livability of it for you.

## Study Frequently Asked Questions

### What is a corridor study?

A corridor study is focused look at current and future needs of all types of users and stakeholders for a specified roadway, or corridor, through the City of West Fargo. Using a combination of data and public input, the study process identifies needs, issues, alternatives, benefits and constraints.

### Why are you asking for public input?

Public input is the first step and an important starting point. The public’s feedback on challenges or improvements help build the long-range guide and look of how Ninth Street corridor could look in the future.

*After the first public information meeting, it was recommended to extend the study limits by a half mile from 7th Avenue East to 13th Avenue East. This study will now review existing capacity, pedestrian and bicycle impacts and future alternatives for Ninth Street from Seventh Avenue East to 12th Avenue Northeast in West Fargo (UPDATED).*

Your input will be used during the project team’s analysis of solutions to address each challenge, which will be presented as concepts for public review and discussion.

### What other studies will be reviewed and incorporated into this work?

Recent studies that will be incorporated and vital to shaping alternatives, West Fargo 2.0 Comprehensive Plan, 2012 9th Street/Veterans Boulevard corridor study, 2040 Long-Range Transportation Regional Freight Plan, and Metropolitan Bicycle and Pedestrian Plan.

## PROJECT SPOKESPERSON(S)

Flint Group will leverage the appropriate subject matter expert based on the topic of discussion and timeliness of the interview request.

### Specific Subject Matter Experts:

ROADWAY USE: Dustin Scott, PE, City Engineer

PLANNING USE: Tim Solberg, AICP, Director of Planning and Zoning

*ECONOMIC DEVELOPMENT OPPORTUNITY: Tim Solberg or Tina Fisk, City Administrator (updated)*

STUDY EFFORTS: Adam Altenburg, AICP, Community and Transportation Analyst

- Alternative: Brent Muscha, PE, Apex Engineering (project consultant)

CITY LEADERSHIP: Send requests to Melissa Richard, Communication Director

## STUDY STAKEHOLDERS

By identifying stakeholders who have an interest in and use this section of Ninth Street East in West Fargo frequently, we'll collaborate and listen to their ideas and further research solutions to offer successful alternatives. All stakeholders will be incorporated into the public participation planning and implementation.

**STATE AND LOCAL GOVERNMENT** – City of West Fargo City Commissioners and Elected State officials (West Fargo district representatives)

**INDUSTRIAL/AGRICULTURE/FREIGHT** – North Dakota Motor Carriers Association, Inc, members and North Industrial Park Property Owners and Employees:

- Magellan Pipeline Co., Braun Intertec Corporation, Hazer's Auto & Truck Parts, Terracon Consultants, Eagle Automotive LLC, Red River Regional Marksmanship Center, Glann's Body Repair, Prairie Supply Inc, Galvanizers Inc, GMR Transportation, Auer Steel, Integrity Windows & Doors, Midland Garage Door, Midland Bi-Fold Doors

**CORRIDOR RESIDENTS** – Single-family property owners, apartment building owners/management companies and tenants/renters throughout various neighborhoods:

- Brookwood, Berger, Sommerset, Dakota Territory and Meyer

**INSTITUTIONAL ORGANIZATIONS** – Core community services and resource groups:

- City Hall staff, West Fargo Police Department, West Fargo Fire Department, MATBUS, West Fargo Public Schools and Park District, West Fargo Exchange Club "WFEC" and West Fargo Lions Club and The Fargo West Rotary Club

**CORRIDOR BUSINESSES** – Main Avenue and East Main Neighborhood Property Owners and Employees

- Casey's General Market, Bordertown Bar & Grill, Hair Artists Salon & Spa, Super 8 Motel, Beyond Running, Mertz Company, A & R Auto Sales & Repair, Red River Church, Work Zone Restaurant, A&A Muscle Car Motorsports, Visto's Trailer Sales, Brenco Cleaning Equipment, Dave's West Fargo Tire, Grand Valley Motors, Midway on Main Businesses.

# STUDY TOOLBOX AND COMMUNICATION TIMELINE

Every project needs the right set of tools in the communication toolbox to build a reliable network and demonstrate the value of time and resources spent on to review the study area.

Capturing public input is not a one-step process. For this study our toolbox tool's will help create focus-group approach to garner quality response through all phases of public participation.

## FIRST PHASE PUBLIC ENGAGEMENT

**MAY – JUNE:** Facilitate working session with focused attendee list and general public to showcase existing conditions inventory

- Leverage existing communication channels
- Offer incentive-based public outreach tactic for participation
- Establish community committee for ongoing dialogue

### TOOL: OPEN HOUSE

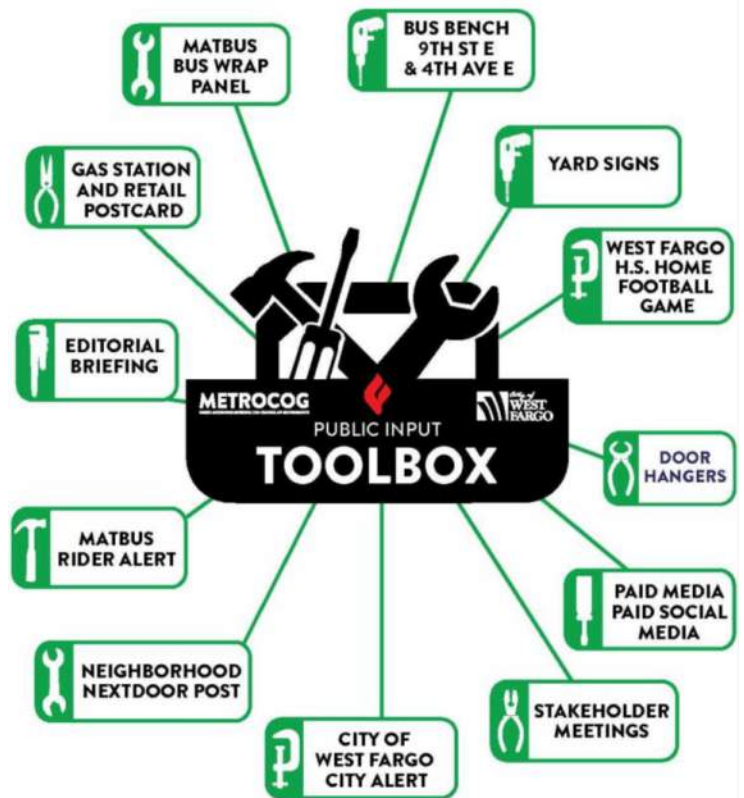
One day will be devoted to stakeholder conversations at centralized location to set expectations of access during phase work and gain a better understanding on how the community can be supported during the project work. *City Commissioners will be invited to the sessions as preferred.*

- **ACHIEVED TACTIC: Facilitated on Thursday, June 13, 4 – 6 pm, Training Room at West Fargo City Hall.** The meeting details:
  - 3:30 – 4 pm – trucking and businesses invited for advance meeting
    - **GOAL: UNDERSTAND DAY TO DAY OPERATIONS AND ACCESS NEEDS**
  - 5:30 pm – formal presentation for public
    - **GOAL: UNDERSTAND IDEAS FOR CORRIDOR OR QUESTIONS**
  - Attendance:
    - Commission President
    - North corridor business representatives/owners
    - North Dakota Motor Carrier Association representative
  - Metro COG Transportation Technical Committee representative
  - Neighborhood residents
  - Cass County representative
  - Two members of the media

### OPEN HOUSE COMMUNICATION TACTIC HIGHLIGHTS

Evite: Develop freight audience-specific Evite to be distributed by Metro COG Freight Representative (Mark Wolter, Midnite Express) to a targeted organization list

- Evite (or similar electronic style invite system) will capture RSVPs and allow peers to see who is invited to encourage participation.



Survey: A residential-based survey with an incentive for completion. The survey opportunity would be distributed through door tags, postcard or potentially paid strategies of sponsored Nextdoor ad or geo-fencing campaign (digital online display) in the neighborhoods of BROOKWOOD, BERGER, SOMMERSET and MEYER.

- Gift cards from local businesses important to the community, like Family Fare and Casey’s General Market were offered as incentive

**Environmental scan – First Public Input Meeting**

The first purposed public input meeting date, Thursday, June 13. These are listed community events that could conflict or speak to similar audiences:

- COMMUNITY: Book Fest, North Elmwood Park (5:30 – 7:30 pm)
- COMMUNITY: Rain Barrel Workshop, River Bend’s Activity Center (6 – 8 pm)
- COMMUNITY: Fargo Vintage Market, Wild Terra Cider (3 – 10 pm)
- COMMUNITY: Corks & Canvas – Art & Wine Walk, Downtown Fargo (5 – 9 pm)
- COMMUNITY: 5K Beer Run, Fargo Brewing Company (7 – 10 pm)
- COMMUNITY: Acoustic night, POW/MIA Plaza (9 – 11 pm)

**STUDY OPEN HOUSE/EVENT-BASED COMMUNICATION TIMELINE**

TIMING	CHANNEL	DETAILS
MONTH PRIOR	WESTFARGOSTREETS.COM	Corridor Study Page with further background, timely events and visuals – <b>COMPLETE</b>
	FMMETROCOG.ORG	Cross-link will occur between the two project pages.
THREE WEEKS PRIOR	LEGAL AD	Finalize copy and placement (May 30)
	GEO-FENCING	Start geo-fencing campaign with event details – <b>COMPLETE, 6/11</b>
	BUSINESS INVITE	Distribute business focused evite <ul style="list-style-type: none"> <li>• Distributed by <i>Mark Wolter</i>, Director of Safety and Maintenance at Midnite Express Inc./ND Motor Carrier Association</li> </ul>
TWO WEEKS PRIOR	CITY ALERTS	Legal Ads – Two weeks of legal ads in Forum and West Fargo Pioneer – <b>COMPLETE, June 3 and June 10 weeks</b>
	INFLUENCER ASKS/DISCUSSIONS	
	PAID SOCIAL ADS	City of West Fargo City Alerts (West Fargo Streets/Planning/Streets) – <b>COMPLETE</b>

<p><b>ORGANIC SOCIAL POSTS</b></p>	<ul style="list-style-type: none"> <li>• Public Input meeting details <ul style="list-style-type: none"> <li>○ 6/5 – Community Event Sent</li> </ul> </li> </ul> <p>West Fargo Pioneer Newspaper Briefing – Further background discussion on the need and purpose – <b>ATTENDED PUBLIC MEETING, 6/13</b></p> <p>Influencer outreach on social spaces and email outreach (like West Fargo Packer Backers or West Fargo Exchange C Club Groups) – Ask to share Event details for Community Display and Public Input Meeting</p> <ul style="list-style-type: none"> <li>• MATBUS Rider Alert – Share Public Input Meeting Details – <b>COMPLETE</b></li> </ul> <p>Metro COG Facebook – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>• Facebook Event with Public Input meeting details</li> <li>• Organic posts about purpose/event details/event reminders</li> </ul> <p>City of West Fargo (#WestFargoStreets Alerts) – Facebook, Twitter and Nextdoor – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>• Share of Metro COG event page</li> <li>• Organic posts about purpose/event details/event reminders</li> <li>• City of West Fargo Nextdoor online communities <ul style="list-style-type: none"> <li>○ Public Input meeting details in each neighbor group (BROOKWOOD, BERGER, SOMMERSET, MEYER, MAIN AVENUE, EAST MAIN and NORTH INDUSTRIAL PARK)</li> </ul> </li> </ul> <p>Sponsored Facebook ads for traditional public input meeting (#WestFargoStreets Alert) – <u>Budget</u>: \$100 – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>• Boosted Event Page, \$60</li> <li>• Sponsored Ad, \$100</li> </ul>
<p><b>CITY ALERTS</b> <b>PAID/ORGANIC SOCIAL</b> <b>INFLUENCER</b></p>	<p>Event reminders: Organic social posts and email reminders about purpose/event details/event – <b>COMPLETE</b></p>

**WEEK OF  
EVENT**



	<b>MEDIA ADVISORY</b>	<ul style="list-style-type: none"> <li>○ Included messaging on Gift Card Drawing for attendees</li> </ul> <p><b>MATBUS RIDER ALERT – Route 20 awareness, DISTRIBUTED, 6/12</b></p> <p>Distribute “event calendar” advisory and day of event “interview opportunity” advisory – <b>COMPLETE</b></p> <p>Email Reminders to stakeholders –</p> <ul style="list-style-type: none"> <li>○ 6/11 – Planning Email Sent</li> <li>○ 6/12 – Melissa Richard forward meeting alert to all West Fargo City Staff</li> <li>○ Mark Wolter distributed follow up email to list</li> </ul>
<b>DAY OF EVENT</b>	<b>PAID/ORGANIC SOCIAL</b>	Event reminders: Organic posts about purpose/event details/event reminders – <b>COMPLETE</b>
<b>POST EVENT</b>	<b>GEO – FENCING/SOCIAL</b>	<p>Start geo-fencing campaign with survey</p> <ul style="list-style-type: none"> <li>● <b>Ad run, 6/14 – 6/28</b> <ul style="list-style-type: none"> <li>○ <b>Budget, \$100 – 50/50 split between two ads (gift card incentive and non-gift card incentive)</b></li> </ul> </li> <li>● <b>4 – Gift Cards offered for survey completion; four winners mailed, \$25 gift card from Casey’s or Family Fare</b></li> </ul> <p><b>(See communication channel content document for all copy)</b></p>

## SECOND PHASE PUBLIC ENGAGEMENT

~~JUNE – AUGUST~~ – Contract amendment to extend corridor limits occurred pushed the schedule back into 2020

**JANUARY – FEBRUARY 2020:** Maintain an ongoing, two-way dialogue to showcase the draft and proposed alternatives that have resulted from the public discussion around needs and challenges for future improvements in June.

### TOOL: OPEN HOUSE/POP-UP COMMUNITY DISPLAY

With the timing of the draft improvements, there will be two different community-centric events hosted throughout the corridor to lead focused discussions with the study’s priority audiences.

- ACHIEVED TACTIC: Host a traditional open house was held ahead of the standing City Commission Meeting to leverage residential traffic at West Fargo City Hall on the same evening. The Alternative Review survey launched with an incentive to increase participation. The meeting detail:
  - Monday, January 20 (4 – 6 p.m.) with City Commission beginning at 5:30 p.m.
  - Meeting attendees: 50+ individuals
    - Residents
    - Business owners
    - City Commission attendees
    - City staff and Commissioners
    - Engineering consultants
    - County Engineering Staff
    - Four media members
- ACHIEVED TACTIC: Go to a community hub where use of the corridor frequently may be high. To accomplish this a pop-up event was hosted at West Fargo High School Girls Basketball Game Visitors will receive a “game day” themed incentive was offered for participation in the live Alternative Review Survey.
- Tuesday, January 21 (7:30 p.m. vs. Fargo South), 7 – 8:30 p.m.
- Pop-up attendees: 20+ individuals
  - School district staff and teachers
  - Area residents and students

### TOOL: BUSINESS POP-UP

After initial open house, build a group of 5 – 10 business owners and residents to meet monthly to talk through suggestions ahead of the draft study submittal. The goal of the group would be to create trickle down information sharing across the audience segments.

- ACHIEVED TACTIC: A third meeting opportunity will be focused on the industrial business area north of Main Avenue with an invite-based pop-up meeting at a location on the corridor. A larger strip-map of the industrial area was used to get more detailed in access and traffic movement discussions. Meeting detail:
  - Thursday, January 30, 3:30 – 5:30 p.m. at Terracon

**Environmental scan – Winter open house/pop-up event**

We scanned the community to find an opportunity to collaborate with key stakeholders in a non-traditional way. Possible event opportunities included:

- Home West Fargo High School Packer basketball games, Boys or Girls

**BOYS**

- **1/14 – 7:30pm vs. Fargo Davies**
- 1/17 – 7:30pm vs Grand Forks Central
- 1/18 – 2:30pm vs Shanley
- 1/31 – 7:30pm vs. Wahpeton
- 2/11 – 7:30pm vs. Devils Lake
- 2/14 – 7:30pm vs. Sheyenne
- 2/18 – 7:30pm vs. Fargo South
- **2/27 – 7:30pm vs. Fargo North**

**GIRLS**

- **1/14 – 5:45pm vs. Fargo Davies**
- 1/18 – 12:30pm vs Shanley
- 1/21 – 7:30pm vs. Fargo South
- 1/28 – 7:30pm vs. Red River
- 2/25 – 7:30pm vs. Grand Forks Central
- **2/27 – 7:30pm vs. Fargo North**

- Frostival [West Fargo Winter Days](#) – This community event changed to a 6-week event, with a dedicated week in West Fargo between Jan 15 – Jan 24

Through all phases of engagement, we could integrate any of these tactics that would focus on the traditionally underserved audiences in the corridor. With other efforts in motion, these were passed on for this phase of engagement:

- MATBUS Route 20 (previously Route 16) Bus Rear Wrap or Ceiling advertisement
- Radio live interactives (3 days of host read talking points on Bob 95 and 107.9 The Fox)

**STUDY OPEN HOUSE/EVENT-BASED COMMUNICATION TIMELINE**

TIMING	CHANNEL	DETAILS
<b>MONTH PRIOR</b>	<b>WESTFARGOSTREETS.COM</b> <b>FMMETROCOG.ORG</b> <b>SCHOOL DISTRICT</b>	Corridor Study Page with further background, timely events and visuals Cross-link will occur between the two project pages.  Communication about opportunity to host pop-up at basketball game and newsletter opportunity for survey content

**THREE  
WEEKS PRIOR**

<b>LEGAL AD</b>	Finalize copy of legal ads
<b>SCHOOL DISTRICT</b>	Finalize event details

**TWO WEEKS  
PRIOR**

<b>LEGAL AD</b>	Legal ad placement – Two weeks of legal ads in the West Fargo Pioneer – <b>COMPLETE (RAN JAN. 8)</b>
<b>CITY ALERTS</b>	City of West Fargo City Alerts (West Fargo Streets/Planning/Streets) – <b>COMPLETE, DISTRIBUTED JAN. 13</b>
<b>INFLUENCER ASKS/DISCUSSIONS</b>	Influencer outreach on social spaces and email outreach (like West Fargo Packer Backers or West Fargo Exchange C Club Groups) – Ask to share Event details for Community Display and Public Input Meeting
<b>PAID SOCIAL ADS</b>	<ul style="list-style-type: none"> <li>MATBUS Rider Alert – Share Public Input Meeting Details – <b>COMPLETE, DISTRIBUTED JAN. 16</b></li> </ul>
<b>ORGANIC SOCIAL POSTS</b>	<p>Metro COG Facebook – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>Facebook Event with Public Input meeting details</li> <li>Organic posts about purpose/event details/event reminders</li> </ul>
<b>GEO-FENCING</b>	<p>City of West Fargo (#WestFargoStreets Alerts) – Facebook, Twitter and Nextdoor – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>Share of Metro COG event page</li> <li>Organic posts about purpose/event details/event reminders</li> <li>City of West Fargo Nextdoor online communities               <ul style="list-style-type: none"> <li>Public Input meeting details in each neighbor group (BROOKWOOD, BERGER, SOMMERSET, MEYER, MAIN AVENUE, EAST MAIN and NORTH INDUSTRIAL PARK)</li> </ul> </li> </ul>
<b>BUSINESS EVENT/INVITE</b>	
<b>MEDIA ADVISORY</b>	<p>Sponsored Facebook ads for traditional public input meeting (#WestFargoStreets Alert) – <u>Budget</u>: \$100 – <b>COMPLETE</b></p>

		<p>Start geo-fencing campaign with event details – <b>COMPLETE</b></p> <p>Finalized business pop-up event details and distribute business focused evite – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>○ <i>Mark Wolter</i>, Director of Safety and Maintenance at Midnite Express Inc./ND Motor Carrier Association</li> </ul>
<p><b>WEEK OF EVENT</b></p>	<p><b>CITY ALERTS/EMAILS</b></p> <p><b>PAID/ORGANIC SOCIAL</b></p> <p><b>INFLUENCER</b></p> <p><b>SCHOOL DISTRICT</b></p> <p><b>MEDIA FOLLOW UP</b></p>	<p>Event reminders: Organic social posts and email reminders about purpose/event details/event – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>○ WF/Metro COG Facebook, Twitter, Nextdoor channels</li> </ul> <p>City staff and Commissioner event email (distributed by Melissa Richard) – <b>COMPLETE, DISTRIBUTED JAN. 16</b></p> <p>Follow up to distributed “event calendar” advisory and day of event “interview opportunity” advisory – <b>COMPLETE</b></p> <p>Email event reminders to add 'l stakeholders – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>○ NDDOT</li> <li>○ Cass County</li> <li>○ School District</li> <li>○ City Commission/Planning-Zoning Committee</li> <li>○ BSNF</li> </ul> <p>West Fargo Public Schools staff email shared explanation and survey link on Tuesday, Jan. 21 in “Tuesday Tidbits” (ahead of the pop-up event) – <b>COMPLETE</b></p>
<p><b>DAY OF EVENT</b></p>	<p><b>PAID/ORGANIC SOCIAL</b></p>	<p>Event reminders: Organic posts about purpose/event details/event reminders – <b>COMPLETE</b></p>
<p><b>POST EVENT</b></p>	<p><b>CITY MAILING</b></p> <p><b>CITY ALERTS</b></p> <p><b>INFLUENCER</b></p>	<p>Survey link was shared in follow up to channels that initially communicated the Open House event details and/or new channels based on their distribution timing – <b>COMPLETE</b></p> <ul style="list-style-type: none"> <li>○ City of West Fargo utility billing, paper and digital, under “Important Message”</li> </ul>

<p><b>GEO-FENCING</b></p> <p><b>PAID/ORGANIC SOCIAL</b></p>	<p>section, <b>Electronically, JAN. 24 Mailboxes JAN. 30</b></p> <ul style="list-style-type: none"> <li>○ City of West Fargo City Alert shared survey link, <b>DISTRIBUTED JAN. 22 and 23</b></li> <li>○ MATBUS Rider Alert shared survey link, <b>DISTRIBUTED JAN. 28</b></li> <li>○ Remaining geo-fencing impressions shared survey link with incentive creative to same users</li> <li>○ Organic and Paid Social posts, paid ran through Friday, Feb. 7 <ul style="list-style-type: none"> <li>○ WF/Metro COG Facebook, Twitter, Nextdoor channels</li> </ul> </li> </ul>
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### **THIRD PHASE PUBLIC ENGAGEMENT**

**MARCH 2020:** Proactive awareness surrounding the FINAL study plan is complete.

Appendix B  
Public Input Meeting Attendee List, Comment Transcripts, and  
Other Materials

Online Survey Participants

Nicole Ellis	Tina Guthmiller	Erika Haman	Sara Johnson	Nikki Fischer-Buchholz
Jared Fischer	Alex Sprunk	Jodi Pierce	K Thompson	Branden Evans
Kaightie Munsch	Catharine Vetter	Heather Taylor	Christopher Mace	Greg Poziembo
Nicole Clemenson	Janelle Hogenson	Taylor McMillin	Alicia D Graves	Keisha Sapp
Kory Hawley	Ryan Shern	Alex Kopp	Donelle Richmond	Chad Sundberg
Courtney Arndt	Michael Stanley	Shelly Ann Sundberg	Renee Kapaun	Thomas Penuel
Jen Stave	Allen Stavedahl	Ashley Jung	Amy Franz	James Fraser
Casey Jonson	Craig Erickstad	Trista Haverluk	Steve Hanson	Matt Lutjens
David Dill	John Paul Klein	Kara Schmidt	Mike Hanson	Sarah Olson
Nickie Giffey	Heather Vandusen	Kendra Goette	Matthew A Splichal	Susan Migler
Brock Melland	Joe Ondracek	Sara J Gaebe	Levi Bachmeier	Alanna Rerick
Brenna Lachowitz	Ryan Silbernagel	Paulette Spiker	Sabrina Symonds	Nick Staska
Jon Malaterre	Adrian Kallis	Brad Bartl	Dan Loegering	Karen Midgarden
Sherry Witt	Dakota Breen	Donna Bartl	Dan Schaeffer	Jackie Solberg
Leah Staahl	Marcus Anderson	Heather Vogel	Cy Metcalf	Kala Frelot
Brittany Krabbenhoft	Jordan Billings	Troy Lesmann	Joe Caspers	Jennifer Hanson
Pat Simmons	Jason Sire	Craig Abraham	Brian Horner	Bryan Brekke
Steevn Natman	Pauline M Kraav	Hannah Boor	Carolyn Fiechtner	Terry Styf
Jody Jones	Nichole Schwartz	Krystie Minor	Ryan Denis	Craig Johnson
Millie Penuel	Dawn Chadwick	Stephanie Hanson	Larry Weil	Timothy Prodzinski
Ryan Moran	Tiffany Wright	Kerissa Plooster	Tracy Haugen	Kyle Prodzinski
Nicole Beitz	Kelly Pederson	Mike Ribbing	Ashley Beaudoin	Sara Harris
Patty Tintes	Barb Haider	Samantha Vigstol	Thomas Clark	Steve Kvamme
James Moen	Renee Vertin	Mark Sloan	Todd Fuchs	Jeffrey Haber
Shannon Suhonen	Keith Hanson	Julie Lamb	Mallari Page	Suzi Brink
Sarah Beck	Jason Sax	Trevor Wilson	Tim Runcorn	Molly Flaspohler
Doug Masog	Sandy Nelson	Nathan Finneman	Chris Heise	Cheryl Biller
Cameron Wheeler	Jacob Silvers	Cale Larson	Robert Schobinger	Brian Lee
Lance Schillinger	Bruce K Leiseth	Casey Paisley	Sari Supler	Terri L VanDyke
Dave Bergsagel	Michelle Kerbaugh	Jen Rossow	Julie Urich	Kyle Olson
Tammy Helweg	Sara Helgeson	Tony Flippance	Brent Montgomery	Robert Moore
Rachel Lawyer	Cavin Berube	Curtis Ness	Melissa Halvorson	Thomas Stoops
Amber Stroh	Jacob Kallis	Trisha Flores	Miranda Glandt	McKenzy Olson
Lauren Mertes	Camille Metz	Scott Tiffany	Brandon Smith	Kris Carter
Tyler Rice	Daryl Sager	David Sapp	James Joyce	Makayla Henricks
Jeffrey Carlblom	Gene Trottot	Jon Mollet	Craig Leiss	Kristi Engelstad
Morgan Bigalke	Megan Lutjens	Cheri Vraa	Jenny Adams	Summer Kristianson
Kenneth Gaffrey	Shannon Hendrickson	Elizabeth Johnson	Marcia Martin	David A Kruse
Alicia Schroeder-Schock	Marla Schoen	Mindy Tervola	Matt Mangel	Peter Gregory
Jane Doe	Kim Triebwaser	N. Baerwald	Sheila Paulus	Allison Wendel
Byron Smith	John Nelson	Delilah Jeanotte	Kim Carter	Greg Clark
Jean Johnson	Justin Gustofson	Brenda Martinson	Ryan Marquette	Tiffany Knutson
Kyle Zeltinger	*Names that were submitted with no last name have been left out of this list			



Public Meeting Attendance				
Jason Boushey	Kurt Lepird	Blaine Ress	Lori Ress	Jody Malus
Chris Metz	Mark Wolter	Josh Kadrmas	Todd Fuchs	Sara Gaebe
Ahmed Shiil	Jerry Wallace	Theresa Gravdahl	Chris Heise	Mark Simmons
Kim Samuelson	Tom Soucy	Larry Weil	Matt Welle	Brian Storie
Jeff Mathson	Paul Klabunde	Robert Schobinger	John Nelson	Tom Clark
Duane Hazer	Doug Geesine	Roben Anderson	Dustin Scott	Adam Altenburg

**Public Comments Received – Email**

Would like to comment on 9th. St. Projects. Putting specials on the taxpayers way to the south of 13th ave south intersection was a very shitty thing to do. Thanks, I got that out. Now let’s look at what is currently wrong with that intersection. Have you noticed that the green light coming on 13th ave south and driving east is WAY to long. Also they screwed up the turn lanes to prevent opposing turns from happening at the same time. Made that intersection 8 procedures for each cycle. Way worse then before. Costed money to make it worse,,, We know our city commissioners are not the brightest bunch so please help them out and if 9th is widened be sure to look way into future. Thanks.

I would like to see a traffic light at the intersection with 15th Ave. Making a left turn is often times very challenging. Or anything you might be able to do to help with this problem. I know things are not always cost effective but just wanted to make you aware of this issue.

I live in the Somerset subdivision. Your information presented at the meeting was very informative. Traffic and crash data is helpful to determine problem areas. One thing missing is a pedestrian traffic study. When LE Berger gets out, the 4th St. intersection is flooded with unescorted children, bicycles, etc. This needs an enhanced pedestrian crosswalk. Kids do not always follow traffic lights. I would be in favor of limiting left hand turns at Prairie Parkway and Sommerset intersections. The Fargo/WFgo/Cass county area like their traffic circles. I spend most of my working life in the EU and Middle East. They know how to design traffic circles that work by having 2 or 3 traffic lanes.  
All the traffic circles in Cass county are done on the cheap and are not functional due to being too small. Traffic circles planned north of Main Ave are only single lane circles. There is no development near their planned location(s) so they could be made larger to accommodate truck traffic and have 2 lanes.

What are the plans for paying for a project on 9th? After the 1st Avenue project, we can’t handle more specials. We are already having the talks about moving our business out of West Fargo with the latest increase. I can’t speak for the other businesses along 1st Ave but I know we are not alone. How much will the cost of the direct frontage properties, with West Fargo High School and City Hall, be limited in splitting the cost? Is there state or federal funding available for a project like?

I was able to attend yesterday. My thoughts about the project, besides a-round about at 7th Ave NE or moving the walking path further away from 9th in front of the mobile home park, was the project really needed? Putting a median down the middle of 9th south of Main Ave would cause more problems then benefit. The road area isn't that wide and with snow falls like this year, it will only get narrower. I'm afraid that the only reason to add the median is to make it a city wide project so the cost could be spread out to a larger area. I didn't see anything in the project that was critical to the growth of West Fargo.

I am a new resident of West Fargo and live in Charleswood. Since the proposed 9th Street corridor intersects with the railroad, is there any way to make those intersections (and others in WF) to be “whistle free” zones as they are in Fargo and Moorhead?

The only thing that comes to my mind is that I hope there will be no more “slanted” / “angled” entrances to our streets (like the one along Main Avenue in West Fargo leading from the frontage road in front and to the east of Business Essentials (on the south side of Main) onto Main Avenue going east. I believe I understand the reason it was slanted – that being to help people realize that when they turn on Main they must turn east – HOWEVER, it continues to be, in my opinion, one of the most dangerous intersections out there BECAUSE it is as such an angle that it is VERY DIFFICULT TO TURN MY HEAD AND BODY FAR ENOUGH AROUND TO CLEARLY SEE IF SOMEONE IS COMING FROM THE WEST ON MAIN AVENUE. (If you’ve never driven this particular intersection yourself, I hope you’ll take a few minutes and do so in order to know what I’m saying.)

Public Comments Received - Verbal

Do not like the median at 6th Ave E. I live in Sommerset and use that intersection every morning before peak hour and there is no traffic. Don't like the idea of using a median to control access that impacts just a few residents directly.

Private driveway north of 10th has garbage pickup off 9th Street. If a median is put in the garbage truck would block traffic.

4th Avenue E intersection has a lot of young children crossing.

Northbound left turn bays needs to be as long as possible. Left turn traffic backs up into through lane during peak hour.

The median alternatives could be difficult for snow removal. Would have to use a plow truck instead of maintainer if the lanes aren't wide enough.

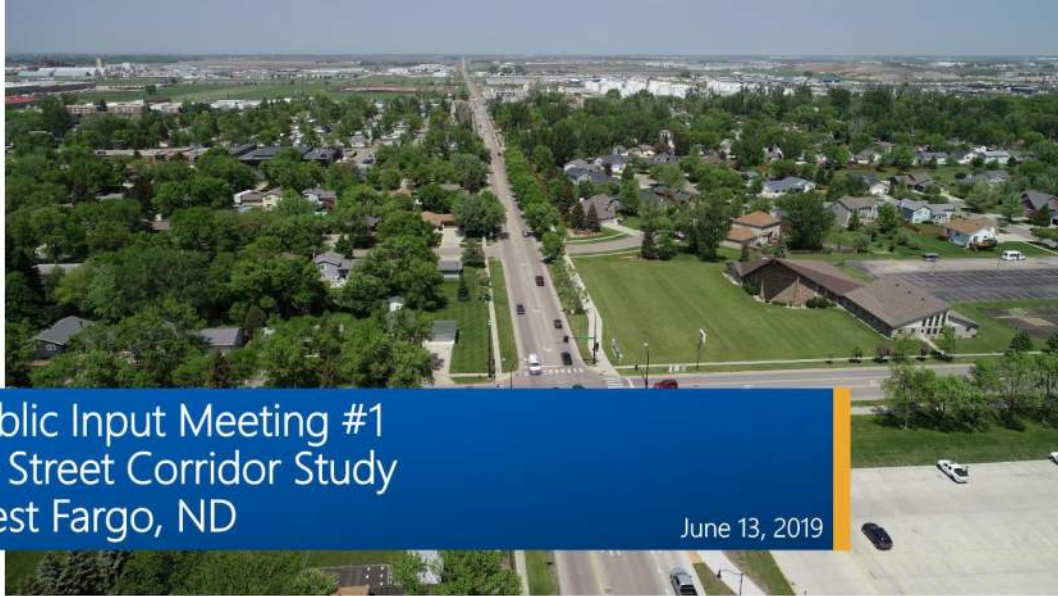
We live in Sommerset and hear crashes and sirens all the time.

Traffic volume data matches up with my experience as a daily user.

Northbound left at Main Avenue is almost impossible in the evenings. Southbound left can be difficult too.

Prairie parkway intersection should have a median. It's dangerous to try to cross/turn left but everyone does it anyway.

10th Ave E intersection should have a traffic signal. The counts may not show heavy traffic on the side street during rush hour because people avoid it. It's steady during no-peak. Adding medians at some of the other intersections could force traffic to 10th. Also the fire department is looking at property east of 9th. Will they be able to get out without a signal?



## Introductions – Presenters



Brent Muscha, PE  
Project Manager



Kate Miner, PE, PTOE  
Traffic Analysis

## Introductions – Other Team Members



---

Dustin Scott  
Tim Solberg  
Callie Roth

**METROCOG**  
FARGO-WOODHEAD METROPOLITAN COUNCIL OF GOVERNMENTS

---

Adam Altenburg



---

Jim Hanson  
Streetscaping/Landscaping



---

Melissa Reichert  
Public Input

## Getting Started

- Please Sign In
- Study Handout
- Comment Card
- Online Survey Station
- Title VI Public Participation Survey (Optional)
- Tonight's Goal – To Hear from You

## Tonight's Agenda

- Study Overview
- Key Issues
- Existing Traffic Conditions
- Study Schedule and Next Steps



## Study Overview



## Why is the Study Needed?

- Vital North-South Corridor in the Area Network
- Evaluate Current and Future Needs
- Inform Short-Term and Long-Range Planning

What are Your  
Issues and Needs?



## Existing Roadway

### 7<sup>th</sup> Ave E to Main Ave

- Urban 3-lane Section
- Sidewalks & Trees
- Residential & Institutional



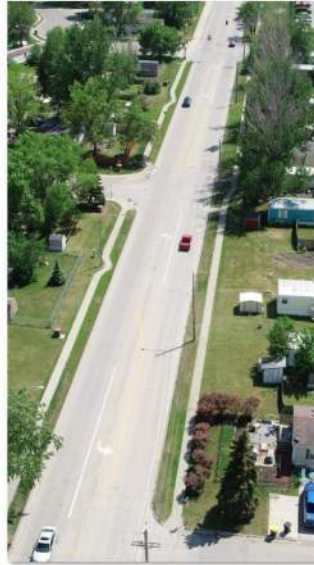
### Main Ave to 12<sup>th</sup> Ave NE

- Rural 2-lane Section
- No Bike/Ped/Transit
- Industrial & Agricultural



## Available Right of Way

- Varies from 66' to 150'
- Narrow areas
  - North of 4<sup>th</sup> Ave E
  - North of 7<sup>th</sup> Ave NE



## Land Development



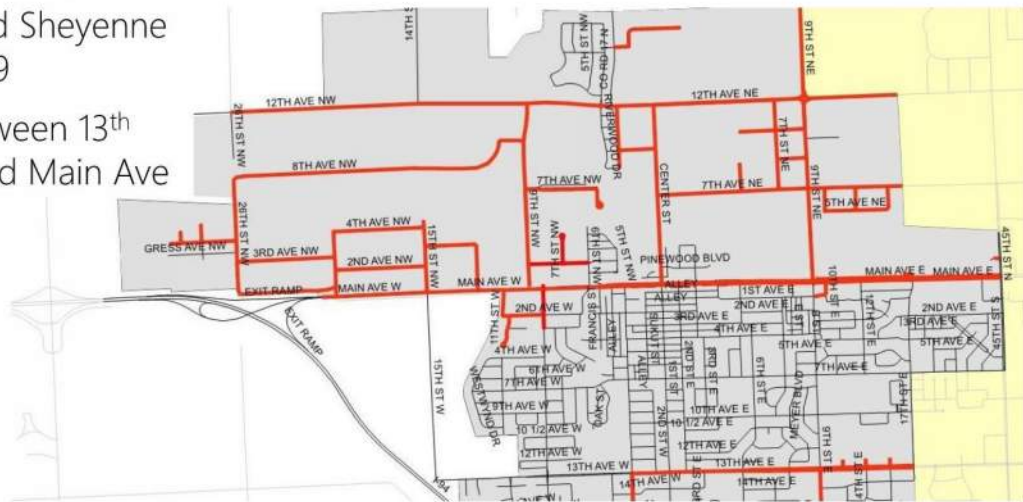
## Railroad Crossing

- Safety, Travel Delay, Freight Impacts



## Freight Movement

- Truck Route System
  - Removed Sheyenne St in 2019
  - Gap between 13<sup>th</sup> Ave E and Main Ave





## Access

- West Fargo City Code – Access Spacing for Minor Arterials
  - Recommended: 8 access points per mile
  - Maximum: 16 access points per mile within urban core
- 9<sup>th</sup> Street Corridor – 1.5 Miles Long
  - 12 Intersections
  - 19 Driveways (Private or Business)
  - Average 21 access points per mile
  - Industrial Area Access

## Trees and Landscaping

- Existing Ash Trees – Susceptible to Disease
- Few Trees in Industrial Areas



## Streetscape Ideas

- Possible Aesthetic Enhancements:
  - City Hall/4<sup>th</sup> Ave Intersection
  - Sidewalk/Bike Path Improvements



## Transit - MATBUS



## Existing Traffic Conditions

- Data Collection
  - Average Annual Daily Traffic (AADT)
  - Turning Movement Counts
  - Historical Crash Data
  - Existing Geometrics and Traffic Control
- High-Level Capacity Analysis
- Operational Analysis
- Safety Analysis –in progress



## Existing Traffic Conditions

- High Level Capacity Analysis
  - 2-lane roadway capacity 10,000 vehicles/day
  - 3-lane roadway capacity 18,000 vehicles/day
- 9<sup>th</sup> Street currently carries between 9,225 and 1,885 vehicles/day



## Existing Traffic Conditions

### Operational Analysis

- Synchro/SimTraffic
  - ♦ Intersection Control Delay

Level of Service (LOS)	Average Delay (seconds/vehicle)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

- ♦ Queuing Analysis

## Existing Traffic Conditions

### Operational Analysis Results

- Level Of Service
  - ♦ All intersections operating at LOS C or higher
    - 7<sup>th</sup> Avenue E
    - 4<sup>th</sup> Avenue E
    - Main Avenue
      - ♦ NB/SB left turns
- Queuing
  - ♦ No major issues



## Existing Traffic Conditions

- Crash Analysis
  - Requested Crash Data



## Pedestrian and Bicycle Facilities

- Pedestrian facilities on both sides of roadway south of Main Avenue
- No pedestrian facilities north of Main Avenue



## Study Schedule and Next Steps

- |                            |                             |
|----------------------------|-----------------------------|
| ▪ June 2019 – August 2019: | Alternative Development     |
| ▪ September 2019:          | Draft Study Report          |
| ▪ September 2019:          | Public Meeting #2           |
| ▪ October – November 2019: | Board and Council Approvals |
| ▪ November 2019:           | Final Study Report          |

## Multiple Ways to Provide Input

- Talk to team members tonight
- Complete online survey at the computer station
- Complete comment forms – leave here or mail in
- Email your comments – contact info is provided on forms and handout
- Attend next public meeting this fall

# Thank You for Attending!

- Questions and Comments



# SHARE YOUR VOICE

## 9th Street West Fargo Corridor Transportation Study

### The City of West Fargo wants to learn more about your current use and future transportation needs along the 9th Street corridor from 7th Avenue E to 12th Avenue NE.

A transportation study is being conducted by Metro COG to evaluate different alternatives for existing and future traffic flow with discussion on alternative lane configuration, access management, intersection control and design options, pedestrian connectivity, and freight and transit needs along 9th Street.

The 9th Street corridor is an important north-south transportation corridor for all modes of transportation through the City of West Fargo. The corridor is bisected by two important minor arterials and one collector roadway: 7th Avenue NE, 12th Avenue NE, and 7th Avenue E as well as intersects Main Avenue.

Your input on how you use the roadway and improvements you'd like to see will help guide potential short-term and long-term planning for this corridor. This input will be used during the project team's analysis of solutions to address each challenge, which will be presented as concepts for public review and discussion this fall.

### Come share your needs!

3:30 – 4 p.m., Thursday, June 13

West Fargo City Hall – Training Room  
800 Fourth Avenue E, West Fargo, ND

*General public is invited between 4 - 6 p.m.*

*Formal presentation: 5:30 p.m.*

Stop in anytime to share your ideas and address any challenges associated with the current 9th Street corridor. Representatives from City of West Fargo, Metro COG and the consultant firm will be present to answer questions.

### Submit your comments

Written statements or comments about the project must be sent to Apex Engineering Group, Attn: Brent Muscha 4733 Amber Valley Parkway South, Fargo, ND 58104 or emailed to [Brent.Muscha@apexenggroup.com](mailto:Brent.Muscha@apexenggroup.com) with "Public Meeting" in the email subject heading.



Apex Engineering Group  
4733 Amber Valley Parkway South, Fargo, ND 58104

[Click to unsubscribe](#)

Visit [mmetrocog.org](http://mmetrocog.org) for more information.



# SHARE YOUR VOICE

## 9th Street West Fargo Corridor Transportation Study

### Project Background

The West Fargo 9th Street Corridor Study, extending from 7th Avenue East to 12th Avenue NE, will evaluate different alternatives for management of existing and future traffic flow; with discussion on alternative land configurations, access management, intersection control options, alternative intersection designs, bicycle and pedestrian connectivity, transit needs, and potential impacts to intersecting streets.

### Project Objective

The objective is to identify a recommended set of potential short- and long-term solutions for current and anticipated travel demand that are best suitable to adjacent land uses along the corridor. The recommendations may include but not limited to: number and width of lanes, vertical and horizontal alignments to determine right-of-way widths, intersection configurations including turn lanes and traffic control, potential railroad crossing improvements, utility relocations, and future bicycle, pedestrian, and transit facilities.

**PUBLIC MEETING**  
THURSDAY, JUNE 13 · 4-6 P.M.  
TRAINING ROOM

**Join this public meeting to react to possible improvements.**

Open house format with presentation at 5:30 p.m.



Written statements or comments about the project must be sent to Apex Engineering Group, Attn: Brent Muscha 4733 Amber Valley Parkway South, Fargo, ND 58104 or emailed to [Brent.Muscha@apexenggroup.com](mailto:Brent.Muscha@apexenggroup.com) with "Public Meeting" in the e-mail subject heading.

Visit [fmmetrocog.org](http://fmmetrocog.org) for more information.





Metro COG added an event.

Wednesday at 11:15 AM · 🌐



🗨️ Help shape the future of 9th Street! The City of West Fargo and the Fargo-Moorhead Council of Government (Metro COG) invite you to an open house regarding a study of the 9th Street corridor in West Fargo.

Area residents, business owners and daily... [See More](#)



THU, JUN 13 AT 4 PM

### Open House: 9th Street Corridor Study

City of West Fargo - Government · West Fargo, ND

1 Going · 13 Interested

👍 Mark Sloan

👍 Like

💬 Comment

➦ Share

67 people reached >

📘 Edit Promotion

## **PUBLIC OPEN HOUSE:**

### **9th Street Corridor Study**

City of West Fargo wants to learn more about your current use and travel along the 9th Street corridor. The transportation study, extending from 7th Avenue E. to 12th Avenue NE., will evaluate different alternatives for existing and future traffic flow, access management, intersection design, pedestrian connectivity and freight and transit needs along 9th Street.

Area residents, business owners and daily users of the corridor can share their idea through a series of public outreach opportunities between June – September.

### **Come share your needs!**

4 - 6 p.m., Thursday, June 13

Formal presentation: 5:30 p.m.

West Fargo City Hall  
800 Fourth Avenue E, West Fargo, ND

Stop in anytime to share your ideas and address any challenges associated with the current 9th Street corridor. Representatives from City of West Fargo, Metro COG and the consultant firm will be present to answer questions.

#### **Submit Your Comments**

WRITTEN STATEMENTS or comments about the project must be sent to Apex Engineering Group, Attn: Brent Muscha 4733 Amber Valley Parkway South, Fargo, ND 58104 or email Brent.Muscha@apexenggroup.com with "Public Meeting" in the e-mail subject heading. Visit [fmmetrocog.org](http://fmmetrocog.org) for more information.

This meeting is designed to allow for public input which is required for compliance with the National Environmental Policy Act of 1970 and National Historic Preservation Act of 1966.

Metro COG is committed to ensuring all individuals regardless of race, color, sex, age, national origin, disability/handicap, sexual orientation, or income status have access to Metro COG's programs and services. Meeting facilities will be accessible to mobility impaired individuals. Metro COG will make a good faith effort to accommodate requests for translation services for meeting proceedings and related materials.

To request accommodations, contact Savannah Leach, Metro COG Executive Secretary, at (701) 232-3242 or [leach@fmmetrocog.org](mailto:leach@fmmetrocog.org). TTY users may use Relay North Dakota at 711 or 1-800-366-6888.

# SHARE YOUR VOICE

## Ninth Street E. Corridor Study

### NINTH STREET E. CORRIDOR STUDY – JUNE 2019 – APRIL 2020

The City of West Fargo and the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have partnered to identify and prioritize short-term and long-range planning using Ninth Street E., from 13th Avenue E. to 12th Avenue NE in West Fargo.

The transportation study will evaluate alternatives for cars, bicycles, pedestrians, freight and transit travel along the corridor based on the needs and wishes of all stakeholders.

#### Project Background

The Ninth Street corridor is an important north-south transportation corridor through the City of West Fargo. The last corridor study was conducted in 2012 and focused on the anticipated growth south of Main Avenue. This year's study will evaluate freight movements, access management, and bicycle and pedestrian connectivity north of Main Avenue.

The Ninth Street E. corridor study area is broken into two very distinct roadways, separated by Main Avenue and bisected by two important minor arterials, one main arterial and one collector roadway: Seventh Avenue NE, 12th Avenue NE, 13th Avenue E. and Seventh Avenue E. respectively.

- South of Main Avenue, Ninth Street is a three-lane urban roadway surrounded by residential and institutional development including West Fargo City Hall, Police Department and West Fargo High School.
- North of Main Avenue, Ninth Street is a two-lane rural roadway surrounded by industrial and agricultural properties, with an at-grade railroad crossing. The City of West Fargo has designated this as part of its truck route network.

Metro Area Transit (MATBUS) serves a portion of this section of the corridor with its Route 20.

Neighborhoods adjacent to or near the corridor include Main Avenue, East Main, Brookwood, Berger, Somerset, Meyer and North Industrial Park.

The roadway is currently classified as a minor arterial, with average daily traffic ranging from 2,825 to 12,205 vehicles per day within the study area, which exceeds the 2035 predictions included in the 2012 corridor study. The corridor also intersects Main Avenue, a principal arterial with average daily traffic of 16,410 vehicles per day.

#### Project Objective

The final study report will identify a recommended set of potential short-term and long-term solutions for current and anticipated travel to adjacent land uses along the corridor.

The recommendations to West Fargo City Commission and community may include:

- Intersection/access control options
- Pedestrian improvements south of main to address the safety concerns
- A new 3-lane option north of main to accommodate the truck/industrial traffic

#### Online Survey

Point your phone camera to access the survey link!





North Corridor



South Corridor

## Project Timeline

**June 2019:** First Public Meeting

**November 2019:** Corridor Study Limits Extended

**December 2019 - February 2020:** Alternatives Developed

**March - April 2020:** Presentations of Recommendations to City Boards/Committees

**March-April 2020:** Final Study Report

## FREQUENTLY ASKED QUESTIONS

### What is a corridor study?

A transportation corridor study takes a focused look at current and future needs of all types of users and stakeholders for a specified roadway, or corridor, through the City of West Fargo. Using a combination of data and public input, the study process identifies needs, issues, alternatives, benefits and constraints to guide future project programming.

### Why are you asking for public input?

Input on how the roadway is used and improvements the public would like to see will help guide potential short-term and long-term

planning for this corridor. The input will be used to guide the final recommendations for the Ninth Street E. corridor.

### What other studies will be reviewed and incorporated into this work?

Recent studies that will be incorporated and vital to shaping alternatives include the West Fargo 2.0 Comprehensive Plan, the 2012 Ninth Street/Veterans Boulevard corridor study, the 2040 Long-Range Transportation Regional Freight Plan, and Metropolitan Bicycle and Pedestrian Plan.

Written statements or comments about the project must be sent to Apex Engineering Group, Attn: Brent Muscha  
4733 Amber Valley Parkway South, Fargo, ND 58104 or emailed to [Brent.Muscha@apexenggroup.com](mailto:Brent.Muscha@apexenggroup.com) with  
"Public Meeting" in the e-mail subject heading.

Visit [fmmetrocog.org](http://fmmetrocog.org) for more information.



# SHARE YOUR VOICE

## Ninth Street E. Corridor Study

### Shape West Fargo's Ninth Street E. at Thursday, Jan. 30, Open House

How can Ninth Street E. improve to support your business needs - share input! Due to population growth and increased traffic, the City of West Fargo needs to make improvements along the Ninth Street E. corridor from 13th Avenue E. to 12th Avenue NE. Together with planning partners Apex Engineering Group and Fargo-Moorhead Metro COG, we are inviting businesses and the community to attend an open house 3:30 – 5:30 p.m. Thursday, Jan. 30, to share your input on potential designs for these necessary roadway and pedestrian improvements.

The improvement areas for Ninth Street are broken up into the following segments:

- Segment 1 Alternatives – 13th Ave E. – 7th Ave E.
- Segment 2 Alternatives – 7th Ave E. – Main Ave
- Segment 3 Alternatives – Main Ave – 12th Ave NE.

Changes that will be open for your input include points of access to enter and exit the road, design of the intersections, increased pedestrian paths and accommodations for freight and transit. This input will be used to help guide the final recommendations submitted to City of West Fargo staff for future implementation.

Attendees can be entered to win one of four \$25 gift cards from Family Fare Supermarket, Casey's General Store or Red-Carpet Car Wash by completing the corridor survey at the meetings. Winners will be selected in February after the survey has closed for comment.

### Event details:

Open house format with representatives available to answer questions

**Time:** 3:30 – 5:30 p.m. Thursday, Jan. 30

**Location:** Terracon: 860 9th St. NE, Unit K, West Fargo, ND

### About the Ninth Street E. corridor

Ninth Street E. is an important north-south transportation corridor for all modes of transportation through the City of West Fargo. The corridor is bisected by five important roadways: 12th Avenue NE, Seventh Avenue NE, Main Avenue, Seventh Avenue E. and 13th Avenue E.

### Submit your comments

Written statements or comments about the project must be sent to the City of West Fargo's planning consultant Apex Engineering Group. Attn: Brent Muscha 4733 Amber Valley Parkway South, Fargo, ND 58104 or emailed to [Brent.Muscha@apexenggroup.com](mailto:Brent.Muscha@apexenggroup.com) with "Public Meeting" in the email subject heading



Apex Engineering Group  
4733 Amber Valley Parkway South, Fargo, ND 58104

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Visit [fmmetroco.org](http://fmmetroco.org) for more information.



The City of West Fargo and the Fargo-Moorhead Metropolitan Council of Governments (Metro COG) have partnered to identify and prioritize short and long-term planning based on public input for the Ninth Street E. corridor from 13<sup>th</sup> Avenue E. to 12<sup>th</sup> Avenue NE in West Fargo.

Design concepts and improvement options for motorist and pedestrian travel through the corridor are ready for public review. Input from this open house meeting and the survey will be used to help guide the final recommendations submitted to City of West Fargo staff for future implementation. This is the public's final opportunity to share their thoughts about how these options could aide future use of this corridor.

MATBUS serves a portion of this section of the corridor with Route 20 for the neighborhoods of Main Avenue, East Main, Brookwood, Berger, Sommerset, Meyer, and North Industrial Park adjacent to or near the corridor.

**GIFT CARD DRAWING!** By attending and completing the corridor survey at the open house Monday evening, you can be entered into winning one of four \$25 gift cards from Family Fare Supermarket, Casey's General Store or Red-Carpet Car Wash. Winners will be selected in February after the survey has closed for comment.

### **COME SHARE YOUR IDEAS!**

**Event Details:** Open house format with representatives available to answer questions

**Time:** 4-6 p.m., Monday, Jan. 20

**Location:** Grand Foyer, West Fargo City Hall (800 Fourth Ave. E., West Fargo, ND)

**Parking:** Please park and enter on the north side of the building.

For more information, visit Metro COG Facebook [Event Page](#) or [FMmetroco.org](http://FMmetroco.org).

# SHARE YOUR VOICE

Ninth Street E. West Fargo Corridor Transportation Study





## PAID SOCIAL MEDIA ANALYTICS

### City of West Fargo Facebook Page

#### Event Boost

- ... 28 Event Responses
- ... 6,840 People Reached
- ... \$100 Spent
- ... \$3.56 Cost Per Result

### Metro COG Facebook Page

#### Event Boost

- ... 10 Event Responses
- ... 6,214 People Reached
- ... \$100 Spent
- ... \$7.93 Cost Per Result

### City of West Fargo Facebook Page

#### Survey Link/Gift Card Drawing Boost

- ... 668 Post Engagements
- ... 11,928 People Reached
- ... \$100 Spent
- ... \$0.14 Cost Per Result

*(Note: The Cost Per Result for event page boosts are higher because the objective was "event responses" where the objective for the gift card drawing boost was "traffic;" City of West Fargo Twitter account was also leveraged with organic copy)*

## SOCIAL MEDIA HIGHLIGHT

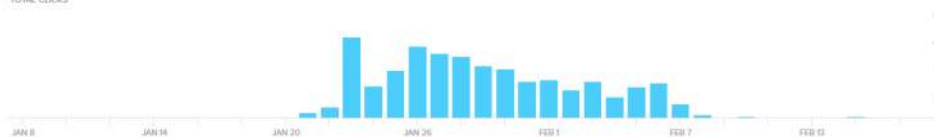
- ... Survey Bit.ly URL had 515 clicks

West Fargo 9th Street Corridor Study -Transportation Improvements Survey

[https://www.surveymonkey.com/r/WF\\_9th\\_Street\\_Survey](https://www.surveymonkey.com/r/WF_9th_Street_Survey)

[bit.ly/WestFargoNinthStreet](https://bit.ly/WestFargoNinthStreet) COPY SHARE EDIT

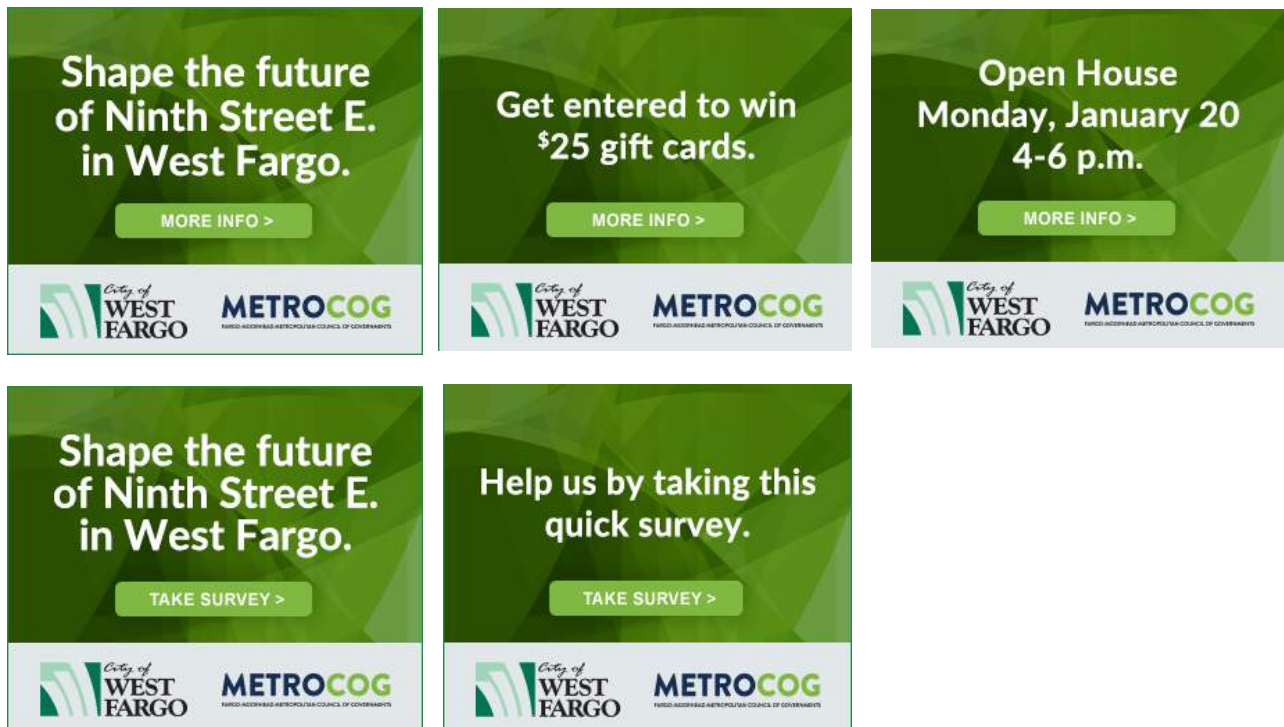
515 all-time  
TOTAL CLICKS



## PAID MEDIA GEO-FENCING ANALYTICS

The geo-fence campaign served two different ads with copy for, 1.) OPEN HOUSE AWARENESS; and 2.) LIVE SURVEY. In total, 93,750 impressions were available for traffic in and out of the virtual fence along Ninth Street E between 13th Avenue to 12th Avenue intersections.

