



## EXISTING CONDITIONS INVENTORY AND ANALYSIS

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TO: Scott McClure | City of Turner

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SUBJECT: Turner Transportation System Plan Update  
Memorandum #2: Existing Conditions Inventory and Analysis

Project #23066-000

### INTRODUCTION

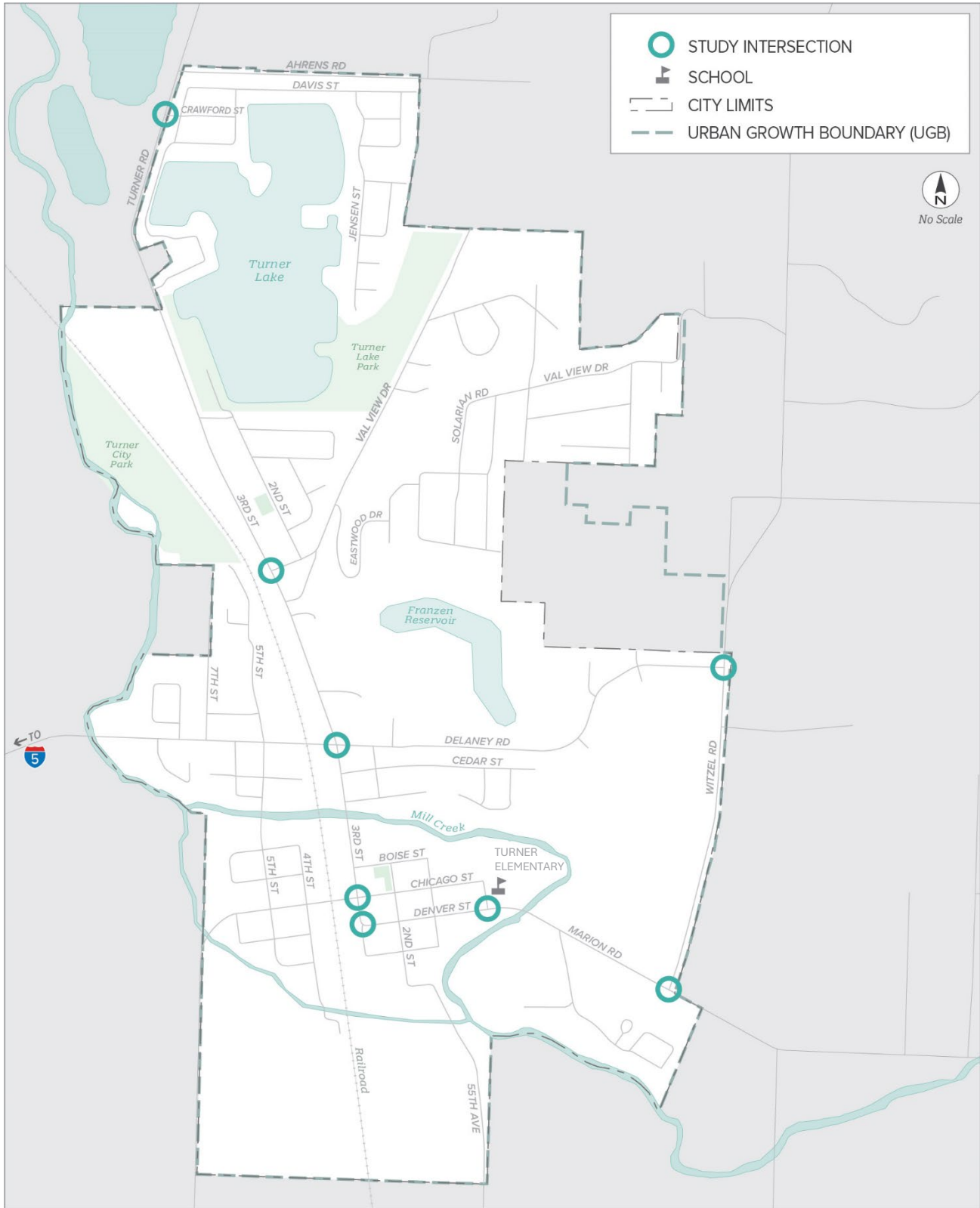
This memorandum provides a summary of the existing transportation conditions for the City of Turner with a focus on the following topics:

- Transportation context
- Transportation system inventory and analysis, including roadway, freight, public transit, pedestrian and bicycle, rail, and pipeline
- Safety performance and crash history
- Vehicular intersection operations

### STUDY INTERSECTIONS

Eight study intersections were identified by the Oregon Department of Transportation (ODOT) and the City of Turner for specific operational evaluation and safety analyses. Figure 1 provides an overview of the City and shows the location of the following study intersections.

- Turner Road/Crawford Street
- 3rd Street/Val View Drive
- 3rd Street/Delaney Road
- 3rd Street/Chicago Street
- 3rd Street/Denver Street
- School Avenue/Denver Street
- Witzel Road/Delaney Road
- Witzel Road/Marion Road



**FIGURE 1: STUDY AREA**

## TRANSPORTATION CONTEXT

The City of Turner is located in Oregon's Willamette Valley, approximately 5 miles southeast of Salem and within Marion County and the Mid-Willamette Valley Salem-Keizer Area Transportation Study (SKATS) MPO boundary. A map of the study area can be seen in Figure 1.

3rd Street, which becomes Turner Road north of the City limits, runs north-south through the City and serves as the primary commercial corridor to Turner, with most of the City's businesses located along this street. East of the City, Mill Creek Road, which branches off from Marion Road, leads to OR 22, which is 7 miles east of Turner. Delaney Road is to the west and leads to Interstate-5, which is approximately 3 miles west of Turner.

Union Pacific Railroad (UP) passes through Turner. This line is the primary north-south line for railroad freight traffic and Amtrak's Cascades and Coast Starlight passenger service. The Amtrak services do not currently stop in Turner. The only school that is located within the Turner City limits is Turner Elementary, as shown in Figure 1.

## POPULATION AND DEMOGRAPHICS

According to the Portland State University Population Research Center, the 2022 population estimate for the City of Turner was 2,944. Since 2010, Turner has grown by 59% for an average of approximately 5% per year. The estimated population for Turner by 2045 is 3,649.<sup>1</sup>

Population demographics, including age, income, and disability, often influence travel choices. Older and younger residents, as well as those with lower incomes and disabilities, tend to drive less and walk or bike more. In 2021, approximately 4% of Turner's population was below the poverty line. Approximately 21% of the population was under the age of 18, while almost 20% was over the age of 65. Turner's aging (65+) population percentage was higher than the state average. Additionally, approximately 10% of the population had a disability in 2021.<sup>2</sup>

In 2019, Turner's top employment sector was health care and social assistance (14.1%). Other notable sectors include public administration (10.7%), manufacturing (9.9%), and construction (9.5%).

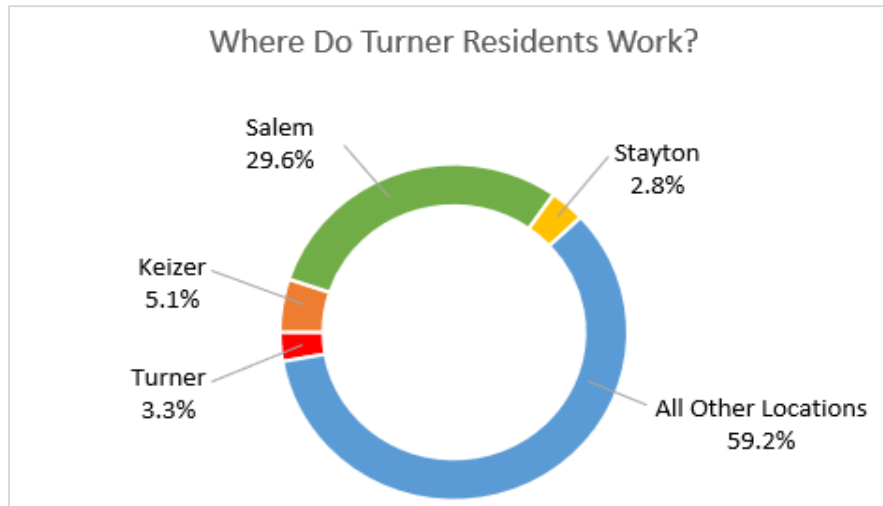
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<sup>1</sup> Portland State University (PSU) Population Research Center, <https://www.pdx.edu/population-research/population-forecasts>.

<sup>2</sup> American Community Survey (ACS), U.S. Census Bureau, August 1, 2023.

## HOW PEOPLE TRAVEL

Turner primarily serves as a bedroom community, or commuter town, to nearby urban areas. As shown in Figure 2, over 96% of Turner residents travel outside of the City for work, with the highest single area of commuting being Salem (30%). Additionally, residents commute to Keizer (5%) and Stayton (3%). The majority of residents (59%), however, commute to areas outside of the Salem-Keizer area. According to the U.S. Census Bureau, there are approximately 570 total jobs within the City of Turner.



**FIGURE 2: WHERE TURNER RESIDENTS WORK**

As shown in Figure 3, approximately 84% of Turner residents who work traveled alone in a vehicle to get to work and 10% carpooled. Only 2% of workers walk or ride a bike to get to work, and the other 4% used unknown transportation modes. The average time to travel to work for most of the residents is between 15 and 25 minutes, which coincides with the predominant employment destinations.<sup>3</sup>

## VEHICLE MILES TRAVELED (VMT)

The pattern of Vehicle Miles Traveled (VMT) in the City of Turner is consistent with a city in which a majority of its residents work outside City limits. On an average weekday in Fall 2022, the City had an estimated 15,500 VMT. Approximately two-thirds of these trips consist of vehicles driving through the City without stopping at a destination, and the remaining third are vehicle trips with an origin or destination within the City.<sup>4</sup>

<sup>3</sup> U.S. Census Bureau – OnTheMap.

<sup>4</sup> Replica Network VMT Calculator, <https://app.hex.tech/replica/app/86f17069-c708-498e-8dfa-3230c8d6daf5/latest>.



## COMMUTE PROFILE

Turner, Oregon

This infographic provides information about how workers in Turner travel to work. This data comes from the American Community Survey (ACS) from the US Census Bureau

## WORKERS



1193

Total Workers



84%

Drive Alone to Work

## TRANSPORTATION TO WORK



2%

Walk or Bike



10%

Carpool



Data Not Available

Public Transit

## TRAVEL TIME TO WORK

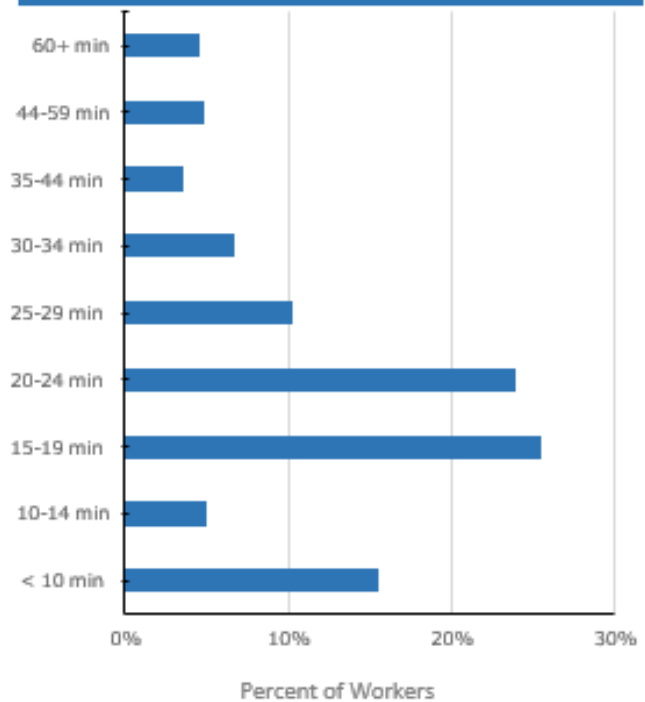


FIGURE 3: COMMUTER MODE SHARE

## LAND USE

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Figure 4, provided by the City of Turner, shows current zoning.<sup>5</sup> Most of the land is zoned for residential use. Low-density single-family residential areas are generally located in the neighborhood around Val View Drive with some also located northeast of the 3rd Street and Delaney Road intersection. Medium-density single-family residential zones are located throughout the rest of the City. Medium-density multi-family residential zones are located in some of the newer neighborhoods by Turner Lake, Val View Drive, and elsewhere. Commercial land uses mostly exist along 3rd Street and in the downtown area. Industrial land uses are located in the northwestern and southern portions of the City and abut the railroad line that runs through the City.

Key activity generators in the City include Turner Lake Park and the lumber and construction industry. Turner Lake Park generates a high volume of regional recreational traffic in the summer, as the park features a boat ramp, fishing, paddle board and kayak rentals, and a picnic shelter. The lumber industry has operations within City limits, and vehicles carrying construction materials frequent the 3rd Street corridor.

As shown in Figure 4, there is a 53-acre undeveloped area of the City that was recently incorporated into the Turner urban growth boundary (UGB), which is located on the northwest corner of the Delaney Road/Witzel Road intersection. This area is zoned as residential and public use, which will likely develop within the 20-year planning horizon.

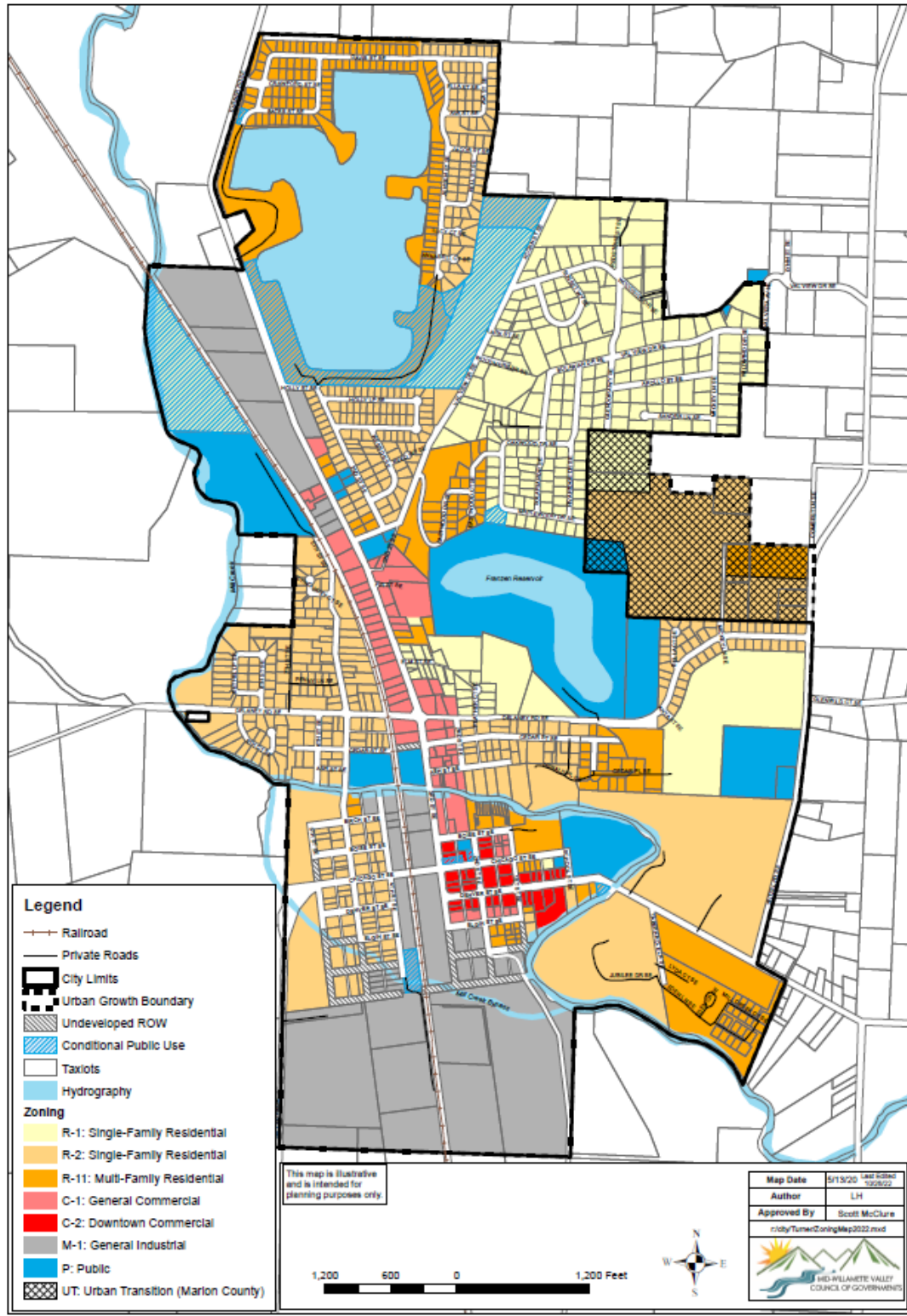
The UP line travels through the middle of the City of Turner, parallel to 3rd Street, and the main industrial areas of the City.

The City is generally bound by Mill Creek on the west side, Witzel Road on the east side, and agricultural lands on the north and south sides.

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<sup>5</sup> City of Turner Zoning and Comprehensive Plan, updated 5/13/2020, [https://turneroregon.gov/planning\\_building](https://turneroregon.gov/planning_building).

# City of Turner Zoning and Comprehensive Plan Designations, 2022



**FIGURE 4: TURNER ZONING**

## TRANSPORTATION SYSTEM INVENTORY AND ANALYSIS

This section documents the existing transportation system, including the roadway system, freight facilities, public transportation, pedestrian and bicycle systems, railroad, and pipeline.

### ROADWAY SYSTEM

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Many of the primary roadways within Turner City limits are under Marion County jurisdiction. These roadways include parts of 3rd Street, Denver Road, Delaney Road, Wipper Road, Marion Road, Witzel Road, 2nd Street, and 55th Avenue. The remainder of the streets in the study area are under City of Turner jurisdiction or are private roads. Figure 5 provides a map of the roadway jurisdictions.

The Marion County Rural TSP delegates roadway classifications within a UGB to the respective city.<sup>6</sup> Therefore, all roadway functional classifications were taken from the current Turner TSP.<sup>7</sup> Figure 6 provides a map of the functional classifications for all roadways within the Turner UGB.

There are no traffic signal systems or other Intelligent Transportation System elements within the City of Turner.

Street design standards are provided in the City of Turner Land Use Development Code.<sup>8</sup> Specific standards are stated for the individual arterial streets, with multiple section breakdowns for the 3rd Street–Denver Street–Marion Street corridor. Sidewalks are required on all street classifications, and bicycle lanes are required on all classifications except local streets. On-street parking is available under different designations for all classifications.

There are a total of six bridges within the City of Turner, as shown in Table 1. Four are under Marion County ownership and two are under Turner ownership. The bridge sufficiency rating is a rating based on a bridge's structural evaluation, obsolescence of design, and importance to the public which determines the necessity for bridge replacement or rehabilitation. Ratings of less than 50 are typically eligible for Highway Bridge Program funding for replacement, and ratings between 50 and 80 are typically eligible for Highway Bridge Program rehabilitation. As shown, two bridges have a sufficiency rating below 80.

### FREIGHT

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There are no state or county-designated freight routes in Turner, nor any freight terminals. There are also no weight-restricted bridges in the area.

The primary freight contenders in the area include members of the timber and construction material industries.

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<sup>6</sup> Chapter 5: Facility Inventory and Conditions, Rural Transportation System Plan, Marion County, 2005.

<sup>7</sup> Transportation System Plan, City of Turner, 1999.

<sup>8</sup> Section 5.123 Streets, Land Use Development Code, City of Turner, March 2023.

**TABLE 1: BRIDGES IN THE CITY OF TURNER**

| LOCATION  | ODOT BRIDGE ID | OWNER          | POSTING STATUS                     | SUFFICIENCY RATING | SPAN MATERIAL        |
|---|----------------|----------------|------------------------------------|--------------------|----------------------|
| DELANEY RD (WEST OF 9TH), CROSSING MILL CREEK               | 18237          | Marion County  | Open, no restriction               | 98.4               | Prestressed Concrete |
| 3RD ST (SOUTH OF ASH ST), CROSSING MILL CREEK               | 05533A         | Marion County  | Open, no restriction               | 64.6               | Prestressed Concrete |
| MARION RD (EAST OF SCHOOL AVE), CROSSING MILL CREEK         | 20620          | Marion County  | Open, no restriction               | 93.7               | Prestressed Concrete |
| 5TH ST (SOUTH OF ASH ST), CROSSING MILL CREEK               | 19062          | City of Turner | Open, no restriction               | 83.5               | Prestressed Concrete |
| WIPPER RD (SOUTHWEST OF 6TH ST), CROSSING MILL CREEK BYPASS | 22049          | Marion County  | Open, no restriction               | 98.7               | Prestressed Concrete |
| 4TH ST (SOUTH OF ELGIN ST), CROSSING MILL CREEK BYPASS      | 47B02          | City of Turner | Closed to all traffic <sup>9</sup> | 26.2               | Wood/Timber          |

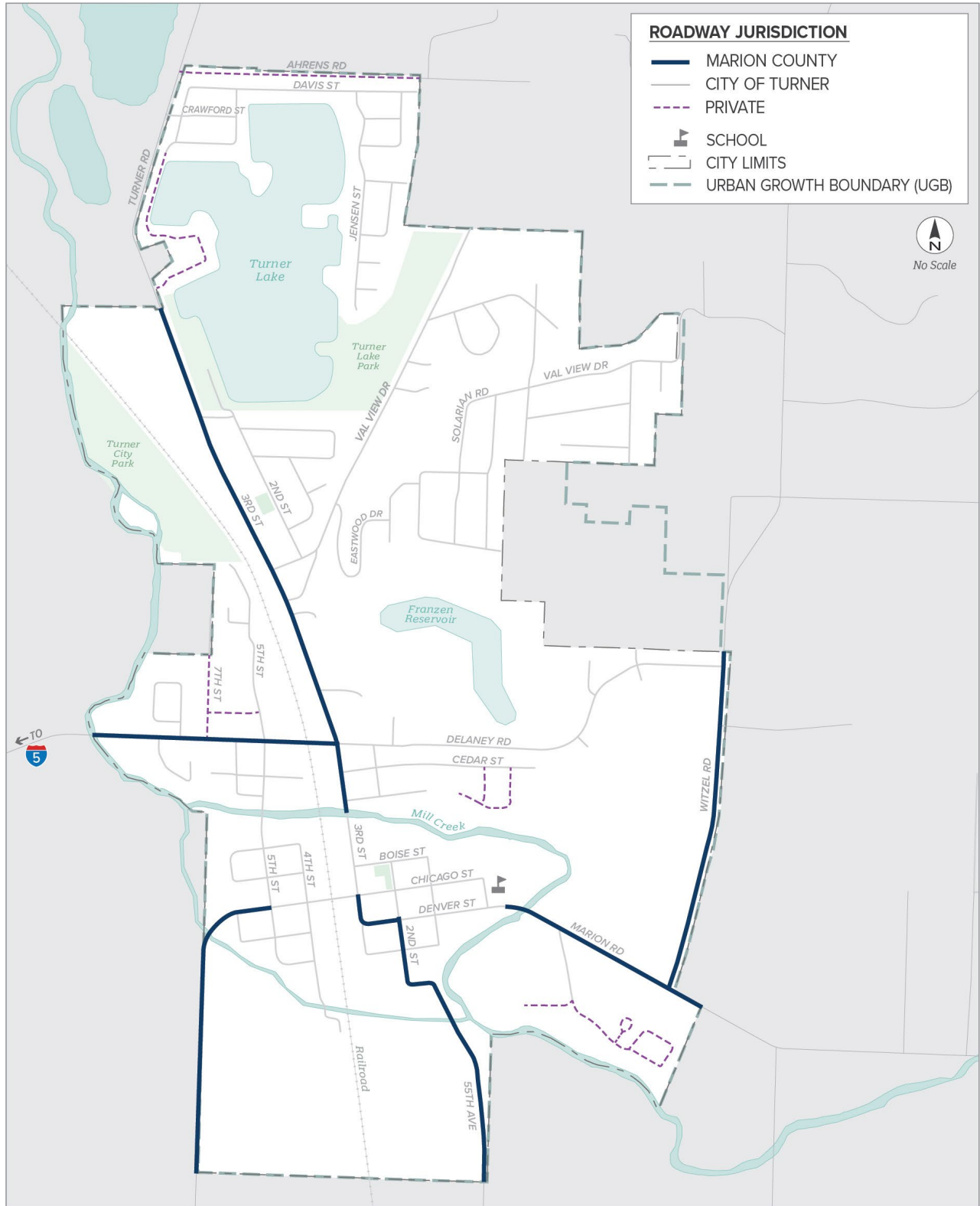
## PUBLIC TRANSIT

The City of Turner does not currently have its own transit service. However, Cherriots provides bus service all over the Salem, Keizer, and Mid-Willamette Valley area. This includes transit routes within the urban city limits of Salem and Keizer, as well as regional routes that connect the Salem-Keizer area with the greater Mid-Willamette Valley region. Real-time location tracking of Cherriots buses, based on active transit users, is available via a smartphone application.

One regional Cherriots route, Route 30X: Santiam/Salem Express, passes through the City of Turner with one bus stop location near Burkland Park on Boise Street just east of 3rd Street. The route makes four round trips per weekday and two round trips on Saturdays (no service on Sundays). Route 30X had an average of 32 weekday boardings and seven Saturday boardings from July 2021 to August 2021. Ridership data currently is not available at the stop level, so it is unknown how many people utilize the Turner bus stop on the 30X route.<sup>10</sup> The bus stop has a bench and shelter with adequate lighting and a sufficient boarding/offboarding area. Sidewalks are not generally present near the bus stop, making the bus stop difficult to access by foot.

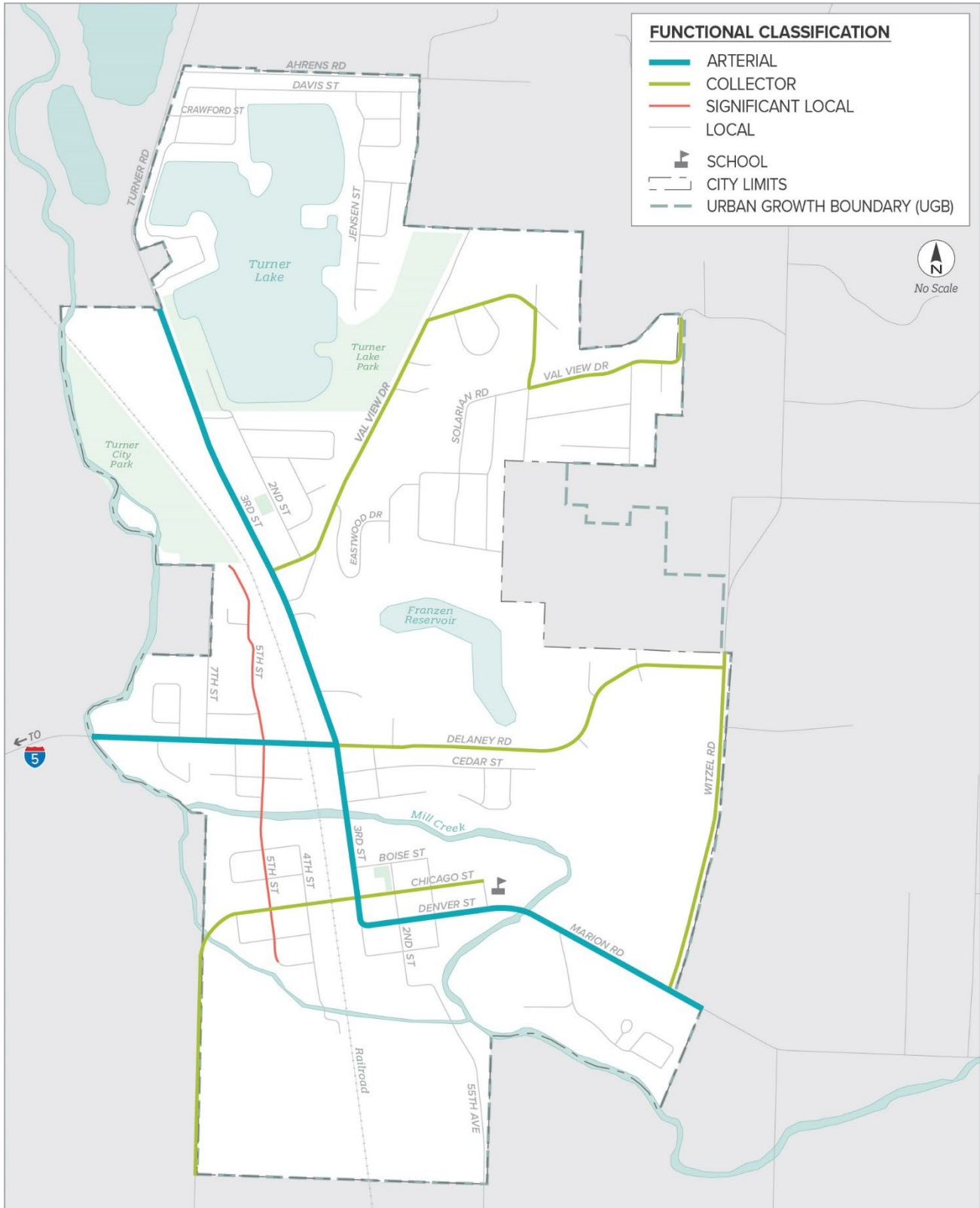
<sup>9</sup> This is the official posting status per the ODOT TransGIS portal.

<sup>10</sup> Annual Performance Report, 2022, Cherriots



**FIGURE 5: ROADWAY JURISDICTION**





**FIGURE 6: STREET FUNCTIONAL CLASSIFICATION**

## **PEDESTRIAN AND BICYCLE SYSTEM**

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The City of Turner has a system of pedestrian and bicyclist facilities that have intermittent gaps in continuity and do not provide sufficient overall connectivity throughout the City. A brief description of the pedestrian and bicycle facilities is provided below.

### **PEDESTRIAN AND BICYCLE ACTIVITY**

Trips made by pedestrians and cyclists within the City are predominantly to the businesses along 3rd Street, including the convenience stores and various eating and drinking establishments. Many of these biking and walking trips must travel through the 3rd Street/Delaney Road intersection, which does not currently provide marked/enhanced pedestrian crossings of 3rd Street and experiences the highest volume of vehicles in the City.

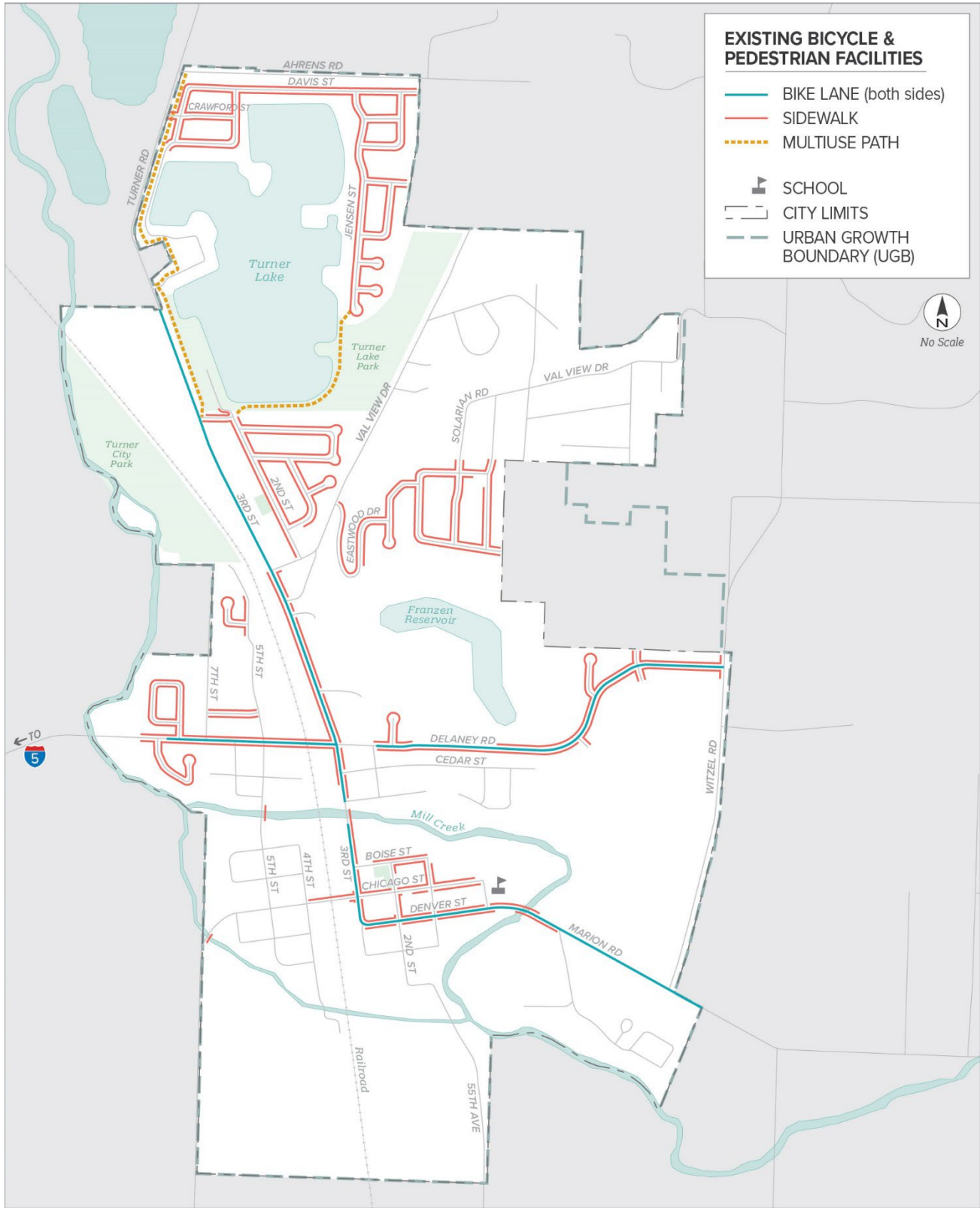
### **PEDESTRIAN AND BICYCLE FACILITIES**

A map of the existing pedestrian and bicycle facilities within the City is shown in Figure 7. Marked bicycle lanes are generally present along 3rd Street-Turner Road-Marion Road within City limits as well as along Delaney Road. A multi-use path is provided between Holly Lane and the northern City limits along Turner Road adjacent to Turner Lake. Sidewalks are generally present along the arterial streets, parts of the downtown, and in more recently developed neighborhoods. There are no enhanced pedestrian crossings or other special facilities in the City.

### **AMERICANS WITH DISABILITY ACT (ADA) ASSESSMENT**

Using a qualitative assessment, the majority of curb ramps in the City of Turner are not compliant with current ADA requirements, with the exception of the crossings along 3rd Street south of the Mill Creek crossing and along Delaney Road west of 3rd Street, which appear compliant with slope and clear space requirements. Additional evaluation would be needed to verify actual slopes and widths.





**FIGURE 7: PEDESTRIAN AND BICYCLE FACILITIES**

## **PEDESTRIAN AND BICYCLE ASSESSMENTS**

A Pedestrian Qualitative Multimodal Assessment (QMA) and Bicycle Level of Stress (LTS) Assessment were conducted for the arterials, collectors, and significant local streets within the Turner UGB. The results of those assessments are shown in Figure 8.

Pedestrian QMA evaluates the roadway characteristics and applies a context-based subjective “Excellent/Good/Fair/Poor” rating to segments and intersections. Factors that are considered when assessing pedestrian QMA include the presence of sidewalks/paths, width of separation between vehicles and pedestrians, lighting, and vehicle speeds.

Bicycle LTS evaluates the amount of discomfort people may experience when biking on a roadway. A roadway is assigned an LTS score based on roadway type, traffic speed, vehicle parking conditions, and bike lane width. There are four possible scores for LTS (1 to 4). A LTS 1 score indicates a low-stress environment for riders, while LTS 4 indicates high-stress conditions, suited only for courageous and experienced riders. Roadways with a bicycle LTS 3 or 4 score may be flagged for consideration to receive bicycle infrastructure upgrades that make rider experiences more comfortable.

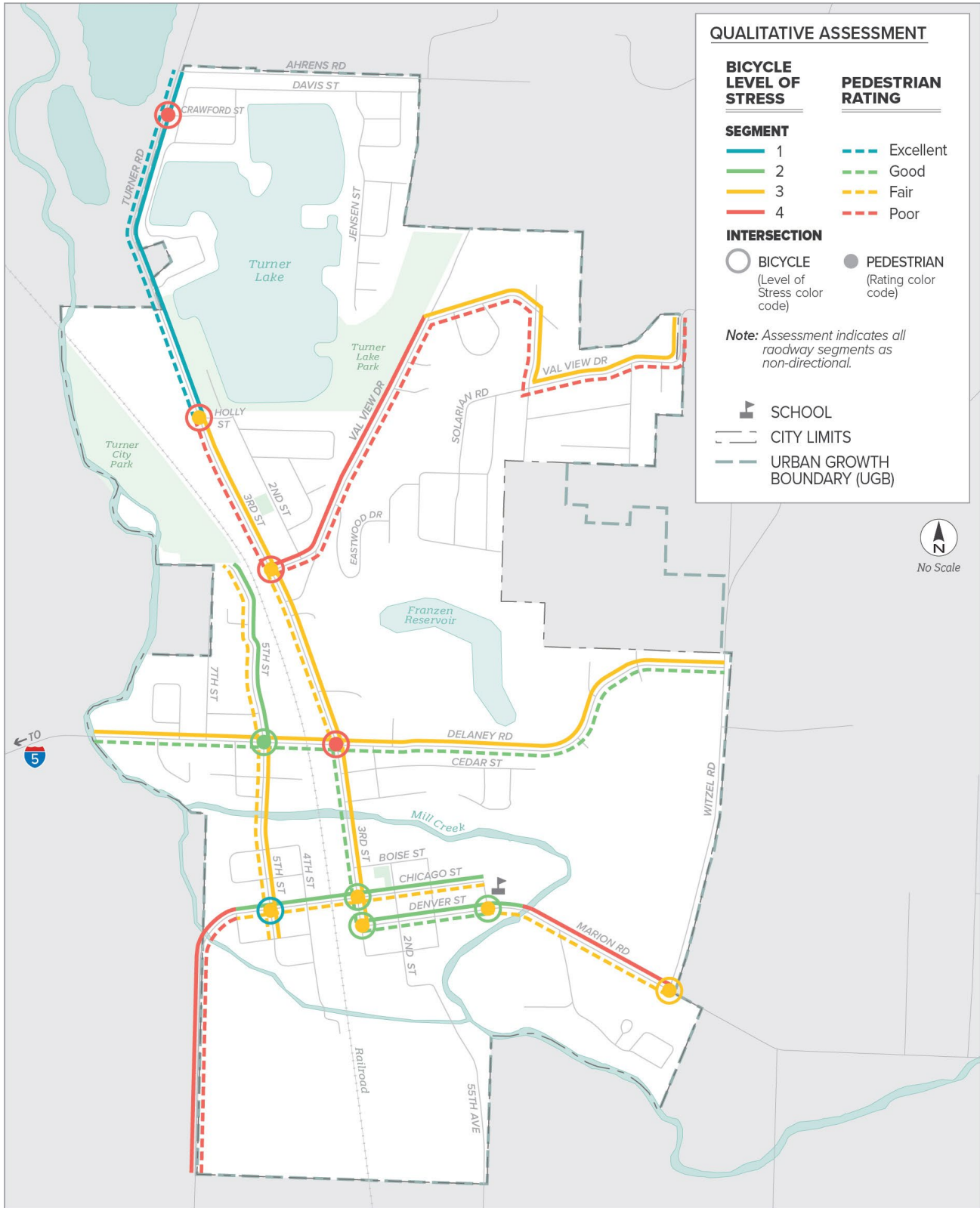
The pedestrian facilities located in the downtown area of Turner were rated as either fair or good. Segments that were rated as poor are mostly on the perimeter of Turner, with the exception of the multiuse path that runs along Turner Road west of Turner Lake, which was rated as excellent. Additionally, the 3rd Street/Delaney Road intersection and Whipper Road were rated as poor.

For bicycle facilities, the multiuse path and the Chicago Street/5<sup>th</sup> Street intersection were the only facilities given an LTS 1 score. Sections of Denver Street, Chicago Street, and Denver Street were given an LTS 2 score. All other study segments were given a score of LTS 3 or 4. The intersections that received a score of LTS 4 are all located along Turner Road/3rd Street, mostly due to the higher speeds surrounding those intersections.

## **PRIMARY BARRIERS AND AREAS OF CONCERN**

The majority of the 3rd Street and Delaney Road area is either rated as Poor or Fair for pedestrians with an LTS 3 score for cyclists. Major improvements to these two corridors are important as these roads provide access to the commercial and retail uses in the City as well as access to many neighborhoods.

Delaney Road/3rd Street is a key intersection in the City that connects north Turner to downtown Turner and connects neighborhoods on the east and west end of Delaney Road. This intersection is rated as Poor for pedestrians with an LTS 4 score for cyclists. Pedestrian and bicycle improvements at this intersection will be crucial as the City continues to grow.



**FIGURE 8: PEDESTRIAN AND BICYCLE ASSESSMENT**

## RAIL

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The Union Pacific Railroad (UPRR) runs through downtown Salem and continues southeast toward the City of Turner. This is the main West Coast line for UPRR, and, as a result, a significant number of trains (more than 20) pass through the City each day. The rail is in good condition and classified by the Federal Railway Administration as Class 4, which means that the maximum allowable operating speed for freight trains is 60 mph through Turner.

The UPRR line is also used by two passenger train services: Amtrak's Coast Starlight long-distance train, and the Oregon- and Washington-funded Cascades corridor trains (currently operated by Amtrak). As of June 2022, two Cascades trains and one Coast Starlight travel each direction daily. There are no stops for passenger trains in Turner.

The rail line includes two at-grade rail crossings within the City of Turner: one on Delaney Road and one on Chicago Street. The rail line crosses Delaney Road approximately 250 feet west of 3rd Street, and this rail crossing includes recent bicycle and pedestrian crossing improvements and gate arms. The rail line crosses Chicago Street approximately 250 feet west of 3rd Street, and this rail crossing has unimproved pedestrian and bicycle crossings and gate arms. Safety improvements for pedestrians and bicycles are needed at this rail crossing.

## PIPELINE

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The City of Salem owns and maintains two water transmission lines that traverse the City of Turner from the southeast to the northwest. These pipelines supply Salem and Turner with drinking water from the North Santiam River.

## SAFETY PERFORMANCE AND CRASH HISTORY

Crash data was obtained from the ODOT Crash Analysis and Reporting Unit for the five most recent years of published data (2017-2021). Figure 9 shows the location of all crashes within the study area (City of Turner UGB) during this period.

### CRASH STATISTICS

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Between 2017 and 2021, 30 crashes were recorded within the City of Turner UGB. This included 17 intersection crashes (12 of which occurred at study intersections) and 13 segment crashes.

Of the collision types, there were 10 turning movement crashes (33%), seven rear-end crashes (23%), six fixed-object crashes (20%), four parking crashes (14%), two angle crashes (7%), and one sideswipe-overtaking crash (3%).

The primary crash causes included "Did Not Yield" (47%), "Failed to Avoid Vehicle Ahead" (13%), "Improper Driving" (13%), and "Driver Fatigue" (10%). The remaining 17% of crashes were attributed to similar causes, such as reckless driving and following too closely.

While there were no fatal crashes, there was one serious injury crash, as shown in Figure 9. The serious injury crash occurred in 2020 on Denver Street approximately 250 feet east of the School Avenue intersection when a westbound vehicle on Marion Road veered off the road on a curve and crashed into a fire hydrant.

No crashes involving pedestrians or bicyclists were reported during the study period.

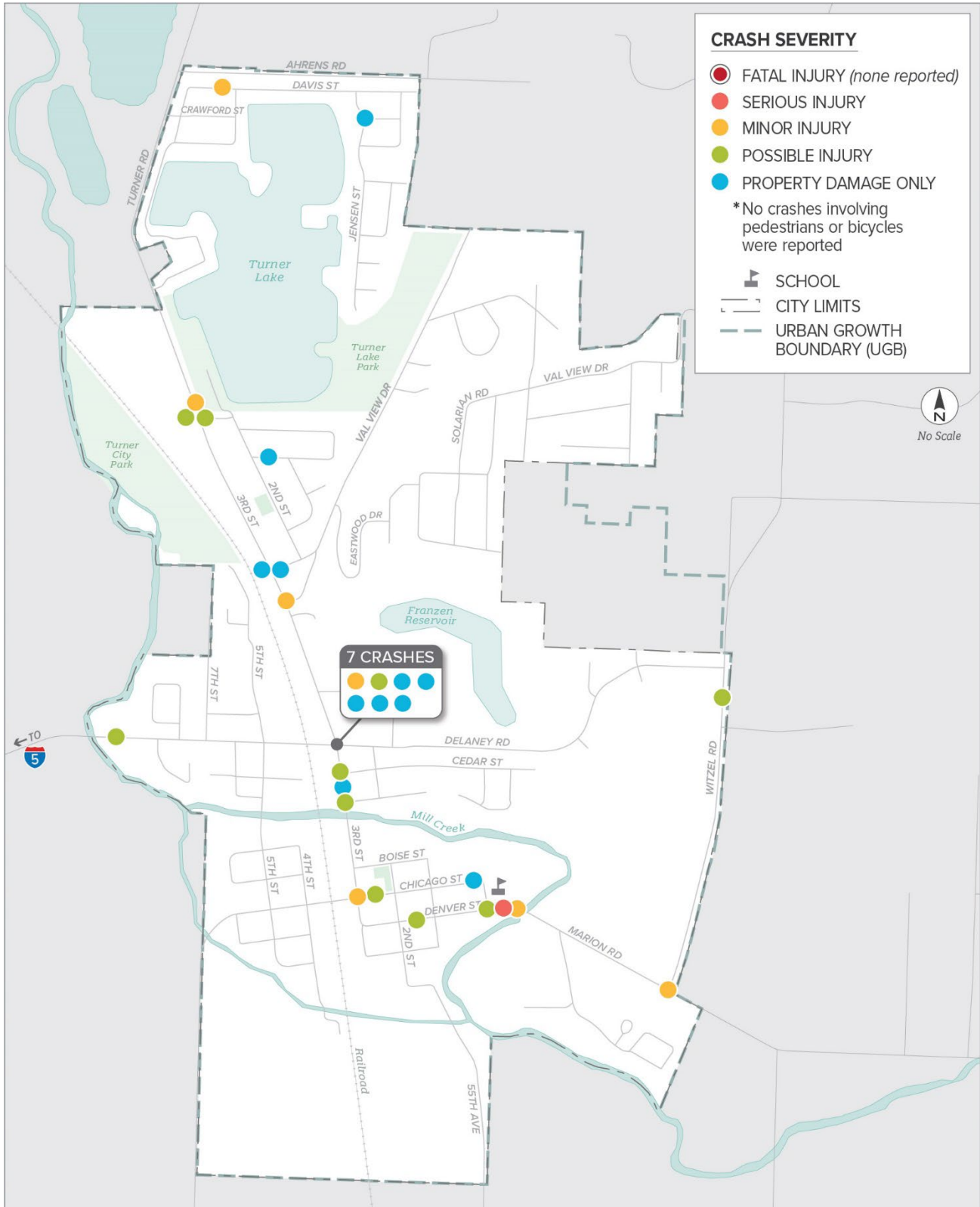
### CRITICAL CRASH RATES

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Crash rates are the number of vehicle accidents that occurred at a location relative to the number of vehicles that traveled through that location. Crash rates at intersections are typically measured in units of crashes per million entering vehicles (crashes/MEV).

For each analysis site, the observed crash rate was calculated using the number of crashes, vehicle volume, and type of intersection. These observed crash rates were then compared to the statewide comparison critical crash rates (based on 90th percentile crash rates for similar intersection types throughout the state of Oregon).

The purpose of comparing the calculated crash rates to ODOT critical crash rates is to identify any sites where the calculated rates are greater than the 90th percentile rate. Any rates that would exceed the 90th percentile rate need to be flagged for further analysis. Table 2 shows the results of the intersection critical crash rate evaluation.



**FIGURE 9: CRASH LOCATIONS (2017 – 2021)**



**TABLE 2: CRITICAL CRASH RATE EVALUATION**

| ROADWAY                   | GROUPING TYPE | ADT   | NUMBER OF CRASHES | CALCULATED CRASH RATE | PUBLISHED STATEWIDE COMPARISON CRASH RATE |
|---------------------------|---------------|-------|-------------------|-----------------------|---|
| TURNER RD/<br>CRAWFORD ST | Urban 3ST     | 6,800 | 0                 | 0.000                 | 0.298                                     |
| 3RD ST/<br>VAL VIEW DR    | Urban 3ST     | 6,200 | 2                 | 0.177                 | 0.293                                     |
| 3RD ST/<br>DELANEY RD     | Urban 4ST     | 9,700 | 7                 | <b>0.395</b>          | 0.408                                     |
| 3RD ST/<br>CHICAGO ST     | Urban 4ST     | 9,700 | 1                 | 0.056                 | 0.408                                     |
| 3RD ST/<br>DENVER ST      | Urban 3ST     | 6,800 | 0                 | 0.000                 | 0.293                                     |
| SCHOOL AVE/<br>DENVER ST  | Urban 3ST     | 7,900 | 1                 | 0.069                 | 0.293                                     |
| WITZEL RD/<br>DELANEY RD  | Urban 3ST     | 2,500 | 0                 | 0.000                 | 0.293                                     |
| WITZEL RD/<br>MARION RD   | Urban 4ST     | 8,500 | 1                 | 0.064                 | 0.408                                     |

ADT = Average Daily Traffic; 3ST = three-leg, stop-controlled intersection; 4ST = four-leg, stop-controlled intersection.

As shown in the table, one intersection, 3rd Street at Delaney Road, has a calculated crash rate close to surpassing both the calculated statewide comparison critical crash rate and the published statewide comparison crash rate. The majority of the seven crashes that occurred at the intersection were categorized as either turning movement or angle crashes. They were caused by minor street vehicles failing to yield to major street vehicles while turning onto or crossing 3rd Street. None of the crashes involved pedestrians or bicyclists, and the majority of them were “property damage only” crashes. The City of Turner has received grants to improve pedestrian safety at the intersection, but additional multimodal safety improvements will be needed at this intersection to continue to improve safety.

### SPIS RANKINGS

The Safety Priority Index System (SPIS) is the ranking system developed by ODOT to identify potential safety problems on state highways. SPIS scores are developed based on crash frequency, severity, and rate for a 0.01 mile or variable length segment along the state highway over a rolling 3-year window, which creates a prioritized list of the top 15% of statewide SPIS sites for each region. Based on the last three SPIS cycles (SPIS 2020, SPIS 2019, and SPIS 2018), there are no top 15% designated sites within the study area.

## VEHICULAR INTERSECTION OPERATIONS

This section documents the vehicular intersection operations analysis at the previously prescribed study intersections, including the determination of existing traffic volumes, mobility standards, and operation results.

### EXISTING 2022 TRAFFIC VOLUMES

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Sixteen-hour turning movement traffic counts were collected at the study intersections by ODOT in May 2022, June 2023, and September 2023. To be conservative, the 2023 counts were considered to be a common base year of 2022, and no adjustments between years were applied.

The project team determined that a separate AM and PM analysis (instead of the 30th highest hourly volume [30HV] with a seasonal adjustment) was appropriate for the City of Turner due to school traffic and consistent commuting patterns between the City of Turner and City of Salem throughout the year.

Based on the average peak hours for the AM and PM periods, all traffic counts were adjusted to the **7:15 AM to 8:15 AM** peak hour and the **3:15 PM to 4:15 PM** peak hour for consistency.

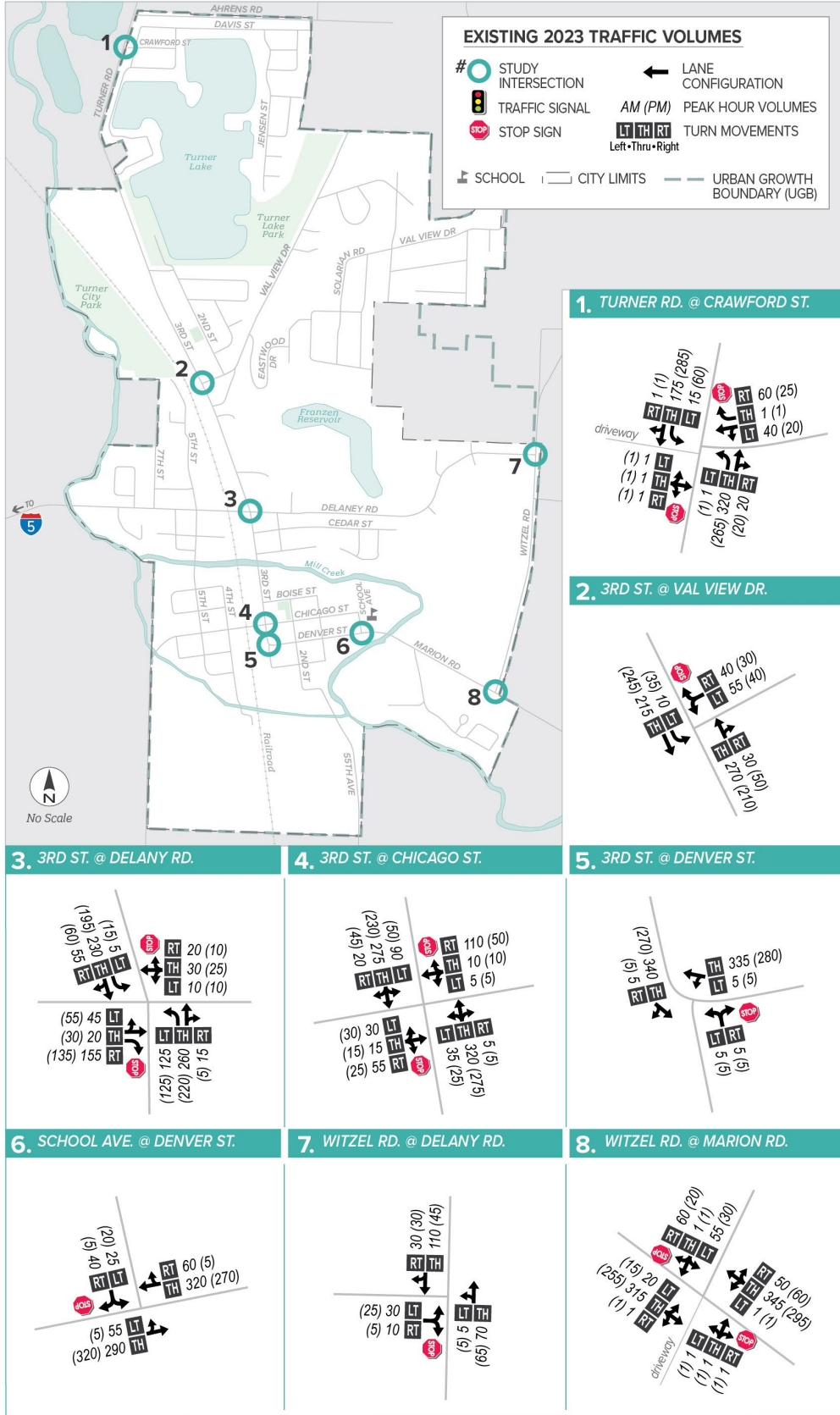
Traffic counts were rounded to the nearest five vehicles. No further adjustments were made to the existing traffic volumes.

Figure 10 shows the existing traffic volumes for the AM and PM peak hours.

### SEGMENT ADT VOLUMES

Average Daily Traffic (ADT) volumes were also collected and synthesized at gateway points around the City to provide context for traffic patterns, with the majority of traffic in and out of the City coming from Turner Road north of Ahrens Road.





**FIGURE 10: EXISTING 2022 AM AND PM PEAK HOUR VOLUMES**

## MOBILITY STANDARDS

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Level of service (LOS) ratings and volume-to-capacity (v/c) ratios are two commonly used performance measures that provide an indication of intersection operations. Municipalities use them to create mobility standards for their intersections.

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

All mobility targets/operating standards for study intersections are based on agency jurisdiction.

Marion County requires that two-way stop-controlled county intersections operate at LOS E or better.<sup>11</sup> However, the county also states that if a county intersection is within a city UGB, the intersection must also meet the operating standards of that city.

The City of Turner does not currently have its own operating standards, though the existing 1999 TSP does imply that the City would follow Marion County standards.<sup>12</sup> Therefore, all eight intersections will be compared to a LOS E or better standard.

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<sup>11</sup> Traffic Impact Analysis Requirements, Marion County, [www.co.marion.or.us/PW/Engineering/Pages/analysis.aspx](http://www.co.marion.or.us/PW/Engineering/Pages/analysis.aspx).

<sup>12</sup> Level-of-Service, Existing Conditions, Transportation System Plan, City of Turner, May 1999.

## EXISTING 2022 INTERSECTION OPERATIONS

Existing 2022 traffic operations at the study intersections were determined for the AM and PM peak hours based on the Highway Capacity Manual (HCM) 6th Edition methodology for unsignalized intersections.<sup>13</sup> The results were then compared with the applicable minimum acceptable operating standard of LOS E. Table 3 lists the calculated v/c ratio, delay, and LOS of each study intersection.

As shown, all study intersections meet the LOS E standard for the AM and PM peak hours.

**TABLE 3: INTERSECTION OPERATIONS (EXISTING 2022)**

| INTERSECTION                | MOBILITY STANDARD | AM PEAK HOUR |              |     | PM PEAK HOUR |              |     |
|-----------------------------|-------------------|--------------|--------------|-----|--------------|--------------|-----|
|                             |                   | V/C RATIO    | DELAY (SECS) | LOS | V/C RATIO    | DELAY (SECS) | LOS |
| <b>TWO-WAY STOP-CONTROL</b> |                   |              |              |     |              |              |     |
| TURNER RD/<br>CRAWFORD ST   | LOS E             | 0.15         | 16.9         | A/C | 0.07         | 17.0         | A/C |
| 3RD ST/<br>VAL VIEW DR      | LOS E             | 0.26         | 14.8         | A/B | 0.14         | 12.8         | A/B |
| 3RD ST/<br>DELANEY RD       | LOS E             | 0.51         | 48.7         | A/E | 0.38         | 28.0         | A/D |
| 3RD ST/<br>CHICAGO ST       | LOS E             | 0.62         | 46.7         | A/E | 0.24         | 18.8         | A/C |
| 3RD ST/<br>DENVER ST        | LOS E             | 0.03         | 15.3         | A/C | 0.02         | 12.0         | A/B |
| SCHOOL AVE/<br>DENVER ST    | LOS E             | 0.33         | 22.5         | A/C | 0.06         | 13.6         | A/B |
| WITZEL RD/<br>DELANEY RD    | LOS E             | 0.09         | 10.7         | A/B | 0.05         | 9.5          | A/A |
| WITZEL RD/<br>MARION RD     | LOS E             | 0.42         | 22.4         | A/C | 0.17         | 16.2         | A/C |

**TWO-WAY STOP-CONTROLLED INTERSECTION:**

v/c = volume-to-capacity ratio

Delay = critical lane approach delay (seconds)

LOS = level of service (major/minor road)

<sup>13</sup> Highway Capacity Manual, 6th Edition, Transportation Research Board, 2016.

## SUMMARY

This section contains a summary of the existing conditions of Turner’s transportation system.

### BRIDGES

- Two bridges located within the City of Turner have a sufficiency rating below 80:
  - 3rd Street (south of Ash Street), crossing Mill Creek
  - 4th Street (south of Elgin Street), crossing Mill Creek bypass
- The official ODOT posting status of the 4th Street (South of Elgin Street) Bridge crossing of Mill Creek Bypass is “Closed to all traffic.”

### PEDESTRIAN AND BICYCLIST

- The majority of 3rd Street and Delaney Road is either rated as Poor or Fair for pedestrians with an LTS 3 for cyclists. Major improvements to these two corridors are important, as these roads provide access to the commercial and retail uses in the City as well as access to many neighborhoods.
- Delaney Road/3rd Street is a key intersection in the City and is rated as Poor for pedestrians with an LTS 4 for cyclists. Pedestrian and bicycle improvements at this intersection will be crucial as the City continues to grow.

### RAIL CROSSINGS

- The UP rail line crosses Chicago Street approximately 250 feet west of 3rd Street, and this rail crossing has unimproved pedestrian and bicycle crossings and gate arms. Safety improvements for pedestrians and bicycles are needed at this rail crossing.

### SAFETY ANALYSIS

- The intersection of 3rd Street at Delaney Road has a calculated crash rate that is close to surpassing the calculated statewide comparison critical crash rate and the published statewide comparison crash rate. The City of Turner has received grants to improve pedestrian safety at the intersection, but multimodal safety improvements will be needed at this intersection as well as the City continues to grow.

### VEHICLE OPERATIONS

- Under existing 2022 volumes, all study intersections meet the LOS E mobility standard for the AM and PM peak hours.