- ... Total Impressions: 93,748
- ... Survey Creative Average CTR: 0.11%
- ... Best performing day: Feb 7
- ... Survey Creative Click Totals: 84 clicks
- ... Open House Creative Click Totals: 24 clicks



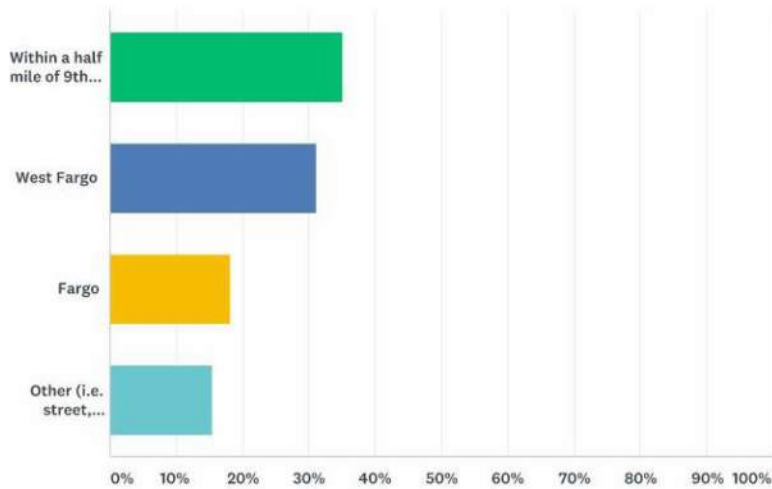
*(Note: The geo-fencing ads are served as GIF files across the FCC digital network and have multiple panels of copy as shown above)*

Appendix C  
Online Survey Summaries

# SURVEY #1

## Q1 Where do you live?

Answered: 77 Skipped: 0

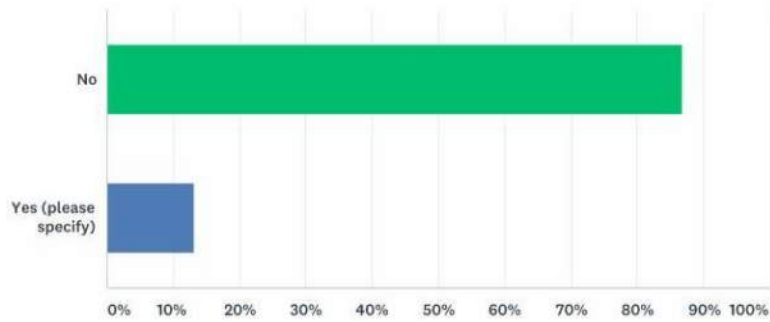


ANSWER CHOICES	RESPONSES
Within a half mile of 9th Street	35.06% 27
West Fargo	31.17% 24
Fargo	18.18% 14
Other (i.e. street, neighborhood, city)	15.58% 12
<b>TOTAL</b>	<b>77</b>

#	OTHER (I.E. STREET, NEIGHBORHOOD, CITY)	DATE
1	7th ave west	6/28/2019 5:24 PM
2	Reiles Acres	6/27/2019 5:43 PM
3	4th Ave	6/25/2019 6:04 PM
4	Glyndon MN	6/24/2019 10:30 PM
5	Moorhead	6/23/2019 7:45 PM
6	Mapleton	6/23/2019 1:00 PM
7	Reile's Acres	6/23/2019 5:13 AM
8	Casselton	6/22/2019 9:55 AM
9	Horace	6/22/2019 8:58 AM
10	Grand Forks	6/21/2019 7:05 AM
11	Live about 1 mile from the area,	6/20/2019 5:59 PM
12	Reile's Acres	6/19/2019 3:29 PM

## Q2 Is your place of work along or near the corridor?

Answered: 76 Skipped: 1

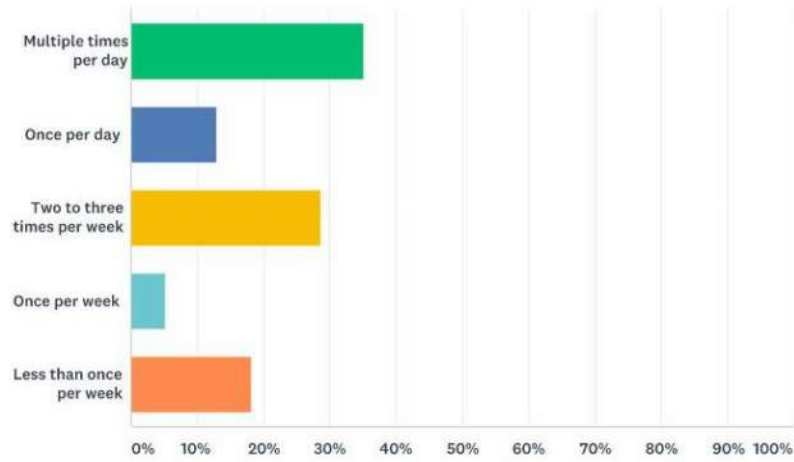


ANSWER CHOICES	RESPONSES	
No	86.84%	66
Yes (please specify)	13.16%	10
<b>TOTAL</b>		<b>76</b>

#	YES (PLEASE SPECIFY)	DATE
1	West Fargo High School	6/29/2019 6:17 PM
2	Marvin research and development center	6/27/2019 5:43 PM
3	Irrelevant	6/27/2019 11:25 AM
4	Moore engineering	6/26/2019 4:05 PM
5	O	6/20/2019 5:59 PM
6	SWEN Products	6/20/2019 7:55 AM
7	Just north of the roundabout	6/19/2019 3:55 PM
8	Work from home	6/19/2019 1:53 PM
9	WFHS	6/19/2019 11:39 AM
10	WFPS	6/19/2019 11:37 AM

### Q3 How often do you travel 9th Street?

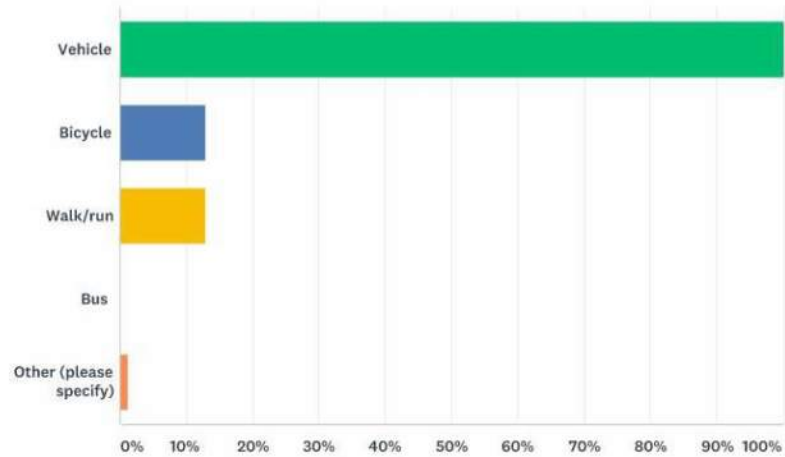
Answered: 77 Skipped: 0



ANSWER CHOICES	RESPONSES	
Multiple times per day	35.06%	27
Once per day	12.99%	10
Two to three times per week	28.57%	22
Once per week	5.19%	4
Less than once per week	18.18%	14
TOTAL		77

### Q4 How do you travel along 9th Street? (select all that apply)

Answered: 77 Skipped: 0

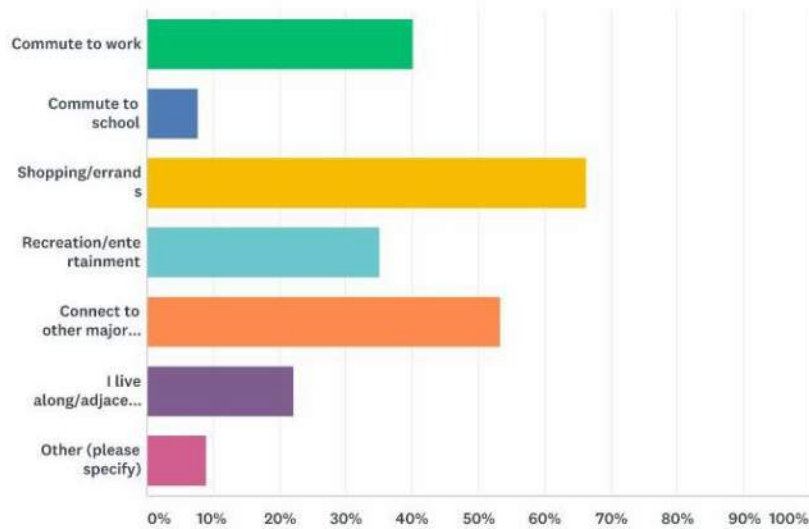


ANSWER CHOICES	RESPONSES
Vehicle	100.00% 77
Bicycle	12.99% 10
Walk/run	12.99% 10
Bus	0.00% 0
Other (please specify)	1.30% 1
Total Respondents: 77	

#	OTHER (PLEASE SPECIFY)	DATE
1	Semi	6/19/2019 3:55 PM

## Q5 What are your primary reasons for traveling on 9th Street? (check all that apply)

Answered: 77 Skipped: 0



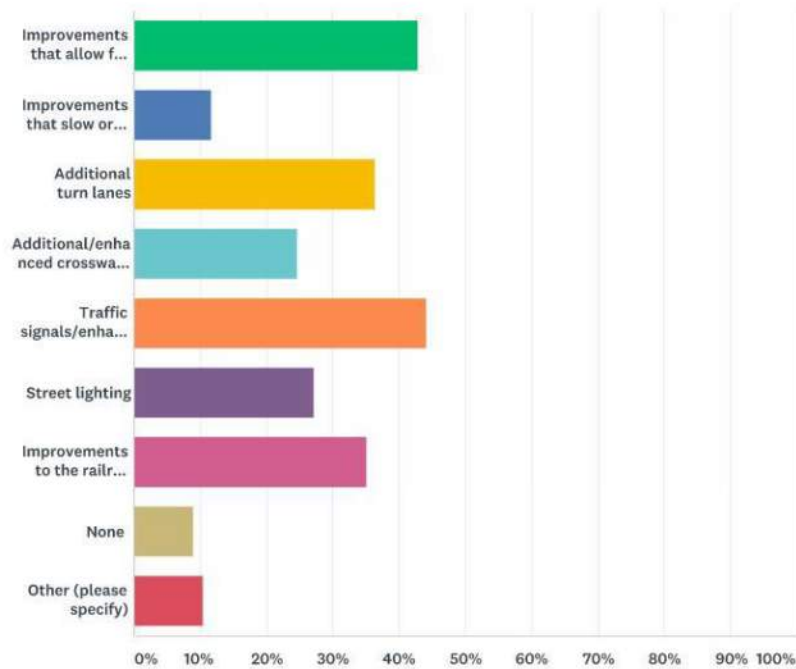
ANSWER CHOICES	RESPONSES
Commute to work	40.26% 31
Commute to school	7.79% 6
Shopping/errands	66.23% 51
Recreation/entertainment	35.06% 27
Connect to other major east-west roadways (E.g. Main Avenue, 13th Avenue E, I-94)	53.25% 41
I live along/adjacent to the corridor	22.08% 17
Other (please specify)	9.09% 7
Total Respondents: 77	

#	OTHER (PLEASE SPECIFY)	DATE
1	Daughter attends dance class off of 9th St	7/1/2019 5:49 AM
2	Visit family	6/26/2019 6:36 PM
3	Family and friends in that area	6/23/2019 1:00 PM
4	Occasional work meetings	6/23/2019 6:08 AM
5	To get to the airport	6/20/2019 10:27 AM
6	My pickup and delivery route.	6/19/2019 3:55 PM
7	family	6/19/2019 1:07 PM



## Q6 What roadway or safety improvements do you feel are needed along 9th Street? (select all that apply)

Answered: 77 Skipped: 0



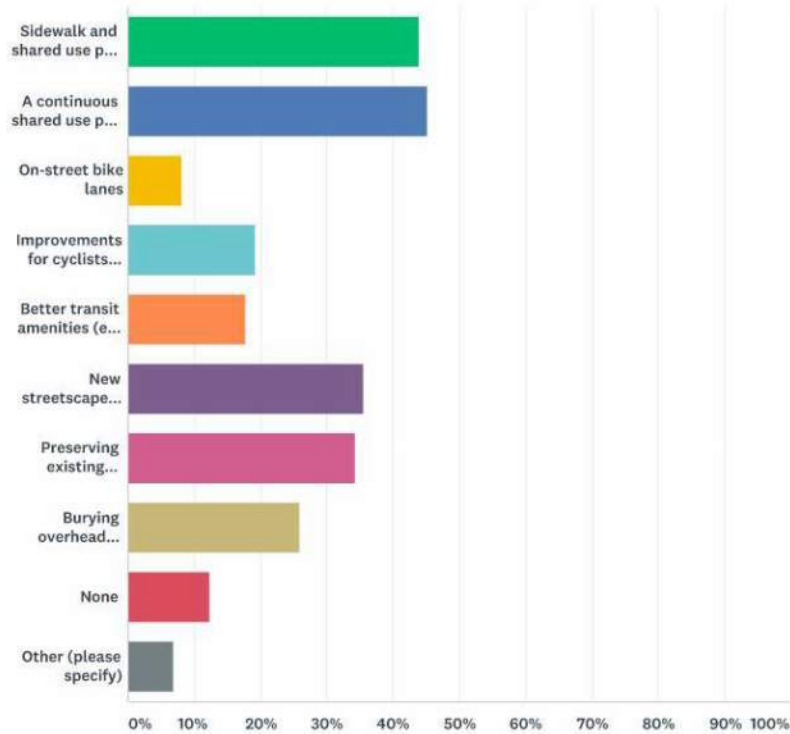
ANSWER CHOICES	RESPONSES
Improvements that allow for quicker travel through the corridor	42.86% 33
Improvements that slow or calm traffic through the corridor	11.69% 9
Additional turn lanes	36.36% 28
Additional/enhanced crosswalk pavement markings	24.68% 19
Traffic signals/enhanced intersection controls	44.16% 34
Street lighting	27.27% 21
Improvements to the railroad crossing between 7th Avenue NE and Main Avenue	35.06% 27
None	9.09% 7
Other (please specify)	10.39% 8
Total Respondents: 77	

#	OTHER (PLEASE SPECIFY)	DATE
---	------------------------	------

1	Don't paint the lines on the street after school starts, it is terrible timing. Do so that it can all be completed before schools start and not during days that schools have open house. Do not put bike lanes on the street	6/28/2019 10:48 PM
2	I can't understand why there are no turning signals for this terrible busy street. A person can be sitting through multiple green lights	6/25/2019 6:04 PM
3	the sidewalks between main and Somerset suck, both sides	6/23/2019 9:30 PM
4	Stop making improvements that make it worse.	6/20/2019 9:26 PM
5	Fix the timing on the lights...so brutal	6/19/2019 7:18 PM
6	Wider road	6/19/2019 3:55 PM
7	It's nearly impossible to turn left onto 9th St without a stop light.	6/19/2019 12:42 PM
8	Widen the road	6/17/2019 8:04 PM

Q7 What multi-modal (bicycle/pedestrian/transit) or aesthetic improvements do you feel would enhance 9th Street? (select all that apply)

Answered: 73 Skipped: 4



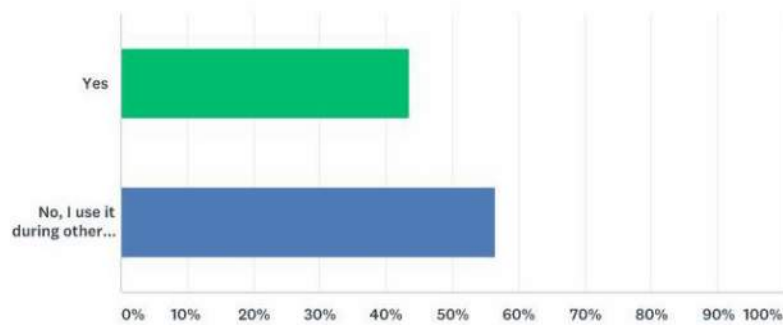
ANSWER CHOICES	RESPONSES
Sidewalk and shared use path upkeep/improvements south of Main Avenue	43.84% 32
A continuous shared use path (walking, bicycling, etc.) north of Main Avenue	45.21% 33
On-street bike lanes	8.22% 6
Improvements for cyclists and pedestrians at the railroad crossing between 7th Avenue NE and Main Avenue	19.18% 14
Better transit amenities (e.g. transit shelters, benches) for MATBUS users (adjacent to the corridor)	17.81% 13
New streetscape improvements (e.g. lighting, landscaping, seating, special sidewalk paving, public art/sidewalk art)	35.62% 26
Preserving existing boulevard trees	34.25% 25
Burying overhead electric power lines	26.03% 19
None	12.33% 9
Other (please specify)	6.85% 5

Total Respondents: 73

#	OTHER (PLEASE SPECIFY)	DATE
1	Do NOT put bike lanes on the street on 9th this will get kids killed. I have seen a close miss on 9th & 7th.	6/28/2019 10:48 PM
2	please get rid of the overhead powerlines, please	6/23/2019 9:30 PM
3	You really screwed up 13th and 9th. Intersection	6/20/2019 9:26 PM
4	Better pedestrian protection at 10th Ave S and 9th street	6/19/2019 5:16 PM
5	Cut back on the sign use, you don't need a no parking sign on every tree trunk and lamppost out there. And those No motor vehicle signs are dumb too. Obviously people know to not drive on sidewalks.	6/19/2019 12:58 PM

### Q8 Do you travel 9th Street primarily during the morning and afternoon rush hours?

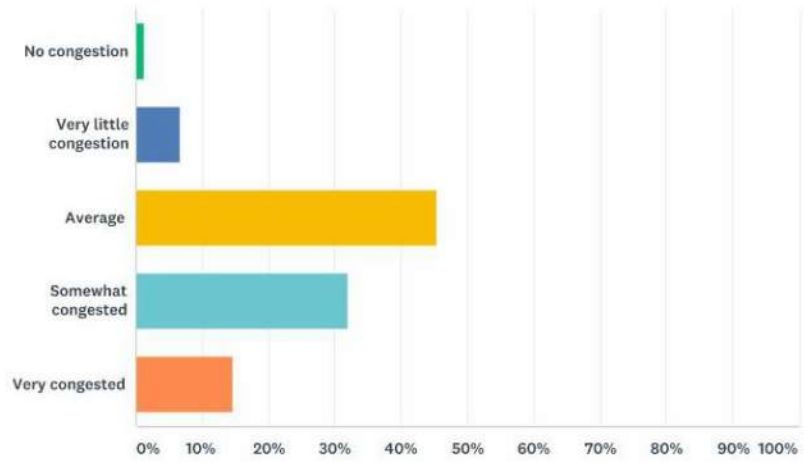
Answered: 76 Skipped: 1



ANSWER CHOICES	RESPONSES
Yes	43.42% 33
No, I use it during other times of the day/week	56.58% 43
TOTAL	76

## Q9 How would you rank congestion on 9th Street?

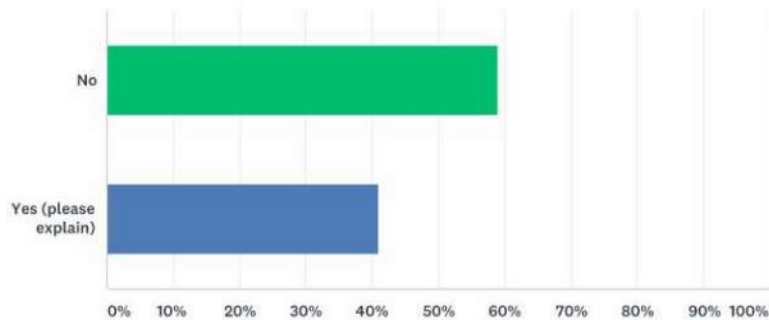
Answered: 75 Skipped: 2



ANSWER CHOICES	RESPONSES	
No congestion	1.33%	1
Very little congestion	6.67%	5
Average	45.33%	34
Somewhat congested	32.00%	24
Very congested	14.67%	11
TOTAL		75

## Q10 Are there any intersections or portions of 9th Street that you have safety concerns with?

Answered: 73 Skipped: 4



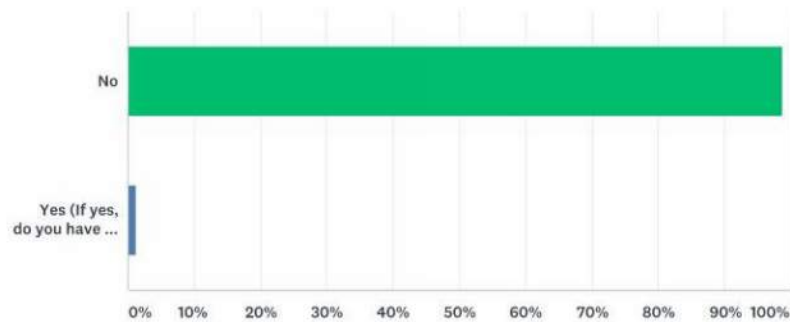
ANSWER CHOICES	RESPONSES	
No	58.90%	43
Yes (please explain)	41.10%	30
<b>TOTAL</b>		<b>73</b>

#	YES (PLEASE EXPLAIN)	DATE
1	South of 13th Avenue way too congested, often at a standstill	7/1/2019 5:49 AM
2	9th Street and 10th Avenue- students are constantly dodging cars at the crosswalk because people do not stop for them	6/29/2019 6:17 PM
3	Prarie Parkway, South of the section you are discussing.	6/28/2019 6:52 PM
4	10th ave is hard to cross and coming out of family fare can be difficult also.	6/28/2019 3:51 PM
5	7th AVE main ave	6/27/2019 9:18 PM
6	All of them	6/25/2019 6:04 PM
7	Main & 9th needs a turn signal to turn west onto main	6/25/2019 3:23 PM
8	Crossing at 10th Avenue or making left turn.	6/25/2019 10:16 AM
9	It's not within the specified area being talked about, but the intersection at 10th Ave is a definite concern during morning and afternoon/evening rush hours.	6/25/2019 9:26 AM
10	All	6/24/2019 10:30 PM
11	10th Avenue. Lot of cars wait for left turn for a significant amount of time.	6/24/2019 9:15 PM
12	7th Ave by the high school	6/24/2019 6:56 PM
13	4th Ave S could use pedestrian/crosswalk upgrades	6/23/2019 7:45 PM
14	Main ave intersection with no arrow leads to cars running red, sticking out into traffic for long times	6/23/2019 1:00 PM
15	None	6/23/2019 11:20 AM
16	The intersection next to the high school always makes me nervous that kids might be around and not paying attention	6/22/2019 9:33 PM
17	13th Ave. S. and about a block either side of 13th. Also in the area of the schools.	6/22/2019 2:04 PM
18	9th Street and 4th Ave - School Crossing	6/21/2019 7:24 AM

19	Lights and timing at 13th ave south is very screwed up. Way to long on green light for 13th ave. south moving east. Bad turn lanes...	6/20/2019 9:26 PM
20	The round about on 12th....stupid to have one there with all the semis that use that intersection....slows things down	6/20/2019 5:59 PM
21	9th and Interstate 94 at evening rush hour...Large number of cars going south on 9th from interstate and 9th. Some days backs up past Cheney Middle School	6/20/2019 7:55 AM
22	32nd ave s -	6/19/2019 9:18 PM
23	10th Ave South intersection and the 7th ave railway crossing	6/19/2019 5:16 PM
24	No one follows the speed limit. It's very frustrating when you live along that road.	6/19/2019 1:25 PM
25	9th and 4th Ave gets a lot of traffic , i would like to see that intersection ADA compliant and consider a bus turnout addition there since bus riders frequently get on and off at that stop by the trailer park.	6/19/2019 12:58 PM
26	Turning left from 10th to go north on 9th. There is no traffic light but constant traffic and a crosswalk without lights.	6/19/2019 12:42 PM
27	The intersection by Cheney Middle School. It gets very congested, after school and rush hour. Multiple times I have seen children almost get hit crossing in the crosswalk.	6/19/2019 12:13 PM
28	The intersection just south of WFHS (by Moore engineering) needs a traffic light	6/19/2019 11:39 AM
29	4th ave- children crossing to the schools there.	6/19/2019 11:37 AM
30	Just north of 94 by the school, congested during school start/end times, not safe for kids walking or biking to school	6/19/2019 11:32 AM

### Q11 Do you operate as a freight carrier?

Answered: 75 Skipped: 2



ANSWER CHOICES	RESPONSES
No	98.67% 74
Yes (If yes, do you have any specific freight-related concerns or issues with the current roadway or intersections?)	1.33% 1
<b>TOTAL</b>	<b>75</b>

#	YES (IF YES, DO YOU HAVE ANY SPECIFIC FREIGHT-RELATED CONCERNS OR ISSUES WITH THE CURRENT ROADWAY OR INTERSECTIONS?)	DATE
1	Make sure truck routes are truck accessible.	6/19/2019 3:55 PM

## Q12 What is the most important issue(s) you believe should be addressed along the 9th Street corridor?

Answered: 42 Skipped: 35

#	RESPONSES	DATE
1	Leave it alone	6/30/2019 5:51 PM
2	Student safety (both LE Berger and WFHS)	6/29/2019 6:17 PM
3	Access to it.	6/28/2019 6:52 PM
4	That the intersection signal be more synced.	6/28/2019 3:51 PM
5	Traffic congestion and preserving the trees and green space	6/28/2019 3:21 PM
6	My idea is....	6/27/2019 12:24 PM
7	Lighting	6/27/2019 11:25 AM
8	Speeding	6/26/2019 6:36 PM
9	None	6/26/2019 4:05 PM
10	Turn lanes	6/26/2019 2:29 PM
11	Arrows for turning. Red light runners	6/25/2019 6:04 PM
12	Traffic light at 10th Avenue.	6/25/2019 10:16 AM
13	Flow of traffic during rush hours	6/25/2019 9:26 AM
14	Speed	6/24/2019 10:30 PM
15	Traffic light at 10th avenue	6/24/2019 9:15 PM
16	Traffic light on 9th and 13 Ave is too long	6/24/2019 6:56 PM
17	main and 9th can be difficult to get out of gas station. Not sure how you could fix that.	6/23/2019 9:30 PM
18	Better crosswalks and pedestrian crossings	6/23/2019 7:45 PM
19	Main ave intersections needs turning arrows	6/23/2019 1:00 PM
20	Current traffic flow is pretty steady in terms of side streets accessing 9th street, that should not be impeded by adding extra barriers. Better landscaping to add trees and make it less harsh, blank concrete would be a big improvement	6/23/2019 11:55 AM
21	None	6/23/2019 11:20 AM
22	Improved traffic flow without compromising pedestrian safety.	6/22/2019 2:04 PM
23	better biking access on 9th Street North of Main Ave to 12th Ave N	6/21/2019 7:24 AM
24	Getting lights timed better. Tear out the turn lanes you did at 9th and 13th ave south. Such a mess after you redid it. THINK for Gods sake,,,	6/20/2019 9:26 PM
25	Don't install any more roundabouts....stupid things!	6/20/2019 5:59 PM
26	Speed--people drive WAY too fast.	6/20/2019 10:27 AM
27	The hump at the intersection for 9th and 15th Ave E....Possible 3 lanes each side from 12th Ave S to 32nd Ave S	6/20/2019 7:55 AM
28	Additional turn lanes going east on 17th- it gets jam packed during peak travel times and travel is beyond congested, backed up to 4th ave sometimes and slow	6/19/2019 9:19 PM
29	Timing of lights....terrible	6/19/2019 7:18 PM
30	Congestion	6/19/2019 6:06 PM
31	Railway crossing	6/19/2019 5:16 PM



32	Wider lanes	6/19/2019 3:55 PM
33	Bike and pedestrian lane	6/19/2019 3:29 PM
34	Increased traffic, especially at rush hours	6/19/2019 1:53 PM
35	SPEED LIMIT!	6/19/2019 1:25 PM
36	Railroad crossing seems dangerous. A roundabout at 7th Ave would be nice for traffic flow. Overall, make it walking and biking friendly.	6/19/2019 12:58 PM
37	10th & 9th intersection	6/19/2019 12:42 PM
38	Safety	6/19/2019 12:13 PM
39	Increased traffic flow.	6/19/2019 11:56 AM
40	Speed up the flow, time the lights better, add some turn lanes	6/19/2019 11:32 AM
41	NO Special Assessments NO bulb-outs Do not do anything with a plan that will end up undoing the work years later (i.e. narrow road after widening it, like Sheyenne). NO wasteful spending, i.e. higher contractor costs due to city passing on the cost to tax payers via specials	6/19/2019 6:06 AM
42	Busses for employees with shelter to wait for busses. And turning lanes.	6/17/2019 7:41 PM

**Q13 If you would like to know about project updates, please provide your contact information below:**

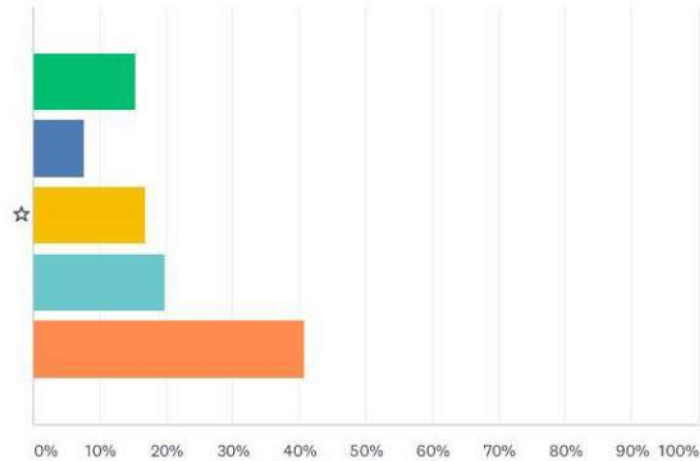
Answered: 18 Skipped: 59

ANSWER CHOICES	RESPONSES	
Name	94.44%	17
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	94.44%	17
Phone Number	0.00%	0

## Survey #2

### Q1 Alternative 1A: Preserve 4-lane roadway with shared left turn lane.

Answered: 280 Skipped: 18

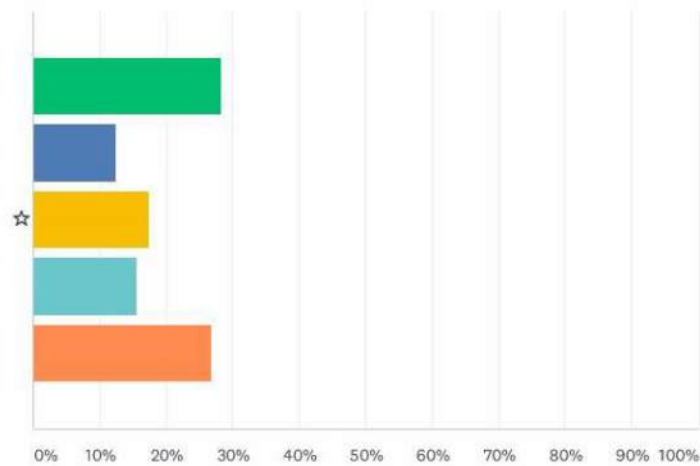


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	15.36%	7.50%	16.79%	19.64%	40.71%	280	3.63
	43	21	47	55	114		

### Q2 Alternative 1B: Install a 3/4 raised median with directional left turn lane bays at Prairie Pkwy.

Answered: 277 Skipped: 21

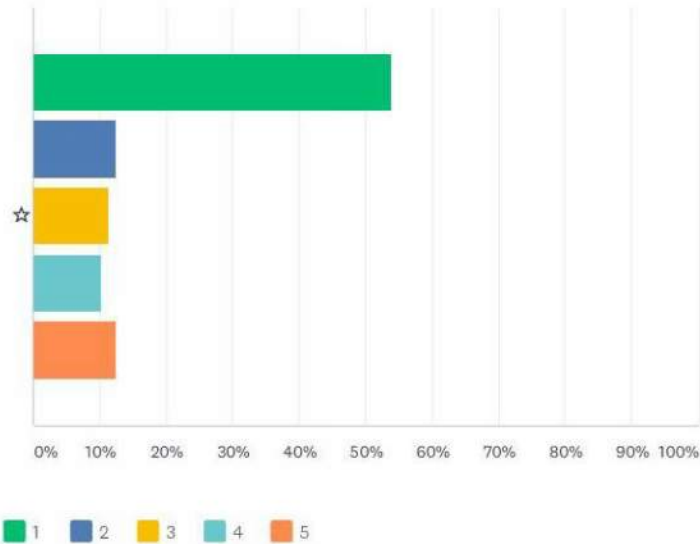


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	28.16%	12.27%	17.33%	15.52%	26.71%	277	3.00
	78	34	48	43	74		

### Q3 Alternative 1C: Install a full median from Meyer Blvd to 10th Avenue E.

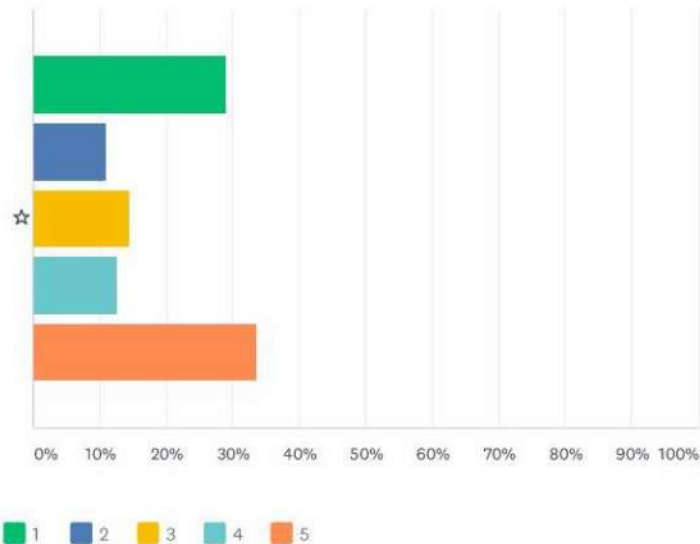
Answered: 275 Skipped: 23



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	53.82% 148	12.36% 34	11.27% 31	10.18% 28	12.36% 34	275	2.15

### Q4 Alternative 1D1: Install a four-way traffic signal (this alternative would only be implemented if/when it is warranted based on federal requirements).

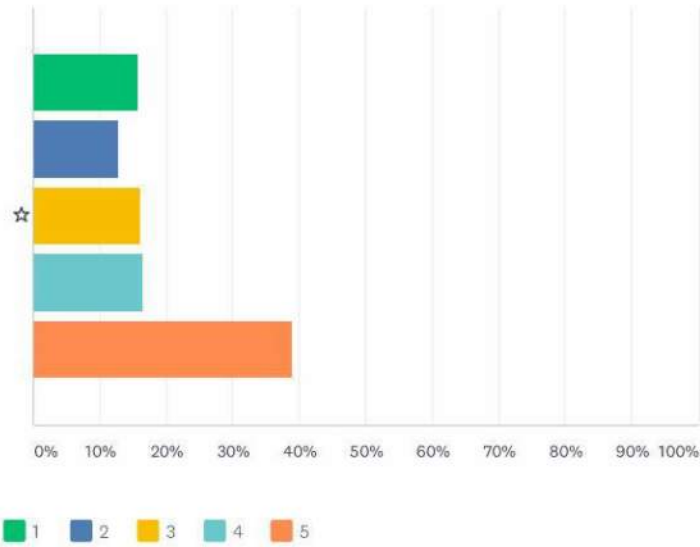
Answered: 278 Skipped: 20



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	28.78% 80	10.79% 30	14.39% 40	12.59% 35	33.45% 93	278	3.11

Q5 Alternative 1D2: If a traffic signal is not warranted, install an enhanced pedestrian crossing signal/beacon across 9th Street at 10th Avenue E.

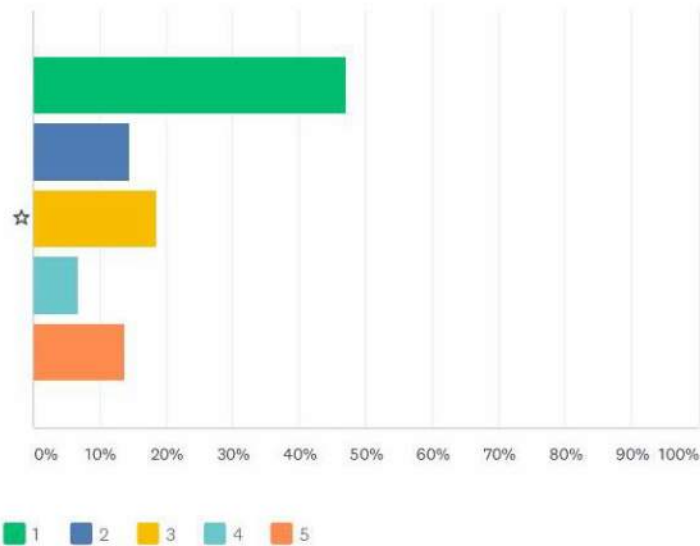
Answered: 280 Skipped: 18



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	15.71% 44	12.86% 36	16.07% 45	16.43% 46	38.93% 109	280	3.50

Q6 Alternative 1E: Install an extended median from 10th Avenue E to 7th Avenue E.

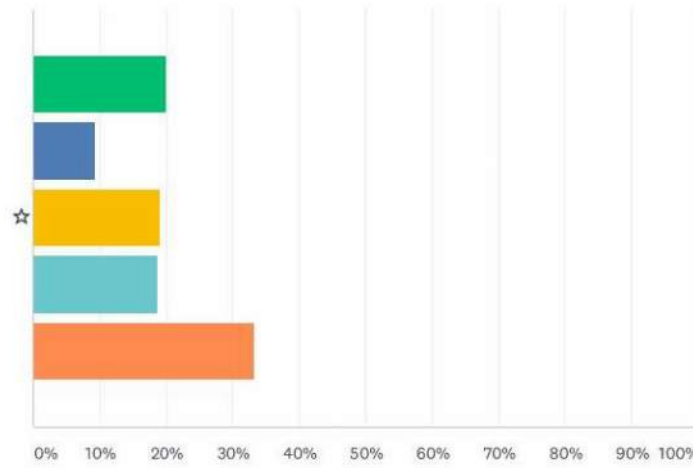
Answered: 272 Skipped: 26



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	47.06% 128	14.34% 39	18.38% 50	6.62% 18	13.60% 37	272	2.25

## Q7 Alternative 1F: Install an enhanced pedestrian crossing signal/beacon across 9th Street at 8th Avenue E.

Answered: 273 Skipped: 25



1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	19.78% 54	9.16% 25	19.05% 52	18.68% 51	33.33% 91	273	3.37

## Q8 Additional Comments on Segment 1.

Answered: 56 Skipped: 242

#	RESPONSES	DATE
1	There are already SO MANY lights going down 9th/Veterans so I would NOT like to see more. Crosswalks with the flashing lights are needed especially on a busy street like 9th.	2/8/2020 12:01 PM
2	Leave as is, no change needed.	2/6/2020 3:57 PM
3	Although alternative 1B seems very practical and would enhance safety, I worry where all of the people who made left turns there, and specifically where they are going to divert to.	2/5/2020 10:11 PM
4	This should have been planned out prior to the last rehab project. As for upgraded pedestrian crossing the little kids have to go to the stop light why can't the high school kids?	2/5/2020 7:51 PM
5	Full medians are not necessary. They also are a snow removal nightmare.	2/5/2020 7:24 PM
6	No more!!!!	2/4/2020 10:18 PM
7	need signs on intersection of Praire and 12th Ave E	2/4/2020 10:42 AM
8	At the very least, there needs to be a better ped crossing at 10th Ave. Since there's already one at 7th, it doesn't make sense to put another on 9th. People don't stop for the flashing lights when you hit the button. The lights aren't even noticeable. There needs to be something like the light by Carl Ben School on 13th Ave.	2/4/2020 5:21 AM
9	It would be helpful to know the issue(s) that have prompted the survey and additional research (accidents, neighborhood complaints, etc) and what each scenario is designed to solve. Additionally, this portion was just under construction - not having these addressed prior to that appears to be not planning and wasting taxpayer dollars	2/3/2020 9:06 PM
10	The left turn signal from 7th ave heading west turning south on 9th needs to be extended time wise. The light is way to short to properly move traffic during school hours. The flow of traffic in that area during drop off/pick up times is quite challenging. Please do not use 3/4 medians if possible, they are annoying and time consuming if trying to cross the street and make a left hand turn.	2/3/2020 8:15 PM
11	With raised medians, get icy & never plowed very well	2/3/2020 6:51 PM
12	As an owner of a car making a right hand turn onto 9th Street with snowbanks is unsafe. Would welcome a stop light on 10th Ave S especially during morning and evening commute times. It would make timing of bus routes more consistent.	2/3/2020 6:46 PM
13	Install a 4 way stop near the aquatics center/berger school to show traffic down on 7th ave east. The traffic is much too fast in this residential area and there is nothing to slow it down.	2/2/2020 9:03 AM
14	We need to figure out where the traffic that used to use Sheyenne street but will not longer use once Sheyenne St is made more narrow( as planned and not completed yet) and the where the vechiles wil go that are too wide to use Sheyenne street.. ex trucks. 9th street will have to remain a truck route or 45th st will be the only truck route left in west Fargo on this side of river. SHeynne st should also be a truck route as there are no schools on it... 9th street has a school. but with Sheyenne street diet it puts more trucks on 9th st and I hope the city never makes 7th ave a east west truck route as their are way too many schools and parks on it ... speed limit needs to be posted or reduced on 7th ave to get more vehicles directed where the city wants them on 9th st. ...also study where the cars leave the . Also consider snow removal right now the only place for the trucks to haul away snow is using 7th ave... Its ridiculous... those trucks need to use 9th street and onto 13 or main...but instead they haul after school hours till midnight through residential area and scholl areas where evening activies are and lots of winter walkers (many using street as no bikes allowed in sidewalks (people bike in winter too) and pedeatrains trying to get home quicker or avoiding snow clogged sidewalks popping onto street from behind snow banks. Cant tell in maps which side the 10 ft multiuse trail will be on?/ will it be on both sides??	1/31/2020 9:37 AM
15	Stop spending tax payers money like it's an endless bank account. You people are going to tax everyone out of town	1/30/2020 7:04 PM
16	Why this couldn't have been implemented at the time of the 2017 construction???	1/30/2020 5:34 PM
17	The city just increased specials very recently for the last round of construction on this segment. There is no excuse for needing additional construction. Install a light and everything will be fine.	1/30/2020 12:03 PM
18	Don't install medians!	1/30/2020 12:00 PM

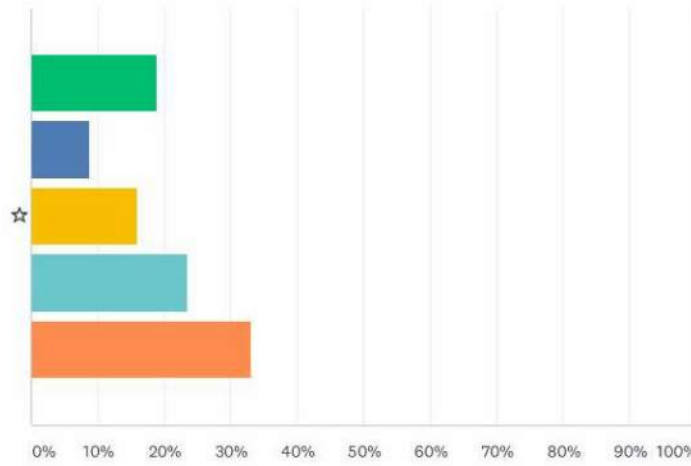
19	Not allowing left turns out of Family Fare is not reasonable. Fargo did this on 45th Avenue and I see people drive through them the wrong direction solely to turn left.	1/30/2020 11:33 AM
20	9th street can see heavy traffic during peak-hours and can also have minimal traffic during off-peak hours. If traffic lights are installed, a flashing yellow signal should be implemented during off-peak hours.	1/30/2020 11:21 AM
21	From personal experience I do not believe that "enhanced pedestrian signals" are very effective. If you want to get run over try crossing 9th street at 10th avenue most times of the day. Put in a traffic light!	1/29/2020 11:32 AM
22	Why aren't roundabouts being considered?	1/29/2020 8:16 AM
23	The median is going to make it harder for first responders to navigate when responding to calls. It seems like the city just finished redoing that roadway and I feel there are other alternatives to try before redoing the entire road over again.	1/29/2020 4:44 AM
24	When I am a pedestrian I really like to have as much space between me and moving traffic. How do these changes effect bike lanes and the ability for drivers to see and give space to bikers?	1/28/2020 1:12 PM
25	How well can snow be removed from road ways with raised medians? How much damage to they receive each winter with plows, cars not seeing them and driving over? Roads narrow already with plows unable to shift snow far enough off the roadway.	1/28/2020 10:27 AM
26	Traffic flows well through that area, I don't think any changes need to be made in terms of traffic. However, with the high school there pedestrian crossing safety needs to be a priority.	1/28/2020 7:51 AM
27	The 3/4 access at Prairie Pkwy was was brought up a couple years ago when this area was reconstructed last, but it was pulled out due to feedback from business owners. Are business owners on board with the idea now? Also, 100% agree with overhead signals at the major 9th St ped crossings in front of school. But, if putting an overhead signal at 10th Ave intersection without a four way traffic signal may be odd to drivers stopped on 10th Ave.	1/27/2020 12:46 AM
28	Project is an unneeded expense	1/26/2020 8:59 PM
29	Need a light at 10th ave. E on 9th Street.	1/26/2020 10:55 AM
30	Having a crossing at 1F seems unnecessary with crossings already at 7th Ave and 10th Ave	1/25/2020 9:52 AM
31	Do no work on this for 5 years to give tax payers a break in specials and a chance to pay off already assigned specials.	1/24/2020 5:20 PM
32	As a tax payer on Cimarron Blvd and apartment owner on 5th St. East I think it is unfair that 4 improvements on 9th street have been paid for by a small circle of properties since the whole town uses this street. If you are planing another extension out to 12th ave I am complete opposition to and so are other property owners living close to this corridor. Steve Kvamme	1/23/2020 6:53 PM
33	Do not block the crossing of 9th at 10th ave. Or make it so we cannot take a left turn onto 10th to head west when coming from the south. That is an alternate route a lot of residents take to get to their homes.	1/23/2020 3:26 PM
34	The crosswalk @ 8th ave is very dangerous with the double lane going North. The east Vehicle (going North) doesn't see ped. crossing	1/23/2020 2:55 PM
35	"Alternative 1G: Do nothing" should be an option as well as information on how this effects landowners in that area.	1/23/2020 1:16 PM
36	A signal beacon seems to be at an odd spot as there are lights at 7th Ave that they could cross at and seems silly to have 2 crossing signals a block apart.	1/23/2020 12:49 PM
37	It's tough enough to try to turn out of that area, near 1B, I would not suggest that idea. There are already enough people that go across that street. It would just cause more issues because they would try to go around the median there.	1/23/2020 12:03 PM
38	Crossing pedestrian traffic should use the controlled intersections of 7th and 13th ave. Same goes for cross traffic. Dont need to add more signals along a short corridor adding more costs and maintenance to taxpayers. Tax funds are NOT for convenience but they are for basics. Add the median in areas and call it done. Pedestrian traffic crossing anywhere but the controlled intersections should be deterred also.	1/23/2020 12:02 PM

39	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:46 AM
40	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:45 AM
41	I feel medians help with traffic flow, but in the winter they cause drifting and add to the narrowing of our roads due to snow. The problems medians cause in the winter, our worst driving season, outweigh the advantages during the other seasons. If the new Fire Department goes in on 10th Ave a traffic signal will be needed at the 9th Street and 10th Avenue intersection.	1/23/2020 10:45 AM
42	No additional roadwork is needed. Install a stoplight and the problems would be taken care of.	1/23/2020 9:15 AM
43	Something needs to be done to protect the high school students/prevent them from crossing 9th Street along the section where you have marked alternative 1E. I think the extended median will encourage students to jaywalk, crossing to the median and then again to the West side of 9th. Something needs to be done here, but a median might encourage jaywalking instead of discouraging it.	1/22/2020 4:07 PM
44	Don't change anything. I live a block off this roadway and it works just fine.	1/22/2020 2:12 PM
45	9TH ST AND 10TH AVE E IS AN ABSOLUTE NIGHTMARE INTERSECTION AND IMPOSSIBLE TO CROSS OR GET ON 9TH ST MOST TIMES. I LIVE ON 10TH AVE E, TRAFFIC IS BACKED UP PASSED MY DRIVEWAY A LOT OF THE TIME AND I'M 3 HOUSES DOWN THE BLOCK	1/22/2020 11:39 AM
46	There needs to be a light at the intersection of 10 Ave and 9th St. There is a lot of traffic here with the school and a lot of near accidents during the winter.	1/22/2020 11:38 AM
47	Raised medians at intersections need to be set back 5-10 feet from the intersections for easier left turns (example: the median at 23rd Ave and Veterans is a nightmare to negotiate a left turn).	1/22/2020 9:48 AM
48	Traffic back up's would be increased by reducing any segment of the road down to one lane. The growth of West Fargo pushes for an increase in lanes, not decrease. Right hand turn onto 13th from 9th should have a designated turning lane to ease traffic congestion.	1/22/2020 9:21 AM
49	I am not in favor of the median ideas. It is too inconvenient for snow removal and narrows the street. With more traffic we need to stop making the street narrower.	1/22/2020 9:19 AM
50	why would we need to spend money on 8th for a cross walk when there is a stop light on 7th.? stupid waste of money.	1/22/2020 9:16 AM
51	Something needs to be done at Prairie Pkwy - a lot of accidents have happened there and lets prevent any fatalities!!	1/22/2020 9:00 AM
52	I see many pedestrians try cross at 10th Street. Cars DO NOT STOP at the crosswalk for our students even when the light is flashing. It is dark in the morning when they are walking and therefore dangerous for our pedestrians.	1/21/2020 7:52 PM
53	PLEASE install a traffic signal on 9th St and 10th Ave E!!!	1/21/2020 12:49 PM
54	There needs to be a stop light at 10 1/2 Avenue. Simple common sense!	1/21/2020 12:36 PM
55	there should be no left turn out of Family Fare onto 9th going south. unsafe and traffic backs up in the lot. Meyer BLVD should not lose access as they already have access.	1/21/2020 10:46 AM
56	When the median was placed on the west side of the high school parking lot, my driveway became a turn-around for anyone needing to go south but couldn't because of the median. Turn-arounds disrupt my dog every time someone pulls in. Imagine the volume on days where there are events at the Vets Arena such as the garage sale. I end up having to place cones at the end of my driveway because of the turn-arounds. When walking it literally takes going to the stop sign on 7th Av and 9th to cross safely; otherwise, you wait forever and ever to cross. I have also witnessed one car stopping for a pedestrian but wasn't sure the second lane would stop also. Those are north-bound cars as pedestrians cross on 10th. It's scary! Vehicles do not understand the blinking, solar (which are powered most days) signs for pedestrians. This is a ticketable offense in bigger cities. Education to the public must take place.	1/20/2020 4:47 PM



Q9 Alternative 2A: Reconstruct current urban 3-lane roadway with shared left turn lane with new 10' multi-use trail.

Answered: 270 Skipped: 28

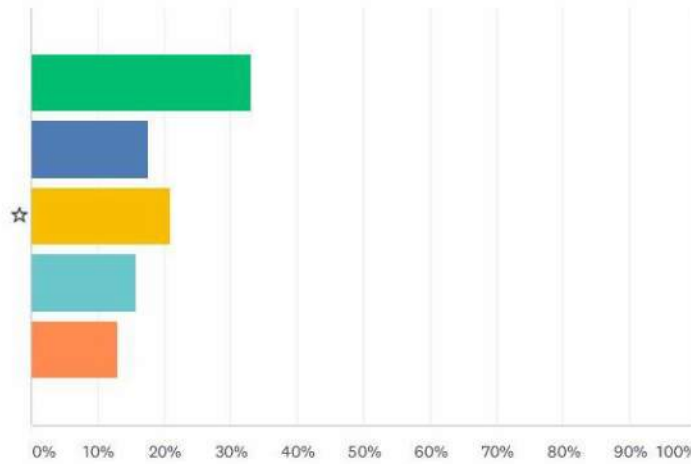


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	18.89% 51	8.89% 24	15.93% 43	23.33% 63	32.96% 89	270	3.43

Q10 Alternative 2B: Install a 3/4 raised median with directional left turn lane bays at 6th Avenue E/Sommerset Dr.

Answered: 263 Skipped: 35

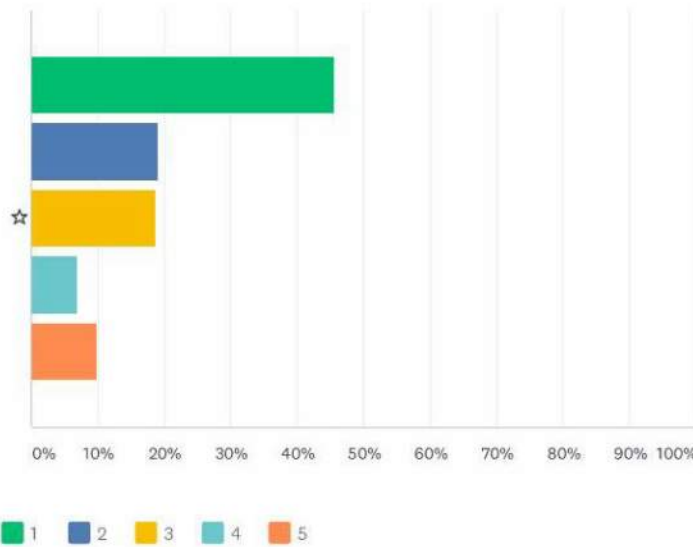


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	33.08% 87	17.49% 46	20.91% 55	15.59% 41	12.93% 34	263	2.58

### Q11 Alternative 2C: Install an extended median from 6th Avenue E/Sommerset Dr to 4th Avenue E.

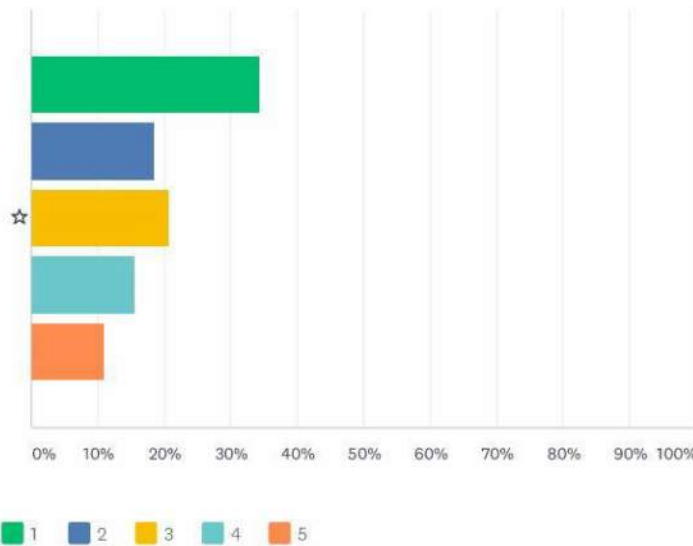
Answered: 263 Skipped: 35



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	45.63% 120	19.01% 50	18.63% 49	6.84% 18	9.89% 26	263	2.16

### Q12 Alternative 2D: Install a 3/4 raised median with directional left turn lane bay at 3rd Avenue E.

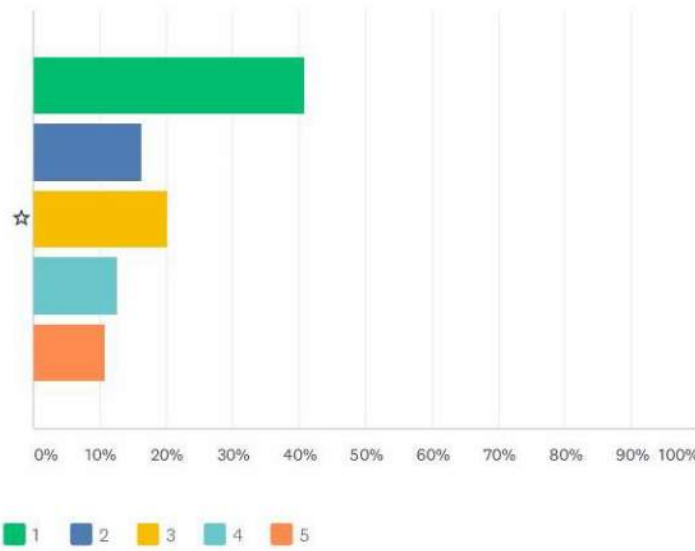
Answered: 265 Skipped: 33



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	34.34% 91	18.49% 49	20.75% 55	15.47% 41	10.94% 29	265	2.50

### Q13 Alternative 2E: Install a 3/4 raised median with directional left turn lane bay at 2nd Avenue E.

Answered: 265 Skipped: 33



	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	40.75%	16.23%	20.00%	12.45%	10.57%	265	2.36
	108	43	53	33	28		

## Q14 Additional Comments on Segment 2.

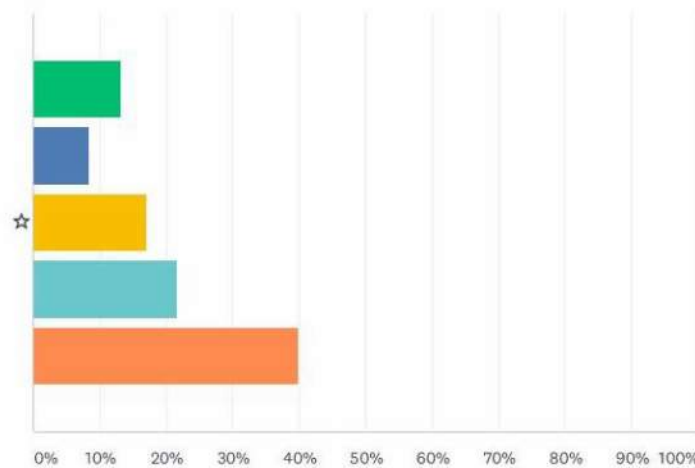
Answered: 30 Skipped: 268

#	RESPONSES	DATE
1	Leave as is. No change needed.	2/6/2020 3:57 PM
2	I personally wouldn't worry about installing medians. Maybe flashing pedestrian lights and stop bars and crosswalks at 3rd and 9th since a child gets hit almost every year.	2/5/2020 7:51 PM
3	Full medians are not necessary. They also are a snow removal nightmare.	2/5/2020 7:24 PM
4	No more taxes	2/4/2020 10:18 PM
5	It would be helpful to know the issue(s) that have prompted the survey and additional research (accidents, neighborhood complaints, etc) and what each scenario is designed to solve	2/3/2020 9:06 PM
6	2A - Yes! Allow traffic to flow at a decent rate.	2/3/2020 8:15 PM
7	They need to consider what is best for trucks ... if it gets to narrow with medians .. ask the snow haulers what works best .. they need to get snow trucks off of 7th ave and ask snowplowers what works ... where is the snow gonna go till hauled off?/ will it create a visibility problem. The less painted lines the better,... painted lines are covered in snow most of winter and people have no clue where to go or what lane to be in. Also what extra costs to maintain the 10 foot trail? will entire city be accessed taxes and specials on these 10 foot trail maintenance or just small areas?	1/31/2020 9:37 AM
8	Stop spending tax payers money like it's an endless bank account. You people will tax everyone out of town.	1/30/2020 7:04 PM
9	Don't install medians!	1/30/2020 12:00 PM
10	I do not understand where the 10' multi-use trail is on the picture.	1/30/2020 11:33 AM
11	I do not agree with 2F. That takes away more space from that business lot.	1/30/2020 2:08 AM
12	I believe the multi use path is a sound investment. This city needs to be more walkable, bike friendly.	1/28/2020 10:27 AM
13	Project is an unneeded expense	1/26/2020 8:59 PM
14	Stop spending other people's money	1/24/2020 6:15 AM
15	I think the use of all these medians and round a bouts is costly and add an additional burden on street maintenance.This heavy snow year say's it all!	1/23/2020 6:53 PM
16	All of these would force people to op y be able to make right turns when coming from the east or west to get on to 9th. This will cause a lot of problems for people who would otherwise need to make a left. This will cause more U turns and potential for greater accidents. Do not block left turns onto 9th!	1/23/2020 3:26 PM
17	"Alternative 2F: Do nothing" should be an option as well as information on how this effects landowners in that area.	1/23/2020 1:16 PM
18	there was no selection for 2F, but that seems like a good idea.	1/23/2020 12:03 PM
19	This corridor is not a problem. Traffic works just fine.	1/23/2020 12:02 PM
20	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:46 AM
21	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:45 AM
22	Same comment on medians as above	1/23/2020 10:45 AM
23	Alternative 2C makes it extremely difficult to enter certain roads unless you are going one direction or the other. This will make the road more frustrating for drivers who are not aware.	1/22/2020 4:07 PM
24	Don't do anything.	1/22/2020 2:12 PM
25	IF WE KEEP CUTTING OFF ALL TWO DIRECTIONAL TURNS, IT ADDS ADDITIONAL TRAFFIC THROUGH RESIDENTIALS AND BY GRADE SCHOOLS THAT ALREADY CAN'T HANDLE THE TRAFFIC NOW. STOP PUTTING IN MEDIAN/BARRIERS WHERE WE DON'T NEED THEM IN SMALL RESIDENTIAL OPENINGS.	1/22/2020 11:39 AM

26	Any median blocking ingress or egress from 3rd Ave is a bad idea. This will limit response times and options for entry into Brookwood for first responders.	1/22/2020 9:48 AM
27	Alternative 2F is missing	1/22/2020 9:42 AM
28	Lane increase should be consistent through this entire area. Right hand turn for 9th onto 7th should have a designated lane to reduce congestion.	1/22/2020 9:21 AM
29	medians are nice, but access to neighborhoods should not be limited.	1/21/2020 10:46 AM
30	Median crossovers just creates more traffic in the neighborhoods west of them. Those are quiet sections for the most part.	1/20/2020 4:47 PM

### Q15 Alternative 3A: Construct an urban 3-lane roadway with shared left turn lane and 10' multi-use trail.

Answered: 264 Skipped: 34

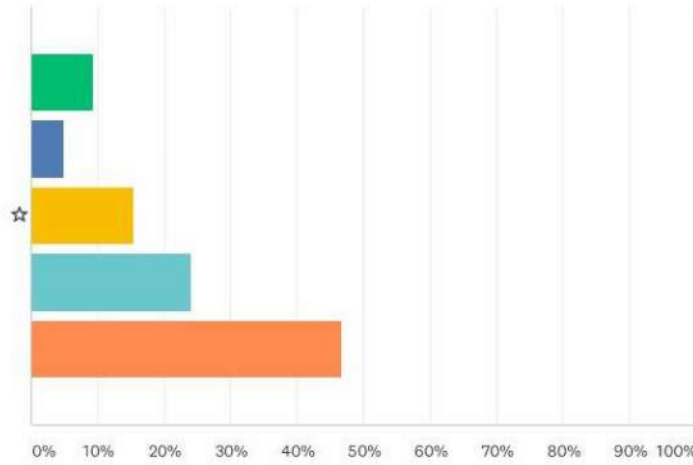


☆ 1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	13.26%	8.33%	17.05%	21.59%	39.77%	264	3.66
	35	22	45	57	105		

Q16 Alternative 3B: Reconfigure the traffic signal at Main Avenue to allow for protected/permissive (flashing yellow arrow) left turns.

Answered: 270 Skipped: 28

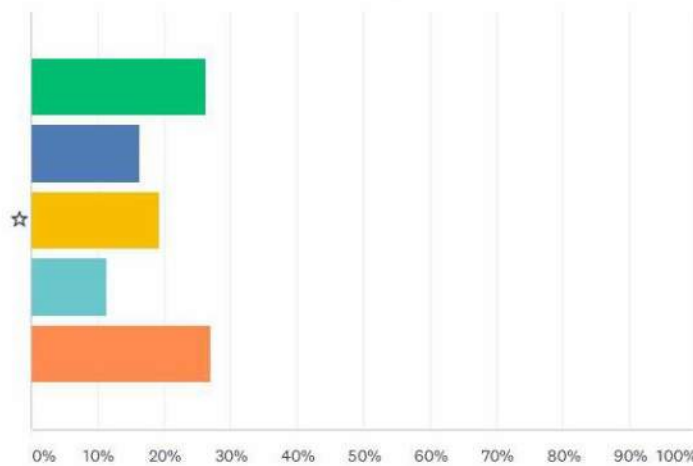


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	9.26%	4.81%	15.19%	24.07%	46.67%	270	3.94
	25	13	41	65	126		

Q17 Alternative 3C: Implement a quiet zone at the 9th Street BNSF railroad crossing.

Answered: 264 Skipped: 34

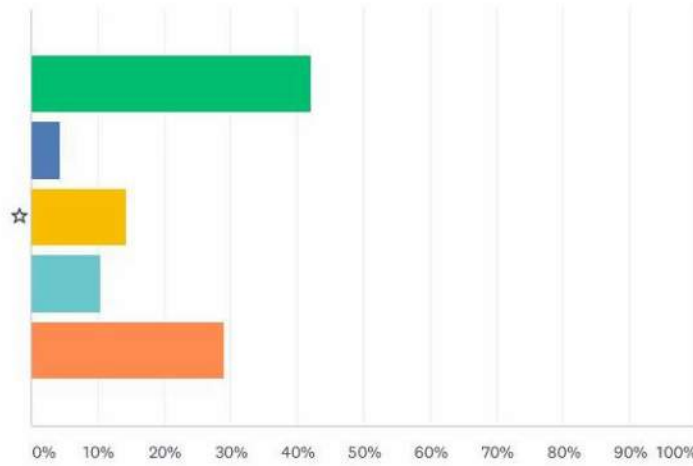


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	26.14%	16.29%	19.32%	11.36%	26.89%	264	2.97
	69	43	51	30	71		

Q18 Alternative 3D: Construct a roundabout at the intersection of 9th Street and 7th Avenue NE.

Answered: 267 Skipped: 31

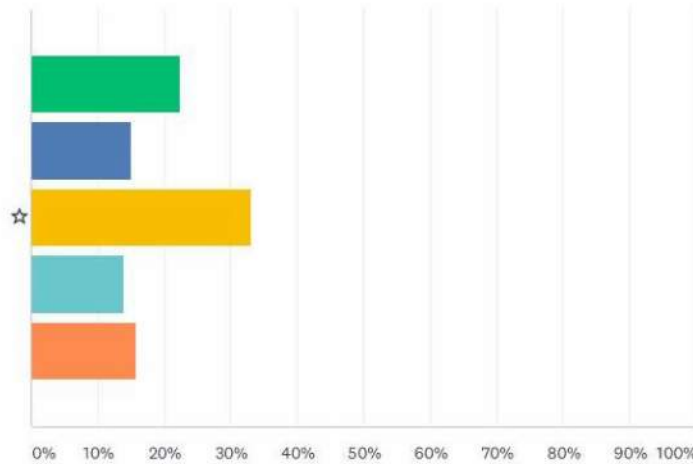


1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	41.95% 112	4.49% 12	14.23% 38	10.49% 28	28.84% 77	267	2.80

Q19 Alternative 3E: Add additional access management points at 9th Avenue and 11th Avenue E.

Answered: 260 Skipped: 38



1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	22.31% 58	15.00% 39	33.08% 86	13.85% 36	15.77% 41	260	2.86

## Q20 Additional Comments on Segment 3.

Answered: 41 Skipped: 257

#	RESPONSES	DATE
1	Leave as is, no change needed.	2/6/2020 3:57 PM
2	Do NOT install a roundabout, people have a tough enough time driving the way it is. There is also a large amount of truck traffic on main.	2/5/2020 7:51 PM
3	I'll walk	2/4/2020 10:18 PM
4	It's hard to know what would be best for this area when I'm not sure what is currently being constructed in that area. Right now I don't know that a recreation path is necessary since it's not exactly the most lovely part of town to enjoy a run through.	2/4/2020 5:21 AM
5	It would be helpful to know the issue(s) that have prompted the survey and additional research (accidents, neighborhood complaints, etc) and what each scenario is designed to solve	2/3/2020 9:06 PM
6	Try to avoid the roundabout. Winter driving sucks the way it is, if there is an accident, it stops almost ALL traffic. Roundabouts are good at keeping things flowing, but have a lot of issues with them as well.	2/3/2020 8:15 PM
7	NO MORE ROUNDABOUTS!!!!	2/3/2020 6:51 PM
8	A roundabout on 9th street and 7th ave??? Are you serious??? People drive 50 mph by our house now on 7th ave with a light that stops them. With a roundabout it will be worse!!! Where are your brains?? Try living on 7th Avenue once. If a kid or a dog accidentally gets out in the street they are dead!! We need stop signs and a permanent cop just to maintain the 25mph speed limit!! It's so dangerous and it could be rectified by police presence and stop signs. Roundabout?? Absolutely not!!	2/2/2020 9:03 AM
9	Stop spending tax payers money like it's an endless bank account. You people will tax everyone out of town.	1/30/2020 7:04 PM
10	Don't mess with the flow on Main Avenue.....	1/30/2020 5:34 PM
11	Don't construct any roundabouts!	1/30/2020 12:00 PM
12	Absolutely yes, six stars to Alternative 3B!	1/30/2020 11:52 AM
13	Due to heavy truck traffic, a roundabout should have wide turning radius. Stop making tight radius roundabouts in West Fargo.	1/30/2020 11:21 AM
14	Are roundabouts really efficient? How many accidents have happened on Main Ave in Fargo since project completion?	1/28/2020 10:27 AM
15	Not sure what the "additional access management points" at 9th Ave and 11th Ave are referring to, hard to tell a difference between the main exhibit and Alt. 3E window.	1/27/2020 12:46 AM
16	Project is an unneeded expense	1/26/2020 8:59 PM
17	Roundabouts are are preferable over stop sign or signal lights.	1/26/2020 1:10 PM
18	No more roundabouts.	1/26/2020 10:55 AM
19	Please keep in mind there are a lot of large vehicles that use this segment. Its bad enough that some semi trucks are forced to jump curbs going thru that roundabout on 12th ave north. I love the roundabout idea just as long as its truck friendly.	1/26/2020 6:40 AM
20	Do no work on this for 5 years to give taxpayers a chance to payoff the major specials you just assessed.	1/24/2020 5:20 PM
21	Stop spending money unnecessarily	1/24/2020 6:15 AM
22	What kind of idiot would put a roundabout in an industrial park? Ask all the semi drivers how they like the one on 12th? Here's a hint, THEY DON'T! traffic signals or well lit 4 way stops should be what is used to control traffic in an industrial setting. The big rigs have troubles using a roundabout bc, well, they're big and the roundabout is not. Especially in the winter. Please use common sense and never install a roundabout in an industrial park. In fact, this project should include the REMOVAL of the idiotic roundabout on 12th ave too!	1/24/2020 5:57 AM
23	A whistle free crossing would be money well spent, not another roundabout that every trucker I have talked to hate, and another costly maintenance nightmare. If Casselton, Mapelton, and	1/23/2020 6:53 PM

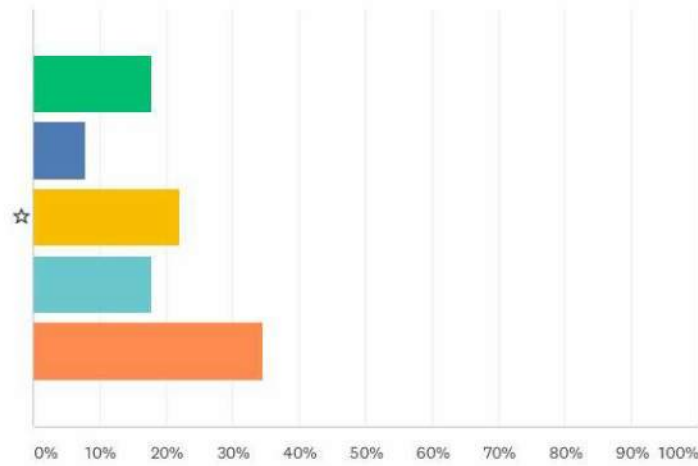


Morhead - Fargo can implement these zones, why not us? Good luck trying to get your bike or walk across a roundabout on this intersection.