# APPENDIX

## CONTENTS

APPENDIX A: CRASH DATA

APPENDIX B: TRAFFIC COUNT DATA

APPENDIX C: HCM REPORTS

# APPENDIX A: CRASH DATA

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| 000 Crash Id | 015 Street Name1 | 016 Intersecting Street Name1 | 028 Crash Type1 | 029 Collision Type1 | 031 Weather Conditions1 |
|--------------|------------------|-------------------------------|-----------------|---------------------|-------------------------|
| 1727991      | CHICAGO ST       | 3RD ST                        | ANGL-OTH        | PARK                | RAIN                    |
| 1729594      | CHICAGO ST       | 3RD ST                        | ANGL-OTH        | TURN                | CLR                     |
| 1735325      | HOLLY ST         | 3RD ST                        | S-1STOP         | REAR                | CLR                     |
| 1752617      | VALVIEW DR       | 3RD ST                        | O-1 L-TURN      | TURN                | RAIN                    |
| 1754816      | CHICAGO ST       | SCHOOL ST                     | PRKD MV         | PARK                | CLR                     |
| 1761033      | 3RD ST           | CEDAR ST                      | FIX OBJ         | FIX                 | SMOK                    |
| 1792889      | SE WITZELL RD    | GLENWILD DR                   | S-1STOP         | REAR                | CLR                     |
| 1804590      | DELANEY RD       | 3RD ST                        | ANGL-OTH        | ANGL                | CLR                     |
| 1820741      | SE HOLLY LP      | SE 2ND ST                     | ANGL-OTH        | PARK                | CLR                     |
| 1822078      | JENSEN ST        | ELLA ST                       | ANGL-OTH        | PARK                | CLR                     |
| 1832001      | DELANEY RD       | 9TH CT                        | FIX OBJ         | FIX                 | CLD                     |
| 1835551      | MILL CREEK RD    | SE WITZELL RD                 | O-1 L-TURN      | TURN                | CLR                     |
| 1876995      | DENVER ST        | SCHOOL ST                     | FIX OBJ         | FIX                 | CLR                     |
| 1879085      | DENVER ST        | SCHOOL ST                     | ANGL-OTH        | TURN                | CLD                     |
| 1880683      | 3RD ST           | CEDAR ST                      | FIX OBJ         | FIX                 | UNK                     |
| 1880927      | DENVER ST        | 2ND ST                        | S-1STOP         | REAR                | CLR                     |
| 1896070      | DELANEY RD       | 3RD ST                        | ANGL-OTH        | ANGL                | CLR                     |
| 1900785      | DELANEY RD       | 3RD ST                        | S-1STOP         | REAR                | CLR                     |
| 1903705      | DELANEY RD       | 3RD ST                        | ANGL-OTH        | TURN                | CLR                     |
| 1915468      | 3RD ST           | HOLLY ST                      | S-1STOP         | REAR                | SNOW                    |
| 1916197      | HOLLY ST         | 3RD ST                        | O-1 L-TURN      | TURN                | RAIN                    |
| 1916847      | ASH ST           | 3RD ST                        | S-1STOP         | REAR                | CLR                     |
| 1923405      | DENVER ST        | SCHOOL ST                     | FIX OBJ         | FIX                 | CLR                     |
| 1925057      | DELANEY RD       | 3RD ST                        | ANGL-OTH        | TURN                | CLR                     |
| 1927601      | DELANEY RD       | 3RD ST                        | ANGL-OTH        | TURN                | CLR                     |
| 1928380      | DELANEY RD       | 3RD ST                        | O-1 L-TURN      | TURN                | CLR                     |
| 1930988      | DELANEY RD       | 3RD ST                        | FIX OBJ         | FIX                 | RAIN                    |
| 1933233      | FIR ST           | 3RD ST                        | S-1STOP         | REAR                | RAIN                    |
| 1935055      | DAVIS ST         | BATES ST                      | PRKD MV         | SS-O                | CLR                     |
| 1957292      | VALVIEW DR       | 3RD ST                        | ANGL-OTH        | TURN                | RAIN                    |

| 032 Road Surface Conditions1 | 033 Lighting Conditions1 | 034 Traffic Control1 | 036 Crash Cause 1 | 114 Road Departure Flag1 |
|------------------------------|--------------------------|----------------------|-------------------|--------------------------|
| WET                          | DAY                      | UNKNOWN              | NO-YIELD          | No                       |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | STOP SIGN            | INATTENT          | No                       |
| WET                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | UNKNOWN              | OTHR-IMP          | Yes                      |
| DRY                          | DAY                      | UNKNOWN              | OTHR-IMP          | Yes                      |
| DRY                          | DAY                      | OFCR/FLAG            | F AVOID           | No                       |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | UNKNOWN              | NO-YIELD          | No                       |
| DRY                          | DAY                      | UNKNOWN              | NO-YIELD          | No                       |
| WET                          | DARK                     | UNKNOWN              | OTHR-IMP          | Yes                      |
| DRY                          | DAY                      | STOP SIGN            | CARELESS          | No                       |
| UNK                          | UNK                      | UNKNOWN              | RECKLESS          | Yes                      |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DLIT                     | UNKNOWN              | FATIGUE           | Yes                      |
| DRY                          | DAY                      | UNKNOWN              | F AVOID           | No                       |
| ICE                          | DLIT                     | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | STOP SIGN            | F AVOID           | No                       |
| UNK                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| SNO                          | DAY                      | UNKNOWN              | TOO-FAST          | No                       |
| WET                          | DLIT                     | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | TRF SIGNAL           | TOO-CLOS          | No                       |
| DRY                          | DAY                      | UNKNOWN              | OTHR-IMP          | Yes                      |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| DRY                          | DAY                      | STOP SIGN            | NO-YIELD          | No                       |
| WET                          | DAY                      | STOP SIGN            | FATIGUE           | Yes                      |
| WET                          | DAY                      | STOP SIGN            | F AVOID           | No                       |
| DRY                          | DLIT                     | UNKNOWN              | FATIGUE           | Yes                      |
| WET                          | DARK                     | STOP SIGN            | NO-YIELD          | No                       |



| 117 Severity1       | 118 Intersection Flag1 | 126 Bike / Ped Related1 | Week of 001 CRASH Date | 002 Year1 | 007 County1 | 008 Jurisdiction1 |
|---------------------|------------------------|-------------------------|------------------------|-----------|-------------|-------------------|
| Possible Injury (C) | No                     | Neither                 | 11-Jun-17              | 2017      | Marion      | Turner            |
| Minor Injury (B)    | Yes                    | Neither                 | 25-Jun-17              | 2017      | Marion      | Turner            |
| Possible Injury (C) | Yes                    | Neither                 | 20-Aug-17              | 2017      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 5-Mar-17               | 2017      | Marion      | Turner            |
| PDO                 | No                     | Neither                 | 23-Apr-17              | 2017      | Marion      | Turner            |
| PDO                 | No                     | Neither                 | 6-Aug-17               | 2017      | Marion      | Turner            |
| Possible Injury (C) | No                     | Neither                 | 16-Sep-18              | 2018      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 25-Feb-18              | 2018      | Marion      | Turner            |
| PDO                 | No                     | Neither                 | 22-Jul-18              | 2018      | Marion      | Turner            |
| PDO                 | No                     | Neither                 | 2-Dec-18               | 2018      | Marion      | Turner            |
| Possible Injury (C) | No                     | Neither                 | 24-Mar-19              | 2019      | Marion      | Turner            |
| Minor Injury (B)    | Yes                    | Neither                 | 19-May-19              | 2019      | Marion      | Turner            |
| Serious Injury (A)  | No                     | Neither                 | 13-Sep-20              | 2020      | Marion      | Turner            |
| Possible Injury (C) | Yes                    | Neither                 | 19-Jan-20              | 2020      | Marion      | Turner            |
| Possible Injury (C) | No                     | Neither                 | 23-Feb-20              | 2020      | Marion      | Turner            |
| Possible Injury (C) | No                     | Neither                 | 1-Mar-20               | 2020      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 12-Jan-20              | 2020      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 31-May-20              | 2020      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 9-Aug-20               | 2020      | Marion      | Turner            |
| Minor Injury (B)    | Yes                    | Neither                 | 24-Jan-21              | 2021      | Marion      | Turner            |
| Possible Injury (C) | Yes                    | Neither                 | 14-Feb-21              | 2021      | Marion      | Turner            |
| Possible Injury (C) | Yes                    | Neither                 | 14-Mar-21              | 2021      | Marion      | Turner            |
| Minor Injury (B)    | No                     | Neither                 | 6-Jun-21               | 2021      | Marion      | Turner            |
| Possible Injury (C) | Yes                    | Neither                 | 25-Jul-21              | 2021      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 11-Apr-21              | 2021      | Marion      | Turner            |
| Minor Injury (B)    | Yes                    | Neither                 | 11-Apr-21              | 2021      | Marion      | Turner            |
| Possible Injury (C) | No                     | Neither                 | 31-Oct-21              | 2021      | Marion      | Turner            |
| Minor Injury (B)    | Yes                    | Neither                 | 19-Dec-21              | 2021      | Marion      | Turner            |
| Minor Injury (B)    | No                     | Neither                 | 10-Oct-21              | 2021      | Marion      | Turner            |
| PDO                 | Yes                    | Neither                 | 5-Dec-21               | 2021      | Marion      | Turner            |

| 022 Off Roadway Flag1 | 119 State Highway Flag1 | 005 Region1 | 011 Hwy No | 013 Lat     | 014 Long     | 019 Mp No | 001 CRASH Date |
|-----------------------|-------------------------|-------------|------------|-------------|--------------|-----------|----------------|
| FALSE                 | No                      | 2           |            | 44.84243889 | -122.9522    |           | 6/16/2017      |
| FALSE                 | No                      | 2           |            | 44.84240278 | -122.9525194 |           | 6/28/2017      |
| FALSE                 | No                      | 2           |            | 44.854275   | -122.9585889 |           | 8/20/2017      |
| FALSE                 | No                      | 2           |            | 44.85050278 | -122.9559111 |           | 3/5/2017       |
| TRUE                  | No                      | 2           |            | 44.84286667 | -122.9484139 |           | 4/27/2017      |
| TRUE                  | No                      | 2           |            | 44.84528889 | -122.9531778 |           | 8/10/2017      |
| FALSE                 | No                      | 2           |            | 44.84755278 | -122.9398417 |           | 9/18/2018      |
| FALSE                 | No                      | 2           |            | 44.846175   | -122.9533833 |           | 3/3/2018       |
| FALSE                 | No                      | 2           |            | 44.85334444 | -122.9561333 |           | 7/22/2018      |
| FALSE                 | No                      | 2           |            | 44.86180278 | -122.9531167 |           | 12/6/2018      |
| TRUE                  | No                      | 2           |            | 44.84622418 | -122.9615069 |           | 3/30/2019      |
| FALSE                 | No                      | 2           |            | 44.84031776 | -122.9414651 |           | 5/23/2019      |
| TRUE                  | No                      | 2           |            | 44.84223643 | -122.9470213 |           | 9/16/2020      |
| FALSE                 | No                      | 2           |            | 44.84217314 | -122.9479236 |           | 1/23/2020      |
| TRUE                  | No                      | 2           |            | 44.84535247 | -122.953192  |           | 2/27/2020      |
| FALSE                 | No                      | 2           |            | 44.84187976 | -122.9505204 |           | 3/3/2020       |
| FALSE                 | No                      | 2           |            | 44.84617317 | -122.9533829 |           | 1/15/2020      |
| FALSE                 | No                      | 2           |            | 44.84617222 | -122.9533895 |           | 6/5/2020       |
| FALSE                 | No                      | 2           |            | 44.84617185 | -122.9533867 |           | 8/13/2020      |
| FALSE                 | No                      | 2           |            | 44.85453826 | -122.9587349 |           | 1/26/2021      |
| FALSE                 | No                      | 2           |            | 44.85427371 | -122.9585897 |           | 2/18/2021      |
| FALSE                 | No                      | 2           |            | 44.84476601 | -122.9530543 |           | 3/16/2021      |
| TRUE                  | No                      | 2           |            | 44.84221093 | -122.9468057 |           | 6/12/2021      |
| FALSE                 | No                      | 2           |            | 44.84617892 | -122.9533844 |           | 7/28/2021      |
| FALSE                 | No                      | 2           |            | 44.84617224 | -122.9533833 |           | 4/16/2021      |
| FALSE                 | No                      | 2           |            | 44.8461754  | -122.9533831 |           | 4/16/2021      |
| TRUE                  | No                      | 2           |            | 44.8461771  | -122.9531087 |           | 11/4/2021      |
| FALSE                 | No                      | 2           |            | 44.84940899 | -122.9551641 |           | 12/22/2021     |
| FALSE                 | No                      | 2           |            | 44.86258794 | -122.9578802 |           | 10/10/2021     |
| FALSE                 | No                      | 2           |            | 44.85050516 | -122.9559093 |           | 12/10/2021     |

| 003 Crash Day No | 004 Crash Hr Short Desc | 006 Cnty Id | 009 Urban Area | 010 Functional Class1 | 012 Hwy Med Nm | 017 From Isect Dstnc Qty |
|------------------|-------------------------|-------------|----------------|-----------------------|----------------|--------------------------|
| 16               | 12P                     | 24          | SALEM-KZ UA    | U LOCAL               |                | 63                       |
| 28               | 6A                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 20               | 5P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 5                | 12P                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 27               | 2P                      | 24          | SALEM-KZ UA    | U LOCAL               |                | 82                       |
| 10               | 12P                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 63                       |
| 18               | 7P                      | 24          | SALEM-KZ UA    | U MJ-COL              |                | 193                      |
| 3                | 4P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 22               | 3P                      | 24          | SALEM-KZ UA    | U LOCAL               |                | 125                      |
| 6                | 4P                      | 24          | SALEM-KZ UA    | U LOCAL               |                | 30                       |
| 30               | 12A                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 444                      |
| 23               | 6P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 16               | UNK                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 218                      |
| 23               | 1P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 27               | 6A                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 38                       |
| 3                | 4P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 119                      |
| 15               | 6A                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 5                | 5P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 13               | 12P                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 26               | 3P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 74                       |
| 18               | 7P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 16               | 2P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 12               | 9A                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 265                      |
| 28               | 1P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 16               | 11A                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 16               | 11A                     | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 4                | 11A                     | 24          | SALEM-KZ UA    | U MN-COL              |                | 40                       |
| 22               | 2P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |
| 10               | 12A                     | 24          | SALEM-KZ UA    | U LOCAL               |                | 38                       |
| 10               | 6P                      | 24          | SALEM-KZ UA    | U MN-ART              |                | 0                        |

| 018 Cmpss Dir Cd | 020 Posted Speed | 021 Road Characteristics | 023 Isect Typ Short Desc | 024 Isect Rel Flg | 025 Drvwy Rel Flg | 026 Ln Qty |
|------------------|------------------|--------------------------|--------------------------|-------------------|-------------------|------------|
| 3                |                  | ALLEY                    |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 1                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 9                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 6                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 4                |                  | ALLEY                    |                          | FALSE             | FALSE             | 2          |
| 1                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 3                |                  | ALLEY                    |                          | FALSE             | FALSE             | 2          |
| 5                |                  | ALLEY                    |                          | FALSE             | FALSE             | 2          |
| 7                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 2                |                  | CURVE                    |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 4                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 2                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 7                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 1                |                  | STRGHT                   |                          | TRUE              | FALSE             | 2          |
| 9                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 8                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 2                |                  | CURVE                    |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 9                |                  | INTER                    | CROSS                    | FALSE             | FALSE             |            |
| 3                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 8                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |
| 7                |                  | STRGHT                   |                          | FALSE             | FALSE             | 2          |
| 9                |                  | INTER                    | 3-LEG                    | FALSE             | FALSE             |            |

| 027 Medn Typ Short Desc | 030 Crash Svrtty Short Desc | 035 Crash Evnt 1 Short Desc | 037 School Zone | 038 Work Zone |
|-------------------------|-----------------------------|-----------------------------|-----------------|---------------|
| NONE                    | INJ                         |                             |                 |               |
|                         | INJ                         |                             |                 |               |
|                         | INJ                         |                             |                 |               |
|                         | PDO                         |                             |                 |               |
| NONE                    | PDO                         |                             | 1               |               |
| NONE                    | PDO                         | FIRE/EXP                    | 0               | 0             |
| NONE                    | INJ                         |                             |                 | 1             |
|                         | PDO                         |                             |                 |               |
| NONE                    | PDO                         |                             |                 |               |
| NONE                    | PDO                         |                             |                 |               |
| NONE                    | INJ                         | GARDRAIL                    | 0               | 0             |
|                         | INJ                         | FORCED                      | 0               | 0             |
| NONE                    | INJ                         | HYDRANT                     |                 |               |
|                         | INJ                         | CURB                        | 1               |               |
| NONE                    | INJ                         | BUILDING                    | 0               | 0             |
| NONE                    | INJ                         | FORCED                      |                 |               |
|                         | PDO                         |                             |                 |               |
|                         | PDO                         |                             |                 |               |
|                         | PDO                         |                             |                 |               |
| NONE                    | INJ                         | FORCED                      | 0               | 0             |
|                         | INJ                         |                             | 0               | 0             |
|                         | INJ                         |                             |                 |               |
| NONE                    | INJ                         | CURB                        | 1               |               |
|                         | INJ                         |                             |                 |               |
|                         | PDO                         |                             |                 |               |
|                         | INJ                         |                             |                 |               |
| NONE                    | INJ                         | POLE UTL                    | 0               | 0             |
|                         | INJ                         |                             |                 |               |
| NONE                    | INJ                         |                             |                 |               |
|                         | PDO                         |                             |                 |               |

| 039 Alcohol Involved Flag1 | 040 Drug Involved Flag1 | 041 Marijuana Flag | 042 Speed Involved Flag1 | 043 Tot Fatal Cnt | 044 Tot Inj Lvl A Cnt |
|----------------------------|-------------------------|--------------------|--------------------------|-------------------|-----------------------|
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| TRUE                       | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | TRUE                    | FALSE              | FALSE                    | 0                 | 1                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | TRUE                     | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | TRUE                     | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |
| FALSE                      | FALSE                   | FALSE              | FALSE                    | 0                 | 0                     |

| 045 Tot Inj Lvl B Cnt | 046 Tot Inj Lvl C Cnt | 047 Tot Inj Cnt | 048 Tot Ped Cnt | 049 Tot Pedcycl Cnt | 050 Tot Drvr Age 01 20 Cnt |
|-----------------------|-----------------------|-----------------|-----------------|---------------------|----------------------------|
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 1                     | 0                     | 1               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 2                     | 2               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 2                     | 0                     | 2               | 0               | 0                   | 0                          |
| 0                     | 1                     | 2               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 1                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 2                     | 1                     | 3               | 0               | 0                   | 1                          |
| 0                     | 2                     | 2               | 0               | 0                   | 0                          |
| 0                     | 2                     | 2               | 0               | 0                   | 0                          |
| 1                     | 0                     | 1               | 0               | 0                   | 0                          |
| 0                     | 2                     | 2               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |
| 1                     | 0                     | 1               | 0               | 0                   | 0                          |
| 0                     | 1                     | 1               | 0               | 0                   | 0                          |
| 1                     | 0                     | 1               | 0               | 0                   | 0                          |
| 1                     | 0                     | 1               | 0               | 0                   | 0                          |
| 0                     | 0                     | 0               | 0               | 0                   | 0                          |

| 051 Lane Rdwy Dprt Crash Flg | 052 Veh1 VHCL CODED SEQ NO | 053 Veh1 VHCL TYP SHORT DESC | 054 Veh1 MVMNT SHORT DESC |
|------------------------------|----------------------------|------------------------------|---------------------------|
| N                            | 1                          | PSNGR CAR                    | PARKNG                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| Y                            | 1                          | PSNGR CAR                    | PARKNG                    |
| Y                            | 1                          | PSNGR CAR                    | PARKNG                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | PARKNG                    |
| N                            | 1                          | PSNGR CAR                    | PARKNG                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | TURN-L                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | TURN-L                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | TURN-L                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | STRGHT                    |
| Y                            | 1                          | PSNGR CAR                    | STRGHT                    |
| N                            | 1                          | PSNGR CAR                    | TURN-L                    |



| 055 Veh1 VHCL CMPSS DIR FROM SHORT DESC | 056 Veh1 VHCL CMPSS DIR TO SHORT DESC | 057 Veh1 ACTN SHORT DESC |
|---|---------------------------------------|--------------------------|
| S                                       | W                                     | ANG PARK                 |
| SE                                      | NW                                    | NONE                     |
| N                                       | S                                     | NONE                     |
| S                                       | N                                     | NONE                     |
| SW                                      | NE                                    | PAR PARK                 |
| SE                                      | NE                                    | ANG PARK                 |
| N                                       | S                                     | NONE                     |
| SE                                      | NW                                    | NONE                     |
| N                                       | UN                                    | ANG PARK                 |
| W                                       | S                                     | ANG PARK                 |
| W                                       | E                                     | NONE                     |
| E                                       | W                                     | NONE                     |
| NE                                      | SW                                    | NONE                     |
| NE                                      | SW                                    | NONE                     |
| UN                                      | UN                                    | NONE                     |
| SW                                      | NE                                    | NONE                     |
| S                                       | N                                     | NONE                     |
| W                                       | E                                     | NONE                     |
| SE                                      | W                                     | NONE                     |
| N                                       | S                                     | NONE                     |
| S                                       | N                                     | NONE                     |
| NW                                      | SE                                    | NONE                     |
| UN                                      | UN                                    | NONE                     |
| SE                                      | W                                     | NONE                     |
| SE                                      | NW                                    | NONE                     |
| W                                       | NW                                    | NONE                     |
| W                                       | E                                     | NONE                     |
| NW                                      | SE                                    | NONE                     |
| W                                       | E                                     | NONE                     |
| E                                       | S                                     | NONE                     |

| 058 Veh1 VHCL EVNT 1 SHORT DESC | 059 Veh1 VHCL SPEED FLG | 060 Veh1 VHCL HIT RUN FLG | 061 Veh1 STRIKG VHCL FLG |
|---------------------------------|-------------------------|---------------------------|--------------------------|
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
| GARDRAIL                        | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
| HYDRANT                         | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
| BUILDING                        | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
| CURB                            | FALSE                   | TRUE                      | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
| POLE UTL                        | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |
|                                 | FALSE                   | FALSE                     | TRUE                     |

| 062 Veh2 VHCL CODED SEQ NO | 063 Veh2 VHCL TYP SHORT DESC | 064 Veh2 MVMNT SHORT DESC |
|----------------------------|------------------------------|---------------------------|
| 2                          | PSNGR CAR                    | STRGHT                    |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | PRKD-P                    |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | STRGHT                    |
| 2                          | PSNGR CAR                    | STRGHT                    |
| 2                          | PSNGR CAR                    | STRGHT                    |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | TURN-L                    |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | TURN-L                    |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | STRGHT                    |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | STOP                      |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | TURN-L                    |
| 2                          | PSNGR CAR                    | STRGHT                    |
|                            |                              |                           |
| 2                          | PSNGR CAR                    | STOP                      |
| 2                          | PSNGR CAR                    | PRKD-P                    |
| 2                          | PSNGR CAR                    | STRGHT                    |

| 065 Veh2 VHCL CMPSS DIR FROM SHORT DESC | 066 Veh2 VHCL CMPSS DIR TO SHORT DESC | 067 Veh2 ACTN SHORT DESC |
|---|---------------------------------------|--------------------------|
| W                                       | E                                     | NONE                     |
| NE                                      | SE                                    | NONE                     |
| N                                       | S                                     | STP/L TRN                |
| N                                       | E                                     | NONE                     |
| SE                                      | NW                                    | ANG PARK                 |
|   |                                       |                          |
| N                                       | S                                     | STOPPED                  |
| W                                       | E                                     | NONE                     |
| W                                       | E                                     | NONE                     |
| S                                       | N                                     | NONE                     |
|   |                                       |                          |
| W                                       | N                                     | NONE                     |
|   |                                       |                          |
| NW                                      | NE                                    | NONE                     |
|   |                                       |                          |
| SW                                      | NE                                    | STP/L TRN                |
| UN                                      | UN                                    | NONE                     |
| W                                       | E                                     | STOPPED                  |
| E                                       | SE                                    | NONE                     |
| N                                       | S                                     | STP/L TRN                |
| N                                       | E                                     | NONE                     |
| NW                                      | SE                                    | STOPPED                  |
|   |                                       |                          |
| E                                       | SE                                    | NONE                     |
| E                                       | SE                                    | NONE                     |
| E                                       | W                                     | NONE                     |
|   |                                       |                          |
| NW                                      | SE                                    | STP/L TRN                |
| W                                       | E                                     | PAR PARK                 |
| N                                       | S                                     | NONE                     |

| 068 Veh2 VHCL EVNT 1 SHORT DESC | 069 Veh2 VHCL SPEED FLG | 070 Veh2 VHCL HIT RUN FLG | 071 Veh2 STRIKG VHCL FLG |
|---------------------------------|-------------------------|---------------------------|--------------------------|
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
| FORCED                          | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
| CURB                            | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
| FORCED                          | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
| FORCED                          | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |
|                                 | FALSE                   | FALSE                     | FALSE                    |

| 072 Driver1 VHCL CODED SEQ NO | 073 Driver1 PARTIC TYP SHORT DESC | 074 Driver1 AGE VAL | 075 Driver1 PARTIC ERR 1 SHORT DESC |
|-------------------------------|-----------------------------------|---------------------|-------------------------------------|
| 1                             | DRVR                              | 70                  | NO ROW                              |
| 1                             | DRVR                              | 59                  | NONE                                |
| 1                             | DRVR                              | 27                  | INATTENT                            |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 49                  | REAR-END                            |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 35                  | OFF RD                              |
| 1                             | DRVR                              | 56                  | NONE                                |
| 1                             | DRVR                              | 34                  | RECKLESS                            |
| 1                             | DRVR                              | 22                  | NONE                                |
| 1                             | DRVR                              | 38                  | OFF RD                              |
| 1                             | DRVR                              | 17                  | REAR-END                            |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 18                  | BASCRULE                            |
| 1                             | DRVR                              | 58                  | NONE                                |
| 1                             | DRVR                              | 58                  | TOO CLOSE                           |
| 1                             | DRVR                              | 47                  | F NEG CURV                          |
| 1                             | DRVR                              | 33                  | NONE                                |
| 1                             | DRVR                              | 0                   | NONE                                |
| 1                             | DRVR                              | 60                  | NO ROW                              |
| 1                             | DRVR                              | 45                  | BASCRULE                            |
| 1                             | DRVR                              | 21                  | REAR-END                            |
| 1                             | DRVR                              | 22                  | FAIL LN                             |
| 1                             | DRVR                              | 0                   | NONE                                |

| 076 Driver1 PARTIC CAUSE 1 SHORT DESC | 077 Driver1 ALCHL USE RPT IND | 078 Driver1 DRUG USE RPT IND | 079 Driver1 MJ USE RPT IND |
|---------------------------------------|-------------------------------|------------------------------|----------------------------|
| NO-YIELD                              |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| INATTENT                              | 0                             | 0                            | 3                          |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               | 0                             | 0                            | 3                          |
| F AVOID                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| OTHR-IMP                              | 1                             |                              |                            |
| NO CODE                               | 0                             | 0                            | 3                          |
| RECKLESS                              |                               | 1                            |                            |
| NO CODE                               | 0                             | 0                            | 3                          |
| FATIGUE                               | 0                             | 0                            | 3                          |
| F AVOID                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| TOO-FAST                              | 0                             | 0                            | 3                          |
| NO CODE                               | 0                             | 0                            | 3                          |
| TOO-CLOS                              | 0                             | 0                            | 3                          |
| OTHR-IMP                              | 0                             | 0                            | 3                          |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO-YIELD                              |                               |                              |                            |
| FATIGUE                               | 0                             | 0                            | 3                          |
| F AVOID                               |                               |                              |                            |
| FATIGUE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |

| 080 Driver2 VHCL CODED SEQ NO | 081 Partic Typ Cd | 082 Driver2 AGE VAL | 083 Driver2 PARTIC ERR 1 SHORT DESC |
|-------------------------------|-------------------|---------------------|-------------------------------------|
| 2                             | 1                 | 43                  | NONE                                |
| 2                             | 1                 | 49                  | NO ROW                              |
| 2                             | 1                 | 28                  | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
|                               |                   |                     |                                     |
|                               |                   |                     |                                     |
| 2                             | 1                 | 25                  | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
|                               |                   |                     |                                     |
| 2                             | 1                 | 27                  | CARELESS                            |
|                               |                   |                     |                                     |
| 2                             | 1                 | 50                  | NO ROW                              |
|                               |                   |                     |                                     |
| 2                             | 1                 | 45                  | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 62                  | NONE                                |
| 2                             | 1                 | 26                  | NO ROW                              |
| 2                             | 1                 | 74                  | NONE                                |
|                               |                   |                     |                                     |
| 2                             | 1                 | 35                  | NO ROW                              |
| 2                             | 1                 | 0                   | NONE                                |
| 2                             | 1                 | 49                  | NONE                                |
|                               |                   |                     |                                     |
| 2                             | 1                 | 38                  | NONE                                |
|                               |                   |                     |                                     |
| 2                             | 1                 | 0                   | NONE                                |



| 084 Driver2 PARTIC CAUSE 1 SHORT DESC | 085 Driver2 ALCHL USE RPT IND | 086 Driver2 DRUG USE RPT IND | 087 Driver2 MJ USE RPT IND |
|---------------------------------------|-------------------------------|------------------------------|----------------------------|
| NO CODE                               |                               |                              |                            |
| NO-YIELD                              |                               |                              |                            |
| NO CODE                               | 0                             | 0                            | 3                          |
| NO CODE                               |                               |                              |                            |
|                                       |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
|                                       |                               |                              |                            |
| CARELESS                              | 0                             | 0                            | 3                          |
|                                       |                               |                              |                            |
| NO-YIELD                              | 0                             | 0                            | 3                          |
|                                       |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               | 0                             | 0                            | 3                          |
| NO-YIELD                              | 0                             | 0                            | 3                          |
| NO CODE                               | 0                             | 0                            | 3                          |
|                                       |                               |                              |                            |
| NO-YIELD                              |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
|                                       |                               |                              |                            |
| NO CODE                               |                               |                              |                            |
|                                       |                               |                              |                            |
| NO CODE                               |                               |                              |                            |

















| 113 Bike MJ USE RPT IND | 115 Pedestrian Flag | 116 Bike Flag | 120 Bike Under Age 211 | 121 Driver Under Age 211 |
|-------------------------|---------------------|---------------|------------------------|--------------------------|
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | Yes                      |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | No                       |
|                         | N                   | N             | No                     | Yes                      |



# APPENDIX B: TRAFFIC COUNT DATA

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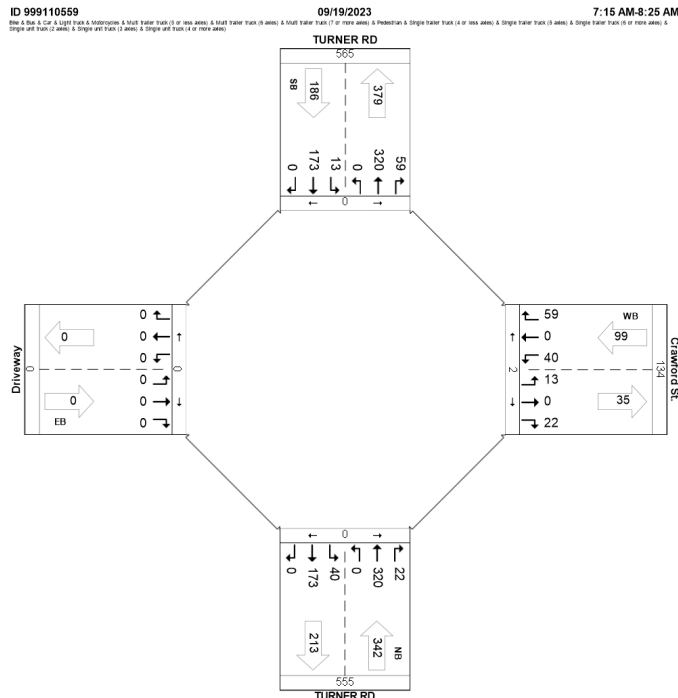
# Peak Hour Data for Intersection

Int ID: 999110559  
 Community: - Zone: N/A  
 Road 1: TURNER RD Road 2: Crawford St.  
 Road 3: Driveway Road 4: TURNER RD

## AM Peak Hour (09/19/2023)

- Bike  Bus  Car  Light truck  Motorcycles  Multi trailer truck (5 or less axles)  Multi trailer truck (6 axles)  Multi trailer truck (7 or more axles)
- Pedestrian  Single trailer truck (4 or less axles)  Single trailer truck (5 axles)  Single trailer truck (6 or more axles)  Single unit truck (2 axles)  Single unit truck (3 axles)  Single unit truck (4 or more axles)

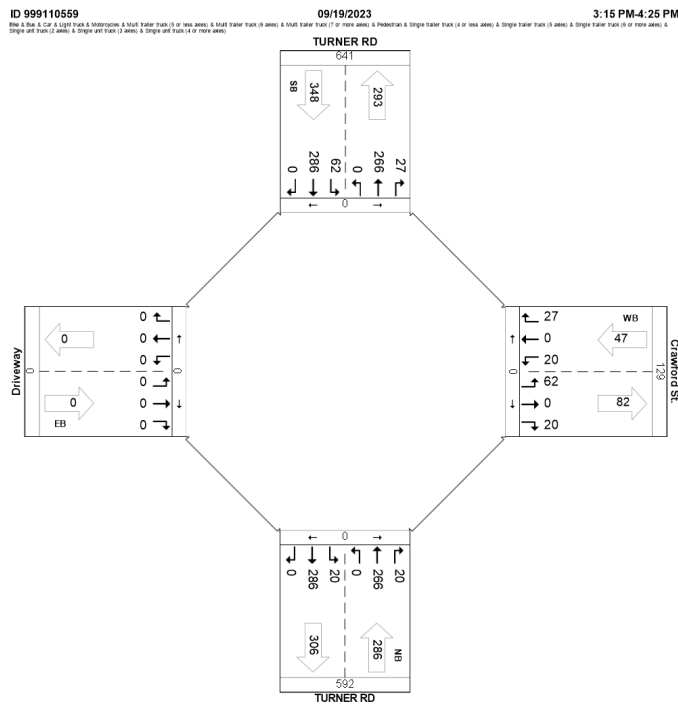
| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 7:15 AM        | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 2    | 0    | 5     | 0    | 7     |
| 7:20 AM        | 0    | 34   | 0     | 0    | 34    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 3    | 0    | 5     | 0    | 8     |
| 7:25 AM        | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 2    | 11   | 0     | 0    | 13    | 6    | 0    | 5     | 0    | 11    |
| 7:30 AM        | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 6    | 0    | 9     | 0    | 15    |
| 7:35 AM        | 0    | 32   | 1     | 0    | 33    | 0    | 0    | 0     | 0    | 0     | 2    | 12   | 0     | 0    | 14    | 7    | 0    | 2     | 0    | 9     |
| 7:40 AM        | 0    | 39   | 3     | 0    | 42    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 6    | 0    | 5     | 2    | 11    |
| 7:45 AM        | 0    | 28   | 5     | 0    | 33    | 0    | 0    | 0     | 0    | 0     | 1    | 18   | 0     | 0    | 19    | 5    | 0    | 8     | 0    | 13    |
| 7:50 AM        | 0    | 34   | 4     | 0    | 38    | 0    | 0    | 0     | 0    | 0     | 2    | 15   | 0     | 0    | 17    | 3    | 0    | 8     | 0    | 11    |
| 7:55 AM        | 0    | 30   | 2     | 0    | 32    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 2     | 0    | 2     |
| 8:00 AM        | 0    | 22   | 2     | 0    | 24    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     |
| 8:05 AM        | 0    | 25   | 3     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 3    | 6    | 0     | 0    | 9     | 0    | 0    | 4     | 0    | 4     |
| 8:10 AM        | 0    | 12   | 1     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 2    | 8    | 0     | 0    | 10    | 2    | 0    | 6     | 0    | 8     |
| <b>Total</b>   | 0    | 320  | 22    | 0    | 342   | 0    | 0    | 0     | 0    | 0     | 13   | 173  | 0     | 0    | 186   | 40   | 0    | 59    | 2    | 99    |
| <b>App %</b>   | 0%   | 94%  | 6%    |      |       |      |      |       |      |       | 7%   | 93%  | 0%    |      |       | 40%  | 0%   | 60%   |      |       |
| <b>PHF</b>     |      | 0.68 | 0.37  |      | 0.68  |      |      |       |      |       | 0.36 | 0.66 |       |      | 0.70  | 0.48 |      | 0.55  |      | 0.55  |
| <b>HV %</b>    |      | 10%  |       |      | 9%    |      |      |       |      |       |      | 18%  |       |      | 17%   |      |      |       |      |       |
| <b>Total %</b> | 0%   | 51%  | 4%    |      | 55%   | 0%   | 0%   | 0%    |      | 0%    | 2%   | 28%  | 0%    |      | 30%   | 6%   | 0%   | 9%    |      | 16%   |



### PM Peak Hour (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |       | EB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|----------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|                | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 3:15 PM        | 0    | 27   | 0     | 27    | 0    | 0    | 0     | 0     | 5    | 17   | 0     | 22    | 1    | 0    | 2     | 3     |
| 3:20 PM        | 0    | 35   | 0     | 35    | 0    | 0    | 0     | 0     | 2    | 24   | 0     | 26    | 0    | 0    | 0     | 0     |
| 3:25 PM        | 0    | 28   | 2     | 30    | 0    | 0    | 0     | 0     | 3    | 18   | 0     | 21    | 3    | 0    | 1     | 4     |
| 3:30 PM        | 0    | 19   | 3     | 22    | 0    | 0    | 0     | 0     | 6    | 24   | 0     | 30    | 1    | 0    | 2     | 3     |
| 3:35 PM        | 0    | 16   | 3     | 19    | 0    | 0    | 0     | 0     | 6    | 32   | 0     | 38    | 1    | 0    | 1     | 2     |
| 3:40 PM        | 0    | 23   | 2     | 25    | 0    | 0    | 0     | 0     | 8    | 33   | 0     | 41    | 1    | 0    | 1     | 2     |
| 3:45 PM        | 0    | 20   | 1     | 21    | 0    | 0    | 0     | 0     | 4    | 27   | 0     | 31    | 1    | 0    | 1     | 2     |
| 3:50 PM        | 0    | 18   | 3     | 21    | 0    | 0    | 0     | 0     | 9    | 20   | 0     | 29    | 6    | 0    | 3     | 9     |
| 3:55 PM        | 0    | 25   | 3     | 28    | 0    | 0    | 0     | 0     | 3    | 21   | 0     | 24    | 3    | 0    | 2     | 5     |
| 4:00 PM        | 0    | 15   | 1     | 16    | 0    | 0    | 0     | 0     | 2    | 25   | 0     | 27    | 2    | 0    | 4     | 6     |
| 4:05 PM        | 0    | 22   | 1     | 23    | 0    | 0    | 0     | 0     | 6    | 24   | 0     | 30    | 0    | 0    | 7     | 7     |
| 4:10 PM        | 0    | 18   | 1     | 19    | 0    | 0    | 0     | 0     | 8    | 21   | 0     | 29    | 1    | 0    | 3     | 4     |
| <b>Total</b>   | 0    | 266  | 20    | 286   | 0    | 0    | 0     | 0     | 62   | 286  | 0     | 348   | 20   | 0    | 27    | 47    |
| <b>App %</b>   | 0%   | 93%  | 7%    |       |      |      |       |       | 18%  | 82%  | 0%    |       | 43%  | 0%   | 57%   |       |
| <b>PHF</b>     |      | 0.63 | 0.56  | 0.68  |      |      |       |       | 0.57 | 0.72 |       | 0.71  | 0.28 |      | 0.32  | 0.44  |
| <b>HV %</b>    |      | 11%  | 5%    | 10%   |      |      |       |       | 3%   | 8%   |       | 7%    | 5%   |      | 4%    | 4%    |
| <b>Total %</b> | 0%   | 39%  | 3%    | 42%   | 0%   | 0%   | 0%    | 0%    | 9%   | 42%  | 0%    | 51%   | 3%   | 0%   | 4%    | 7%    |



### AllDay (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 6:00 AM    | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 1     | 0    | 1     |
| 6:05 AM    | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 1    | 4    | 0     | 0    | 5     | 1    | 0    | 2     | 0    | 3     |
| 6:10 AM    | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 1    | 7    | 0     | 0    | 8     | 2    | 0    | 3     | 0    | 5     |
| 6:15 AM    | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 2     | 0    | 3     |
| 6:20 AM    | 1    | 10   | 1     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 1     | 0    | 2     |
| 6:25 AM    | 0    | 10   | 0     | 0    | 10    | 1    | 0    | 0     | 0    | 1     | 0    | 4    | 0     | 0    | 4     | 1    | 0    | 2     | 0    | 3     |
| 6:30 AM    | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 3    | 7    | 0     | 0    | 10    | 1    | 0    | 5     | 0    | 6     |
| 6:35 AM    | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 1    | 8    | 0     | 0    | 9     | 1    | 0    | 4     | 0    | 5     |
| 6:40 AM    | 0    | 27   | 1     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 1    | 0    | 1     | 0    | 2     |
| 6:45 AM    | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 3    | 9    | 0     | 0    | 12    | 1    | 0    | 7     | 0    | 8     |
| 6:50 AM    | 0    | 19   | 1     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 1    | 9    | 1     | 0    | 11    | 2    | 0    | 3     | 0    | 5     |
| 6:55 AM    | 0    | 7    | 1     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 3    | 0    | 2     | 0    | 5     |
| 7:00 AM    | 0    | 23   | 2     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 1    | 0    | 7     | 0    | 8     |
| 7:05 AM    | 0    | 24   | 1     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 2    | 0    | 1     | 2    | 3     |
| 7:10 AM    | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 5    | 0    | 3     | 0    | 8     |
| 7:15 AM    | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 2    | 0    | 5     | 0    | 7     |
| 7:20 AM    | 0    | 34   | 0     | 0    | 34    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 3    | 0    | 5     | 0    | 8     |
| 7:25 AM    | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 2    | 11   | 0     | 0    | 13    | 6    | 0    | 5     | 0    | 11    |
| 7:30 AM    | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 6    | 0    | 9     | 0    | 15    |
| 7:35 AM    | 0    | 32   | 1     | 0    | 33    | 0    | 0    | 0     | 0    | 0     | 2    | 12   | 0     | 0    | 14    | 7    | 0    | 2     | 0    | 9     |
| 7:40 AM    | 0    | 39   | 3     | 0    | 42    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 6    | 0    | 5     | 2    | 11    |
| 7:45 AM    | 0    | 28   | 5     | 0    | 33    | 0    | 0    | 0     | 0    | 0     | 1    | 18   | 0     | 0    | 19    | 5    | 0    | 8     | 0    | 13    |
| 7:50 AM    | 0    | 34   | 4     | 0    | 38    | 0    | 0    | 0     | 0    | 0     | 2    | 15   | 0     | 0    | 17    | 3    | 0    | 8     | 0    | 11    |
| 7:55 AM    | 0    | 30   | 2     | 0    | 32    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 2     | 0    | 2     |
| 8:00 AM    | 0    | 22   | 2     | 0    | 24    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     |
| 8:05 AM    | 0    | 25   | 3     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 3    | 6    | 0     | 0    | 9     | 0    | 0    | 4     | 0    | 4     |
| 8:10 AM    | 0    | 12   | 1     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 2    | 8    | 0     | 0    | 10    | 2    | 0    | 6     | 0    | 8     |
| 8:15 AM    | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 1    | 11   | 0     | 0    | 12    | 2    | 0    | 2     | 0    | 4     |
| 8:20 AM    | 0    | 10   | 0     | 0    | 10    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 0    | 0    | 2     | 0    | 2     |
| 8:25 AM    | 0    | 12   | 2     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 2    | 8    | 0     | 0    | 10    | 3    | 0    | 2     | 0    | 5     |
| 8:30 AM    | 0    | 16   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 13   | 0     | 0    | 14    | 0    | 0    | 3     | 0    | 3     |
| 8:35 AM    | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 2    | 0    | 3     | 0    | 5     |
| 8:40 AM    | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 3     | 0    | 3     |
| 8:45 AM    | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 1    | 9    | 0     | 0    | 10    | 3    | 0    | 5     | 0    | 8     |
| 8:50 AM    | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 1    | 15   | 0     | 0    | 16    | 0    | 0    | 2     | 0    | 2     |
| 8:55 AM    | 0    | 19   | 1     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 2    | 0    | 0     | 0    | 2     |
| 9:00 AM    | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 3    | 11   | 0     | 0    | 14    | 2    | 0    | 3     | 0    | 5     |
| 9:05 AM    | 1    | 23   | 1     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 4     | 0    | 4     |
| 9:10 AM    | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 2    | 12   | 0     | 0    | 14    | 0    | 0    | 6     | 0    | 6     |
| 9:15 AM    | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 2    | 13   | 0     | 0    | 15    | 1    | 0    | 6     | 0    | 7     |
| 9:20 AM    | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 1    | 8    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     |
| 9:25 AM    | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 0     | 0    | 6     | 2    | 0    | 5     | 0    | 7     |
| 9:30 AM    | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 1    | 0    | 9     | 0    | 10    |
| 9:35 AM    | 0    | 17   | 1     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 1     | 0    | 1     |
| 9:40 AM    | 0    | 17   | 1     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 2     | 0    | 2     |
| 9:45 AM    | 0    | 16   | 1     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 2    | 10   | 0     | 0    | 12    | 0    | 0    | 2     | 0    | 2     |
| 9:50 AM    | 0    | 9    | 1     | 0    | 10    | 0    | 0    | 0     | 0    | 0     | 1    | 15   | 0     | 0    | 16    | 2    | 0    | 1     | 0    | 3     |
| 9:55 AM    | 0    | 23   | 0     | 0    | 23    | 1    | 0    | 0     | 0    | 1     | 1    | 10   | 0     | 0    | 11    | 1    | 0    | 2     | 0    | 3     |
| 10:00 AM   | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 2    | 11   | 0     | 0    | 13    | 0    | 0    | 3     | 0    | 3     |

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 10:05 AM   | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 4    | 12   | 0     | 0    | 16    | 1    | 0    | 3     | 0    | 4     |
| 10:10 AM   | 0    | 16   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 12   | 0     | 0    | 13    | 1    | 0    | 3     | 0    | 4     |
| 10:15 AM   | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 1    | 6    | 0     | 0    | 7     | 0    | 0    | 4     | 0    | 4     |
| 10:20 AM   | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 3    | 11   | 0     | 0    | 14    | 0    | 0    | 3     | 0    | 3     |
| 10:25 AM   | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 1    | 16   | 0     | 0    | 17    | 0    | 0    | 2     | 0    | 2     |
| 10:30 AM   | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 1    | 0    | 4     | 0    | 5     |
| 10:35 AM   | 0    | 21   | 2     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 3    | 23   | 0     | 0    | 26    | 2    | 0    | 1     | 0    | 3     |
| 10:40 AM   | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 5    | 8    | 0     | 0    | 13    | 0    | 0    | 2     | 0    | 2     |
| 10:45 AM   | 0    | 25   | 1     | 0    | 26    | 0    | 0    | 0     | 0    | 0     | 1    | 11   | 0     | 0    | 12    | 1    | 0    | 2     | 0    | 3     |
| 10:50 AM   | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 2    | 21   | 0     | 0    | 23    | 1    | 0    | 2     | 0    | 3     |
| 10:55 AM   | 0    | 13   | 1     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 1    | 11   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     |
| 11:00 AM   | 0    | 5    | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 2    | 16   | 0     | 0    | 18    | 1    | 0    | 0     | 0    | 1     |
| 11:05 AM   | 0    | 18   | 3     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 3    | 11   | 0     | 0    | 14    | 2    | 0    | 4     | 1    | 6     |
| 11:10 AM   | 0    | 19   | 1     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 4    | 12   | 0     | 0    | 16    | 1    | 0    | 4     | 0    | 5     |
| 11:15 AM   | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 2    | 0    | 2     | 1    | 4     |
| 11:20 AM   | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 3    | 16   | 1     | 0    | 20    | 0    | 0    | 1     | 0    | 1     |
| 11:25 AM   | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 2    | 16   | 0     | 0    | 18    | 0    | 0    | 2     | 0    | 2     |
| 11:30 AM   | 0    | 4    | 1     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 3    | 15   | 0     | 0    | 18    | 2    | 0    | 1     | 0    | 3     |
| 11:35 AM   | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 1    | 16   | 0     | 0    | 17    | 1    | 0    | 1     | 0    | 2     |
| 11:40 AM   | 0    | 22   | 1     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 1    | 19   | 0     | 0    | 20    | 1    | 0    | 2     | 0    | 3     |
| 11:45 AM   | 0    | 16   | 2     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 3    | 13   | 0     | 0    | 16    | 1    | 0    | 5     | 0    | 6     |
| 11:50 AM   | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 1    | 0    | 1     | 0    | 2     |
| 11:55 AM   | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 1    | 23   | 0     | 0    | 24    | 1    | 0    | 2     | 0    | 3     |
| 12:00 PM   | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 3    | 13   | 0     | 0    | 16    | 0    | 0    | 3     | 1    | 3     |
| 12:05 PM   | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 1    | 21   | 0     | 0    | 22    | 1    | 0    | 5     | 0    | 6     |
| 12:10 PM   | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 2    | 16   | 0     | 0    | 18    | 0    | 0    | 6     | 0    | 6     |
| 12:15 PM   | 0    | 22   | 1     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 6    | 18   | 0     | 0    | 24    | 0    | 0    | 2     | 0    | 2     |
| 12:20 PM   | 0    | 12   | 1     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 4    | 18   | 0     | 0    | 22    | 0    | 0    | 2     | 0    | 2     |
| 12:25 PM   | 0    | 29   | 1     | 0    | 30    | 0    | 0    | 0     | 0    | 0     | 1    | 17   | 0     | 0    | 18    | 1    | 0    | 3     | 0    | 4     |
| 12:30 PM   | 0    | 14   | 1     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 3    | 17   | 0     | 0    | 20    | 0    | 0    | 1     | 0    | 1     |
| 12:35 PM   | 0    | 18   | 2     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 0    | 16   | 0     | 0    | 16    | 0    | 0    | 2     | 0    | 2     |
| 12:40 PM   | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 6    | 19   | 0     | 0    | 25    | 0    | 0    | 4     | 2    | 4     |
| 12:45 PM   | 0    | 30   | 1     | 0    | 31    | 0    | 0    | 0     | 0    | 0     | 1    | 25   | 0     | 0    | 26    | 2    | 0    | 2     | 0    | 4     |
| 12:50 PM   | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 4    | 15   | 0     | 0    | 19    | 0    | 0    | 2     | 0    | 2     |
| 12:55 PM   | 0    | 21   | 1     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 6    | 20   | 0     | 0    | 26    | 1    | 0    | 1     | 0    | 2     |
| 1:00 PM    | 0    | 11   | 1     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 4    | 15   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     |
| 1:05 PM    | 0    | 12   | 1     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 3    | 17   | 0     | 0    | 20    | 4    | 0    | 2     | 0    | 6     |
| 1:10 PM    | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 4    | 21   | 0     | 0    | 25    | 0    | 0    | 0     | 0    | 0     |
| 1:15 PM    | 0    | 11   | 3     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 3    | 0    | 1     | 0    | 4     |
| 1:20 PM    | 0    | 14   | 1     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 2    | 13   | 0     | 0    | 15    | 0    | 0    | 3     | 0    | 3     |
| 1:25 PM    | 0    | 16   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 2    | 18   | 0     | 0    | 20    | 1    | 0    | 1     | 0    | 2     |
| 1:30 PM    | 0    | 28   | 0     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 3    | 16   | 0     | 0    | 19    | 1    | 0    | 1     | 0    | 2     |
| 1:35 PM    | 0    | 17   | 1     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 4    | 17   | 0     | 0    | 21    | 0    | 0    | 1     | 0    | 1     |
| 1:40 PM    | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 17   | 0     | 0    | 18    | 0    | 0    | 3     | 0    | 3     |
| 1:45 PM    | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 1    | 19   | 0     | 0    | 20    | 4    | 0    | 5     | 0    | 9     |
| 1:50 PM    | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 1    | 15   | 0     | 0    | 16    | 2    | 0    | 0     | 1    | 2     |
| 1:55 PM    | 0    | 14   | 1     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 3    | 16   | 0     | 0    | 19    | 3    | 0    | 4     | 0    | 7     |
| 2:00 PM    | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 4    | 9    | 0     | 0    | 13    | 5    | 0    | 2     | 0    | 7     |
| 2:05 PM    | 0    | 20   | 4     | 0    | 24    | 0    | 0    | 0     | 0    | 0     | 1    | 28   | 0     | 0    | 29    | 2    | 0    | 2     | 0    | 4     |
| 2:10 PM    | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 0     | 0    | 23    | 2    | 0    | 1     | 0    | 3     |
| 2:15 PM    | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 1    | 28   | 0     | 0    | 29    | 1    | 0    | 3     | 0    | 4     |
| 2:20 PM    | 0    | 25   | 2     | 0    | 27    | 0    | 0    | 0     | 0    | 0     | 2    | 20   | 0     | 0    | 22    | 1    | 0    | 3     | 0    | 4     |
| 2:25 PM    | 0    | 19   | 2     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 3    | 28   | 0     | 0    | 31    | 2    | 0    | 1     | 0    | 3     |
| 2:30 PM    | 0    | 30   | 8     | 0    | 38    | 0    | 0    | 0     | 0    | 0     | 3    | 23   | 0     | 0    | 26    | 0    | 0    | 1     | 0    | 1     |
| 2:35 PM    | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 1    | 24   | 0     | 0    | 25    | 1    | 0    | 1     | 0    | 2     |

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 2:40 PM    | 0    | 23   | 3     | 0    | 26    | 0    | 0    | 0     | 0    | 0     | 4    | 25   | 0     | 0    | 29    | 5    | 0    | 2     | 0    | 7     |
| 2:45 PM    | 0    | 16   | 2     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 5    | 26   | 0     | 0    | 31    | 3    | 0    | 2     | 0    | 5     |
| 2:50 PM    | 0    | 17   | 2     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 2    | 15   | 0     | 0    | 17    | 0    | 0    | 2     | 0    | 2     |
| 2:55 PM    | 0    | 24   | 2     | 0    | 26    | 0    | 0    | 0     | 0    | 0     | 4    | 22   | 0     | 0    | 26    | 3    | 0    | 1     | 0    | 4     |
| 3:00 PM    | 0    | 30   | 0     | 0    | 30    | 0    | 0    | 0     | 0    | 0     | 2    | 27   | 0     | 0    | 29    | 2    | 0    | 3     | 0    | 5     |
| 3:05 PM    | 0    | 28   | 3     | 0    | 31    | 0    | 0    | 0     | 0    | 0     | 2    | 19   | 0     | 0    | 21    | 1    | 0    | 0     | 0    | 1     |
| 3:10 PM    | 0    | 29   | 2     | 0    | 31    | 0    | 0    | 0     | 0    | 0     | 2    | 23   | 0     | 0    | 25    | 0    | 0    | 2     | 0    | 2     |
| 3:15 PM    | 0    | 27   | 0     | 0    | 27    | 0    | 0    | 0     | 0    | 0     | 5    | 17   | 0     | 0    | 22    | 1    | 0    | 2     | 0    | 3     |
| 3:20 PM    | 0    | 35   | 0     | 0    | 35    | 0    | 0    | 0     | 0    | 0     | 2    | 24   | 0     | 0    | 26    | 0    | 0    | 0     | 0    | 0     |
| 3:25 PM    | 0    | 28   | 2     | 0    | 30    | 0    | 0    | 0     | 0    | 0     | 3    | 18   | 0     | 0    | 21    | 3    | 0    | 1     | 0    | 4     |
| 3:30 PM    | 0    | 19   | 3     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 6    | 24   | 0     | 0    | 30    | 1    | 0    | 2     | 0    | 3     |
| 3:35 PM    | 0    | 16   | 3     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 6    | 32   | 0     | 0    | 38    | 1    | 0    | 1     | 0    | 2     |
| 3:40 PM    | 0    | 23   | 2     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 8    | 33   | 0     | 0    | 41    | 1    | 0    | 1     | 0    | 2     |
| 3:45 PM    | 0    | 20   | 1     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 4    | 27   | 0     | 0    | 31    | 1    | 0    | 1     | 0    | 2     |
| 3:50 PM    | 0    | 18   | 3     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 9    | 20   | 0     | 0    | 29    | 6    | 0    | 3     | 0    | 9     |
| 3:55 PM    | 0    | 25   | 3     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 3    | 21   | 0     | 0    | 24    | 3    | 0    | 2     | 0    | 5     |
| 4:00 PM    | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 2    | 25   | 0     | 0    | 27    | 2    | 0    | 4     | 0    | 6     |
| 4:05 PM    | 0    | 22   | 1     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 6    | 24   | 0     | 0    | 30    | 0    | 0    | 7     | 0    | 7     |
| 4:10 PM    | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 8    | 21   | 0     | 0    | 29    | 1    | 0    | 3     | 0    | 4     |
| 4:15 PM    | 0    | 13   | 3     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 30   | 0     | 0    | 31    | 0    | 0    | 0     | 1    | 0     |
| 4:20 PM    | 0    | 26   | 1     | 0    | 27    | 0    | 0    | 0     | 0    | 0     | 3    | 24   | 0     | 0    | 27    | 0    | 0    | 2     | 0    | 2     |
| 4:25 PM    | 0    | 8    | 4     | 0    | 12    | 1    | 0    | 0     | 0    | 1     | 4    | 29   | 0     | 0    | 33    | 2    | 0    | 1     | 0    | 3     |
| 4:30 PM    | 0    | 22   | 3     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 0     | 0    | 27    | 0    | 0    | 0     | 1    | 0     |
| 4:35 PM    | 0    | 12   | 2     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 4    | 21   | 0     | 0    | 25    | 0    | 0    | 6     | 0    | 6     |
| 4:40 PM    | 0    | 20   | 0     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 3    | 21   | 0     | 0    | 24    | 2    | 0    | 2     | 0    | 4     |
| 4:45 PM    | 0    | 16   | 1     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 4    | 28   | 0     | 0    | 32    | 3    | 0    | 3     | 0    | 6     |
| 4:50 PM    | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 25   | 0     | 0    | 26    | 0    | 0    | 2     | 0    | 2     |
| 4:55 PM    | 0    | 10   | 1     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 8    | 36   | 0     | 0    | 44    | 0    | 0    | 1     | 0    | 1     |
| 5:00 PM    | 0    | 13   | 3     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 5    | 30   | 0     | 0    | 35    | 1    | 0    | 4     | 0    | 5     |
| 5:05 PM    | 0    | 21   | 1     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 5    | 28   | 0     | 0    | 33    | 1    | 0    | 4     | 0    | 5     |
| 5:10 PM    | 0    | 27   | 2     | 0    | 29    | 0    | 0    | 0     | 0    | 0     | 4    | 27   | 0     | 0    | 31    | 2    | 0    | 1     | 0    | 3     |
| 5:15 PM    | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 6    | 22   | 0     | 0    | 28    | 0    | 0    | 1     | 0    | 1     |
| 5:20 PM    | 0    | 10   | 2     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 6    | 26   | 0     | 0    | 32    | 0    | 0    | 6     | 0    | 6     |
| 5:25 PM    | 0    | 16   | 3     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 10   | 22   | 0     | 0    | 32    | 1    | 0    | 2     | 0    | 3     |
| 5:30 PM    | 0    | 18   | 2     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 4    | 29   | 0     | 0    | 33    | 1    | 0    | 3     | 0    | 4     |
| 5:35 PM    | 0    | 15   | 1     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 4    | 27   | 0     | 0    | 31    | 2    | 0    | 0     | 0    | 2     |
| 5:40 PM    | 0    | 16   | 1     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 1    | 32   | 0     | 0    | 33    | 1    | 0    | 4     | 0    | 5     |
| 5:45 PM    | 0    | 18   | 1     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 4    | 29   | 0     | 0    | 33    | 0    | 0    | 4     | 0    | 4     |
| 5:50 PM    | 0    | 15   | 2     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 2    | 19   | 0     | 0    | 21    | 0    | 0    | 5     | 1    | 5     |
| 5:55 PM    | 0    | 12   | 3     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 3    | 21   | 0     | 0    | 24    | 0    | 0    | 3     | 0    | 3     |
| 6:00 PM    | 0    | 17   | 6     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 6    | 21   | 0     | 0    | 27    | 1    | 0    | 8     | 0    | 9     |
| 6:05 PM    | 0    | 19   | 1     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 3    | 14   | 0     | 0    | 17    | 3    | 0    | 7     | 0    | 10    |
| 6:10 PM    | 0    | 17   | 3     | 0    | 20    | 0    | 0    | 0     | 0    | 0     | 5    | 13   | 0     | 0    | 18    | 2    | 0    | 3     | 0    | 5     |
| 6:15 PM    | 0    | 13   | 1     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 3    | 21   | 0     | 0    | 24    | 1    | 0    | 5     | 0    | 6     |
| 6:20 PM    | 0    | 19   | 2     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 4    | 14   | 0     | 0    | 18    | 1    | 0    | 0     | 0    | 1     |
| 6:25 PM    | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 7    | 17   | 0     | 0    | 24    | 1    | 0    | 3     | 0    | 4     |
| 6:30 PM    | 0    | 16   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 1    | 12   | 0     | 0    | 13    | 2    | 0    | 3     | 0    | 5     |
| 6:35 PM    | 0    | 14   | 1     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 8    | 14   | 0     | 0    | 22    | 1    | 0    | 2     | 0    | 3     |
| 6:40 PM    | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 5    | 18   | 0     | 0    | 23    | 2    | 0    | 1     | 1    | 3     |
| 6:45 PM    | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 2    | 17   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     |
| 6:50 PM    | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 4    | 24   | 0     | 0    | 28    | 1    | 0    | 3     | 0    | 4     |
| 6:55 PM    | 0    | 10   | 1     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 4    | 14   | 0     | 0    | 18    | 1    | 0    | 0     | 0    | 1     |
| 7:00 PM    | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 4    | 13   | 0     | 0    | 17    | 0    | 0    | 1     | 0    | 1     |
| 7:05 PM    | 0    | 13   | 1     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 5    | 13   | 0     | 0    | 18    | 0    | 0    | 1     | 0    | 1     |
| 7:10 PM    | 0    | 7    | 2     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 2    | 14   | 0     | 0    | 16    | 0    | 0    | 1     | 0    | 1     |