24	Do NOT put in any more round-abouts! No one, except the engineers, like them. And they are not easy for snow removal. How many of the round-about intersections were closed for extended time during our latest snow storms because it took the plows longer to clear them. NO MORE ROUND ABOUTS!!!	1/23/2020 3:26 PM
25	"Alternative 3F: Do nothing" should be an option as well as information on how this effects landowners in that area.	1/23/2020 1:16 PM
26	Roundabouts are ok in some instances, but we don't need them at every intersection. Stops signs work just fine.	1/23/2020 12:03 PM
27	The 10' mhlI use path is complete incompetence in planning and thinking. Same goes for the path on 12th ave. They paths are not used enough to support the cost. Doesnt matter what the excuse is. Thats called being irresponsible with other peoples money.	1/23/2020 12:02 PM
28	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:46 AM
29	We need to consider snow removal impact of these improvements. Improvements for traffic and pedestrian flow is extremely important but snow impacts our community.	1/23/2020 11:45 AM
30	Turning left to head east or west from 9th to Main is currently difficult during high traffic times of the day. What impact will the new distribution centers have on traffic and access?	1/23/2020 10:45 AM
31	Don't like the idea of Roundabouts.	1/22/2020 5:04 PM
32	Thinking about the size and volume of heavy machinery driving the stretch of 9th Street North of main avenue, a roundabout seems like an absolute nightmare. Have you connected with the construction drivers on that section of road, and the companies who are using that road to see if they would be able to successfully navigate a roundabout?	1/22/2020 4:07 PM
33	Don't do anything.	1/22/2020 2:12 PM
34	TOO MANY TRUCKS FOR A ROUNDABOUT ON 7TH. TRUCKS NEED A HUMONGOUS ROUNDABOUT AND MOST OF THE LOCAL ONES IN WEST FARGO DO NOT ACCOMODATE FOR TRUCKS. THAT IS AN INDUSTRIAL AREA. ALSO, FOR FUTURE GROWTH OUT THAT WAY, YOU'RE GOING TO EVENTUALLY HAVE TO PUT IN A TRAFFIC LIGHT VS. TRAFFIC CIRCLE IF YOU THINK IT WILL BECOME THAT BUSY.	1/22/2020 11:39 AM
35	I would vote for an underpass or overpass at that RR section to avoid the train all together. I like the flashing stop signs.	1/22/2020 9:42 AM
36	Increase lane amounts to plan ahead for future needs of the area.	1/22/2020 9:21 AM
37	Why is a multi-use trail desirable for this portion of West Fargo?	1/22/2020 9:01 AM
38	Most people dont know how to use roundabouts. The on on 12th ave works but one at 7th ave would be a nightmare. I commute this way every single day. Please do not put in a roundabout at this intersection. It simply isnt needed.	1/21/2020 4:59 PM
39	Dont need a roundabout they are useless an dont work	1/21/2020 2:43 PM
40	plan for future (3E). NO ROUNDABOUTS. They'll get closed in the winter, and will get damaged in the winter.	1/21/2020 10:46 AM
41	Bike paths on 12 Av N can be safely accessed with a path instead of joining traffic from Main to 12th Av N.	1/20/2020 4:47 PM

## Q21 Corridor-wide streetscaping enhancements along 9th Street.

Answered: 269 Skipped: 29



1 2 3 4 5

	1	2	3	4	5	TOTAL	WEIGHTED AVERAGE
☆	17.84% 48	7.81% 21	21.93% 59	17.84% 48	34.57% 93	269	3.43

## Q22 Additional Comments on Street Enhancements.

Answered: 41 Skipped: 257

#	RESPONSES	DATE
1	I love the addition of bike paths! And the landscaping/trees/plantings are all very desirable as well. Makes the city look more neighborly and welcoming.	2/8/2020 12:01 PM
2	Please let north of main ave become established so some of the specials can be passed on to them instead of the home owners. Can we get the specials paid down on what was recently done prior to further enhancements; also please plan ahead so that roads that are closed for entire summers can be totally completed and not having to be redone in the near future.	2/5/2020 7:51 PM
3	Thanks for all you do. No roundabouts :)	2/4/2020 10:18 PM
4	Yes, more trees! However, the current trees near 10th Ave make the ped crossing lights difficult to see. So I would not be in favor of so many trees in that area, even if there's an enhanced signal installed.	2/4/2020 5:21 AM
5	More trees are always a good thing. It would have been more informative to have north/south streets running vertically on the maps and to have the ability to zoom in as these were extremely difficult to read & totally understand	2/3/2020 9:06 PM
6	It does need to be spruced up a bit. The trailer park across from the city hall looks like crap. I would rather have something done with that like a fence put up to block the view or relocate the whole damn park. Trees in the middle of the lane would not be recommended as the median would not be very large, thus causing issues when large amounts of snow falls or possible issues with accidents.	2/3/2020 8:15 PM
7	I HATE ROUNDABOUTS!!! They are a nightmare to use when there is traffic!	2/3/2020 5:04 PM
8	What is the special assessment or tax special area for these improvements?? 1/2 mile or city wide?	1/31/2020 9:37 AM
9	I work near 12th ave n and 9th st, and would love to see the roads get widened from the high school to 12th ave. I often see bicycles going from main to 12th on that narrow road, and a multi use trail would make that significantly safer.	1/31/2020 6:15 AM
10	Stop spending tax payers money like it's an endless bank account. You people will tax everyone out of town.	1/30/2020 7:04 PM
11	If you insist on traffic circles, lets be consistent with their size and height. Creating them with a large enough radius for long buses and trucks.	1/30/2020 5:34 PM
12	See comment on section 1.	1/30/2020 12:03 PM
13	Lighting, yes! Gardens and trees, no.	1/29/2020 8:16 AM
14	What's the point? All the city seems to do is plant trees and then. Couple years later, cut them down and replant new ones in the same spot.	1/29/2020 4:44 AM
15	I use 4th Ave E & 3rd St E for catching the MAT bus to work in Fargo,ND I hope your not going to delete that area too because I be extremely mad at Mat employers	1/28/2020 2:37 PM
16	We need to make the streets and walkways pedestrian friendly (and bike friendly). Appropriate landscaping also helps provide shade, reduces heat and blocks wind.	1/28/2020 1:12 PM
17	I don't think the industrial areas beyond main to 12th should be a focus until those area businesses have improved their curb appeal to match the proposed changes.	1/28/2020 10:27 AM
18	The money can be more useful repairing residential streets!	1/27/2020 1:20 PM
19	Stop wasting tax money with "enhancements" that you will alter or remove or refigure in a few short years. Use some common sense.	1/27/2020 1:12 PM
20	I definitely like the proposed plans to get traffic flowing. I've always found it safer to turn out of businesses with the flow of traffic. Definitely signals in place for students crossing ninth at the school. The roundabout on 7th ave would be nice to keep traffic flowing smooth north of main. The lights being spaced as noted and the trees and shrubbery will bring an inviting feeling when traveling down the street. In my honest opinion these ideas will be a great addition to west fargo with the increase in population in town.	1/27/2020 11:48 AM
21	Overall, raised medians are troublesome especially when snow piles up so easily. Visibility crossing these sections with raised medians are dangerous during winter.	1/27/2020 2:36 AM

22	Project is an unneeded expense	1/26/2020 8:59 PM
23	Do no work on this for 5 years to give taxpayers a chance to payoff the major specials you just assessed.	1/24/2020 5:20 PM
24	Stop spending money unnecessarily	1/24/2020 6:15 AM
25	Might as well start, Ash problem is coming. Where do we find out about the meeting times for all this meetings on street improvements?	1/23/2020 6:53 PM
26	No roundabouts! Don't block left turns onto 9th! Do not add landscaping that blocks sight lines like at 5th and Sheyenne with the tall grasses.	1/23/2020 3:26 PM
27	with those extra Medians, if they go in, you have to account for snow. Where will it go and what affect will the trees have to that as well.	1/23/2020 12:03 PM
28	Only thing necessary are trees. Shade/wind block variety. Not ornamental trees and there is no reason taxpayers need to fund benches or landscaping rocks or anything other than some grass. In the end, you should be paying more attention to center street, long before 9th. The 2 underpasses shouldve been addressed long before any wants in town.	1/23/2020 12:02 PM
29	Snow removal impact?	1/23/2020 11:46 AM
30	Snow removal impact?	1/23/2020 11:45 AM
31	Looks like a great place to catch snow and get ruined by snow removal. Just look at the new sheyenne street trees between 17th and 13th ave. The crews cant even fit a mower between the street and trees I am assuming that there will be a few dead this summer due to being too close to the street and under continual abuse by snow removal.	1/23/2020 10:09 AM
32	Tree block view, snowbanks are already terrible trees would make it impossible to see traffic until the are 20 years old	1/23/2020 8:01 AM
33	I would like more details on streetscaping before resting this one	1/22/2020 7:51 PM
34	Definitely add enhancements South of main avenue, but the heavy machinery that is always driving along 9th Street North of main and up to 12th avenue, you are going to see continual damage along that road to any enhancements. Concrete trucks, dump trucks, payloaders, they are all driving along 9th Street (North) on a daily basis. Any expenditure on enhancements will be a waste	1/22/2020 4:07 PM
35	Don't do anything...	1/22/2020 2:12 PM
36	BIKE PATH AND TREES ALONG ROADWAY, YES. BLOCKING THE ROUNDABOUT VIEW AND PUTTING A BARRIER FOR SNOW TO SWIRL AROUND IN THE MIDDLE IS NOT WISE IN THAT AREA IF THAT ROUNDABOUT GOES IN. ALSO GIVE VEHICLES A CHANCE FOR LESS DAMAGE SHOULD THEY HAPPEN TO SLIDE. HOW MANY STATE'S TRAFFIC CIRCLES DID THEY STUDY BEFORE COMING UP WITH SUCH ELABORATE THINGS WE DON'T NEED TO WASTE MONEY ON? SIMPLE IS BETTER. PEOPLE COME INTO THE PD ALL THE TIME TO REGISTER ANIMALS AND COMPLAIN ABOUT THE COST OF ALL OF THIS AND HOW THEY BUILT HOUSES AND NOW HAVE TO MOVE BECAUSE THEY CAN'T AFFORD TO LIVE HERE AFTER ALL OF THIS ADDITIONAL.	1/22/2020 11:39 AM
37	Do not add any street lights between Main & 12th Ave N. All they do is stop traffic. Having a left turn lane is great!	1/22/2020 9:56 AM
38	Ensure that the trees planted are going to be sturdy enough for North Dakota winters.	1/22/2020 9:21 AM
39	I am not in favor of adding any or few medians, the are involved is not wide enough for them and certainly not if you add trees on them. I am in favor of planting more trees and such, just not in the medians in this area, we need to stop making the streets more narrow.	1/22/2020 9:19 AM
40	No MORE SPECIALS!!!!	1/21/2020 11:02 AM
41	As long as sight-lines are not reduced (like tall grasses on 5th & Sheyenne)	1/21/2020 10:46 AM

**Q23 \*\*OPTIONAL\*\* Please enter your name and phone number or email to be entered to win a \$25 gift card.**

Answered: 221 Skipped: 77

ANSWER CHOICES	RESPONSES	
Name	100.00%	221
Company	0.00%	0
Address	0.00%	0
Address 2	0.00%	0
City/Town	0.00%	0
State/Province	0.00%	0
ZIP/Postal Code	0.00%	0
Country	0.00%	0
Email Address	95.48%	211
Phone Number	88.69%	196

# Appendix D

## Traffic Data

# 9th St E and 7th Ave NE

West Fargo, ND  
Tuesday April 9, 2019

File Name: 9th St and 7th Ave NE  
Location: 9th St E and 7th Ave NE  
West Fargo, ND

Site Code:  
Study Date: 04/09/2019

## Cars and Peds

Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
05:30	0	0	1	1	0	2	0	0	4	1	0	5	0	3	8	1	0	12	0	1	1	0	0	2	21
05:45	0	0	2	1	0	3	0	2	9	3	0	14	0	9	20	4	0	33	0	0	3	0	0	3	53
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>2</b>	<b>13</b>	<b>4</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>12</b>	<b>28</b>	<b>5</b>	<b>0</b>	<b>45</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>74</b>
06:00	0	2	8	0	0	10	0	2	12	7	0	21	0	9	34	13	0	56	0	5	5	1	0	11	98
06:15	0	6	14	0	0	20	0	3	21	4	0	28	0	11	33	14	0	58	0	12	0	0	0	12	118
06:30	0	4	24	0	0	28	0	5	36	7	0	48	0	19	37	13	0	69	0	14	4	0	0	18	163
06:45	0	5	9	2	0	16	0	4	48	9	0	61	0	16	42	23	0	81	0	7	12	1	0	20	178
<b>Total</b>	<b>0</b>	<b>17</b>	<b>55</b>	<b>2</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>14</b>	<b>117</b>	<b>27</b>	<b>0</b>	<b>158</b>	<b>0</b>	<b>55</b>	<b>146</b>	<b>63</b>	<b>0</b>	<b>264</b>	<b>0</b>	<b>38</b>	<b>21</b>	<b>2</b>	<b>0</b>	<b>61</b>	<b>557</b>
07:00	0	2	21	1	0	24	0	4	22	2	0	28	0	8	27	8	0	43	0	5	15	1	0	21	116
07:15	0	3	15	4	0	22	0	11	26	5	0	42	0	20	45	11	0	76	0	0	24	3	0	27	167
07:30	0	4	14	3	0	21	0	9	26	12	0	47	0	25	48	8	0	81	0	2	30	1	0	33	182
07:45	0	3	18	6	0	27	0	4	23	12	0	39	0	35	57	12	0	104	0	2	21	1	0	24	194
<b>Total</b>	<b>0</b>	<b>12</b>	<b>68</b>	<b>14</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>28</b>	<b>97</b>	<b>31</b>	<b>0</b>	<b>156</b>	<b>0</b>	<b>88</b>	<b>177</b>	<b>39</b>	<b>0</b>	<b>304</b>	<b>0</b>	<b>9</b>	<b>90</b>	<b>6</b>	<b>0</b>	<b>105</b>	<b>659</b>
08:00	0	1	10	2	0	13	0	7	20	4	0	31	0	12	36	14	0	62	0	3	10	1	0	14	120
08:15	0	2	19	1	0	22	0	1	13	6	0	20	0	15	25	6	0	46	0	0	14	0	0	14	102
08:30	0	6	12	0	0	18	0	5	11	12	0	28	0	12	15	8	0	35	0	2	10	0	0	12	93
08:45	0	3	9	5	0	17	0	3	14	6	0	23	0	16	14	2	0	32	0	1	12	1	0	14	86
<b>Total</b>	<b>0</b>	<b>12</b>	<b>50</b>	<b>8</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>16</b>	<b>58</b>	<b>28</b>	<b>0</b>	<b>102</b>	<b>0</b>	<b>55</b>	<b>90</b>	<b>30</b>	<b>0</b>	<b>175</b>	<b>0</b>	<b>6</b>	<b>46</b>	<b>2</b>	<b>0</b>	<b>54</b>	<b>401</b>
09:00	0	1	9	2	0	12	0	3	7	2	0	12	0	6	1	1	0	8	0	2	5	0	0	7	39
09:15	0	0	18	3	0	21	0	3	9	11	0	23	0	6	14	4	0	24	0	2	10	2	0	14	82
09:30	0	1	9	4	0	14	0	4	10	7	0	21	0	9	17	1	0	27	0	3	13	0	0	16	78
09:45	0	2	11	2	0	15	0	3	6	9	0	18	0	12	4	1	0	17	0	0	6	1	0	7	57
<b>Total</b>	<b>0</b>	<b>4</b>	<b>47</b>	<b>11</b>	<b>0</b>	<b>62</b>	<b>0</b>	<b>13</b>	<b>32</b>	<b>29</b>	<b>0</b>	<b>74</b>	<b>0</b>	<b>33</b>	<b>36</b>	<b>7</b>	<b>0</b>	<b>76</b>	<b>0</b>	<b>7</b>	<b>34</b>	<b>3</b>	<b>0</b>	<b>44</b>	<b>256</b>
10:00	0	3	12	2	0	17	0	2	10	8	0	20	0	12	15	2	0	29	0	1	11	2	0	14	80
10:15	0	2	11	0	0	13	0	3	13	7	0	23	0	7	19	5	0	31	0	2	10	1	0	13	80

Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
10:30	0	1	12	2	0	15	0	4	13	4	0	21	0	10	17	2	0	29	0	1	11	2	0	14	79
10:45	0	1	23	2	0	26	0	3	9	10	0	22	0	7	15	4	0	26	0	2	16	2	0	20	94
<b>Total</b>	<b>0</b>	<b>7</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>12</b>	<b>45</b>	<b>29</b>	<b>0</b>	<b>86</b>	<b>0</b>	<b>36</b>	<b>66</b>	<b>13</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>6</b>	<b>48</b>	<b>7</b>	<b>0</b>	<b>61</b>	<b>333</b>
11:00	0	1	13	4	0	18	0	2	12	9	0	23	0	12	13	2	0	27	0	5	13	0	0	18	86
11:15	0	2	23	8	0	33	0	2	6	14	0	22	0	8	15	7	0	30	0	3	11	5	0	19	104
11:30	0	2	26	6	0	34	0	1	11	18	0	30	0	5	27	7	0	39	0	9	14	1	0	24	127
11:45	0	0	27	2	0	29	0	5	12	12	0	29	0	11	22	4	0	37	0	8	20	0	0	28	123
<b>Total</b>	<b>0</b>	<b>5</b>	<b>89</b>	<b>20</b>	<b>0</b>	<b>114</b>	<b>0</b>	<b>10</b>	<b>41</b>	<b>53</b>	<b>0</b>	<b>104</b>	<b>0</b>	<b>36</b>	<b>77</b>	<b>20</b>	<b>0</b>	<b>133</b>	<b>0</b>	<b>25</b>	<b>58</b>	<b>6</b>	<b>0</b>	<b>89</b>	<b>440</b>
12:00	0	0	33	9	0	42	0	9	12	14	0	35	0	12	29	6	0	47	0	15	29	0	0	44	168
12:15	0	4	29	3	0	36	0	9	21	12	0	42	0	15	21	8	0	44	0	8	9	3	0	20	142
12:30	0	2	22	1	0	25	0	7	13	10	0	30	0	12	29	7	0	48	0	7	13	0	0	20	123
12:45	0	0	16	5	0	21	0	5	8	18	0	31	0	13	30	6	0	49	0	4	7	0	0	11	112
<b>Total</b>	<b>0</b>	<b>6</b>	<b>100</b>	<b>18</b>	<b>0</b>	<b>124</b>	<b>0</b>	<b>30</b>	<b>54</b>	<b>54</b>	<b>0</b>	<b>138</b>	<b>0</b>	<b>52</b>	<b>109</b>	<b>27</b>	<b>0</b>	<b>188</b>	<b>0</b>	<b>34</b>	<b>58</b>	<b>3</b>	<b>0</b>	<b>95</b>	<b>545</b>
13:00	0	0	19	2	0	21	0	4	19	6	0	29	0	13	28	11	0	52	0	6	8	0	0	14	116
13:15	0	2	14	4	0	20	0	4	10	8	0	22	0	13	24	5	0	42	0	6	10	0	0	16	100
13:30	0	1	18	4	0	23	0	3	9	7	0	19	0	14	26	7	0	47	0	1	7	1	0	9	98
13:45	0	1	16	1	0	18	0	6	11	9	0	26	0	9	20	1	0	30	0	4	12	1	0	17	91
<b>Total</b>	<b>0</b>	<b>4</b>	<b>67</b>	<b>11</b>	<b>0</b>	<b>82</b>	<b>0</b>	<b>17</b>	<b>49</b>	<b>30</b>	<b>0</b>	<b>96</b>	<b>0</b>	<b>49</b>	<b>98</b>	<b>24</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>17</b>	<b>37</b>	<b>2</b>	<b>0</b>	<b>56</b>	<b>405</b>
14:00	0	1	19	4	0	24	0	7	8	12	0	27	0	6	19	1	0	26	0	5	11	1	0	17	94
14:15	0	4	13	5	0	22	0	3	23	7	0	33	0	8	19	6	0	33	0	3	9	2	0	14	102
14:30	0	3	20	4	0	27	0	1	17	15	0	33	0	14	22	4	0	40	0	3	18	1	0	22	122
14:45	0	4	23	3	0	30	0	4	14	4	0	22	0	9	20	8	0	37	0	3	8	1	0	12	101
<b>Total</b>	<b>0</b>	<b>12</b>	<b>75</b>	<b>16</b>	<b>0</b>	<b>103</b>	<b>0</b>	<b>15</b>	<b>62</b>	<b>38</b>	<b>0</b>	<b>115</b>	<b>0</b>	<b>37</b>	<b>80</b>	<b>19</b>	<b>0</b>	<b>136</b>	<b>0</b>	<b>14</b>	<b>46</b>	<b>5</b>	<b>0</b>	<b>65</b>	<b>419</b>
15:00	0	2	24	3	0	29	0	7	16	14	0	37	0	23	33	4	0	60	0	2	17	0	0	19	145
15:15	0	0	19	2	0	21	0	11	18	13	0	42	0	7	15	4	0	26	0	3	9	0	0	12	101
15:30	0	2	69	13	0	84	0	5	25	26	0	56	0	10	15	0	0	25	0	5	15	0	0	20	185
15:45	0	1	28	7	0	36	0	3	18	15	0	36	0	16	33	8	0	57	0	4	8	1	0	13	142
<b>Total</b>	<b>0</b>	<b>5</b>	<b>140</b>	<b>25</b>	<b>0</b>	<b>170</b>	<b>0</b>	<b>26</b>	<b>77</b>	<b>68</b>	<b>0</b>	<b>171</b>	<b>0</b>	<b>56</b>	<b>96</b>	<b>16</b>	<b>0</b>	<b>168</b>	<b>0</b>	<b>14</b>	<b>49</b>	<b>1</b>	<b>0</b>	<b>64</b>	<b>573</b>
16:00	0	1	55	8	0	64	0	1	21	23	0	45	0	17	21	5	0	43	0	13	26	0	0	39	191
16:15	0	2	30	4	0	36	0	2	24	10	0	36	0	17	17	6	0	40	0	12	13	2	0	27	139
16:30	0	0	65	6	0	71	0	5	37	36	0	78	0	12	15	5	0	32	0	7	25	3	0	35	216
16:45	0	1	39	2	0	42	0	2	28	39	0	69	0	18	17	9	0	44	0	8	28	6	0	42	197
<b>Total</b>	<b>0</b>	<b>4</b>	<b>189</b>	<b>20</b>	<b>0</b>	<b>213</b>	<b>0</b>	<b>10</b>	<b>110</b>	<b>108</b>	<b>0</b>	<b>228</b>	<b>0</b>	<b>64</b>	<b>70</b>	<b>25</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>40</b>	<b>92</b>	<b>11</b>	<b>0</b>	<b>143</b>	<b>743</b>



Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
17:00	0	1	68	8	0	77	0	6	45	37	0	88	0	8	23	6	0	37	0	19	45	4	0	68	270
17:15	0	4	41	3	0	48	0	4	42	23	0	69	0	10	24	13	0	47	0	8	21	2	0	31	195
17:30	0	1	18	6	0	25	0	2	28	21	0	51	0	11	23	5	0	39	0	29	38	3	0	70	185
17:45	0	1	19	2	0	22	0	0	20	21	0	41	0	11	19	6	0	36	0	5	21	1	0	27	126
<b>Total</b>	<b>0</b>	<b>7</b>	<b>146</b>	<b>19</b>	<b>0</b>	<b>172</b>	<b>0</b>	<b>12</b>	<b>135</b>	<b>102</b>	<b>0</b>	<b>249</b>	<b>0</b>	<b>40</b>	<b>89</b>	<b>30</b>	<b>0</b>	<b>159</b>	<b>0</b>	<b>61</b>	<b>125</b>	<b>10</b>	<b>0</b>	<b>196</b>	<b>776</b>
18:00	0	0	15	0	0	15	0	2	6	6	0	14	0	13	15	0	0	28	0	3	10	1	0	14	71
18:15	0	1	19	0	0	20	0	0	13	8	0	21	0	4	15	1	0	20	0	1	6	0	0	7	68
18:30	0	0	20	2	0	22	0	2	10	6	0	18	0	5	13	2	0	20	0	2	11	0	0	13	73
18:45	0	0	13	1	0	14	0	2	9	6	0	17	0	13	15	2	0	30	0	4	6	1	0	11	72
<b>Total</b>	<b>0</b>	<b>1</b>	<b>67</b>	<b>3</b>	<b>0</b>	<b>71</b>	<b>0</b>	<b>6</b>	<b>38</b>	<b>26</b>	<b>0</b>	<b>70</b>	<b>0</b>	<b>35</b>	<b>58</b>	<b>5</b>	<b>0</b>	<b>98</b>	<b>0</b>	<b>10</b>	<b>33</b>	<b>2</b>	<b>0</b>	<b>45</b>	<b>284</b>
19:00	0	0	4	1	0	5	0	0	3	4	0	7	0	1	2	0	0	3	0	2	3	0	0	5	20
<b>Total</b>	<b>0</b>	<b>1</b>	<b>84</b>	<b>5</b>	<b>0</b>	<b>90</b>	<b>0</b>	<b>8</b>	<b>50</b>	<b>36</b>	<b>0</b>	<b>94</b>	<b>0</b>	<b>49</b>	<b>75</b>	<b>7</b>	<b>0</b>	<b>131</b>	<b>0</b>	<b>16</b>	<b>42</b>	<b>3</b>	<b>0</b>	<b>61</b>	<b>376</b>
<b>Grand Total</b>	<b>0</b>	<b>96</b>	<b>1158</b>	<b>176</b>	<b>0</b>	<b>1430</b>	<b>0</b>	<b>211</b>	<b>931</b>	<b>631</b>	<b>0</b>	<b>1773</b>	<b>0</b>	<b>649</b>	<b>1222</b>	<b>323</b>	<b>0</b>	<b>2194</b>	<b>0</b>	<b>284</b>	<b>744</b>	<b>60</b>	<b>0</b>	<b>1088</b>	<b>6485</b>
<b>Appr %</b>		<b>6.7</b>	<b>81</b>	<b>12.3</b>	<b>0</b>			<b>11.9</b>	<b>52.5</b>	<b>35.6</b>	<b>0</b>			<b>29.6</b>	<b>55.7</b>	<b>14.7</b>	<b>0</b>			<b>26.1</b>	<b>68.4</b>	<b>5.5</b>	<b>0</b>		
<b>Total %</b>		<b>1.5</b>	<b>17.9</b>	<b>2.7</b>	<b>0</b>			<b>3.3</b>	<b>14.4</b>	<b>9.7</b>	<b>0</b>			<b>10</b>	<b>18.8</b>	<b>5</b>	<b>0</b>			<b>4.4</b>	<b>11.5</b>	<b>0.9</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>
<b>AM Pk Vol</b>		<b>11</b>	<b>57</b>	<b>15</b>	<b>0</b>	<b>83</b>		<b>31</b>	<b>95</b>	<b>33</b>	<b>0</b>	<b>159</b>		<b>92</b>	<b>186</b>	<b>45</b>	<b>0</b>	<b>323</b>		<b>7</b>	<b>85</b>	<b>6</b>	<b>0</b>	<b>98</b>	<b>663</b>
<b>AM PHF</b>		<b>0.688</b>	<b>0.792</b>	<b>0.625</b>	<b>NaN</b>	<b>0.769</b>		<b>0.705</b>	<b>0.913</b>	<b>0.688</b>	<b>NaN</b>	<b>0.846</b>		<b>0.657</b>	<b>0.816</b>	<b>0.804</b>	<b>NaN</b>	<b>0.776</b>		<b>0.583</b>	<b>0.708</b>	<b>0.500</b>	<b>NaN</b>	<b>0.742</b>	<b>0.854</b>
<b>PM Pk Hr</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>
<b>PM Pk Vol</b>		<b>6</b>	<b>213</b>	<b>19</b>	<b>0</b>	<b>238</b>		<b>17</b>	<b>152</b>	<b>135</b>	<b>0</b>	<b>304</b>		<b>48</b>	<b>79</b>	<b>33</b>	<b>0</b>	<b>160</b>		<b>42</b>	<b>119</b>	<b>15</b>	<b>0</b>	<b>176</b>	<b>878</b>
<b>PM PHF</b>		<b>0.375</b>	<b>0.783</b>	<b>0.594</b>	<b>NaN</b>	<b>0.773</b>		<b>0.708</b>	<b>0.844</b>	<b>0.865</b>	<b>NaN</b>	<b>0.864</b>		<b>0.667</b>	<b>0.823</b>	<b>0.635</b>	<b>NaN</b>	<b>0.851</b>		<b>0.553</b>	<b>0.661</b>	<b>0.625</b>	<b>NaN</b>	<b>0.647</b>	<b>0.813</b>

# 9th St E and 7th Ave NE

West Fargo, ND  
Tuesday April 9, 2019

File Name: 9th St and 7th Ave NE  
Location: 9th St E and 7th Ave NE  
West Fargo, ND

## Trucks and Bikes

Site Code:  
Study Date: 04/09/2019

Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total						
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total							
05:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
05:45	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	2
<b>Total</b>	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
06:00	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
06:15	0	0	2	0	0	2	0	0	1	0	0	1	0	1	0	0	0	1	0	3	2	0	0	5	0	0	0	0	0	0	2
06:30	0	1	4	0	0	5	0	0	1	1	0	2	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
06:45	0	1	0	0	0	1	0	1	0	1	0	2	0	0	0	1	0	1	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	0	2	7	0	0	9	0	1	2	3	0	6	0	1	0	1	0	2	0	4	4	0	0	8	0	0	0	0	0	0	8
07:00	0	0	0	1	0	1	2	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	1	0	1	0	0	2	0	0	2	0	1	0	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	1
07:30	0	0	1	0	0	1	0	0	2	1	0	3	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1
07:45	0	0	0	0	0	0	0	2	1	0	0	3	0	0	1	0	0	1	0	3	1	0	0	4	0	0	0	0	0	0	1
<b>Total</b>	0	0	1	2	0	3	2	2	5	1	0	8	0	2	3	0	0	5	0	4	3	1	0	8	0	0	0	0	0	0	8
08:00	0	1	1	0	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	1
08:15	0	1	0	0	0	1	0	0	2	0	0	2	0	2	1	1	0	4	0	0	4	0	0	4	0	0	0	0	0	0	1
08:30	0	2	3	0	0	5	0	0	2	1	0	3	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	1
08:45	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	1
<b>Total</b>	0	5	4	0	0	9	0	0	6	2	0	8	0	2	1	1	0	4	0	0	15	1	0	16	0	0	0	0	0	0	16
09:00	0	0	0	1	0	1	0	0	5	0	0	5	0	0	3	0	0	3	0	0	1	1	0	2	0	0	0	0	0	0	1
09:15	0	0	3	0	0	3	0	0	1	0	0	1	0	1	1	0	0	2	0	0	4	0	0	4	0	0	0	0	0	0	1
09:30	0	0	1	0	0	1	0	2	4	3	0	9	0	5	3	1	0	9	0	0	5	0	0	5	0	0	0	0	0	0	1
09:45	0	2	0	1	0	3	0	0	4	2	0	6	0	2	0	0	0	2	0	1	2	0	0	3	0	0	0	0	0	0	1
<b>Total</b>	0	2	4	2	0	8	0	2	14	5	0	21	0	8	7	1	0	16	0	1	12	1	0	14	0	0	0	0	0	0	14
10:00	0	2	0	0	0	2	0	2	2	2	0	6	0	2	0	1	0	3	0	3	1	3	0	7	0	0	0	0	0	0	1
10:15	0	1	2	0	0	3	0	0	3	1	0	4	0	1	1	2	0	4	0	0	3	0	0	3	0	0	0	0	0	0	1

Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	
10:30	0	0	2	1	0	3	0	0	5	3	0	8	0	3	1	0	0	4	0	0	2	0	0	2	17
10:45	0	0	0	1	0	1	0	0	1	2	0	3	0	5	2	0	0	7	0	0	3	1	0	4	15
<b>Total</b>	<b>0</b>	<b>3</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>11</b>	<b>8</b>	<b>0</b>	<b>21</b>	<b>0</b>	<b>11</b>	<b>4</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>0</b>	<b>3</b>	<b>9</b>	<b>4</b>	<b>0</b>	<b>16</b>	<b>64</b>
11:00	0	1	1	1	0	3	0	0	3	5	0	8	0	4	0	1	0	5	0	0	3	0	0	3	19
11:15	0	0	0	0	0	0	0	0	3	4	0	7	0	2	2	0	0	4	0	3	1	0	0	4	15
11:30	0	0	0	0	0	0	0	0	7	2	0	9	0	0	0	0	0	0	0	0	3	0	0	3	12
11:45	0	0	1	0	0	1	0	1	1	2	0	4	0	0	2	0	0	2	0	0	1	0	0	1	8
<b>Total</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>1</b>	<b>14</b>	<b>13</b>	<b>0</b>	<b>28</b>	<b>0</b>	<b>6</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>3</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>11</b>	<b>54</b>
12:00	0	0	0	0	0	0	0	0	1	1	0	2	0	2	3	0	0	5	0	0	4	0	0	4	11
12:15	0	0	2	0	0	2	0	0	2	1	0	3	0	3	0	1	0	4	0	0	1	1	0	2	11
12:30	0	0	0	0	0	0	0	1	4	3	0	8	0	1	0	1	0	2	0	0	1	0	0	1	11
12:45	0	0	1	1	0	2	0	2	4	1	0	7	0	0	0	0	0	0	0	0	6	0	0	6	15
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>11</b>	<b>6</b>	<b>0</b>	<b>20</b>	<b>0</b>	<b>6</b>	<b>3</b>	<b>2</b>	<b>0</b>	<b>11</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>1</b>	<b>0</b>	<b>13</b>	<b>48</b>
13:00	0	0	1	0	0	1	0	0	7	3	0	10	0	1	1	1	0	3	0	0	1	0	0	1	15
13:15	0	0	1	0	0	1	0	0	2	1	0	3	0	3	3	1	0	7	0	0	2	2	0	4	15
13:30	0	0	1	1	0	2	0	0	1	2	0	3	0	2	2	0	0	4	0	0	1	0	0	1	10
13:45	0	0	3	1	0	4	0	0	2	4	0	6	0	2	0	0	0	2	0	0	2	0	0	2	14
<b>Total</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>12</b>	<b>10</b>	<b>0</b>	<b>22</b>	<b>0</b>	<b>8</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>54</b>
14:00	0	0	1	0	0	1	0	0	4	3	0	7	0	3	1	1	0	5	0	2	3	1	0	6	19
14:15	0	1	1	0	0	2	0	2	2	1	0	5	0	2	0	1	0	3	0	0	4	0	0	4	14
14:30	0	0	2	0	0	2	0	0	5	2	0	7	0	4	1	0	0	5	0	0	3	2	0	5	19
14:45	0	1	0	2	0	3	0	1	4	2	0	7	0	4	0	0	0	4	0	1	0	0	0	1	15
<b>Total</b>	<b>0</b>	<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>3</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>26</b>	<b>0</b>	<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>67</b>
15:00	0	0	0	1	0	1	0	2	5	1	0	8	0	1	1	1	0	3	0	0	4	1	0	5	17
15:15	0	0	0	1	0	1	0	2	4	0	0	6	0	0	0	1	0	1	0	1	0	0	0	1	9
15:30	0	0	0	1	0	1	0	0	3	1	0	4	0	2	0	2	0	4	0	1	0	1	0	2	11
15:45	0	1	1	0	0	2	0	0	1	0	0	1	0	1	2	0	0	3	1	0	4	0	0	4	10
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>5</b>	<b>0</b>	<b>4</b>	<b>13</b>	<b>2</b>	<b>0</b>	<b>19</b>	<b>0</b>	<b>4</b>	<b>3</b>	<b>4</b>	<b>0</b>	<b>11</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>12</b>	<b>47</b>
16:00	0	1	0	0	0	1	0	2	2	1	0	5	0	2	2	0	0	4	0	0	1	2	0	3	13
16:15	0	0	0	1	0	1	0	1	3	1	0	5	0	1	1	0	0	2	0	0	4	0	0	4	12
16:30	0	0	0	1	0	1	0	0	4	0	0	4	0	0	0	0	0	0	0	1	2	2	0	5	10
16:45	0	0	0	1	0	1	0	0	3	0	0	3	0	1	1	1	0	3	0	1	0	0	0	1	8
<b>Total</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>3</b>	<b>12</b>	<b>2</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>4</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>9</b>	<b>0</b>	<b>2</b>	<b>7</b>	<b>4</b>	<b>0</b>	<b>13</b>	<b>43</b>

Time	9th St E Southbound						7th Ave NE Westbound						9th St E Northbound						7th Ave NE Eastbound						Int Total
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	
17:00	0	1	0	0	0	1	0	0	0	1	0	1	0	1	1	0	0	2	1	0	0	1	0	1	5
17:15	0	0	0	0	0	0	0	1	0	0	0	1	1	1	0	0	0	1	0	1	1	0	0	2	4
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	2
17:45	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	4
<b>Total</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>3</b>	<b>1</b>	<b>2</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>5</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>5</b>	<b>15</b>
18:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	2
18:15	0	0	0	0	0	0	0	0	1	2	0	3	0	0	0	0	0	0	0	1	1	1	0	3	6
18:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
18:45	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	3
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>1</b>	<b>0</b>	<b>6</b>	<b>11</b>
19:00	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>8</b>	<b>15</b>
<b>Grand Total</b>	<b>0</b>	<b>18</b>	<b>38</b>	<b>18</b>	<b>0</b>	<b>74</b>	<b>2</b>	<b>23</b>	<b>119</b>	<b>63</b>	<b>0</b>	<b>205</b>	<b>1</b>	<b>67</b>	<b>40</b>	<b>18</b>	<b>0</b>	<b>125</b>	<b>2</b>	<b>24</b>	<b>103</b>	<b>22</b>	<b>0</b>	<b>149</b>	<b>553</b>
<b>Appr %</b>		<b>24.3</b>	<b>51.4</b>	<b>24.3</b>	<b>0</b>			<b>11.2</b>	<b>58</b>	<b>30.7</b>	<b>0</b>			<b>53.6</b>	<b>32</b>	<b>14.4</b>	<b>0</b>			<b>16.1</b>	<b>69.1</b>	<b>14.8</b>	<b>0</b>		
<b>Total %</b>		<b>3.3</b>	<b>6.9</b>	<b>3.3</b>	<b>0</b>			<b>4.2</b>	<b>21.5</b>	<b>11.4</b>	<b>0</b>			<b>12.1</b>	<b>7.2</b>	<b>3.3</b>	<b>0</b>			<b>4.3</b>	<b>18.6</b>	<b>4</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>		<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>		<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>		<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>	<b>09:30</b>
<b>AM Pk Vol</b>		<b>5</b>	<b>3</b>	<b>1</b>	<b>0</b>	<b>9</b>		<b>4</b>	<b>13</b>	<b>8</b>	<b>0</b>	<b>25</b>		<b>10</b>	<b>4</b>	<b>4</b>	<b>0</b>	<b>18</b>		<b>4</b>	<b>11</b>	<b>3</b>	<b>0</b>	<b>18</b>	<b>70</b>
<b>AM PHF</b>		<b>0.625</b>	<b>0.375</b>	<b>0.250</b>	<b>NaN</b>	<b>0.750</b>		<b>0.500</b>	<b>0.813</b>	<b>0.667</b>	<b>NaN</b>	<b>0.694</b>		<b>0.500</b>	<b>0.333</b>	<b>0.500</b>	<b>NaN</b>	<b>0.500</b>		<b>0.333</b>	<b>0.550</b>	<b>0.250</b>	<b>NaN</b>	<b>0.643</b>	<b>0.729</b>
<b>PM Pk Hr</b>		<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>		<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>		<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>		<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>	<b>14:00</b>
<b>PM Pk Vol</b>		<b>2</b>	<b>4</b>	<b>2</b>	<b>0</b>	<b>8</b>		<b>3</b>	<b>15</b>	<b>8</b>	<b>0</b>	<b>26</b>		<b>13</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>17</b>		<b>3</b>	<b>10</b>	<b>3</b>	<b>0</b>	<b>16</b>	<b>67</b>
<b>PM PHF</b>		<b>0.500</b>	<b>0.500</b>	<b>0.250</b>	<b>NaN</b>	<b>0.667</b>		<b>0.375</b>	<b>0.750</b>	<b>0.667</b>	<b>NaN</b>	<b>0.929</b>		<b>0.813</b>	<b>0.500</b>	<b>0.500</b>	<b>NaN</b>	<b>0.850</b>		<b>0.375</b>	<b>0.625</b>	<b>0.375</b>	<b>NaN</b>	<b>0.667</b>	<b>0.882</b>

# 9th St E and 7th Ave NE

West Fargo, ND  
Tuesday April 9, 2019

File Name: 9th St and 7th Ave NE  
Location: 9th St E and 7th Ave NE  
West Fargo, ND

All Vehicles

Site Code:  
Study Date: 04/09/2019

Time	9th St E Southbound					7th Ave NE Westbound					9th St E Northbound					7th Ave NE Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
05:30	0	1	1	0	2	0	4	1	0	5	3	8	1	0	12	1	2	0	0	3	22
05:45	0	2	1	0	3	2	10	3	0	15	9	20	4	0	33	0	5	0	0	5	56
Total	0	3	2	0	5	2	14	4	0	20	12	28	5	0	45	1	7	0	0	8	78
06:00	2	9	0	0	11	2	12	8	0	22	9	34	13	0	56	5	6	1	0	12	101
06:15	6	16	0	0	22	3	22	4	0	29	12	33	14	0	59	15	2	0	0	17	127
06:30	5	28	0	0	33	5	37	8	0	50	19	37	13	0	69	15	4	0	0	19	171
06:45	6	9	2	0	17	5	48	10	0	63	16	42	24	0	82	7	13	1	0	21	183
Total	19	62	2	0	83	15	119	30	0	164	56	146	64	0	266	42	25	2	0	69	582
07:00	2	21	2	0	25	4	22	2	0	28	9	29	8	0	46	5	15	1	0	21	120
07:15	3	15	5	0	23	11	28	5	0	44	21	45	11	0	77	0	26	4	0	30	174
07:30	4	15	3	0	22	9	28	13	0	50	25	48	8	0	81	3	30	1	0	34	187
07:45	3	18	6	0	27	6	24	12	0	42	35	58	12	0	105	5	22	1	0	28	202
Total	12	69	16	0	97	30	102	32	0	164	90	180	39	0	309	13	93	7	0	113	683
08:00	2	11	2	0	15	7	21	5	0	33	12	36	14	0	62	3	14	2	0	19	129
08:15	3	19	1	0	23	1	15	6	0	22	17	26	7	0	50	0	18	0	0	18	113
08:30	8	15	0	0	23	5	13	13	0	31	12	15	8	0	35	2	12	0	0	14	103
08:45	4	9	5	0	18	3	15	6	0	24	16	14	2	0	32	1	17	1	0	19	93
Total	17	54	8	0	79	16	64	30	0	110	57	91	31	0	179	6	61	3	0	70	438
09:00	1	9	3	0	13	3	12	2	0	17	6	4	1	0	11	2	6	1	0	9	50
09:15	0	21	3	0	24	3	10	11	0	24	7	15	4	0	26	2	14	2	0	18	92
09:30	1	10	4	0	15	6	14	10	0	30	14	20	2	0	36	3	18	0	0	21	102
09:45	4	11	3	0	18	3	10	11	0	24	14	4	1	0	19	1	8	1	0	10	71
Total	6	51	13	0	70	15	46	34	0	95	41	43	8	0	92	8	46	4	0	58	315
10:00	5	12	2	0	19	4	12	10	0	26	14	15	3	0	32	4	12	5	0	21	98
10:15	3	13	0	0	16	3	16	8	0	27	8	20	7	0	35	2	13	1	0	16	94

Time	9th St E Southbound					7th Ave NE Westbound					9th St E Northbound					7th Ave NE Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
10:30	1	14	3	0	18	4	18	7	0	29	13	18	2	0	33	1	13	2	0	16	96
10:45	1	23	3	0	27	3	10	12	0	25	12	17	4	0	33	2	19	3	0	24	109
<b>Total</b>	<b>10</b>	<b>62</b>	<b>8</b>	<b>0</b>	<b>80</b>	<b>14</b>	<b>56</b>	<b>37</b>	<b>0</b>	<b>107</b>	<b>47</b>	<b>70</b>	<b>16</b>	<b>0</b>	<b>133</b>	<b>9</b>	<b>57</b>	<b>11</b>	<b>0</b>	<b>77</b>	<b>397</b>
11:00	2	14	5	0	21	2	15	14	0	31	16	13	3	0	32	5	16	0	0	21	105
11:15	2	23	8	0	33	2	9	18	0	29	10	17	7	0	34	6	12	5	0	23	119
11:30	2	26	6	0	34	1	18	20	0	39	5	27	7	0	39	9	17	1	0	27	139
11:45	0	28	2	0	30	6	13	14	0	33	11	24	4	0	39	8	21	0	0	29	131
<b>Total</b>	<b>6</b>	<b>91</b>	<b>21</b>	<b>0</b>	<b>118</b>	<b>11</b>	<b>55</b>	<b>66</b>	<b>0</b>	<b>132</b>	<b>42</b>	<b>81</b>	<b>21</b>	<b>0</b>	<b>144</b>	<b>28</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>100</b>	<b>494</b>
12:00	0	33	9	0	42	9	13	15	0	37	14	32	6	0	52	15	33	0	0	48	179
12:15	4	31	3	0	38	9	23	13	0	45	18	21	9	0	48	8	10	4	0	22	153
12:30	2	22	1	0	25	8	17	13	0	38	13	29	8	0	50	7	14	0	0	21	134
12:45	0	17	6	0	23	7	12	19	0	38	13	30	6	0	49	4	13	0	0	17	127
<b>Total</b>	<b>6</b>	<b>103</b>	<b>19</b>	<b>0</b>	<b>128</b>	<b>33</b>	<b>65</b>	<b>60</b>	<b>0</b>	<b>158</b>	<b>58</b>	<b>112</b>	<b>29</b>	<b>0</b>	<b>199</b>	<b>34</b>	<b>70</b>	<b>4</b>	<b>0</b>	<b>108</b>	<b>593</b>
13:00	0	20	2	0	22	4	26	9	0	39	14	29	12	0	55	6	9	0	0	15	131
13:15	2	15	4	0	21	4	12	9	0	25	16	27	6	0	49	6	12	2	0	20	115
13:30	1	19	5	0	25	3	10	9	0	22	16	28	7	0	51	1	8	1	0	10	108
13:45	1	19	2	0	22	6	13	13	0	32	11	20	1	0	32	4	14	1	0	19	105
<b>Total</b>	<b>4</b>	<b>73</b>	<b>13</b>	<b>0</b>	<b>90</b>	<b>17</b>	<b>61</b>	<b>40</b>	<b>0</b>	<b>118</b>	<b>57</b>	<b>104</b>	<b>26</b>	<b>0</b>	<b>187</b>	<b>17</b>	<b>43</b>	<b>4</b>	<b>0</b>	<b>64</b>	<b>459</b>
14:00	1	20	4	0	25	7	12	15	0	34	9	20	2	0	31	7	14	2	0	23	113
14:15	5	14	5	0	24	5	25	8	0	38	10	19	7	0	36	3	13	2	0	18	116
14:30	3	22	4	0	29	1	22	17	0	40	18	23	4	0	45	3	21	3	0	27	141
14:45	5	23	5	0	33	5	18	6	0	29	13	20	8	0	41	4	8	1	0	13	116
<b>Total</b>	<b>14</b>	<b>79</b>	<b>18</b>	<b>0</b>	<b>111</b>	<b>18</b>	<b>77</b>	<b>46</b>	<b>0</b>	<b>141</b>	<b>50</b>	<b>82</b>	<b>21</b>	<b>0</b>	<b>153</b>	<b>17</b>	<b>56</b>	<b>8</b>	<b>0</b>	<b>81</b>	<b>486</b>
15:00	2	24	4	0	30	9	21	15	0	45	24	34	5	0	63	2	21	1	0	24	162
15:15	0	19	3	0	22	13	22	13	0	48	7	15	5	0	27	4	9	0	0	13	110
15:30	2	69	14	0	85	5	28	27	0	60	12	15	2	0	29	6	15	1	0	22	196
15:45	2	29	7	0	38	3	19	15	0	37	17	35	8	0	60	4	12	1	0	17	152
<b>Total</b>	<b>6</b>	<b>141</b>	<b>28</b>	<b>0</b>	<b>175</b>	<b>30</b>	<b>90</b>	<b>70</b>	<b>0</b>	<b>190</b>	<b>60</b>	<b>99</b>	<b>20</b>	<b>0</b>	<b>179</b>	<b>16</b>	<b>57</b>	<b>3</b>	<b>0</b>	<b>76</b>	<b>620</b>
16:00	2	55	8	0	65	3	23	24	0	50	19	23	5	0	47	13	27	2	0	42	204
16:15	2	30	5	0	37	3	27	11	0	41	18	18	6	0	42	12	17	2	0	31	151
16:30	0	65	7	0	72	5	41	36	0	82	12	15	5	0	32	8	27	5	0	40	226
16:45	1	39	3	0	43	2	31	39	0	72	19	18	10	0	47	9	28	6	0	43	205
<b>Total</b>	<b>5</b>	<b>189</b>	<b>23</b>	<b>0</b>	<b>217</b>	<b>13</b>	<b>122</b>	<b>110</b>	<b>0</b>	<b>245</b>	<b>68</b>	<b>74</b>	<b>26</b>	<b>0</b>	<b>168</b>	<b>42</b>	<b>99</b>	<b>15</b>	<b>0</b>	<b>156</b>	<b>786</b>
17:00	2	68	8	0	78	6	45	38	0	89	9	24	6	0	39	19	45	5	0	69	275

Time	9th St E Southbound					7th Ave NE Westbound					9th St E Northbound					7th Ave NE Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
17:15	4	41	3	0	48	5	42	23	0	70	11	24	13	0	48	9	22	2	0	33	199
17:30	1	18	6	0	25	2	28	21	0	51	11	24	5	0	40	29	38	4	0	71	187
17:45	1	20	2	0	23	0	21	21	0	42	11	20	6	0	37	5	22	1	0	28	130
<b>Total</b>	<b>8</b>	<b>147</b>	<b>19</b>	<b>0</b>	<b>174</b>	<b>13</b>	<b>136</b>	<b>103</b>	<b>0</b>	<b>252</b>	<b>42</b>	<b>92</b>	<b>30</b>	<b>0</b>	<b>164</b>	<b>62</b>	<b>127</b>	<b>12</b>	<b>0</b>	<b>201</b>	<b>791</b>
18:00	0	16	0	0	16	2	6	6	0	14	13	15	0	0	28	3	11	1	0	15	73
18:15	1	19	0	0	20	0	14	10	0	24	4	15	1	0	20	2	7	1	0	10	74
18:30	0	20	2	0	22	2	10	6	0	18	5	13	2	0	20	2	11	0	0	13	73
18:45	0	13	1	0	14	3	9	6	0	18	13	15	2	0	30	4	8	1	0	13	75
<b>Total</b>	<b>1</b>	<b>68</b>	<b>3</b>	<b>0</b>	<b>72</b>	<b>7</b>	<b>39</b>	<b>28</b>	<b>0</b>	<b>74</b>	<b>35</b>	<b>58</b>	<b>5</b>	<b>0</b>	<b>98</b>	<b>11</b>	<b>37</b>	<b>3</b>	<b>0</b>	<b>51</b>	<b>295</b>
19:00	0	4	1	0	5	0	4	4	0	8	1	2	0	0	3	2	3	0	0	5	21
<b>Total</b>	<b>1</b>	<b>85</b>	<b>5</b>	<b>0</b>	<b>91</b>	<b>10</b>	<b>52</b>	<b>38</b>	<b>0</b>	<b>100</b>	<b>49</b>	<b>75</b>	<b>7</b>	<b>0</b>	<b>131</b>	<b>17</b>	<b>48</b>	<b>4</b>	<b>0</b>	<b>69</b>	<b>391</b>
<b>Grand Total</b>	<b>114</b>	<b>1196</b>	<b>194</b>	<b>0</b>	<b>1504</b>	<b>234</b>	<b>1050</b>	<b>694</b>	<b>0</b>	<b>1978</b>	<b>716</b>	<b>1262</b>	<b>341</b>	<b>0</b>	<b>2319</b>	<b>308</b>	<b>847</b>	<b>82</b>	<b>0</b>	<b>1237</b>	<b>7038</b>
<b>Appr %</b>	<b>07.6</b>	<b>79.5</b>	<b>12.9</b>	<b>00.0</b>		<b>11.8</b>	<b>53.1</b>	<b>35.1</b>	<b>00.0</b>		<b>30.9</b>	<b>54.4</b>	<b>14.7</b>	<b>00.0</b>		<b>24.9</b>	<b>68.5</b>	<b>06.6</b>	<b>00.0</b>		
<b>Total %</b>	<b>01.6</b>	<b>17.0</b>	<b>02.8</b>	<b>00.0</b>		<b>03.3</b>	<b>14.9</b>	<b>09.9</b>	<b>00.0</b>		<b>10.2</b>	<b>17.9</b>	<b>04.8</b>	<b>00.0</b>		<b>04.4</b>	<b>12.0</b>	<b>01.2</b>	<b>00.0</b>		
<b>% Trucks</b>	<b>15.8</b>	<b>03.2</b>	<b>09.3</b>	<b>-</b>	<b>04.9</b>	<b>09.8</b>	<b>11.3</b>	<b>09.1</b>	<b>-</b>	<b>10.4</b>	<b>09.4</b>	<b>03.2</b>	<b>05.3</b>	<b>-</b>	<b>05.4</b>	<b>07.8</b>	<b>12.2</b>	<b>26.8</b>	<b>-</b>	<b>12.0</b>	<b>07.9</b>
<b>AM Pk Hr</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>
<b>AM Pk Vol</b>	<b>12</b>	<b>59</b>	<b>16</b>	<b>0</b>	<b>87</b>	<b>33</b>	<b>101</b>	<b>35</b>	<b>0</b>	<b>169</b>	<b>93</b>	<b>187</b>	<b>45</b>	<b>0</b>	<b>325</b>	<b>11</b>	<b>92</b>	<b>8</b>	<b>0</b>	<b>111</b>	<b>692</b>
<b>AM PHF</b>	<b>0.750</b>	<b>0.819</b>	<b>0.667</b>	<b>NaN</b>	<b>0.806</b>	<b>0.750</b>	<b>0.902</b>	<b>0.673</b>	<b>NaN</b>	<b>0.845</b>	<b>0.664</b>	<b>0.806</b>	<b>0.804</b>	<b>NaN</b>	<b>0.774</b>	<b>0.550</b>	<b>0.767</b>	<b>0.500</b>	<b>NaN</b>	<b>0.816</b>	<b>0.856</b>
<b>PM Pk Hr</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>
<b>PM Pk Vol</b>	<b>7</b>	<b>213</b>	<b>21</b>	<b>0</b>	<b>241</b>	<b>18</b>	<b>159</b>	<b>136</b>	<b>0</b>	<b>313</b>	<b>51</b>	<b>81</b>	<b>34</b>	<b>0</b>	<b>166</b>	<b>45</b>	<b>122</b>	<b>18</b>	<b>0</b>	<b>185</b>	<b>905</b>
<b>PM PHF</b>	<b>0.438</b>	<b>0.783</b>	<b>0.656</b>	<b>NaN</b>	<b>0.772</b>	<b>0.750</b>	<b>0.883</b>	<b>0.872</b>	<b>NaN</b>	<b>0.879</b>	<b>0.671</b>	<b>0.844</b>	<b>0.654</b>	<b>NaN</b>	<b>0.865</b>	<b>0.592</b>	<b>0.678</b>	<b>0.750</b>	<b>NaN</b>	<b>0.670</b>	<b>0.823</b>





# 9th St E and 7th Ave NE





West Fargo, ND  
Tuesday April 9, 2019

**File Name:** 9th St and 7th Ave NE  
**Location:** 9th St E and 7th Ave NE  
West Fargo, ND


**Site Code:**  
**Study Date:** 04/09/2019





## All Vehicles

7th Ave NE		Out = 1237	
		0	U-Turn 
		82	Left 
		847	Thru 
In = 1505		308	Right 

9th St E			
In = 1578		Out = 1504	
114	1196	194	0
Right	Thru	Left	U-Turn
			

Total Volumes  
05:30 to 19:15  
Volume = 7038

7th Ave NE		In = 1757		Out = 1978	
	Right	234			
	Thru	1050			
	Left	694			
	U-Turn	0			

			
U-Turn	Left	Thru	Right
0	341	1262	716
In = 2198		Out = 2319	
9th St E			







# 9th St E and 7th Ave NE





West Fargo, ND  
Tuesday April 9, 2019

**File Name:** 9th St and 7th Ave NE  
**Location:** 9th St E and 7th Ave NE  
West Fargo, ND





**Site Code:**  
**Study Date:** 04/09/2019





## All Vehicles

7th Ave NE	0	U-Turn	
	8	Left	
	92	Thru	
	11	Right	

9th St E			
12	59	16	0
Right	Thru	Left	U-Turn
			

**AM Peak Hour Statistics**  
**AM Peak Hour Begins: 07:15**  
**AM Peak Hour Volume: 692**  
**AM Peak Hour Factor: 0.856**

			
U-Turn	Left	Thru	Right
0	45	187	93
9th St E			

	Right	33	7th Ave NE
	Thru	101	
	Left	35	
	U-Turn	0	

# 9th St E and 7th Ave NE





West Fargo, ND  
Tuesday April 9, 2019

**File Name:** 9th St and 7th Ave NE  
**Location:** 9th St E and 7th Ave NE  
West Fargo, ND





**Site Code:**  
**Study Date:** 04/09/2019





## All Vehicles

7th Ave NE	0	U-Turn	
	18	Left	
	122	Thru	
	45	Right	

9th St E			
7	213	21	0
Right	Thru	Left	U-Turn
			

**PM Peak Hour Statistics**  
PM Peak Hour Begins: 16:30  
PM Peak Hour Volume: 905  
PM Peak Hour Factor: 0.823

			
U-Turn	Left	Thru	Right
0	34	81	51
9th St E			

	Right	18	7th Ave NE
	Thru	159	
	Left	136	
	U-Turn	0	

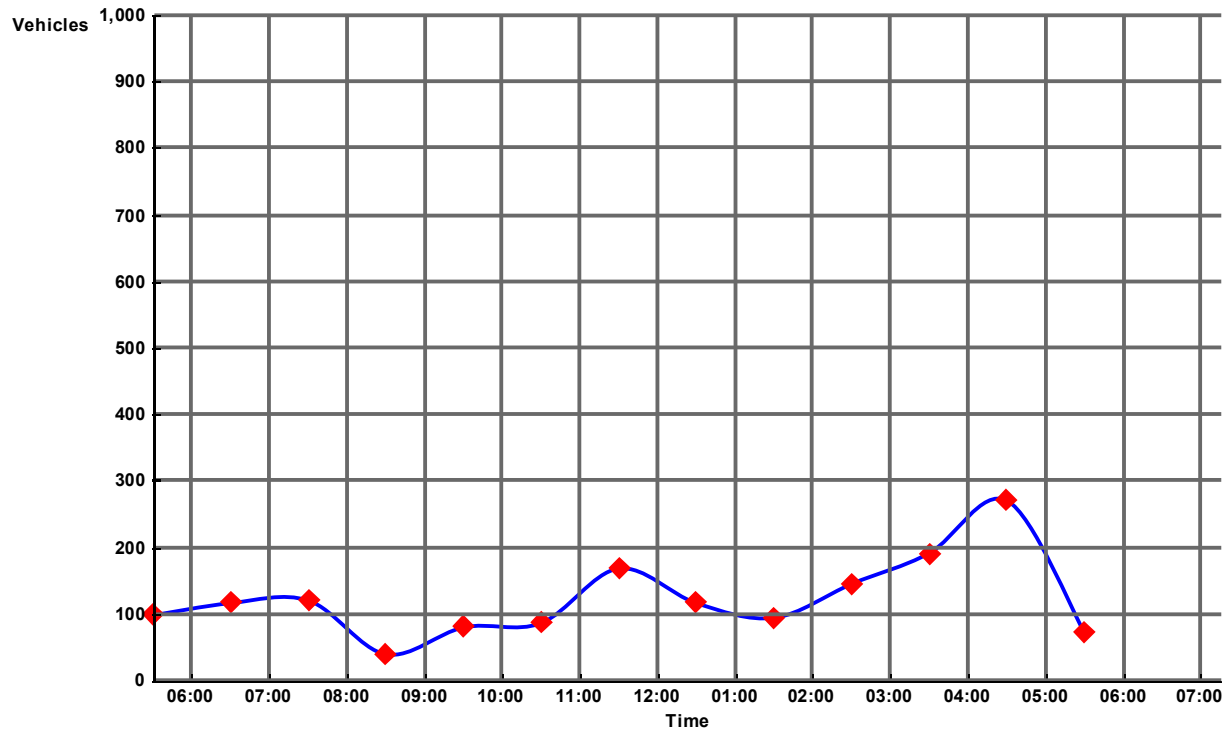
# 9th St E and 7th Ave NE

West Fargo, ND  
Tuesday April 9, 2019

**File Name:** 9th St and 7th Ave NE  
**Location:** 9th St E and 7th Ave NE  
West Fargo, ND

**Cars**

**Site Code:**  
**Study Date:** 04/09/2019



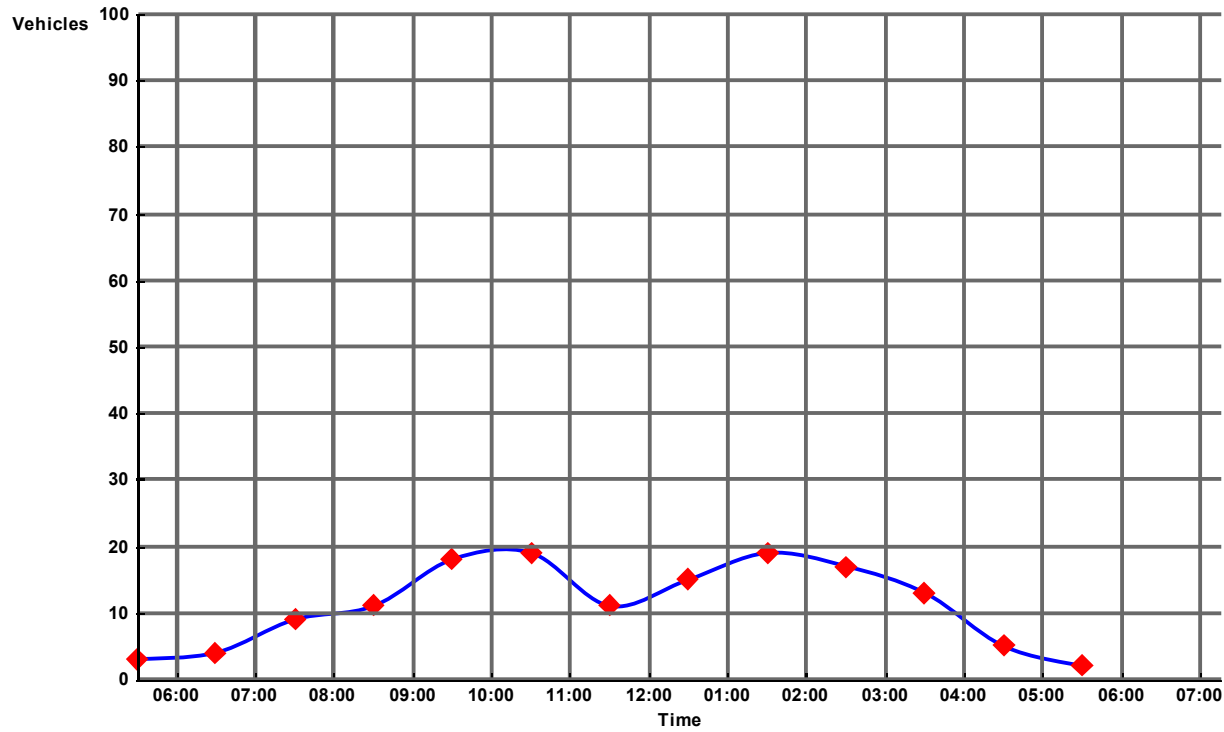
# 9th St E and 7th Ave NE

West Fargo, ND  
Tuesday April 9, 2019

**File Name:** 9th St and 7th Ave NE  
**Location:** 9th St E and 7th Ave NE  
West Fargo, ND

**Trucks**

**Site Code:**  
**Study Date:** 04/09/2019



# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

File Name: 2\_9th St and 4th Ave E  
Location: 9th St E and 4th Ave E  
West Fargo, ND

Site Code:  
Study Date: 04/09/2019

## Cars and Peds

Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
05:45	0	0	5	0	0	5	0	1	1	0	0	2	0	0	24	0	0	24	0	1	0	10	0	11	42
Total	0	0	5	0	0	5	0	1	1	0	0	2	0	0	24	0	0	24	0	1	0	10	0	11	42
06:00	0	4	9	0	0	13	0	0	0	0	0	0	0	0	40	4	0	44	0	3	0	3	0	6	63
06:15	0	3	14	0	0	17	0	2	0	2	0	4	0	0	47	2	0	49	0	6	0	3	0	9	79
06:30	3	15	72	1	0	88	2	3	16	4	0	23	1	1	164	35	0	200	0	43	10	34	0	87	398
06:45	3	18	157	1	0	176	2	6	12	1	0	19	0	3	296	68	0	367	0	74	9	30	0	113	675
Total	6	40	252	2	0	294	4	11	28	7	0	46	1	4	547	109	0	660	0	126	19	70	0	215	1215
07:00	0	3	51	0	0	54	0	2	3	1	0	6	1	0	70	13	0	83	0	9	0	10	0	19	162
07:15	0	6	54	2	0	62	0	1	3	1	0	5	0	0	91	25	0	116	1	19	0	14	0	33	216
07:30	1	21	59	0	0	80	6	1	18	1	0	20	5	3	123	25	0	151	0	32	6	18	0	56	307
07:45	4	13	51	2	0	66	1	4	21	1	0	26	1	2	118	36	0	156	0	38	7	24	0	69	317
Total	5	43	215	4	0	262	7	8	45	4	0	57	7	5	402	99	0	506	1	98	13	66	0	177	1002
08:00	0	10	62	0	0	72	4	0	8	2	0	10	0	0	75	25	0	100	0	42	10	27	0	79	261
08:15	1	3	65	1	0	69	1	3	0	0	0	3	0	2	85	22	0	109	0	18	1	3	0	22	203
08:30	0	6	55	0	0	61	1	2	5	0	0	7	0	1	66	19	0	86	0	16	1	4	0	21	175
08:45	0	6	47	0	0	53	0	1	1	0	0	2	0	0	59	17	0	76	0	12	0	4	0	16	147
Total	1	25	229	1	0	255	6	6	14	2	0	22	0	3	285	83	0	371	0	88	12	38	0	138	786
09:00	0	1	37	1	0	39	0	0	2	0	0	2	2	0	62	16	0	78	0	12	1	4	0	17	136
09:15	0	1	49	0	0	50	0	1	2	0	0	3	0	0	45	7	0	52	0	11	3	4	0	18	123
09:30	0	4	42	1	0	47	0	2	0	0	0	2	0	0	39	3	0	42	0	7	1	2	0	10	101
09:45	0	3	43	2	0	48	0	2	0	2	0	4	0	2	47	12	0	61	0	10	0	9	0	19	132
Total	0	9	171	4	0	184	0	5	4	2	0	11	2	2	193	38	0	233	0	40	5	19	0	64	492
10:00	0	2	43	0	0	45	0	0	0	2	0	2	1	0	65	11	0	76	0	11	0	9	0	20	143
10:15	0	5	33	1	0	39	0	3	0	1	0	4	0	1	44	5	0	50	0	9	1	3	0	13	106
10:30	0	1	42	0	0	43	1	3	3	0	0	6	0	1	56	8	0	65	0	10	0	5	0	15	129

Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
10:45	0	3	51	1	0	55	0	1	1	1	0	3	0	1	43	12	0	56	0	10	0	5	0	15	129
Total	0	11	169	2	0	182	1	7	4	4	0	15	1	3	208	36	0	247	0	40	1	22	0	63	507
11:00	0	2	58	0	0	60	0	0	0	0	0	0	0	1	73	14	0	88	0	13	0	5	0	18	166
11:15	0	4	69	0	0	73	0	1	3	0	0	4	0	0	48	23	0	71	1	7	0	4	0	11	159
11:30	0	6	85	1	0	92	0	0	4	1	0	5	0	1	64	16	0	81	0	25	1	7	0	33	211
11:45	0	4	76	1	0	81	0	3	0	1	0	4	0	2	69	20	0	91	0	17	3	5	0	25	201
Total	0	16	288	2	0	306	0	4	7	2	0	13	0	4	254	73	0	331	1	62	4	21	0	87	737
12:00	0	9	86	1	0	96	0	0	0	1	0	1	0	0	75	24	0	99	0	21	2	7	0	30	226
12:15	0	2	67	2	0	71	0	1	0	0	0	1	0	0	55	9	0	64	0	8	0	5	0	13	149
12:30	0	3	74	2	0	79	0	1	2	2	0	5	0	2	91	9	0	102	1	13	2	6	0	21	207
12:45	0	4	58	1	0	63	0	2	1	0	0	3	0	1	84	24	0	109	0	17	0	6	0	23	198
Total	0	18	285	6	0	309	0	4	3	3	0	10	0	3	305	66	0	374	1	59	4	24	0	87	780
13:00	0	2	67	0	0	69	1	1	2	0	0	3	1	0	73	12	0	85	0	19	1	8	0	28	185
13:15	0	2	55	0	0	57	0	0	2	0	0	2	0	1	91	11	0	103	0	12	1	3	0	16	178
13:30	0	2	49	1	0	52	1	5	0	2	0	7	1	1	62	14	0	77	0	7	0	4	0	11	147
13:45	0	2	59	1	0	62	1	2	3	1	0	6	0	0	65	11	0	76	0	7	0	5	0	12	156
Total	0	8	230	2	0	240	3	8	7	3	0	18	2	2	291	48	0	341	0	45	2	20	0	67	666
14:00	0	4	78	1	0	83	0	0	2	2	0	4	0	0	60	13	0	73	0	12	1	9	0	22	182
14:15	1	14	58	0	0	72	0	1	6	0	0	7	0	2	59	20	0	81	0	10	2	4	0	16	176
14:30	0	13	64	0	0	77	0	0	4	2	0	6	0	1	78	26	0	105	0	18	2	3	0	23	211
14:45	10	9	60	2	0	71	6	1	4	0	0	5	14	1	98	19	0	118	0	41	13	19	0	73	267
Total	11	40	260	3	0	303	6	2	16	4	0	22	14	4	295	78	0	377	0	81	18	35	0	134	836
15:00	1	6	60	1	0	67	0	2	2	0	0	4	0	1	83	11	0	95	1	22	1	10	0	33	199
15:15	3	4	57	1	0	62	1	1	6	0	0	7	1	1	63	17	0	81	4	24	3	4	0	31	181
15:30	0	6	109	1	0	116	0	0	1	1	0	2	0	1	67	22	0	90	1	24	2	6	0	32	240
15:45	2	6	79	0	0	85	2	3	2	1	0	6	2	3	95	20	0	118	0	32	3	8	0	43	252
Total	6	22	305	3	0	330	3	6	11	2	0	19	3	6	308	70	0	384	6	102	9	28	0	139	872
16:00	0	5	104	1	0	110	0	1	0	3	0	4	0	0	72	19	0	91	0	22	1	5	0	28	233
16:15	2	6	97	2	0	105	1	3	2	1	0	6	0	3	78	16	0	97	1	25	2	4	0	31	239
16:30	0	14	141	0	0	155	0	1	0	0	0	1	0	2	70	19	0	91	0	16	1	4	0	21	268
16:45	0	17	123	3	0	143	1	1	4	2	0	7	0	6	90	41	0	137	0	23	4	6	0	33	320
Total	2	42	465	6	0	513	2	6	6	6	0	18	0	11	310	95	0	416	1	86	8	19	0	113	1060
17:00	2	14	165	1	0	180	0	1	1	1	0	3	1	3	78	22	0	103	2	15	2	3	0	20	306

Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
17:15	0	15	143	0	0	158	0	3	2	4	0	9	0	2	86	22	0	110	0	19	2	4	0	25	302
17:30	1	7	109	3	0	119	1	1	1	0	0	2	0	3	85	23	0	111	0	17	1	6	0	24	256
17:45	0	10	73	3	0	86	0	1	2	0	0	3	0	2	59	19	0	80	0	25	4	6	0	35	204
<b>Total</b>	<b>3</b>	<b>46</b>	<b>490</b>	<b>7</b>	<b>0</b>	<b>543</b>	<b>1</b>	<b>6</b>	<b>6</b>	<b>5</b>	<b>0</b>	<b>17</b>	<b>1</b>	<b>10</b>	<b>308</b>	<b>86</b>	<b>0</b>	<b>404</b>	<b>2</b>	<b>76</b>	<b>9</b>	<b>19</b>	<b>0</b>	<b>104</b>	<b>1068</b>
18:00	0	6	53	3	0	62	1	0	2	1	0	3	0	3	84	17	0	104	1	15	1	4	0	20	189
18:15	1	5	72	0	0	77	0	3	2	1	0	6	0	2	47	6	0	55	0	16	3	4	0	23	161
18:30	0	4	49	1	0	54	0	0	3	0	0	3	0	1	43	11	0	55	1	8	1	5	0	14	126
18:45	0	4	46	0	0	50	0	2	1	0	0	3	0	1	52	15	0	68	0	6	1	2	0	9	130
<b>Total</b>	<b>1</b>	<b>19</b>	<b>220</b>	<b>4</b>	<b>0</b>	<b>243</b>	<b>1</b>	<b>5</b>	<b>8</b>	<b>2</b>	<b>0</b>	<b>15</b>	<b>0</b>	<b>7</b>	<b>226</b>	<b>49</b>	<b>0</b>	<b>282</b>	<b>2</b>	<b>45</b>	<b>6</b>	<b>15</b>	<b>0</b>	<b>66</b>	<b>606</b>
<b>Grand Total</b>	<b>35</b>	<b>339</b>	<b>3584</b>	<b>46</b>	<b>0</b>	<b>3969</b>	<b>34</b>	<b>79</b>	<b>160</b>	<b>46</b>	<b>0</b>	<b>285</b>	<b>31</b>	<b>64</b>	<b>3956</b>	<b>930</b>	<b>0</b>	<b>4950</b>	<b>14</b>	<b>949</b>	<b>110</b>	<b>406</b>	<b>0</b>	<b>1465</b>	<b>10669</b>
<b>Appr %</b>		<b>8.5</b>	<b>90.3</b>	<b>1.2</b>	<b>0</b>			<b>27.7</b>	<b>56.1</b>	<b>16.1</b>	<b>0</b>			<b>1.3</b>	<b>79.9</b>	<b>18.8</b>	<b>0</b>			<b>64.8</b>	<b>7.5</b>	<b>27.7</b>	<b>0</b>		
<b>Total %</b>		<b>3.2</b>	<b>33.6</b>	<b>0.4</b>	<b>0</b>			<b>0.7</b>	<b>1.5</b>	<b>0.4</b>	<b>0</b>			<b>0.6</b>	<b>37.1</b>	<b>8.7</b>	<b>0</b>			<b>8.9</b>	<b>1</b>	<b>3.8</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>		<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>		<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>		<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>	<b>06:30</b>
<b>AM Pk Vol</b>		<b>42</b>	<b>334</b>	<b>4</b>	<b>0</b>	<b>380</b>		<b>12</b>	<b>34</b>	<b>7</b>	<b>0</b>	<b>53</b>		<b>4</b>	<b>621</b>	<b>141</b>	<b>0</b>	<b>766</b>		<b>145</b>	<b>19</b>	<b>88</b>	<b>0</b>	<b>252</b>	<b>1451</b>
<b>AM PHF</b>		<b>0.583</b>	<b>0.532</b>	<b>0.500</b>	<b>NaN</b>	<b>0.540</b>		<b>0.500</b>	<b>0.531</b>	<b>0.438</b>	<b>NaN</b>	<b>0.576</b>		<b>0.333</b>	<b>0.524</b>	<b>0.518</b>	<b>NaN</b>	<b>0.522</b>		<b>0.490</b>	<b>0.475</b>	<b>0.647</b>	<b>NaN</b>	<b>0.558</b>	<b>0.537</b>
<b>PM Pk Hr</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>		<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>	<b>16:30</b>
<b>PM Pk Vol</b>		<b>60</b>	<b>572</b>	<b>4</b>	<b>0</b>	<b>636</b>		<b>6</b>	<b>7</b>	<b>7</b>	<b>0</b>	<b>20</b>		<b>13</b>	<b>324</b>	<b>104</b>	<b>0</b>	<b>441</b>		<b>73</b>	<b>9</b>	<b>17</b>	<b>0</b>	<b>99</b>	<b>1196</b>
<b>PM PHF</b>		<b>0.882</b>	<b>0.867</b>	<b>0.333</b>	<b>NaN</b>	<b>0.883</b>		<b>0.500</b>	<b>0.438</b>	<b>0.438</b>	<b>NaN</b>	<b>0.556</b>		<b>0.542</b>	<b>0.900</b>	<b>0.634</b>	<b>NaN</b>	<b>0.805</b>		<b>0.793</b>	<b>0.563</b>	<b>0.708</b>	<b>NaN</b>	<b>0.750</b>	<b>0.934</b>

# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

File Name: 2\_9th St and 4th Ave E  
Location: 9th St E and 4th Ave E  
West Fargo, ND

## Trucks and Bikes

Site Code:  
Study Date: 04/09/2019

Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total						
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total							
05:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30	0	0	1	0	0	1	1	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45	0	0	4	0	0	4	3	0	0	0	0	0	0	0	4	4	0	8	0	2	0	2	0	0	4	0	0	0	4	16	
Total	1	0	5	0	0	5	4	0	0	0	0	0	1	0	4	5	0	9	0	2	0	2	0	0	4	0	0	0	4	18	
07:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
07:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
07:30	0	0	0	0	0	0	1	0	1	0	0	1	1	0	0	1	0	1	0	0	0	1	0	1	1	0	0	0	1	3	
07:45	0	0	2	0	0	2	2	0	0	0	0	0	1	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
Total	0	0	2	0	0	2	3	0	1	0	0	1	2	0	1	2	0	3	0	0	0	1	0	1	1	0	0	0	1	7	
08:00	0	0	3	0	0	3	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	0	0	6	
08:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	0	0	1	0	0	0	1	2	
08:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	0	1	1	0	0	0	1	4	
08:45	0	0	3	0	0	3	0	0	0	0	0	0	0	0	0	5	0	5	0	1	0	0	0	0	1	0	0	0	1	9	
Total	0	0	7	0	0	7	0	0	0	0	0	0	0	0	3	8	0	11	0	2	0	1	0	0	3	0	0	0	3	21	
09:00	0	0	2	0	0	2	1	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	0	1	1	0	0	0	1	4	
09:15	0	0	1	0	0	1	1	0	0	1	0	1	0	0	1	1	0	2	0	1	0	0	0	0	1	0	0	0	1	5	
09:30	0	1	2	1	0	4	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	6	
09:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
Total	0	1	6	1	0	8	2	0	0	1	0	1	0	0	3	2	0	5	0	1	0	1	0	0	2	0	0	0	2	16	
10:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	1	0	1	1	0	0	0	1	2	
10:15	0	0	5	0	0	5	0	0	0	1	0	1	0	0	1	1	0	2	0	1	0	0	0	0	1	0	0	0	1	9	
10:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	



Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	
10:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	2	0	2	0	4	6
Total	0	0	7	0	0	7	0	0	0	1	0	1	0	0	3	2	0	5	0	3	0	3	0	6	19
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	0	0	0	0	0	0	4
11:15	0	0	1	0	0	1	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	5
11:30	0	0	2	0	0	2	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	4
11:45	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	2	4
Total	0	0	4	0	0	4	0	0	0	0	0	0	0	7	4	0	11	0	2	0	0	0	0	2	17
12:00	0	0	0	0	0	0	0	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	0	0	4
12:15	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	2
12:30	0	0	2	0	0	2	0	1	0	0	0	1	1	0	1	1	0	2	0	2	0	0	0	2	7
12:45	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	4	0	2	0	0	0	0	2	6
Total	0	0	2	0	0	2	0	1	0	0	0	1	1	1	6	5	0	12	0	4	0	0	0	4	19
13:00	0	0	2	0	0	2	0	0	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	1	4
13:15	0	0	2	0	0	2	0	0	0	0	0	0	1	0	2	1	0	3	0	0	0	0	0	0	5
13:30	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
13:45	1	0	3	0	0	3	1	0	1	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	6
Total	1	1	9	0	0	10	1	0	1	0	0	1	1	0	4	1	0	5	0	2	0	0	0	2	18
14:00	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
14:15	0	0	3	0	0	3	0	1	0	0	0	1	0	0	2	2	0	4	0	0	0	0	0	0	8
14:30	0	0	0	1	0	1	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	4
14:45	1	1	2	0	0	3	0	0	0	0	0	0	0	1	0	0	1	0	1	1	2	0	4	8	
Total	1	2	6	1	0	9	0	1	0	0	0	1	0	0	6	2	0	8	0	1	1	2	0	4	22
15:00	0	0	1	0	0	1	0	0	0	0	0	0	0	1	4	0	5	0	0	0	0	0	0	0	6
15:15	0	0	0	0	0	0	0	0	0	0	0	0	0	1	3	0	4	0	2	0	0	0	0	2	6
15:30	0	0	1	0	0	1	0	0	0	0	0	0	0	2	2	1	5	0	2	0	1	0	3	9	
15:45	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	1
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	5	9	1	15	0	4	0	1	0	0	5	22
16:00	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	1	0	0	0	1	5	
16:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	1	0	2	0	0	1	0	0	1	4	
16:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
16:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1	
Total	0	0	2	0	0	2	0	0	0	0	0	0	0	5	1	0	6	0	1	1	1	0	3	11	
17:00	0	0	1	0	0	1	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	3

Time	9th St E Southbound						4th Ave E Westbound						9th St E Northbound						4th Ave E Eastbound						Int Total		
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total			
17:15	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	1
17:30	0	0	0	0	0	0	0	1	0	0	0	1	0	1	2	0	0	3	0	0	0	0	0	0	0	0	4
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>1</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
18:00	0	1	1	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
18:15	0	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	2	0	0	0	0	0	0	0	0	3
18:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>
<b>Grand Total</b>	<b>3</b>	<b>5</b>	<b>57</b>	<b>2</b>	<b>0</b>	<b>64</b>	<b>10</b>	<b>3</b>	<b>2</b>	<b>2</b>	<b>0</b>	<b>7</b>	<b>5</b>	<b>3</b>	<b>52</b>	<b>43</b>	<b>1</b>	<b>99</b>	<b>0</b>	<b>22</b>	<b>2</b>	<b>12</b>	<b>0</b>	<b>36</b>	<b>206</b>		
<b>Appr %</b>		<b>7.8</b>	<b>89.1</b>	<b>3.1</b>	<b>0</b>			<b>42.9</b>	<b>28.6</b>	<b>28.6</b>	<b>0</b>			<b>3</b>	<b>52.5</b>	<b>43.4</b>	<b>1</b>			<b>61.1</b>	<b>5.6</b>	<b>33.3</b>	<b>0</b>				
<b>Total %</b>		<b>2.4</b>	<b>27.7</b>	<b>1</b>	<b>0</b>			<b>1.5</b>	<b>1</b>	<b>1</b>	<b>0</b>			<b>1.5</b>	<b>25.2</b>	<b>20.9</b>	<b>0.5</b>			<b>10.7</b>	<b>1</b>	<b>5.8</b>	<b>0</b>				
<b>AM Pk Hr</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	
<b>AM Pk Vol</b>		<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>15</b>		<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>29</b>		
<b>AM PHF</b>		<b>0.250</b>	<b>0.500</b>	<b>NaN</b>	<b>NaN</b>	<b>0.417</b>		<b>NaN</b>	<b>NaN</b>	<b>NaN</b>	<b>NaN</b>	<b>NaN</b>		<b>NaN</b>	<b>0.625</b>	<b>0.563</b>	<b>0.250</b>	<b>0.750</b>		<b>0.625</b>	<b>0.250</b>	<b>0.375</b>	<b>NaN</b>	<b>0.563</b>	<b>0.453</b>		
<b>PM Pk Hr</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	
<b>PM Pk Vol</b>		<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>5</b>		<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>		<b>0</b>	<b>5</b>	<b>9</b>	<b>1</b>	<b>15</b>		<b>5</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>9</b>	<b>29</b>		
<b>PM PHF</b>		<b>0.250</b>	<b>0.500</b>	<b>NaN</b>	<b>NaN</b>	<b>0.417</b>		<b>NaN</b>	<b>NaN</b>	<b>NaN</b>	<b>NaN</b>	<b>NaN</b>		<b>NaN</b>	<b>0.625</b>	<b>0.563</b>	<b>0.250</b>	<b>0.750</b>		<b>0.625</b>	<b>0.250</b>	<b>0.375</b>	<b>NaN</b>	<b>0.563</b>	<b>0.806</b>		

# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

File Name: 2\_9th St and 4th Ave E  
Location: 9th St E and 4th Ave E  
West Fargo, ND

All Vehicles

Site Code:  
Study Date: 04/09/2019

Time	9th St E Southbound					4th Ave E Westbound					9th St E Northbound					4th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
05:45	0	6	0	0	6	1	1	0	0	2	0	24	0	0	24	1	0	10	0	11	43
Total	0	6	0	0	6	1	1	0	0	2	0	24	0	0	24	1	0	10	0	11	43
06:00	4	9	0	0	13	0	0	0	0	0	0	40	4	0	44	3	0	3	0	6	63
06:15	3	14	0	0	17	2	0	2	0	4	0	47	3	0	50	6	0	3	0	9	80
06:30	15	73	1	0	89	3	16	4	0	23	1	164	35	0	200	43	10	34	0	87	399
06:45	18	161	1	0	180	6	12	1	0	19	3	300	72	0	375	76	9	32	0	117	691
Total	40	257	2	0	299	11	28	7	0	46	4	551	114	0	669	128	19	72	0	219	1233
07:00	3	51	0	0	54	2	3	1	0	6	0	70	13	0	83	9	0	10	0	19	162
07:15	6	54	2	0	62	1	3	1	0	5	0	91	26	0	117	19	0	14	0	33	217
07:30	21	59	0	0	80	1	19	1	0	21	3	123	26	0	152	32	6	19	0	57	310
07:45	13	53	2	0	68	4	21	1	0	26	2	119	36	0	157	38	7	24	0	69	320
Total	43	217	4	0	264	8	46	4	0	58	5	403	101	0	509	98	13	67	0	178	1009
08:00	10	65	0	0	75	0	8	2	0	10	0	78	25	0	103	42	10	27	0	79	267
08:15	3	65	1	0	69	3	0	0	0	3	2	85	23	0	110	19	1	3	0	23	205
08:30	6	56	0	0	62	2	5	0	0	7	1	66	21	0	88	16	1	5	0	22	179
08:45	6	50	0	0	56	1	1	0	0	2	0	59	22	0	81	13	0	4	0	17	156
Total	25	236	1	0	262	6	14	2	0	22	3	288	91	0	382	90	12	39	0	141	807
09:00	1	39	1	0	41	0	2	0	0	2	0	62	17	0	79	12	1	5	0	18	140
09:15	1	50	0	0	51	1	2	1	0	4	0	46	8	0	54	12	3	4	0	19	128
09:30	5	44	2	0	51	2	0	0	0	2	0	41	3	0	44	7	1	2	0	10	107
09:45	3	44	2	0	49	2	0	2	0	4	2	47	12	0	61	10	0	9	0	19	133
Total	10	177	5	0	192	5	4	3	0	12	2	196	40	0	238	41	5	20	0	66	508
10:00	2	43	0	0	45	0	0	2	0	2	0	66	11	0	77	11	0	10	0	21	145
10:15	5	38	1	0	44	3	0	2	0	5	1	45	6	0	52	10	1	3	0	14	115
10:30	1	43	0	0	44	3	3	0	0	6	1	56	9	0	66	10	0	5	0	15	131

Time	9th St E Southbound					4th Ave E Westbound					9th St E Northbound					4th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
10:45	3	52	1	0	56	1	1	1	0	3	1	44	12	0	57	12	0	7	0	19	135
Total	11	176	2	0	189	7	4	5	0	16	3	211	38	0	252	43	1	25	0	69	526
11:00	2	58	0	0	60	0	0	0	0	0	1	75	16	0	92	13	0	5	0	18	170
11:15	4	70	0	0	74	1	3	0	0	4	0	51	24	0	75	7	0	4	0	11	164
11:30	6	87	1	0	94	0	4	1	0	5	1	66	16	0	83	25	1	7	0	33	215
11:45	4	77	1	0	82	3	0	1	0	4	2	69	21	0	92	19	3	5	0	27	205
Total	16	292	2	0	310	4	7	2	0	13	4	261	77	0	342	64	4	21	0	89	754
12:00	9	86	1	0	96	0	0	1	0	1	0	78	25	0	103	21	2	7	0	30	230
12:15	2	67	2	0	71	1	0	0	0	1	1	55	10	0	66	8	0	5	0	13	151
12:30	3	76	2	0	81	2	2	2	0	6	2	92	10	0	104	15	2	6	0	23	214
12:45	4	58	1	0	63	2	1	0	0	3	1	86	26	0	113	19	0	6	0	25	204
Total	18	287	6	0	311	5	3	3	0	11	4	311	71	0	386	63	4	24	0	91	799
13:00	2	69	0	0	71	1	2	0	0	3	0	74	12	0	86	20	1	8	0	29	189
13:15	2	57	0	0	59	0	2	0	0	2	1	93	12	0	106	12	1	3	0	16	183
13:30	3	51	1	0	55	5	0	2	0	7	1	62	14	0	77	7	0	4	0	11	150
13:45	2	62	1	0	65	2	4	1	0	7	0	66	11	0	77	8	0	5	0	13	162
Total	9	239	2	0	250	8	8	3	0	19	2	295	49	0	346	47	2	20	0	69	684
14:00	5	79	1	0	85	0	2	2	0	4	0	60	13	0	73	12	1	9	0	22	184
14:15	14	61	0	0	75	2	6	0	0	8	2	61	22	0	85	10	2	4	0	16	184
14:30	13	64	1	0	78	0	4	2	0	6	1	81	26	0	108	18	2	3	0	23	215
14:45	10	62	2	0	74	1	4	0	0	5	1	99	19	0	119	42	14	21	0	77	275
Total	42	266	4	0	312	3	16	4	0	23	4	301	80	0	385	82	19	37	0	138	858
15:00	6	61	1	0	68	2	2	0	0	4	1	84	15	0	100	22	1	10	0	33	205
15:15	4	57	1	0	62	1	6	0	0	7	1	64	20	0	85	26	3	4	0	33	187
15:30	6	110	1	0	117	0	1	1	0	2	1	69	24	1	95	26	2	7	0	35	249
15:45	6	79	0	0	85	3	2	1	0	6	3	96	20	0	119	32	3	8	0	43	253
Total	22	307	3	0	332	6	11	2	0	19	6	313	79	1	399	106	9	29	0	144	894
16:00	5	104	1	0	110	1	0	3	0	4	0	76	19	0	95	23	1	5	0	29	238
16:15	6	98	2	0	106	3	2	1	0	6	3	79	17	0	99	25	3	4	0	32	243
16:30	14	142	0	0	156	1	0	0	0	1	2	70	19	0	91	16	1	4	0	21	269
16:45	17	123	3	0	143	1	4	2	0	7	6	90	41	0	137	23	4	7	0	34	321
Total	42	467	6	0	515	6	6	6	0	18	11	315	96	0	422	87	9	20	0	116	1071
17:00	14	166	1	0	181	1	1	1	0	3	3	80	22	0	105	15	2	3	0	20	309
17:15	15	143	0	0	158	3	2	4	0	9	2	86	23	0	111	19	2	4	0	25	303

Time	9th St E Southbound					4th Ave E Westbound					9th St E Northbound					4th Ave E Eastbound					Int Total	
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total		
17:30	7	109	3	0	119	2	1	0	0	3	4	87	23	0	114	17	1	6	0	24	260	
17:45	10	73	3	0	86	1	2	0	0	3	2	60	19	0	81	25	4	6	0	35	205	
Total	46	491	7	0	544	7	6	5	0	18	11	313	87	0	411	76	9	19	0	104	1077	
18:00	7	54	3	0	64	0	2	1	0	3	3	84	17	0	104	15	1	4	0	20	191	
18:15	5	73	0	0	78	3	2	1	0	6	3	47	7	0	57	16	3	4	0	23	164	
18:30	4	50	1	0	55	0	3	0	0	3	1	43	11	0	55	8	1	5	0	14	127	
18:45	4	46	0	0	50	2	1	0	0	3	1	52	15	0	68	6	1	2	0	9	130	
Total	20	223	4	0	247	5	8	2	0	15	8	226	50	0	284	45	6	15	0	66	612	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	344	3641	48	0	4033	82	162	48	0	292	67	4008	973	1	5049	971	112	418	0	1501	10875	
Appr %	08.5	90.3	01.2	00.0		28.1	55.5	16.4	00.0		01.3	79.4	19.3	00.0		64.7	07.5	27.8	00.0			
Total %	03.2	33.5	00.4	00.0		00.8	01.5	00.4	00.0		00.6	36.9	08.9	00.0		08.9	01.0	03.8	00.0			
% Trucks	01.5	01.6	04.2	-	01.6	03.7	01.2	04.2	-	02.4	04.5	01.3	04.4	100.0	02.0	02.3	01.8	02.9	-	02.4	01.9	
AM Pk Hr	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30	06:30
AM Pk Vol	42	339	4	0	385	12	34	7	0	53	4	625	146	0	775	147	19	90	0	256	1469	
AM PHF	0.583	0.526	0.500	NaN	0.535	0.500	0.531	0.438	NaN	0.576	0.333	0.521	0.507	NaN	0.517	0.484	0.475	0.662	NaN	0.547	0.531	
PM Pk Hr	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30	16:30
PM Pk Vol	60	574	4	0	638	6	7	7	0	20	13	326	105	0	444	73	9	18	0	100	1202	
PM PHF	0.882	0.864	0.333	NaN	0.881	0.500	0.438	0.438	NaN	0.556	0.542	0.906	0.640	NaN	0.810	0.793	0.563	0.643	NaN	0.735	0.936	

# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

**File Name:** 2\_9th St and 4th Ave E  
**Location:** 9th St E and 4th Ave E  
West Fargo, ND

**Site Code:**  
**Study Date:** 04/09/2019

## All Vehicles

4th Ave E		In = 1479		Out = 1501	
Right	971	Thru	112	Left	418
U-Turn	0	Thru	0	Left	0

9th St E			
In = 4508		Out = 4033	
Right	344	Thru	3641
Left	48	U-Turn	0

Total Volumes  
05:45 to 19:15  
Volume = 10875

4th Ave E		In = 227		Out = 292	
Right	82	Thru	162	Left	48
U-Turn	0	Thru	0	Left	0

9th St E			
U-Turn	1	Left	973
Thru	4008	Right	67
In = 4661		Out = 5049	





# 9th St E and 4th Ave E





West Fargo, ND  
 Tuesday, April 9, 2019

**File Name:** 2\_9th St and 4th Ave E  
**Location:** 9th St E and 4th Ave E  
 West Fargo, ND





**Site Code:**  
**Study Date:** 04/09/2019





## All Vehicles

4th Ave E	0	U-Turn	
	90	Left	
	19	Thru	
	147	Right	

9th St E			
42	339	4	0
Right	Thru	Left	U-Turn
			

**AM Peak Hour Statistics**  
 AM Peak Hour Begins: 06:30  
 AM Peak Hour Volume: 1469  
 AM Peak Hour Factor: 0.531

4th Ave E	12	Right	
	34	Thru	
	7	Left	
	0	U-Turn	

			
U-Turn	Left	Thru	Right
0	146	625	4
9th St E			





# 9th St E and 4th Ave E





West Fargo, ND  
 Tuesday, April 9, 2019

**File Name:** 2\_9th St and 4th Ave E  
**Location:** 9th St E and 4th Ave E  
 West Fargo, ND




**Site Code:**  
**Study Date:** 04/09/2019





## All Vehicles

4th Ave E	0	U-Turn	
	18	Left	
	9	Thru	
	73	Right	

9th St E			
60	574	4	0
Right	Thru	Left	U-Turn
			

**PM Peak Hour Statistics**  
 PM Peak Hour Begins: 16:30  
 PM Peak Hour Volume: 1202  
 PM Peak Hour Factor: 0.936

			
U-Turn	Left	Thru	Right
0	105	326	13
9th St E			

4th Ave E	6	Right	
	7	Thru	
	7	Left	
	0	U-Turn	



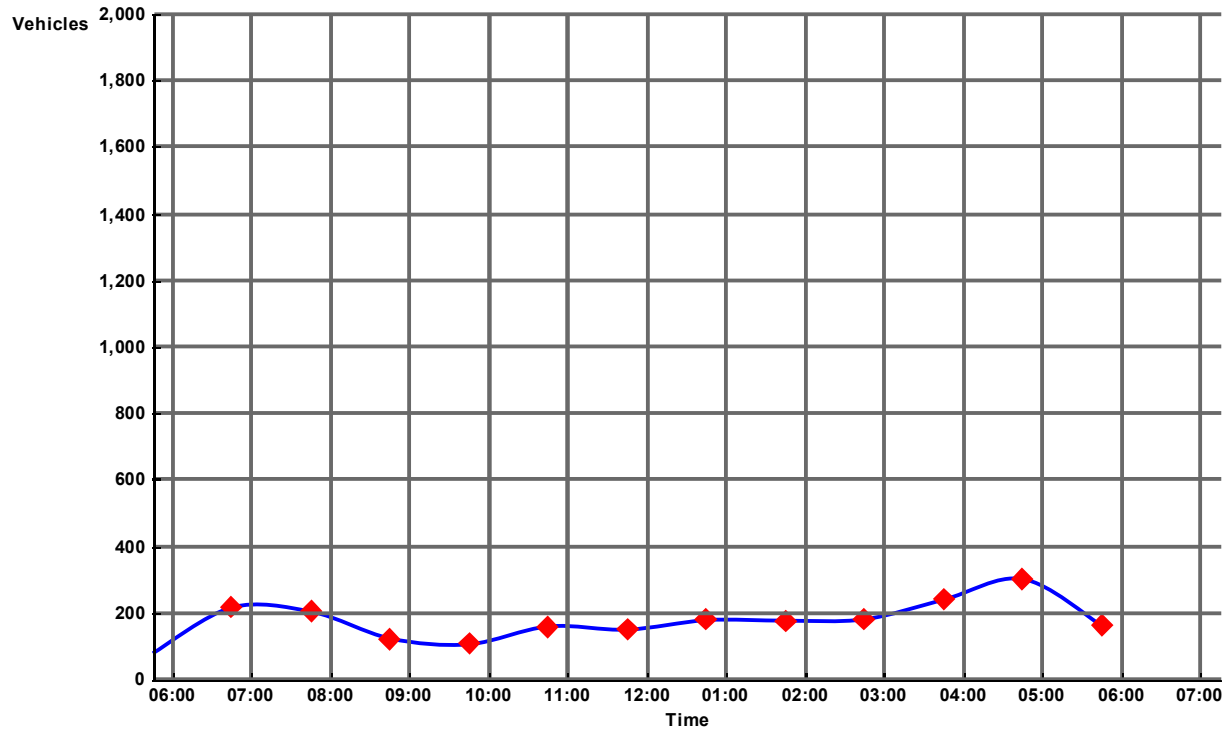
# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

File Name: 2\_9th St and 4th Ave E  
Location: 9th St E and 4th Ave E  
West Fargo, ND

Cars

Site Code:  
Study Date: 04/09/2019



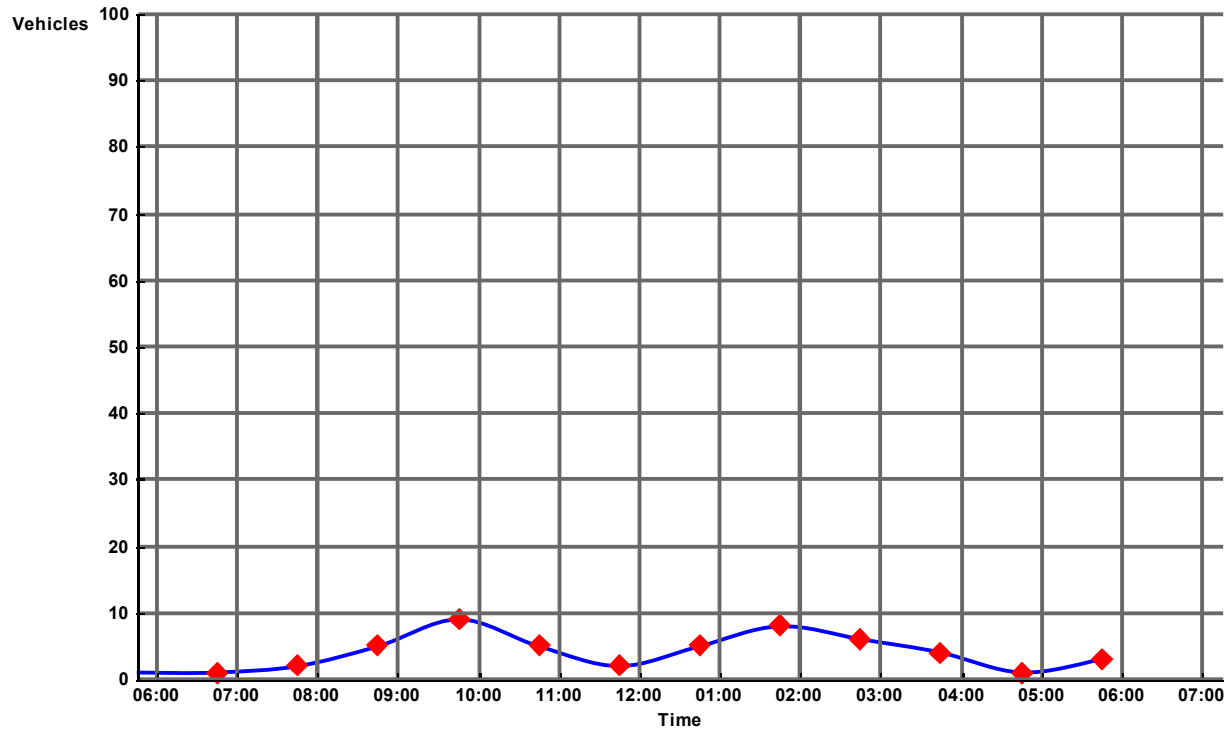
# 9th St E and 4th Ave E

West Fargo, ND  
Tuesday, April 9, 2019

**File Name:** 2\_9th St and 4th Ave E  
**Location:** 9th St E and 4th Ave E  
West Fargo, ND

**Trucks**

**Site Code:**  
**Study Date:** 04/09/2019



# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E

Site Code:

Location: 9th St E and 7th Ave E

Cars and Peds

Study Date: 04/09/2019

West Fargo, ND

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
05:45	0	0	4	0	0	4	0	0	1	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	10
Total	0	0	4	0	0	4	0	0	1	0	0	1	0	0	4	1	0	5	0	0	0	0	0	0	10
06:00	0	0	12	1	0	13	0	2	5	2	0	9	0	2	38	3	0	43	0	3	6	1	0	10	75
06:15	0	1	21	2	0	24	0	1	3	4	0	8	0	4	49	2	0	55	0	10	7	5	0	22	109
06:30	0	1	23	6	0	30	2	4	6	9	0	19	0	5	64	4	0	73	0	13	20	16	0	49	171
06:45	0	2	37	7	0	46	0	2	6	10	0	18	0	6	83	13	0	102	0	12	8	8	0	28	194
Total	0	4	93	16	0	113	2	9	20	25	0	54	0	17	234	22	0	273	0	38	41	30	0	109	549
07:00	0	2	56	7	0	65	1	6	6	14	0	26	0	9	58	7	0	74	0	16	19	11	0	46	211
07:15	0	3	51	22	0	76	0	7	22	17	0	46	0	11	95	13	0	119	0	15	50	14	0	79	320
07:30	0	3	57	35	0	95	0	7	15	7	0	29	1	13	110	26	0	149	0	16	64	23	0	103	376
07:45	0	3	69	16	0	88	1	12	31	13	0	56	0	7	114	21	0	142	0	19	41	23	0	83	369
Total	0	11	233	80	0	324	2	32	74	51	0	157	1	40	377	67	0	484	0	66	174	71	0	311	1276
08:00	0	5	77	20	0	102	2	6	14	19	0	39	3	11	86	16	0	113	0	14	41	13	0	68	322
08:15	0	1	60	21	0	82	1	8	6	21	0	35	1	19	75	20	0	114	0	11	47	9	0	67	298
08:30	0	1	53	16	0	70	1	4	10	21	0	35	1	10	71	21	0	102	0	19	28	8	0	55	262
08:45	0	1	58	6	0	65	2	5	7	9	0	21	1	13	68	11	0	92	0	19	18	4	0	41	219
Total	0	8	248	63	0	319	6	23	37	70	0	130	6	53	300	68	0	421	0	63	134	34	0	231	1101
09:00	1	1	45	5	0	51	1	4	7	3	0	14	0	4	70	7	0	81	0	5	7	2	0	14	160
09:15	1	2	52	7	0	61	0	7	10	6	0	23	0	3	43	10	0	56	1	8	8	4	1	21	161
09:30	0	1	41	9	0	51	0	1	7	12	0	20	0	9	44	4	0	57	0	6	8	3	0	17	145
09:45	0	2	45	7	0	54	0	11	11	11	0	33	0	3	47	9	0	59	1	15	12	2	0	29	175
Total	2	6	183	28	0	217	1	23	35	32	0	90	0	19	204	30	0	253	2	34	35	11	1	81	641
10:00	0	1	53	4	0	58	0	5	4	8	0	17	0	7	65	13	0	85	1	15	8	9	0	32	192
10:15	0	2	41	3	0	46	0	4	5	14	0	23	0	7	41	5	0	53	0	7	12	3	0	22	144
10:30	0	2	43	6	0	51	2	6	18	17	0	41	0	4	62	14	0	80	0	11	7	5	0	23	195

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
10:45	0	1	55	7	0	63	0	7	10	9	0	26	0	7	49	12	0	68	0	17	5	3	0	25	182
Total	0	6	192	20	0	218	2	22	37	48	0	107	0	25	217	44	0	286	1	50	32	20	0	102	713
11:00	0	2	69	4	0	75	0	12	11	14	0	37	0	11	79	15	0	105	0	11	11	5	0	27	244
11:15	0	5	67	6	0	78	0	7	12	6	0	25	0	3	62	14	0	79	0	6	11	1	0	18	200
11:30	0	3	85	11	0	99	1	4	16	18	0	38	0	5	78	26	0	109	0	18	13	2	0	33	279
11:45	0	2	93	6	0	101	1	14	15	8	0	37	0	14	82	15	0	111	0	9	17	5	0	31	280
Total	0	12	314	27	0	353	2	37	54	46	0	137	0	33	301	70	0	404	0	44	52	13	0	109	1003
12:00	0	4	98	6	0	108	0	6	15	12	0	33	0	9	89	11	0	109	0	10	17	2	0	29	279
12:15	0	5	101	5	0	111	0	6	19	9	0	34	0	15	80	10	0	105	0	13	16	2	0	31	281
12:30	0	4	81	11	0	96	0	6	11	16	0	33	0	8	86	14	0	108	0	16	25	9	0	50	287
12:45	0	1	72	4	0	77	1	2	16	9	0	27	0	7	110	15	0	132	1	10	16	3	0	29	265
Total	0	14	352	26	0	392	1	20	61	46	0	127	0	39	365	50	0	454	1	49	74	16	0	139	1112
13:00	0	6	72	6	0	84	0	6	19	10	0	35	0	8	78	18	0	104	0	17	10	4	0	31	254
13:15	0	3	64	4	0	71	0	6	9	10	0	25	2	4	93	15	0	112	2	12	12	7	0	31	239
13:30	0	2	52	4	0	58	0	6	22	10	0	38	0	14	64	15	0	93	0	17	11	6	0	34	223
13:45	0	2	61	5	0	68	1	3	18	13	0	34	0	12	72	13	0	97	0	13	19	1	0	33	232
Total	0	13	249	19	0	281	1	21	68	43	0	132	2	38	307	61	0	406	2	59	52	18	0	129	948
14:00	0	4	85	3	0	92	0	5	16	13	0	34	0	6	70	22	0	98	0	6	7	2	0	15	239
14:15	0	5	64	3	0	72	0	11	30	10	0	51	0	5	66	18	0	89	0	16	11	1	0	28	240
14:30	0	1	79	8	0	88	0	4	26	11	0	41	0	8	99	20	0	127	0	14	16	2	0	32	288
14:45	2	6	87	10	0	103	0	13	51	50	0	114	0	13	98	42	0	153	0	18	37	2	0	57	427
Total	2	16	315	24	0	355	0	33	123	84	0	240	0	32	333	102	0	467	0	54	71	7	0	132	1194
15:00	0	3	75	6	0	84	0	6	18	8	0	32	0	18	94	15	0	127	0	14	17	4	0	35	278
15:15	1	2	70	10	0	82	3	13	13	18	0	44	0	11	66	25	0	102	1	17	18	6	0	41	269
15:30	4	3	105	16	0	124	4	10	25	34	2	71	1	19	80	39	0	138	0	16	32	3	0	51	384
15:45	0	3	99	11	0	113	2	14	49	53	0	116	1	16	99	38	0	153	2	15	19	9	0	43	425
Total	5	11	349	43	0	403	9	43	105	113	2	263	2	64	339	117	0	520	3	62	86	22	0	170	1356
16:00	0	6	114	9	0	129	0	4	29	23	0	56	0	22	88	27	0	137	0	18	23	6	0	47	369
16:15	0	9	114	8	0	131	0	7	33	27	0	67	31	12	93	37	0	142	1	20	19	3	0	42	382
16:30	0	2	140	5	0	147	0	7	26	20	0	53	30	17	88	41	0	146	0	16	20	4	0	40	386
16:45	0	6	135	8	0	149	0	26	33	22	0	81	5	29	103	41	0	173	0	19	17	7	0	43	446
Total	0	23	503	30	0	556	0	44	121	92	0	257	66	80	372	146	0	598	1	73	79	20	0	172	1583
17:00	0	7	149	11	0	167	1	6	43	16	0	65	0	15	93	31	0	139	2	20	27	1	0	48	419

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
17:15	0	12	140	22	0	174	0	8	34	35	0	77	0	20	105	40	0	165	0	16	26	5	0	47	463
17:30	0	3	105	10	0	118	0	7	31	30	1	69	0	20	119	59	0	198	0	24	26	8	0	58	443
17:45	0	6	84	13	0	103	2	6	22	21	0	49	0	13	86	38	0	137	0	13	25	5	0	43	332
<b>Total</b>	<b>0</b>	<b>28</b>	<b>478</b>	<b>56</b>	<b>0</b>	<b>562</b>	<b>3</b>	<b>27</b>	<b>130</b>	<b>102</b>	<b>1</b>	<b>260</b>	<b>0</b>	<b>68</b>	<b>403</b>	<b>168</b>	<b>0</b>	<b>639</b>	<b>2</b>	<b>73</b>	<b>104</b>	<b>19</b>	<b>0</b>	<b>196</b>	<b>1657</b>
18:00	0	2	67	7	0	76	0	18	47	55	0	120	0	19	83	34	0	136	1	23	27	5	0	55	387
18:15	0	4	73	9	0	86	0	4	28	14	0	46	0	7	53	25	0	85	0	13	21	1	0	35	252
18:30	0	0	57	6	0	63	0	4	15	12	0	31	0	11	57	28	0	96	0	30	23	2	0	55	245
18:45	0	3	46	7	0	56	0	13	23	55	0	91	0	11	56	24	0	91	0	15	21	4	0	40	278
<b>Total</b>	<b>0</b>	<b>9</b>	<b>243</b>	<b>29</b>	<b>0</b>	<b>281</b>	<b>0</b>	<b>39</b>	<b>113</b>	<b>136</b>	<b>0</b>	<b>288</b>	<b>0</b>	<b>48</b>	<b>249</b>	<b>111</b>	<b>0</b>	<b>408</b>	<b>1</b>	<b>81</b>	<b>92</b>	<b>12</b>	<b>0</b>	<b>185</b>	<b>1162</b>
<b>Grand Total</b>	<b>9</b>	<b>161</b>	<b>3756</b>	<b>461</b>	<b>0</b>	<b>4378</b>	<b>29</b>	<b>373</b>	<b>979</b>	<b>888</b>	<b>3</b>	<b>2243</b>	<b>77</b>	<b>556</b>	<b>4005</b>	<b>1057</b>	<b>0</b>	<b>5618</b>	<b>13</b>	<b>746</b>	<b>1026</b>	<b>293</b>	<b>1</b>	<b>2066</b>	<b>14305</b>
<b>Appr %</b>		<b>3.7</b>	<b>85.8</b>	<b>10.5</b>	<b>0</b>			<b>16.6</b>	<b>43.6</b>	<b>39.6</b>	<b>0.1</b>			<b>9.9</b>	<b>71.3</b>	<b>18.8</b>	<b>0</b>			<b>36.1</b>	<b>49.7</b>	<b>14.2</b>	<b>0</b>		
<b>Total %</b>		<b>1.1</b>	<b>26.3</b>	<b>3.2</b>	<b>0</b>			<b>2.6</b>	<b>6.8</b>	<b>6.2</b>	<b>0</b>			<b>3.9</b>	<b>28</b>	<b>7.4</b>	<b>0</b>			<b>5.2</b>	<b>7.2</b>	<b>2</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>
<b>AM Pk Vol</b>		<b>14</b>	<b>254</b>	<b>93</b>	<b>0</b>	<b>361</b>		<b>32</b>	<b>82</b>	<b>56</b>	<b>0</b>	<b>170</b>		<b>42</b>	<b>405</b>	<b>76</b>	<b>0</b>	<b>523</b>		<b>64</b>	<b>196</b>	<b>73</b>	<b>0</b>	<b>333</b>	<b>1387</b>
<b>AM PHF</b>		<b>0.700</b>	<b>0.825</b>	<b>0.664</b>	<b>NaN</b>	<b>0.885</b>		<b>0.667</b>	<b>0.661</b>	<b>0.737</b>	<b>NaN</b>	<b>0.759</b>		<b>0.808</b>	<b>0.888</b>	<b>0.731</b>	<b>NaN</b>	<b>0.878</b>		<b>0.842</b>	<b>0.766</b>	<b>0.793</b>	<b>NaN</b>	<b>0.808</b>	<b>0.922</b>
<b>PM Pk Hr</b>		<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>		<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>		<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>		<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>
<b>PM Pk Vol</b>		<b>28</b>	<b>529</b>	<b>51</b>	<b>0</b>	<b>608</b>		<b>47</b>	<b>141</b>	<b>103</b>	<b>1</b>	<b>292</b>		<b>84</b>	<b>420</b>	<b>171</b>	<b>0</b>	<b>675</b>		<b>79</b>	<b>96</b>	<b>21</b>	<b>0</b>	<b>196</b>	<b>1771</b>
<b>PM PHF</b>		<b>0.583</b>	<b>0.888</b>	<b>0.580</b>	<b>NaN</b>	<b>0.874</b>		<b>0.452</b>	<b>0.820</b>	<b>0.736</b>	<b>0.250</b>	<b>0.901</b>		<b>0.724</b>	<b>0.882</b>	<b>0.725</b>	<b>NaN</b>	<b>0.852</b>		<b>0.823</b>	<b>0.889</b>	<b>0.656</b>	<b>NaN</b>	<b>0.845</b>	<b>0.956</b>

# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E

Site Code:

Location: 9th St E and 7th Ave E

Trucks and Bikes

Study Date: 04/09/2019

West Fargo, ND

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total				
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total					
05:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
06:15	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1
06:45	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	3
Total	0	0	2	1	0	3	0	1	0	0	0	1	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	5
07:00	0	0	0	0	0	0	1	0	0	2	0	2	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	3	5
07:15	0	0	2	0	0	2	0	1	0	1	0	2	0	0	1	0	0	1	0	1	1	0	0	0	2	0	0	2	7
07:30	0	0	2	0	0	2	0	1	0	1	0	2	0	0	0	0	0	0	0	0	1	0	0	0	1	0	0	1	5
07:45	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	2	0	0	0	2	0	0	2	7
Total	0	0	8	0	0	8	1	2	0	4	0	6	0	0	2	0	0	2	0	1	4	3	0	0	8	0	0	8	24
08:00	0	0	2	1	0	3	0	0	1	5	0	6	1	0	3	0	0	3	0	1	1	0	0	0	2	0	0	2	14
08:15	0	0	4	2	0	6	1	1	0	12	0	13	1	0	1	0	0	1	0	0	2	0	0	0	2	0	0	2	22
08:30	0	0	1	1	0	2	0	1	2	0	0	3	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	7
08:45	0	0	1	0	0	1	0	0	2	0	0	2	0	0	5	1	0	6	0	0	0	0	0	0	0	0	0	0	9
Total	0	0	8	4	0	12	1	2	5	17	0	24	2	0	11	1	0	12	0	1	3	0	0	0	4	0	0	4	52
09:00	0	0	4	0	0	4	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
09:15	0	0	2	0	0	2	1	1	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	0	1	0	0	1	5
09:30	0	0	2	1	0	3	0	0	0	0	0	0	0	1	2	0	0	3	0	0	0	0	0	0	0	0	0	0	6
09:45	0	0	1	0	0	1	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Total	0	0	9	1	0	10	2	1	0	1	0	2	0	1	3	0	0	4	0	1	0	0	0	0	1	0	0	1	17
10:00	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
10:15	0	0	5	1	0	6	0	2	2	0	0	4	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	11
10:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	2

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total						
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total							
10:45	0	0	1	1	0	2	0	0	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	0	4
Total	0	0	7	2	0	9	0	2	2	1	0	5	0	0	3	1	0	4	0	0	0	0	0	0	0	0	0	0	0	0	18
11:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	4	
11:15	0	0	1	0	0	1	0	2	0	0	0	2	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	
11:30	0	0	2	0	0	2	0	1	0	1	0	2	0	0	1	1	0	2	0	0	0	0	0	0	0	0	0	0	0	6	
11:45	0	0	4	0	0	4	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	5	
Total	0	0	7	0	0	7	0	3	0	1	0	4	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	0	20	
12:00	0	0	1	0	0	1	0	1	0	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
12:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
12:30	0	0	3	1	0	4	0	0	1	0	0	1	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	7	
12:45	1	0	2	0	0	2	0	0	0	0	0	0	0	0	4	1	0	5	0	0	0	0	0	0	0	0	0	0	0	7	
Total	1	0	6	1	0	7	0	2	2	0	0	4	0	0	8	1	0	9	0	0	0	0	0	0	0	0	0	0	0	20	
13:00	0	1	1	1	0	3	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	4	
13:15	0	0	2	0	0	2	0	2	0	0	0	2	0	0	0	0	0	0	0	0	2	0	0	0	2	0	0	0	0	6	
13:30	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	
13:45	0	0	3	0	0	3	1	0	1	1	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	6	
Total	0	1	7	1	0	9	1	2	2	1	0	5	0	0	2	0	0	2	0	0	2	0	0	0	2	0	0	0	0	18	
14:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
14:15	0	0	3	0	0	3	0	2	0	3	0	5	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	10	
14:30	0	0	0	0	0	0	0	0	1	0	0	1	0	1	2	1	0	4	0	0	0	0	0	0	0	0	0	0	0	5	
14:45	0	0	3	0	0	3	0	0	0	0	0	0	0	0	2	0	0	2	1	0	2	0	0	0	2	0	0	0	0	7	
Total	0	0	7	0	0	7	0	2	1	3	0	6	0	1	6	2	0	9	1	0	2	0	0	0	2	0	0	0	0	24	
15:00	0	0	0	0	0	0	0	0	0	0	0	0	1	0	5	0	0	5	0	1	0	0	0	0	1	0	0	0	0	6	
15:15	0	0	3	0	0	3	0	1	1	0	0	2	0	0	3	0	0	3	0	0	1	0	0	0	1	0	0	0	0	9	
15:30	0	0	3	0	0	3	0	0	0	0	0	0	1	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	5	
15:45	1	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
Total	1	0	7	0	0	7	0	1	2	0	0	3	2	0	11	0	0	11	0	1	1	0	0	0	2	0	0	0	0	23	
16:00	0	0	1	0	0	1	0	1	0	0	0	1	1	0	4	0	0	4	1	0	1	0	0	0	1	0	0	0	0	7	
16:15	0	0	0	0	0	0	0	1	1	0	0	2	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	3	
16:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	2	
16:45	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	3	
Total	0	0	4	0	0	4	0	2	1	0	0	3	1	0	5	1	0	6	1	0	1	1	0	0	2	0	0	0	0	15	
17:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	3	

Time	9th St E Southbound						7th Ave E Westbound						9th St E Northbound						7th Ave E Eastbound						Int Total
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	
17:15	0	0	0	0	0	0	1	1	0	0	0	1	0	1	0	0	0	1	0	0	0	0	0	0	2
17:30	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	3
17:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>7</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>9</b>
18:00	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:15	0	0	1	0	0	1	0	1	1	0	0	2	0	0	0	0	0	0	0	0	1	0	0	1	4
18:30	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
18:45	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>1</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>6</b>
<b>Grand Total</b>	<b>2</b>	<b>1</b>	<b>76</b>	<b>10</b>	<b>0</b>	<b>87</b>	<b>6</b>	<b>22</b>	<b>16</b>	<b>28</b>	<b>0</b>	<b>66</b>	<b>5</b>	<b>3</b>	<b>65</b>	<b>7</b>	<b>0</b>	<b>75</b>	<b>2</b>	<b>4</b>	<b>15</b>	<b>4</b>	<b>0</b>	<b>23</b>	<b>251</b>
<b>Appr %</b>		<b>1.1</b>	<b>87.4</b>	<b>11.5</b>	<b>0</b>			<b>33.3</b>	<b>24.2</b>	<b>42.4</b>	<b>0</b>			<b>4</b>	<b>86.7</b>	<b>9.3</b>	<b>0</b>			<b>17.4</b>	<b>65.2</b>	<b>17.4</b>	<b>0</b>		
<b>Total %</b>		<b>0.4</b>	<b>30.3</b>	<b>4</b>	<b>0</b>			<b>8.8</b>	<b>6.4</b>	<b>11.2</b>	<b>0</b>			<b>1.2</b>	<b>25.9</b>	<b>2.8</b>	<b>0</b>			<b>1.6</b>	<b>6</b>	<b>1.6</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>AM Pk Vol</b>		<b>0</b>	<b>8</b>	<b>4</b>	<b>0</b>	<b>12</b>		<b>2</b>	<b>5</b>	<b>17</b>	<b>0</b>	<b>24</b>		<b>0</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>12</b>		<b>1</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>52</b>
<b>AM PHF</b>		<b>NaN</b>	<b>0.500</b>	<b>0.500</b>	<b>NaN</b>	<b>0.500</b>		<b>0.500</b>	<b>0.625</b>	<b>0.354</b>	<b>NaN</b>	<b>0.462</b>		<b>NaN</b>	<b>0.550</b>	<b>0.250</b>	<b>NaN</b>	<b>0.500</b>		<b>0.250</b>	<b>0.375</b>	<b>NaN</b>	<b>NaN</b>	<b>0.500</b>	<b>0.591</b>
<b>PM Pk Hr</b>		<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>		<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>		<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>		<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>	<b>14:15</b>
<b>PM Pk Vol</b>		<b>0</b>	<b>6</b>	<b>0</b>	<b>0</b>	<b>6</b>		<b>2</b>	<b>1</b>	<b>3</b>	<b>0</b>	<b>6</b>		<b>1</b>	<b>11</b>	<b>1</b>	<b>0</b>	<b>13</b>		<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>28</b>
<b>PM PHF</b>		<b>NaN</b>	<b>0.500</b>	<b>NaN</b>	<b>NaN</b>	<b>0.500</b>		<b>0.250</b>	<b>0.250</b>	<b>0.250</b>	<b>NaN</b>	<b>0.300</b>		<b>0.250</b>	<b>0.550</b>	<b>0.250</b>	<b>NaN</b>	<b>0.650</b>		<b>0.250</b>	<b>0.250</b>	<b>NaN</b>	<b>NaN</b>	<b>0.375</b>	<b>0.700</b>



# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E

Site Code:

Location: 9th St E and 7th Ave E

All Vehicles

Study Date: 04/09/2019

West Fargo, ND

Time	9th St E Southbound					7th Ave E Westbound					9th St E Northbound					7th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
05:45	0	4	0	0	4	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	10
Total	0	4	0	0	4	0	1	0	0	1	0	4	1	0	5	0	0	0	0	0	10
06:00	0	12	1	0	13	2	5	2	0	9	2	38	3	0	43	3	6	1	0	10	75
06:15	1	21	2	0	24	2	3	4	0	9	4	49	2	0	55	10	7	5	0	22	110
06:30	1	24	6	0	31	4	6	9	0	19	5	64	4	0	73	13	20	16	0	49	172
06:45	2	38	8	0	48	2	6	10	0	18	6	83	13	0	102	12	9	8	0	29	197
Total	4	95	17	0	116	10	20	25	0	55	17	234	22	0	273	38	42	30	0	110	554
07:00	2	56	7	0	65	6	6	16	0	28	9	58	7	0	74	16	19	14	0	49	216
07:15	3	53	22	0	78	8	22	18	0	48	11	96	13	0	120	16	51	14	0	81	327
07:30	3	59	35	0	97	8	15	8	0	31	13	110	26	0	149	16	65	23	0	104	381
07:45	3	73	16	0	92	12	31	13	0	56	7	115	21	0	143	19	43	23	0	85	376
Total	11	241	80	0	332	34	74	55	0	163	40	379	67	0	486	67	178	74	0	319	1300
08:00	5	79	21	0	105	6	15	24	0	45	11	89	16	0	116	15	42	13	0	70	336
08:15	1	64	23	0	88	9	6	33	0	48	19	76	20	0	115	11	49	9	0	69	320
08:30	1	54	17	0	72	5	12	21	0	38	10	73	21	0	104	19	28	8	0	55	269
08:45	1	59	6	0	66	5	9	9	0	23	13	73	12	0	98	19	18	4	0	41	228
Total	8	256	67	0	331	25	42	87	0	154	53	311	69	0	433	64	137	34	0	235	1153
09:00	1	49	5	0	55	4	7	3	0	14	4	70	7	0	81	5	7	2	0	14	164
09:15	2	54	7	0	63	8	10	6	0	24	3	44	10	0	57	9	8	4	1	22	166
09:30	1	43	10	0	54	1	7	12	0	20	10	46	4	0	60	6	8	3	0	17	151
09:45	2	46	7	0	55	11	11	12	0	34	3	47	9	0	59	15	12	2	0	29	177
Total	6	192	29	0	227	24	35	33	0	92	20	207	30	0	257	35	35	11	1	82	658
10:00	1	53	4	0	58	5	4	9	0	18	7	65	13	0	85	15	8	9	0	32	193
10:15	2	46	4	0	52	6	7	14	0	27	7	42	5	0	54	7	12	3	0	22	155
10:30	2	44	6	0	52	6	18	17	0	41	4	63	14	0	81	11	7	5	0	23	197

Time	9th St E Southbound					7th Ave E Westbound					9th St E Northbound					7th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
10:45	1	56	8	0	65	7	10	9	0	26	7	50	13	0	70	17	5	3	0	25	186
Total	6	199	22	0	227	24	39	49	0	112	25	220	45	0	290	50	32	20	0	102	731
11:00	2	69	4	0	75	12	11	14	0	37	11	83	15	0	109	11	11	5	0	27	248
11:15	5	68	6	0	79	9	12	6	0	27	3	64	14	0	81	6	11	1	0	18	205
11:30	3	87	11	0	101	5	16	19	0	40	5	79	27	0	111	18	13	2	0	33	285
11:45	2	97	6	0	105	14	15	8	0	37	14	83	15	0	112	9	17	5	0	31	285
Total	12	321	27	0	360	40	54	47	0	141	33	309	71	0	413	44	52	13	0	109	1023
12:00	4	99	6	0	109	7	15	12	0	34	9	90	11	0	110	10	17	2	0	29	282
12:15	5	101	5	0	111	7	20	9	0	36	15	81	10	0	106	13	16	2	0	31	284
12:30	4	84	12	0	100	6	12	16	0	34	8	88	14	0	110	16	25	9	0	50	294
12:45	1	74	4	0	79	2	16	9	0	27	7	114	16	0	137	10	16	3	0	29	272
Total	14	358	27	0	399	22	63	46	0	131	39	373	51	0	463	49	74	16	0	139	1132
13:00	7	73	7	0	87	6	19	10	0	35	8	79	18	0	105	17	10	4	0	31	258
13:15	3	66	4	0	73	8	9	10	0	27	4	93	15	0	112	12	14	7	0	33	245
13:30	2	53	4	0	59	6	23	10	0	39	14	64	15	0	93	17	11	6	0	34	225
13:45	2	64	5	0	71	3	19	14	0	36	12	73	13	0	98	13	19	1	0	33	238
Total	14	256	20	0	290	23	70	44	0	137	38	309	61	0	408	59	54	18	0	131	966
14:00	4	86	3	0	93	5	16	13	0	34	6	70	23	0	99	6	7	2	0	15	241
14:15	5	67	3	0	75	13	30	13	0	56	5	68	18	0	91	16	11	1	0	28	250
14:30	1	79	8	0	88	4	27	11	0	42	9	101	21	0	131	14	16	2	0	32	293
14:45	6	90	10	0	106	13	51	50	0	114	13	100	42	0	155	18	39	2	0	59	434
Total	16	322	24	0	362	35	124	87	0	246	33	339	104	0	476	54	73	7	0	134	1218
15:00	3	75	6	0	84	6	18	8	0	32	18	99	15	0	132	15	17	4	0	36	284
15:15	2	73	10	0	85	14	14	18	0	46	11	69	25	0	105	17	19	6	0	42	278
15:30	3	108	16	0	127	10	25	34	2	71	19	82	39	0	140	16	32	3	0	51	389
15:45	3	100	11	0	114	14	50	53	0	117	16	100	38	0	154	15	19	9	0	43	428
Total	11	356	43	0	410	44	107	113	2	266	64	350	117	0	531	63	87	22	0	172	1379
16:00	6	115	9	0	130	5	29	23	0	57	22	92	27	0	141	18	24	6	0	48	376
16:15	9	114	8	0	131	8	34	27	0	69	12	94	37	0	143	20	19	3	0	42	385
16:30	2	141	5	0	148	7	26	20	0	53	17	88	42	0	147	16	20	4	0	40	388
16:45	6	137	8	0	151	26	33	22	0	81	29	103	41	0	173	19	17	8	0	44	449
Total	23	507	30	0	560	46	122	92	0	260	80	377	147	0	604	73	80	21	0	174	1598
17:00	7	150	11	0	168	6	43	16	0	65	15	95	31	0	141	20	27	1	0	48	422
17:15	12	140	22	0	174	9	34	35	0	78	21	105	40	0	166	16	26	5	0	47	465

Time	9th St E Southbound					7th Ave E Westbound					9th St E Northbound					7th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
17:30	3	105	10	0	118	7	31	30	1	69	20	122	59	0	201	24	26	8	0	58	446
17:45	6	84	13	0	103	6	22	21	0	49	13	87	38	0	138	13	25	5	0	43	333
<b>Total</b>	<b>28</b>	<b>479</b>	<b>56</b>	<b>0</b>	<b>563</b>	<b>28</b>	<b>130</b>	<b>102</b>	<b>1</b>	<b>261</b>	<b>69</b>	<b>409</b>	<b>168</b>	<b>0</b>	<b>646</b>	<b>73</b>	<b>104</b>	<b>19</b>	<b>0</b>	<b>196</b>	<b>1666</b>
18:00	2	68	7	0	77	18	47	55	0	120	19	83	34	0	136	23	27	5	0	55	388
18:15	4	74	9	0	87	5	29	14	0	48	7	53	25	0	85	13	22	1	0	36	256
18:30	0	58	6	0	64	4	15	12	0	31	11	57	28	0	96	30	23	2	0	55	246
18:45	3	46	7	0	56	13	23	55	0	91	11	56	24	0	91	15	21	4	0	40	278
<b>Total</b>	<b>9</b>	<b>246</b>	<b>29</b>	<b>0</b>	<b>284</b>	<b>40</b>	<b>114</b>	<b>136</b>	<b>0</b>	<b>290</b>	<b>48</b>	<b>249</b>	<b>111</b>	<b>0</b>	<b>408</b>	<b>81</b>	<b>93</b>	<b>12</b>	<b>0</b>	<b>186</b>	<b>1168</b>
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
<b>Grand Total</b>	<b>162</b>	<b>3832</b>	<b>471</b>	<b>0</b>	<b>4465</b>	<b>395</b>	<b>995</b>	<b>916</b>	<b>3</b>	<b>2309</b>	<b>559</b>	<b>4070</b>	<b>1064</b>	<b>0</b>	<b>5693</b>	<b>750</b>	<b>1041</b>	<b>297</b>	<b>1</b>	<b>2089</b>	<b>14556</b>
<b>Appr %</b>	<b>03.6</b>	<b>85.8</b>	<b>10.5</b>	<b>00.0</b>		<b>17.1</b>	<b>43.1</b>	<b>39.7</b>	<b>00.1</b>		<b>09.8</b>	<b>71.5</b>	<b>18.7</b>	<b>00.0</b>		<b>35.9</b>	<b>49.8</b>	<b>14.2</b>	<b>00.0</b>		
<b>Total %</b>	<b>01.1</b>	<b>26.3</b>	<b>03.2</b>	<b>00.0</b>		<b>02.7</b>	<b>06.8</b>	<b>06.3</b>	<b>00.0</b>		<b>03.8</b>	<b>28.0</b>	<b>07.3</b>	<b>00.0</b>		<b>05.2</b>	<b>07.2</b>	<b>02.0</b>	<b>00.0</b>		
<b>% Trucks</b>	<b>00.6</b>	<b>02.0</b>	<b>02.1</b>	<b>-</b>	<b>01.9</b>	<b>05.6</b>	<b>01.6</b>	<b>03.1</b>	<b>00.0</b>	<b>02.9</b>	<b>00.5</b>	<b>01.6</b>	<b>00.7</b>	<b>-</b>	<b>01.3</b>	<b>00.5</b>	<b>01.4</b>	<b>01.3</b>	<b>00.0</b>	<b>01.1</b>	<b>01.7</b>
<b>AM Pk Hr</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>
<b>AM Pk Vol</b>	<b>14</b>	<b>264</b>	<b>94</b>	<b>0</b>	<b>372</b>	<b>34</b>	<b>83</b>	<b>63</b>	<b>0</b>	<b>180</b>	<b>42</b>	<b>410</b>	<b>76</b>	<b>0</b>	<b>528</b>	<b>66</b>	<b>201</b>	<b>73</b>	<b>0</b>	<b>340</b>	<b>1420</b>
<b>AM PHF</b>	<b>0.700</b>	<b>0.835</b>	<b>0.671</b>	<b>NaN</b>	<b>0.886</b>	<b>0.708</b>	<b>0.669</b>	<b>0.656</b>	<b>NaN</b>	<b>0.804</b>	<b>0.808</b>	<b>0.891</b>	<b>0.731</b>	<b>NaN</b>	<b>0.886</b>	<b>0.868</b>	<b>0.773</b>	<b>0.793</b>	<b>NaN</b>	<b>0.817</b>	<b>0.932</b>
<b>PM Pk Hr</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>	<b>16:45</b>
<b>PM Pk Vol</b>	<b>28</b>	<b>532</b>	<b>51</b>	<b>0</b>	<b>611</b>	<b>48</b>	<b>141</b>	<b>103</b>	<b>1</b>	<b>293</b>	<b>85</b>	<b>425</b>	<b>171</b>	<b>0</b>	<b>681</b>	<b>79</b>	<b>96</b>	<b>22</b>	<b>0</b>	<b>197</b>	<b>1782</b>
<b>PM PHF</b>	<b>0.583</b>	<b>0.887</b>	<b>0.580</b>	<b>NaN</b>	<b>0.878</b>	<b>0.462</b>	<b>0.820</b>	<b>0.736</b>	<b>0.250</b>	<b>0.904</b>	<b>0.733</b>	<b>0.871</b>	<b>0.725</b>	<b>NaN</b>	<b>0.847</b>	<b>0.823</b>	<b>0.889</b>	<b>0.688</b>	<b>NaN</b>	<b>0.849</b>	<b>0.958</b>

# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E





Site Code:





Location: 9th St E and 7th Ave E

All Vehicles




Study Date: 04/09/2019





West Fargo, ND

7th Ave E			
In = 2222	Out = 2089		
750	1041	297	1
Right	Thru	Left	U-Turn
			

9th St E			
In = 4762		Out = 4465	
162	3832	471	0
Right	Thru	Left	U-Turn
			

Total Volumes  
05:45 to 19:00  
Volume = 14556

7th Ave E			
In = 2074	Out = 2309		
395	995	916	3
Right	Thru	Left	U-Turn
			

9th St E			
U-Turn	Left	Thru	Right
			
0	1064	4070	559
In = 5498		Out = 5693	

# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E





Site Code:





Location: 9th St E and 7th Ave E

All Vehicles





Study Date: 04/09/2019





West Fargo, ND

7th Ave E	0	U-Turn	
	73	Left	
	201	Thru	
	66	Right	

9th St E			
14	264	94	0
Right	Thru	Left	U-Turn
			

AM Peak Hour Statistics  
 AM Peak Hour Begins: 07:15  
 AM Peak Hour Volume: 1420  
 AM Peak Hour Factor: 0.932

7th Ave E	34	Right	
	83	Thru	
	63	Left	
	0	U-Turn	

			
U-Turn	Left	Thru	Right
0	76	410	42
9th St E			

# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

File Name: 2\_9th St and 7th Ave E





Site Code:





Location: 9th St E and 7th Ave E

All Vehicles

Study Date: 04/09/2019





West Fargo, ND

7th Ave E	0	U-Turn	
	22	Left	
	96	Thru	
	79	Right	

9th St E			
28	532	51	0
Right	Thru	Left	U-Turn
			

PM Peak Hour Statistics  
 PM Peak Hour Begins: 16:45  
 PM Peak Hour Volume: 1782  
 PM Peak Hour Factor: 0.958

7th Ave E	48	Right	
	141	Thru	
	103	Left	
	1	U-Turn	

			
U-Turn	Left	Thru	Right
0	171	425	85
9th St E			

# 9th St E and 7th Ave E

West Fargo ND

Tuesday, April 9, 2019

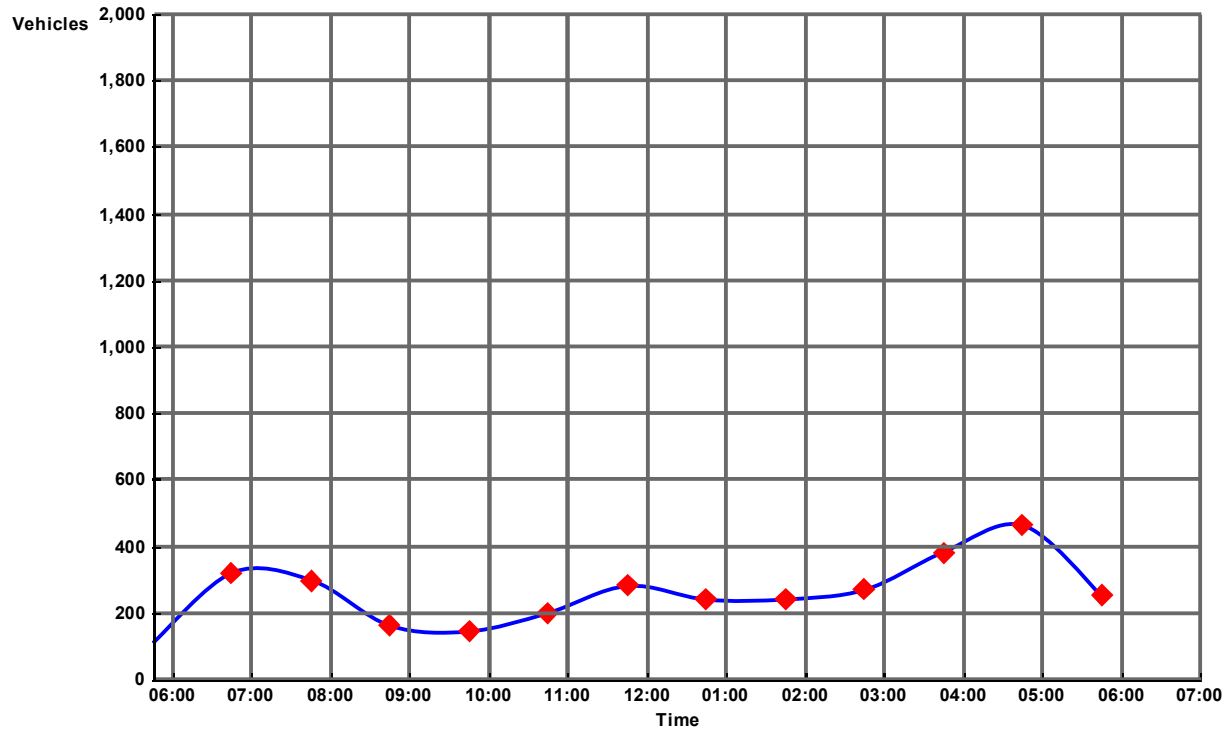
File Name: 2\_9th St and 7th Ave E

Location: 9th St E and 7th Ave E  
West Fargo, ND

Cars

Site Code:

Study Date: 04/09/2019



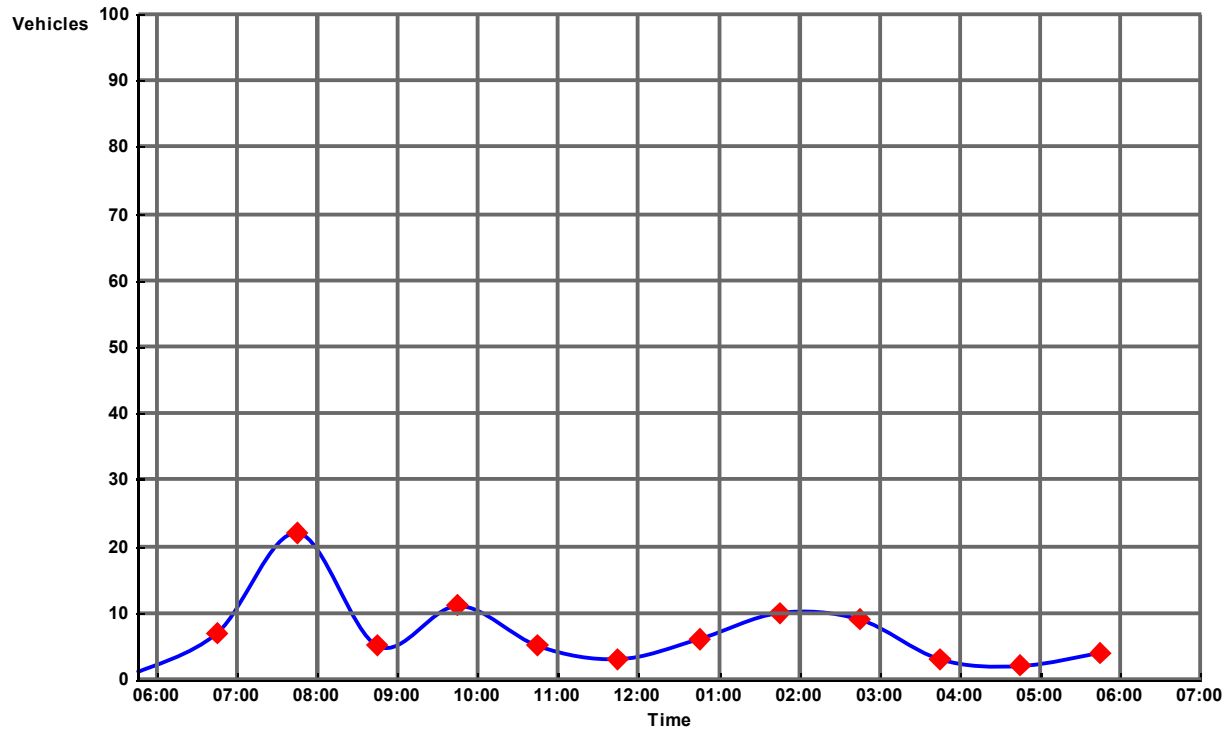
# 9th St E and 7th Ave E

West Fargo ND  
Tuesday, April 9, 2019

**File Name:** 2\_9th St and 7th Ave E  
**Location:** 9th St E and 7th Ave E  
West Fargo, ND

**Trucks**

**Site Code:**  
**Study Date:** 04/09/2019





# 9th St E and 10th Ave E

West Fargo, ND

Friday, October 25, 2019

File Name: 9th St E and 10th Ave E  
 Location: 9th St E and 10th Ave E  
 West Fargo, ND

## Cars and Peds

Site Code:  
 Study Date: 10/25/2019

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total	
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total		
05:45	0	2	5	0		7	0	0	0	0		0	0	1	14	0		15	0	0	0	2		2	2	24
Total	0	2	5	0	0	7	0	0	0	0	0	0	0	1	14	0	0	15	0	0	0	2	0	2	2	24
06:00	0	0	15	1		16	0	0	0	2		2	0	0	35	0		35	0	2	1	0		3	56	
06:15	0	0	37	2		39	0	2	1	0		3	0	6	40	2		48	0	1	0	2		3	93	
06:30	0	0	39	0		39	0	2	0	0		2	1	6	60	0		66	0	4	2	4		10	117	
06:45	0	0	40	0		40	0	1	1	5		7	0	7	85	4		96	0	8	3	2		13	156	
Total	0	0	131	3	0	134	0	5	2	7	0	14	1	19	220	6	0	245	0	15	6	8	0	29	422	
07:00	1	2	69	1		72	0	1	2	2		5	0	17	103	8		128	0	10	3	7		20	225	
07:15	0	1	76	3		80	1	0	2	2		4	2	23	167	13		203	0	9	2	0		11	298	
07:30	1	2	86	2		90	0	5	1	5		11	0	15	215	23		253	0	14	3	5		22	376	
07:45	0	0	111	10		121	1	3	5	3		11	0	33	153	11		197	0	19	2	2		23	352	
Total	2	5	342	16	0	363	2	9	10	12	0	31	2	88	638	55	0	781	0	52	10	14	0	76	1251	
08:00	5	3	114	8		125	0	0	6	2		8	0	20	147	6		173	1	13	5	2		20	326	
08:15	2	0	82	5		87	3	6	0	5		11	0	3	165	3		171	0	15	1	2		18	287	
08:30	0	2	105	2		109	1	1	1	4		6	0	9	123	1		133	0	7	1	1		9	257	
08:45	0	2	70	3		75	1	1	0	6		7	0	4	68	3		75	0	5	3	5		13	170	
Total	7	7	371	18	0	396	5	8	7	17	0	32	0	36	503	13	0	552	1	40	10	10	0	60	1040	
09:00	0	0	68	2		70	0	2	1	7		10	0	2	77	4		83	0	0	2	4		6	169	
09:15	0	5	63	1		69	1	3	0	6		9	0	1	82	7		90	0	8	0	2		10	178	
09:30	1	1	97	0		98	2	0	0	2		2	0	4	78	6		88	0	6	0	1		7	195	
09:45	0	2	75	5		82	0	1	0	7		8	0	4	103	9		116	0	3	2	2		7	213	
Total	1	8	303	8	0	319	3	6	1	22	0	29	0	11	340	26	0	377	0	17	4	9	0	30	755	
10:00	0	2	79	1		82	0	0	0	2		2	1	4	100	5		109	0	4	0	0		4	197	
10:15	0	1	79	4		84	0	1	3	3		7	0	8	73	5		86	0	9	0	1		10	187	
10:30	0	1	87	3		91	0	2	1	8		11	0	8	91	9		108	0	9	0	3		12	222	

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
10:45	0	0	80	2		82	0	0	0	4		4	0	7	85	3		95	0	8	2	1		11	192
Total	0	4	325	10	0	339	0	3	4	17	0	24	1	27	349	22	0	398	0	30	2	5	0	37	798
11:00	0	5	95	5		105	0	3	1	3		7	0	3	88	6		97	1	5	2	2		9	218
11:15	0	2	89	7		98	0	2	1	6		9	0	4	109	6		119	2	6	2	2		10	236
11:30	0	2	111	5		118	0	2	1	11		14	0	7	104	8		119	0	10	1	1		12	263
11:45	0	7	114	0		121	0	0	1	6		7	0	7	104	8		119	0	10	2	0		12	259
Total	0	16	409	17	0	442	0	7	4	26	0	37	0	21	405	28	0	454	3	31	7	5	0	43	976
12:00	0	5	135	0		140	0	1	2	7		10	2	2	117	8		127	0	5	1	1		7	284
12:15	0	3	125	1		129	0	1	1	2		4	0	8	122	12		142	0	5	2	3		10	285
12:30	2	2	118	2		122	0	2	2	5		9	0	11	118	7		136	0	3	1	1		5	272
12:45	0	2	90	2		94	0	2	1	5		8	0	14	136	5		155	0	11	0	0		11	268
Total	2	12	468	5	0	485	0	6	6	19	0	31	2	35	493	32	0	560	0	24	4	5	0	33	1109
13:00	0	0	106	3		109	1	5	2	4		11	0	8	126	7		141	0	9	2	1		12	273
13:15	1	1	98	0		99	1	1	1	8		10	0	10	128	7		145	0	9	2	1		12	266
13:30	0	1	88	2		91	0	2	0	4		6	0	7	117	12		136	0	5	3	3		11	244
13:45	0	2	85	1		88	1	1	3	11		15	0	11	104	8		123	1	14	2	0		16	242
Total	1	4	377	6	0	387	3	9	6	27	0	42	0	36	475	34	0	545	1	37	9	5	0	51	1025
14:00	0	3	89	3		95	0	2	3	8		13	0	2	114	6		122	0	7	2	1		10	240
14:15	0	2	109	2		113	0	3	2	7		12	0	3	123	11		137	0	11	0	0		11	273
14:30	1	2	135	2		139	0	8	3	11		22	0	3	123	15		141	0	10	2	1		13	315
14:45	5	4	183	4		191	2	4	2	14		20	0	12	124	11		147	1	20	3	0		23	381
Total	6	11	516	11	0	538	2	17	10	40	0	67	0	20	484	43	0	547	1	48	7	2	0	57	1209
15:00	0	4	138	1		143	0	1	3	18		22	0	16	134	9		159	0	6	1	3		10	334
15:15	0	2	126	5		133	1	5	0	19		24	0	12	139	15		166	0	10	1	2		13	336
15:30	7	2	148	3		153	2	3	1	10		14	0	14	194	4		212	2	6	2	2		10	389
15:45	3	5	186	1		192	3	4	1	12		17	0	9	142	19		170	2	19	2	1		22	401
Total	10	13	598	10	0	621	6	13	5	59	0	77	0	51	609	47	0	707	4	41	6	8	0	55	1460
16:00	0	8	151	4		163	4	1	3	16		20	0	5	167	17		189	1	13	3	0		16	388
16:15	0	5	144	2		151	3	2	4	11		17	0	11	155	16		182	1	15	2	0		17	367
16:30	1	8	161	4		173	0	7	1	11		19	0	12	128	13		153	0	11	1	0		12	357
16:45	0	9	180	6		195	0	4	1	8		13	0	10	143	16		169	0	15	0	2		17	394
Total	1	30	636	16	0	682	7	14	9	46	0	69	0	38	593	62	0	693	2	54	6	2	0	62	1506
17:00	0	4	139	4		147	0	4	3	12		19	0	7	148	14		169	0	10	2	2		14	349

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total
	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	Peds	Right	Thru	Left	U-Turn	Appr Total	
17:15	0	5	129	1		135	0	1	3	5		9	0	10	133	25		168	0	17	2	2		21	333
17:30	2	5	121	2		128	0	3	1	3		7	0	13	147	17		177	0	9	1	1		11	323
17:45	0	1	106	0		107	2	0	1	3		4	0	14	141	11		166	0	7	0	1		8	285
<b>Total</b>	<b>2</b>	<b>15</b>	<b>495</b>	<b>7</b>	<b>0</b>	<b>517</b>	<b>2</b>	<b>8</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>39</b>	<b>0</b>	<b>44</b>	<b>569</b>	<b>67</b>	<b>0</b>	<b>680</b>	<b>0</b>	<b>43</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>1290</b>
18:00	0	4	107	3		114	0	2	2	8		12	0	10	143	16		169	1	10	1	2		13	308
18:15	0	4	133	2		139	0	3	0	17		20	0	13	106	14		133	0	14	0	2		16	308
18:30	0	1	94	1		96	0	2	3	12		17	0	1	99	16		116	1	11	1	2		14	243
18:45	0	3	95	4		102	0	2	0	3		5	0	12	116	13		141	1	10	2	1		13	261
<b>Total</b>	<b>0</b>	<b>12</b>	<b>429</b>	<b>10</b>	<b>0</b>	<b>451</b>	<b>0</b>	<b>9</b>	<b>5</b>	<b>40</b>	<b>0</b>	<b>54</b>	<b>0</b>	<b>36</b>	<b>464</b>	<b>59</b>	<b>0</b>	<b>559</b>	<b>3</b>	<b>45</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>1120</b>
19:00	0	2	98	1		101	2	0	1	2		3	0	7	112	8		127	0	15	0	4		19	250
19:15	0	0	61	2		63	1	1	1	7		9	0	4	81	13		98	1	6	0	4		10	180
19:30	0	3	67	2		72	0	0	1	3		4	0	6	76	8		90	0	8	1	1		10	176
19:45	0	0	48	1		49	0	0	1	0		1	0	5	39	2		46	0	0	3	0		3	99
<b>Total</b>	<b>0</b>	<b>5</b>	<b>274</b>	<b>6</b>	<b>0</b>	<b>285</b>	<b>3</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>0</b>	<b>22</b>	<b>308</b>	<b>31</b>	<b>0</b>	<b>361</b>	<b>1</b>	<b>29</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>705</b>
<b>Grand Total</b>	<b>32</b>	<b>144</b>	<b>5679</b>	<b>143</b>	<b>0</b>	<b>5966</b>	<b>33</b>	<b>115</b>	<b>81</b>	<b>367</b>	<b>0</b>	<b>563</b>	<b>6</b>	<b>485</b>	<b>6464</b>	<b>525</b>	<b>0</b>	<b>7474</b>	<b>16</b>	<b>506</b>	<b>84</b>	<b>97</b>	<b>0</b>	<b>687</b>	<b>14690</b>
<b>Appr %</b>		<b>2.4</b>	<b>95.2</b>	<b>2.4</b>	<b>0</b>			<b>20.4</b>	<b>14.4</b>	<b>65.2</b>	<b>0</b>			<b>6.5</b>	<b>86.5</b>	<b>7</b>	<b>0</b>			<b>73.7</b>	<b>12.2</b>	<b>14.1</b>	<b>0</b>		
<b>Total %</b>		<b>1</b>	<b>38.7</b>	<b>1</b>	<b>0</b>			<b>0.8</b>	<b>0.6</b>	<b>2.5</b>	<b>0</b>			<b>3.3</b>	<b>44</b>	<b>3.6</b>	<b>0</b>			<b>3.4</b>	<b>0.6</b>	<b>0.7</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>		<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>	<b>07:15</b>
<b>AM Pk Vol</b>		<b>6</b>	<b>387</b>	<b>23</b>	<b>0</b>	<b>416</b>		<b>8</b>	<b>14</b>	<b>12</b>	<b>0</b>	<b>34</b>		<b>91</b>	<b>682</b>	<b>53</b>	<b>0</b>	<b>826</b>		<b>55</b>	<b>12</b>	<b>9</b>	<b>0</b>	<b>76</b>	<b>1352</b>
<b>AM PHF</b>		<b>0.500</b>	<b>0.849</b>	<b>0.575</b>	<b>NaN</b>	<b>0.832</b>		<b>0.400</b>	<b>0.583</b>	<b>0.600</b>	<b>NaN</b>	<b>0.773</b>		<b>0.689</b>	<b>0.793</b>	<b>0.576</b>	<b>NaN</b>	<b>0.816</b>		<b>0.724</b>	<b>0.600</b>	<b>0.450</b>	<b>NaN</b>	<b>0.826</b>	<b>0.899</b>
<b>PM Pk Hr</b>		<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>		<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>		<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>		<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>	<b>15:30</b>
<b>PM Pk Vol</b>		<b>20</b>	<b>629</b>	<b>10</b>	<b>0</b>	<b>659</b>		<b>10</b>	<b>9</b>	<b>49</b>	<b>0</b>	<b>68</b>		<b>39</b>	<b>658</b>	<b>56</b>	<b>0</b>	<b>753</b>		<b>53</b>	<b>9</b>	<b>3</b>	<b>0</b>	<b>65</b>	<b>1545</b>
<b>PM PHF</b>		<b>0.625</b>	<b>0.845</b>	<b>0.625</b>	<b>NaN</b>	<b>0.858</b>		<b>0.625</b>	<b>0.563</b>	<b>0.766</b>	<b>NaN</b>	<b>0.850</b>		<b>0.696</b>	<b>0.848</b>	<b>0.737</b>	<b>NaN</b>	<b>0.888</b>		<b>0.697</b>	<b>0.750</b>	<b>0.375</b>	<b>NaN</b>	<b>0.739</b>	<b>0.963</b>

# 9th St E and 10th Ave E

West Fargo, ND

Friday, October 25, 2019

File Name: 9th St E and 10th Ave E  
 Location: 9th St E and 10th Ave E  
 West Fargo, ND

## Trucks and Bikes

Site Code:  
 Study Date: 10/25/2019

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total						
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total							
05:45	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1
Total	0	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
06:00	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
06:15	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	1	0	0		1	0	0	0	0		1	1
06:30	0	0	2	0		2	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	2
06:45	0	0	1	0		1	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	3
Total	0	0	3	0	0	3	1	0	0	0	0	0	0	0	2	0	0	2	0	1	0	0	0	0	0	1	0	0	0	1	6
07:00	0	0	3	0		3	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	3
07:15	0	0	2	2		4	0	0	0	0		0	0	1	0	1		2	0	0	0	0		1	0	0	0	1		1	7
07:30	0	0	2	0		2	0	0	1	0		1	0	0	3	3		6	0	1	0	0		1	0	0	0	0		1	10
07:45	0	0	0	1		1	0	0	0	1		1	0	0	1	0		1	0	1	0	0		1	0	1	0	0		1	4
Total	0	0	7	3	0	10	0	0	1	1	0	2	0	1	4	4	0	9	0	2	0	1	0	0	0	3	0	0	0	3	24
08:00	0	0	6	2		8	1	1	0	0		1	0	0	7	1		8	0	1	0	0		1	0	0	0	0		1	18
08:15	1	0	19	0		19	2	0	0	3		3	0	0	4	1		5	0	0	0	0		0	0	0	0	0		0	27
08:30	0	0	2	0		2	0	0	0	0		0	0	0	2	0		2	1	1	0	0		1	0	0	0	0		1	5
08:45	0	0	1	0		1	0	0	0	0		0	0	1	14	0		15	0	0	0	0		0	0	0	0	0		0	16
Total	1	0	28	2	0	30	3	1	0	3	0	4	0	1	27	2	0	30	1	2	0	0	0	0	0	2	0	0	0	2	66
09:00	0	0	0	0		0	0	0	0	1		1	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	3
09:15	0	0	0	0		0	0	0	0	0		0	1	0	2	0		2	0	0	0	0		0	0	0	0	0		0	2
09:30	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	2
09:45	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
Total	0	0	2	0	0	2	0	0	0	1	0	1	1	0	4	0	0	4	0	0	0	0	0	0	0	0	0	0	0	0	7
10:00	0	0	1	0		1	1	1	0	0		1	0	0	0	0		0	0	1	0	0		1	0	0	0	0		1	3
10:15	0	0	0	0		0	0	0	0	0		0	1	0	2	0		2	0	0	0	0		0	0	0	0	0		0	2
10:30	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	0	0	0	0		0	1

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total	
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total		
10:45	0	0	0	0		0	0	1	0	0		1	0	0	1	0		1	0	0	0	0		0	2	
Total	0	0	1	0	0	1	1	2	0	0	0	2	1	0	4	0	0	4	0	1	0	0	0	0	1	8
11:00	1	0	0	0		0	1	0	0	0		0	0	0	3	0		3	0	0	0	0		0	3	
11:15	0	0	0	0		0	0	0	0	1		1	0	1	0	0		1	0	0	0	0		0	2	
11:30	0	0	2	0		2	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	2	
11:45	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	
Total	1	0	2	0	0	2	1	0	0	1	0	1	0	1	3	0	0	4	0	0	0	0	0	0	0	7
12:00	0	0	0	0		0	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	2	
12:15	0	0	0	0		0	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	2	
12:30	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	1	
12:45	0	0	1	0		1	1	0	0	0		0	0	0	1	0		1	0	0	0	0		0	2	
Total	0	0	1	0	0	1	1	0	0	0	0	0	0	0	6	0	0	6	0	0	0	0	0	0	0	7
13:00	0	0	2	0		2	0	0	0	0		0	0	0	5	0		5	0	0	0	0		0	7	
13:15	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	1	
13:30	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1	0	0	0		0	0	
13:45	0	0	1	0		1	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	2	
Total	0	0	3	0	0	3	0	0	0	0	0	0	0	0	7	0	0	7	1	0	0	0	0	0	0	10
14:00	0	0	0	0		0	0	0	0	0		0	0	0	3	1		4	0	0	0	0		0	4	
14:15	0	1	1	0		2	0	0	0	0		0	0	0	3	1		4	0	0	0	0		0	6	
14:30	0	0	3	0		3	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	5	
14:45	0	0	2	0		2	0	0	0	0		0	0	1	3	0		4	0	1	1	0		2	8	
Total	0	1	6	0	0	7	0	0	0	0	0	0	0	1	11	2	0	14	0	1	1	0	0	2	23	
15:00	0	0	1	1		2	0	0	0	0		0	0	2	4	1		7	0	0	0	0		0	9	
15:15	0	0	1	0		1	0	0	0	1		1	0	2	3	0		5	0	0	0	0		0	7	
15:30	0	0	2	0		2	1	1	1	4		6	0	1	0	0		1	0	1	1	0		2	11	
15:45	1	0	0	0		0	3	0	0	4		4	0	0	1	0		1	1	0	0	0		0	5	
Total	1	0	4	1	0	5	4	1	1	9	0	11	0	5	8	1	0	14	1	1	1	0	0	2	32	
16:00	0	0	2	0		2	0	0	0	0		0	0	2	4	0		6	0	0	0	0		0	8	
16:15	1	0	0	0		0	2	1	0	0		1	0	0	3	0		3	0	0	0	0		0	4	
16:30	1	0	1	0		1	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	1	
16:45	0	0	2	0		2	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	4	
Total	2	0	5	0	0	5	3	1	0	0	0	1	0	2	9	0	0	11	0	0	0	0	0	0	0	17
17:00	0	0	0	0		0	1	0	0	0		0	0	0	2	0		2	0	0	0	0		0	2	

Time	9th St E Southbound						10th Ave E Westbound						9th St E Northbound						10th Ave E Eastbound						Int Total
	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	Bikes	Right	Thru	Left	U-Turn	Appr Total	
17:15	0	0	1	0		1	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	2
17:30	0	0	0	0		0	0	0	0	0		0	6	0	0	0		0	0	0	0	0		0	0
17:45	0	0	0	0		0	1	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>6</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
18:00	2	0	0	0		0	2	0	0	0		0	0	0	0	0		0	2	0	0	0		0	0
18:15	0	0	0	0		0	0	0	0	0		0	0	0	1	0		1	0	0	0	0		0	1
18:30	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
18:45	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	2	0	0	0		0	0
<b>Total</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>4</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>
19:00	0	0	1	0		1	0	0	0	0		0	0	0	2	0		2	0	0	0	0		0	3
19:15	0	0	1	0		1	1	0	0	0		0	1	0	0	0		0	0	0	0	0		0	1
19:30	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
19:45	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0	0	0	0		0	0
<b>Total</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>
<b>Grand Total</b>	<b>7</b>	<b>1</b>	<b>66</b>	<b>6</b>	<b>0</b>	<b>73</b>	<b>19</b>	<b>5</b>	<b>2</b>	<b>15</b>	<b>0</b>	<b>22</b>	<b>9</b>	<b>11</b>	<b>91</b>	<b>9</b>	<b>0</b>	<b>111</b>	<b>7</b>	<b>8</b>	<b>2</b>	<b>1</b>	<b>0</b>	<b>11</b>	<b>217</b>
<b>Appr %</b>		<b>1.4</b>	<b>90.4</b>	<b>8.2</b>	<b>0</b>			<b>22.7</b>	<b>9.1</b>	<b>68.2</b>	<b>0</b>			<b>9.9</b>	<b>82</b>	<b>8.1</b>	<b>0</b>			<b>72.7</b>	<b>18.2</b>	<b>9.1</b>	<b>0</b>		
<b>Total %</b>		<b>0.5</b>	<b>30.4</b>	<b>2.8</b>	<b>0</b>			<b>2.3</b>	<b>0.9</b>	<b>6.9</b>	<b>0</b>			<b>5.1</b>	<b>41.9</b>	<b>4.1</b>	<b>0</b>			<b>3.7</b>	<b>0.9</b>	<b>0.5</b>	<b>0</b>		
<b>AM Pk Hr</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>		<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>	<b>08:00</b>
<b>AM Pk Vol</b>		<b>0</b>	<b>28</b>	<b>2</b>	<b>0</b>	<b>30</b>		<b>1</b>	<b>0</b>	<b>3</b>	<b>0</b>	<b>4</b>		<b>1</b>	<b>27</b>	<b>2</b>	<b>0</b>	<b>30</b>		<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>66</b>
<b>AM PHF</b>		<b>NaN</b>	<b>0.368</b>	<b>0.250</b>	<b>NaN</b>	<b>0.395</b>		<b>0.250</b>	<b>NaN</b>	<b>0.250</b>	<b>NaN</b>	<b>0.333</b>		<b>0.250</b>	<b>0.482</b>	<b>0.500</b>	<b>NaN</b>	<b>0.500</b>		<b>0.500</b>	<b>NaN</b>	<b>NaN</b>	<b>NaN</b>	<b>0.500</b>	<b>0.611</b>
<b>PM Pk Hr</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>		<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>	<b>14:45</b>
<b>PM Pk Vol</b>		<b>0</b>	<b>6</b>	<b>1</b>	<b>0</b>	<b>7</b>		<b>1</b>	<b>1</b>	<b>5</b>	<b>0</b>	<b>7</b>		<b>6</b>	<b>10</b>	<b>1</b>	<b>0</b>	<b>17</b>		<b>2</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>4</b>	<b>35</b>
<b>PM PHF</b>		<b>NaN</b>	<b>0.750</b>	<b>0.250</b>	<b>NaN</b>	<b>0.875</b>		<b>0.250</b>	<b>0.250</b>	<b>0.313</b>	<b>NaN</b>	<b>0.292</b>		<b>0.750</b>	<b>0.625</b>	<b>0.250</b>	<b>NaN</b>	<b>0.607</b>		<b>0.500</b>	<b>0.500</b>	<b>NaN</b>	<b>NaN</b>	<b>0.500</b>	<b>0.795</b>

# 9th St E and 10th Ave E

West Fargo, ND

Friday, October 25, 2019

File Name: 9th St E and 10th Ave E  
 Location: 9th St E and 10th Ave E  
 West Fargo, ND

All Vehicles

Site Code:  
 Study Date: 10/25/2019

Time	9th St E Southbound					10th Ave E Westbound					9th St E Northbound					10th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
05:45	2	6	0	0	8	0	0	0	0	0	1	14	0	0	15	0	0	2	0	2	25
Total	2	6	0	0	8	0	0	0	0	0	1	14	0	0	15	0	0	2	0	2	25
06:00	0	15	1	0	16	0	0	2	0	2	0	35	0	0	35	2	1	0	0	3	56
06:15	0	37	2	0	39	2	1	0	0	3	6	40	2	0	48	2	0	2	0	4	94
06:30	0	41	0	0	41	2	0	0	0	2	6	60	0	0	66	4	2	4	0	10	119
06:45	0	41	0	0	41	1	1	5	0	7	7	87	4	0	98	8	3	2	0	13	159
Total	0	134	3	0	137	5	2	7	0	14	19	222	6	0	247	16	6	8	0	30	428
07:00	2	72	1	0	75	1	2	2	0	5	17	103	8	0	128	10	3	7	0	20	228
07:15	1	78	5	0	84	0	2	2	0	4	24	167	14	0	205	9	2	1	0	12	305
07:30	2	88	2	0	92	5	2	5	0	12	15	218	26	0	259	15	3	5	0	23	386
07:45	0	111	11	0	122	3	5	4	0	12	33	154	11	0	198	20	2	2	0	24	356
Total	5	349	19	0	373	9	11	13	0	33	89	642	59	0	790	54	10	15	0	79	1275
08:00	3	120	10	0	133	1	6	2	0	9	20	154	7	0	181	14	5	2	0	21	344
08:15	0	101	5	0	106	6	0	8	0	14	3	169	4	0	176	15	1	2	0	18	314
08:30	2	107	2	0	111	1	1	4	0	6	9	125	1	0	135	8	1	1	0	10	262
08:45	2	71	3	0	76	1	0	6	0	7	5	82	3	0	90	5	3	5	0	13	186
Total	7	399	20	0	426	9	7	20	0	36	37	530	15	0	582	42	10	10	0	62	1106
09:00	0	68	2	0	70	2	1	8	0	11	2	79	4	0	85	0	2	4	0	6	172
09:15	5	63	1	0	69	3	0	6	0	9	1	84	7	0	92	8	0	2	0	10	180
09:30	1	99	0	0	100	0	0	2	0	2	4	78	6	0	88	6	0	1	0	7	197
09:45	2	75	5	0	82	1	0	7	0	8	4	103	9	0	116	3	2	2	0	7	213
Total	8	305	8	0	321	6	1	23	0	30	11	344	26	0	381	17	4	9	0	30	762
10:00	2	80	1	0	83	1	0	2	0	3	4	100	5	0	109	5	0	0	0	5	200
10:15	1	79	4	0	84	1	3	3	0	7	8	75	5	0	88	9	0	1	0	10	189
10:30	1	87	3	0	91	2	1	8	0	11	8	92	9	0	109	9	0	3	0	12	223

Time	9th St E Southbound					10th Ave E Westbound					9th St E Northbound					10th Ave E Eastbound					Int Total
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	
10:45	0	80	2	0	82	1	0	4	0	5	7	86	3	0	96	8	2	1	0	11	194
Total	4	326	10	0	340	5	4	17	0	26	27	353	22	0	402	31	2	5	0	38	806
11:00	5	95	5	0	105	3	1	3	0	7	3	91	6	0	100	5	2	2	0	9	221
11:15	2	89	7	0	98	2	1	7	0	10	5	109	6	0	120	6	2	2	0	10	238
11:30	2	113	5	0	120	2	1	11	0	14	7	104	8	0	119	10	1	1	0	12	265
11:45	7	114	0	0	121	0	1	6	0	7	7	104	8	0	119	10	2	0	0	12	259
Total	16	411	17	0	444	7	4	27	0	38	22	408	28	0	458	31	7	5	0	43	983
12:00	5	135	0	0	140	1	2	7	0	10	2	119	8	0	129	5	1	1	0	7	286
12:15	3	125	1	0	129	1	1	2	0	4	8	124	12	0	144	5	2	3	0	10	287
12:30	2	118	2	0	122	2	2	5	0	9	11	119	7	0	137	3	1	1	0	5	273
12:45	2	91	2	0	95	2	1	5	0	8	14	137	5	0	156	11	0	0	0	11	270
Total	12	469	5	0	486	6	6	19	0	31	35	499	32	0	566	24	4	5	0	33	1116
13:00	0	108	3	0	111	5	2	4	0	11	8	131	7	0	146	9	2	1	0	12	280
13:15	1	98	0	0	99	1	1	8	0	10	10	129	7	0	146	9	2	1	0	12	267
13:30	1	88	2	0	91	2	0	4	0	6	7	117	12	0	136	5	3	3	0	11	244
13:45	2	86	1	0	89	1	3	11	0	15	11	105	8	0	124	14	2	0	0	16	244
Total	4	380	6	0	390	9	6	27	0	42	36	482	34	0	552	37	9	5	0	51	1035
14:00	3	89	3	0	95	2	3	8	0	13	2	117	7	0	126	7	2	1	0	10	244
14:15	3	110	2	0	115	3	2	7	0	12	3	126	12	0	141	11	0	0	0	11	279
14:30	2	138	2	0	142	8	3	11	0	22	3	125	15	0	143	10	2	1	0	13	320
14:45	4	185	4	0	193	4	2	14	0	20	13	127	11	0	151	21	4	0	0	25	389
Total	12	522	11	0	545	17	10	40	0	67	21	495	45	0	561	49	8	2	0	59	1232
15:00	4	139	2	0	145	1	3	18	0	22	18	138	10	0	166	6	1	3	0	10	343
15:15	2	127	5	0	134	5	0	20	0	25	14	142	15	0	171	10	1	2	0	13	343
15:30	2	150	3	0	155	4	2	14	0	20	15	194	4	0	213	7	3	2	0	12	400
15:45	5	186	1	0	192	4	1	16	0	21	9	143	19	0	171	19	2	1	0	22	406
Total	13	602	11	0	626	14	6	68	0	88	56	617	48	0	721	42	7	8	0	57	1492
16:00	8	153	4	0	165	1	3	16	0	20	7	171	17	0	195	13	3	0	0	16	396
16:15	5	144	2	0	151	3	4	11	0	18	11	158	16	0	185	15	2	0	0	17	371
16:30	8	162	4	0	174	7	1	11	0	19	12	128	13	0	153	11	1	0	0	12	358
16:45	9	182	6	0	197	4	1	8	0	13	10	145	16	0	171	15	0	2	0	17	398
Total	30	641	16	0	687	15	9	46	0	70	40	602	62	0	704	54	6	2	0	62	1523
17:00	4	139	4	0	147	4	3	12	0	19	7	150	14	0	171	10	2	2	0	14	351
17:15	5	130	1	0	136	1	3	5	0	9	10	134	25	0	169	17	2	2	0	21	335



Time	9th St E Southbound					10th Ave E Westbound					9th St E Northbound					10th Ave E Eastbound					Int Total	
	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total	Right	Thru	Left	U-Turn	Appr Total		
17:30	5	121	2	0	128	3	1	3	0	7	13	147	17	0	177	9	1	1	0	11	323	
17:45	1	106	0	0	107	0	1	3	0	4	14	141	11	0	166	7	0	1	0	8	285	
<b>Total</b>	<b>15</b>	<b>496</b>	<b>7</b>	<b>0</b>	<b>518</b>	<b>8</b>	<b>8</b>	<b>23</b>	<b>0</b>	<b>39</b>	<b>44</b>	<b>572</b>	<b>67</b>	<b>0</b>	<b>683</b>	<b>43</b>	<b>5</b>	<b>6</b>	<b>0</b>	<b>54</b>	<b>1294</b>	
18:00	4	107	3	0	114	2	2	8	0	12	10	143	16	0	169	10	1	2	0	13	308	
18:15	4	133	2	0	139	3	0	17	0	20	13	107	14	0	134	14	0	2	0	16	309	
18:30	1	94	1	0	96	2	3	12	0	17	1	99	16	0	116	11	1	2	0	14	243	
18:45	3	95	4	0	102	2	0	3	0	5	12	116	13	0	141	10	2	1	0	13	261	
<b>Total</b>	<b>12</b>	<b>429</b>	<b>10</b>	<b>0</b>	<b>451</b>	<b>9</b>	<b>5</b>	<b>40</b>	<b>0</b>	<b>54</b>	<b>36</b>	<b>465</b>	<b>59</b>	<b>0</b>	<b>560</b>	<b>45</b>	<b>4</b>	<b>7</b>	<b>0</b>	<b>56</b>	<b>1121</b>	
19:00	2	99	1	0	102	0	1	2	0	3	7	114	8	0	129	15	0	4	0	19	253	
19:15	0	62	2	0	64	1	1	7	0	9	4	81	13	0	98	6	0	4	0	10	181	
19:30	3	67	2	0	72	0	1	3	0	4	6	76	8	0	90	8	1	1	0	10	176	
19:45	0	48	1	0	49	0	1	0	0	1	5	39	2	0	46	0	3	0	0	3	99	
<b>Total</b>	<b>5</b>	<b>276</b>	<b>6</b>	<b>0</b>	<b>287</b>	<b>1</b>	<b>4</b>	<b>12</b>	<b>0</b>	<b>17</b>	<b>22</b>	<b>310</b>	<b>31</b>	<b>0</b>	<b>363</b>	<b>29</b>	<b>4</b>	<b>9</b>	<b>0</b>	<b>42</b>	<b>709</b>	
	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
<b>Grand Total</b>	<b>145</b>	<b>5745</b>	<b>149</b>	<b>0</b>	<b>6039</b>	<b>120</b>	<b>83</b>	<b>382</b>	<b>0</b>	<b>585</b>	<b>496</b>	<b>6555</b>	<b>534</b>	<b>0</b>	<b>7585</b>	<b>514</b>	<b>86</b>	<b>98</b>	<b>0</b>	<b>698</b>	<b>14907</b>	
Appr %	02.4	95.1	02.5	00.0		20.5	14.2	65.3	00.0		06.5	86.4	07.0	00.0		73.6	12.3	14.0	00.0			
Total %	01.0	38.5	01.0	00.0		00.8	00.6	02.6	00.0		03.3	44.0	03.6	00.0		03.4	00.6	00.7	00.0			
% Trucks	00.7	01.1	04.0	-	01.2	04.2	02.4	03.9	-	03.8	02.2	01.4	01.7	-	01.5	01.6	02.3	01.0	-	01.6	01.5	
AM Pk Hr	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30	07:30
AM Pk Vol	5	420	28	0	453	15	13	19	0	47	71	695	48	0	814	64	11	11	0	86	1400	
AM PHF	0.417	0.875	0.636	NaN	0.852	0.625	0.542	0.594	NaN	0.839	0.538	0.797	0.462	NaN	0.786	0.800	0.550	0.550	NaN	0.896	0.907	
PM Pk Hr	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30	15:30
PM Pk Vol	20	633	10	0	663	12	10	57	0	79	42	666	56	0	764	54	10	3	0	67	1573	
PM PHF	0.625	0.851	0.625	NaN	0.863	0.750	0.625	0.891	NaN	0.940	0.700	0.858	0.737	NaN	0.897	0.711	0.833	0.375	NaN	0.761	0.969	



# 9th St E and 10th Ave E





West Fargo, ND  
Friday, October 25, 2019

**File Name:** 9th St E and 10th Ave E  
**Location:** 9th St E and 10th Ave E  
West Fargo, ND





**Site Code:**  
**Study Date:** 10/25/2019





## All Vehicles

10th Ave E					
In = 762	Out = 698				
514	86	98	0		
Right	Thru	Left	U-Turn		

9th St E			
In = 6773		Out = 6039	
145	5745	149	0
Right	Thru	Left	U-Turn
			

Total Volumes  
05:45 to 20:00  
Volume = 14907

		10th Ave E	
		In = 731	Out = 585
120	83	382	0
Right	Thru	Left	U-Turn
			

9th St E			
			
U-Turn	Left	Thru	Right
0	534	6555	496
In = 6641		Out = 7585	

# 9th St E and 10th Ave E



West Fargo, ND





Friday, October 25, 2019

**File Name:** 9th St E and 10th Ave E  
**Location:** 9th St E and 10th Ave E  
 West Fargo, ND





**Site Code:**  
**Study Date:** 10/25/2019





## All Vehicles

10th Ave E	0	U-Turn	
	11	Left	
	11	Thru	
	64	Right	

9th St E			
5	420	28	0
Right	Thru	Left	U-Turn
			

**AM Peak Hour Statistics**  
 AM Peak Hour Begins: 07:30  
 AM Peak Hour Volume: 1400  
 AM Peak Hour Factor: 0.907

10th Ave E	15	Right	
	13	Thru	
	19	Left	
	0	U-Turn	

			
U-Turn	Left	Thru	Right
0	48	695	71
9th St E			

# 9th St E and 10th Ave E



West Fargo, ND





Friday, October 25, 2019

**File Name:** 9th St E and 10th Ave E  
**Location:** 9th St E and 10th Ave E  
 West Fargo, ND





**Site Code:**  
**Study Date:** 10/25/2019





## All Vehicles

10th Ave E	0	U-Turn	
	3	Left	
	10	Thru	
	54	Right	

9th St E			
20	633	10	0
Right	Thru	Left	U-Turn
			

**PM Peak Hour Statistics**  
 PM Peak Hour Begins: 15:30  
 PM Peak Hour Volume: 1573  
 PM Peak Hour Factor: 0.969

			
U-Turn	Left	Thru	Right
0	56	666	42
9th St E			

10th Ave E	12	Right	
	10	Thru	
	57	Left	
	0	U-Turn	

# 9th St E and 10th Ave E

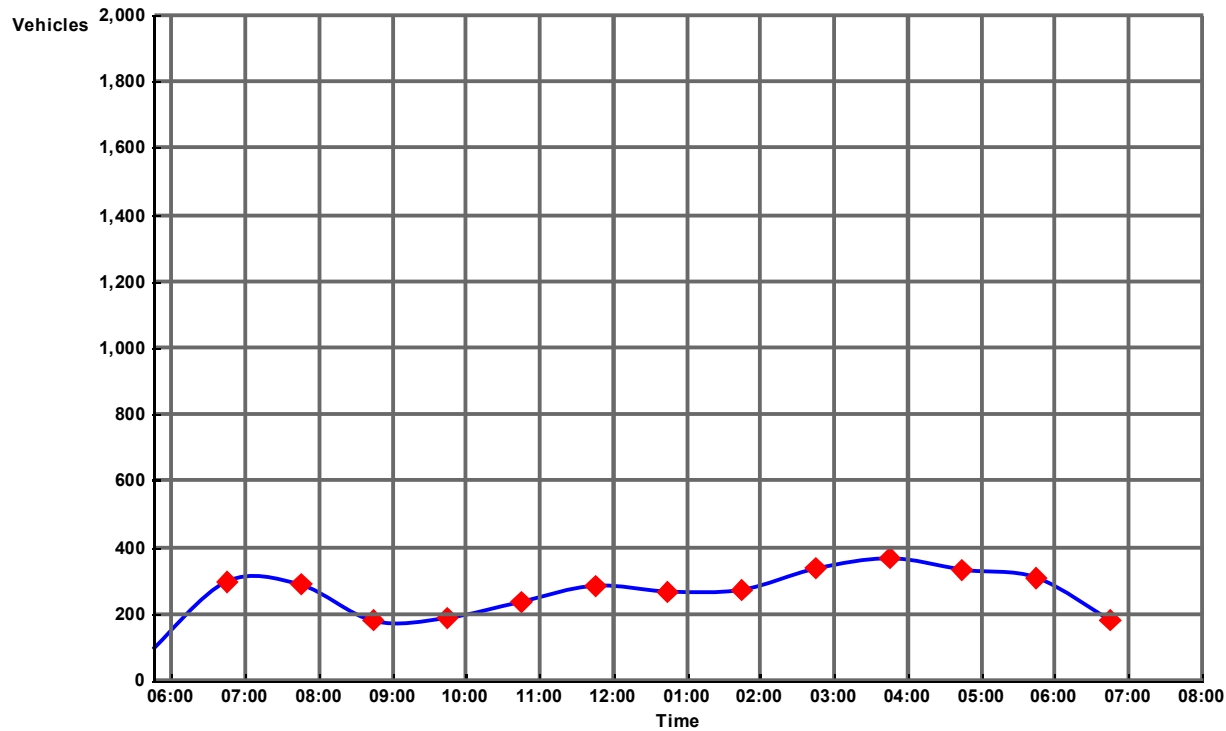
West Fargo, ND

Friday, October 25, 2019

**File Name:** 9th St E and 10th Ave E  
**Location:** 9th St E and 10th Ave E  
West Fargo, ND

**Cars**

**Site Code:**  
**Study Date:** 10/25/2019

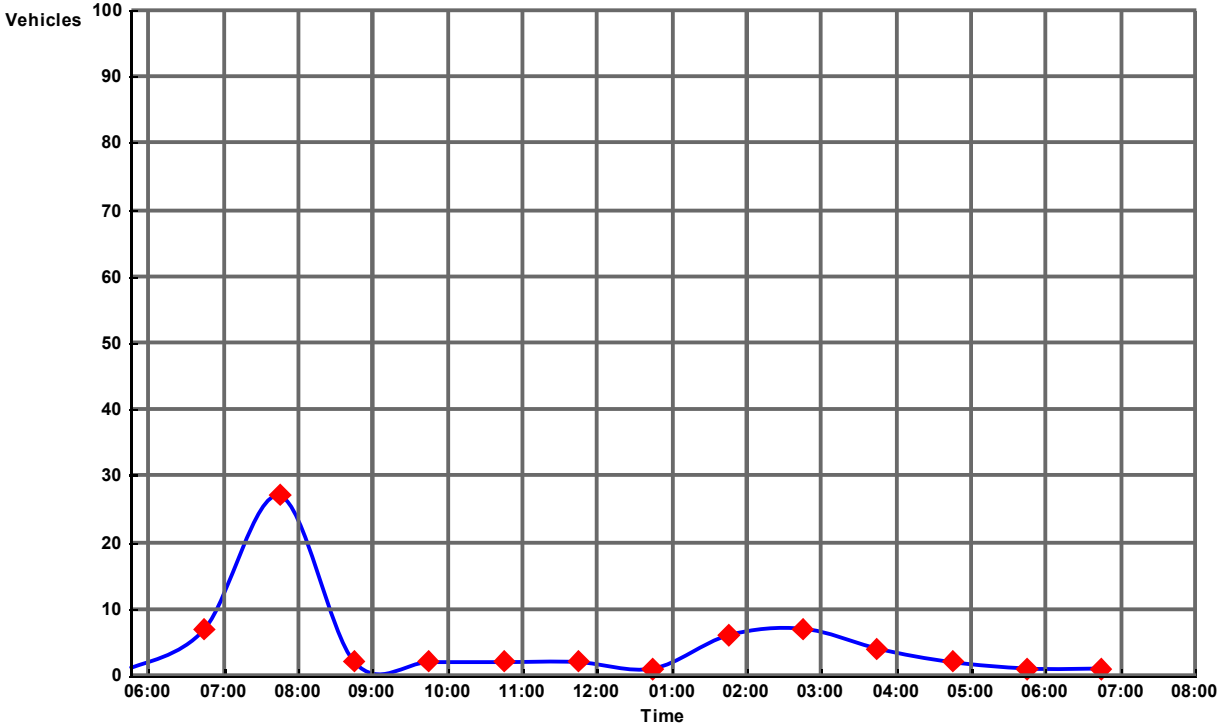


**9th St E and 10th Ave E**  
**West Fargo, ND**  
**Friday, October 25, 2019**

**File Name:** 9th St E and 10th Ave E  
**Location:** 9th St E and 10th Ave E  
West Fargo, ND

**Trucks**

**Site Code:**  
**Study Date:** 10/25/2019



1: 9th St E & 12th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.3	0.0	0.1	0.2
Total Del/Veh (s)	5.8	5.7	8.0	3.9	6.1

2: 9th St E & 7th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.0	0.0	0.1
Total Del/Veh (s)	7.5	7.1	9.4	7.0	8.2

3: 9th St E & Main Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.8	0.0	0.0	0.6
Total Del/Veh (s)	8.4	6.0	29.4	36.6	14.5

4: 9th St E & 4th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.5	0.0	0.0	0.0	0.3
Total Del/Veh (s)	41.6	49.4	4.8	4.2	14.8

5: 9th St E & 7th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.2	1.8	0.0	0.0	0.5
Total Del/Veh (s)	36.8	31.7	13.2	11.3	20.8

6: 9th St E & 10th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.1	0.5	0.0	0.3
Total Del/Veh (s)	9.3	15.0	0.9	1.3	2.0

7: 9th St E & Driveway Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.5	1.1	2.4	1.5

8: 9th St E & Driveway Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	3.3	2.7	0.4	2.3

9: 9th St E & 1st Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.4	0.6	1.0	0.8

10: 9th St E & 2nd Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.5	0.4	0.3	0.4

11: 9th St E & 3rd Ave E Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.7	0.9	0.3	0.7

12: 9th St E & 5th Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	5.0	0.5	0.9	0.7

13: 9th St E & 6th Ave E/Sommerset Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	9.2	1.5	0.4	1.3

14: 9th St E & 8th Ave E/School Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.5	6.0	1.0	1.0	1.1

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	22.8



1: 9th St E & 12th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.3	0.3	0.4	0.3	0.3	0.0	0.0	0.0	0.1	0.1	0.1
Total Del/Veh (s)	3.9	6.3	4.0	4.2	6.0	4.1	7.7	8.7	7.5	3.2	4.6	3.0

1: 9th St E & 12th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	6.1

2: 9th St E & 7th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	5.6	8.2	3.7	6.4	8.2	4.1	8.2	11.0	6.9	5.7	7.8	3.4

2: 9th St E & 7th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	8.2

3: 9th St E & Main Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.8	0.3	2.7	3.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	14.1	8.3	2.1	11.7	5.0	3.2	52.3	46.3	8.1	80.3	35.4	4.0

3: 9th St E & Main Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	14.5

4: 9th St E & 4th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	76.6	55.8	18.8	44.9	52.3	23.2	6.7	4.3	2.5	5.8	4.6	2.3

4: 9th St E & 4th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.8

5: 9th St E & 7th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.5	0.5	3.8	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.8	42.0	29.7	33.8	34.9	18.9	12.1	14.3	4.0	13.9	10.7	8.4

5: 9th St E & 7th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.5
Total Del/Veh (s)	20.8

6: 9th St E & 10th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.1	0.1	0.1	2.8	0.3	0.3	0.0	0.0	0.0
Total Del/Veh (s)	15.5	16.4	6.6	21.4	17.4	6.4	3.9	0.7	0.5	5.9	1.0	0.6

6: 9th St E & 10th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	2.0

7: 9th St E & Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	2.7	2.5	1.0	2.4	2.3	1.5

8: 9th St E & Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	2.8	3.7	2.5	0.4	0.2	2.3

9: 9th St E & 1st Ave E Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.3	2.5	2.3	0.6	1.0	1.3	0.8

10: 9th St E & 2nd Ave E Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	10.1	3.3	2.2	0.4	0.3	0.2	0.4

11: 9th St E & 3rd Ave E Performance by movement

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.0	3.9	0.9	0.5	3.6	0.2	0.7

12: 9th St E & 5th Ave E Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	3.5	2.9	0.5	0.9	0.7	0.7

13: 9th St E & 6th Ave E/Sommerset Dr Performance by movement

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	6.4	4.1	11.4	5.7	3.7	1.5	0.9	5.0	0.4	0.1	1.3

14: 9th St E & 8th Ave E/School Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0
Total Del/Veh (s)	4.5	6.0	1.0	0.9	1.0	1.1

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	22.8

Intersection: 1: 9th St E & 12th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	85	90	88	54
Average Queue (ft)	18	24	34	12
95th Queue (ft)	58	65	74	40
Link Distance (ft)	426	380	2432	254
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 9th St E & 7th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	85	95	145	72
Average Queue (ft)	44	49	71	37
95th Queue (ft)	73	81	112	59
Link Distance (ft)	498	398	1666	2432
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: 9th St E & Main Ave**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	R	L	T
Maximum Queue (ft)	135	197	163	56	95	104	100	117	256	152	77	120
Average Queue (ft)	54	98	62	20	35	36	25	45	118	57	23	55
95th Queue (ft)	107	170	131	48	71	80	67	96	217	108	62	103
Link Distance (ft)		629	629			639	639		338			332
Upstream Blk Time (%)									0	0		
Queuing Penalty (veh)									0	0		
Storage Bay Dist (ft)	275			250	400			250		325	200	
Storage Blk Time (%)									1	0		0
Queuing Penalty (veh)									1	0		0

**Intersection: 3: 9th St E & Main Ave**

Movement	SB
Directions Served	R
Maximum Queue (ft)	46
Average Queue (ft)	15
95th Queue (ft)	43
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 4: 9th St E & 4th Ave E**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	171	286	40	130	99	193	30	121
Average Queue (ft)	76	86	4	49	33	62	2	42
95th Queue (ft)	156	205	23	103	76	147	14	97
Link Distance (ft)		414		397		424		296
Upstream Blk Time (%)								
Queuing Penalty (veh)								
Storage Bay Dist (ft)	150		100		200		150	
Storage Blk Time (%)	5	3		4		0		0
Queuing Penalty (veh)	8	2		0		0		0

**Intersection: 5: 9th St E & 7th Ave E**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	TR
Maximum Queue (ft)	108	302	110	149	162	262	51	111	175
Average Queue (ft)	46	153	45	59	41	138	15	41	80
95th Queue (ft)	90	261	88	122	110	230	43	85	150
Link Distance (ft)		473		495		264	264		271
Upstream Blk Time (%)		0				0			
Queuing Penalty (veh)		0				1			
Storage Bay Dist (ft)	225		225		175			150	
Storage Blk Time (%)		3		0		4			1
Queuing Penalty (veh)		2		0		3			1

**Intersection: 6: 9th St E & 10th Ave E**

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	80	70	46	24	32	45	46
Average Queue (ft)	38	30	15	1	2	14	3
95th Queue (ft)	65	59	42	12	15	41	23
Link Distance (ft)	496	549		521	521		729
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300			300	
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 7: 9th St E & Driveway**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	55	48
Average Queue (ft)	18	3
95th Queue (ft)	46	23
Link Distance (ft)	291	434
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 9th St E & Driveway**

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	46	82	2
Average Queue (ft)	17	11	0
95th Queue (ft)	45	50	2
Link Distance (ft)	280	332	434
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 9: 9th St E & 1st Ave E**

Movement	EB	NB	NB
Directions Served	LR	L	T
Maximum Queue (ft)	22	18	6
Average Queue (ft)	4	1	0
95th Queue (ft)	19	9	5
Link Distance (ft)	399		314
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		50	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

**Intersection: 10: 9th St E & 2nd Ave E**

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	31	9
Average Queue (ft)	6	0
95th Queue (ft)	26	6
Link Distance (ft)	407	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		125
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 11: 9th St E & 3rd Ave E

Movement	WB	SB
Directions Served	LR	L
Maximum Queue (ft)	31	15
Average Queue (ft)	5	1
95th Queue (ft)	23	9
Link Distance (ft)	572	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	125	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 12: 9th St E & 5th Ave E

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	34	9
Average Queue (ft)	12	0
95th Queue (ft)	37	5
Link Distance (ft)	505	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)	125	
Storage Blk Time (%)		
Queuing Penalty (veh)		

Intersection: 13: 9th St E & 6th Ave E/Sommerset Dr

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	L	L
Maximum Queue (ft)	31	40	24	24
Average Queue (ft)	9	16	1	1
95th Queue (ft)	32	41	11	11
Link Distance (ft)	512	508		
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)			75	125
Storage Blk Time (%)				
Queuing Penalty (veh)				



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Intersection: 14: 9th St E & 8th Ave E/School Driveway

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Movement	EB	WB	NB	NB
Directions Served	R	R	T	TR
Maximum Queue (ft)	57	33	60	12
Average Queue (ft)	20	5	2	0
95th Queue (ft)	48	23	26	8
Link Distance (ft)	466	461	729	729
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

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Network wide Queuing Penalty: 19

**1: 9th St E & 12th Ave NE Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.4	0.0	0.2	0.3
Total Del/Veh (s)	5.6	6.0	6.1	5.2	5.8

**2: 9th St E & 7th Ave NE Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.3	0.0	0.0	0.2
Total Del/Veh (s)	8.5	9.7	8.2	10.7	9.4

**3: 9th St E & Main Ave Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	1.0	0.0	0.0	0.6
Total Del/Veh (s)	17.4	12.2	36.6	31.4	20.9

**4: 9th St E & 4th Ave E Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.8	0.0	0.0	0.0	0.1
Total Del/Veh (s)	26.9	43.4	3.3	5.0	6.9

**5: 9th St E & 7th Ave E Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.2	1.6	0.0	0.0	0.4
Total Del/Veh (s)	72.8	51.1	10.4	10.3	23.6

**6: 9th St E & 10th Ave E Performance by approach**

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.6	0.0	0.3
Total Del/Veh (s)	12.2	23.8	1.0	2.0	2.9

**7: 9th St E & Driveway Performance by approach**

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	4.6	0.8	3.0	2.5

**8: 9th St E & Driveway Performance by approach**

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.0	2.7	0.8	2.0

9: 9th St E & 1st Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.4	0.5	1.4	1.2

10: 9th St E & 2nd Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.0	0.4	0.9	0.8

11: 9th St E & 3rd Ave E Performance by approach

Approach	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.9	0.7	0.8	0.8

12: 9th St E & 5th Ave E Performance by approach

Approach	EB	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.0	0.0
Total Del/Veh (s)	11.1	0.5	1.6	1.2

13: 9th St E & 6th Ave E/Sommerset Dr Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	9.4	11.6	1.3	1.3	1.4

14: 9th St E & 8th Ave E/School Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0
Total Del/Veh (s)	8.9	5.1	0.7	1.7	1.4

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	28.7

1: 9th St E & 12th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.3	0.3	0.4	0.4	0.4	0.0	0.0	0.0	0.2	0.2	0.2
Total Del/Veh (s)	4.1	6.1	3.9	4.4	6.6	4.2	5.3	6.7	5.9	4.3	5.9	4.3

1: 9th St E & 12th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	5.8

2: 9th St E & 7th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.2	0.3	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	7.1	9.8	5.5	9.0	10.7	6.6	8.1	10.1	5.2	9.0	11.0	6.6

2: 9th St E & 7th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	9.4

3: 9th St E & Main Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.2	3.0	2.8	0.3	0.4	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	24.8	19.6	3.9	18.5	9.8	5.4	77.4	32.8	5.0	44.1	34.8	8.5

3: 9th St E & Main Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	20.9

4: 9th St E & 4th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	62.1	59.0	14.4	73.4	59.1	7.2	7.7	2.0	1.1	5.6	5.2	3.3

4: 9th St E & 4th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	6.9

5: 9th St E & 7th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	4.0	1.1	0.8	3.7	0.5	0.6	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	51.9	82.0	64.1	55.6	53.1	36.4	17.5	9.2	2.5	11.2	10.3	8.2

5: 9th St E & 7th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	23.6

6: 9th St E & 10th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.1	0.1	3.1	0.3	0.2	0.0	0.0	0.0
Total Del/Veh (s)	19.7	25.3	10.6	30.1	21.1	10.2	6.4	0.4	0.2	4.4	2.0	1.4

6: 9th St E & 10th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	2.9

7: 9th St E & Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.2	4.1	2.7	0.6	3.0	3.1	2.5

8: 9th St E & Driveway Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	9.5	5.4	5.1	2.1	0.8	0.2	2.0

9: 9th St E & 1st Ave E Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.9	5.9	6.5	0.5	1.4	1.0	1.2

10: 9th St E & 2nd Ave E Performance by movement

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	11.0	6.3	5.7	0.4	0.9	0.5	0.8

**11: 9th St E & 3rd Ave E Performance by movement**

Movement	WBL	WBR	NBT	NBR	SBL	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	12.7	3.1	0.7	0.5	2.6	0.7	0.8

**12: 9th St E & 5th Ave E Performance by movement**

Movement	EBL	EBR	NBL	NBT	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	13.4	8.1	5.2	0.4	1.6	1.2	1.2

**13: 9th St E & 6th Ave E/Sommerset Dr Performance by movement**

Movement	EBL	EBR	WBL	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	16.0	5.1	15.6	5.0	6.2	1.3	0.9	5.0	1.2	0.6	1.4

**14: 9th St E & 8th Ave E/School Driveway Performance by movement**

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	8.9	5.1	0.8	0.2	1.7	1.1	1.4

**Total Network Performance**

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	28.7

Intersection: 1: 9th St E & 12th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	86	120	64	84
Average Queue (ft)	29	29	15	29
95th Queue (ft)	69	81	48	66
Link Distance (ft)	316	359	2432	377
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 9th St E & 7th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	123	159	116	120
Average Queue (ft)	58	72	53	59
95th Queue (ft)	97	123	89	94
Link Distance (ft)	453	404	1676	2432
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: 9th St E & Main Ave**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	R	L	T
Maximum Queue (ft)	89	240	209	65	180	178	161	212	146	85	222	326
Average Queue (ft)	34	147	101	32	91	86	66	94	54	32	106	154
95th Queue (ft)	73	219	189	58	151	153	137	178	119	64	197	269
Link Distance (ft)		711	711			740	740		338			373
Upstream Blk Time (%)									0			0
Queuing Penalty (veh)									0			0
Storage Bay Dist (ft)	275			250	400			250		325	200	
Storage Blk Time (%)		0	0					0			1	9
Queuing Penalty (veh)		0	0					1			2	24

**Intersection: 3: 9th St E & Main Ave**

Movement	SB
Directions Served	R
Maximum Queue (ft)	175
Average Queue (ft)	66
95th Queue (ft)	157
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	0
Queuing Penalty (veh)	0

**Intersection: 4: 9th St E & 4th Ave E**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	61	120	42	52	96	102	31	264
Average Queue (ft)	18	46	8	15	34	27	2	88
95th Queue (ft)	50	88	32	43	70	78	15	228
Link Distance (ft)		373		397		424		296
Upstream Blk Time (%)								0
Queuing Penalty (veh)								1
Storage Bay Dist (ft)	150		100		200		150	
Storage Blk Time (%)		0						2
Queuing Penalty (veh)		0						0



**Intersection: 5: 9th St E & 7th Ave E**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	TR
Maximum Queue (ft)	133	343	175	311	172	228	71	128	278
Average Queue (ft)	19	148	68	121	68	103	20	24	132
95th Queue (ft)	90	326	142	240	136	195	53	76	258
Link Distance (ft)		477		456		264	264		271
Upstream Blk Time (%)		2		0		0			1
Queuing Penalty (veh)		0		0		0			4
Storage Bay Dist (ft)	225		225		175			150	
Storage Blk Time (%)		11	0	3	0	1		0	6
Queuing Penalty (veh)		2	0	3	1	2		0	3

**Intersection: 6: 9th St E & 10th Ave E**

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	80	92	62	11	3	31	27
Average Queue (ft)	35	39	24	0	0	6	2
95th Queue (ft)	64	75	54	7	3	26	16
Link Distance (ft)	549	568		472	472		736
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300			300	
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 7: 9th St E & Driveway**

Movement	EB	NB
Directions Served	LR	LT
Maximum Queue (ft)	64	42
Average Queue (ft)	26	3
95th Queue (ft)	53	23
Link Distance (ft)	326	384
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 8: 9th St E & Driveway**

Movement	EB	NB	SB
Directions Served	LR	LT	TR
Maximum Queue (ft)	93	70	8
Average Queue (ft)	40	15	0
95th Queue (ft)	72	50	6
Link Distance (ft)	305	373	384
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

**Intersection: 9: 9th St E & 1st Ave E**

Movement	EB	NB	NB	SB	SB
Directions Served	LR	L	T	T	TR
Maximum Queue (ft)	24	27	3	15	4
Average Queue (ft)	6	2	0	1	0
95th Queue (ft)	22	15	3	7	3
Link Distance (ft)	413		314	338	338
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)		50			
Storage Blk Time (%)		0			
Queuing Penalty (veh)		0			

**Intersection: 10: 9th St E & 2nd Ave E**

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	36	31
Average Queue (ft)	10	3
95th Queue (ft)	34	17
Link Distance (ft)	450	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		125
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 11: 9th St E & 3rd Ave E**

Movement	WB	SB	SB
Directions Served	LR	L	T
Maximum Queue (ft)	33	24	47
Average Queue (ft)	8	2	2
95th Queue (ft)	31	15	24
Link Distance (ft)	467		266
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)		125	
Storage Blk Time (%)			0
Queuing Penalty (veh)			0

**Intersection: 12: 9th St E & 5th Ave E**

Movement	EB	NB
Directions Served	LR	L
Maximum Queue (ft)	33	25
Average Queue (ft)	7	2
95th Queue (ft)	28	13
Link Distance (ft)	505	
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		125
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 13: 9th St E & 6th Ave E/Sommerset Dr**

Movement	EB	WB	NB	SB	SB
Directions Served	LTR	LTR	L	L	TR
Maximum Queue (ft)	31	31	28	34	115
Average Queue (ft)	4	7	3	5	9
95th Queue (ft)	22	28	17	25	61
Link Distance (ft)	512	508			282
Upstream Blk Time (%)					
Queuing Penalty (veh)					
Storage Bay Dist (ft)			75	125	
Storage Blk Time (%)					0
Queuing Penalty (veh)					0

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Intersection: 14: 9th St E & 8th Ave E/School Driveway

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Movement	EB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	31	63	9
Average Queue (ft)	4	28	0
95th Queue (ft)	20	53	9
Link Distance (ft)	466	461	736
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

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Network wide Queuing Penalty: 43

1: 9th St E & 12th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.4	0.3	0.1	0.2	0.2
Total Del/Veh (s)	6.7	6.3	10.9	4.7	7.6

2: 9th St E & 7th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.1	0.0	0.1
Total Del/Veh (s)	8.4	7.8	15.9	8.0	12.3

3: 9th St E & Main Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	0.8	0.0	0.0	0.6
Total Del/Veh (s)	15.7	10.1	21.3	21.9	16.4

4: 9th St E & 4th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.6	0.0	0.0	0.0	0.3
Total Del/Veh (s)	24.6	34.0	11.5	10.2	14.2

5: 9th St E & 7th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.2	1.6	0.0	0.0	0.4
Total Del/Veh (s)	39.4	34.8	15.4	13.9	21.2

6: 9th St E & 10th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.2	0.5	0.0	0.3
Total Del/Veh (s)	22.8	47.4	1.3	1.9	3.5

7: 9th St E & Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	2.2	1.0

8: 9th St E & Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.2	1.3

9: 9th St E & 1st Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.1	0.8

10: 9th St E & 2nd Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.4	0.5

11: 9th St E & 3rd Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.3	1.2

12: 9th St E & 5th Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	0.9	1.3	1.0

13: 9th St E & 6th Ave E/Sommerset Dr Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.8	0.7	1.3

14: 9th St E & 8th Ave E/School Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.1	0.1
Total Del/Veh (s)	7.8	11.7	2.3	1.3	2.0

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	26.6

1: 9th St E & 12th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.4	0.4	0.3	0.4	0.3	0.4	0.1	0.1	0.1	0.2	0.2	0.2
Total Del/Veh (s)	4.7	7.1	4.7	4.5	6.6	4.4	10.2	11.7	10.4	4.1	5.2	3.8

1: 9th St E & 12th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	7.6

2: 9th St E & 7th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.1	0.2	0.2	0.2	0.0	0.0	0.1	0.0	0.0	0.0
Total Del/Veh (s)	6.3	8.9	3.7	7.0	9.1	4.7	15.7	17.1	13.6	6.9	9.0	4.8

2: 9th St E & 7th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	12.3

3: 9th St E & Main Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.7	0.3	2.7	3.2	0.2	0.2	0.0	0.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	23.3	15.7	3.6	16.6	9.0	5.6	35.5	28.7	11.2	39.9	23.2	3.8

3: 9th St E & Main Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	16.4

4: 9th St E & 4th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.7	0.4	0.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	44.3	34.2	11.2	41.8	35.7	17.9	13.4	11.0	7.8	18.2	10.6	7.7

4: 9th St E & 4th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	14.2

5: 9th St E & 7th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.5	0.5	0.6	3.9	0.4	0.4	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	29.7	44.3	34.2	37.6	38.1	22.8	15.1	16.7	3.9	20.8	11.6	8.0

5: 9th St E & 7th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	21.2

6: 9th St E & 10th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.1	0.2	0.2	0.2	0.2	0.1	2.5	0.4	0.4	0.0	0.0	0.0
Total Del/Veh (s)	33.8	49.2	17.3	61.2	48.0	26.4	5.9	1.1	0.8	10.0	1.3	1.2