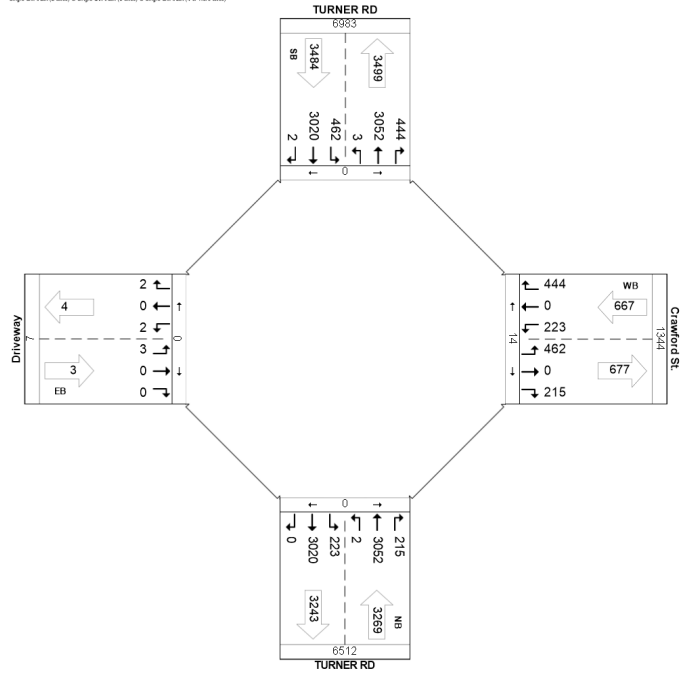


| Start Time     | NB          |              |             |          |              | EB          |           |           |          |             | SB          |              |             |          |              | WB          |           |             |           |             |
|----------------|-------------|--------------|-------------|----------|--------------|-------------|-----------|-----------|----------|-------------|-------------|--------------|-------------|----------|--------------|-------------|-----------|-------------|-----------|-------------|
|                | Left        | Thru         | Right       | Ped*     | Total        | Left        | Thru      | Right     | Ped*     | Total       | Left        | Thru         | Right       | Ped*     | Total        | Left        | Thru      | Right       | Ped*      | Total       |
| 7:15 PM        | 0           | 8            | 1           | 0        | 9            | 0           | 0         | 0         | 0        | 0           | 4           | 9            | 0           | 0        | 13           | 1           | 0         | 1           | 0         | 2           |
| 7:20 PM        | 0           | 5            | 2           | 0        | 7            | 0           | 0         | 0         | 0        | 0           | 3           | 13           | 0           | 0        | 16           | 1           | 0         | 0           | 0         | 1           |
| 7:25 PM        | 0           | 7            | 0           | 0        | 7            | 0           | 0         | 0         | 0        | 0           | 3           | 10           | 0           | 0        | 13           | 2           | 0         | 0           | 0         | 2           |
| 7:30 PM        | 0           | 12           | 2           | 0        | 14           | 0           | 0         | 0         | 0        | 0           | 2           | 9            | 0           | 0        | 11           | 5           | 0         | 1           | 0         | 6           |
| 7:35 PM        | 0           | 13           | 3           | 0        | 16           | 0           | 0         | 0         | 0        | 0           | 3           | 9            | 0           | 0        | 12           | 0           | 0         | 3           | 0         | 3           |
| 7:40 PM        | 0           | 3            | 0           | 0        | 3            | 0           | 0         | 0         | 0        | 0           | 3           | 11           | 0           | 0        | 14           | 0           | 0         | 1           | 0         | 1           |
| 7:45 PM        | 0           | 7            | 3           | 0        | 10           | 0           | 0         | 0         | 0        | 0           | 5           | 17           | 0           | 0        | 22           | 1           | 0         | 0           | 0         | 1           |
| 7:50 PM        | 0           | 8            | 2           | 0        | 10           | 0           | 0         | 0         | 0        | 0           | 2           | 10           | 0           | 0        | 12           | 0           | 0         | 1           | 0         | 1           |
| 7:55 PM        | 0           | 4            | 1           | 0        | 5            | 0           | 0         | 0         | 0        | 0           | 1           | 7            | 0           | 0        | 8            | 1           | 0         | 0           | 0         | 1           |
| 8:00 PM        | 0           | 6            | 3           | 0        | 9            | 0           | 0         | 0         | 0        | 0           | 4           | 11           | 0           | 0        | 15           | 0           | 0         | 1           | 0         | 1           |
| 8:05 PM        | 0           | 5            | 4           | 0        | 9            | 0           | 0         | 0         | 0        | 0           | 3           | 8            | 0           | 0        | 11           | 0           | 0         | 1           | 0         | 1           |
| 8:10 PM        | 0           | 10           | 0           | 0        | 10           | 0           | 0         | 0         | 0        | 0           | 3           | 12           | 0           | 0        | 15           | 2           | 0         | 2           | 0         | 4           |
| 8:15 PM        | 0           | 9            | 2           | 0        | 11           | 0           | 0         | 0         | 0        | 0           | 2           | 13           | 0           | 0        | 15           | 0           | 0         | 1           | 0         | 1           |
| 8:20 PM        | 0           | 7            | 0           | 0        | 7            | 0           | 0         | 0         | 0        | 0           | 0           | 6            | 0           | 0        | 6            | 0           | 0         | 2           | 0         | 2           |
| 8:25 PM        | 0           | 2            | 0           | 0        | 2            | 0           | 0         | 0         | 0        | 0           | 1           | 19           | 0           | 0        | 20           | 1           | 0         | 1           | 0         | 2           |
| 8:30 PM        | 0           | 13           | 2           | 0        | 15           | 0           | 0         | 0         | 0        | 0           | 3           | 13           | 0           | 0        | 16           | 0           | 0         | 1           | 0         | 1           |
| 8:35 PM        | 0           | 6            | 2           | 0        | 8            | 0           | 0         | 0         | 0        | 0           | 3           | 7            | 0           | 0        | 10           | 0           | 0         | 4           | 0         | 4           |
| 8:40 PM        | 0           | 1            | 0           | 0        | 1            | 0           | 0         | 0         | 0        | 0           | 0           | 7            | 0           | 0        | 7            | 0           | 0         | 2           | 0         | 2           |
| 8:45 PM        | 0           | 7            | 0           | 0        | 7            | 0           | 0         | 0         | 0        | 0           | 2           | 13           | 0           | 0        | 15           | 0           | 0         | 0           | 0         | 0           |
| 8:50 PM        | 0           | 4            | 0           | 0        | 4            | 0           | 0         | 0         | 0        | 0           | 2           | 6            | 0           | 0        | 8            | 0           | 0         | 0           | 0         | 0           |
| 8:55 PM        | 0           | 4            | 1           | 0        | 5            | 0           | 0         | 0         | 0        | 0           | 1           | 4            | 0           | 0        | 5            | 0           | 0         | 0           | 0         | 0           |
| 9:00 PM        | 0           | 9            | 0           | 0        | 9            | 0           | 0         | 0         | 0        | 0           | 3           | 10           | 0           | 0        | 13           | 0           | 0         | 0           | 0         | 0           |
| 9:05 PM        | 0           | 6            | 0           | 0        | 6            | 0           | 0         | 0         | 0        | 0           | 0           | 8            | 0           | 0        | 8            | 0           | 0         | 0           | 0         | 0           |
| 9:10 PM        | 0           | 3            | 1           | 0        | 4            | 0           | 0         | 0         | 0        | 0           | 3           | 7            | 0           | 0        | 10           | 0           | 0         | 1           | 0         | 1           |
| 9:15 PM        | 0           | 3            | 2           | 0        | 5            | 0           | 0         | 0         | 0        | 0           | 0           | 6            | 0           | 0        | 6            | 0           | 0         | 0           | 0         | 0           |
| 9:20 PM        | 0           | 3            | 1           | 0        | 4            | 0           | 0         | 0         | 0        | 0           | 2           | 13           | 0           | 0        | 15           | 1           | 0         | 1           | 0         | 2           |
| 9:25 PM        | 0           | 0            | 1           | 0        | 1            | 0           | 0         | 0         | 0        | 0           | 2           | 5            | 0           | 0        | 7            | 0           | 0         | 0           | 0         | 0           |
| 9:30 PM        | 0           | 7            | 0           | 0        | 7            | 0           | 0         | 0         | 0        | 0           | 1           | 5            | 0           | 0        | 6            | 0           | 0         | 0           | 0         | 0           |
| 9:35 PM        | 0           | 5            | 0           | 0        | 5            | 0           | 0         | 0         | 0        | 0           | 0           | 6            | 0           | 0        | 6            | 0           | 0         | 0           | 0         | 0           |
| 9:40 PM        | 0           | 0            | 0           | 0        | 0            | 0           | 0         | 0         | 0        | 0           | 1           | 7            | 0           | 0        | 8            | 0           | 0         | 0           | 0         | 0           |
| 9:45 PM        | 0           | 3            | 0           | 0        | 3            | 0           | 0         | 0         | 0        | 0           | 1           | 3            | 0           | 0        | 4            | 0           | 0         | 1           | 0         | 1           |
| 9:50 PM        | 0           | 0            | 0           | 0        | 0            | 0           | 0         | 0         | 0        | 0           | 1           | 9            | 0           | 0        | 10           | 1           | 0         | 0           | 0         | 1           |
| 9:55 PM        | 0           | 1            | 0           | 0        | 1            | 0           | 0         | 0         | 0        | 0           | 0           | 4            | 0           | 0        | 4            | 0           | 0         | 0           | 0         | 0           |
| <b>Total</b>   | <b>2</b>    | <b>3,052</b> | <b>215</b>  | <b>0</b> | <b>3,269</b> | <b>3</b>    | <b>0</b>  | <b>0</b>  | <b>0</b> | <b>3</b>    | <b>462</b>  | <b>3,020</b> | <b>2</b>    | <b>0</b> | <b>3,484</b> | <b>223</b>  | <b>0</b>  | <b>444</b>  | <b>14</b> | <b>667</b>  |
| <b>App %</b>   | <b>0%</b>   | <b>93%</b>   | <b>7%</b>   |          |              | <b>100%</b> | <b>0%</b> | <b>0%</b> |          |             | <b>13%</b>  | <b>87%</b>   | <b>0%</b>   |          |              | <b>33%</b>  | <b>0%</b> | <b>67%</b>  |           |             |
| <b>PHF</b>     | <b>0.01</b> | <b>0.41</b>  | <b>0.14</b> |          | <b>0.41</b>  | <b>0.02</b> |           |           |          | <b>0.02</b> | <b>0.24</b> | <b>0.44</b>  | <b>0.01</b> |          | <b>0.41</b>  | <b>0.17</b> |           | <b>0.26</b> |           | <b>0.23</b> |
| <b>HV %</b>    |             | <b>11%</b>   | <b>5%</b>   |          | <b>10%</b>   | <b>33%</b>  |           |           |          | <b>33%</b>  | <b>1%</b>   | <b>11%</b>   | <b>50%</b>  |          | <b>9%</b>    | <b>3%</b>   |           | <b>2%</b>   |           | <b>2%</b>   |
| <b>Total %</b> | <b>0%</b>   | <b>41%</b>   | <b>3%</b>   |          | <b>44%</b>   | <b>0%</b>   | <b>0%</b> | <b>0%</b> |          | <b>0%</b>   | <b>6%</b>   | <b>41%</b>   | <b>0%</b>   |          | <b>47%</b>   | <b>3%</b>   | <b>0%</b> | <b>6%</b>   |           | <b>9%</b>   |

### Peak Hour Data for Intersection

ID 999110559: Total Count      09/19/2023      6:00 AM-10:10 PM

Flow: NB (Car, 20,000) Truck & Motorcycle (Car: Single, Truck: 1 or more axles) & Single, Truck: 2 or more axles) & SB (Car, 20,000) Truck & Motorcycle (Car: Single, Truck: 1 or more axles) & Single, Truck: 2 or more axles) & WB (Car, 20,000) Truck & Motorcycle (Car: Single, Truck: 1 or more axles) & Single, Truck: 2 or more axles) & EB (Car, 20,000) Truck & Motorcycle (Car: Single, Truck: 1 or more axles) & Single, Truck: 2 or more axles)





# Peak Hour Data for Intersection

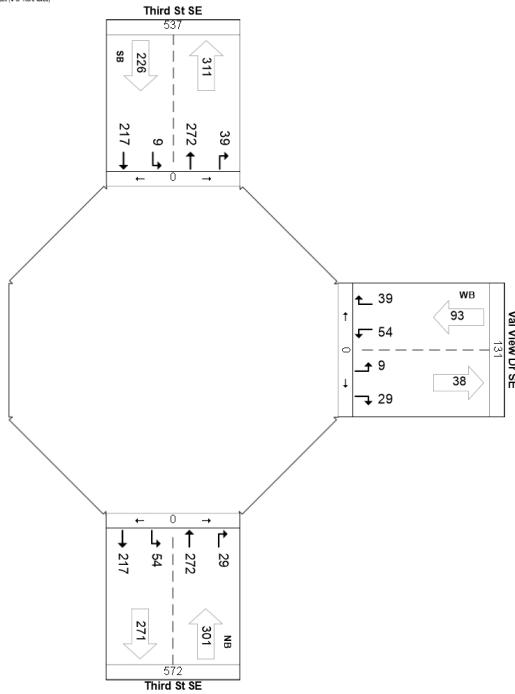
Int ID: 999110188  
 Community: Turner Zone: N/A  
 Road 1: Third St SE Road 2: Third St SE  
 Road 3: Val View Dr SE Road 4:

## AM Peak Hour (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|----------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|                | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 7:15 AM        | 0    | 50   | 4     | 54    | 0    | 50   | 0     | 50    | 10   | 0    | 11    | 21    |
| 7:30 AM        | 0    | 77   | 10    | 87    | 1    | 80   | 0     | 81    | 22   | 0    | 15    | 37    |
| 7:45 AM        | 0    | 91   | 10    | 101   | 4    | 46   | 0     | 50    | 11   | 0    | 6     | 17    |
| 8:00 AM        | 0    | 54   | 5     | 59    | 4    | 41   | 0     | 45    | 11   | 0    | 7     | 18    |
| <b>Total</b>   | 0    | 272  | 29    | 301   | 9    | 217  | 0     | 226   | 54   | 0    | 39    | 93    |
| <b>App %</b>   | 0%   | 90%  | 10%   |       | 4%   | 96%  | 0%    |       | 58%  | 0%   | 42%   |       |
| <b>PHF</b>     |      | 0.75 | 0.73  | 0.75  | 0.56 | 0.68 |       | 0.70  | 0.61 |      | 0.65  | 0.63  |
| <b>HV %</b>    |      | 9%   | 10%   | 9%    | 11%  | 10%  |       | 10%   | 2%   |      | 6%    | 1%    |
| <b>Total %</b> | 0%   | 44%  | 5%    | 49%   | 1%   | 35%  | 0%    | 36%   | 9%   | 0%   | 6%    | 15%   |

ID 999110188 05/12/2022 7:15 AM-8:15 AM  
Peak 15-Minute Data: 1. All traffic 2. Motorcycles 3. Multi trailer truck (5 or less axles) 4. Multi trailer truck (6 axles) 5. Multi trailer truck (7 or more axles) 6. Pedestrian 7. Single trailer truck (4 or less axles) 8. Single trailer truck (5 axles) 9. Single trailer truck (6 or more axles) 10. Single unit truck (2 axles) 11. Single unit truck (3 axles) 12. Single unit truck (4 or more axles)

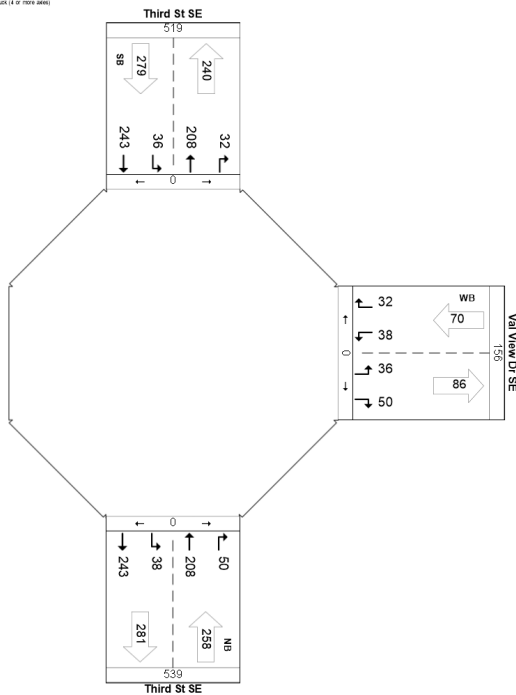


### PM Peak Hour (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|----------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|                | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 3:15 PM        | 0    | 61   | 12    | 73    | 6    | 53   | 0     | 59    | 6    | 0    | 5     | 11    |
| 3:30 PM        | 0    | 59   | 17    | 76    | 7    | 62   | 0     | 69    | 13   | 0    | 8     | 21    |
| 3:45 PM        | 0    | 38   | 12    | 50    | 13   | 63   | 0     | 76    | 10   | 0    | 8     | 18    |
| 4:00 PM        | 0    | 50   | 9     | 59    | 10   | 65   | 0     | 75    | 9    | 0    | 11    | 20    |
| <b>Total</b>   | 0    | 208  | 50    | 258   | 36   | 243  | 0     | 279   | 38   | 0    | 32    | 70    |
| <b>App %</b>   | 0%   | 81%  | 19%   |       | 13%  | 87%  | 0%    |       | 54%  | 0%   | 46%   |       |
| <b>PHF</b>     |      | 0.85 | 0.74  | 0.85  | 0.69 | 0.93 |       | 0.92  | 0.73 |      | 0.73  | 0.83  |
| <b>HV %</b>    |      | 6%   | 6%    | 6%    |      | 5%   |       | 5%    | 5%   |      | 9%    | 7%    |
| <b>Total %</b> | 0%   | 34%  | 8%    | 43%   | 6%   | 40%  | 0%    | 46%   | 6%   | 0%   | 5%    | 12%   |

ID 999110188 05/12/2022 3:15 PM-4:15 PM  
Blue & Bus & Car & Light truck & Motorcycles & Multi trailer truck (5 or less axles) & Multi trailer truck (6 axles) & Multi trailer truck (7 or more axles) & Pedestrian & Single trailer truck (4 or less axles) & Single trailer truck (5 axles) & Single trailer truck (6 or more axles) & Single unit truck (2 axles) & Single unit truck (3 axles) & Single unit truck (4 or more axles)



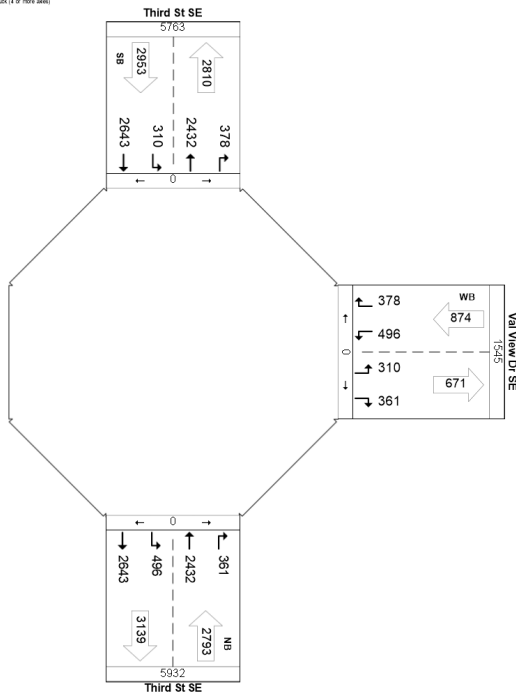
### AllDay (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|            | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 6:00 AM    | 0    | 21   | 0     | 21    | 0    | 14   | 0     | 14    | 1    | 0    | 6     | 7     |
| 6:15 AM    | 0    | 30   | 0     | 30    | 0    | 22   | 0     | 22    | 5    | 0    | 3     | 8     |
| 6:30 AM    | 0    | 44   | 0     | 44    | 0    | 23   | 0     | 23    | 7    | 0    | 7     | 14    |
| 6:45 AM    | 0    | 54   | 2     | 56    | 1    | 39   | 0     | 40    | 9    | 0    | 5     | 14    |
| 7:00 AM    | 0    | 41   | 4     | 45    | 3    | 39   | 0     | 42    | 10   | 0    | 6     | 16    |
| 7:15 AM    | 0    | 50   | 4     | 54    | 0    | 50   | 0     | 50    | 10   | 0    | 11    | 21    |
| 7:30 AM    | 0    | 77   | 10    | 87    | 1    | 80   | 0     | 81    | 22   | 0    | 15    | 37    |
| 7:45 AM    | 0    | 91   | 10    | 101   | 4    | 46   | 0     | 50    | 11   | 0    | 6     | 17    |
| 8:00 AM    | 0    | 54   | 5     | 59    | 4    | 41   | 0     | 45    | 11   | 0    | 7     | 18    |
| 8:15 AM    | 0    | 47   | 4     | 51    | 0    | 31   | 0     | 31    | 11   | 0    | 2     | 13    |
| 8:30 AM    | 0    | 37   | 5     | 42    | 1    | 32   | 0     | 33    | 5    | 0    | 10    | 15    |
| 8:45 AM    | 0    | 47   | 3     | 50    | 5    | 45   | 0     | 50    | 7    | 0    | 7     | 14    |
| 9:00 AM    | 0    | 43   | 3     | 46    | 3    | 23   | 0     | 26    | 9    | 0    | 4     | 13    |
| 9:15 AM    | 0    | 35   | 3     | 38    | 3    | 36   | 0     | 39    | 8    | 0    | 6     | 14    |
| 9:30 AM    | 0    | 32   | 5     | 37    | 3    | 37   | 0     | 40    | 10   | 0    | 8     | 18    |
| 9:45 AM    | 0    | 45   | 3     | 48    | 5    | 39   | 0     | 44    | 10   | 0    | 9     | 19    |
| 10:00 AM   | 0    | 34   | 5     | 39    | 1    | 31   | 0     | 32    | 9    | 0    | 8     | 17    |
| 10:15 AM   | 0    | 44   | 4     | 48    | 2    | 35   | 0     | 37    | 13   | 0    | 11    | 24    |
| 10:30 AM   | 0    | 33   | 5     | 38    | 3    | 41   | 0     | 44    | 11   | 0    | 9     | 20    |
| 10:45 AM   | 0    | 38   | 1     | 39    | 5    | 35   | 0     | 40    | 7    | 0    | 12    | 19    |
| 11:00 AM   | 0    | 35   | 4     | 39    | 2    | 42   | 0     | 44    | 9    | 0    | 8     | 17    |
| 11:15 AM   | 0    | 34   | 1     | 35    | 3    | 41   | 0     | 44    | 4    | 0    | 6     | 10    |
| 11:30 AM   | 0    | 28   | 3     | 31    | 5    | 34   | 0     | 39    | 8    | 0    | 12    | 20    |
| 11:45 AM   | 0    | 43   | 5     | 48    | 4    | 50   | 0     | 54    | 8    | 0    | 7     | 15    |
| 12:00 PM   | 0    | 35   | 5     | 40    | 5    | 38   | 0     | 43    | 3    | 0    | 3     | 6     |
| 12:15 PM   | 0    | 32   | 4     | 36    | 9    | 45   | 0     | 54    | 10   | 0    | 7     | 17    |
| 12:30 PM   | 0    | 46   | 5     | 51    | 6    | 41   | 0     | 47    | 8    | 0    | 9     | 17    |
| 12:45 PM   | 0    | 43   | 9     | 52    | 7    | 40   | 0     | 47    | 8    | 0    | 4     | 12    |
| 1:00 PM    | 0    | 33   | 9     | 42    | 7    | 42   | 0     | 49    | 3    | 0    | 10    | 13    |
| 1:15 PM    | 0    | 39   | 3     | 42    | 3    | 42   | 0     | 45    | 9    | 0    | 9     | 18    |
| 1:30 PM    | 0    | 51   | 5     | 56    | 3    | 46   | 0     | 49    | 6    | 0    | 11    | 17    |
| 1:45 PM    | 0    | 39   | 7     | 46    | 11   | 62   | 0     | 73    | 12   | 0    | 5     | 17    |
| 2:00 PM    | 0    | 51   | 7     | 58    | 4    | 55   | 0     | 59    | 12   | 0    | 4     | 16    |
| 2:15 PM    | 0    | 58   | 18    | 76    | 6    | 55   | 0     | 61    | 16   | 0    | 7     | 23    |
| 2:30 PM    | 0    | 38   | 5     | 43    | 2    | 40   | 0     | 42    | 8    | 0    | 7     | 15    |
| 2:45 PM    | 0    | 39   | 4     | 43    | 7    | 76   | 0     | 83    | 13   | 0    | 7     | 20    |
| 3:00 PM    | 0    | 58   | 9     | 67    | 5    | 52   | 0     | 57    | 11   | 0    | 7     | 18    |
| 3:15 PM    | 0    | 61   | 12    | 73    | 6    | 53   | 0     | 59    | 6    | 0    | 5     | 11    |
| 3:30 PM    | 0    | 59   | 17    | 76    | 7    | 62   | 0     | 69    | 13   | 0    | 8     | 21    |
| 3:45 PM    | 0    | 38   | 12    | 50    | 13   | 63   | 0     | 76    | 10   | 0    | 8     | 18    |
| 4:00 PM    | 0    | 50   | 9     | 59    | 10   | 65   | 0     | 75    | 9    | 0    | 11    | 20    |
| 4:15 PM    | 0    | 47   | 12    | 59    | 12   | 77   | 0     | 89    | 7    | 0    | 5     | 12    |
| 4:30 PM    | 0    | 37   | 6     | 43    | 9    | 69   | 0     | 78    | 9    | 0    | 12    | 21    |
| 4:45 PM    | 0    | 38   | 11    | 49    | 8    | 57   | 0     | 65    | 7    | 0    | 3     | 10    |
| 5:00 PM    | 0    | 31   | 7     | 38    | 9    | 73   | 0     | 82    | 7    | 0    | 4     | 11    |
| 5:15 PM    | 0    | 54   | 7     | 61    | 10   | 62   | 0     | 72    | 12   | 0    | 7     | 19    |
| 5:30 PM    | 0    | 40   | 7     | 47    | 10   | 53   | 0     | 63    | 6    | 0    | 7     | 13    |

| Start Time     | NB   |       |       |       | SB   |       |       |       | WB   |      |       |       |
|----------------|------|-------|-------|-------|------|-------|-------|-------|------|------|-------|-------|
|                | Left | Thru  | Right | Total | Left | Thru  | Right | Total | Left | Thru | Right | Total |
| 5:45 PM        | 0    | 24    | 5     | 29    | 9    | 42    | 0     | 51    | 11   | 0    | 3     | 14    |
| 6:00 PM        | 0    | 36    | 11    | 47    | 5    | 49    | 0     | 54    | 5    | 0    | 2     | 7     |
| 6:15 PM        | 0    | 26    | 4     | 30    | 9    | 57    | 0     | 66    | 11   | 0    | 1     | 12    |
| 6:30 PM        | 0    | 32    | 4     | 36    | 5    | 33    | 0     | 38    | 3    | 0    | 7     | 10    |
| 6:45 PM        | 0    | 25    | 3     | 28    | 6    | 35    | 0     | 41    | 8    | 0    | 3     | 11    |
| 7:00 PM        | 0    | 39    | 8     | 47    | 9    | 27    | 0     | 36    | 7    | 0    | 3     | 10    |
| 7:15 PM        | 0    | 13    | 4     | 17    | 4    | 24    | 0     | 28    | 2    | 0    | 0     | 2     |
| 7:30 PM        | 0    | 21    | 3     | 24    | 10   | 28    | 0     | 38    | 3    | 0    | 2     | 5     |
| 7:45 PM        | 0    | 12    | 7     | 19    | 2    | 17    | 0     | 19    | 5    | 0    | 2     | 7     |
| 8:00 PM        | 0    | 23    | 4     | 27    | 5    | 20    | 0     | 25    | 3    | 0    | 2     | 5     |
| 8:15 PM        | 0    | 29    | 4     | 33    | 1    | 29    | 0     | 30    | 7    | 0    | 2     | 9     |
| 8:30 PM        | 0    | 30    | 4     | 34    | 0    | 27    | 0     | 27    | 2    | 0    | 4     | 6     |
| 8:45 PM        | 0    | 17    | 11    | 28    | 6    | 24    | 0     | 30    | 2    | 0    | 1     | 3     |
| 9:00 PM        | 0    | 17    | 3     | 20    | 6    | 21    | 0     | 27    | 2    | 0    | 0     | 2     |
| 9:15 PM        | 0    | 16    | 5     | 21    | 5    | 11    | 0     | 16    | 4    | 0    | 1     | 5     |
| 9:30 PM        | 0    | 12    | 2     | 14    | 1    | 12    | 0     | 13    | 0    | 0    | 0     | 0     |
| 9:45 PM        | 0    | 6     | 0     | 6     | 0    | 13    | 0     | 13    | 1    | 0    | 0     | 1     |
| <b>Total</b>   | 0    | 2,432 | 361   | 2,793 | 310  | 2,643 | 0     | 2,953 | 496  | 0    | 378   | 874   |
| <b>App %</b>   | 0%   | 87%   | 13%   |       | 10%  | 90%   | 0%    |       | 57%  | 0%   | 43%   |       |
| <b>PHF</b>     |      | 0.42  | 0.31  | 0.43  | 0.37 | 0.52  |       | 0.52  | 0.35 |      | 0.39  | 0.37  |
| <b>HV %</b>    |      | 11%   | 4%    | 10%   | 2%   | 10%   |       | 9%    | 2%   |      | 3%    | 2%    |
| <b>Total %</b> | 0%   | 37%   | 5%    | 42%   | 5%   | 40%   | 0%    | 45%   | 7%   | 0%   | 6%    | 13%   |