6: 9th St E & 10th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	3.5

7: 9th St E & Driveway Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	2.2	1.0

8: 9th St E & Driveway Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.7	0.2	1.3

9: 9th St E & 1st Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.7	1.1	0.8

10: 9th St E & 2nd Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.5	0.4	0.5



11: 9th St E & 3rd Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.6	0.3	1.2

12: 9th St E & 5th Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.1	0.0	0.1
Total Del/Veh (s)	0.9	1.3	1.0

13: 9th St E & 6th Ave E/Sommerset Dr Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.1	0.1
Total Del/Veh (s)	1.8	0.7	1.3

14: 9th St E & 8th Ave E/School Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	All
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.1	0.1
Total Del/Veh (s)	7.8	11.7	2.6	1.0	1.3	2.0

Total Network Performance

Denied Del/Veh (s)	0.7
Total Del/Veh (s)	26.6

Intersection: 1: 9th St E & 12th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	112	93	180	81
Average Queue (ft)	36	34	67	30
95th Queue (ft)	85	75	129	68
Link Distance (ft)	426	380	2432	254
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 9th St E & 7th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	101	100	252	90
Average Queue (ft)	44	51	126	47
95th Queue (ft)	77	84	211	74
Link Distance (ft)	498	398	1666	2432
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

**Intersection: 3: 9th St E & Main Ave**

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	R	L	T
Maximum Queue (ft)	150	249	199	60	91	139	120	135	242	195	80	152
Average Queue (ft)	70	145	107	26	43	54	36	51	122	86	26	64
95th Queue (ft)	124	226	190	53	79	109	83	105	215	161	64	121
Link Distance (ft)		629	629			639	639		338			332
Upstream Blk Time (%)												
Queuing Penalty (veh)												
Storage Bay Dist (ft)	275			250	400			250		325	200	
Storage Blk Time (%)		0							0			0
Queuing Penalty (veh)		0							1			0

**Intersection: 3: 9th St E & Main Ave**

Movement	SB
Directions Served	R
Maximum Queue (ft)	53
Average Queue (ft)	20
95th Queue (ft)	49
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 4: 9th St E & 4th Ave E**

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	139	182	34	104	224	393	46	254
Average Queue (ft)	63	60	4	41	93	189	6	102
95th Queue (ft)	118	120	22	85	208	347	30	200
Link Distance (ft)		414		397		424		296
Upstream Blk Time (%)						0		0
Queuing Penalty (veh)						0		0
Storage Bay Dist (ft)	150		100		200		150	
Storage Blk Time (%)	0	0		1	0	5		3
Queuing Penalty (veh)	1	0		0	0	9		0

**Intersection: 5: 9th St E & 7th Ave E**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	TR
Maximum Queue (ft)	128	299	103	163	199	279	60	173	254
Average Queue (ft)	47	161	42	62	78	203	20	73	113
95th Queue (ft)	96	266	85	128	189	306	50	145	209
Link Distance (ft)		473		495		264	264		271
Upstream Blk Time (%)						3			0
Queuing Penalty (veh)						14			1
Storage Bay Dist (ft)	225		225		175			150	
Storage Blk Time (%)		4		0	0	13		0	3
Queuing Penalty (veh)		3		0	0	15		1	5

**Intersection: 6: 9th St E & 10th Ave E**

Movement	EB	WB	NB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	T	TR	L	TR
Maximum Queue (ft)	110	102	66	2	34	65	7
Average Queue (ft)	46	39	25	0	2	23	0
95th Queue (ft)	92	89	54	2	16	54	4
Link Distance (ft)	519	568		532	532		727
Upstream Blk Time (%)							
Queuing Penalty (veh)							
Storage Bay Dist (ft)			300			300	
Storage Blk Time (%)							
Queuing Penalty (veh)							

**Intersection: 7: 9th St E & Driveway**

Movement
Directions Served
Maximum Queue (ft)
Average Queue (ft)
95th Queue (ft)
Link Distance (ft)
Upstream Blk Time (%)
Queuing Penalty (veh)
Storage Bay Dist (ft)
Storage Blk Time (%)
Queuing Penalty (veh)

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Intersection: 8: 9th St E & Driveway

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 9: 9th St E & 1st Ave E

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

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Intersection: 10: 9th St E & 2nd Ave E

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Movement

Directions Served  
Maximum Queue (ft)  
Average Queue (ft)  
95th Queue (ft)  
Link Distance (ft)  
Upstream Blk Time (%)  
Queuing Penalty (veh)  
Storage Bay Dist (ft)  
Storage Blk Time (%)  
Queuing Penalty (veh)

**Intersection: 11: 9th St E & 3rd Ave E**

Movement	SB
Directions Served	T
Maximum Queue (ft)	10
Average Queue (ft)	1
95th Queue (ft)	10
Link Distance (ft)	265
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 12: 9th St E & 5th Ave E**

Movement	NB
Directions Served	T
Maximum Queue (ft)	20
Average Queue (ft)	1
95th Queue (ft)	11
Link Distance (ft)	282
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 13: 9th St E & 6th Ave E/Sommerset Dr**

Movement	SB
Directions Served	T
Maximum Queue (ft)	28
Average Queue (ft)	1
95th Queue (ft)	14
Link Distance (ft)	282
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

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Intersection: 14: 9th St E & 8th Ave E/School Driveway

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Movement	EB	WB	NB	NB
Directions Served	R	R	T	TR
Maximum Queue (ft)	51	31	215	2
Average Queue (ft)	21	4	32	0
95th Queue (ft)	47	22	132	2
Link Distance (ft)	466	461	727	727
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Network Summary

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Network wide Queuing Penalty: 50

1: 9th St E & 12th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.3	0.5	0.1	0.4	0.4
Total Del/Veh (s)	7.4	7.6	7.1	10.1	8.2

2: 9th St E & 7th Ave NE Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.2	0.4	0.0	0.1	0.2
Total Del/Veh (s)	11.0	14.8	14.4	24.8	17.8

3: 9th St E & Main Ave Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.9	1.0	0.0	0.2	0.6
Total Del/Veh (s)	29.1	25.0	39.9	54.0	36.3

4: 9th St E & 4th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	1.0	0.0	0.0	0.0	0.1
Total Del/Veh (s)	34.7	41.1	7.5	15.4	13.7

5: 9th St E & 7th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.6	1.5	0.0	0.0	0.2
Total Del/Veh (s)	43.4	39.9	19.7	27.2	26.9

6: 9th St E & 10th Ave E Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.2	0.7	0.0	0.3
Total Del/Veh (s)	38.7	126.4	2.2	3.0	7.4

7: 9th St E & Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	2.7	2.1
Total Del/Veh (s)	0.4	23.1	17.9

8: 9th St E & Driveway Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	26.8	21.0



9: 9th St E & 1st Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.8	1.4

10: 9th St E & 2nd Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	1.6	1.1

11: 9th St E & 3rd Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	1.0	3.9	2.8

12: 9th St E & 5th Ave E Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.6	16.0	9.1

13: 9th St E & 6th Ave E/Sommerset Dr Performance by approach

Approach	NB	SB	All
Denied Del/Veh (s)	0.0	36.5	21.4
Total Del/Veh (s)	1.5	22.0	13.4

14: 9th St E & 8th Ave E/School Driveway Performance by approach

Approach	EB	WB	NB	SB	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.3	0.2
Total Del/Veh (s)	20.1	15.8	2.5	3.0	3.2

Total Network Performance

Denied Del/Veh (s)	6.9
Total Del/Veh (s)	56.9

1: 9th St E & 12th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.4	0.3	0.4	0.5	0.5	0.1	0.1	0.1	0.4	0.4	0.4
Total Del/Veh (s)	5.7	8.0	5.5	6.0	8.2	6.4	6.5	8.0	6.4	9.2	10.8	9.2

1: 9th St E & 12th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.4
Total Del/Veh (s)	8.2

2: 9th St E & 7th Ave NE Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.3	0.2	0.2	0.4	0.4	0.3	0.1	0.0	0.0	0.1	0.1	0.0
Total Del/Veh (s)	10.4	12.2	7.8	14.1	15.8	11.1	14.7	15.9	11.2	23.3	25.0	22.1

2: 9th St E & 7th Ave NE Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	17.8

3: 9th St E & Main Ave Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	2.9	0.2	2.9	2.9	0.3	0.3	0.0	0.0	0.0	0.1	0.3	0.4
Total Del/Veh (s)	39.7	32.9	5.9	40.2	19.1	13.4	74.7	39.1	10.3	60.6	61.3	30.5

3: 9th St E & Main Ave Performance by movement

Movement	All
Denied Del/Veh (s)	0.6
Total Del/Veh (s)	36.3

4: 9th St E & 4th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.9	0.4	0.2	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	61.1	62.6	24.9	56.5	47.2	9.4	17.6	4.5	4.0	14.5	15.7	12.6

4: 9th St E & 4th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.1
Total Del/Veh (s)	13.7

5: 9th St E & 7th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	3.8	0.3	0.2	3.7	0.5	0.5	0.0	0.0	0.0	0.0	0.0	0.0
Total Del/Veh (s)	39.1	49.1	37.1	42.7	42.3	28.0	47.1	12.4	3.0	24.0	27.6	22.9

5: 9th St E & 7th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.2
Total Del/Veh (s)	26.9

6: 9th St E & 10th Ave E Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Del/Veh (s)	0.2	0.2	0.1	0.2	0.1	0.1	2.8	0.5	0.3	0.0	0.0	0.0
Total Del/Veh (s)	73.0	62.1	33.0	136.9	110.2	108.2	14.6	0.8	0.4	7.0	2.9	2.2

6: 9th St E & 10th Ave E Performance by movement

Movement	All
Denied Del/Veh (s)	0.3
Total Del/Veh (s)	7.4

7: 9th St E & Driveway Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	2.7	2.1
Total Del/Veh (s)	0.4	23.1	17.9

8: 9th St E & Driveway Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	1.9	26.8	21.0

9: 9th St E & 1st Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.6	1.8	1.4

10: 9th St E & 2nd Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.4	1.6	1.1

11: 9th St E & 3rd Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.2	0.1
Total Del/Veh (s)	1.0	3.9	2.8

12: 9th St E & 5th Ave E Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	0.0	0.0
Total Del/Veh (s)	0.6	16.0	9.1

13: 9th St E & 6th Ave E/Sommerset Dr Performance by movement

Movement	NBT	SBT	All
Denied Del/Veh (s)	0.0	36.5	21.4
Total Del/Veh (s)	1.5	22.1	13.4

14: 9th St E & 8th Ave E/School Driveway Performance by movement

Movement	EBR	WBR	NBT	NBR	SBT	SBR	All
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.3	0.3	0.2
Total Del/Veh (s)	20.1	15.8	2.5	0.3	3.0	2.1	3.2

Total Network Performance

Denied Del/Veh (s)	6.9
Total Del/Veh (s)	56.9

Intersection: 1: 9th St E & 12th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	142	172	92	201
Average Queue (ft)	52	54	31	79
95th Queue (ft)	105	130	70	155
Link Distance (ft)	316	359	2432	377
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 2: 9th St E & 7th Ave NE

Movement	EB	WB	NB	SB
Directions Served	LTR	LTR	LTR	LTR
Maximum Queue (ft)	139	223	195	283
Average Queue (ft)	63	94	95	134
95th Queue (ft)	109	170	158	257
Link Distance (ft)	453	404	1676	2432
Upstream Blk Time (%)				
Queuing Penalty (veh)				
Storage Bay Dist (ft)				
Storage Blk Time (%)				
Queuing Penalty (veh)				

Intersection: 3: 9th St E & Main Ave

Movement	EB	EB	EB	EB	WB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	T	T	R	L	T	TR	L	T	R	L	T
Maximum Queue (ft)	171	310	278	73	285	219	201	223	207	137	225	389
Average Queue (ft)	48	198	158	37	139	123	108	126	97	52	185	358
95th Queue (ft)	107	280	245	64	243	194	185	210	172	100	282	451
Link Distance (ft)		711	711			740	740		338			373
Upstream Blk Time (%)												27
Queuing Penalty (veh)												227
Storage Bay Dist (ft)	275			250	400			250		325	200	
Storage Blk Time (%)		1	0					1	0		7	48
Queuing Penalty (veh)		0	0					3	0		41	209

Intersection: 3: 9th St E & Main Ave

Movement	SB
Directions Served	R
Maximum Queue (ft)	175
Average Queue (ft)	144
95th Queue (ft)	233
Link Distance (ft)	
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	150
Storage Blk Time (%)	1
Queuing Penalty (veh)	4

Intersection: 4: 9th St E & 4th Ave E

Movement	EB	EB	WB	WB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	TR	L	TR
Maximum Queue (ft)	66	144	40	51	184	230	84	313
Average Queue (ft)	21	50	8	14	67	76	5	241
95th Queue (ft)	54	106	31	40	133	188	46	401
Link Distance (ft)		373		397		424		296
Upstream Blk Time (%)								7
Queuing Penalty (veh)								58
Storage Bay Dist (ft)	150		100		200		150	
Storage Blk Time (%)		1			0	1		20
Queuing Penalty (veh)		0			0	1		1

**Intersection: 5: 9th St E & 7th Ave E**

Movement	EB	EB	WB	WB	NB	NB	NB	SB	SB
Directions Served	L	TR	L	TR	L	T	R	L	TR
Maximum Queue (ft)	54	216	144	226	200	287	78	174	288
Average Queue (ft)	17	105	58	105	154	196	30	63	269
95th Queue (ft)	48	185	119	191	234	309	63	167	309
Link Distance (ft)		477		456		264	264		271
Upstream Blk Time (%)						3			29
Queuing Penalty (veh)						15			279
Storage Bay Dist (ft)	225		225		175			150	
Storage Blk Time (%)		0	0	0	10	7		0	43
Queuing Penalty (veh)		0	0	0	59	17		0	30

**Intersection: 6: 9th St E & 10th Ave E**

Movement	EB	WB	NB	NB	SB	SB
Directions Served	LTR	LTR	L	TR	L	TR
Maximum Queue (ft)	126	184	102	8	40	25
Average Queue (ft)	49	78	41	0	14	2
95th Queue (ft)	98	183	81	6	39	13
Link Distance (ft)	486	578		491		724
Upstream Blk Time (%)						
Queuing Penalty (veh)						
Storage Bay Dist (ft)			300		300	
Storage Blk Time (%)						
Queuing Penalty (veh)						

**Intersection: 7: 9th St E & Driveway**

Movement	SB
Directions Served	T
Maximum Queue (ft)	755
Average Queue (ft)	193
95th Queue (ft)	658
Link Distance (ft)	1676
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 8: 9th St E & Driveway**

Movement	SB
Directions Served	T
Maximum Queue (ft)	400
Average Queue (ft)	249
95th Queue (ft)	508
Link Distance (ft)	384
Upstream Blk Time (%)	13
Queuing Penalty (veh)	111
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

**Intersection: 9: 9th St E & 1st Ave E**

Movement	SB	SB
Directions Served	T	T
Maximum Queue (ft)	20	32
Average Queue (ft)	2	2
95th Queue (ft)	14	15
Link Distance (ft)	338	338
Upstream Blk Time (%)		
Queuing Penalty (veh)		
Storage Bay Dist (ft)		
Storage Blk Time (%)		
Queuing Penalty (veh)		

**Intersection: 10: 9th St E & 2nd Ave E**

Movement	SB
Directions Served	T
Maximum Queue (ft)	87
Average Queue (ft)	7
95th Queue (ft)	62
Link Distance (ft)	314
Upstream Blk Time (%)	
Queuing Penalty (veh)	
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	



Intersection: 11: 9th St E & 3rd Ave E

Movement	SB
Directions Served	T
Maximum Queue (ft)	236
Average Queue (ft)	59
95th Queue (ft)	186
Link Distance (ft)	266
Upstream Blk Time (%)	1
Queuing Penalty (veh)	5
Storage Bay Dist (ft)	
Storage Blk Time (%)	4
Queuing Penalty (veh)	0

Intersection: 12: 9th St E & 5th Ave E

Movement	SB
Directions Served	T
Maximum Queue (ft)	434
Average Queue (ft)	210
95th Queue (ft)	482
Link Distance (ft)	424
Upstream Blk Time (%)	1
Queuing Penalty (veh)	9
Storage Bay Dist (ft)	
Storage Blk Time (%)	
Queuing Penalty (veh)	

Intersection: 13: 9th St E & 6th Ave E/Sommerset Dr

Movement	SB
Directions Served	T
Maximum Queue (ft)	295
Average Queue (ft)	239
95th Queue (ft)	388
Link Distance (ft)	282
Upstream Blk Time (%)	15
Queuing Penalty (veh)	126
Storage Bay Dist (ft)	
Storage Blk Time (%)	36
Queuing Penalty (veh)	0

Intersection: 14: 9th St E & 8th Ave E/School Driveway

Movement	EB	WB	NB
Directions Served	R	R	T
Maximum Queue (ft)	32	82	240
Average Queue (ft)	5	33	31
95th Queue (ft)	22	66	134
Link Distance (ft)	466	461	724
Upstream Blk Time (%)			
Queuing Penalty (veh)			
Storage Bay Dist (ft)			
Storage Blk Time (%)			
Queuing Penalty (veh)			

Network Summary

Network wide Queuing Penalty: 1196

Intersection and/or Urban Crash Summary Sheets

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Notes: Animal crashes were not included.

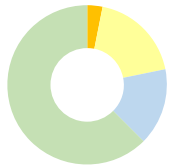
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 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	1
Non-incapacitating Injury	B	6
Possible Injury	C	5
Property Damage Only	O	20

32



K	0%
A	3%
B	19%
C	16%
O	63%

Under Construction

Yes = 0 0%

Day of Week

Monday	= 2	6%
Tuesday	= 2	6%
Wednesday	= 8	25%
Thursday	= 4	13%
Friday	= 13	41%
Saturday	= 1	3%
Sunday	= 2	6%
		32

Manner of Collision		%	Breakdown by Severity					
			K	A	B	C	O	
Angle	21	66%	0	1	3	4	13	
Rear End	4	13%	0	0	2	1	1	
Left Turn	2	6%	0	0	0	0	2	
Sideswipe (same dir.)	0	0%	0	0	0	0	0	
Sideswipe (opp dir.)	0	0%	0	0	0	0	0	
Single Vehicle	4	13%	0	0	1	0	3	
Ped/Bike	0	0%	0	0	0	0	0	
Head On	0	0%	0	0	0	0	0	
Backing	1	3%	0	0	0	0	1	
Other	0	0%	0	0	0	0	0	
		32	100%	0	1	6	5	20

Surface Conditions		%	Breakdown by Severity					
			K	A	B	C	O	
Dry	20	63%	0	0	6	4	10	
Wet	6	19%	0	0	0	1	5	
Ice / Snow	6	19%	0	1	0	0	5	
Other	0	0%	0	0	0	0	0	
		32	100%	0	1	6	5	20

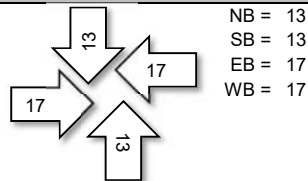
Lighting Conditions		%	Breakdown by Severity					
			K	A	B	C	O	
Dawn/Dusk	4	13%	0	0	0	0	4	
Daylight	22	69%	0	0	5	5	12	
Dark	3	9%	0	0	0	0	3	
Dark (lighted)	3	9%	0	1	1	0	1	
Unknown	0	0%	0	0	0	0	0	
		32	100%	0	1	6	5	20

V1 and V2 Configuration\*

Passenger Car = 26  
 PU / Van / Utility = 29  
 Truck = 5  
 Bus / Motorhome = 0  
 Motorcycle + Moped = 0  
 Ped or Bike = 0

These are only the most popular choices.

V1 and V2 Directions

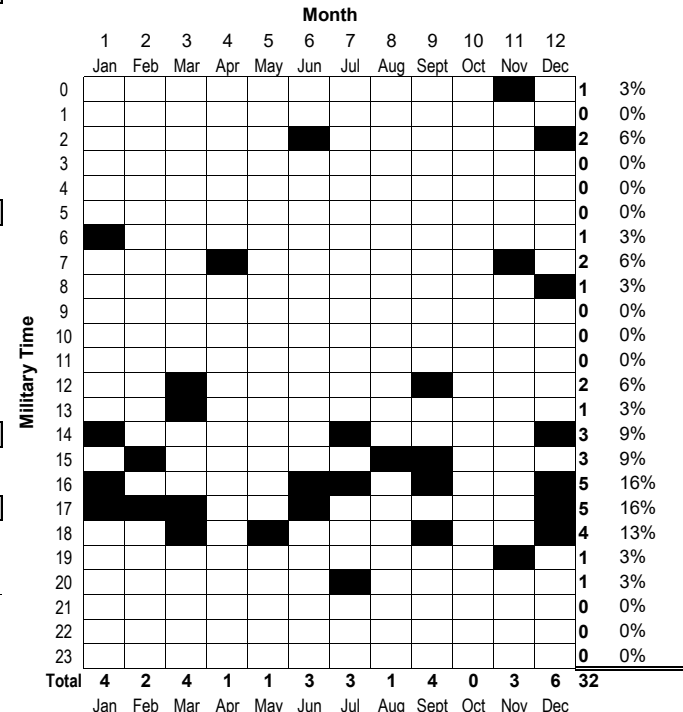


D1 and D2 Alcohol / Drugs\*

Yes (alcohol or drugs present) = 3

D1 and D2 Age/Sex

Age	M	F	Total	
0-17	1	0	1	
18-20	3	1	4	
21-24	3	3	6	
25-34	7	6	13	
35-44	13	4	17	
45-54	5	3	8	
55-64	7	0	7	
65-74	0	1	1	
75+	3	0	3	
		42	18	60



\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB						
			↗↘	↖↙	↘↙	↖↗		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↘↙		↖↗	↘↙	⇒	⇐						
1	6/1/2014	5/31/2015	3	1	2	1	7																				8
2	6/1/2015	5/31/2016	2		3	1	6																				8
3	6/1/2016	5/31/2017	1	2	1	3	7	2																			11
4	6/1/2017	5/31/2018				1	1																				2
5	6/1/2018	5/31/2019																									3
			6	3	6	6	21	2				4															32

Intersection and/or Urban Crash Summary Sheets

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 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
 ► Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
306162	PDO 06/27/14 Friday Wet (Clear) Daylight 5:55 PM	◆ Left Turn	① 21M FARGO ND Passenger Car EB Going Straight	② 43F DOUGLASS KS Passenger Car WB Turning Left Failed to Yield		
306519	▷ Possible Injury 07/04/14 Friday Dry (Clear) Daylight 2:34 PM	Angle	① 26F FARGO ND Passenger Car NB Going Straight (Stop) Failed to Yield	② 47M WATFORD CITY ND Passenger Car WB Going Straight		
314185	▷ Possible Injury 11/07/14 Friday Wet (Cloudy) Daylight 12:11 AM	◆ Angle	① 55M MOORHEAD MN Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield	② 41M FARGO ND Passenger Car EB Going Straight		
316285	► Non-incapacitating injury 12/03/14 Wednesday Dry (Clear) Daylight 2:40 AM	Angle	① 35F WEST FARGO ND Passenger Car EB Going Straight	② 50F ARGUSVILLE ND Pickup - Van - Utility NB Turning Left (Stop) Failed to Yield		
316880	PDO 12/12/14 Friday Wet (Clear) Dark 6:13 PM	◆ Angle	① 56M MOORHEAD MN Pickup - Van - Utility EB Going Straight	② 22F AUSTIN MN Pickup - Van - Utility NB Going Straight (Stop) Failed to Yield		
317153	PDO 12/15/14 Monday Dry (Cloudy) Dusk 4:32 PM	Angle	① 81M FARGO ND Pickup - Van - Utility NB Going Straight (Stop) Failed to Yield	② 44M FARGO ND Pickup - Van - Utility EB Going Straight		
319361	► Incapacitating Injury 01/14/15 Wednesday Ice / Snow (Clear) Dark(L) 6:12 AM	❄ Angle	① 46M FARGO ND Passenger Car WB Going Straight	② 41M FARGO ND Pickup - Van - Utility SB Starting in Traffic (Stop) Failed to Yield	D2 (SB) stopped at stop sign, mistakenly thought there was a large enough gap in traffic, attempted to cross intersection, and was hit by V1 (WB).	
323103	▷ Possible Injury 03/06/15 Friday Dry (Clear) Daylight 1:50 PM	Angle	① 52M FARGO ND Pickup - Van - Utility EB Going Straight	② 65F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield		
327965	PDO 06/05/15 Friday Dry (Clear) Daylight 4:45 PM	Angle	① 85M WEST FARGO ND Pickup - Van - Utility NB Going Straight (Stop) Failed to Yield	② 40M MOORHEAD MN Pickup - Van - Utility EB Going Straight		

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- LEGEND**  
 ▶ Fatal  
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 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
330942	▷ Possible Injury 07/29/15 Wednesday Dry (Clear) Daylight 8:10 PM	Angle	① 20M WEST FARGO ND Passenger Car WB Going Straight	② 52F MINNETONKA MN Passenger Car SB Going Straight (Stop) Failed to Yield			
333685	PDO 09/25/15 Friday Dry (Clear) Daylight 12:20 PM	Angle	① 16M REILES ACRES ND Passenger Car SB Going Straight (Stop) Attn Distracted-Outside	② 44M FARGO ND Passenger Car EB Going Straight			
1005931	PDO 01/07/16 Thursday Snow (Cloudy) Daylight 2:30 PM	◆ Angle	① 30M WEST FARGO ND Passenger Car SB Going Straight (Stop) Failed to Yield	② 35M WEST FARGO ND Pickup - Van - Utility EB Going Straight Weather	③ 39M FARGO ND Pickup - Van - Utility NB Stopped (Stop) Weather		
1007907	PDO 02/15/16 Monday Wet (Cloudy) Dusk 5:30 PM	◆ Left Turn	① 54M WEST FARGO ND Pickup - Van - Utility WB Going Straight	② 29M FARGO ND Pickup - Van - Utility EB Turning Left Failed to Yield			
1008996	▶ Non-incapacitating injury 03/10/16 Thursday Dry (Cloudy) Daylight 12:24 PM	Angle	① 60M HARWOOD ND Pickup - Van - Utility NB Turning Right (Stop) Failed to Yield	② 31M WEST FARGO ND Pickup - Van - Utility EB Going Straight	③ 43M WEST FARGO ND Pickup - Van - Utility WB Turning Left		
1009390	PDO 03/18/16 Friday Dry (Cloudy) Daylight 6:30 PM	Angle	① 26F FARMINGTON NM Pickup - Van - Utility SB Going Straight (Stop) Failed to Yield	② 42M MAPLETON ND Pickup - Van - Utility EB Going Straight			
1011882	PDO 05/19/16 Thursday Dry (Clear) Daylight 6:04 PM	Backing	① 24M AUDUBON MN 3+ Axle WB Backing (Stop) Improper Backing/Turning	② 33F WEST FARGO ND Passenger Car EB Going Straight (Stop)			
1014742	▶ Non-incapacitating injury 07/21/16 Thursday Dry (Clear) Daylight 4:32 PM	Rear End	① 27M FARGO ND Pickup - Van - Utility NB Going Straight (Beacon) Speed	② 24M FARGO ND Passenger Car NB Going Straight (Beacon)	③ 27M FARGO ND Passenger Car NB Going Straight (Beacon)		
1015928	PDO 08/12/16 Friday Dry (Clear) Daylight 3:14 PM	Angle	① 35M MOORHEAD MN 2-Axle SB Going Straight (Stop) Failed to Yield	② 47M MOTLEY MN 3+ Axle WB Going Straight			

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 ▶ Fatal  
 ▶ Incapacitating Injury  
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 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
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Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
1017274	▶ Non-incapacitating injury 09/06/16 Tuesday Dry (Clear) Daylight 3:08 PM	Angle	① 26F WEST FARGO ND Passenger Car NB Going Straight (Stop) Failed to Yield	② 42F FARGO ND Pickup - Van - Utility WB Going Straight			
1017911	PDO 09/14/16 Wednesday Dry (Clear) Daylight 4:30 PM	Angle	① 21F FARGO ND Passenger Car SB Going Straight (Stop) Failed to Yield	② 59M FARGO DC Passenger Car WB Going Straight No Insurance			
1021376	PDO 11/18/16 Friday Ice / Snow (Cloudy) Dawn 7:58 AM	❄ Rear End	① 44M WEST FARGO ND Pickup - Van - Utility WB Going Straight Weather	② 44M FARGO ND 2-Axle WB Going Straight Weather			
1021432	PDO 11/18/16 Friday Dry (Cloudy) Dark 7:50 PM	Angle	① 19M ALBERTVILLE MN Pickup - Van - Utility EB Going Straight	② 77M CASSELTON ND Pickup - Van - Utility SB Turning Right (Oth) Ran Red Light			
1022405	PDO 12/04/16 Sunday Wet (Clear) Dark 5:41 PM	◆ Angle	① 49F FARGO ND Passenger Car NB Going Straight (Stop) Failed to Yield	② 18F WEST FARGO ND Passenger Car EB Going Straight			
1024491	PDO 12/21/16 Wednesday Wet (Cloudy) Daylight 2:07 PM	◆ Angle	① 34F JAMESTOWN ND Passenger Car SB Going Straight (Stop) Ran Red Light	② 62M KINDRED ND Pickup - Van - Utility WB Going Straight			
1027749	▶ Non-incapacitating injury 01/25/17 Wednesday Dry (Clear) Daylight 4:11 PM	Rear End	① 30F FARGO ND Passenger Car WB Going Straight Speed *	② 60M WEST FARGO ND Pickup - Van - Utility WB Stopped	③ 62M WEST FARGO ND Pickup - Van - Utility WB Going Straight		
1029015	PDO 02/10/17 Friday Dry (Clear) Daylight 3:15 PM	Angle	① 20M FARGO ND Passenger Car NB Going Straight (Stop) Failed to Yield	② 34M MANTADOR ND Pickup - Van - Utility WB Going Straight			
1032051	▷ Possible Injury 04/12/17 Wednesday Dry (Clear) Daylight 7:48 AM	Rear End	① 38M WEST FARGO ND Passenger Car NB Going Straight (Stop) Following too Close	② 41F FARGO ND Pickup - Van - Utility NB Going Straight (Stop)			

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 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
1045457	PDO 12/13/17 Wednesday Ice / Snow (Clear) Daylight 8:49 AM	❄ Single Veh (Utility Post)	① 31M FARGO ND Single Unit Truck SB Going Straight To Fast for Conditions		
1048230	PDO 01/16/18 Tuesday Ice / Snow (Clear) Dark(L) 5:55 PM	❄ Angle	① 60M WEST FARGO ND Pickup - Van - Utility SB Turning Right (Yield) ② 29M FARGO ND Pickup - Van - Utility WB Going Straight		
1056480	▶ Non-incapacitating injury 06/03/18 Sunday Dry (Clear) Dark(L) 2:43 AM	Single Veh (Curb)	① 42M FARGO ND Passenger Car EB Going Straight (Yield) Careless/Reckless Driving*		
1062180	PDO 09/22/18 Saturday Dry (Clear) Dusk 6:58 PM	Single Veh (Utility Post)	① 23F FARGO ND Passenger Car WB Turning Left (Yield) Failed to Yield		
1073957	PDO 03/01/19 Friday Ice / Snow (Cloudy) Daylight 5:37 PM	❄ Single Veh (Curb)	① 41M FARGO ND Passenger Car EB Going Straight (Yield) Other*		





Intersection and/or Urban Crash Summary Sheets

Total Crashes: 8 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St NE & 7th Ave NE  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
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 ▷ Possible Injury  
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 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
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**1. Contributing Factor**  
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**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
325986	PDO 04/30/15 Thursday Dry (Clear) Daylight 12:26 PM	Sideswipe (Same Dir.)	① 33M FARGO ND Passenger Car NB Turning Left (Stop) Driving Left of Center*	② 28M FARGO ND Pickup - Van - Utility NB Stopped (Stop)		
334337	PDO 10/09/15 Friday Dry (Clear) Daylight 12:03 PM	Backing	① 57M MOORHEAD MN 2-Axle SB Backing (Stop) Vision Obstructed	② 46F FARGO ND Passenger Car SB Going Straight (Stop)		
1010841	► Non-incapacitating injury 04/25/16 Monday Wet (Rain) Daylight 1:09 PM	◆ Rear End	① 47F CASSELTON ND Pickup - Van - Utility WB Going Straight (Stop) Careless/Reckless Driving	② 35M FARGO ND Single Unit Truck WB Stopped (Stop)		
1024745	PDO 12/27/16 Tuesday Ice / Snow (Clear) Daylight 10:30 AM	❄ Angle	① 40M WEST FARGO ND Pickup - Van - Utility NB Slowing/Stopping (Stop) To Fast for Conditions	② 55M MINNEAPOLIS MN 2-Axle EB Going Straight (Stop)		
1032733	PDO 04/26/17 Wednesday Ice / Snow (Snow) Daylight 8:40 AM	❄ Other	① 53F GRANDIN ND Passenger Car South Slowing/Stopping (Stop) To Fast for Conditions	② 46M WEST FARGO ND Pickup - Van - Utility NB Stopped (Stop) Weather	D1 (SB) was unable to stop on icy road, slid into intersection without stopping at stop sign, swerved to avoid a WB vehicle, and hit V2 (stopped facing NB at stop sign).	
1037971	PDO 08/07/17 Monday Dry (Clear) Daylight 6:42 AM	Other	① 64F WEST FARGO ND Passenger Car NB Turning Right (Stop) Improper Turn	② 29M MOORHEAD MN Pickup - Van - Utility WB Stopped	D1 intended to make a NB to EB right turn, turned too wide, and hit V2 (stopped facing WB at stop sign).	
1042204	PDO 10/24/17 Tuesday Dry (Clear) Daylight 2:37 PM	Rear End	① 35M WEST FARGO ND Passenger Car EB Going Straight (Stop) Following too Close*	② 59M MILNOR ND Pickup - Van - Utility EB Stopped (Stop)		
1065619	PDO 11/15/18 Thursday Snow (BI Snow) Dusk 4:10 PM	❄ Rear End	① 29M FARGO ND Pickup - Van - Utility EB Going Straight (Stop) To Fast for Conditions	② 36F FARGO ND Pickup - Van - Utility EB Going Straight (Stop) Weather		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 44 (Sorted by Date)  
 City: West Fargo  
 Location: Main Ave & 9th St E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

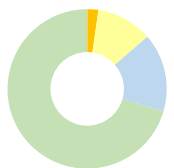
23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	1
Non-incapacitating Injury	B	5
Possible Injury	C	7
Property Damage Only	O	31

44



K	0%
A	2%
B	11%
C	16%
O	70%

Under Construction

Yes = 1 2%

Day of Week

Monday	6	14%
Tuesday	6	14%
Wednesday	6	14%
Thursday	10	23%
Friday	12	27%
Saturday	0	0%
Sunday	4	9%
<b>Total</b>	<b>44</b>	

Manner of Collision	Breakdown by Severity		Breakdown by Severity				
	K	A	B	C	O		
Angle	2	5%	0	0	1	0	1
Rear End	20	45%	0	0	2	4	14
Left Turn	9	20%	0	1	1	2	5
Sideswipe (same dir.)	4	9%	0	0	1	0	3
Sideswipe (opp dir.)	1	2%	0	0	0	0	1
Single Vehicle	6	14%	0	0	0	1	5
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	2	5%	0	0	0	0	2
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>44</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>31</b>

Surface Conditions	Breakdown by Severity		Breakdown by Severity				
	K	A	B	C	O		
Dry	20	45%	0	1	3	5	11
Wet	6	14%	0	0	0	0	6
Ice / Snow	18	41%	0	0	2	2	14
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>44</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>31</b>

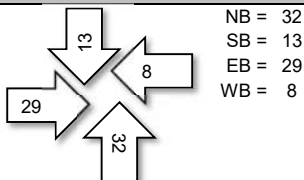
Lighting Conditions	Breakdown by Severity		Breakdown by Severity				
	K	A	B	C	O		
Dawn/Dusk	3	7%	0	0	1	0	2
Daylight	35	80%	0	1	4	5	25
Dark	0	0%	0	0	0	0	0
Dark (lighted)	5	11%	0	0	0	2	3
Unknown	1	2%	0	0	0	0	1
<b>Total</b>	<b>44</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>5</b>	<b>7</b>	<b>31</b>

V1 and V2 Configuration\*

Passenger Car = 30  
 PU / Van / Utility = 48  
 Truck = 0  
 Bus / Motorhome = 1  
 Motorcycle + Moped = 1  
 Ped or Bike = 0

These are only the most popular choices.

V1 and V2 Directions

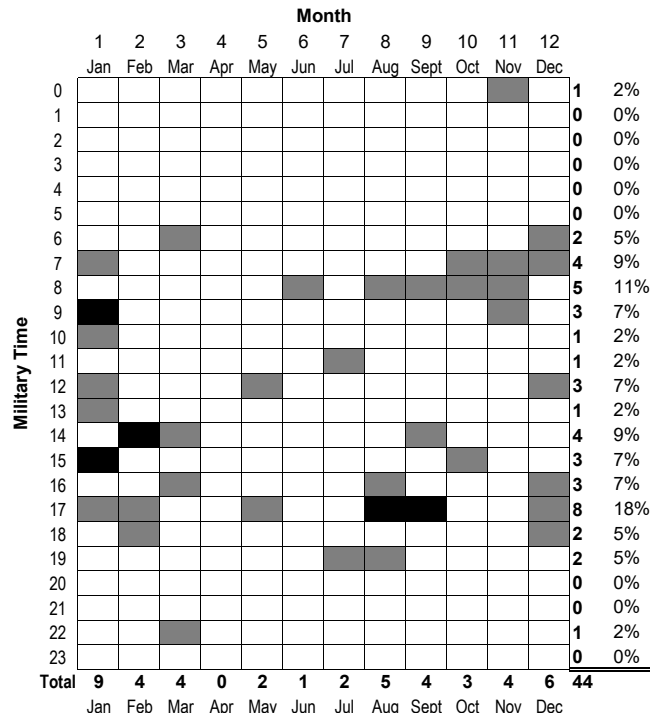


D1 and D2 Alcohol / Drugs\*

Yes (alcohol or drugs present) = 3

D1 and D2 Age/Sex

Age	M	F	Total
0-17	0	2	2
18-20	3	2	5
21-24	6	2	8
25-34	11	10	21
35-44	17	1	18
45-54	8	5	13
55-64	4	3	7
65-74	6	0	6
75+	0	0	0
<b>Total</b>	<b>55</b>	<b>25</b>	<b>80</b>



\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Rear End				Left Turn				Sideswipe Same Dir.				Backing	Ped / Bike	Single Veh.	Head on or Other	Total					
			NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	NB	SB	EB	WB	Sub Total	NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	NB						SB	EB	WB	Sub Total	
			↗↘	↖↙	↘↙	↖↗		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↘↙		↗						↘	⇒	⇐		
1	6/1/2014	5/31/2015					3				3						1	1										4
2	6/1/2015	5/31/2016			1		1	1	2		4				1						1	1	1				1	9
3	6/1/2016	5/31/2017			1		3		1		4					1					1	1					1	8
4	6/1/2017	5/31/2018					2		3		5						1	1	1							1	1	8
5	6/1/2018	5/31/2019					1	1	2		4				1	2			1			1	1			4	1	15
<b>Total</b>					2		10	2	8		20				2	3			4		1	1	4			2	6	44

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 44 (Sorted by Date)  
 City: West Fargo  
 Location: Main Ave & 9th St E  
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- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
 ▷ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
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**1. Contributing Factor**  
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**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
312114	PDO 10/03/14 Friday Dry (Cloudy) Daylight 3:59 PM	Rear End	① 26M FARGO ND Pickup - Van - Utility NB Slowing/Stopping (Signal) Attn Distracted-Inside	② 56F ERHARD MN Passenger Car NB Waiting (Traffic Signal) (Signal)		
314447	PDO 11/12/14 Wednesday Ice / Snow (Clear) Daylight 8:59 AM	❄ Rear End	① 37M WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal) To Fast for Conditions	② 37M ODENVILLE AL Pickup - Van - Utility NB Waiting to Turn Right (Signal)		
318036	▷ Possible Injury 12/29/14 Monday Dry (Clear) Dark(L) 5:52 PM	Rear End	① 23M WEST FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Attn Distracted-Outside	② 34F WEST FARGO ND Pickup - Van - Utility NB Waiting to Turn Left (Signal)		
320726	► Non-incapacitating injury 01/30/15 Friday Dry (Clear) Dusk 5:45 PM	Left Turn	① 31F WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal)	② 44M MOORHEAD ND Passenger Car WB Turning Left (Signal) Failed to Yield		
331064	PDO 08/02/15 Sunday Dry (Clear) Daylight 7:00 PM	Single Veh (Concrete Traffic Barrier)	① 18M WEST FARGO ND Passenger Car NB Turning Left (Signal) Speed		D1 made a NB to WB left turn, did not turn wide enough, driver rear tire hit the curb, car spun, and then passenger front tire hit the curb.	
332824	PDO 09/08/15 Tuesday Dry (Clear) Daylight 8:15 AM	Backing	① Hit and Run EB Backing (Signal) Vision Obstructed	② 36M WEST FARGO ND Passenger Car EB Stopped (Signal)		
332883	▷ Possible Injury 09/10/15 Thursday Dry (Clear) Daylight 5:35 PM	Rear End	① 30F FARGO ND Pickup - Van - Utility SB Going Straight Attn Distracted-Inside	② 29M MOORHEAD MN Pickup - Van - Utility SB Stopped		
335830	PDO 11/19/15 Thursday Ice / Snow (BI Snow) Daylight 7:58 AM	❄ Rear End	① 27F WALCOTT ND Passenger Car EB Slowing/Stopping (Signal) To Fast for Conditions	② 46M WEST FARGO ND Pickup - Van - Utility EB Stopped (Signal)		
1005069	PDO 12/17/15 Thursday Snow (Cloudy) Daylight 7:51 AM	❄ Sideswipe (Same Dir.)	① 37M WEST FARGO ND Pickup - Van - Utility EB Turning Right (Signal) Improper Overtaking	② 40F FARGO ND Passenger Car EB Turning Right (Signal)		

Intersection and/or Urban Crash Summary Sheets

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23 USC § 409 Documents  
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- LEGEND**  
 ► Fatal  
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 ▷ Possible Injury  
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 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
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**1. Contributing Factor**  
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Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
1005435	▷ Possible Injury 12/24/15 Thursday Dry (Clear) Daylight 12:42 PM	Left Turn	① 22M ULEN MN Passenger Car NB Turning Left (Signal) Failed to Yield	② 55F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			
1005927	PDO 01/07/16 Thursday Snow (Snow) Daylight 10:09 AM	❄ Angle	① 53M WEST FARGO ND Pickup - Van - Utility EB Slowing/Stopping (Signal) To Fast for Conditions	② 27F WEST FARGO ND Passenger Car SB Going Straight (Signal)			
1006420	PDO 01/15/16 Friday Snow (Clear) Daylight 12:25 PM	❄ Rear End	① 23M WEST FARGO ND Passenger Car NB Going Straight (Signal) To Fast for Conditions	② 30M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal)			
1009338	PDO 03/18/16 Friday Snow (Clear) Dawn 6:55 AM	❄ Rear End	① 43M WEST FARGO ND Pickup - Van - Utility EB Slowing/Stopping (Signal) To Fast for Conditions	② 48F WEST FARGO ND Passenger Car EB Going Straight To Fast for Conditions			
1012746	PDO 06/09/16 Thursday Dry (Clear) Daylight 8:00 AM	Rear End	① 51M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 36M WEST FARGO ND Pickup - Van - Utility NB Turning Left (Signal)			
1014754	PDO 07/21/16 Thursday Dry (Clear) Daylight 7:02 PM	Rear End	① 29M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Careless/Reckless Driving*	② 54M FARGO ND Pickup - Van - Utility EB Stopped (Signal)			
1016232	▷ Possible Injury 08/17/16 Wednesday Dry (Clear) Daylight 5:40 PM	Rear End	① 46F FARGO ND Pickup - Van - Utility NB Slowing/Stopping (Signal) Following too Close	② 60M VALLEY CITY ND Motorcycle NB Stopped (Signal)			
1017218	► Non-incapacitating injury 09/04/16 Sunday Dry (Clear) Daylight 5:38 PM	Angle	① 29M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal)	② 21F WEST FARGO ND Passenger Car SB Going Straight (Oth) Failed to Yield			
1018887	PDO 10/04/16 Tuesday Wet (Rain) Dawn 7:30 AM	◆ Left Turn	① 19M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Ran Red Light	② 40M FARGO ND School Bus WB Turning Left (Signal)	③ 29M FARGO ND Passenger Car NB Stopped		

Intersection and/or Urban Crash Summary Sheets

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 City: West Fargo  
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 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ► Fatal  
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 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
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**1. Contributing Factor**  
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 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
1018958	PDO 10/05/16 Wednesday Dry (Cloudy) Daylight 8:08 AM	Left Turn	① 46M WEST FARGO ND Pickup - Van - Utility SB Turning Left Failed to Yield	② 28F FARGO ND Pickup - Van - Utility NB Going Straight			
1026250	► Non-incapacitating injury 01/10/17 Tuesday Ice / Snow (Snow) Daylight 9:01 AM	❄ Sideswipe (Same Dir.)	① 32M MAYVILLE ND Passenger Car WB Going Straight (Signal) To Fast for Conditions	② 32F FARGO ND Passenger Car WB Going Straight (Signal) To Fast for Conditions			
1028994	PDO 02/10/17 Friday Dry (Clear) Daylight 5:15 PM	Rear End	① 16F WEST FARGO ND Passenger Car NB Going Straight (Signal) Care Required	② 32F CASSELTON ND Passenger Car NB Going Straight (Signal)	③ 31M ADA MN Passenger Car NB Going Straight (Signal)		
1037769	PDO 08/03/17 Thursday Wet (Cloudy) Daylight 8:10 AM	◆ Rear End	① 20F GLENDIVE MT Pickup - Van - Utility EB Going Straight (Signal) Following too Close	② 30F CASSELTON ND Pickup - Van - Utility EB Stopped (Signal)			
1040285	PDO 09/18/17 Monday Dry (Clear) Daylight 2:50 PM	Rear End	① 16F WEST FARGO ND Passenger Car NB Going Straight Following too Close	② 40M WEST FARGO ND Pickup - Van - Utility NB Going Straight			
1046201	▷ Possible Injury 12/22/17 Friday Snow (Cloudy) Daylight 4:05 PM	❄ Rear End	① 64M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Care Required	② 64M FARGO ND Pickup - Van - Utility EB Stopped (Signal)			
1048071	► Non-incapacitating injury 01/15/18 Monday Ice / Snow (Cloudy) Daylight 1:50 PM	❄ Rear End	① 22F WEST FARGO ND Passenger Car EB Slowing/Stopping (Signal) No Insurance	② 44M FARGO ND Pickup - Van - Utility EB Stopped (Signal)			
1050302	PDO 02/18/18 Sunday Wet (Clear) Daylight 2:37 PM	◆ Rear End	① 70M WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Following too Close	② 38M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal) Weather			
1051717	PDO 03/09/18 Friday Dry (Clear) Daylight 2:50 PM	Left Turn	① 67M ANETA ND Passenger Car EB Going Straight (Signal)	② 42M WEST FARGO ND Passenger Car WB Turning Left (Signal)			

**Intersection and/or Urban Crash Summary Sheets**

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23 USC § 409 Documents  
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- LEGEND**
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  - ▶ **Non-Incapacitating Injury**
  - ▷ **Possible Injury**
  - ◆ **Wet surface**
  - ❄ **Snow, Ice, Slush, Frost**
  - ▲ **Crash related to work zone**
  - ① **Unit number**

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1053195	PDO 03/30/18 Friday Snow (Snow) Dark(L) 10:09 PM	❄ Single Veh (Curb)	① 74M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) To Fast for Conditions*			
1054726	PDO 05/02/18 Wednesday Wet (Clear) Daylight 12:03 PM	◆ Sideswipe (Same Dir.) ▲	① 22M WEST FARGO ND Passenger Car NB Turning Left Careless/Reckless Driving	② 32F FARGO ND Pickup - Van - Utility NB Going Straight		
1059166	PDO 07/27/18 Friday Dry (Clear) Daylight 11:25 AM	Rear End	① 26M FARGO ND Passenger Car SB Going Straight (Signal) To Fast for Conditions	② 36M WEST FARGO ND Pickup - Van - Utility SB Stopped (Signal)		
1059698	PDO 08/07/18 Tuesday Dry (Clear) Daylight 4:45 PM	Sideswipe (Same Dir.)	① 73M CASSELTON ND Pickup - Van - Utility NB Turning Left (Signal) Improper Turn	② 55M LEONARD ND Passenger Car NB Turning Left (Signal)		
1059697	▶ Non-incapacitating injury 08/07/18 Tuesday Dry (Clear) Daylight 5:50 PM	Rear End	① 20M GARY MN Passenger Car EB Going Straight (Signal) Careless/Reckless Driving	② 59F WEST FARGO ND Passenger Car EB Stopped (Signal)		
1064889	PDO 11/06/18 Tuesday Wet (Cloudy) Unknown 12:00 AM	◆ Single Veh (Post)	① 22M FARGO ND Passenger Car EB Other Action on Roadway (Signal) Weather*			
1066761	PDO 11/30/18 Friday Wet (Cloudy) Daylight 9:40 AM	◆ Rear End	① 34M FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close	② 44M CASSELTON ND Pickup - Van - Utility EB Stopped (Signal)		
1068375	PDO 12/27/18 Thursday Snow (BI Snow) Dark(L) 6:10 PM	❄ Sideswipe (Opp. Dir.)	① U Hit and Run NB Going Straight (Signal) Weather	② 39M FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Weather		
1068620	PDO 12/31/18 Monday Snow (Snow) Dark(L) 6:58 AM	❄ Left Turn	① 20F WEST FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield	② 25M FARGO ND Pickup - Van - Utility NB Going Straight (Signal)		

Intersection and/or Urban Crash Summary Sheets

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 ❄ Snow, Ice, Slush, Frost  
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Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
1069284	▷ Possible Injury 01/11/19 Friday Dry (Clear) Daylight 9:15 AM	Single Veh (Other Fixed Object)	① 66M WEST FARGO ND Pickup - Van - Utility EB Going Straight Fail Keep in Proper Lane			
1069840	PDO 01/21/19 Monday Snow (Cloudy) Daylight 3:50 PM	❄ Single Veh (Utility Post)	① 39M WOLVERTON MN Pickup - Van - Utility WB Going Straight To Fast for Conditions			
1070227	PDO 01/25/19 Friday Ice / Snow (Cloudy) Daylight 7:35 AM	❄ Rear End	① 39M WILLISTON ND Pickup - Van - Utility NB Going Straight (Signal) To Fast for Conditions	② 45M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal) Weather		
1070521	PDO 01/28/19 Monday Ice / Snow (Clear) Daylight 3:45 PM	❄ Left Turn	① 51F WEST FARGO ND Passenger Car NB Going Straight (Signal)	② 53F FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield		
1072999	▷ Possible Injury 02/20/19 Wednesday Snow (Snow) Dark(L) 6:22 PM	❄ Left Turn	① 45M FARGO ND Passenger Car SB Going Straight (Signal)	② 21M BISMARCK ND Pickup - Van - Utility NB Turning Left (Signal) Failed to Yield		
1073371	PDO 02/24/19 Sunday Snow (Clear) Daylight 2:24 PM	❄ Single Veh (Other Object (Not Fixed))	① 29M WEST FARGO ND Passenger Car WB Going Straight			
1074408	PDO 03/06/19 Wednesday Ice / Snow (Clear) Daylight 4:05 PM	❄ Backing	① 28M WEST FARGO ND Pickup - Van - Utility SB Backing Improper Backing/Turning	② 47F DETROIT LAKES MN Pickup - Van - Utility NB Stopped		
1078080	► Incapacitating Injury 05/16/19 Thursday Dry (Clear) Daylight 5:33 PM	Left Turn	① 54M FARGO ND Pickup - Van - Utility EB Going Straight (Signal)	② 66M WEST FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Failed to Yield	D2 attempted to make a WB to SB left turn on flashing yellow arrow and was hit by V1 (EB with green ball).	

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 23 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 4th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

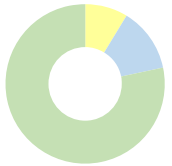
23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	2
Possible Injury	C	3
Property Damage Only	O	18

23



K	0%
A	0%
B	9%
C	13%
O	78%

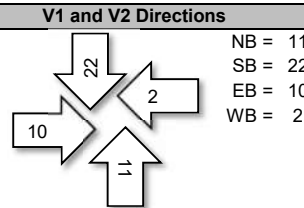
Manner of Collision	Breakdown by Severity						
	K	A	B	C	O		
Angle	2	9%	0	0	0	2	
Rear End	17	74%	0	0	1	3	13
Left Turn	1	4%	0	0	0	0	1
Sideswipe (same dir.)	1	4%	0	0	0	0	1
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	1	4%	0	0	0	0	1
Ped/Bike	1	4%	0	0	1	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>23</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>18</b>

Surface Conditions	Breakdown by Severity						
	K	A	B	C	O		
Dry	14	61%	0	0	1	1	12
Wet	4	17%	0	0	1	1	2
Ice / Snow	5	22%	0	0	0	1	4
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>23</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>18</b>

Lighting Conditions	Breakdown by Severity						
	K	A	B	C	O		
Dawn/Dusk	3	13%	0	0	1	0	2
Daylight	19	83%	0	0	1	3	15
Dark	0	0%	0	0	0	0	0
Dark (lighted)	1	4%	0	0	0	0	1
Unknown	0	0%	0	0	0	0	0
<b>Total</b>	<b>23</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>	<b>18</b>

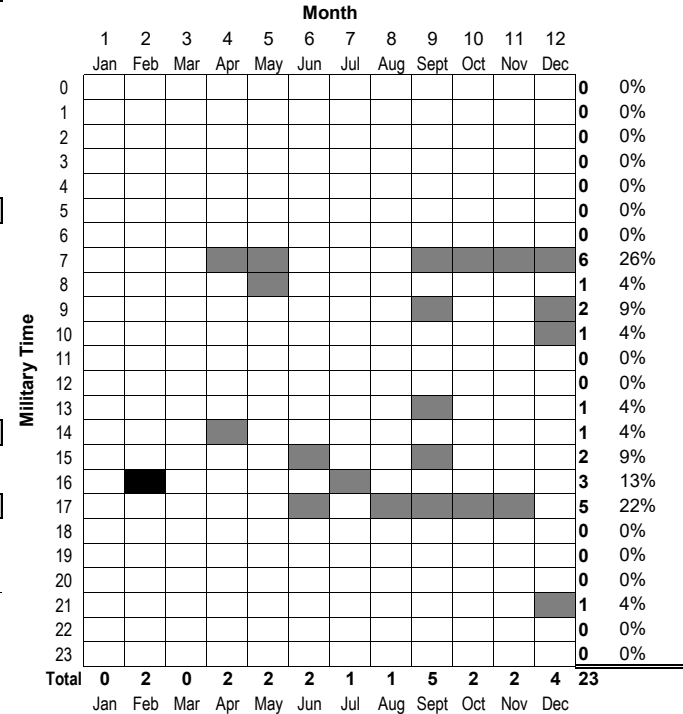
V1 and V2 Configuration*
Passenger Car = 19
PU / Van / Utility = 24
Truck = 0
Bus / Motorhome = 1
Motorcycle + Moped = 0
Ped or Bike = 1

These are only the most popular choices.



D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 1

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	1	3	4
18-20	0	1	1
21-24	3	0	3
25-34	6	2	8
35-44	7	4	11
45-54	6	2	8
55-64	3	2	5
65-74	3	0	3
75+	1	0	1
<b>Total</b>	<b>30</b>	<b>14</b>	<b>44</b>



Under Construction
Yes = 0 0%

Day of Week	Count	Percentage
Monday = 5	22%	
Tuesday = 5	22%	
Wednesday = 2	9%	
Thursday = 2	9%	
Friday = 6	26%	
Saturday = 3	13%	
Sunday = 0	0%	
<b>Total</b>	<b>23</b>	

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total					
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB											
			↗↘	↖↙	↘↙	↖↗		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↘↙		↑	↓	⇒	⇐											
1	6/1/2014	5/31/2015					5	1		6																						7
2	6/1/2015	5/31/2016					2	2		4							1	1														5
3	6/1/2016	5/31/2017			2		2	2		4																			1			7
4	6/1/2017	5/31/2018					1		1	2																						2
5	6/1/2018	5/31/2019							1	1																				1		2
<b>Total</b>					<b>2</b>		<b>5</b>	<b>9</b>	<b>3</b>	<b>17</b>					<b>1</b>	<b>1</b>			<b>1</b>				<b>1</b>						<b>1</b>	<b>1</b>		<b>23</b>



**Intersection and/or Urban Crash Summary Sheets**

**Total Crashes:** 23 (Sorted by Date)  
**City:** West Fargo  
**Location:** 9th St E & 4th Ave E  
**Start - End Date:** 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

**LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
304920	PDO 06/06/14 Friday Dry (Clear) Daylight 3:20 PM	Rear End	① 28M CROOKSTON MN Passenger Car EB Going Straight Other*	② 70M FARGO ND Passenger Car EB Stopped		
306163	▶ Non-incapacitating injury 06/27/14 Friday Wet (Cloudy) Daylight 5:40 PM	◆ Rear End	① 19F WEST FARGO ND Passenger Car SB Going Straight MV Mechanical Failure	② 30M WEST FARGO ND Pickup - Van - Utility SB Stopped		
310196	PDO 09/08/14 Monday Dry (Clear) Daylight 5:00 PM	Sideswipe (Same Dir.)	① 84M WEST FARGO ND Passenger Car SB Going Straight (Signal) Improper Overtaking	② 29M WEST FARGO ND Pickup - Van - Utility SB Stopped (Signal)		
310628	PDO 09/12/14 Friday Dry (Clear) Daylight 3:45 PM	Rear End	① 22M FARGO ND Passenger Car SB Going Straight (Signal) Speed	② 22M ALEXANDRIA MN Passenger Car SB Stopped (Signal)		
313653	PDO 10/29/14 Wednesday Dry (Clear) Daylight 5:34 PM	Rear End	① 52M FARGO ND Passenger Car SB Going Straight (Signal) Following too Close	② 16M FARGO ND Pickup - Van - Utility SB Slowing/Stopping (Signal)		
320947	PDO 02/03/15 Tuesday Ice / Snow (Snow) Daylight 4:29 PM	❄ Rear End	① 40F FARGO ND Passenger Car SB Going Straight (Signal) Attn Distracted-Inside	② 68M WEST FARGO ND Pickup - Van - Utility SB Stopped (Signal)		
327058	PDO 05/20/15 Wednesday Dry (Clear) Daylight 7:59 AM	Rear End	① 38M FARGO ND Passenger Car SB Waiting to Turn Left (Signal) Following too Close	② 38F WEST FARGO ND Pickup - Van - Utility SB Waiting to Turn Left (Signal)		
331614	▷ Possible Injury 08/11/15 Tuesday Dry (Clear) Daylight 5:19 PM	Rear End	① 22M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Attn Distracted-Inside	② 42M BISMARCK ND Pickup - Van - Utility SB Stopped (Signal)		
335857	PDO 11/19/15 Thursday Ice / Snow (Bl Snow) Dawn 7:42 AM	❄ Left Turn	① 55M FARGO ND Pickup - Van - Utility WB Turning Left (Signal) Too Fast for Conditions	② 34F WEST FARGO ND Passenger Car EB Waiting to Turn Left (Signal)		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 23 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 4th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
 ▷ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
1005325	▷ Possible Injury 12/22/15 Tuesday Snow (Snow) Daylight 7:54 AM	❄ Rear End	① 41F WEST FARGO ND Passenger Car NB Going Straight To Fast for Conditions	② 43F WEST FARGO ND Passenger Car NB Going Straight		
1010637	▷ Possible Injury 04/19/16 Tuesday Wet (Cloudy) Daylight 7:55 AM	◆ Rear End	① 35M WEST FARGO ND Pickup - Van - Utility NB Slowing/Stopping (Signal) Following too Close	② 33M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal)		
1012235	PDO 05/28/16 Saturday Dry (Clear) Daylight 8:26 AM	Rear End	① 69M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Following too Close	② 53M WALCOTT ND Pickup - Van - Utility SB Stopped (Signal)		
1014522	PDO 07/18/16 Monday Dry (Clear) Daylight 4:55 PM	Rear End	① 36M FARGO ND Pickup - Van - Utility SB Going Straight Following too Close	② 39M WEST FARGO ND Pickup - Van - Utility SB Slowing/Stopping		
1017988	PDO 09/17/16 Saturday Dry (Clear) Daylight 1:55 PM	Rear End	① 16F WEST FARGO ND Passenger Car SB Going Straight Following too Close	② 49M SABIN MN Pickup - Van - Utility SB Slowing/Stopping		
1018049	PDO 09/19/16 Monday Dry (Clear) Daylight 7:54 AM	Rear End	① 32F FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving	② 52M WEST FARGO ND Pickup - Van - Utility NB Going Straight		
1019633	► Non-incapacitating injury 10/17/16 Monday Dry (Cloudy) Dawn 7:50 AM	Ped / Bike	① 36M FARGO ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield Pedalcycle	② WEST FARGO ND Pedalcycle WB Crossing (Signal)  Pedalcycle	D1 attempted to make an EB to NB left turn on green light and hit bicyclist (WB in north leg crosswalk).	
1022305	PDO 12/02/16 Friday Dry (Clear) Dark(L) 9:51 PM	Rear End	① 59M WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 48F FARGO ND Passenger Car NB Going Straight (Signal)		
1022754	PDO 12/08/16 Thursday Snow (Cloudy) Daylight 9:25 AM	❄ Angle	① 52F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Ran Red Light	② 54M WEST FARGO ND Pickup - Van - Utility EB Turning Right (Signal)		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 23 (Sorted by Date)  
 City: West Fargo  
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 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
1032614	PDO 04/25/17 Tuesday Dry (Cloudy) Daylight 2:12 PM	Angle	① 15F WEST FARGO ND Passenger Car SB Going Straight (Signal)	② 58F WEST FARGO ND Passenger Car EB Turning Right (Signal)		
1043651	PDO 11/13/17 Monday Wet (Clear) Dusk 5:40 PM	◆ Rear End	① 32M WEST FARGO ND Passenger Car EB Going Straight (Signal)	② 61F WEST FARGO ND Pickup - Van - Utility EB Stopped (Signal)		
1045209	PDO 12/09/17 Saturday Wet (Cloudy) Daylight 10:00 AM	◆ Rear End	① 26M WEST FARGO ND Passenger Car NB Slowing/Stopping (Signal) Other	② 41M MOORHEAD MN Pickup - Van - Utility NB Stopped (Signal)		
1061725	PDO 09/14/18 Friday Dry (Clear) Daylight 9:30 AM	Single Veh (Work Zone/Mainten ance)	① 56M BUFFALO ND Bus NB Going Straight			
1071655	PDO 02/08/19 Friday Ice / Snow (Clear) Daylight 4:35 PM	❄ Rear End	① 51M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Careless/Reckless Driving	② 16F WEST FARGO ND Passenger Car EB Stopped (Signal)		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

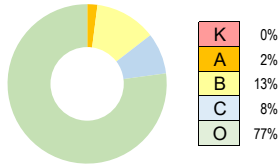
23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	1
Non-incapacitating Injury	B	6
Possible Injury	C	4
Property Damage Only	O	37

48



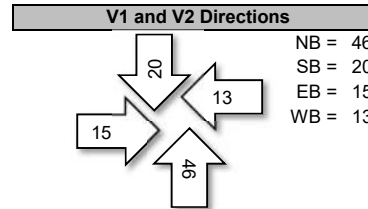
Manner of Collision	Breakdown by Severity						
	K	A	B	C	O		
Angle	8	17%	0	0	2	1	5
Rear End	30	63%	0	0	1	3	26
Left Turn	2	4%	0	0	0	0	2
Sideswipe (same dir.)	2	4%	0	0	1	0	1
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	2	4%	0	0	1	0	1
Ped/Bike	2	4%	0	1	1	0	0
Head On	1	2%	0	0	0	0	1
Backing	1	2%	0	0	0	0	1
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>48</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>37</b>

Surface Conditions	Breakdown by Severity						
	K	A	B	C	O		
Dry	24	50%	0	0	4	4	16
Wet	5	10%	0	1	0	0	4
Ice / Snow	19	40%	0	0	2	0	17
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>48</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>37</b>

Lighting Conditions	Breakdown by Severity						
	K	A	B	C	O		
Dawn/Dusk	6	13%	0	0	0	1	5
Daylight	30	63%	0	0	4	2	24
Dark	0	0%	0	0	0	0	0
Dark (lighted)	12	25%	0	1	2	1	8
Unknown	0	0%	0	0	0	0	0
<b>Total</b>	<b>48</b>	<b>100%</b>	<b>0</b>	<b>1</b>	<b>6</b>	<b>4</b>	<b>37</b>

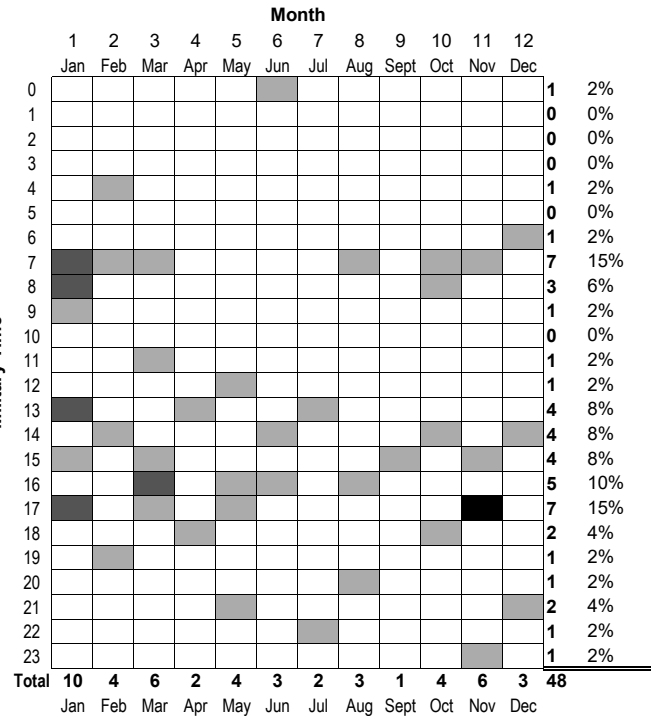
V1 and V2 Configuration*
Passenger Car = 43
PU / Van / Utility = 47
Truck = 0
Bus / Motorhome = 1
Motorcycle + Moped = 0
Ped or Bike = 2

*These are only the most popular choices.*



D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 2

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	9	5	14
18-20	6	4	10
21-24	5	3	8
25-34	9	5	14
35-44	14	7	21
45-54	4	7	11
55-64	3	4	7
65-74	2	1	3
75+	0	5	5
<b>Total</b>	<b>52</b>	<b>41</b>	<b>93</b>



Under Construction
Yes = 0

Day of Week	Count	%
Monday	8	17%
Tuesday	12	25%
Wednesday	8	17%
Thursday	8	17%
Friday	7	15%
Saturday	3	6%
Sunday	2	4%
<b>Total</b>	<b>48</b>	

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total	
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB							
			↗↘	↖↙	↘↙	↗↖		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↖↗		↑	↓	⇒	⇐							
1	6/1/2014	5/31/2015	1				1				4	1	1	6														7
2	6/1/2015	5/31/2016									5	1	1	7														11
3	6/1/2016	5/31/2017				1					3	2	1	6											1	1	1	10
4	6/1/2017	5/31/2018	1	1	1	1					3	2	2	7														11
5	6/1/2018	5/31/2019	2								3	1	4					1						1			9	
<b>Total</b>			<b>4</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>8</b>	<b>18</b>	<b>5</b>	<b>4</b>	<b>3</b>	<b>30</b>	<b>1</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>2</b>	<b>2</b>	<b>1</b>	<b>48</b>		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
305767	▶ Non-incapacitating injury 06/13/14 Friday Dry (Clear) Daylight 2:57 PM	Rear End	① 43M WEST FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving	② 33M WEST FARGO ND Passenger Car NB Stopped	③ 49F WEST FARGO ND Passenger Car NB Stopped		
309178	▷ Possible Injury 08/20/14 Wednesday Dry (Clear) Daylight 7:55 AM	Rear End	① 27M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Failed to Yield	② 17M FARGO ND Passenger Car NB Stopped (Signal)	③ 52F FARGO ND Pickup - Van - Utility NB Stopped (Signal)		
315870	PDO 11/30/14 Sunday Ice / Snow (Clear) Dark(L) 5:20 PM	❄ Rear End	① 22M FARGO ND Passenger Car NB Slowing/Stopping (Signal) Attn Distracted-Inside	② 48F WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal)			
317907	PDO 12/24/14 Wednesday Wet (Cloudy) Dawn 6:52 AM	◆ Angle	① 36M FARGO ND Passenger Car NB Going Straight (Signal) Ran Red Light	② 29M FARGO ND Passenger Car EB Going Straight (Signal)			
319360	PDO 01/14/15 Wednesday Ice / Snow (Cloudy) Daylight 9:25 AM	❄ Rear End	① 33F WEST FARGO ND Passenger Car NB Going Straight To Fast for Conditions	② 18M WEST FARGO ND Passenger Car NB Turning Right			
323301	PDO 03/10/15 Tuesday Dry (Clear) Daylight 5:00 PM	Rear End	① 79F WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Following too Close	② 27M FARGO ND Passenger Car EB Stopped (Signal)			
324181	PDO 03/27/15 Friday Dry (Unkown) Daylight 4:00 PM	Rear End	① 15F WEST FARGO ND Pickup - Van - Utility WB Going Straight Careless/Reckless Driving	② 15M WEST FARGO ND Passenger Car WB Waiting (Traffic Signal) (Signal)			
328725	PDO 06/16/15 Tuesday Wet (Rain) Daylight 4:55 PM	◆ Rear End	① 37F FELTON MN Passenger Car NB Going Straight Attn Distracted-Inside	② 45F HORACE ND Pickup - Van - Utility NB Stopped (Signal)			
331341	PDO 08/05/15 Wednesday Dry (Cloudy) Daylight 4:08 PM	Rear End	① 16M WEST FARGO ND Pickup - Van - Utility EB Slowing/Stopping Attn Distracted-Inside	② 69F WEST FARGO ND Passenger Car EB Stopped (Signal)			

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
334027	PDO 10/02/15 Friday Dry (Clear) Daylight 8:20 AM	Rear End	① 38M WEST FARGO ND Pickup - Van - Utility NB Going Straight Speed	② 15F WEST FARGO ND Pickup - Van - Utility NB Going Straight	③ 51M WEST FARGO ND Passenger Car NB Going Straight (Signal)		
334522	▷ Possible Injury 10/15/15 Thursday Dry (Clear) Dawn 7:40 AM	Rear End	① 20F FOSSTON MN Passenger Car NB Going Straight Following too Close	② 17F FARGO ND Passenger Car NB Going Straight			
334589	PDO 10/15/15 Thursday Dry (Cloudy) Daylight 2:55 PM	Backing	① 22M ABERDEEN SD Pickup - Van - Utility SB Backing (Signal) Improper Backing/Turning	② 56F WEST FARGO ND Passenger Car NB Stopped (Signal)			
1006634	PDO 01/19/16 Tuesday Ice / Snow (Clear) Daylight 7:15 AM	◆ Rear End	① 46M WEST FARGO ND Pickup - Van - Utility NB Going Straight Too Fast for Conditions	② 62M WEST FARGO ND Pickup - Van - Utility NB Going Straight			
1007037	PDO 01/26/16 Tuesday Wet (Clear) Dark(L) 5:55 PM	◆ Sideswipe (Same Dir.)	① 43M WEST FARGO ND Pickup - Van - Utility SB Changing Lanes (Signal) Fail Keep in Proper Lane	② 17M WEST FARGO ND Passenger Car SB Changing Lanes (Signal)			
1009835	PDO 03/29/16 Tuesday Dry (Clear) Daylight 3:01 PM	Head on	① 19F WEST FARGO ND Passenger Car EB Going Straight (Signal)	② 17F WEST FARGO ND Passenger Car WB Going Straight (Signal)			
1010932	PDO 04/27/16 Wednesday Dry (Cloudy) Daylight 6:30 PM	Rear End	① 28M WEST FARGO ND Passenger Car SB Going Straight (Signal) Careless/Reckless Driving	② 62F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			
1011406	PDO 05/09/16 Monday Wet (Rain) Daylight 4:05 PM	◆ Rear End	① 19M FARGO ND Passenger Car NB Going Straight (Signal) Care Required	② 27M MOORHEAD MN Pickup - Van - Utility NB Stopped (Signal)			
1012300	▶ Non-incapacitating injury 05/29/16 Sunday Dry (Clear) Dark(L) 9:55 PM	Single Veh (Post)	① 36M FARGO ND Pickup - Van - Utility NB Turning Left (Oth) Careless/Reckless Driving*				

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
 ▷ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
1013064	PDO 06/17/16 Friday Dry (Clear) Dark(L) 12:21 AM	Single Veh	① 17M WEST FARGO ND Passenger Car SB Turning Left (Signal) Other*				
1014985	PDO 07/26/16 Tuesday Dry (Clear) Daylight 1:15 PM	Rear End	① 22M MOORHEAD MN Passenger Car NB Stopped Careless/Reckless Driving	② 27M FARGO ND Passenger Car NB Going Straight			
1020786	PDO 11/08/16 Tuesday Dry (Clear) Daylight 7:30 AM	Rear End	① 18M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) Careless/Reckless Driving	② 66M MOORHEAD MN Pickup - Van - Utility NB Stopped (Signal)	③ U Hit and Run NB Stopped (Signal)		
1023194	► Incapacitating Injury 11/30/16 Wednesday Wet (Rain) Dark(L) 11:45 PM	◆ Ped / Bike	① 18F WEST FARGO ND Passenger Car NB Going Straight (Signal) Weather Pedestrian	② 18F WEST FARGO ND Pedestrian WB Crossing (Signal) Weather Pedestrian		V1 (NB) had a green light and hit pedestrian (WB in south leg crosswalk, attempting to cross on red). D1 did not notice pedestrian due to dark clothes and rain.	
1025618	PDO 01/05/17 Thursday Snow (Clear) Dawn 8:11 AM	❄ Rear End	① 39F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Careless/Reckless Driving	② 38F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			
1025830	PDO 01/06/17 Friday Ice / Snow (Clear) Daylight 1:44 PM	❄ Rear End	① 46F WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Careless/Reckless Driving	② 79F WEST FARGO ND Passenger Car EB Going Straight (Signal)			
1026084	PDO 01/09/17 Monday Snow (Cloudy) Daylight 8:20 AM	❄ Rear End	① 34F WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal)	② 29M FARGO ND Passenger Car SB Stopped (Signal)			
1026174	PDO 01/09/17 Monday Ice / Snow (Clear) Dark(L) 5:56 PM	❄ Left Turn	① 45M WEST FARGO ND Pickup - Van - Utility WB Going Straight (Signal)	② 20M REILES ACRES ND Pickup - Van - Utility EB Turning Left (Signal) Failed to Yield	③ 34M WEST FARGO ND Passenger Car EB Going Straight (Signal)		
1029230	PDO 02/14/17 Tuesday Dry (Clear) Dark(L) 7:36 PM	Angle	① 37M WEST FARGO ND Passenger Car SB Going Straight (Signal) Ran Red Light	② 77F WEST FARGO ND Passenger Car WB Going Straight (Signal)			

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
1030076	PDO 03/02/17 Thursday Dry (Clear) Daylight 4:53 PM	Rear End	① U Hit and Run NB Slowing/Stopping (Signal) ② 35M FARGO ND Pickup - Van - Utility NB Stopped (Signal)		
1036223	▷ Possible Injury 07/03/17 Monday Dry (Clear) Dark(L) 10:26 PM	Angle	① 23F WEST FARGO ND Passenger Car SB Going Straight (Signal) Failed to Stop ② 16F FARGO ND Pickup - Van - Utility WB Going Straight (Signal)		
1040360	PDO 09/19/17 Tuesday Dry (Cloudy) Daylight 3:55 PM	Angle	① 16M WEST FARGO ND Passenger Car NB Turning Left (Signal) Careless/Reckless Driving ② 37M FARGO ND Pickup - Van - Utility WB Going Straight (Signal)		
1043186	PDO 11/06/17 Monday Snow (Snow) Dark(L) 5:55 PM	◆ Rear End	① 46F WEST FARGO ND Passenger Car WB Going Straight (Signal) Weather ② 44F HORACE ND Pickup - Van - Utility WB Stopped (Signal) Weather		
1043315	PDO 11/08/17 Wednesday Snow (Snow) Dark(L) 5:50 PM	◆ Rear End	① 16M WEST FARGO ND Pickup - Van - Utility NB Slowing/Stopping (Signal) To Fast for Conditions ② 40M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal) Weather		
1045036	PDO 12/05/17 Tuesday Ice / Snow (Clear) Dark(L) 9:15 PM	◆ Rear End	① 23M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) To Fast for Conditions ② 51F WEST FARGO ND Pickup - Van - Utility SB Stopped (Signal) Weather		
1047245	PDO 01/04/18 Thursday Snow (Snow) Dawn 7:30 AM	◆ Rear End	① 22F AVON MN Passenger Car SB Going Straight (Signal) To Fast for Conditions ② 30F HARWOOD ND Passenger Car SB Going Straight (Signal) ③ 31F WEST FARGO ND Passenger Car SB Going Straight (Signal)		
1047886	PDO 01/12/18 Friday Ice / Snow (Clear) Daylight 1:30 PM	◆ Rear End	① 54M FARGO ND Passenger Car NB Going Straight (Signal) To Fast for Conditions ② 29F FARGO ND Bus NB Stopped (Signal) ③ 39M FARGO ND Pickup - Van - Utility NB Stopped (Signal)		
1049387	PDO 01/29/18 Monday Snow (Clear) Daylight 3:28 PM	◆ Rear End	① 62F FARGO ND Passenger Car NB Going Straight Careless/Reckless Driving ② 37F FARGO ND Pickup - Van - Utility NB Stopped		



Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
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 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
1050793	PDO 02/24/18 Saturday Snow (Cloudy) Daylight 2:15 PM	❄ Angle	① 51M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal)	② 75F FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Ran Red Light			
1051880	▶ Non-incapacitating injury 03/12/18 Monday Dry (Clear) Daylight 11:50 AM	Angle	① 62F WEST FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 38M WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal)			
1055753	PDO 05/22/18 Tuesday Dry (Clear) Daylight 5:18 PM	Rear End	① 40F WEST FARGO ND Passenger Car WB Going Straight (Signal) Defective Equipment	② 53F WEST FARGO ND Passenger Car WB Stopped (Signal)	③ 22M FARGO ND Passenger Car WB Stopped (Signal)		
1059764	PDO 08/08/18 Wednesday Dry (Cloudy) Dusk 8:45 PM	Left Turn	① 16M WEST FARGO ND Pickup - Van - Utility NB Turning Left (Signal) Improper Turn	② 80F FARGO ND Pickup - Van - Utility SB Going Straight (Signal)			
1063855	PDO 10/20/18 Saturday Dry (Clear) Dusk 6:23 PM	Angle	① 42M FARGO ND Pickup - Van - Utility NB Going Straight (Signal)	② 24F WEST FARGO ND Pickup - Van - Utility EB Going Straight (Signal) Ran Red Light			
1065587	▶ Non-incapacitating injury 11/15/18 Thursday Ice / Snow (Bl Snow) Daylight 3:50 PM	❄ Ped / Bike	① 18M WEST FARGO ND Passenger Car WB Going Straight (Signal) Weather Pedestrian	② 14M WEST FARGO ND Pedestrian NB Crossing (Signal) Weather Pedestrian		V1 (WB) had a green light and hit pedestrian (NB in east leg crosswalk, attempting to cross on red).	
1067038	▷ Possible Injury 12/04/18 Tuesday Dry (Cloudy) Daylight 2:55 PM	Rear End	① 69M WEST FARGO ND Passenger Car EB Going Straight (Signal)	② 42F WEST FARGO ND Passenger Car EB Stopped (Signal)			
1073032	PDO 02/21/19 Thursday Ice / Snow (Clear) Daylight 7:40 AM	❄ Rear End	① 41M MOORHEAD MN Pickup - Van - Utility NB Slowing/Stopping To Fast for Conditions	② 28F FARGO ND Passenger Car NB Stopped Weather			
1073327	▶ Non-incapacitating injury 02/23/19 Saturday Ice / Snow (Snow) Dark(L) 4:20 AM	❄ Sideswipe (Same Dir.)	① 23M WEST FARGO ND Passenger Car SB Passing (Signal) Weather	② 32M WEST FARGO ND Passenger Car SB Turning Left (Signal) Failed to Yield			

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 48 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 7th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ► Fatal  
 ► Incapacitating Injury  
 ► Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
1074783	PDO 03/11/19 Monday Ice / Snow (Clear) Daylight 7:32 AM	❄ Rear End	① 36M FARGO ND Pickup - Van - Utility NB Going Straight (Signal) To Fast for Conditions	② 55M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal)		
1076373	PDO 04/11/19 Thursday Snow (Snow) Daylight 1:47 PM	❄ Rear End	① 18M WEST FARGO ND Passenger Car NB Going Straight Following too Close	② 64M FARGO ND Pickup - Van - Utility NB Stopped Weather		
1077830	► Non-incapacitating injury 05/10/19 Friday Dry (Clear) Daylight 12:12 PM	Angle	① 49F WEST FARGO ND Pickup - Van - Utility EB Turning Left (Signal)	② 37M DILWORTH MN Pickup - Van - Utility NB Going Straight (Signal) Ran Red Light		



Intersection and/or Urban Crash Summary Sheets

Total Crashes: 8 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E & 10th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
317872	PDO 12/22/14 Monday Wet (Rain) Dark(L) 7:15 PM	◆ Angle	① 40M WEST FARGO ND Pickup - Van - Utility NB Turning Left Improper Turn	② 70M WEST FARGO ND Passenger Car EB Turning Right (Stop)			
324430	PDO 03/31/15 Tuesday Dry (Clear) Daylight 5:13 PM	Angle	① 18F WEST FARGO ND Passenger Car EB Going Straight (Stop) Disregard Traffic Signs	② 39F KINDRED ND Pickup - Van - Utility SB Going Straight			
334026	PDO 10/02/15 Friday Dry (Clear) Daylight 11:00 AM	Rear End	① 18F WEST FARGO ND Passenger Car NB Going Straight Following too Close	② 70F FARGO ND Passenger Car NB Waiting for Pedestrian			
1007876	PDO 02/15/16 Monday Snow (Clear) Daylight 9:35 AM	❄ Sideswipe (Same Dir.)	① 33M WEST FARGO ND Passenger Car SB Passing Too Fast for Conditions	② 39F FARGO ND Pickup - Van - Utility SB Turning Right Weather			
1015240	▶ Incapacitating Injury 07/30/16 Saturday Dry (Clear) Daylight 8:55 AM	Sideswipe (Opp. Dir.)	① 23M GONZALES LA Pickup - Van - Utility NB Going Straight Speed *	② 72F WEST FARGO ND Passenger Car SB Going Straight	③ 26F WEST FARGO ND Passenger Car SB Going Straight	V1 (NB) veered across the centerline, hit V2 (SB), and hit a stop sign in SW corner of intersection.	No Diagram
1039237	PDO 08/30/17 Wednesday Dry (Clear) Daylight 10:55 AM	Angle	① 50F AMENIA ND Pickup - Van - Utility EB Turning Right (Stop) Failed to Yield	② 25M WEST FARGO ND Passenger Car SB Going Straight			
1045202	PDO 12/09/17 Saturday Snow (Cloudy) Dark(L) 7:45 AM	❄ Single Veh (Post)	① 15F WEST FARGO ND Passenger Car NB Turning Right Too Fast for Conditions				
1076295	PDO 04/10/19 Wednesday Dry (Clear) Daylight 3:35 PM	Rear End	① 22F WEST FARGO ND Pickup - Van - Utility NB Going Straight Careless/Reckless Driving	② 57M WEST FARGO ND Pickup - Van - Utility NB Stopped			



**Intersection and/or Urban Crash Summary Sheets**

**Total Crashes:** 1 (Sorted by Date)  
**City:** West Fargo  
**Location:** 9th St NE from 11th Ave NE to 12th Ave NE  
**Start - End Date:** 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**
- ▶ **Fatal**
  - ▶ **Incapacitating Injury**
  - ▶ **Non-Incapacitating Injury**
  - ▷ **Possible Injury**
  - ◆ **Wet surface**
  - ❄ **Snow, Ice, Slush, Frost**
  - ▲ **Crash related to work zone**
  - ① **Unit number**

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>		Shortened Narrative	Diagram
308956	PDO 08/16/14 Saturday Dry (Clear) Daylight 2:30 PM	Sideswipe (Same Dir.)	① 57M FARGO ND Passenger Car NB Going Straight Careless/Reckless Driving	② 42M FARGO ND Passenger Car NB Going Straight	Road rage. D1 (NB) passed V2 (NB), attempted to pull back in in front of V2, and sideswiped the front of V2.	



Intersection and/or Urban Crash Summary Sheets

Total Crashes: 1 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w Main and 7th Ave NE  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

**LEGEND**

- ▶ Fatal
- ▶ Incapacitating Injury
- ▶ Non-Incapacitating Injury
- ▷ Possible Injury
- ◆ Wet surface
- ❄ Snow, Ice, Slush, Frost
- ▲ Crash related to work zone
- ① Unit number

**1. Contributing Factor**

\* = alcohol or drugs involved

**2. Most Harmful Event**

For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
1019484	PDO 10/14/16 Friday Dry (Clear) Daylight 1:45 PM	Rear End	① 26M FARGO ND Passenger Car NB Going Straight Careless/Reckless Driving  ② 28M MOORHEAD MN Pickup - Van - Utility NB Going Straight		





23 USC § 409 Documents  
NDDOT Reserves All Objections

Notes: Animal crashes were not included.

Total Crashes: 2 (Sorted by Date)  
City: West Fargo  
Location: 9th St E b/w 1st Ave E and 2nd Av  
Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	1
Property Damage Only	O	1

2



K	0%
A	0%
B	0%
C	50%
O	50%

Under Construction

Yes = 0 0%

Day of Week

Monday	= 0	0%
Tuesday	= 2	100%
Wednesday	= 0	0%
Thursday	= 0	0%
Friday	= 0	0%
Saturday	= 0	0%
Sunday	= 0	0%
<u>2</u>		

Manner of Collision	Breakdown by Severity					
	K	A	B	C	O	
Angle	0	0%	0	0	0	0
Rear End	2	100%	0	0	0	1
Left Turn	0	0%	0	0	0	0
Sideswipe (same dir.)	0	0%	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0
Single Vehicle	0	0%	0	0	0	0
Ped/Bike	0	0%	0	0	0	0
Head On	0	0%	0	0	0	0
Backing	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
<b>Total</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Surface Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dry	1	50%	0	0	0	1
Wet	1	50%	0	0	0	1
Ice / Snow	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
<b>Total</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

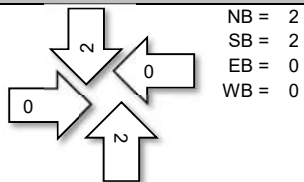
Lighting Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dawn/Dusk	0	0%	0	0	0	0
Daylight	2	100%	0	0	0	1
Dark	0	0%	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0
Unknown	0	0%	0	0	0	0
<b>Total</b>	<b>2</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

V1 and V2 Configuration\*

Passenger Car = 1  
PU / Van / Utility = 3  
Truck = 0  
Bus / Motorhome = 0  
Motorcycle + Moped = 0  
Ped or Bike = 0

These are only the most popular choices.

V1 and V2 Directions



D1 and D2 Alcohol / Drugs\*

Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex

Age	M	F	Total
0-17	0	1	1
18-20	0	0	0
21-24	0	0	0
25-34	0	0	0
35-44	2	0	2
45-54	0	0	0
55-64	0	0	0
65-74	1	0	1
75+	0	0	0
<b>Total</b>	<b>3</b>	<b>1</b>	<b>4</b>

Military Time	Month												Total	%
	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sept	Oct	Nov	Dec		
0													0	0%
1													0	0%
2													0	0%
3													0	0%
4													0	0%
5													0	0%
6													0	0%
7													0	0%
8													0	0%
9													0	0%
10													0	0%
11													0	0%
12													0	0%
13													0	0%
14													1	50%
15													0	0%
16													0	0%
17													1	50%
18													0	0%
19													0	0%
20													0	0%
21													0	0%
22													0	0%
23													0	0%
<b>Total</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>2</b>

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Rear End				Left Turn				Sideswipe Same Dir.				Backing	Ped / Bike	Single Veh.	Head on or Other	Total				
			NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	NB	SB	EB	WB	Sub Total	NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	NB						SB	EB	WB	Sub Total
			↗↘	↖↙	↘↙	↗↖		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↖↗		↑						↓	⇒	⇐	
1	6/1/2014	5/31/2015					1	1																	2		
2	6/1/2015	5/31/2016																							0		
3	6/1/2016	5/31/2017																							0		
4	6/1/2017	5/31/2018																							0		
5	6/1/2018	5/31/2019																							0		

1 1 2

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 2 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 1st Ave E and 2nd Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ► Incapacitating Injury  
 ► Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
310316	▷ Possible Injury 09/09/14 Tuesday Wet (Rain) Daylight 5:30 PM	◆ Rear End	① 69M WEST FARGO ND Pickup - Van - Utility SB Going Straight (Signal) Speed ② 44M WEST FARGO ND Pickup - Van - Utility SB Slowing/Stopping (Signal)		
310919	PDO 09/16/14 Tuesday Dry (Clear) Daylight 2:49 PM	Rear End	① 16F REILES ACRES ND Passenger Car NB Going Straight (Signal) Following too Close ② 44M WEST FARGO ND Pickup - Van - Utility NB Stopped (Signal)		

Intersection and/or Urban Crash Summary Sheets



23 USC § 409 Documents  
NDDOT Reserves All Objections

Notes: Animal crashes were not included.

Total Crashes: 1 (Sorted by Date)  
City: West Fargo  
Location: 9th St E b/w 3rd Ave E and 4th Ave  
Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	1



K	0%
A	0%
B	0%
C	0%
O	100%

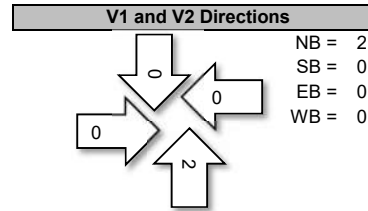
Manner of Collision	Breakdown by Severity					
	K	A	B	C	O	
Angle	0	0%	0	0	0	0
Rear End	1	100%	0	0	0	1
Left Turn	0	0%	0	0	0	0
Sideswipe (same dir.)	0	0%	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0
Single Vehicle	0	0%	0	0	0	0
Ped/Bike	0	0%	0	0	0	0
Head On	0	0%	0	0	0	0
Backing	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
<b>Total</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Surface Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dry	1	100%	0	0	0	1
Wet	0	0%	0	0	0	0
Ice / Snow	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
<b>Total</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

Lighting Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dawn/Dusk	0	0%	0	0	0	0
Daylight	1	100%	0	0	0	1
Dark	0	0%	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0
Unknown	0	0%	0	0	0	0
<b>Total</b>	<b>1</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>1</b>

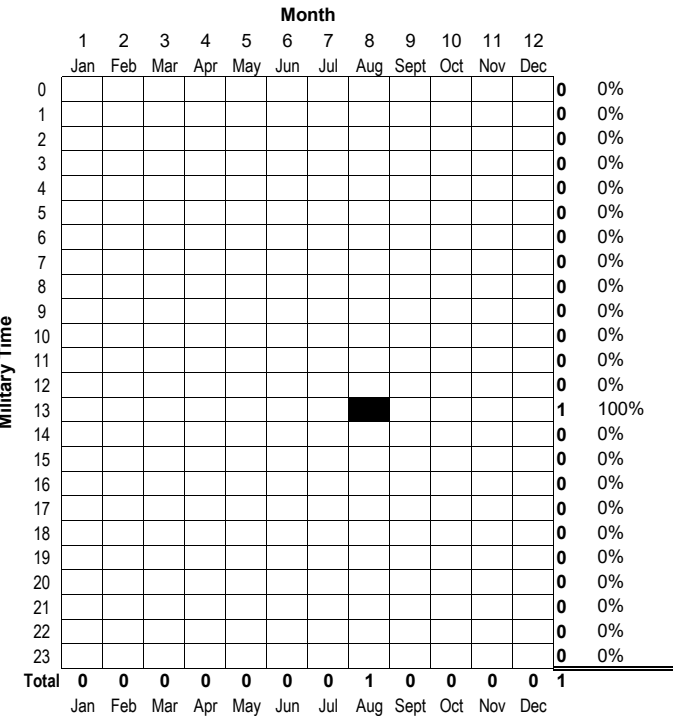
V1 and V2 Configuration*
Passenger Car = 2
PU / Van / Utility = 0
Truck = 0
Bus / Motorhome = 0
Motorcycle + Moped = 0
Ped or Bike = 0

*These are only the most popular choices.*



D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	0	0	0
18-20	0	0	0
21-24	0	1	1
25-34	0	0	0
35-44	1	0	1
45-54	0	0	0
55-64	0	0	0
65-74	0	0	0
75+	0	0	0
<b>Total</b>	<b>1</b>	<b>1</b>	<b>2</b>



Under Construction
Yes = 0 0%

Day of Week	
Monday = 0 0%	
Tuesday = 1 100%	
Wednesday = 0 0%	
Thursday = 0 0%	
Friday = 0 0%	
Saturday = 0 0%	
Sunday = 0 0%	
<b>Total</b>	<b>1</b>

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Year	Start Date	End Date	Manner of Collision																		Total						
			Angle				Rear End				Left Turn				Sideswipe Same Dir.				Backing	Ped / Bike		Single Veh.	Head on or Other				
			NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	NB	SB	EB	WB	Sub Total	NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	NB						SB	EB	WB	Sub Total
1	6/1/2014	5/31/2015																				0					
2	6/1/2015	5/31/2016																				0					
3	6/1/2016	5/31/2017																				0					
4	6/1/2017	5/31/2018																				0					
5	6/1/2018	5/31/2019							1						1							1					
<b>Total</b>																						<b>1</b>					

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 1 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 3rd Ave E and 4th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

LEGEND

- ▶ Fatal
- ▶ Incapacitating Injury
- ▶ Non-Incapacitating Injury
- ▷ Possible Injury
- ◆ Wet surface
- ❄ Snow, Ice, Slush, Frost
- ▲ Crash related to work zone
- ① Unit number

1. Contributing Factor

\* = alcohol or drugs involved

2. Most Harmful Event

For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
1060059	PDO 08/14/18 Tuesday Dry (Clear) Daylight 1:41 PM	Rear End	① 23F MOORHEAD MN Passenger Car NB Going Straight Following too Close ② 44M WEST FARGO ND Passenger Car NB Going Straight Animal in Roadway		

Total Crashes: 4 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 4th Ave E and 5th Ave  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

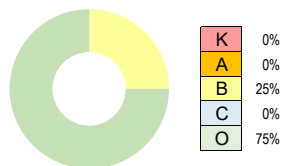
23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	1
Possible Injury	C	0
Property Damage Only	O	3

4



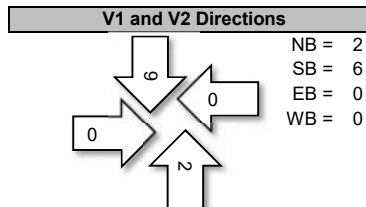
Manner of Collision	Count	%	Breakdown by Severity				
			K	A	B	C	O
Angle	0	0%	0	0	0	0	0
Rear End	2	50%	0	0	1	0	1
Left Turn	0	0%	0	0	0	0	0
Sideswipe (same dir.)	2	50%	0	0	0	0	2
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	0	0%	0	0	0	0	0
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>

Surface Conditions	Count	%	Breakdown by Severity				
			K	A	B	C	O
Dry	2	50%	0	0	1	0	1
Wet	1	25%	0	0	0	0	1
Ice / Snow	1	25%	0	0	0	0	1
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>

Lighting Conditions	Count	%	Breakdown by Severity				
			K	A	B	C	O
Dawn/Dusk	0	0%	0	0	0	0	0
Daylight	4	100%	0	0	1	0	3
Dark	0	0%	0	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0	0
Unknown	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>1</b>	<b>0</b>	<b>3</b>

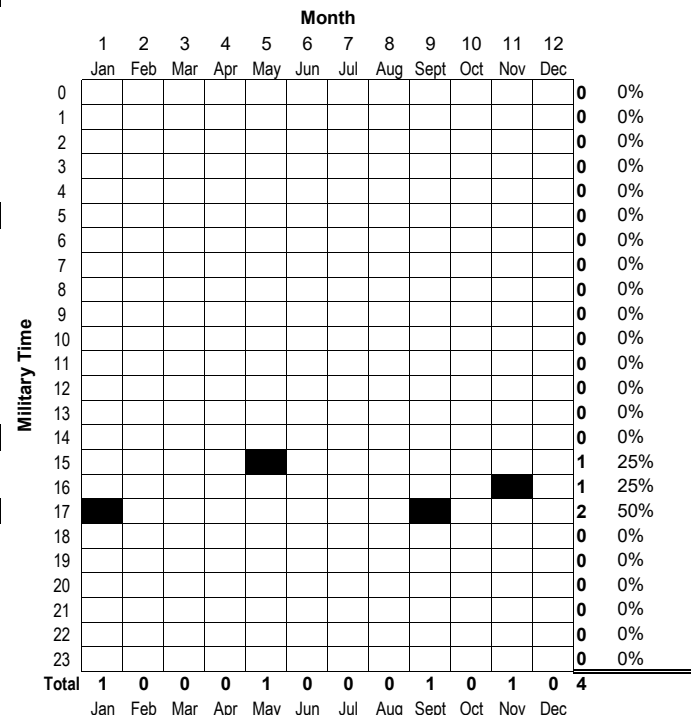
V1 and V2 Configuration*
Passenger Car = 3
PU / Van / Utility = 5
Truck = 0
Bus / Motorhome = 0
Motorcycle + Moped = 0
Ped or Bike = 0

These are only the most popular choices.



D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	1	0	1
18-20	2	0	2
21-24	0	0	0
25-34	0	0	0
35-44	1	1	2
45-54	2	0	2
55-64	0	1	1
65-74	0	0	0
75+	0	0	0
<b>Total</b>	<b>6</b>	<b>2</b>	<b>8</b>



Under Construction
Yes = 0 0%

Day of Week	Count	%
Monday	1	25%
Tuesday	1	25%
Wednesday	1	25%
Thursday	1	25%
Friday	0	0%
Saturday	0	0%
Sunday	0	0%
<b>Total</b>	<b>4</b>	

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB						
			↗↘	↖↙	↘↙	↗↖		↑	↓	⇒	⇐		↙↘	↖↗	↗↘	↖↗		↗↘	↖↗	↘↙	↖↗						
1	6/1/2014	5/31/2015																									0
2	6/1/2015	5/31/2016																									1
3	6/1/2016	5/31/2017																									1
4	6/1/2017	5/31/2018																									0
5	6/1/2018	5/31/2019																									2
<b>Total</b>																											<b>4</b>

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 4 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 4th Ave E and 5th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
1012084	▶ Non-incapacitating injury 05/23/16 Monday Dry (Clear) Daylight 3:44 PM	Rear End	① 17M WEST FARGO ND Passenger Car SB Going Straight Following too Close	② 35F FARGO ND Pickup - Van - Utility SB Stopped		
1017049	PDO 09/01/16 Thursday Dry (Clear) Daylight 5:19 PM	Rear End	① 19M BELCOURT ND Passenger Car SB Going Straight Careless/Reckless Driving	② 49M WEST FARGO ND Pickup - Van - Utility SB Going Straight		
1064890	PDO 11/06/18 Tuesday Wet (Frozen Prcp) Daylight 4:25 PM	◆ Sideswipe (Same Dir.)	① 44M WEST FARGO ND Pickup - Van - Utility NB Changing Lanes	② 57F WEST FARGO ND Pickup - Van - Utility NB Going Straight Improper Overtaking		
1068829	PDO 01/02/19 Wednesday Ice / Snow (Clear) Daylight 5:02 PM	❄ Sideswipe (Same Dir.)	① 20M WILLMAR MN Pickup - Van - Utility SB Going Straight Too Fast for Conditions	② 53M WEST FARGO ND Passenger Car SB Going Straight		

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 3 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 8th Ave E and 10th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	3

3



K	0%
A	0%
B	0%
C	0%
O	100%

**Under Construction**  
 Yes = 0 0%

Day of Week	
Monday = 0	0%
Tuesday = 0	0%
Wednesday = 2	67%
Thursday = 1	33%
Friday = 0	0%
Saturday = 0	0%
Sunday = 0	0%
3	

Manner of Collision	Breakdown by Severity					
	K	A	B	C	O	
Angle	0	0%	0	0	0	0
Rear End	2	67%	0	0	0	2
Left Turn	0	0%	0	0	0	0
Sideswipe (same dir.)	1	33%	0	0	0	1
Sideswipe (opp dir.)	0	0%	0	0	0	0
Single Vehicle	0	0%	0	0	0	0
Ped/Bike	0	0%	0	0	0	0
Head On	0	0%	0	0	0	0
Backing	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
3		100%	0	0	0	3

Surface Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dry	1	33%	0	0	0	1
Wet	1	33%	0	0	0	1
Ice / Snow	1	33%	0	0	0	1
Other	0	0%	0	0	0	0
3		100%	0	0	0	3

Lighting Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dawn/Dusk	1	33%	0	0	0	1
Daylight	2	67%	0	0	0	2
Dark	0	0%	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0
Unknown	0	0%	0	0	0	0
3		100%	0	0	0	3

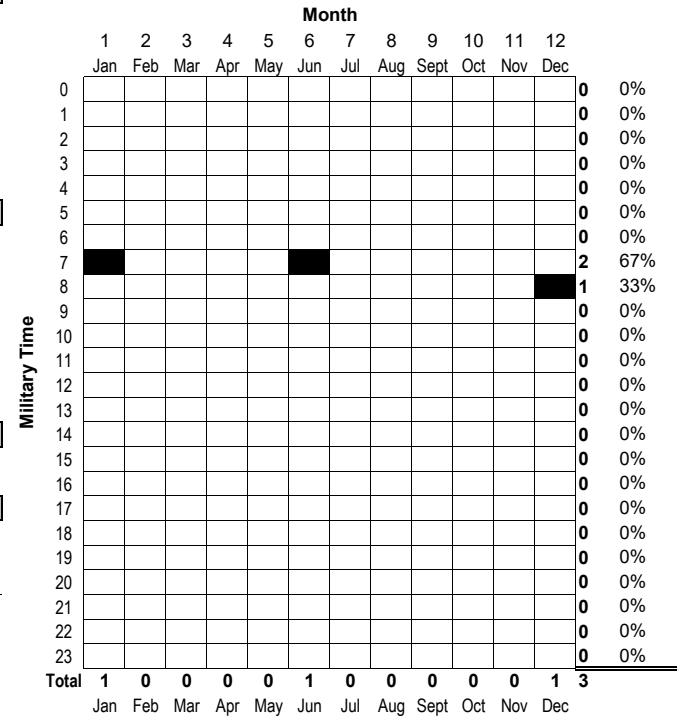
V1 and V2 Configuration*
Passenger Car = 4
PU / Van / Utility = 2
Truck = 0
Bus / Motorhome = 0
Motorcycle + Moped = 0
Ped or Bike = 0

These are only the most popular choices.

V1 and V2 Directions
NB = 4
SB = 2
EB = 0
WB = 0

**D1 and D2 Alcohol / Drugs\***  
 Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	2	0	2
18-20	0	1	1
21-24	1	0	1
25-34	0	2	2
35-44	0	0	0
45-54	0	0	0
55-64	0	0	0
65-74	0	0	0
75+	0	0	0
3		3	6



\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Rear End				Left Turn				Sideswipe Same Dir.				Backing	Ped / Bike	Single Veh.	Head on or Other	Total				
			NB+EB	NB+WB	SB+EB	SB+WB	Sub Total	NB	SB	EB	WB	Sub Total	NB to WB	SB to EB	EB to NB	WB to SB	Sub Total	NB						SB	EB	WB	Sub Total
			↗↘	↖↙	↘↙	↗↖	↑↑	↓↓	⇒⇒	⇐⇐	↘↙	↖↙	↗↖	↘↙	↑↑	↓↓	⇒⇒	⇐⇐						↑↑	↓↓	⇒⇒	⇐⇐
1	6/1/2014	5/31/2015					1																		2		
2	6/1/2015	5/31/2016																							0		
3	6/1/2016	5/31/2017																							0		
4	6/1/2017	5/31/2018						1																	1		
5	6/1/2018	5/31/2019																							0		
																							3				

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 3 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 8th Ave E and 10th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

**LEGEND**

- ▶ Fatal
- ▶ Incapacitating Injury
- ▶ Non-Incapacitating Injury
- ▷ Possible Injury
- ◆ Wet surface
- ❄ Snow, Ice, Slush, Frost
- ▲ Crash related to work zone
- ① Unit number

**1. Contributing Factor**

\* = alcohol or drugs involved

**2. Most Harmful Event**

For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	Shortened Narrative	Diagram
316164	PDO 12/03/14 Wednesday Wet (Clear) Daylight 8:30 AM	◆ Rear End	① 17M WEST FARGO ND Passenger Car NB Going Straight Following too Close	② 18F WEST FARGO ND Passenger Car NB Going Straight		
319359	PDO 01/14/15 Wednesday Frost (Cloudy) Dawn 7:40 AM	❄ Sideswipe (Same Dir.)	① 33F WEST FARGO ND Pickup - Van - Utility NB Slowing/Stopping Weather	② 26F DILWORTH MN Pickup - Van - Utility NB Slowing/Stopping		
1034497	PDO 06/01/17 Thursday Dry (Clear) Daylight 7:50 AM	Rear End	① 22M WEST FARGO ND Passenger Car SB Going Straight Following too Close	② 16M WEST FARGO ND Passenger Car SB Going Straight		



Intersection and/or Urban Crash Summary Sheets

Total Crashes: 5 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 10th Ave E and Meyer Blvd  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

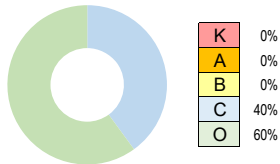
23 USC § 409 Documents  
 NDDOT Reserves All Objections



Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	2
Property Damage Only	O	3

5



Manner of Collision	Breakdown by Severity					
	K	A	B	C	O	
Angle	0	0%	0	0	0	0
Rear End	5	100%	0	0	0	3
Left Turn	0	0%	0	0	0	0
Sideswipe (same dir.)	0	0%	0	0	0	0
Sideswipe (opp dir.)	0	0%	0	0	0	0
Single Vehicle	0	0%	0	0	0	0
Ped/Bike	0	0%	0	0	0	0
Head On	0	0%	0	0	0	0
Backing	0	0%	0	0	0	0
Other	0	0%	0	0	0	0
<b>Total</b>	<b>5</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>3</b>

Surface Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dry	4	80%	0	0	2	2
Wet	0	0%	0	0	0	0
Ice / Snow	1	20%	0	0	0	1
Other	0	0%	0	0	0	0
<b>Total</b>	<b>5</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>

Lighting Conditions	Breakdown by Severity					
	K	A	B	C	O	
Dawn/Dusk	0	0%	0	0	0	0
Daylight	5	100%	0	0	2	3
Dark	0	0%	0	0	0	0
Dark (lighted)	0	0%	0	0	0	0
Unknown	0	0%	0	0	0	0
<b>Total</b>	<b>5</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>2</b>	<b>3</b>

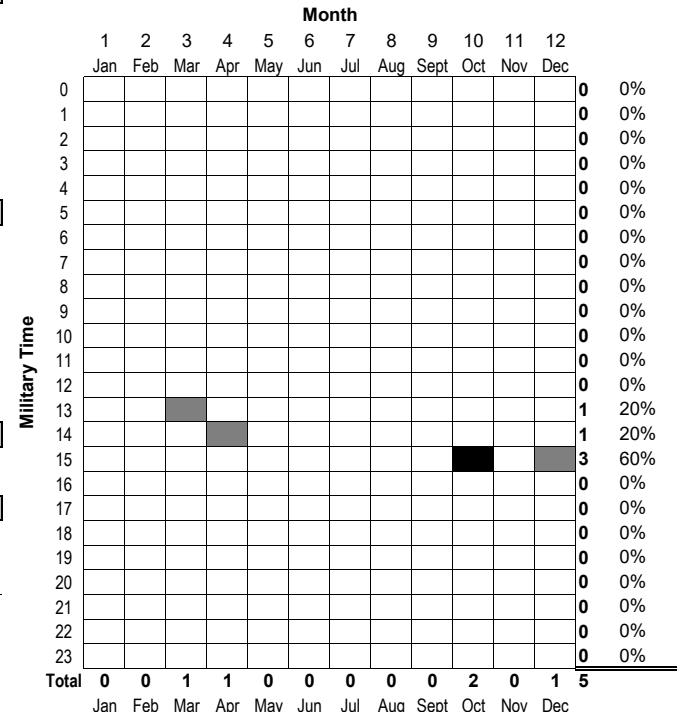
V1 and V2 Configuration*
Passenger Car = 4
PU / Van / Utility = 6
Truck = 0
Bus / Motorhome = 0
Motorcycle + Moped = 0
Ped or Bike = 0

These are only the most popular choices.

V1 and V2 Directions
NB = 0
SB = 10
EB = 0
WB = 0

D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	5	0	5
18-20	1	1	2
21-24	0	0	0
25-34	0	1	1
35-44	1	0	1
45-54	0	0	0
55-64	0	0	0
65-74	1	0	1
75+	0	0	0
<b>Total</b>	<b>8</b>	<b>2</b>	<b>10</b>



Under Construction
Yes = 0 0%

Day of Week	Count	Percentage
Monday	1	20%
Tuesday	0	0%
Wednesday	1	20%
Thursday	1	20%
Friday	2	40%
Saturday	0	0%
Sunday	0	0%
<b>Total</b>	<b>5</b>	

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB						
			↗↘	↖↙	↘↙	↗↖		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↖↗		↑	↓	⇒	⇐						
1	6/1/2014	5/31/2015						1																			1
2	6/1/2015	5/31/2016						2																			2
3	6/1/2016	5/31/2017																									0
4	6/1/2017	5/31/2018						1																			1
5	6/1/2018	5/31/2019						1																			1
<b>Total</b>								<b>5</b>																			<b>5</b>

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 5 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w 10th Ave E and Meyer Blvd  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	②	③	Shortened Narrative	Diagram
325908	PDO 04/29/15 Wednesday Dry (Clear) Daylight 2:57 PM	Rear End	① 17M WEST FARGO ND Pickup - Van - Utility SB Going Straight Following too Close	② 18M FARGO ND Passenger Car SB Going Straight	③ 28M FARGO ND Passenger Car SB Going Straight		
334334	▷ Possible Injury 10/09/15 Friday Dry (Clear) Daylight 3:49 PM	Rear End	① 31F WEST FARGO ND Passenger Car SB Going Straight Following too Close	② 19F WEST FARGO ND Pickup - Van - Utility SB Slowing/Stopping			
335016	PDO 10/26/15 Monday Dry (Clear) Daylight 3:00 PM	Rear End	① 17M ARGUSVILLE ND Passenger Car SB Going Straight Speed	② 16M WEST FARGO ND Passenger Car SB Going Straight			
1045630	PDO 12/15/17 Friday Snow (Clear) Daylight 3:02 PM	❄ Rear End	① 16M WEST FARGO ND Pickup - Van - Utility SB Going Straight	② 16M FARGO ND Pickup - Van - Utility SB Stopped	③ 18M WEST FARGO ND Passenger Car SB Going Straight		
1074479	▷ Possible Injury 03/07/19 Thursday Dry (Clear) Daylight 1:44 PM	Rear End	① 68M FARGO ND Pickup - Van - Utility SB Going Straight	② 39M MOORHEAD MN Pickup - Van - Utility SB Going Straight	③ 25F FARGO ND Passenger Car SB Going Straight		

Total Crashes: 4 (Sorted by Date)  
City: West Fargo  
Location: 9th St E b/w Meyer Blvd and Prairie Pkwy  
Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

Notes: Animal crashes were not included.

Statistics

Crash Severity	Letter Code	No. of Crashes
Fatal	K	0
Incapacitating Injury	A	0
Non-incapacitating Injury	B	0
Possible Injury	C	0
Property Damage Only	O	4

Manner of Collision		%	Breakdown by Severity				
			K	A	B	C	O
Angle	0	0%	0	0	0	0	0
Rear End	3	75%	0	0	0	0	3
Left Turn	0	0%	0	0	0	0	0
Sideswipe (same dir.)	1	25%	0	0	0	0	1
Sideswipe (opp dir.)	0	0%	0	0	0	0	0
Single Vehicle	0	0%	0	0	0	0	0
Ped/Bike	0	0%	0	0	0	0	0
Head On	0	0%	0	0	0	0	0
Backing	0	0%	0	0	0	0	0
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

V1 and V2 Configuration*
Passenger Car = 5
PU / Van / Utility = 3
Truck = 0
Bus / Motorhome = 0
Motorcycle + Moped = 0
Ped or Bike = 0

*These are only the most popular choices.*

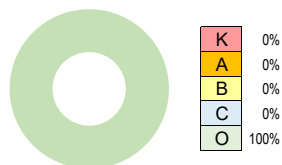
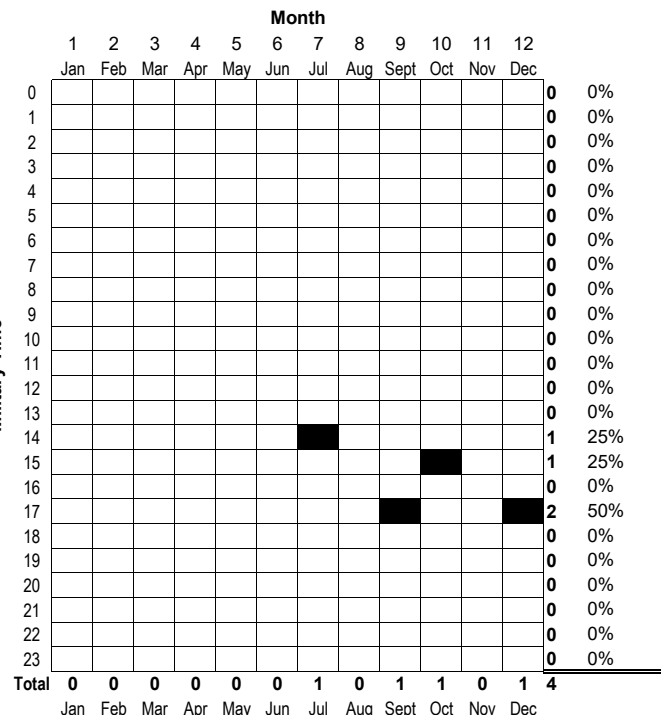
V1 and V2 Directions
NB = 0
SB = 8
EB = 0
WB = 0

D1 and D2 Alcohol / Drugs*
Yes (alcohol or drugs present) = 0

D1 and D2 Age/Sex			
Age	M	F	Total
0-17	1	1	2
18-20	0	0	0
21-24	1	1	2
25-34	0	0	0
35-44	1	0	1
45-54	0	3	3
55-64	0	0	0
65-74	0	0	0
75+	0	0	0
<b>Total</b>	<b>3</b>	<b>5</b>	<b>8</b>

Surface Conditions		%	Breakdown by Severity				
			K	A	B	C	O
Dry	3	75%	0	0	0	0	3
Wet	0	0%	0	0	0	0	0
Ice / Snow	1	25%	0	0	0	0	1
Other	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>

Lighting Conditions		%	Breakdown by Severity				
			K	A	B	C	O
Dawn/Dusk	0	0%	0	0	0	0	0
Daylight	3	75%	0	0	0	0	3
Dark	0	0%	0	0	0	0	0
Dark (lighted)	1	25%	0	0	0	0	1
Unknown	0	0%	0	0	0	0	0
<b>Total</b>	<b>4</b>	<b>100%</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>4</b>



Under Construction
Yes = 0 (0%)

Day of Week
Monday = 1 (25%)
Tuesday = 1 (25%)
Wednesday = 0 (0%)
Thursday = 1 (25%)
Friday = 1 (25%)
Saturday = 0 (0%)
Sunday = 0 (0%)
<b>Total</b> = 4

\*Within the Manner of Collision table, values equal to zero are not shown in order to reduce clutter.

Manner of Collision

Year	Start Date	End Date	Angle				Sub Total	Rear End				Sub Total	Left Turn				Sub Total	Sideswipe Same Dir.				Sub Total	Backing	Ped / Bike	Single Veh.	Head on or Other	Total
			NB+EB	NB+WB	SB+EB	SB+WB		NB	SB	EB	WB		NB to WB	SB to EB	EB to NB	WB to SB		NB	SB	EB	WB						
			↗↘	↖↙	↘↙	↖↗		↑	↓	⇒	⇐		↙↘	↖↗	↗↖	↘↙		↑	↓	⇒	⇐						
1	6/1/2014	5/31/2015																									0
2	6/1/2015	5/31/2016																									2
3	6/1/2016	5/31/2017																									2
4	6/1/2017	5/31/2018																									0
5	6/1/2018	5/31/2019																									0
<b>Total</b>																											<b>4</b>

Intersection and/or Urban Crash Summary Sheets

Total Crashes: 4 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w Meyer Blvd and Prairie Pkwy  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
332881	PDO 09/10/15 Thursday Dry (Clear) Daylight 5:01 PM	Rear End	① 52F FARGO ND Pickup - Van - Utility SB Going Straight Following too Close ② 38M FERGUS FALLS MN Passenger Car SB Slowing/Stopping ③ 31M FARGO ND Passenger Car SB Slowing/Stopping		
334318	PDO 10/09/15 Friday Dry (Clear) Daylight 3:40 PM	Rear End	① 21F EVELETH MN Pickup - Van - Utility SB Going Straight Following too Close ② 17F FARGO ND Passenger Car SB Going Straight		
1014921	PDO 07/25/16 Monday Dry (Clear) Daylight 2:35 PM	Sideswipe (Same Dir.)	① 53F WEST FARGO ND Passenger Car SB Turning Left ② 17M WEST FARGO ND Passenger Car SB Turning Left Fail Keep in Proper Lane		
1022604	PDO 12/06/16 Tuesday Snow (BI Snow) Dark(L) 5:20 PM	❄ Rear End	① 24M FARGO ND Passenger Car SB Slowing/Stopping Following too Close ② 50F WEST FARGO ND Pickup - Van - Utility SB Stopped		



Intersection and/or Urban Crash Summary Sheets

Total Crashes: 9 (Sorted by Date)  
 City: West Fargo  
 Location: 9th St E b/w Prairie Pkwy and 13th Ave E  
 Start - End Date: 6/1/2014 - 5/31/2019 (5 Years)

23 USC § 409 Documents  
 NDDOT Reserves All Objections

- LEGEND**  
 ▶ Fatal  
 ▶ Incapacitating Injury  
 ▶ Non-Incapacitating Injury  
 ▷ Possible Injury  
 ◆ Wet surface  
 ❄ Snow, Ice, Slush, Frost  
 ▲ Crash related to work zone  
 ① Unit number

**1. Contributing Factor**  
 \* = alcohol or drugs involved

**2. Most Harmful Event**  
 For single vehicle crashes, the most harmful event is shown in parentheses in the "Type of Collision" column



Crash No.	Crash Severity Date Day Surface Conditions (Weather) Lighting & Time	Type of Collision	① AGE SEX CITY STATE Unit Configuration Movement (traffic control) Contributing Factor <sup>1</sup> Most Harmful Event <sup>2</sup>	Shortened Narrative	Diagram
321828	PDO 02/16/15 Monday Ice / Snow (Snow) Dark(L) 6:27 AM	❄ Single Veh (Post)	① 26M WEST FARGO ND Pickup - Van - Utility SB Changing Lanes (Oth) Weather		
1010189	PDO 04/07/16 Thursday Wet (Rain) Dark(L) 5:39 AM	◆ Single Veh (Highway Traffic Sign Post)	① 21F FARGO ND Pickup - Van - Utility SB Going Straight Careless/Reckless Driving		
1010988	PDO 04/29/16 Friday Dry (Clear) Dark(L) 12:15 AM	Single Veh (Post)	① 38F FARGO ND Passenger Car SB Going Straight Wrong Way		
1011164	▶ Incapacitating Injury 05/03/16 Tuesday Dry (Clear) Daylight 2:15 PM	Single Veh (Concrete Traffic Barrier)	① 52F HORACE ND Passenger Car EB Going Straight	D1 had been in parking lot on west side of road, experience a medical condition, and passed out. Vehicle headed EB, jumped curb, jumped median, jumped the east curb, and came to rest.	No Diagram
1016256	PDO 08/18/16 Thursday Dry (Clear) Daylight 12:55 PM	Single Veh (Post)	① 32M SOMERSET WI Pickup - Van - Utility SB Going Straight Careless/Reckless Driving		
1020106	PDO 10/25/16 Tuesday Wet (Rain) Dark(L) 6:14 PM	◆ Single Veh (Post)	① 40M WEST FARGO ND Passenger Car NB Going Straight Failed to Yield		
1034176	▷ Possible Injury 05/25/17 Thursday Dry (Cloudy) Daylight 6:07 PM	Single Veh (Utility Post)	① 42F FARGO ND Pickup - Van - Utility SB Turning Right Improper Turn		
1038518	PDO 08/15/17 Tuesday Dry (Clear) Dawn 6:15 AM	Single Veh (Other Fixed Object) ▲	① 26M FARGO ND Truck Tractor WB Turning Right (Stop) Other		
1071364	PDO 02/06/19 Wednesday Snow (Snow) Daylight 3:10 PM	❄ Other	① 42M ELLENDALE ND Pickup - Van - Utility NB Turning Right Weather ② 37F WEST FARGO ND Pickup - Van - Utility WB Going Straight (Stop)	D1 intended to make a NB to EB right turn, slid on snowy road while turning, and slid into V2 (stopped facing WB at stop sign).	



# Signal Warrant Analysis 2019 Volume

Location: 7th Ave NE and 9th St

County: Cass

Ref. Point:

Date: 4/9/2019

Operator:

Population < 10,000

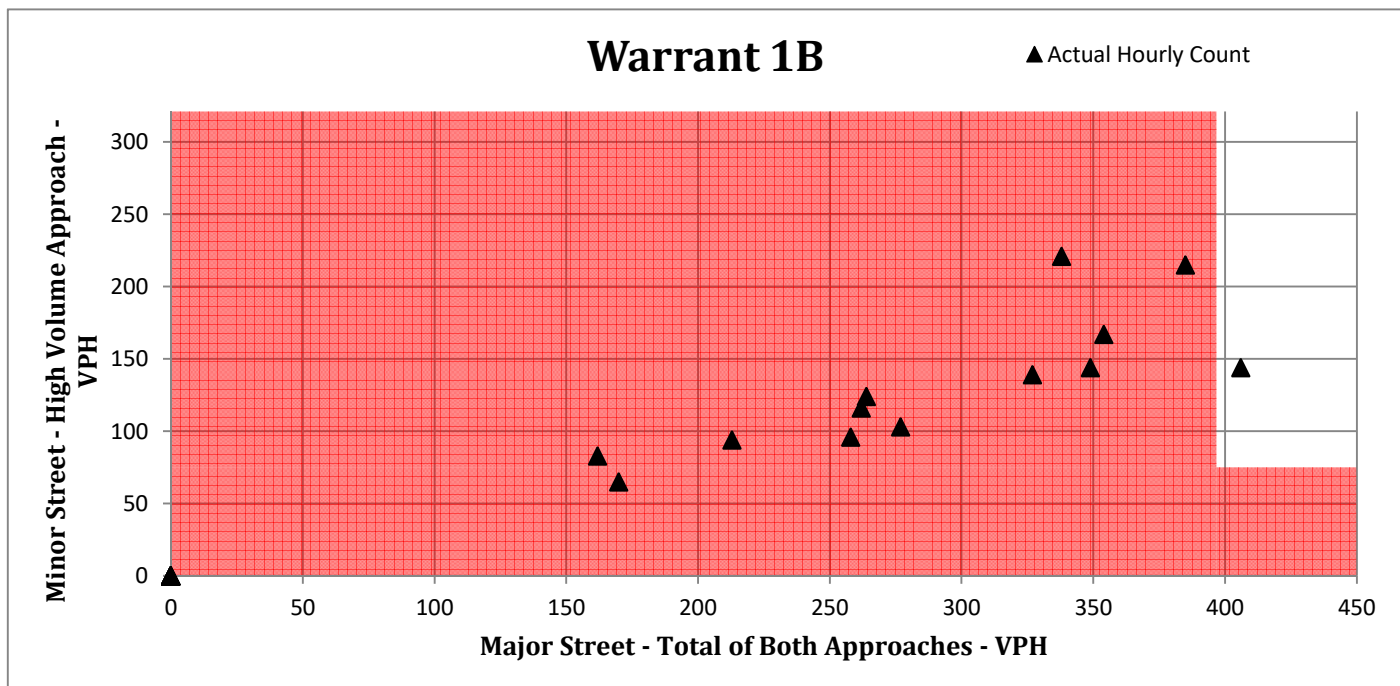
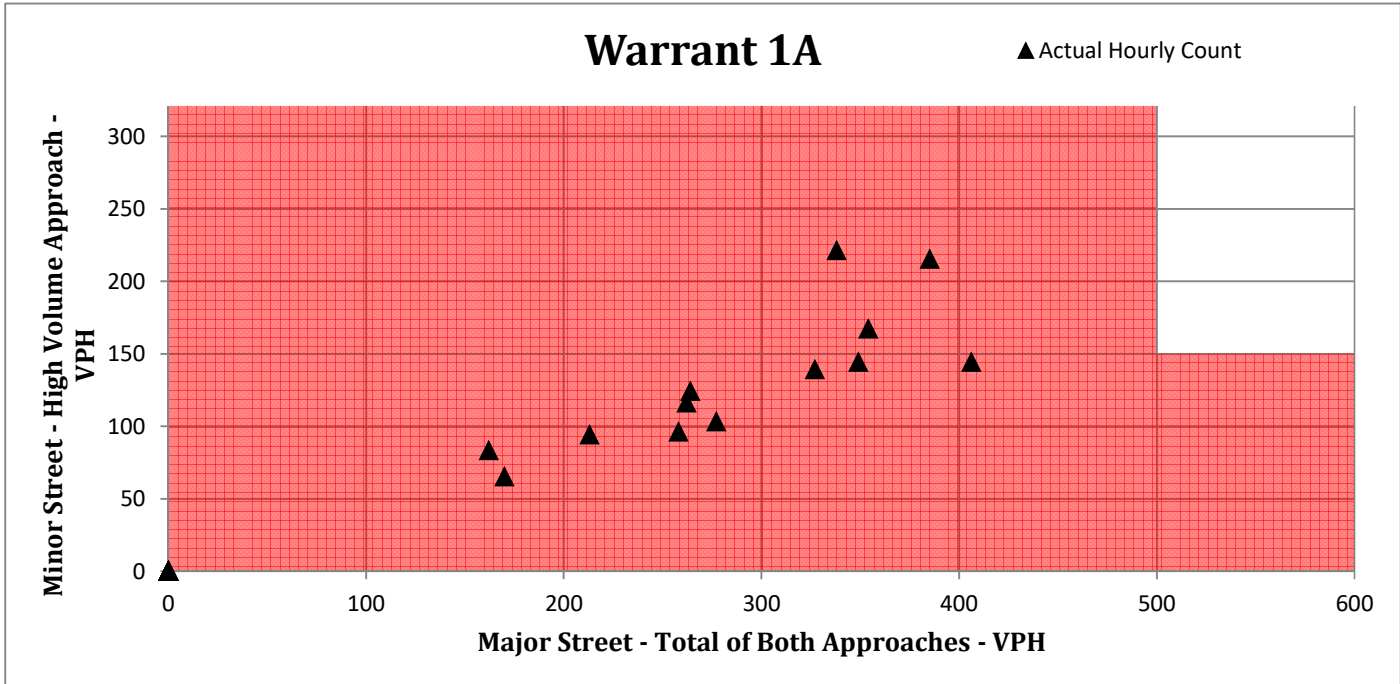
Existing Signal?

Approach	Description	Speed	# Thru	# LT Lanes	# RT Lanes
Major 1	9th St NB, S of 7th Ave NE	35	1	0	0
Major 3	9th St SB, N of 7th Ave NE	35	1	0	0
Minor 2	7th Ave NE EB, W of 9th St	35	1	0	0
Minor 4	7th Ave NE WB, E of 9th St	35	1	0	0

Factor Used	: 100%			Min Volume	% Right Turns		Min Volume		
				500/750	25	12	150/75		
Hour	Major App. 1	Major App. 3	Total App. 1+3	Major Met 1A/1B	Minor App. 2	Minor App. 4	Highest Minor App	Minor Met 1A/1B	Met Same 1A/1B
0:00 - 1:00	0	0	0	-/-	0	0	0	-/-	-/-
1:00 - 2:00	0	0	0	-/-	0	0	0	-/-	-/-
2:00 - 3:00	0	0	0	-/-	0	0	0	-/-	-/-
3:00 - 4:00	0	0	0	-/-	0	0	0	-/-	-/-
4:00 - 5:00	0	0	0	-/-	0	0	0	-/-	-/-
5:00 - 6:00	0	0	0	-/-	0	0	0	-/-	-/-
6:00 - 7:00	266	83	349	-/-	69	164	144	-/Y	-/-
7:00 - 8:00	309	97	406	-/-	113	164	144	-/Y	-/-
8:00 - 9:00	179	79	258	-/-	70	110	96	-/Y	-/-
9:00 - 10:00	92	70	162	-/-	58	95	83	-/Y	-/-
10:00 - 11:00	133	80	213	-/-	77	107	94	-/Y	-/-
11:00 - 12:00	144	118	262	-/-	100	132	116	-/Y	-/-
12:00 - 13:00	199	128	327	-/-	108	158	139	-/Y	-/-
13:00 - 14:00	187	90	277	-/-	64	118	103	-/Y	-/-
14:00 - 15:00	153	111	264	-/-	81	141	124	-/Y	-/-
15:00 - 16:00	179	175	354	-/-	76	190	167	Y/Y	-/-
16:00 - 17:00	168	217	385	-/-	156	245	215	Y/Y	-/-
17:00 - 18:00	164	174	338	-/-	201	252	221	Y/Y	-/-
18:00 - 19:00	98	72	170	-/-	51	74	65	-/-	-/-
19:00 - 20:00	0	0	0	-/-	0	0	0	-/-	-/-
20:00 - 21:00	0	0	0	-/-	0	0	0	-/-	-/-
21:00 - 22:00	0	0	0	-/-	0	0	0	-/-	-/-
22:00 - 23:00	0	0	0	-/-	0	0	0	-/-	-/-
23:00 - 24:00	0	0	0	-/-	0	0	0	-/-	-/-

Warrant	Hours Met	Warrant Satisfied	Notes:
1A	0 of 8 Req.	No	
1B	0 of 8 Req.	No	
2	0 of 4 Req.	No	
3	0 of 1 Req.	No	
7	1 of 8 Req.	No	
1A Combined	1 of 8 Req.	No	
1B Combined	0 of 8 Req.		

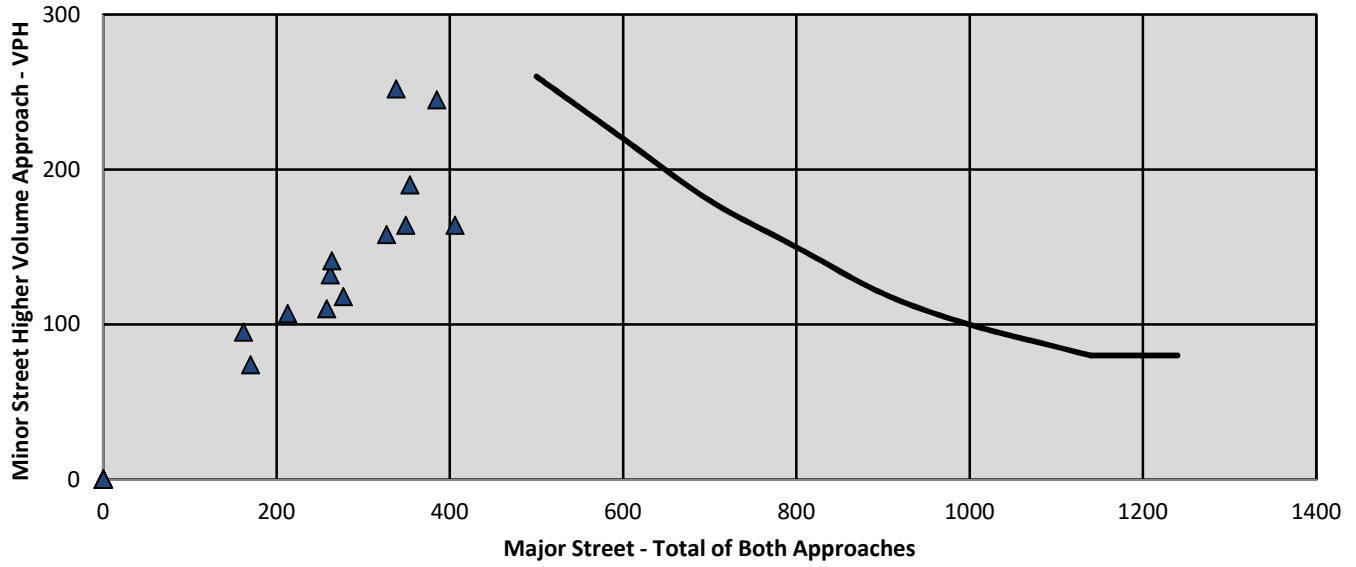
Aggregate data in clear zone (outside of red) meets requirement for specified warrant



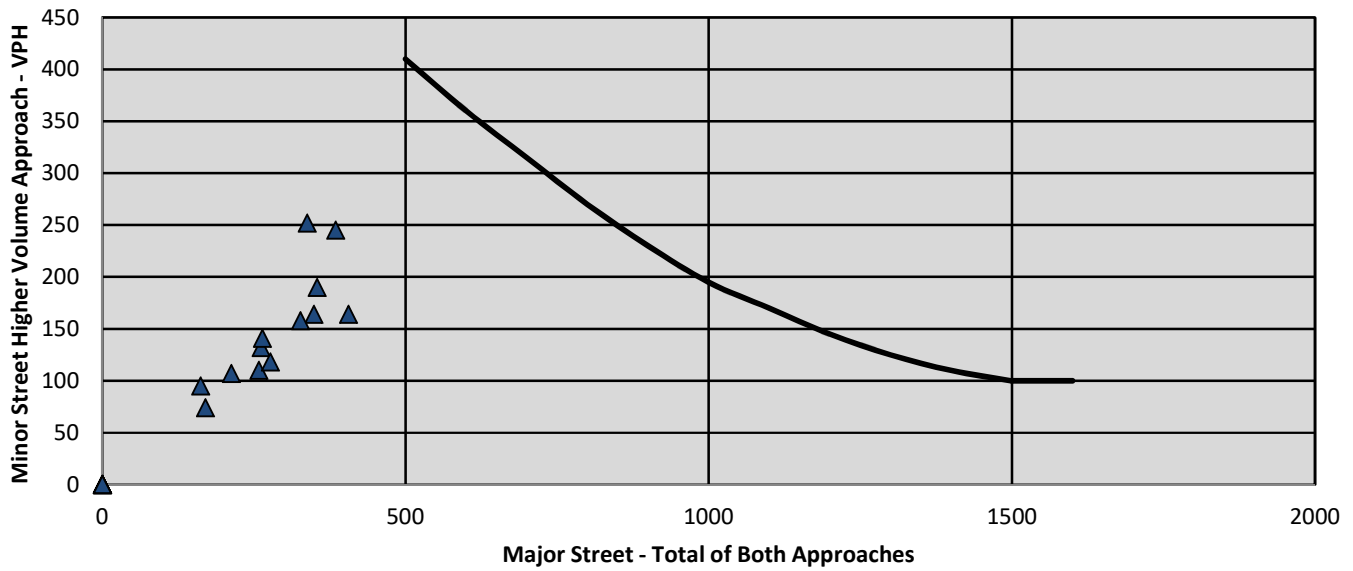


Aggregate data above curve meets specified warrant requirement

### Warrant 2



### Warrant 3





# Signal Warrant Analysis

## 2019 Volume

Location: 4th Ave E and 9th St  
 County: Cass  
 Ref. Point:  
 Date: 4/9/2019  
 Operator:

Approach	Description	Speed	# Thru	# LT Lanes	# RT Lanes
Major 1	9th St NB, S of 4th Ave E	30	1	1	0
Major 3	9th St SB, N of 4th Ave E	30	1	1	0
Minor 2	4th Ave E EB, W of 9th St	25	1	1	0
Minor 4	4th Ave E WB, E of 9th St	25	1	1	0

Population < 10,000

Existing Signal?