ID 999110188: Total Count 05/12/2022 6:00 AM-10:00 PM  
0=No & Bus & Car & Light Truck & Motorcycles & Multi-Trailer Truck (3 or more axles) & Multi-Trailer Truck (7 or more axles) & Pedestrian & Single Trailer Truck (4 or less axles) & Single Trailer Truck (3 axles) & Single Trailer Truck (2 or more axles) & Single Trailer Truck (2 axles) & Single Trailer Truck (3 axles) & Single Trailer Truck (4 or more axles)





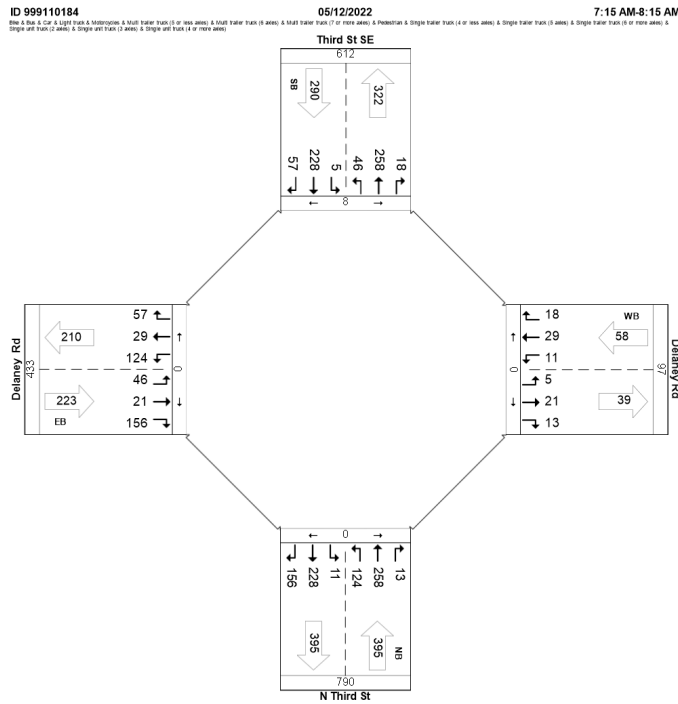
# Peak Hour Data for Intersection

Int ID: 999110184  
 Community: Turner Zone: N/A  
 Road 1: Third St SE Road 2: N Third St  
 Road 3: Delaney Rd Road 4: Delaney Rd

## AM Peak Hour (05/12/2022)

- Bike  Bus  Car  Light truck  Motorcycles  Multi trailer truck (5 or less axles)  Multi trailer truck (6 axles)  Multi trailer truck (7 or more axles)
- Pedestrian  Single trailer truck (4 or less axles)  Single trailer truck (5 axles)  Single trailer truck (6 or more axles)  Single unit truck (2 axles)  Single unit truck (3 axles)  Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 7:15 AM        | 26   | 45   | 2     | 0    | 73    | 12   | 8    | 38    | 0    | 58    | 1    | 55   | 12    | 5    | 68    | 5    | 2    | 3     | 0    | 10    |
| 7:30 AM        | 35   | 83   | 5     | 0    | 123   | 8    | 5    | 73    | 0    | 86    | 4    | 93   | 18    | 2    | 115   | 3    | 10   | 5     | 0    | 18    |
| 7:45 AM        | 36   | 83   | 5     | 0    | 124   | 16   | 3    | 32    | 0    | 51    | 0    | 45   | 12    | 1    | 57    | 2    | 11   | 7     | 0    | 20    |
| 8:00 AM        | 27   | 47   | 1     | 0    | 75    | 10   | 5    | 13    | 0    | 28    | 0    | 35   | 15    | 0    | 50    | 1    | 6    | 3     | 0    | 10    |
| <b>Total</b>   | 124  | 258  | 13    | 0    | 395   | 46   | 21   | 156   | 0    | 223   | 5    | 228  | 57    | 8    | 290   | 11   | 29   | 18    | 0    | 58    |
| <b>App %</b>   | 31%  | 65%  | 3%    |      |       | 21%  | 9%   | 70%   |      |       | 2%   | 79%  | 20%   |      |       | 19%  | 50%  | 31%   |      |       |
| <b>PHF</b>     | 0.86 | 0.78 | 0.65  |      | 0.80  | 0.72 | 0.66 | 0.53  |      | 0.65  | 0.31 | 0.61 | 0.79  |      | 0.63  | 0.55 | 0.66 | 0.64  |      | 0.73  |
| <b>HV %</b>    | 3%   | 9%   |       |      | 7%    | 4%   |      | 5%    |      | 4%    | 60%  | 10%  | 14%   |      | 11%   | 9%   | 10%  | 6%    |      | 9%    |
| <b>Total %</b> | 13%  | 27%  | 1%    |      | 41%   | 5%   | 2%   | 16%   |      | 23%   | 1%   | 24%  | 6%    |      | 30%   | 1%   | 3%   | 2%    |      | 6%    |

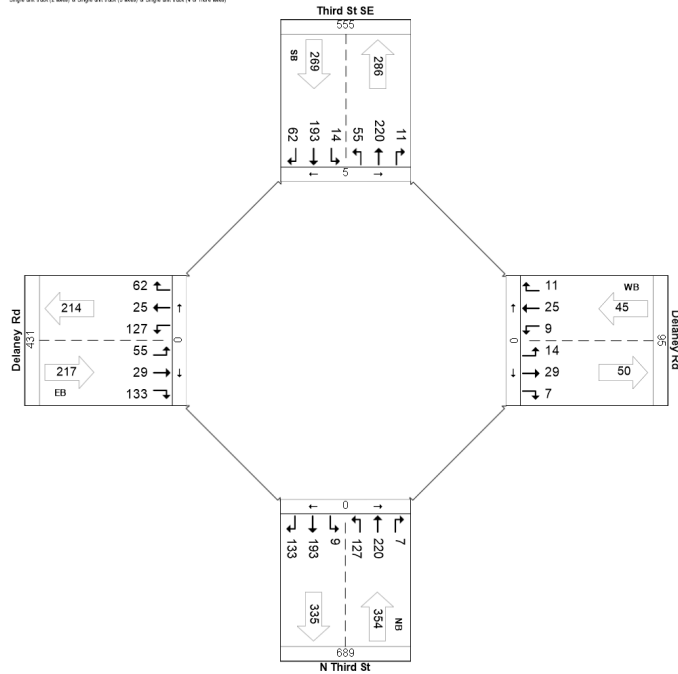


### PM Peak Hour (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |      |             | EB   |      |       |      |             | SB   |      |       |      |             | WB   |      |       |      |             |
|----------------|------|------|-------|------|-------------|------|------|-------|------|-------------|------|------|-------|------|-------------|------|------|-------|------|-------------|
|                | Left | Thru | Right | Ped* | Total       | Left | Thru | Right | Ped* | Total       | Left | Thru | Right | Ped* | Total       | Left | Thru | Right | Ped* | Total       |
| 3:15 PM        | 43   | 67   | 1     | 0    | 111         | 11   | 7    | 38    | 0    | 56          | 0    | 50   | 11    | 2    | 61          | 5    | 6    | 3     | 0    | 14          |
| 3:30 PM        | 31   | 62   | 1     | 0    | 94          | 17   | 8    | 24    | 0    | 49          | 6    | 41   | 19    | 0    | 66          | 0    | 7    | 3     | 0    | 10          |
| 3:45 PM        | 29   | 45   | 1     | 0    | 75          | 13   | 7    | 35    | 0    | 55          | 4    | 53   | 15    | 1    | 72          | 3    | 4    | 2     | 0    | 9           |
| 4:00 PM        | 24   | 46   | 4     | 0    | 74          | 14   | 7    | 36    | 0    | 57          | 4    | 49   | 17    | 2    | 70          | 1    | 8    | 3     | 0    | 12          |
| <b>Total</b>   | 127  | 220  | 7     | 0    | 354         | 55   | 29   | 133   | 0    | 217         | 14   | 193  | 62    | 5    | 269         | 9    | 25   | 11    | 0    | 45          |
| <b>App %</b>   | 36%  | 62%  | 2%    |      |             | 25%  | 13%  | 61%   |      |             | 5%   | 72%  | 23%   |      |             | 20%  | 56%  | 24%   |      |             |
| <b>PHF</b>     | 0.74 | 0.82 | 0.44  |      | <b>0.80</b> | 0.81 | 0.91 | 0.88  |      | <b>0.95</b> | 0.58 | 0.91 | 0.82  |      | <b>0.93</b> | 0.45 | 0.78 | 0.92  |      | <b>0.80</b> |
| <b>HV %</b>    | 4%   | 5%   |       |      | <b>5%</b>   | 7%   | 7%   | 5%    |      | <b>6%</b>   | 7%   | 5%   | 6%    |      | <b>6%</b>   |      |      | 18%   |      | <b>4%</b>   |
| <b>Total %</b> | 14%  | 25%  | 1%    |      | <b>40%</b>  | 6%   | 3%   | 15%   |      | <b>25%</b>  | 2%   | 22%  | 7%    |      | <b>30%</b>  | 1%   | 3%   | 1%    |      | <b>5%</b>   |

ID 999110184 05/12/2022 3:15 PM-4:15 PM  
Flow: 0=Car, 1=Cycle, 2=Motorcycle, 3=Multi-trailer truck (5 or less axles), 4=Multi-trailer truck (6 axles), 5=Multi-trailer truck (7 or more axles), 6=Pedestrian, 7=Single trailer truck (4 or less axles), 8=Single trailer truck (5 axles), 9=Single trailer truck (6 or more axles), 10=Single unit truck (2 axles), 11=Single unit truck (3 axles), 12=Single unit truck (4 or more axles)





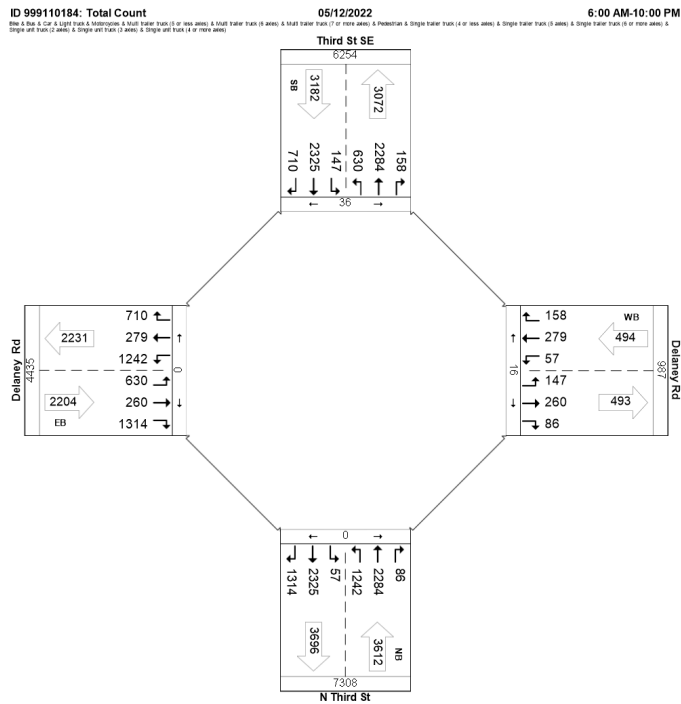
### AllDay (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 6:00 AM    | 8    | 16   | 0     | 0    | 24    | 10   | 0    | 9     | 0    | 19    | 0    | 11   | 3     | 0    | 14    | 1    | 1    | 1     | 0    | 3     |
| 6:15 AM    | 16   | 17   | 0     | 0    | 33    | 9    | 2    | 9     | 0    | 20    | 2    | 22   | 5     | 2    | 29    | 1    | 6    | 1     | 0    | 8     |
| 6:30 AM    | 14   | 44   | 1     | 0    | 59    | 9    | 2    | 10    | 0    | 21    | 1    | 26   | 8     | 0    | 35    | 1    | 7    | 2     | 0    | 10    |
| 6:45 AM    | 18   | 43   | 3     | 0    | 64    | 13   | 6    | 9     | 0    | 28    | 7    | 34   | 6     | 9    | 47    | 1    | 6    | 2     | 0    | 9     |
| 7:00 AM    | 21   | 37   | 1     | 0    | 59    | 9    | 7    | 18    | 0    | 34    | 2    | 32   | 19    | 3    | 53    | 0    | 7    | 2     | 0    | 9     |
| 7:15 AM    | 26   | 45   | 2     | 0    | 73    | 12   | 8    | 38    | 0    | 58    | 1    | 55   | 12    | 5    | 68    | 5    | 2    | 3     | 0    | 10    |
| 7:30 AM    | 35   | 83   | 5     | 0    | 123   | 8    | 5    | 73    | 0    | 86    | 4    | 93   | 18    | 2    | 115   | 3    | 10   | 5     | 0    | 18    |
| 7:45 AM    | 36   | 83   | 5     | 0    | 124   | 16   | 3    | 32    | 0    | 51    | 0    | 45   | 12    | 1    | 57    | 2    | 11   | 7     | 0    | 20    |
| 8:00 AM    | 27   | 47   | 1     | 0    | 75    | 10   | 5    | 13    | 0    | 28    | 0    | 35   | 15    | 0    | 50    | 1    | 6    | 3     | 0    | 10    |
| 8:15 AM    | 29   | 45   | 1     | 0    | 75    | 6    | 2    | 18    | 0    | 26    | 0    | 39   | 12    | 0    | 51    | 1    | 7    | 3     | 0    | 11    |
| 8:30 AM    | 17   | 35   | 0     | 0    | 52    | 6    | 3    | 16    | 0    | 25    | 0    | 30   | 11    | 0    | 41    | 0    | 6    | 0     | 0    | 6     |
| 8:45 AM    | 18   | 33   | 2     | 0    | 53    | 11   | 2    | 13    | 0    | 26    | 1    | 35   | 11    | 0    | 47    | 1    | 5    | 3     | 0    | 9     |
| 9:00 AM    | 22   | 39   | 0     | 0    | 61    | 9    | 2    | 11    | 0    | 22    | 2    | 19   | 13    | 0    | 34    | 0    | 9    | 1     | 1    | 10    |
| 9:15 AM    | 16   | 32   | 1     | 0    | 49    | 5    | 0    | 20    | 0    | 25    | 4    | 32   | 11    | 0    | 47    | 0    | 4    | 4     | 1    | 8     |
| 9:30 AM    | 15   | 39   | 0     | 0    | 54    | 8    | 3    | 24    | 0    | 35    | 2    | 33   | 11    | 0    | 46    | 0    | 4    | 6     | 0    | 10    |
| 9:45 AM    | 14   | 34   | 1     | 0    | 49    | 9    | 1    | 16    | 0    | 26    | 2    | 28   | 12    | 0    | 42    | 0    | 3    | 1     | 0    | 4     |
| 10:00 AM   | 15   | 32   | 0     | 0    | 47    | 7    | 4    | 17    | 0    | 28    | 2    | 22   | 12    | 0    | 36    | 2    | 4    | 1     | 0    | 7     |
| 10:15 AM   | 13   | 50   | 1     | 0    | 64    | 13   | 1    | 19    | 0    | 33    | 0    | 34   | 15    | 0    | 49    | 1    | 0    | 0     | 0    | 1     |
| 10:30 AM   | 14   | 24   | 0     | 0    | 38    | 12   | 2    | 16    | 0    | 30    | 4    | 33   | 7     | 0    | 44    | 1    | 2    | 1     | 2    | 4     |
| 10:45 AM   | 15   | 34   | 1     | 0    | 50    | 10   | 2    | 16    | 0    | 28    | 3    | 32   | 9     | 0    | 44    | 2    | 3    | 3     | 0    | 8     |
| 11:00 AM   | 27   | 29   | 2     | 0    | 58    | 10   | 0    | 23    | 0    | 33    | 2    | 34   | 14    | 2    | 50    | 0    | 2    | 3     | 0    | 5     |
| 11:15 AM   | 10   | 32   | 0     | 0    | 42    | 7    | 2    | 17    | 0    | 26    | 2    | 36   | 9     | 0    | 47    | 3    | 2    | 1     | 0    | 6     |
| 11:30 AM   | 26   | 34   | 4     | 0    | 64    | 6    | 2    | 17    | 0    | 25    | 2    | 44   | 8     | 0    | 54    | 1    | 5    | 1     | 0    | 7     |
| 11:45 AM   | 13   | 37   | 1     | 0    | 51    | 13   | 2    | 19    | 0    | 34    | 3    | 34   | 18    | 0    | 55    | 2    | 4    | 2     | 0    | 8     |
| 12:00 PM   | 20   | 33   | 3     | 0    | 56    | 9    | 3    | 19    | 0    | 31    | 4    | 36   | 5     | 0    | 45    | 0    | 2    | 5     | 0    | 7     |
| 12:15 PM   | 15   | 35   | 1     | 0    | 51    | 10   | 3    | 19    | 0    | 32    | 2    | 44   | 10    | 0    | 56    | 1    | 3    | 5     | 1    | 9     |
| 12:30 PM   | 15   | 41   | 0     | 0    | 56    | 15   | 1    | 8     | 0    | 24    | 2    | 37   | 9     | 0    | 48    | 0    | 3    | 2     | 0    | 5     |
| 12:45 PM   | 11   | 39   | 1     | 0    | 51    | 11   | 4    | 18    | 0    | 33    | 0    | 42   | 11    | 0    | 53    | 0    | 5    | 3     | 0    | 8     |
| 1:00 PM    | 20   | 29   | 1     | 0    | 50    | 9    | 2    | 17    | 0    | 28    | 2    | 30   | 12    | 0    | 44    | 1    | 1    | 1     | 0    | 3     |
| 1:15 PM    | 27   | 41   | 0     | 0    | 68    | 14   | 5    | 21    | 0    | 40    | 4    | 34   | 10    | 0    | 48    | 0    | 3    | 3     | 0    | 6     |
| 1:30 PM    | 17   | 39   | 1     | 0    | 57    | 13   | 4    | 12    | 0    | 29    | 1    | 37   | 16    | 0    | 54    | 0    | 4    | 5     | 0    | 9     |
| 1:45 PM    | 24   | 42   | 1     | 0    | 67    | 7    | 5    | 21    | 0    | 33    | 5    | 60   | 8     | 0    | 73    | 1    | 4    | 3     | 0    | 8     |
| 2:00 PM    | 23   | 50   | 2     | 0    | 75    | 9    | 2    | 31    | 0    | 42    | 2    | 66   | 7     | 0    | 75    | 1    | 5    | 1     | 0    | 7     |
| 2:15 PM    | 43   | 75   | 4     | 0    | 122   | 10   | 3    | 29    | 0    | 42    | 2    | 51   | 8     | 1    | 61    | 2    | 2    | 5     | 0    | 9     |
| 2:30 PM    | 14   | 38   | 1     | 0    | 53    | 11   | 5    | 21    | 0    | 37    | 4    | 40   | 17    | 0    | 61    | 1    | 8    | 1     | 0    | 10    |
| 2:45 PM    | 15   | 41   | 0     | 0    | 56    | 7    | 7    | 39    | 0    | 53    | 4    | 59   | 24    | 0    | 87    | 0    | 5    | 5     | 0    | 10    |
| 3:00 PM    | 20   | 51   | 3     | 0    | 74    | 17   | 6    | 29    | 0    | 52    | 1    | 50   | 10    | 0    | 61    | 0    | 6    | 3     | 0    | 9     |
| 3:15 PM    | 43   | 67   | 1     | 0    | 111   | 11   | 7    | 38    | 0    | 56    | 0    | 50   | 11    | 2    | 61    | 5    | 6    | 3     | 0    | 14    |
| 3:30 PM    | 31   | 62   | 1     | 0    | 94    | 17   | 8    | 24    | 0    | 49    | 6    | 41   | 19    | 0    | 66    | 0    | 7    | 3     | 0    | 10    |
| 3:45 PM    | 29   | 45   | 1     | 0    | 75    | 13   | 7    | 35    | 0    | 55    | 4    | 53   | 15    | 1    | 72    | 3    | 4    | 2     | 0    | 9     |
| 4:00 PM    | 24   | 46   | 4     | 0    | 74    | 14   | 7    | 36    | 0    | 57    | 4    | 49   | 17    | 2    | 70    | 1    | 8    | 3     | 0    | 12    |
| 4:15 PM    | 21   | 45   | 3     | 0    | 69    | 10   | 8    | 26    | 0    | 44    | 6    | 61   | 16    | 2    | 83    | 2    | 11   | 2     | 0    | 15    |
| 4:30 PM    | 39   | 38   | 2     | 0    | 79    | 12   | 15   | 34    | 0    | 61    | 4    | 55   | 20    | 0    | 79    | 3    | 4    | 2     | 0    | 9     |
| 4:45 PM    | 34   | 37   | 4     | 0    | 75    | 16   | 6    | 29    | 0    | 51    | 4    | 51   | 12    | 0    | 67    | 0    | 8    | 1     | 0    | 9     |
| 5:00 PM    | 31   | 33   | 2     | 0    | 66    | 8    | 9    | 41    | 0    | 58    | 6    | 58   | 19    | 1    | 83    | 0    | 5    | 6     | 2    | 11    |
| 5:15 PM    | 28   | 44   | 2     | 0    | 74    | 16   | 6    | 30    | 0    | 52    | 1    | 60   | 21    | 0    | 82    | 0    | 8    | 6     | 2    | 14    |
| 5:30 PM    | 28   | 27   | 0     | 0    | 55    | 16   | 8    | 30    | 0    | 54    | 5    | 33   | 17    | 0    | 55    | 0    | 6    | 7     | 0    | 13    |
| 5:45 PM    | 21   | 27   | 1     | 0    | 49    | 4    | 9    | 33    | 0    | 46    | 2    | 40   | 11    | 0    | 53    | 0    | 5    | 2     | 1    | 7     |
| 6:00 PM    | 27   | 26   | 2     | 0    | 55    | 17   | 9    | 18    | 0    | 44    | 3    | 43   | 10    | 0    | 56    | 1    | 6    | 3     | 0    | 10    |

Peak Hour Data for Intersection

| Start Time     | NB           |              |             |          |              | EB          |             |              |          |              | SB          |              |             |           |              | WB          |             |             |           |             |
|----------------|--------------|--------------|-------------|----------|--------------|-------------|-------------|--------------|----------|--------------|-------------|--------------|-------------|-----------|--------------|-------------|-------------|-------------|-----------|-------------|
|                | Left         | Thru         | Right       | Ped*     | Total        | Left        | Thru        | Right        | Ped*     | Total        | Left        | Thru         | Right       | Ped*      | Total        | Left        | Thru        | Right       | Ped*      | Total       |
| 6:15 PM        | 13           | 21           | 2           | 0        | 36           | 14          | 7           | 20           | 0        | 41           | 2           | 50           | 11          | 0         | 63           | 0           | 7           | 2           | 0         | 9           |
| 6:30 PM        | 14           | 25           | 2           | 0        | 41           | 12          | 6           | 28           | 0        | 46           | 2           | 23           | 11          | 0         | 36           | 1           | 2           | 0           | 0         | 3           |
| 6:45 PM        | 19           | 28           | 0           | 0        | 47           | 8           | 5           | 14           | 0        | 27           | 0           | 31           | 12          | 0         | 43           | 1           | 5           | 3           | 3         | 9           |
| 7:00 PM        | 9            | 26           | 1           | 0        | 36           | 12          | 7           | 9            | 0        | 28           | 1           | 24           | 12          | 3         | 37           | 2           | 3           | 2           | 0         | 7           |
| 7:15 PM        | 14           | 14           | 0           | 0        | 28           | 2           | 5           | 12           | 0        | 19           | 0           | 19           | 6           | 0         | 25           | 0           | 8           | 1           | 1         | 9           |
| 7:30 PM        | 12           | 16           | 1           | 0        | 29           | 8           | 1           | 15           | 0        | 24           | 1           | 21           | 5           | 0         | 27           | 1           | 0           | 0           | 0         | 1           |
| 7:45 PM        | 13           | 20           | 1           | 0        | 34           | 7           | 1           | 14           | 0        | 22           | 1           | 21           | 3           | 0         | 25           | 1           | 1           | 3           | 0         | 5           |
| 8:00 PM        | 15           | 24           | 1           | 0        | 40           | 5           | 1           | 14           | 0        | 20           | 1           | 14           | 8           | 0         | 23           | 0           | 3           | 0           | 0         | 3           |
| 8:15 PM        | 10           | 32           | 1           | 0        | 43           | 4           | 2           | 8            | 0        | 14           | 2           | 24           | 9           | 0         | 35           | 0           | 0           | 4           | 0         | 4           |
| 8:30 PM        | 13           | 23           | 2           | 0        | 38           | 10          | 4           | 11           | 0        | 25           | 5           | 19           | 7           | 0         | 31           | 0           | 1           | 1           | 0         | 2           |
| 8:45 PM        | 7            | 21           | 0           | 0        | 28           | 4           | 2           | 18           | 0        | 24           | 1           | 18           | 4           | 0         | 23           | 0           | 1           | 2           | 0         | 3           |
| 9:00 PM        | 10           | 19           | 2           | 0        | 31           | 4           | 1           | 6            | 0        | 11           | 3           | 18           | 2           | 0         | 23           | 0           | 0           | 0           | 1         | 0           |
| 9:15 PM        | 3            | 11           | 0           | 0        | 14           | 6           | 3           | 8            | 0        | 17           | 0           | 10           | 8           | 0         | 18           | 0           | 1           | 1           | 0         | 2           |
| 9:30 PM        | 1            | 5            | 0           | 0        | 6            | 8           | 0           | 5            | 0        | 13           | 1           | 6            | 4           | 0         | 11           | 0           | 1           | 1           | 1         | 2           |
| 9:45 PM        | 4            | 4            | 0           | 0        | 8            | 2           | 0           | 1            | 0        | 3            | 3           | 9            | 2           | 0         | 14           | 0           | 1           | 0           | 0         | 1           |
| <b>Total</b>   | <b>1,242</b> | <b>2,284</b> | <b>86</b>   | <b>0</b> | <b>3,612</b> | <b>630</b>  | <b>260</b>  | <b>1,314</b> | <b>0</b> | <b>2,204</b> | <b>147</b>  | <b>2,325</b> | <b>710</b>  | <b>36</b> | <b>3,182</b> | <b>57</b>   | <b>279</b>  | <b>158</b>  | <b>16</b> | <b>494</b>  |
| <b>App %</b>   | <b>34%</b>   | <b>63%</b>   | <b>2%</b>   |          |              | <b>29%</b>  | <b>12%</b>  | <b>60%</b>   |          |              | <b>5%</b>   | <b>73%</b>   | <b>22%</b>  |           |              | <b>12%</b>  | <b>56%</b>  | <b>32%</b>  |           |             |
| <b>PHF</b>     | <b>0.45</b>  | <b>0.43</b>  | <b>0.27</b> |          | <b>0.46</b>  | <b>0.58</b> | <b>0.27</b> | <b>0.28</b>  |          | <b>0.40</b>  | <b>0.33</b> | <b>0.39</b>  | <b>0.46</b> |           | <b>0.43</b>  | <b>0.18</b> | <b>0.40</b> | <b>0.35</b> |           | <b>0.39</b> |
| <b>HV %</b>    | <b>5%</b>    | <b>10%</b>   | <b>3%</b>   |          | <b>8%</b>    | <b>6%</b>   | <b>3%</b>   | <b>4%</b>    |          | <b>5%</b>    | <b>9%</b>   | <b>11%</b>   | <b>8%</b>   |           | <b>10%</b>   | <b>11%</b>  | <b>3%</b>   | <b>5%</b>   |           | <b>5%</b>   |
| <b>Total %</b> | <b>13%</b>   | <b>24%</b>   | <b>1%</b>   |          | <b>38%</b>   | <b>7%</b>   | <b>3%</b>   | <b>14%</b>   |          | <b>23%</b>   | <b>2%</b>   | <b>24%</b>   | <b>7%</b>   |           | <b>34%</b>   | <b>1%</b>   | <b>3%</b>   | <b>2%</b>   |           | <b>5%</b>   |





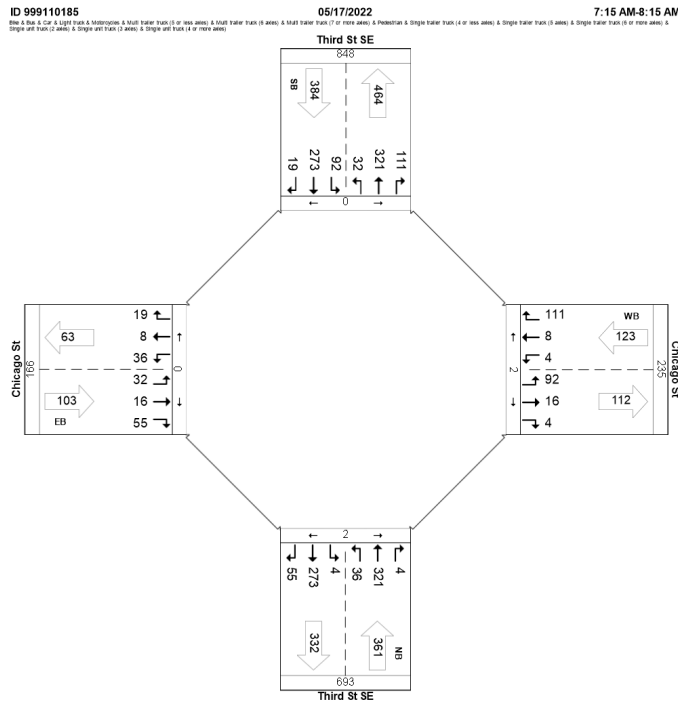
# Peak Hour Data for Intersection

Int ID: 999110185  
 Community: Turner Zone: N/A  
 Road 1: Third St SE Road 2: Third St SE  
 Road 3: Chicago St Road 4: Chicago St

## AM Peak Hour (05/17/2022)

- Bike  Bus  Car  Light truck  Motorcycles  Multi trailer truck (5 or less axles)  Multi trailer truck (6 axles)  Multi trailer truck (7 or more axles)
- Pedestrian  Single trailer truck (4 or less axles)  Single trailer truck (5 axles)  Single trailer truck (6 or more axles)  Single unit truck (2 axles)  Single unit truck (3 axles)  Single unit truck (4 or more axles)