60%

80%

Does not meet 80% of Warrant 1. Signal may be considered for removal; check 60%

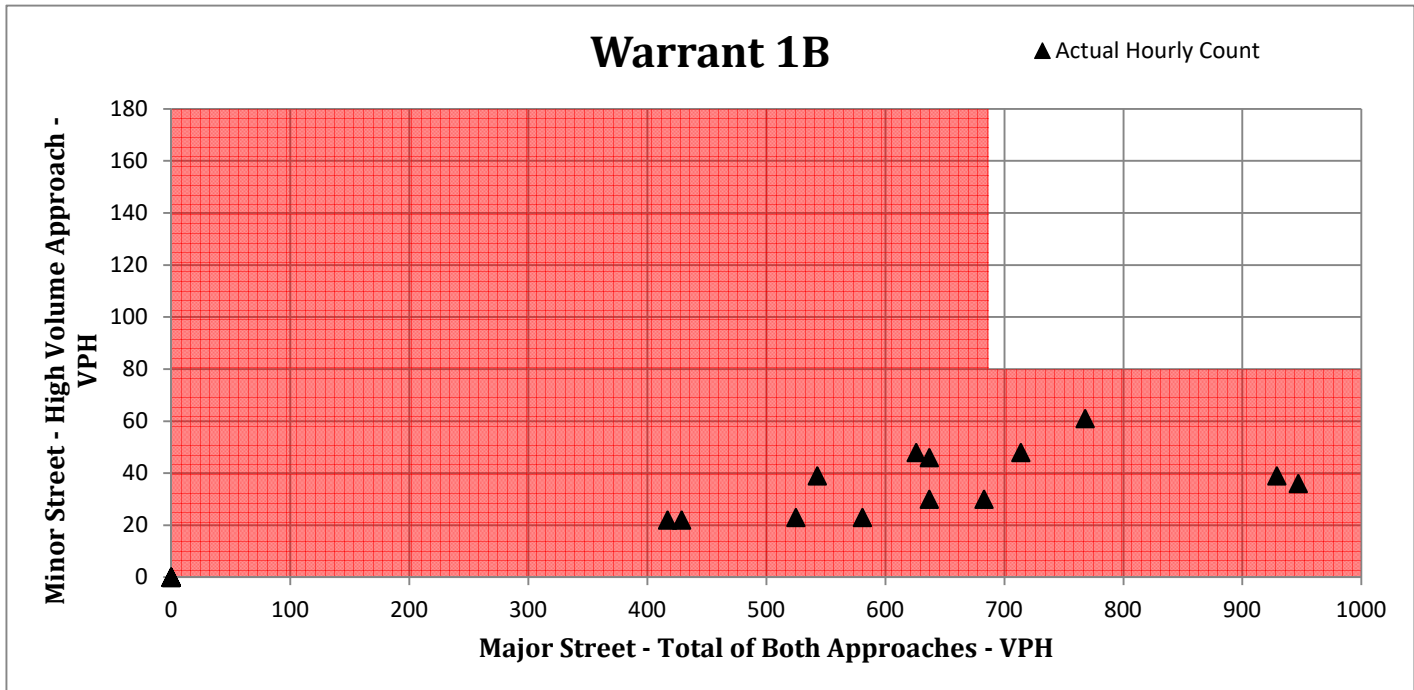
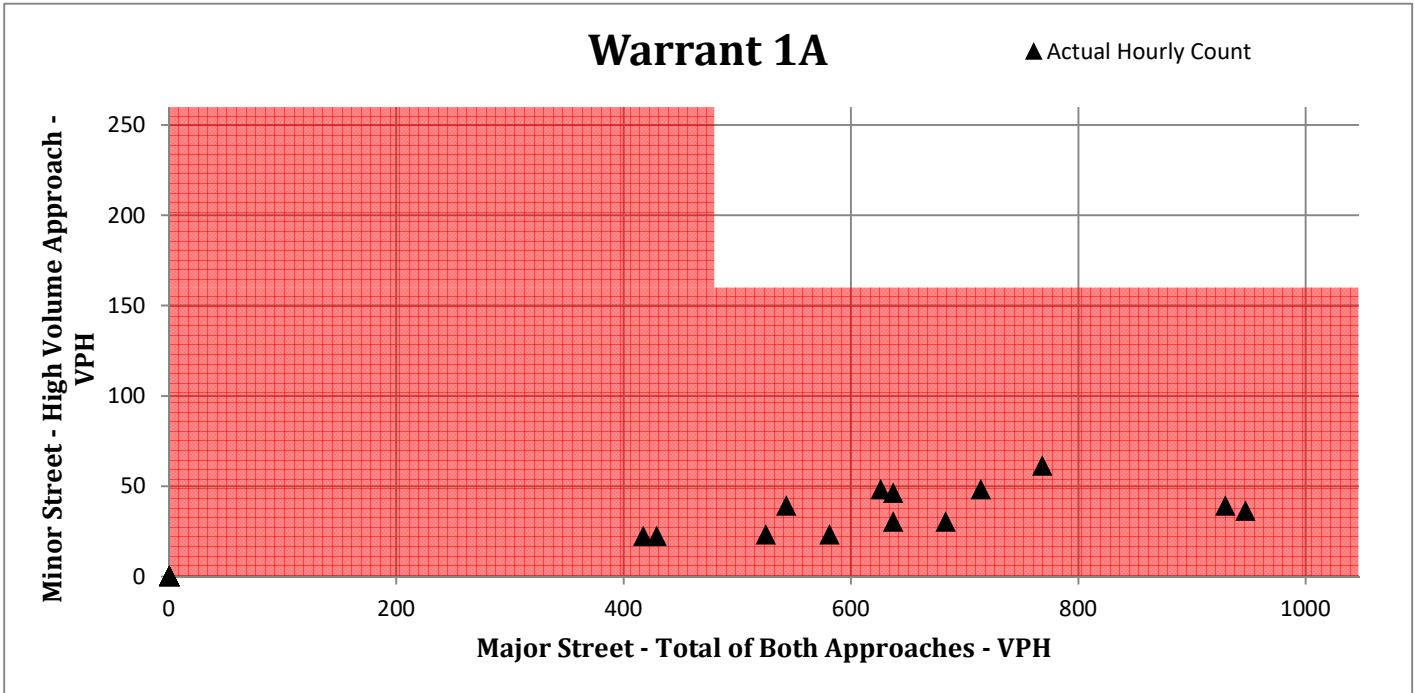
Factor Used : 80%

Min Volume	% Right Turns		Min Volume
480/720	65	28	160/80

Hour	Major App. 1	Major App. 3	Total App. 1+3	Major Met 1A/1B	Minor App. 2	Minor App. 4	Highest Minor App	Minor Met 1A/1B	Met Same 1A/1B
0:00 - 1:00	0	0	0	- / -	0	0	0	- / -	- / -
1:00 - 2:00	0	0	0	- / -	0	0	0	- / -	- / -
2:00 - 3:00	0	0	0	- / -	0	0	0	- / -	- / -
3:00 - 4:00	0	0	0	- / -	0	0	0	- / -	- / -
4:00 - 5:00	0	0	0	- / -	0	0	0	- / -	- / -
5:00 - 6:00	0	0	0	- / -	0	0	0	- / -	- / -
6:00 - 7:00	367	176	543	Y / -	113	20	39	- / -	- / -
7:00 - 8:00	506	262	768	Y / Y	177	57	61	- / -	- / -
8:00 - 9:00	371	255	626	Y / -	138	22	48	- / -	- / -
9:00 - 10:00	233	184	417	- / -	64	11	22	- / -	- / -
10:00 - 11:00	247	182	429	- / -	63	15	22	- / -	- / -
11:00 - 12:00	331	306	637	Y / -	87	13	30	- / -	- / -
12:00 - 13:00	374	309	683	Y / -	87	10	30	- / -	- / -
13:00 - 14:00	341	240	581	Y / -	67	18	23	- / -	- / -
14:00 - 15:00	377	260	637	Y / -	134	22	46	- / -	- / -
15:00 - 16:00	384	330	714	Y / -	139	19	48	- / -	- / -
16:00 - 17:00	416	513	929	Y / Y	113	18	39	- / -	- / -
17:00 - 18:00	404	543	947	Y / Y	104	17	36	- / -	- / -
18:00 - 19:00	282	243	525	Y / -	66	15	23	- / -	- / -
19:00 - 20:00	0	0	0	- / -	0	0	0	- / -	- / -
20:00 - 21:00	0	0	0	- / -	0	0	0	- / -	- / -
21:00 - 22:00	0	0	0	- / -	0	0	0	- / -	- / -
22:00 - 23:00	0	0	0	- / -	0	0	0	- / -	- / -
23:00 - 24:00	0	0	0	- / -	0	0	0	- / -	- / -

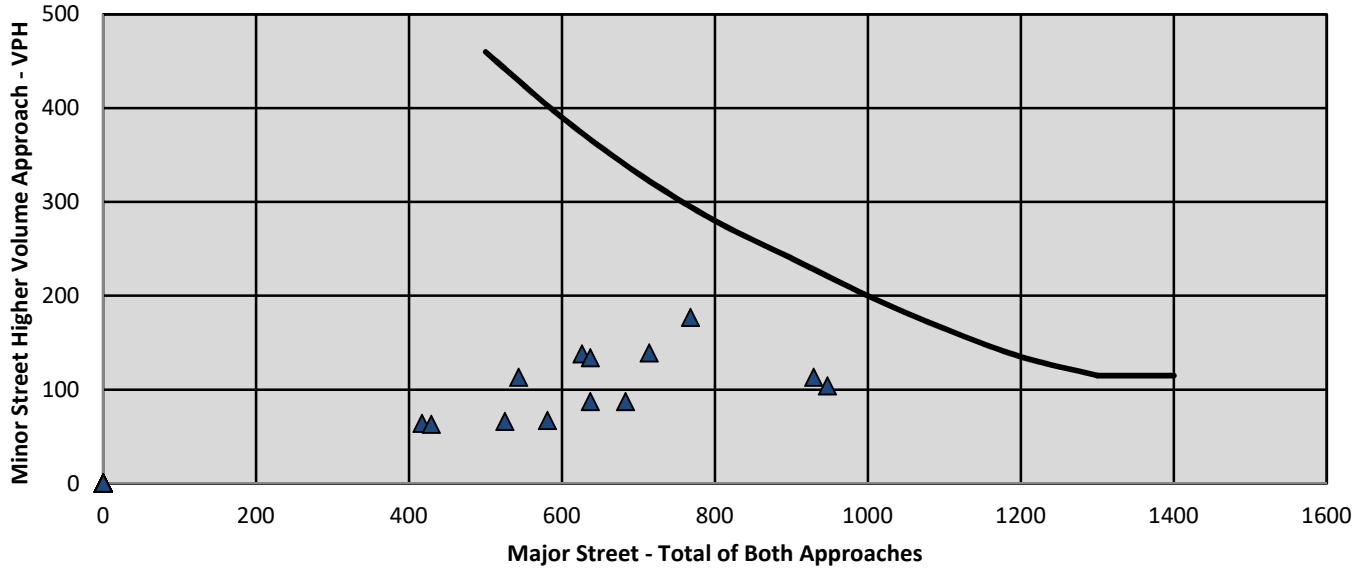
Warrant	Hours Met	Warrant Satisfied	Notes:
1A	0 of 8 Req.	No	
1B	0 of 8 Req.	No	
2	0 of 4 Req.	No	
3	0 of 1 Req.	No	
7	0 of 8 Req.	No	
1A Combined	0 of 8 Req.	No	
1B Combined	0 of 8 Req.		

Aggregate data in clear zone (outside of red) meets requirement for specified warrant

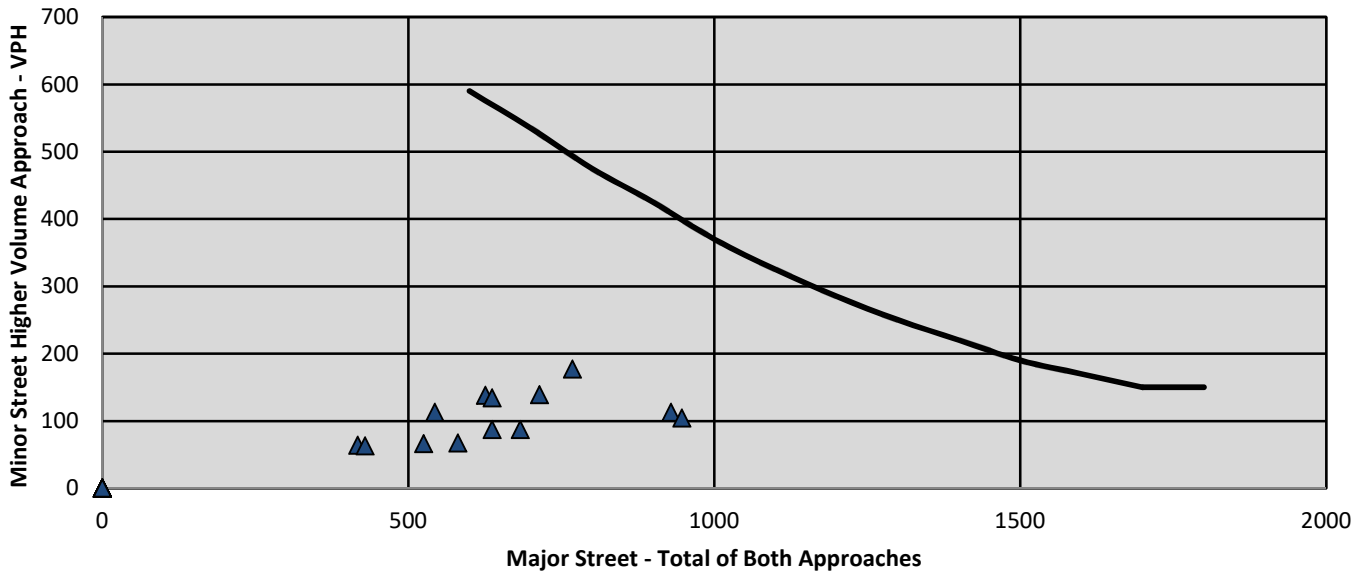


Aggregate data above curve meets specified warrant requirement

### Warrant 2



### Warrant 3





# Signal Warrant Analysis

## 2019 Volume

Location: 7th Ave E and 9th St

County: Cass

Ref. Point:

Date: 4/9/2019

Operator:

Population < 10,000

Existing Signal?

60%

80% Signal meets 80% of Warrant 1.

Factor Used : 80%

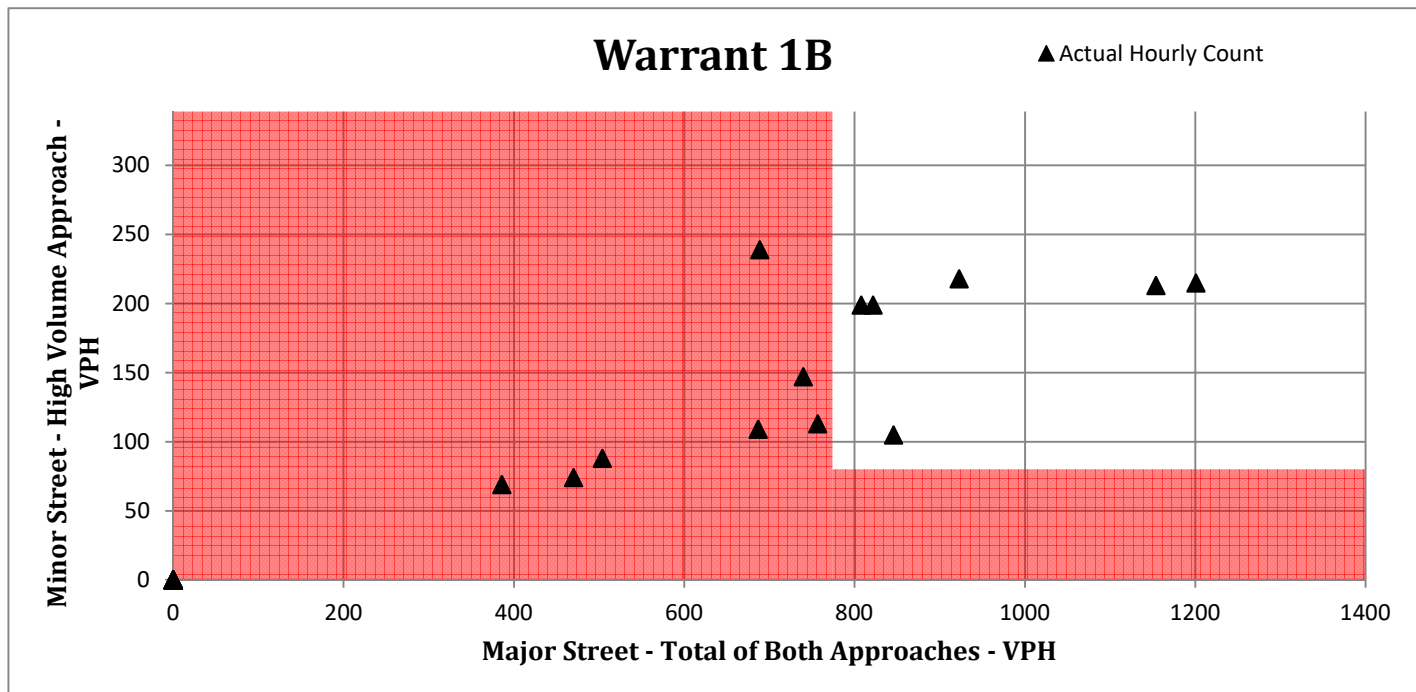
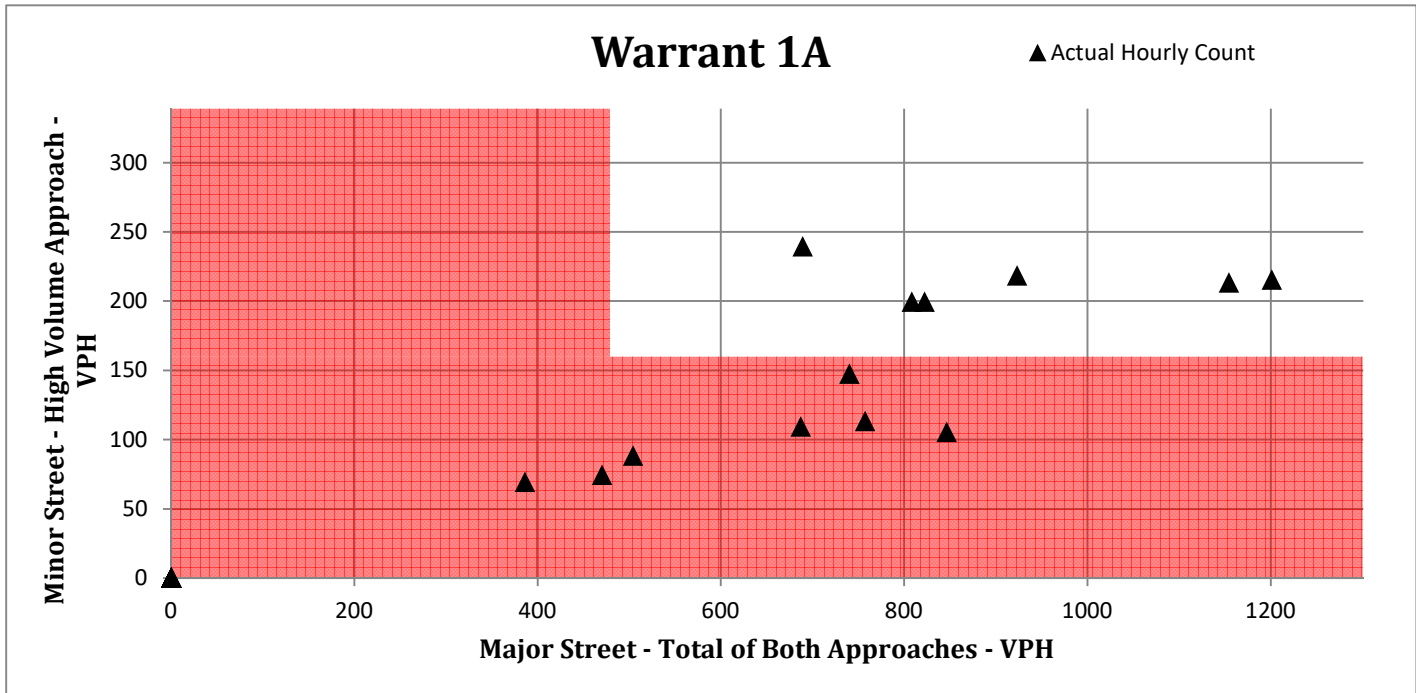
Approach	Description	Speed	# Thru	# LT Lanes	# RT Lanes
Major 1	9th St NB, S of 7th Ave E	30	1	1	0
Major 3	9th St SB, N of 7th Ave E	30	1	1	0
Minor 2	7th Ave E EB, W of 9th St	30	1	1	0
Minor 4	7th Ave E WB, E of 9th St	30	1	1	0

Min Volume	% Right Turns		Min Volume
480/720	36	17	160/80

Hour	Major App. 1	Major App. 3	Total App. 1+3	Major Met 1A/1B	Minor App. 2	Minor App. 4	Highest Minor App	Minor Met 1A/1B	Met Same 1A/1B
0:00 - 1:00	0	0	0	-/-	0	0	0	-/-	-/-
1:00 - 2:00	0	0	0	-/-	0	0	0	-/-	-/-
2:00 - 3:00	0	0	0	-/-	0	0	0	-/-	-/-
3:00 - 4:00	0	0	0	-/-	0	0	0	-/-	-/-
4:00 - 5:00	0	0	0	-/-	0	0	0	-/-	-/-
5:00 - 6:00	0	0	0	-/-	0	0	0	-/-	-/-
6:00 - 7:00	273	113	386	-/-	109	54	69	-/-	-/-
7:00 - 8:00	484	324	808	Y/Y	311	157	199	Y/Y	Y/Y
8:00 - 9:00	421	319	740	Y/Y	231	130	147	-/Y	-/Y
9:00 - 10:00	253	217	470	-/-	81	90	74	-/-	-/-
10:00 - 11:00	286	218	504	Y/-	102	107	88	-/Y	-/-
11:00 - 12:00	404	353	757	Y/Y	109	137	113	-/Y	-/Y
12:00 - 13:00	454	392	846	Y/Y	139	127	105	-/Y	-/Y
13:00 - 14:00	406	281	687	Y/-	129	132	109	-/Y	-/-
14:00 - 15:00	467	355	822	Y/Y	132	240	199	Y/Y	Y/Y
15:00 - 16:00	520	403	923	Y/Y	170	263	218	Y/Y	Y/Y
16:00 - 17:00	598	556	1154	Y/Y	172	257	213	Y/Y	Y/Y
17:00 - 18:00	639	562	1201	Y/Y	196	260	215	Y/Y	Y/Y
18:00 - 19:00	408	281	689	Y/-	185	288	239	Y/Y	Y/-
19:00 - 20:00	0	0	0	-/-	0	0	0	-/-	-/-
20:00 - 21:00	0	0	0	-/-	0	0	0	-/-	-/-
21:00 - 22:00	0	0	0	-/-	0	0	0	-/-	-/-
22:00 - 23:00	0	0	0	-/-	0	0	0	-/-	-/-
23:00 - 24:00	0	0	0	-/-	0	0	0	-/-	-/-

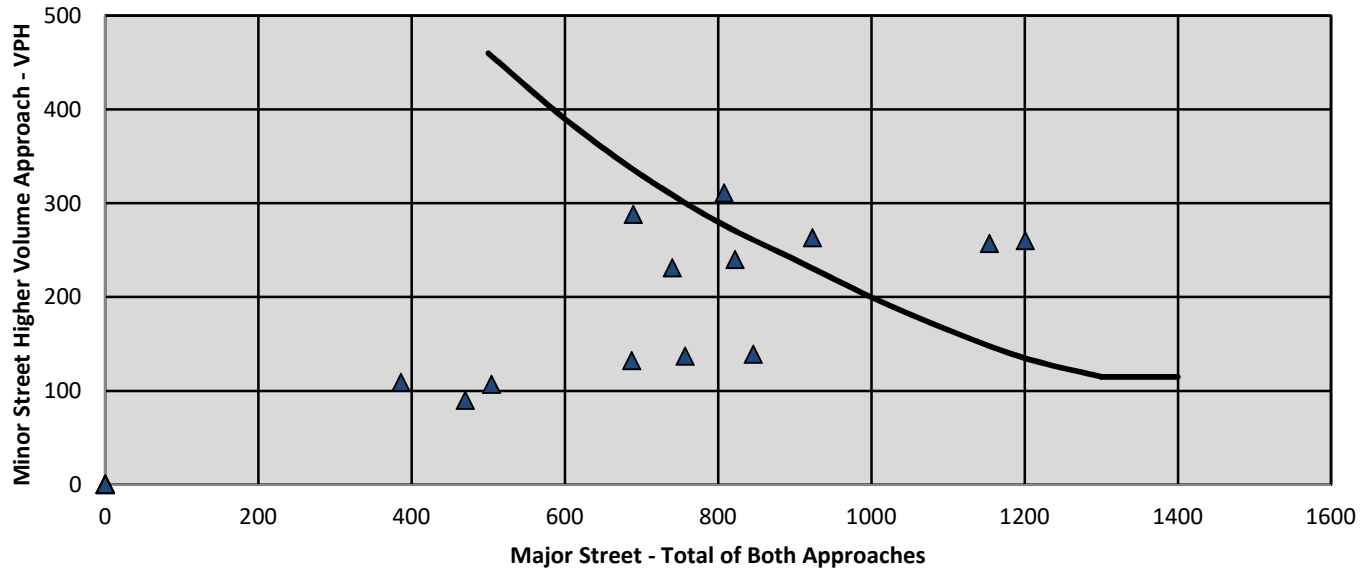
Warrant	Hours Met	Warrant Satisfied	Notes:
1A	6 of 8 Req.	No	
1B	8 of 8 Req.	Yes	
2	4 of 4 Req.	Yes	
3	0 of 1 Req.	No	
7	8 of 8 Req.	Yes	
1A Combined	6 of 8 Req.	No	
1B Combined	8 of 8 Req.		

Aggregate data in clear zone (outside of red) meets requirement for specified warrant

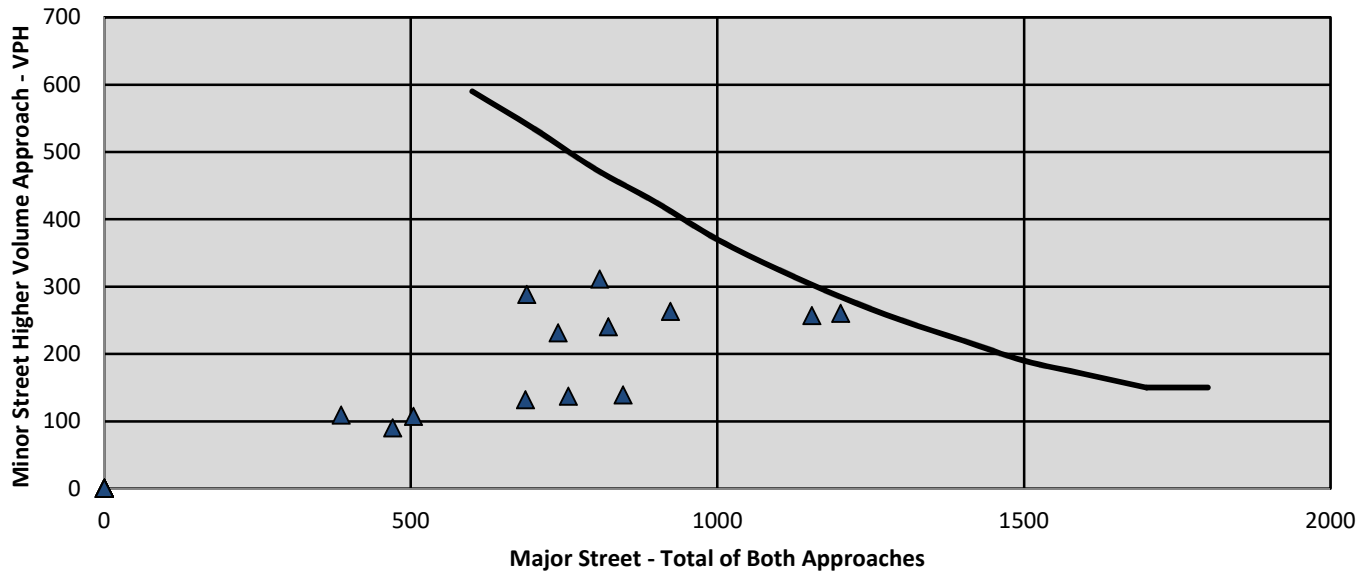


Aggregate data above curve meets specified warrant requirement

### Warrant 2



### Warrant 3





# Signal Warrant Analysis

## 2019 Volume

Location: 10th Ave E and 9th St E

County: Cass

Ref. Point:

Date: 10/25/2019

Operator:

Population < 10,000

Existing Signal?

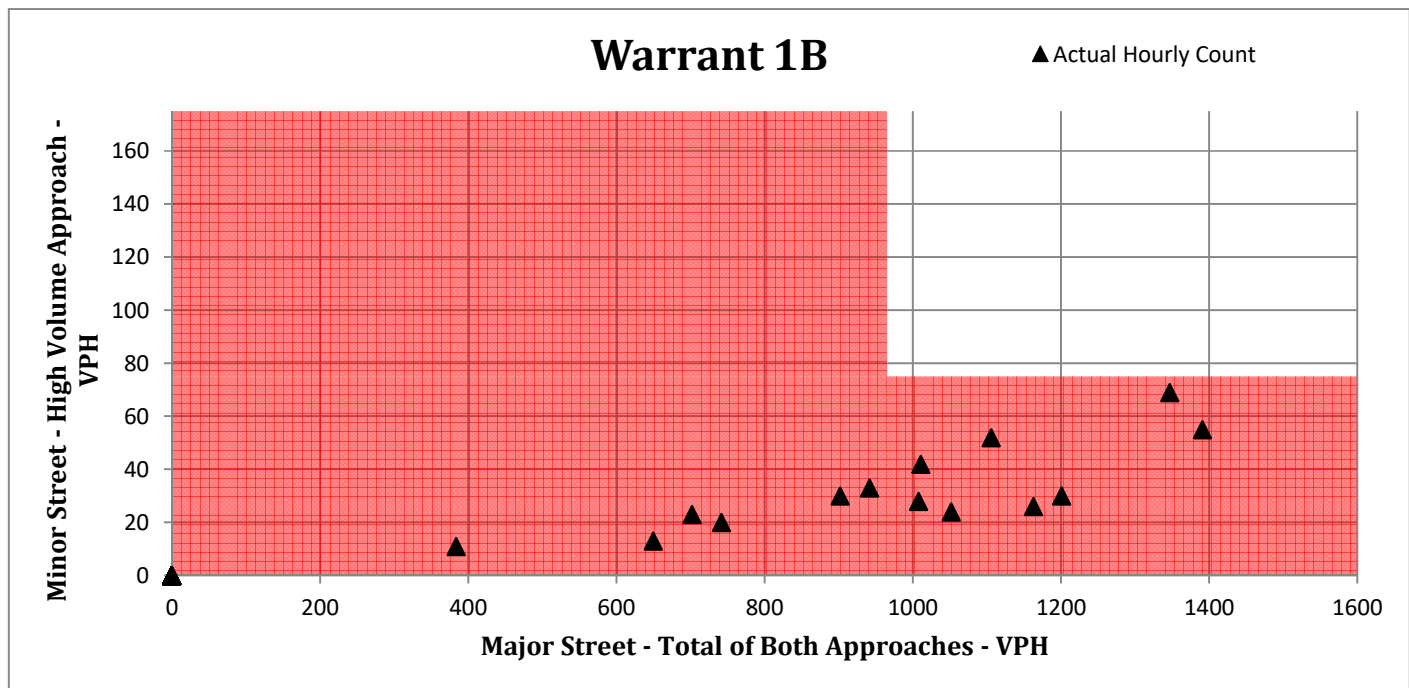
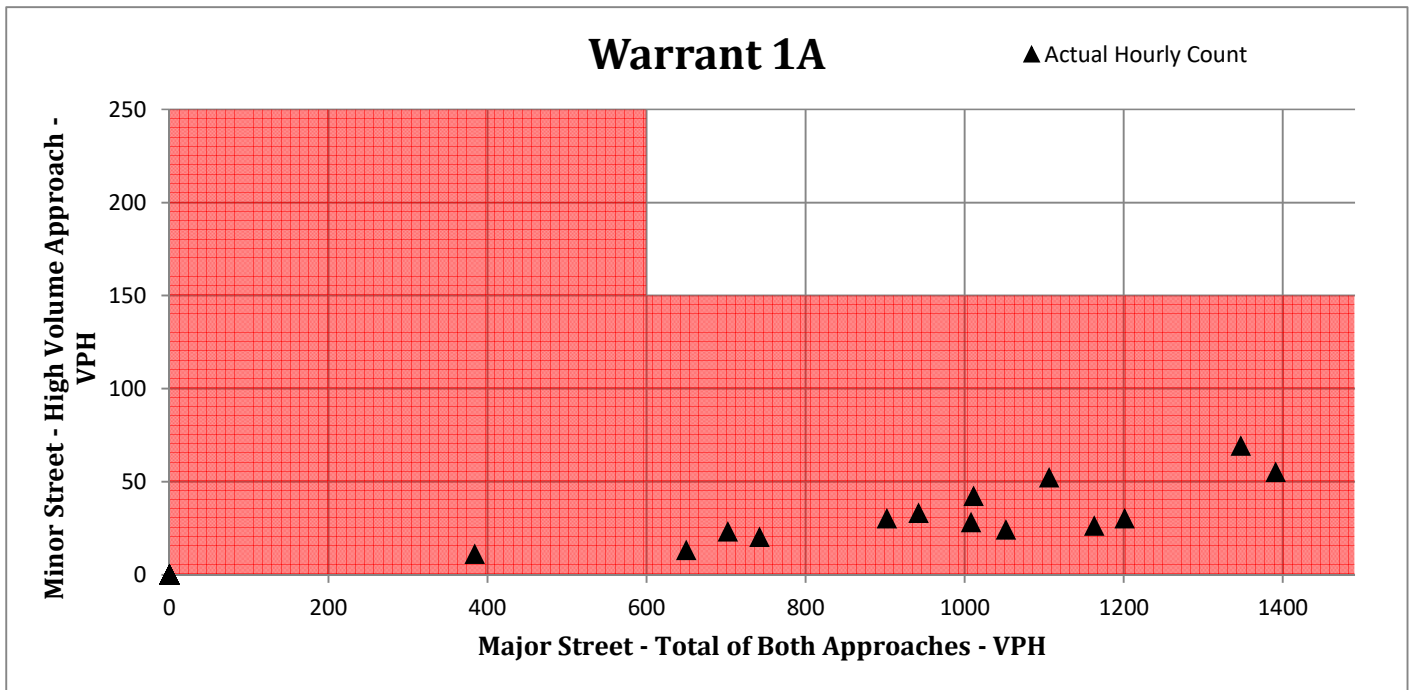
Approach	Description	Speed	# Thru	# LT Lanes	# RT Lanes
Major 1	9th St NB, S of 10th Ave E	30	2	1	0
Major 3	9th St SB, N of 10th Ave E	30	1	1	0
Minor 2	10th Ave E EB, W of 9th St	30	1	0	0
Minor 4	10th Ave E WB, E of 9th St	25	1	0	0

Factor Used	: 100%			Min Volume	% Right Turns		Min Volume		
	Major App. 1	Major App. 3	Total App. 1+3	600/900	74	21	150/75		
Hour	Major App. 1	Major App. 3	Total App. 1+3	Major Met 1A/1B	Minor App. 2	Minor App. 4	Highest Minor App	Minor Met 1A/1B	Met Same 1A/1B
0:00 - 1:00	0	0	0	- / -	0	0	0	- / -	- / -
1:00 - 2:00	0	0	0	- / -	0	0	0	- / -	- / -
2:00 - 3:00	0	0	0	- / -	0	0	0	- / -	- / -
3:00 - 4:00	0	0	0	- / -	0	0	0	- / -	- / -
4:00 - 5:00	0	0	0	- / -	0	0	0	- / -	- / -
5:00 - 6:00	0	0	0	- / -	0	0	0	- / -	- / -
6:00 - 7:00	247	137	384	- / -	30	14	11	- / -	- / -
7:00 - 8:00	790	373	1163	Y / Y	79	33	26	- / -	- / -
8:00 - 9:00	582	426	1008	Y / Y	62	36	28	- / -	- / -
9:00 - 10:00	381	321	702	Y / -	30	30	23	- / -	- / -
10:00 - 11:00	402	340	742	Y / -	38	26	20	- / -	- / -
11:00 - 12:00	458	444	902	Y / Y	43	38	30	- / -	- / -
12:00 - 13:00	566	486	1052	Y / Y	33	31	24	- / -	- / -
13:00 - 14:00	552	390	942	Y / Y	51	42	33	- / -	- / -
14:00 - 15:00	561	545	1106	Y / Y	59	67	52	- / -	- / -
15:00 - 16:00	721	626	1347	Y / Y	57	88	69	- / -	- / -
16:00 - 17:00	704	687	1391	Y / Y	62	70	55	- / -	- / -
17:00 - 18:00	683	518	1201	Y / Y	54	39	30	- / -	- / -
18:00 - 19:00	560	451	1011	Y / Y	56	54	42	- / -	- / -
19:00 - 20:00	363	287	650	Y / -	42	17	13	- / -	- / -
20:00 - 21:00	0	0	0	- / -	0	0	0	- / -	- / -
21:00 - 22:00	0	0	0	- / -	0	0	0	- / -	- / -
22:00 - 23:00	0	0	0	- / -	0	0	0	- / -	- / -
23:00 - 24:00	0	0	0	- / -	0	0	0	- / -	- / -

Warrant	Hours Met	Warrant Satisfied	Notes:
1A	0 of 8 Req.	No	
1B	0 of 8 Req.	No	
2	1 of 4 Req.	No	
3	0 of 1 Req.	No	
7	1 of 8 Req.	No	
1A Combined	0 of 8 Req.	No	
1B Combined	1 of 8 Req.		

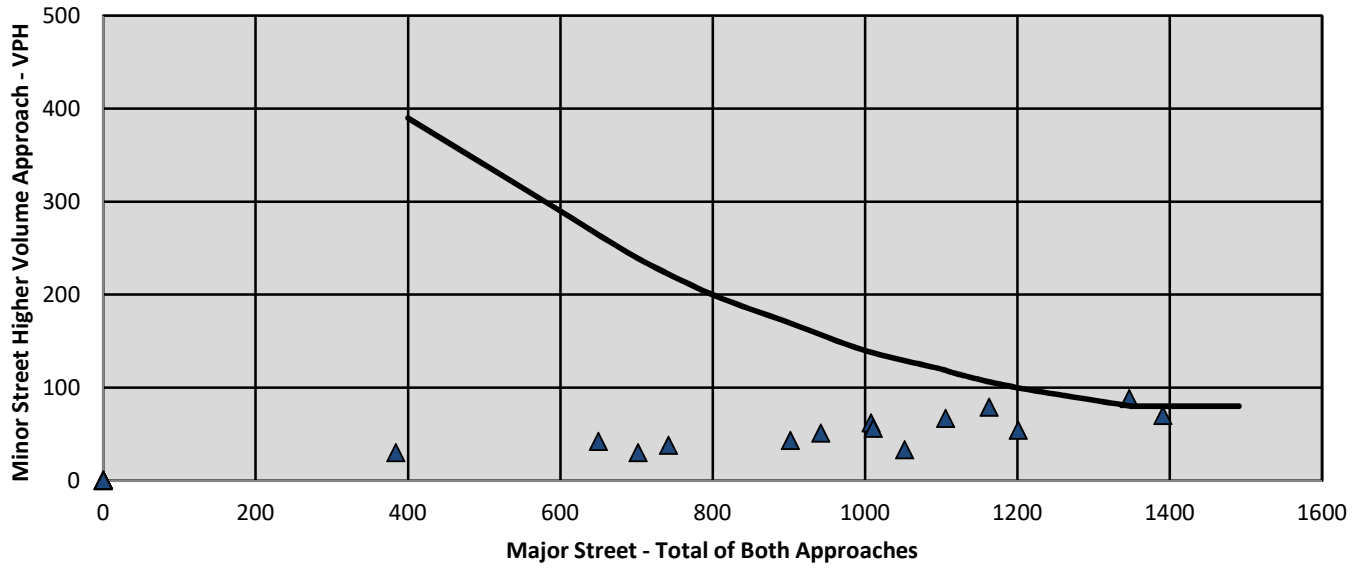


Aggregate data in clear zone (outside of red) meets requirement for specified warrant

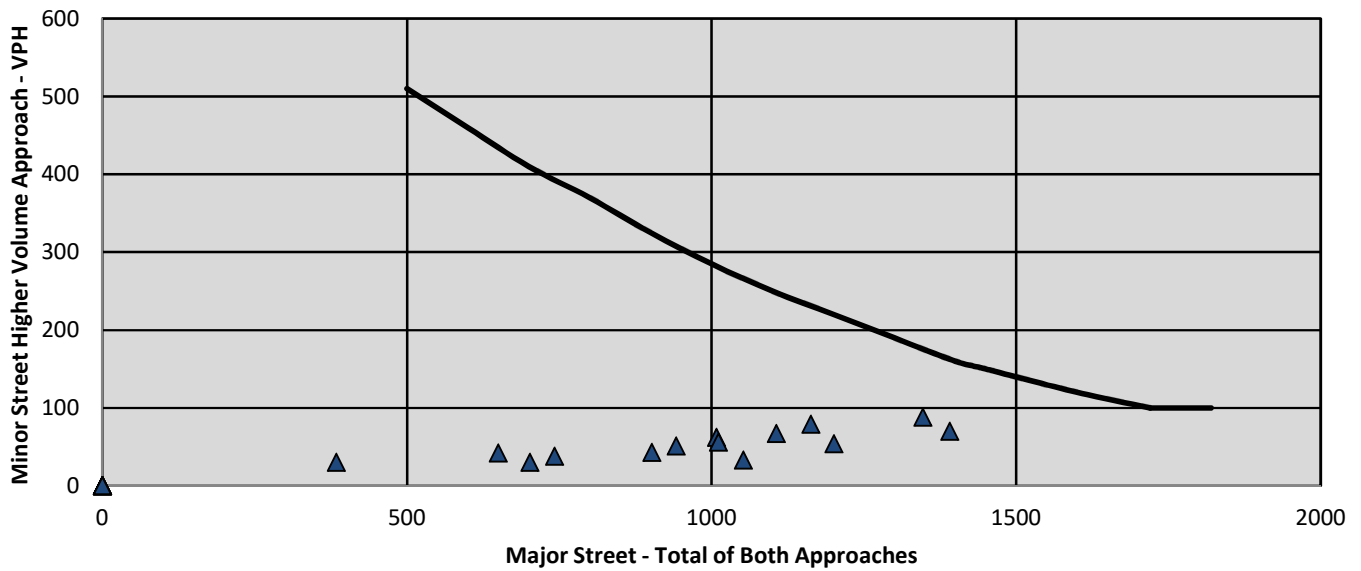


Aggregate data above curve meets specified warrant requirement

### Warrant 2



### Warrant 3





# Signal Warrant Analysis

## 2045 Volume

Location: 10th Ave E and 9th St E

County: Cass

Ref. Point:

Date: data from 10/25/19

Operator:

Population < 10,000

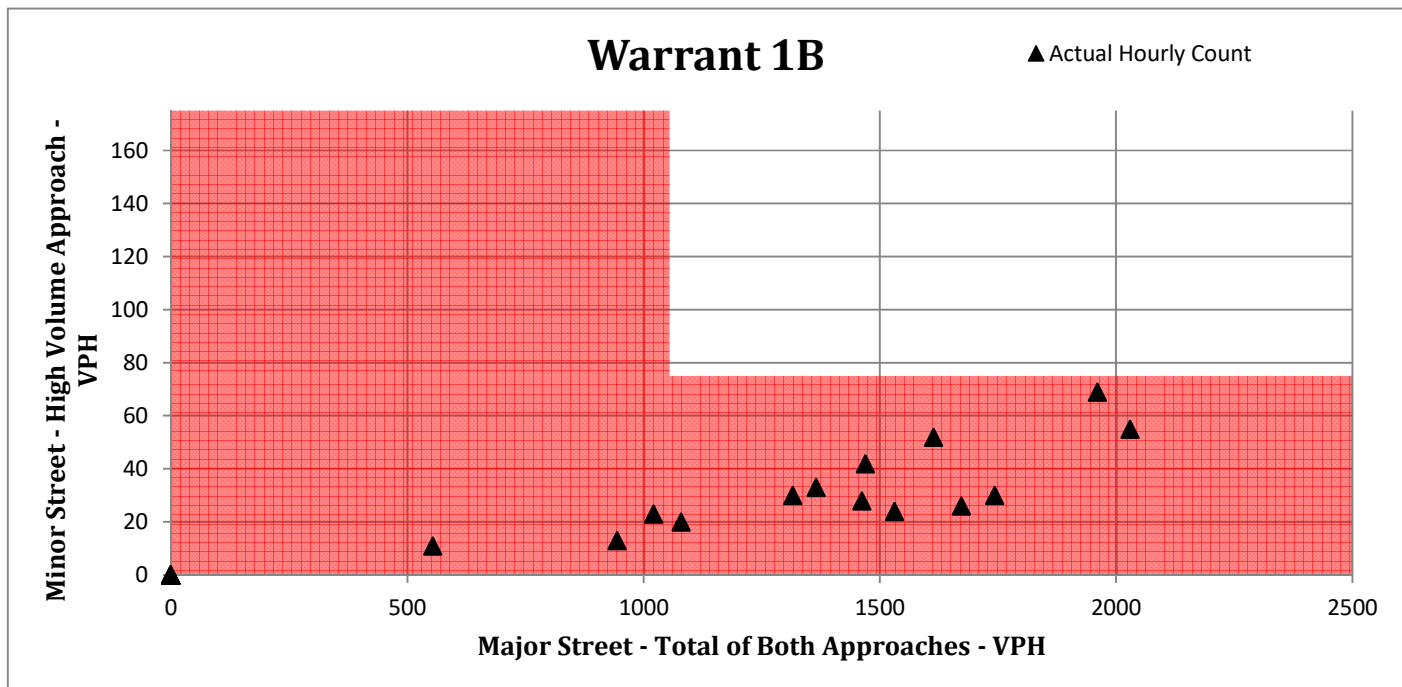
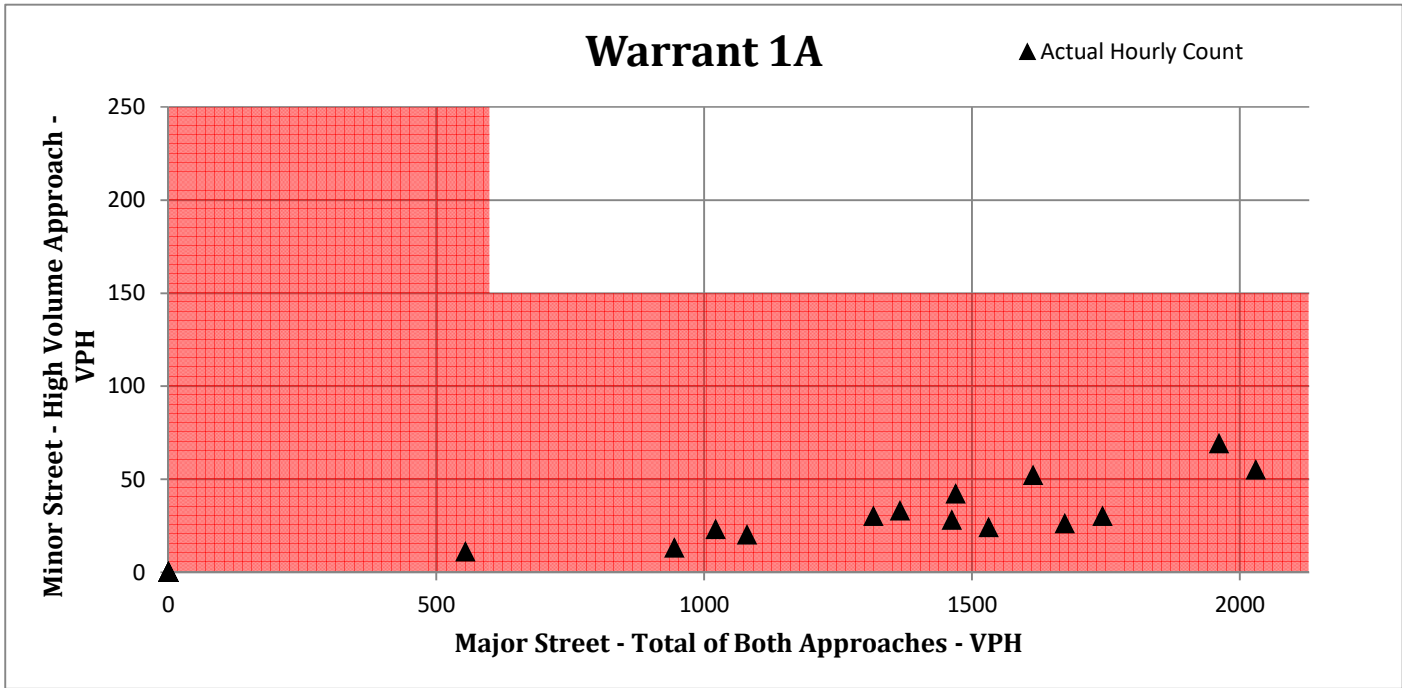
Existing Signal?

Approach	Description	Speed	# Thru	# LT Lanes	# RT Lanes
Major 1	9th St NB, S of 10th Ave E	30	2	1	0
Major 3	9th St SB, N of 10th Ave E	30	1	1	0
Minor 2	10th Ave E EB, W of 9th St	30	1	0	0
Minor 4	10th Ave E WB, E of 9th St	25	1	0	0

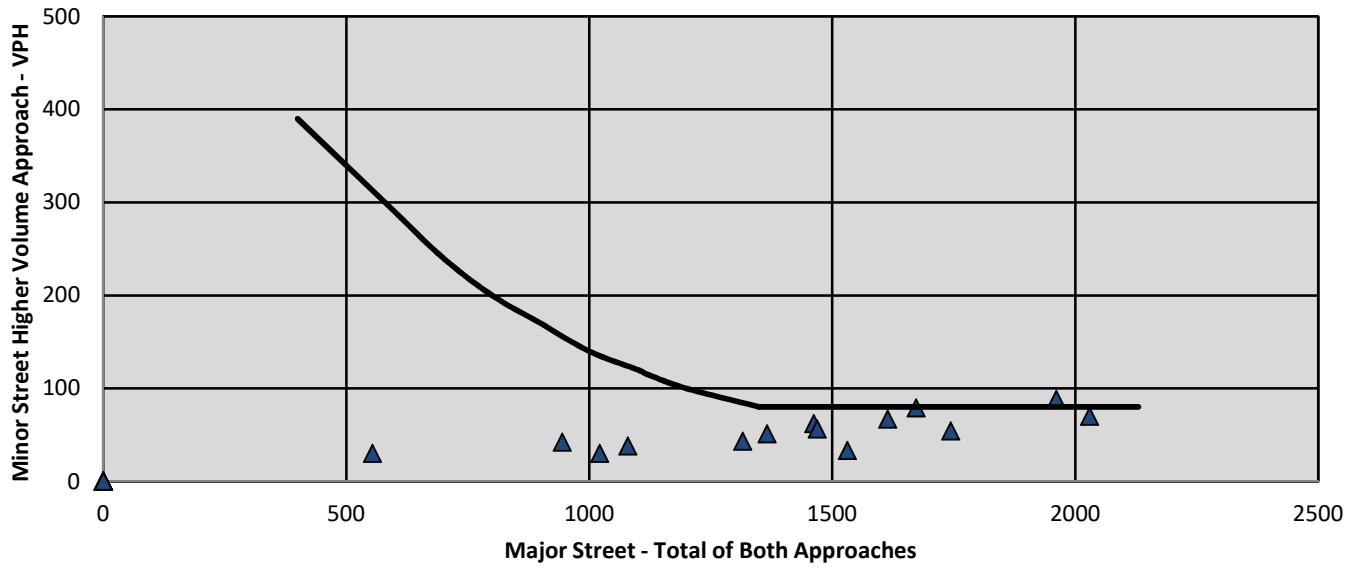
Factor Used	: 100%			Min Volume	% Right Turns		Min Volume		
				600/900	74	21	150/75		
Hour	Major App. 1	Major App. 3	Total App. 1+3	Major Met 1A/1B	Minor App. 2	Minor App. 4	Highest Minor App	Minor Met 1A/1B	Met Same 1A/1B
0:00 - 1:00	0	0	0	- / -	0	0	0	- / -	- / -
1:00 - 2:00	0	0	0	- / -	0	0	0	- / -	- / -
2:00 - 3:00	0	0	0	- / -	0	0	0	- / -	- / -
3:00 - 4:00	0	0	0	- / -	0	0	0	- / -	- / -
4:00 - 5:00	0	0	0	- / -	0	0	0	- / -	- / -
5:00 - 6:00	0	0	0	- / -	0	0	0	- / -	- / -
6:00 - 7:00	346	208	554	- / -	30	14	11	- / -	- / -
7:00 - 8:00	1106	567	1673	Y / Y	79	33	26	- / -	- / -
8:00 - 9:00	815	648	1462	Y / Y	62	36	28	- / -	- / -
9:00 - 10:00	533	488	1021	Y / Y	30	30	23	- / -	- / -
10:00 - 11:00	563	517	1080	Y / Y	38	26	20	- / -	- / -
11:00 - 12:00	641	675	1316	Y / Y	43	38	30	- / -	- / -
12:00 - 13:00	792	739	1531	Y / Y	33	31	24	- / -	- / -
13:00 - 14:00	773	593	1366	Y / Y	51	42	33	- / -	- / -
14:00 - 15:00	785	828	1614	Y / Y	59	67	52	- / -	- / -
15:00 - 16:00	1009	952	1961	Y / Y	57	88	69	- / -	- / -
16:00 - 17:00	986	1044	2030	Y / Y	62	70	55	- / -	- / -
17:00 - 18:00	956	787	1744	Y / Y	54	39	30	- / -	- / -
18:00 - 19:00	784	686	1470	Y / Y	56	54	42	- / -	- / -
19:00 - 20:00	508	436	944	Y / Y	42	17	13	- / -	- / -
20:00 - 21:00	0	0	0	- / -	0	0	0	- / -	- / -
21:00 - 22:00	0	0	0	- / -	0	0	0	- / -	- / -
22:00 - 23:00	0	0	0	- / -	0	0	0	- / -	- / -
23:00 - 24:00	0	0	0	- / -	0	0	0	- / -	- / -

Warrant	Hours Met	Warrant Satisfied	Notes:
1A	0 of 8 Req.	No	
1B	0 of 8 Req.	No	
2	1 of 4 Req.	No	
3	0 of 1 Req.	No	
7	1 of 8 Req.	No	
1A Combined	0 of 8 Req.	No	
1B Combined	1 of 8 Req.		

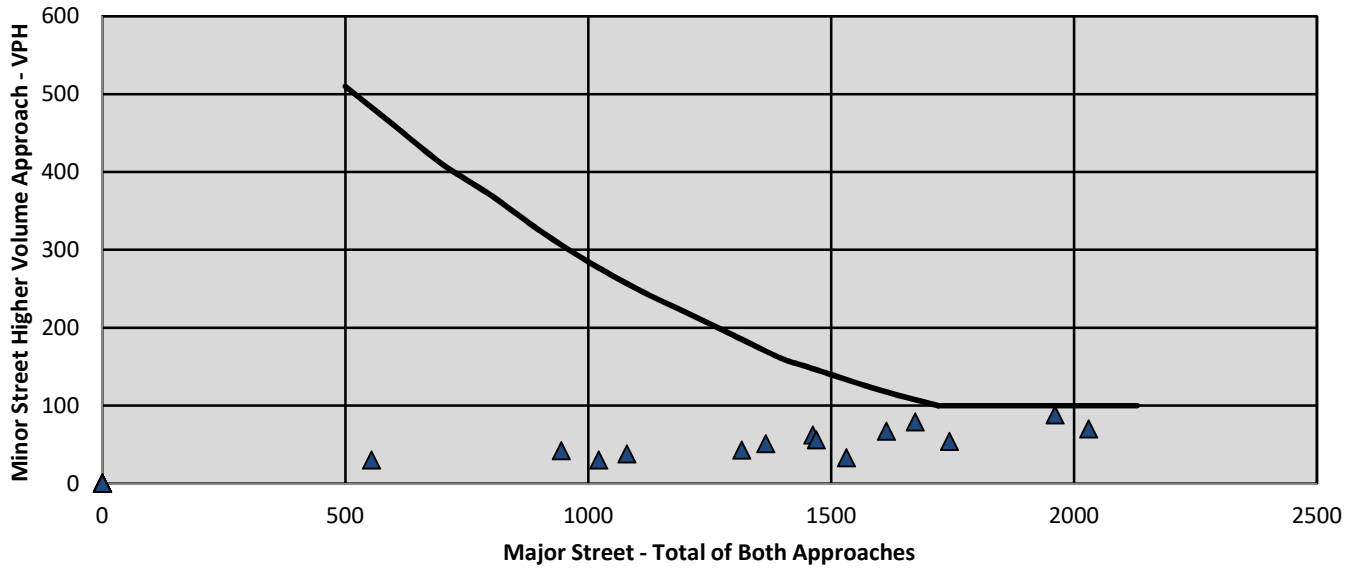
Aggregate data in clear zone (outside of red) meets requirement for specified warrant



### Warrant 2



### Warrant 3



Appendix E  
Alternative Development Preliminary Cost Estimate

Note: Quantities and costs are preliminary estimates and are subject to change.  
 All costs are 2020 dollars.

## Segment 1

SEGMENT 1: 1A RECONSTRUCT EXISTING*		
1	REMOVALS	\$ 310,803.00
2	STORM SEWER	\$ 913,546.00
3	SANITARY SEWER	\$ 181,256.00
4	WATERMAIN	\$ 277,346.00
5	EARTHWORK	\$ 14,269.00
6	PAVEMENT & BASE	\$ 885,935.00
7	CURB & GUTTER	\$ 64,820.00
8	FLATWORK	\$ 172,837.80
9	SIGNALS & LIGHTING	\$ 10,373.00
10	SIGNING & STRIPING	\$ 52,665.00
	TOTAL COST	\$ 2,884,000.00
	Contingency	\$ 577,000.00
	TOTAL COST	\$ 3,461,000.00

\*Cost does not include reconstruction of improvements completed in 2018

SEGMENT 1: ADD MEDIANS		
1	PAVEMENT & BASE	\$ -90,657.00
2	CURB & GUTTER	\$ 64,488.00
3	FLATWORK	\$ 68,797.00
4	SIGNING & STRIPING	\$ -9,428.00
	TOTAL COST	\$ 34,000.00
	Contingency	\$ 7,000.00
	TOTAL COST	\$ 41,000.00

SEGMENT 1: 1B MEDIAN @ PRAIRIE PKWY		
1	PAVEMENT & BASE	\$ -6,678.00
2	CURB & GUTTER	\$ 11,592.00
3	FLATWORK	\$ -267.00
4	SIGNALS & LIGHTING	\$ -
5	SIGNING & STRIPING	\$ 2,996.00
	TOTAL COST	\$ 8,000.00
	Contingency	\$ 1,500.00
	TOTAL COST	\$ 9,500.00

SEGMENT 1: 1C MEDIAN PRAIRIE PKWAY – 10 <sup>TH</sup>		
1	PAVEMENT & BASE	\$ -31,878.00
2	CURB & GUTTER	\$ 23,136.00
3	FLATWORK	\$ 25,543.00
4	SIGNALS & LIGHTING	\$ -
5	SIGNING & STRIPING	\$ -5,552.00
	TOTAL COST	\$ 12,000.00
	Contingency	\$ 2,500.00
	TOTAL COST	\$ 14,500.00

SEGMENT 1: 1D1 SIGNAL @ 10 <sup>TH</sup> AVE		
1	SIGNALS & LIGHTING	\$ 250,000.00
	TOTAL COST	\$ 250,000.00
	Contingency	\$ 50,000.00
	TOTAL COST	\$ 300,000.00



### SEGMENT 1: 1D2 RRFB @ 10<sup>TH</sup> AVE

1	SIGNALS & LIGHTING	\$ 15,000.00
2	SIGNING & STRIPING	\$ 2,000.00
	TOTAL COST	\$ 17,000.00
	Contingency	\$ 3,500.00
	TOTAL COST	\$ 21,500.00

### SEGMENT 1: 1E MEDIAN 10<sup>TH</sup> – 7<sup>TH</sup>

1	PAVEMENT & BASE	\$ -52,101.00
2	CURB & GUTTER	\$ 29,760.00
3	FLATWORK	\$ 43,521.00
4	SIGNING & STRIPING	\$ -8,919.00
	TOTAL COST	\$ 13,000.00
	Contingency	\$ 2,500.00
	TOTAL COST	\$ 15,500.00

### SEGMENT 1: 1F RRFB @ 8<sup>TH</sup>

1	SIGNALS & LIGHTING	\$ 15,000.00
2	SIGNING & STRIPING	\$ 2,000.00
	TOTAL COST	\$ 17,000.00
	Contingency	\$ 3,500.00
	TOTAL COST	\$ 21,500.00

## Segment 2

SEGMENT 2: 2A: RECONSTRUCT 3-LANE		
1	REMOVALS	\$ 281,664.00
2	STORM SEWER	\$ 1,456,697.00
3	SANITARY SEWER	\$ 93,689.00
4	WATERMAIN	\$ 284,265.00
5	EARTHWORK	\$ 18,775.00
6	PAVEMENT & BASE	\$ 844,580.00
7	CURB & GUTTER	\$ 159,005.00
8	FLATWORK	\$ 274,273.00
9	SIGNALS & LIGHTING	\$ 15,088.00
10	SIGNING & STRIPING	\$ 65,360.00
	TOTAL COST	\$ 3,494,000.00
	Contingency	\$ 699,000.00
	TOTAL COST	\$ 4,193,000.00

SEGMENT 2: ADD ALL MEDIANS		
1	PAVEMENT & BASE	\$ -74,018.00
2	CURB & GUTTER	\$ 65,547.00
3	FLATWORK	\$ 50,909.00
4	SIGNING & STRIPING	\$ 2,145.67
	TOTAL COST	\$ 45,000.00
	Contingency	\$ 9,000.00
	TOTAL COST	\$ 54,000.00

SEGMENT 2: 2B MEDIAN @ SOMMERSET DR		
1	PAVEMENT & BASE	\$ -15,125.00
2	CURB & GUTTER	\$ 20,837.00
3	FLATWORK	\$ 21,263.00
4	SIGNING & STRIPING	\$ 284.00
	TOTAL COST	\$ 28,000.00
	Contingency	\$ 5,500.00
	TOTAL COST	\$ 33,500.00

SEGMENT 2: 2C MEDIAN SOMMERSET – 4 <sup>TH</sup>		
1	PAVEMENT & BASE	\$ -33,919.00
2	CURB & GUTTER	\$ 13,418.00
3	FLATWORK	\$ 6,479.00
4	SIGNING & STRIPING	\$ -3,028.00
	TOTAL COST	\$ -18,000.00
	Contingency	\$ 4,000.00
	TOTAL COST	\$ -14,000.00

SEGMENT 2: 2D MEDIAN @ 3 <sup>RD</sup>		
1	PAVEMENT & BASE	\$ -24,637.00
2	CURB & GUTTER	\$ 15,014.00
3	FLATWORK	\$ 11,059.00
4	SIGNING & STRIPING	\$ -3,868.00
	TOTAL COST	\$ -3,000.00
	Contingency	\$ 5,300.00
	TOTAL COST	\$ 2,300.00

SEGMENT 2: 2E MEDIAN @ 2 <sup>ND</sup>		
1	PAVEMENT & BASE	\$ -23,321.00
2	CURB & GUTTER	\$ 16,593.00
3	FLATWORK	\$ 13,031.00
4	SIGNING & STRIPING	\$ -3,464.00
	TOTAL COST	\$ 3,000.00
	Contingency	\$ 500.00
	TOTAL COST	\$ 3,500.00

SEGMENT 2: 2F		
1	STORM SEWER	\$ 52,526.00
2	EARTHWORK	\$ 3,004.00
3	PAVEMENT & BASE	\$ 85,791.00
4	CURB & GUTTER	\$ 23,380.00
5	FLATWORK	\$ 7,956.00
6	SIGNING & STRIPING	\$ 1,946.67
	TOTAL COST	\$ 175,000.00
	Contingency	\$ 35,000.00
	TOTAL COST	\$ 210,000.00

### Segment 3

SEGMENT 3: 3A 3-LANE		
1	REMOVALS	\$ 194,237.00
2	STORM SEWER	\$ 1,440,314.00
3	SANITARY SEWER	\$ 1,187,315.00
4	WATERMAIN	\$ 517,485.00
5	EARTHWORK	\$ 202,123.00
6	PAVEMENT & BASE	\$ 1,936,239.00
7	CURB & GUTTER	\$ 376,650.00
8	FLATWORK	\$ 570,264.00
9	SIGNALS & LIGHTING	\$ 18,860.00
10	SIGNING & STRIPING	\$ 113,766.00
	TOTAL COST	\$ 6,558,000.00
	Contingency	\$ 1,312,000.00
	TOTAL COST	\$ 7,870,000.00

SEGMENT 3 : 3D ROUNDABOUT		
1	STORM SEWER	\$ 133,520.00
4	EARTHWORK	\$ 33,077.00
5	PAVEMENT & BASE	\$ 163,226.00
6	CURB & GUTTER	\$ 92,489.00
7	FLATWORK	\$ 101,007.00
8	SIGNALS & LIGHTING	\$ 2,829.00
9	SIGNING & STRIPING	\$ -9,722.00
	TOTAL COST	\$ 517,000.00
	Contingency	\$ 104,000.00
	TOTAL COST	\$ 621,000.00

### SEGMENT 3 : 3E ACCESS MANAGEMENT

1	STORM SEWER	\$ -14,834.00
7	FLATWORK	\$ 1,950.00
	TOTAL COST	\$ -13,000.00
	20% Contingency	\$ 100.00
	TOTAL COST	\$ -12,000.00