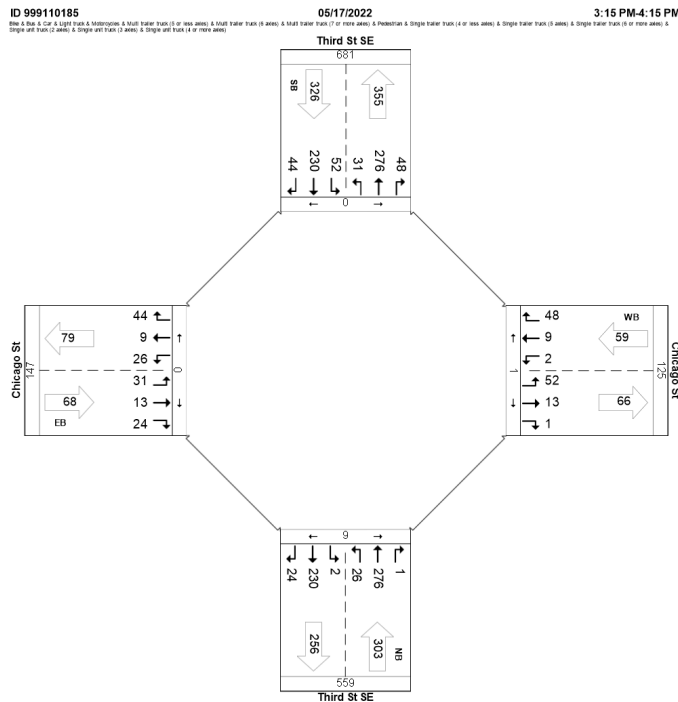
| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 7:15 AM        | 10   | 44   | 1     | 0    | 55    | 13   | 3    | 9     | 0    | 25    | 18   | 63   | 8     | 0    | 89    | 3    | 0    | 20    | 0    | 23    |
| 7:30 AM        | 11   | 82   | 1     | 2    | 94    | 4    | 2    | 23    | 0    | 29    | 50   | 107  | 4     | 0    | 161   | 0    | 3    | 37    | 0    | 40    |
| 7:45 AM        | 10   | 111  | 0     | 0    | 121   | 13   | 9    | 13    | 0    | 35    | 16   | 66   | 4     | 0    | 86    | 1    | 2    | 42    | 2    | 45    |
| 8:00 AM        | 5    | 84   | 2     | 0    | 91    | 2    | 2    | 10    | 0    | 14    | 8    | 37   | 3     | 0    | 48    | 0    | 3    | 12    | 0    | 15    |
| <b>Total</b>   | 36   | 321  | 4     | 2    | 361   | 32   | 16   | 55    | 0    | 103   | 92   | 273  | 19    | 0    | 384   | 4    | 8    | 111   | 2    | 123   |
| <b>App %</b>   | 10%  | 89%  | 1%    |      |       | 31%  | 16%  | 53%   |      |       | 24%  | 71%  | 5%    |      |       | 3%   | 7%   | 90%   |      |       |
| <b>PHF</b>     | 0.82 | 0.72 | 0.50  |      | 0.75  | 0.62 | 0.44 | 0.60  |      | 0.74  | 0.46 | 0.64 | 0.59  |      | 0.60  | 0.33 | 0.67 | 0.66  |      | 0.68  |
| <b>HV %</b>    | 6%   | 10%  | 25%   |      | 10%   |      |      | 11%   |      | 6%    | 1%   | 13%  | 5%    |      | 10%   | 100% |      | 11%   |      | 13%   |
| <b>Total %</b> | 4%   | 33%  | 0%    |      | 37%   | 3%   | 2%   | 6%    |      | 11%   | 9%   | 28%  | 2%    |      | 40%   | 0%   | 1%   | 11%   |      | 13%   |



### PM Peak Hour (05/17/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 3:15 PM        | 5    | 95   | 1     | 1    | 101   | 11   | 3    | 7     | 0    | 21    | 8    | 60   | 8     | 0    | 76    | 1    | 4    | 15    | 0    | 20    |
| 3:30 PM        | 5    | 71   | 0     | 3    | 76    | 5    | 2    | 7     | 0    | 14    | 15   | 57   | 14    | 0    | 86    | 0    | 4    | 13    | 1    | 17    |
| 3:45 PM        | 9    | 51   | 0     | 4    | 60    | 9    | 5    | 1     | 0    | 15    | 13   | 60   | 7     | 0    | 80    | 0    | 0    | 9     | 0    | 9     |
| 4:00 PM        | 7    | 59   | 0     | 1    | 66    | 6    | 3    | 9     | 0    | 18    | 16   | 53   | 15    | 0    | 84    | 1    | 1    | 11    | 0    | 13    |
| <b>Total</b>   | 26   | 276  | 1     | 9    | 303   | 31   | 13   | 24    | 0    | 68    | 52   | 230  | 44    | 0    | 326   | 2    | 9    | 48    | 1    | 59    |
| <b>App %</b>   | 9%   | 91%  | 0%    |      |       | 46%  | 19%  | 35%   |      |       | 16%  | 71%  | 13%   |      |       | 3%   | 15%  | 81%   |      |       |
| <b>PHF</b>     | 0.72 | 0.73 | 0.25  |      | 0.75  | 0.70 | 0.65 | 0.67  |      | 0.81  | 0.81 | 0.96 | 0.73  |      | 0.95  | 0.50 | 0.56 | 0.80  |      | 0.74  |
| <b>HV %</b>    | 12%  | 7%   |       |      | 8%    | 3%   |      |       |      | 1%    | 2%   | 6%   | 7%    |      | 5%    | 50%  | 11%  | 2%    |      | 5%    |
| <b>Total %</b> | 3%   | 37%  | 0%    |      | 40%   | 4%   | 2%   | 3%    |      | 9%    | 7%   | 30%  | 6%    |      | 43%   | 0%   | 1%   | 6%    |      | 8%    |



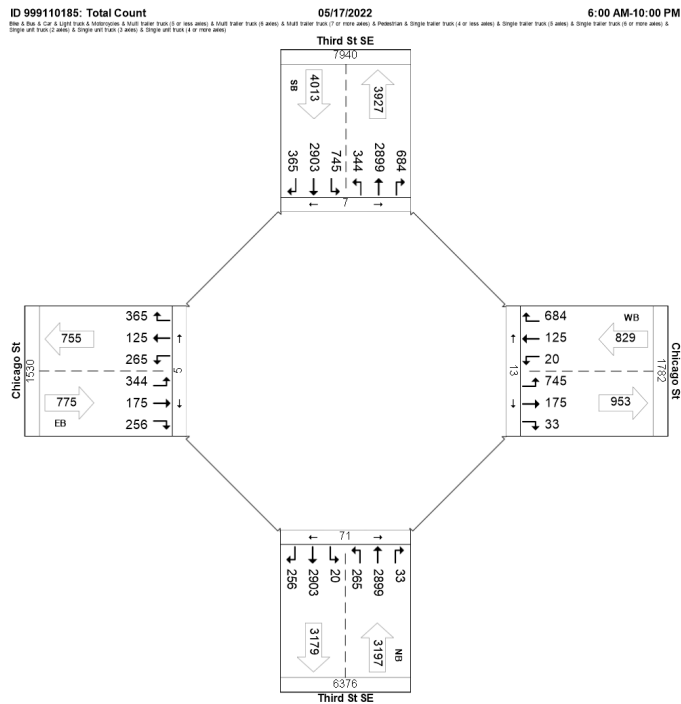
### AllDay (05/17/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 6:00 AM    | 2    | 30   | 0     | 1    | 32    | 3    | 1    | 4     | 0    | 8     | 6    | 13   | 6     | 0    | 25    | 0    | 1    | 6     | 0    | 7     |
| 6:15 AM    | 0    | 39   | 0     | 0    | 39    | 3    | 2    | 2     | 0    | 7     | 6    | 25   | 6     | 0    | 37    | 0    | 0    | 11    | 0    | 11    |
| 6:30 AM    | 2    | 28   | 0     | 0    | 30    | 12   | 2    | 1     | 0    | 15    | 6    | 23   | 4     | 0    | 33    | 0    | 1    | 5     | 0    | 6     |
| 6:45 AM    | 3    | 44   | 0     | 0    | 47    | 4    | 3    | 4     | 0    | 11    | 4    | 44   | 4     | 0    | 52    | 0    | 0    | 10    | 0    | 10    |
| 7:00 AM    | 6    | 57   | 0     | 0    | 63    | 6    | 1    | 3     | 0    | 10    | 14   | 42   | 4     | 0    | 60    | 0    | 1    | 5     | 0    | 6     |
| 7:15 AM    | 10   | 44   | 1     | 0    | 55    | 13   | 3    | 9     | 0    | 25    | 18   | 63   | 8     | 0    | 89    | 3    | 0    | 20    | 0    | 23    |
| 7:30 AM    | 11   | 82   | 1     | 2    | 94    | 4    | 2    | 23    | 0    | 29    | 50   | 107  | 4     | 0    | 161   | 0    | 3    | 37    | 0    | 40    |
| 7:45 AM    | 10   | 111  | 0     | 0    | 121   | 13   | 9    | 13    | 0    | 35    | 16   | 66   | 4     | 0    | 86    | 1    | 2    | 42    | 2    | 45    |
| 8:00 AM    | 5    | 84   | 2     | 0    | 91    | 2    | 2    | 10    | 0    | 14    | 8    | 37   | 3     | 0    | 48    | 0    | 3    | 12    | 0    | 15    |
| 8:15 AM    | 2    | 45   | 1     | 0    | 48    | 4    | 3    | 3     | 0    | 10    | 9    | 40   | 4     | 0    | 53    | 0    | 3    | 14    | 0    | 17    |
| 8:30 AM    | 3    | 38   | 1     | 0    | 42    | 6    | 1    | 3     | 0    | 10    | 6    | 26   | 2     | 0    | 34    | 0    | 1    | 8     | 0    | 9     |
| 8:45 AM    | 3    | 35   | 1     | 0    | 39    | 5    | 2    | 1     | 0    | 8     | 10   | 28   | 3     | 0    | 41    | 0    | 0    | 10    | 0    | 10    |
| 9:00 AM    | 4    | 38   | 1     | 0    | 43    | 6    | 1    | 3     | 0    | 10    | 16   | 61   | 5     | 0    | 82    | 1    | 4    | 18    | 0    | 23    |
| 9:15 AM    | 3    | 49   | 1     | 7    | 53    | 3    | 3    | 0     | 1    | 6     | 6    | 41   | 8     | 0    | 55    | 0    | 0    | 13    | 0    | 13    |
| 9:30 AM    | 2    | 52   | 0     | 9    | 54    | 7    | 6    | 3     | 2    | 16    | 8    | 33   | 3     | 0    | 44    | 1    | 0    | 5     | 0    | 6     |
| 9:45 AM    | 3    | 47   | 1     | 3    | 51    | 5    | 0    | 3     | 2    | 8     | 10   | 44   | 4     | 0    | 58    | 0    | 3    | 4     | 0    | 7     |
| 10:00 AM   | 3    | 43   | 1     | 0    | 47    | 4    | 4    | 4     | 0    | 12    | 7    | 30   | 3     | 0    | 40    | 0    | 1    | 7     | 0    | 8     |
| 10:15 AM   | 3    | 41   | 0     | 0    | 44    | 5    | 2    | 2     | 0    | 9     | 6    | 33   | 6     | 0    | 45    | 0    | 1    | 7     | 0    | 8     |
| 10:30 AM   | 2    | 38   | 0     | 0    | 40    | 6    | 3    | 1     | 0    | 10    | 10   | 49   | 5     | 0    | 64    | 0    | 1    | 10    | 1    | 11    |
| 10:45 AM   | 4    | 40   | 0     | 0    | 44    | 7    | 0    | 2     | 0    | 9     | 6    | 55   | 4     | 0    | 65    | 0    | 0    | 9     | 0    | 9     |
| 11:00 AM   | 4    | 37   | 1     | 0    | 42    | 3    | 1    | 3     | 0    | 7     | 11   | 36   | 13    | 0    | 60    | 1    | 4    | 7     | 0    | 12    |
| 11:15 AM   | 4    | 36   | 0     | 1    | 40    | 3    | 0    | 4     | 0    | 7     | 8    | 50   | 3     | 0    | 61    | 1    | 2    | 9     | 0    | 12    |
| 11:30 AM   | 2    | 43   | 0     | 0    | 45    | 4    | 4    | 3     | 0    | 11    | 6    | 52   | 4     | 0    | 62    | 0    | 3    | 16    | 0    | 19    |
| 11:45 AM   | 2    | 42   | 0     | 2    | 44    | 4    | 3    | 1     | 0    | 8     | 9    | 60   | 6     | 0    | 75    | 0    | 3    | 23    | 1    | 26    |
| 12:00 PM   | 2    | 43   | 2     | 10   | 47    | 4    | 4    | 6     | 0    | 14    | 16   | 37   | 6     | 0    | 59    | 0    | 2    | 12    | 0    | 14    |
| 12:15 PM   | 4    | 35   | 2     | 3    | 41    | 2    | 3    | 1     | 0    | 6     | 12   | 44   | 1     | 0    | 57    | 0    | 1    | 11    | 0    | 12    |
| 12:30 PM   | 2    | 45   | 0     | 0    | 47    | 3    | 3    | 5     | 0    | 11    | 9    | 38   | 2     | 0    | 49    | 0    | 0    | 9     | 0    | 9     |
| 12:45 PM   | 7    | 42   | 0     | 0    | 49    | 4    | 3    | 7     | 0    | 14    | 14   | 42   | 9     | 0    | 65    | 0    | 4    | 13    | 0    | 17    |
| 1:00 PM    | 4    | 45   | 3     | 0    | 52    | 3    | 4    | 4     | 0    | 11    | 6    | 41   | 3     | 0    | 50    | 0    | 2    | 12    | 0    | 14    |
| 1:15 PM    | 5    | 52   | 0     | 1    | 57    | 4    | 1    | 1     | 0    | 6     | 11   | 52   | 4     | 0    | 67    | 0    | 3    | 8     | 0    | 11    |
| 1:30 PM    | 11   | 44   | 2     | 0    | 57    | 8    | 2    | 8     | 0    | 18    | 17   | 44   | 5     | 0    | 66    | 0    | 0    | 11    | 0    | 11    |
| 1:45 PM    | 7    | 56   | 1     | 3    | 64    | 11   | 2    | 8     | 0    | 21    | 17   | 68   | 10    | 0    | 95    | 0    | 3    | 7     | 0    | 10    |
| 2:00 PM    | 5    | 57   | 1     | 0    | 63    | 8    | 7    | 3     | 0    | 18    | 37   | 53   | 4     | 0    | 94    | 1    | 2    | 13    | 0    | 16    |
| 2:15 PM    | 11   | 75   | 0     | 2    | 86    | 6    | 7    | 6     | 0    | 19    | 16   | 43   | 6     | 0    | 65    | 0    | 4    | 12    | 0    | 16    |
| 2:30 PM    | 9    | 50   | 0     | 0    | 59    | 6    | 4    | 5     | 0    | 15    | 15   | 59   | 2     | 0    | 76    | 0    | 4    | 13    | 0    | 17    |
| 2:45 PM    | 3    | 36   | 1     | 3    | 40    | 9    | 1    | 5     | 0    | 15    | 16   | 59   | 9     | 0    | 84    | 0    | 1    | 12    | 0    | 13    |
| 3:00 PM    | 5    | 45   | 0     | 1    | 50    | 11   | 1    | 4     | 0    | 16    | 17   | 79   | 2     | 0    | 98    | 0    | 2    | 9     | 0    | 11    |
| 3:15 PM    | 5    | 95   | 1     | 1    | 101   | 11   | 3    | 7     | 0    | 21    | 8    | 60   | 8     | 0    | 76    | 1    | 4    | 15    | 0    | 20    |
| 3:30 PM    | 5    | 71   | 0     | 3    | 76    | 5    | 2    | 7     | 0    | 14    | 15   | 57   | 14    | 0    | 86    | 0    | 4    | 13    | 1    | 17    |
| 3:45 PM    | 9    | 51   | 0     | 4    | 60    | 9    | 5    | 1     | 0    | 15    | 13   | 60   | 7     | 0    | 80    | 0    | 0    | 9     | 0    | 9     |
| 4:00 PM    | 7    | 59   | 0     | 1    | 66    | 6    | 3    | 9     | 0    | 18    | 16   | 53   | 15    | 0    | 84    | 1    | 1    | 11    | 0    | 13    |
| 4:15 PM    | 5    | 59   | 0     | 0    | 64    | 6    | 8    | 5     | 0    | 19    | 12   | 57   | 8     | 0    | 77    | 0    | 3    | 11    | 0    | 14    |
| 4:30 PM    | 4    | 49   | 1     | 0    | 54    | 13   | 4    | 5     | 0    | 22    | 22   | 65   | 5     | 0    | 92    | 0    | 4    | 9     | 0    | 13    |
| 4:45 PM    | 3    | 61   | 0     | 0    | 64    | 5    | 4    | 3     | 0    | 12    | 15   | 75   | 11    | 0    | 101   | 0    | 4    | 12    | 1    | 16    |
| 5:00 PM    | 4    | 44   | 0     | 0    | 48    | 9    | 8    | 10    | 0    | 27    | 12   | 83   | 11    | 0    | 106   | 0    | 2    | 12    | 0    | 14    |
| 5:15 PM    | 6    | 66   | 1     | 0    | 73    | 8    | 3    | 7     | 0    | 18    | 15   | 117  | 7     | 0    | 139   | 0    | 4    | 10    | 0    | 14    |
| 5:30 PM    | 5    | 48   | 1     | 0    | 54    | 2    | 5    | 6     | 0    | 13    | 18   | 78   | 7     | 0    | 103   | 0    | 3    | 8     | 0    | 11    |
| 5:45 PM    | 8    | 42   | 0     | 0    | 50    | 3    | 5    | 7     | 0    | 15    | 16   | 52   | 9     | 0    | 77    | 1    | 6    | 16    | 0    | 23    |
| 6:00 PM    | 8    | 46   | 0     | 0    | 54    | 6    | 1    | 2     | 0    | 9     | 14   | 52   | 9     | 0    | 75    | 2    | 1    | 23    | 0    | 26    |

Peak Hour Data for Intersection

| Start Time     | NB          |              |             |           |              | EB          |             |             |          |             | SB          |              |             |          |              | WB          |             |             |           |             |
|----------------|-------------|--------------|-------------|-----------|--------------|-------------|-------------|-------------|----------|-------------|-------------|--------------|-------------|----------|--------------|-------------|-------------|-------------|-----------|-------------|
|                | Left        | Thru         | Right       | Ped*      | Total        | Left        | Thru        | Right       | Ped*     | Total       | Left        | Thru         | Right       | Ped*     | Total        | Left        | Thru        | Right       | Ped*      | Total       |
| 6:15 PM        | 3           | 41           | 0           | 0         | 44           | 5           | 2           | 2           | 0        | 9           | 16          | 45           | 7           | 1        | 68           | 0           | 1           | 10          | 0         | 11          |
| 6:30 PM        | 2           | 41           | 0           | 0         | 43           | 4           | 1           | 2           | 0        | 7           | 9           | 46           | 8           | 2        | 63           | 1           | 3           | 5           | 0         | 9           |
| 6:45 PM        | 3           | 45           | 0           | 0         | 48           | 3           | 1           | 2           | 0        | 6           | 9           | 42           | 8           | 0        | 59           | 1           | 1           | 3           | 1         | 5           |
| 7:00 PM        | 3           | 25           | 2           | 0         | 30           | 2           | 0           | 3           | 0        | 5           | 9           | 28           | 5           | 0        | 42           | 1           | 0           | 12          | 0         | 13          |
| 7:15 PM        | 1           | 29           | 1           | 0         | 31           | 6           | 4           | 2           | 0        | 12          | 9           | 22           | 7           | 1        | 38           | 0           | 6           | 9           | 4         | 15          |
| 7:30 PM        | 3           | 36           | 0           | 0         | 39           | 5           | 2           | 1           | 0        | 8           | 13          | 26           | 7           | 0        | 46           | 0           | 1           | 7           | 0         | 8           |
| 7:45 PM        | 2           | 20           | 1           | 2         | 23           | 4           | 2           | 2           | 0        | 8           | 8           | 18           | 5           | 1        | 31           | 0           | 3           | 8           | 0         | 11          |
| 8:00 PM        | 0           | 32           | 0           | 0         | 32           | 6           | 4           | 2           | 0        | 12          | 11          | 24           | 6           | 0        | 41           | 0           | 3           | 5           | 0         | 8           |
| 8:15 PM        | 2           | 69           | 0           | 6         | 71           | 1           | 3           | 2           | 0        | 6           | 3           | 19           | 5           | 1        | 27           | 0           | 1           | 6           | 0         | 7           |
| 8:30 PM        | 5           | 29           | 0           | 6         | 34           | 4           | 2           | 0           | 0        | 6           | 4           | 17           | 3           | 1        | 24           | 0           | 1           | 4           | 0         | 5           |
| 8:45 PM        | 1           | 26           | 1           | 0         | 28           | 3           | 3           | 1           | 0        | 7           | 4           | 25           | 4           | 0        | 33           | 1           | 2           | 4           | 2         | 7           |
| 9:00 PM        | 1           | 17           | 0           | 0         | 18           | 3           | 0           | 0           | 0        | 3           | 3           | 20           | 2           | 0        | 25           | 0           | 1           | 4           | 0         | 5           |
| 9:15 PM        | 1           | 18           | 0           | 0         | 19           | 0           | 0           | 0           | 0        | 0           | 5           | 18           | 3           | 0        | 26           | 1           | 1           | 2           | 0         | 4           |
| 9:30 PM        | 1           | 6            | 0           | 0         | 7            | 2           | 0           | 0           | 0        | 2           | 5           | 12           | 1           | 0        | 18           | 0           | 0           | 4           | 0         | 4           |
| 9:45 PM        | 0           | 6            | 0           | 0         | 6            | 2           | 0           | 0           | 0        | 2           | 2           | 15           | 4           | 0        | 21           | 1           | 0           | 2           | 0         | 3           |
| <b>Total</b>   | <b>265</b>  | <b>2,899</b> | <b>33</b>   | <b>71</b> | <b>3,197</b> | <b>344</b>  | <b>175</b>  | <b>256</b>  | <b>5</b> | <b>775</b>  | <b>745</b>  | <b>2,903</b> | <b>365</b>  | <b>7</b> | <b>4,013</b> | <b>20</b>   | <b>125</b>  | <b>684</b>  | <b>13</b> | <b>829</b>  |
| <b>App %</b>   | <b>8%</b>   | <b>91%</b>   | <b>1%</b>   |           |              | <b>44%</b>  | <b>23%</b>  | <b>33%</b>  |          |             | <b>19%</b>  | <b>72%</b>   | <b>9%</b>   |          |              | <b>2%</b>   | <b>15%</b>  | <b>83%</b>  |           |             |
| <b>PHF</b>     | <b>0.38</b> | <b>0.41</b>  | <b>0.17</b> |           | <b>0.41</b>  | <b>0.41</b> | <b>0.30</b> | <b>0.17</b> |          | <b>0.35</b> | <b>0.23</b> | <b>0.39</b>  | <b>0.38</b> |          | <b>0.39</b>  | <b>0.10</b> | <b>0.33</b> | <b>0.25</b> |           | <b>0.29</b> |
| <b>HV %</b>    | <b>6%</b>   | <b>12%</b>   | <b>6%</b>   |           | <b>11%</b>   | <b>6%</b>   | <b>3%</b>   | <b>6%</b>   |          | <b>5%</b>   | <b>2%</b>   | <b>11%</b>   | <b>5%</b>   |          | <b>9%</b>    | <b>35%</b>  | <b>4%</b>   | <b>7%</b>   |           | <b>7%</b>   |
| <b>Total %</b> | <b>3%</b>   | <b>33%</b>   | <b>0%</b>   |           | <b>36%</b>   | <b>4%</b>   | <b>2%</b>   | <b>3%</b>   |          | <b>9%</b>   | <b>8%</b>   | <b>33%</b>   | <b>4%</b>   |          | <b>46%</b>   | <b>0%</b>   | <b>1%</b>   | <b>8%</b>   |           | <b>9%</b>   |





# Peak Hour Data for Intersection

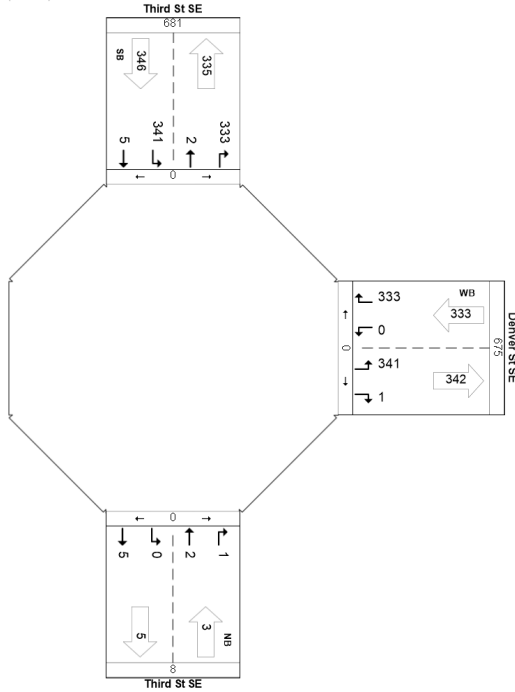
Int ID: 999110186  
 Community: Turner Zone: N/A  
 Road 1: Third St SE Road 2: Third St SE  
 Road 3: Denver St SE Road 4:

## AM Peak Hour (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|----------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|                | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 7:15 AM        | 0    | 1    | 0     | 1     | 103  | 1    | 0     | 104   | 0    | 0    | 84    | 84    |
| 7:30 AM        | 0    | 0    | 0     | 0     | 122  | 2    | 0     | 124   | 0    | 0    | 76    | 76    |
| 7:45 AM        | 0    | 1    | 1     | 2     | 83   | 1    | 0     | 84    | 0    | 0    | 99    | 99    |
| 8:00 AM        | 0    | 0    | 0     | 0     | 33   | 1    | 0     | 34    | 0    | 0    | 74    | 74    |
| <b>Total</b>   | 0    | 2    | 1     | 3     | 341  | 5    | 0     | 346   | 0    | 0    | 333   | 333   |
| <b>App %</b>   | 0%   | 67%  | 33%   |       | 99%  | 1%   | 0%    |       | 0%   | 0%   | 100%  |       |
| <b>PHF</b>     |      | 0.50 | 0.25  | 0.38  | 0.70 | 0.63 |       | 0.70  |      |      | 0.84  | 0.84  |
| <b>HV %</b>    |      | 50%  | 100%  | 67%   | 10%  | 20%  |       | 10%   |      |      | 5%    | 5%    |
| <b>Total %</b> | 0%   | 0%   | 0%    | 0%    | 50%  | 1%   | 0%    | 51%   | 0%   | 0%   | 49%   | 49%   |

ID 999110186 05/12/2022 7:15 AM-8:15 AM  
Peak 30-Min Count of All Traffic & Motorcycles & Multi-trailer truck (5 or less axles) & Multi-trailer truck (6 axles) & Multi-trailer truck (7 or more axles) & Pedestrian & Single-trailer truck (4 or less axles) & Single-trailer truck (5 axles) & Single-trailer truck (6 or more axles) & Single-unit truck (2 axles) & Single-unit truck (3 axles) & Single-unit truck (4 or more axles)

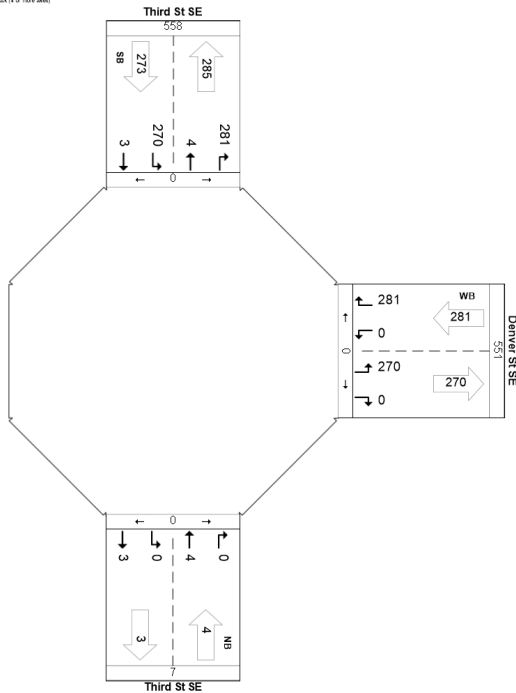


### PM Peak Hour (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |       | SB   |      |       |       | WB   |      |       |       |
|----------------|------|------|-------|-------|------|------|-------|-------|------|------|-------|-------|
|                | Left | Thru | Right | Total | Left | Thru | Right | Total | Left | Thru | Right | Total |
| 3:15 PM        | 0    | 3    | 0     | 3     | 72   | 0    | 0     | 72    | 0    | 0    | 94    | 94    |
| 3:30 PM        | 0    | 1    | 0     | 1     | 57   | 1    | 0     | 58    | 0    | 0    | 78    | 78    |
| 3:45 PM        | 0    | 0    | 0     | 0     | 71   | 2    | 0     | 73    | 0    | 0    | 51    | 51    |
| 4:00 PM        | 0    | 0    | 0     | 0     | 70   | 0    | 0     | 70    | 0    | 0    | 58    | 58    |
| <b>Total</b>   | 0    | 4    | 0     | 4     | 270  | 3    | 0     | 273   | 0    | 0    | 281   | 281   |
| <b>App %</b>   | 0%   | 100% | 0%    |       | 99%  | 1%   | 0%    |       | 0%   | 0%   | 100%  |       |
| <b>PHF</b>     |      | 0.33 |       | 0.33  | 0.94 | 0.38 |       | 0.93  |      |      | 0.75  | 0.75  |
| <b>HV %</b>    |      |      |       |       | 7%   |      |       | 7%    |      |      | 5%    | 5%    |
| <b>Total %</b> | 0%   | 1%   | 0%    | 1%    | 48%  | 1%   | 0%    | 49%   | 0%   | 0%   | 50%   | 50%   |

ID 999110186      05/12/2022      3:15 PM-4:15 PM  
0= Bus & Car & Light truck & Motorcycles & Multi trailer truck (5 or less axles) & Multi trailer truck (6 axles) & Multi trailer truck (7 or more axles) & Pedestrian & Single trailer truck (4 or less axles) & Single trailer truck (5 axles) & Single trailer truck (6 or more axles) & Single unit truck (2 axles) & Single unit truck (3 axles) & Single unit truck (4 or more axles)





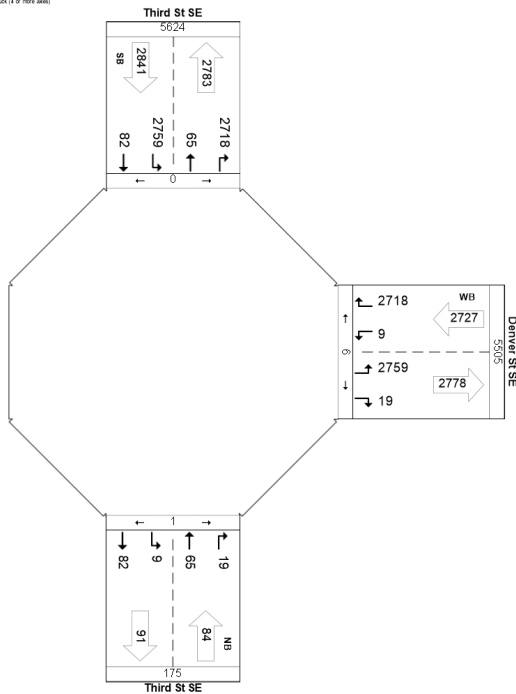
### AllDay (05/12/2022)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 6:00 AM    | 0    | 2    | 0     | 0    | 2     | 12   | 3    | 0     | 0    | 15    | 0    | 0    | 15    | 1    | 15    |
| 6:15 AM    | 0    | 1    | 0     | 0    | 1     | 22   | 1    | 0     | 0    | 23    | 0    | 0    | 27    | 0    | 27    |
| 6:30 AM    | 0    | 1    | 0     | 0    | 1     | 22   | 4    | 0     | 0    | 26    | 0    | 0    | 43    | 0    | 43    |
| 6:45 AM    | 0    | 4    | 1     | 0    | 5     | 37   | 3    | 0     | 0    | 40    | 0    | 0    | 51    | 1    | 51    |
| 7:00 AM    | 0    | 0    | 0     | 0    | 0     | 43   | 3    | 0     | 0    | 46    | 0    | 0    | 40    | 0    | 40    |
| 7:15 AM    | 0    | 1    | 0     | 0    | 1     | 103  | 1    | 0     | 0    | 104   | 0    | 0    | 84    | 0    | 84    |
| 7:30 AM    | 0    | 0    | 0     | 0    | 0     | 122  | 2    | 0     | 0    | 124   | 0    | 0    | 76    | 0    | 76    |
| 7:45 AM    | 0    | 1    | 1     | 0    | 2     | 83   | 1    | 0     | 0    | 84    | 0    | 0    | 99    | 0    | 99    |
| 8:00 AM    | 0    | 0    | 0     | 0    | 0     | 33   | 1    | 0     | 0    | 34    | 0    | 0    | 74    | 0    | 74    |
| 8:15 AM    | 0    | 2    | 0     | 0    | 2     | 50   | 2    | 0     | 0    | 52    | 0    | 0    | 61    | 0    | 61    |
| 8:30 AM    | 0    | 0    | 0     | 0    | 0     | 33   | 3    | 0     | 0    | 36    | 1    | 0    | 41    | 0    | 42    |
| 8:45 AM    | 0    | 0    | 1     | 0    | 1     | 30   | 1    | 0     | 0    | 31    | 0    | 0    | 41    | 0    | 41    |
| 9:00 AM    | 0    | 2    | 2     | 0    | 4     | 32   | 4    | 0     | 0    | 36    | 0    | 0    | 49    | 0    | 49    |
| 9:15 AM    | 0    | 1    | 0     | 0    | 1     | 29   | 2    | 0     | 0    | 31    | 0    | 0    | 34    | 0    | 34    |
| 9:30 AM    | 0    | 1    | 1     | 0    | 2     | 38   | 1    | 0     | 0    | 39    | 0    | 0    | 45    | 0    | 45    |
| 9:45 AM    | 0    | 3    | 0     | 0    | 3     | 34   | 5    | 0     | 0    | 39    | 0    | 0    | 36    | 0    | 36    |
| 10:00 AM   | 0    | 1    | 0     | 0    | 1     | 27   | 1    | 0     | 0    | 28    | 0    | 0    | 33    | 1    | 33    |
| 10:15 AM   | 0    | 0    | 0     | 0    | 0     | 37   | 0    | 0     | 0    | 37    | 1    | 0    | 38    | 2    | 39    |
| 10:30 AM   | 0    | 0    | 0     | 0    | 0     | 36   | 3    | 0     | 0    | 39    | 0    | 0    | 32    | 0    | 32    |
| 10:45 AM   | 0    | 2    | 0     | 1    | 2     | 39   | 1    | 0     | 0    | 40    | 0    | 0    | 32    | 0    | 32    |
| 11:00 AM   | 0    | 1    | 0     | 0    | 1     | 42   | 1    | 0     | 0    | 43    | 0    | 0    | 42    | 0    | 42    |
| 11:15 AM   | 0    | 1    | 0     | 0    | 1     | 36   | 2    | 0     | 0    | 38    | 0    | 0    | 38    | 0    | 38    |
| 11:30 AM   | 0    | 1    | 0     | 0    | 1     | 37   | 2    | 0     | 0    | 39    | 0    | 0    | 47    | 0    | 47    |
| 11:45 AM   | 0    | 4    | 1     | 0    | 5     | 41   | 0    | 0     | 0    | 41    | 1    | 0    | 40    | 0    | 41    |
| 12:00 PM   | 0    | 2    | 0     | 0    | 2     | 47   | 3    | 0     | 0    | 50    | 0    | 0    | 40    | 1    | 40    |
| 12:15 PM   | 0    | 2    | 0     | 0    | 2     | 42   | 2    | 0     | 0    | 44    | 0    | 0    | 39    | 0    | 39    |
| 12:30 PM   | 0    | 2    | 0     | 0    | 2     | 28   | 2    | 0     | 0    | 30    | 0    | 0    | 36    | 0    | 36    |
| 12:45 PM   | 0    | 0    | 1     | 0    | 1     | 41   | 1    | 0     | 0    | 42    | 0    | 0    | 32    | 0    | 32    |
| 1:00 PM    | 0    | 1    | 2     | 0    | 3     | 31   | 2    | 0     | 0    | 33    | 0    | 0    | 38    | 0    | 38    |
| 1:15 PM    | 0    | 4    | 0     | 0    | 4     | 37   | 3    | 0     | 0    | 40    | 0    | 0    | 47    | 0    | 47    |
| 1:30 PM    | 0    | 2    | 1     | 0    | 3     | 28   | 4    | 0     | 0    | 32    | 0    | 0    | 42    | 0    | 42    |
| 1:45 PM    | 0    | 3    | 0     | 0    | 3     | 42   | 3    | 0     | 0    | 45    | 0    | 0    | 40    | 0    | 40    |
| 2:00 PM    | 0    | 3    | 1     | 0    | 4     | 44   | 1    | 0     | 0    | 45    | 0    | 0    | 43    | 0    | 43    |
| 2:15 PM    | 0    | 1    | 0     | 0    | 1     | 65   | 2    | 0     | 0    | 67    | 1    | 0    | 79    | 0    | 80    |
| 2:30 PM    | 0    | 2    | 0     | 0    | 2     | 52   | 1    | 0     | 0    | 53    | 0    | 0    | 39    | 0    | 39    |
| 2:45 PM    | 0    | 3    | 2     | 0    | 5     | 72   | 0    | 0     | 0    | 72    | 0    | 0    | 36    | 0    | 36    |
| 3:00 PM    | 0    | 4    | 2     | 0    | 6     | 70   | 1    | 0     | 0    | 71    | 2    | 0    | 44    | 0    | 46    |
| 3:15 PM    | 0    | 3    | 0     | 0    | 3     | 72   | 0    | 0     | 0    | 72    | 0    | 0    | 94    | 0    | 94    |
| 3:30 PM    | 0    | 1    | 0     | 0    | 1     | 57   | 1    | 0     | 0    | 58    | 0    | 0    | 78    | 0    | 78    |
| 3:45 PM    | 0    | 0    | 0     | 0    | 0     | 71   | 2    | 0     | 0    | 73    | 0    | 0    | 51    | 0    | 51    |
| 4:00 PM    | 0    | 0    | 0     | 0    | 0     | 70   | 0    | 0     | 0    | 70    | 0    | 0    | 58    | 0    | 58    |
| 4:15 PM    | 0    | 0    | 0     | 0    | 0     | 74   | 1    | 0     | 0    | 75    | 1    | 0    | 68    | 0    | 69    |
| 4:30 PM    | 0    | 1    | 0     | 0    | 1     | 73   | 0    | 0     | 0    | 73    | 0    | 0    | 59    | 0    | 59    |
| 4:45 PM    | 0    | 0    | 0     | 0    | 0     | 64   | 0    | 0     | 0    | 64    | 0    | 0    | 61    | 0    | 61    |
| 5:00 PM    | 0    | 0    | 1     | 0    | 1     | 78   | 0    | 0     | 0    | 78    | 0    | 0    | 44    | 0    | 44    |
| 5:15 PM    | 0    | 0    | 0     | 0    | 0     | 74   | 0    | 0     | 0    | 74    | 0    | 0    | 61    | 0    | 61    |
| 5:30 PM    | 0    | 0    | 0     | 0    | 0     | 58   | 0    | 0     | 0    | 58    | 0    | 0    | 51    | 0    | 51    |

| Start Time     | NB   |      |       |      |             | SB    |      |       |      |              | WB   |      |       |      |              |
|----------------|------|------|-------|------|-------------|-------|------|-------|------|--------------|------|------|-------|------|--------------|
|                | Left | Thru | Right | Ped* | Total       | Left  | Thru | Right | Ped* | Total        | Left | Thru | Right | Ped* | Total        |
| 5:45 PM        | 0    | 0    | 0     | 0    | 0           | 41    | 2    | 0     | 0    | 43           | 1    | 0    | 37    | 0    | 38           |
| 6:00 PM        | 0    | 0    | 1     | 0    | 1           | 49    | 0    | 0     | 0    | 49           | 0    | 0    | 36    | 0    | 36           |
| 6:15 PM        | 0    | 0    | 0     | 0    | 0           | 51    | 0    | 0     | 0    | 51           | 0    | 0    | 31    | 0    | 31           |
| 6:30 PM        | 0    | 0    | 0     | 0    | 0           | 39    | 0    | 0     | 0    | 39           | 0    | 0    | 31    | 0    | 31           |
| 6:45 PM        | 0    | 0    | 0     | 0    | 0           | 42    | 0    | 0     | 0    | 42           | 1    | 0    | 30    | 0    | 31           |
| 7:00 PM        | 0    | 0    | 1     | 0    | 1           | 24    | 0    | 0     | 0    | 24           | 0    | 0    | 25    | 0    | 25           |
| 7:15 PM        | 0    | 0    | 0     | 0    | 0           | 17    | 2    | 0     | 0    | 19           | 0    | 0    | 23    | 0    | 23           |
| 7:30 PM        | 0    | 0    | 0     | 0    | 0           | 31    | 0    | 0     | 0    | 31           | 0    | 0    | 28    | 0    | 28           |
| 7:45 PM        | 0    | 1    | 0     | 0    | 1           | 22    | 1    | 0     | 0    | 23           | 0    | 0    | 21    | 0    | 21           |
| 8:00 PM        | 0    | 0    | 0     | 0    | 0           | 20    | 0    | 0     | 0    | 20           | 0    | 0    | 29    | 0    | 29           |
| 8:15 PM        | 0    | 0    | 0     | 0    | 0           | 21    | 0    | 0     | 0    | 21           | 0    | 0    | 37    | 0    | 37           |
| 8:30 PM        | 0    | 1    | 0     | 0    | 1           | 23    | 0    | 0     | 0    | 23           | 0    | 0    | 33    | 0    | 33           |
| 8:45 PM        | 0    | 0    | 0     | 0    | 0           | 26    | 1    | 0     | 0    | 27           | 0    | 0    | 16    | 0    | 16           |
| 9:00 PM        | 0    | 0    | 0     | 0    | 0           | 18    | 0    | 0     | 0    | 18           | 0    | 0    | 14    | 0    | 14           |
| 9:15 PM        | 0    | 0    | 0     | 0    | 0           | 10    | 0    | 0     | 0    | 10           | 0    | 0    | 15    | 0    | 15           |
| 9:30 PM        | 0    | 0    | 0     | 0    | 0           | 10    | 0    | 0     | 0    | 10           | 0    | 0    | 6     | 0    | 6            |
| 9:45 PM        | 0    | 0    | 0     | 0    | 0           | 7     | 0    | 0     | 0    | 7            | 0    | 0    | 8     | 0    | 8            |
| <b>Total</b>   | 0    | 65   | 19    | 1    | <b>84</b>   | 2,759 | 82   | 0     | 0    | <b>2,841</b> | 9    | 0    | 2,718 | 6    | <b>2,727</b> |
| <b>App %</b>   | 0%   | 77%  | 23%   |      |             | 97%   | 3%   | 0%    |      |              | 0%   | 0%   | 100%  |      |              |
| <b>PHF</b>     |      | 0.25 | 0.15  |      | <b>0.22</b> | 0.35  | 0.26 |       |      | <b>0.36</b>  | 0.07 |      | 0.43  |      | <b>0.43</b>  |
| <b>HV %</b>    |      | 37%  | 26%   |      | <b>35%</b>  | 9%    | 52%  |       |      | <b>10%</b>   | 22%  |      | 8%    |      | <b>8%</b>    |
| <b>Total %</b> | 0%   | 1%   | 0%    |      | <b>1%</b>   | 49%   | 1%   | 0%    |      | <b>50%</b>   | 0%   | 0%   | 48%   |      | <b>48%</b>   |

ID 999110186: Total Count 05/12/2022 6:00 AM-10:00 PM  
Blk & Blk & Car & Light Truck & Motorcycles & Multi-Trailer Truck (2 or more axles) & Multi-Trailer Truck (7 or more axles) & Pedestrian & Single Trailer Truck (2 or more axles) & Single Trailer Truck (7 or more axles) & Single Trailer Truck (2 axles) & Single Trailer Truck (3 axles) & Single Trailer Truck (4 or more axles) & Single Trailer Truck (5 axles) & Single Trailer Truck (6 axles) & Single Trailer Truck (7 or more axles)





# Peak Hour Data for Intersection

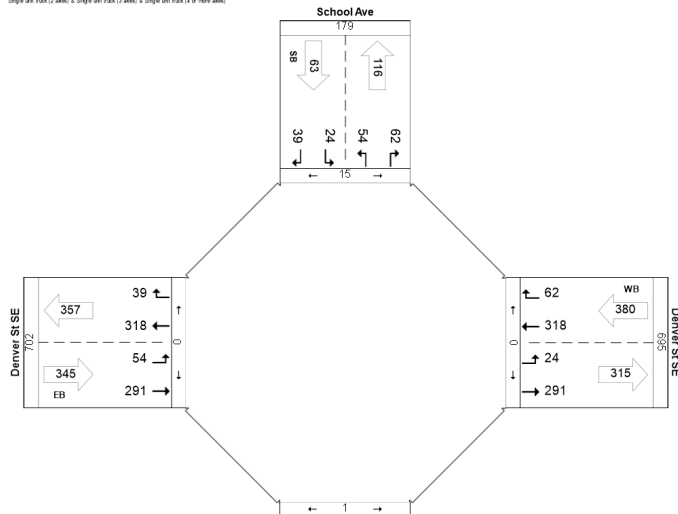
Int ID: 999110560  
 Community: Turner Zone: N/A  
 Road 1: School Ave Road 2: Denver St SE  
 Road 3: Denver St SE Road 4:

## AM Peak Hour (09/19/2023)

- Bike  Bus  Car  Light truck  Motorcycles  Multi trailer truck (5 or less axles)  Multi trailer truck (6 axles)  Multi trailer truck (7 or more axles)
- Pedestrian  Single trailer truck (4 or less axles)  Single trailer truck (5 axles)  Single trailer truck (6 or more axles)  Single unit truck (2 axles)  Single unit truck (3 axles)  Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |      |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |      |
| 7:15 AM        | 0    | 0    | 0     | 1    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 1     | 0    | 0     | 24   |
| 7:20 AM        | 0    | 0    | 0     | 0    | 0     | 5    | 30   | 0     | 0    | 35    | 2    | 0    | 0     | 10   | 2     | 0    | 13   | 7     | 0    | 0     | 20   |
| 7:25 AM        | 0    | 0    | 0     | 0    | 0     | 9    | 27   | 0     | 0    | 36    | 4    | 0    | 5     | 3    | 9     | 0    | 19   | 12    | 0    | 0     | 31   |
| 7:30 AM        | 0    | 0    | 0     | 0    | 0     | 15   | 31   | 0     | 0    | 46    | 0    | 0    | 7     | 1    | 7     | 0    | 26   | 8     | 0    | 0     | 34   |
| 7:35 AM        | 0    | 0    | 0     | 0    | 0     | 12   | 46   | 0     | 0    | 58    | 5    | 0    | 4     | 0    | 9     | 0    | 30   | 9     | 0    | 0     | 39   |
| 7:40 AM        | 0    | 0    | 0     | 0    | 0     | 6    | 40   | 0     | 0    | 46    | 4    | 0    | 6     | 0    | 10    | 0    | 32   | 14    | 0    | 0     | 46   |
| 7:45 AM        | 0    | 0    | 0     | 0    | 0     | 7    | 40   | 0     | 0    | 47    | 5    | 0    | 7     | 0    | 12    | 0    | 30   | 7     | 0    | 0     | 37   |
| 7:50 AM        | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 2    | 0    | 6     | 1    | 8     | 0    | 29   | 2     | 0    | 0     | 31   |
| 7:55 AM        | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 1     | 0    | 1     | 0    | 45   | 1     | 0    | 0     | 46   |
| 8:00 AM        | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 1    | 0    | 1     | 0    | 2     | 0    | 29   | 1     | 0    | 0     | 30   |
| 8:05 AM        | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    | 1    | 0    | 1     | 0    | 2     | 0    | 25   | 0     | 0    | 0     | 25   |
| 8:10 AM        | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 1     | 0    | 1     | 0    | 17   | 0     | 0    | 0     | 17   |
| <b>Total</b>   | 0    | 0    | 0     | 1    | 0     | 54   | 291  | 0     | 0    | 345   | 24   | 0    | 39    | 15   | 63    | 0    | 318  | 62    | 0    | 0     | 380  |
| <b>App %</b>   |      |      |       |      |       | 16%  | 84%  | 0%    |      |       | 38%  | 0%   | 62%   |      |       | 0%   | 84%  | 16%   |      |       |      |
| <b>PHF</b>     |      |      |       |      |       | 0.30 | 0.53 |       |      | 0.50  | 0.40 |      | 0.46  |      | 0.44  |      | 0.59 | 0.37  |      |       | 0.69 |
| <b>HV %</b>    |      |      |       |      |       |      | 11%  |       |      | 9%    | 4%   |      |       |      | 2%    |      | 9%   | 2%    |      |       | 8%   |
| <b>Total %</b> | 0%   | 0%   | 0%    |      | 0%    | 7%   | 37%  | 0%    |      | 44%   | 3%   | 0%   | 5%    |      | 8%    | 0%   | 40%  | 8%    |      |       | 48%  |

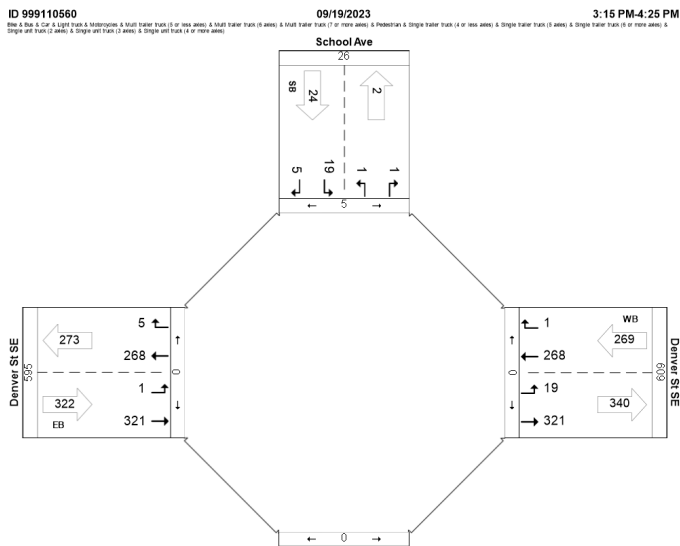
ID 999110560 09/19/2023 7:15 AM-8:25 AM  
Blue = Bus & Car; Light Truck & Motorcycles; Multi Trailer Truck (5 or less axles); Multi Trailer Truck (6 or more axles); Pedestrian; Single Trailer Truck (4 or less axles); Single Trailer Truck (5 or more axles); Single Unit Truck (2 axles); Single Unit Truck (3 or more axles); Single Unit Truck (4 or more axles)



### PM Peak Hour (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |    |     |  |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|----|-----|--|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |    |     |  |
| 3:15 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 0     | 0    | 27    | 2    | 0    | 0     | 0    | 2     | 0    | 30   | 0     | 0    | 30    |    |     |  |
| 3:20 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 2    | 0    | 0     | 0    | 2     | 0    | 41   | 0     | 0    | 41    |    |     |  |
| 3:25 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    |    |     |  |
| 3:30 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 32   | 0     | 0    | 32    | 0    | 0    | 0     | 2    | 0     | 0    | 28   | 0     | 0    | 28    |    |     |  |
| 3:35 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 1     | 0    | 1     | 0    | 34   | 0     | 0    | 34    |    |     |  |
| 3:40 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 30   | 0     | 0    | 30    | 3    | 0    | 0     | 0    | 3     | 0    | 15   | 0     | 0    | 15    |    |     |  |
| 3:45 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 4    | 0    | 0     | 1    | 4     | 0    | 21   | 0     | 0    | 21    |    |     |  |
| 3:50 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 26   | 0     | 0    | 26    | 4    | 0    | 2     | 0    | 6     | 0    | 20   | 0     | 0    | 20    |    |     |  |
| 3:55 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 31   | 0     | 0    | 31    | 0    | 0    | 1     | 1    | 1     | 0    | 10   | 0     | 0    | 10    |    |     |  |
| 4:00 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 31   | 0     | 0    | 32    | 2    | 0    | 0     | 0    | 2     | 0    | 14   | 0     | 0    | 14    |    |     |  |
| 4:05 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 31   | 0     | 0    | 31    | 2    | 0    | 1     | 0    | 3     | 0    | 17   | 0     | 0    | 17    |    |     |  |
| 4:10 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 0    | 0    | 0     | 1    | 0     | 0    | 10   | 1     | 0    | 11    |    |     |  |
| <b>Total</b>   | 0    | 0    | 0     | 0    | 0     | 1    | 321  | 0     | 0    | 322   | 19   | 0    | 5     | 5    | 24    | 0    | 268  | 1     | 0    | 269   |    |     |  |
| <b>App %</b>   |      |      |       |      |       | 0%   | 100% | 0%    |      |       |      |      |       | 79%  | 0%    | 21%  |      |       |      |       |    |     |  |
| <b>PHF</b>     |      |      |       |      |       | 0.08 | 0.84 |       |      |       |      |      | 0.84  | 0.40 | 0.21  |      |      |       |      |       |    |     |  |
| <b>HV %</b>    |      |      |       |      |       |      |      |       |      |       | 8%   |      |       |      |       |      | 8%   |       |      |       |    |     |  |
| <b>Total %</b> | 0%   | 0%   | 0%    | 0%   |       | 0%   | 52%  | 0%    | 52%  |       |      |      |       | 3%   | 0%    | 1%   | 4%   |       | 0%   | 44%   | 0% | 44% |  |



### AllDay (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 6:00 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     |
| 6:05 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 0     | 0    | 6     | 1    | 0    | 0     | 0    | 1     | 0    | 8    | 1     | 0    | 9     |
| 6:10 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     |
| 6:15 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     |
| 6:20 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 5    | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 1     | 0    | 16    |
| 6:25 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    |
| 6:30 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 1     | 0    | 7     |
| 6:35 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 1     | 0    | 1     | 0    | 19   | 0     | 0    | 19    |
| 6:40 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 1     | 0    | 15    |
| 6:45 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 1    | 0     | 0    | 14   | 0     | 0    | 14    |
| 6:50 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    |
| 6:55 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 3     | 0    | 20    |
| 7:00 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    |
| 7:05 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 2     | 0    | 20    |
| 7:10 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 2     | 0    | 29    |
| 7:15 AM    | 0    | 0    | 0     | 1    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 1     | 0    | 24    |
| 7:20 AM    | 0    | 0    | 0     | 0    | 0     | 5    | 30   | 0     | 0    | 35    | 2    | 0    | 0     | 10   | 2     | 0    | 13   | 7     | 0    | 20    |
| 7:25 AM    | 0    | 0    | 0     | 0    | 0     | 9    | 27   | 0     | 0    | 36    | 4    | 0    | 5     | 3    | 9     | 0    | 19   | 12    | 0    | 31    |
| 7:30 AM    | 0    | 0    | 0     | 0    | 0     | 15   | 31   | 0     | 0    | 46    | 0    | 0    | 7     | 1    | 7     | 0    | 26   | 8     | 0    | 34    |
| 7:35 AM    | 0    | 0    | 0     | 0    | 0     | 12   | 46   | 0     | 0    | 58    | 5    | 0    | 4     | 0    | 9     | 0    | 30   | 9     | 0    | 39    |
| 7:40 AM    | 0    | 0    | 0     | 0    | 0     | 6    | 40   | 0     | 0    | 46    | 4    | 0    | 6     | 0    | 10    | 0    | 32   | 14    | 0    | 46    |
| 7:45 AM    | 0    | 0    | 0     | 0    | 0     | 7    | 40   | 0     | 0    | 47    | 5    | 0    | 7     | 0    | 12    | 0    | 30   | 7     | 0    | 37    |
| 7:50 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 2    | 0    | 6     | 1    | 8     | 0    | 29   | 2     | 0    | 31    |
| 7:55 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 1     | 0    | 1     | 0    | 45   | 1     | 0    | 46    |
| 8:00 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 1    | 0    | 1     | 0    | 2     | 0    | 29   | 1     | 0    | 30    |
| 8:05 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    | 1    | 0    | 1     | 0    | 2     | 0    | 25   | 0     | 0    | 25    |
| 8:10 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 1     | 0    | 1     | 0    | 17   | 0     | 0    | 17    |
| 8:15 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 1     | 1    | 1     | 0    | 18   | 0     | 0    | 18    |
| 8:20 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    |
| 8:25 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 16   | 0     | 0    | 17    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    |
| 8:30 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    |
| 8:35 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 1    | 0    | 0     | 0    | 1     | 0    | 14   | 0     | 0    | 14    |
| 8:40 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 5    | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 1     | 0    | 20    |
| 8:45 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 0     | 1    | 0     | 0    | 10   | 1     | 0    | 11    |
| 8:50 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 1     | 1    | 1     | 0    | 17   | 0     | 0    | 17    |
| 8:55 AM    | 0    | 0    | 0     | 1    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 1     | 0    | 1     | 0    | 9    | 0     | 0    | 9     |
| 9:00 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 1    | 0    | 0     | 0    | 1     | 0    | 11   | 0     | 0    | 11    |
| 9:05 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    | 0    | 0    | 1     | 0    | 1     | 0    | 21   | 0     | 0    | 21    |
| 9:10 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 1    | 0    | 1     | 0    | 2     | 0    | 6    | 0     | 0    | 6     |
| 9:15 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    |
| 9:20 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    | 2    | 0    | 0     | 0    | 2     | 0    | 12   | 4     | 0    | 16    |
| 9:25 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 6    | 0     | 0    | 7     | 2    | 0    | 0     | 0    | 2     | 0    | 15   | 1     | 0    | 16    |
| 9:30 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 10   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 2     | 0    | 20    |
| 9:35 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 10   | 0     | 0    | 11    | 0    | 0    | 1     | 0    | 1     | 0    | 14   | 1     | 0    | 15    |
| 9:40 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    | 1    | 0    | 0     | 0    | 1     | 0    | 6    | 0     | 0    | 6     |
| 9:45 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 21   | 0     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     |
| 9:50 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 1     | 0    | 14    |
| 9:55 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 16   | 0     | 0    | 16    |
| 10:00 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    | 0    | 0    | 0     | 1    | 0     | 0    | 14   | 0     | 0    | 14    |

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 10:05 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    |
| 10:10 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    |
| 10:15 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 1    | 0     | 0    | 14   | 2     | 0    | 16    |
| 10:20 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 1     | 0    | 11    |
| 10:25 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 1    | 0    | 0     | 0    | 1     | 0    | 13   | 0     | 0    | 13    |
| 10:30 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 1    | 0    | 1     | 0    | 2     | 0    | 19   | 1     | 0    | 20    |
| 10:35 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    | 1    | 0    | 1     | 0    | 2     | 0    | 14   | 0     | 0    | 14    |
| 10:40 AM   | 0    | 0    | 0     | 0    | 0     | 1    | 15   | 0     | 0    | 16    | 0    | 0    | 1     | 0    | 1     | 0    | 18   | 0     | 0    | 18    |
| 10:45 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     | 1    | 0    | 0     | 0    | 1     | 0    | 12   | 3     | 0    | 15    |
| 10:50 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 3     | 0    | 12    |
| 10:55 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 1     | 0    | 1     | 0    | 9    | 0     | 0    | 9     |
| 11:00 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 0    | 7    | 0     | 0    | 7     |
| 11:05 AM   | 0    | 0    | 0     | 0    | 0     | 1    | 15   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     |
| 11:10 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 1    | 0    | 0     | 0    | 1     | 0    | 9    | 1     | 0    | 10    |
| 11:15 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 1    | 0    | 1     | 0    | 2     | 0    | 25   | 1     | 0    | 26    |
| 11:20 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    |
| 11:25 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 10   | 0     | 0    | 10    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    |
| 11:30 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 0     | 0    | 9     | 0    | 0    | 2     | 0    | 2     | 0    | 11   | 0     | 0    | 11    |
| 11:35 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 2     | 0    | 13    |
| 11:40 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 1    | 0    | 0     | 0    | 1     | 0    | 25   | 0     | 0    | 25    |
| 11:45 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 1    | 0    | 1     | 0    | 2     | 0    | 17   | 1     | 0    | 18    |
| 11:50 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 1    | 0    | 0     | 0    | 1     | 0    | 17   | 1     | 0    | 18    |
| 11:55 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    | 1    | 0    | 0     | 0    | 1     | 0    | 13   | 0     | 0    | 13    |
| 12:00 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    |
| 12:05 PM   | 0    | 0    | 0     | 0    | 0     | 1    | 10   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    |
| 12:10 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    |
| 12:15 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 1    | 0    | 0     | 0    | 1     | 0    | 16   | 1     | 0    | 17    |
| 12:20 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 1     | 0    | 22    |
| 12:25 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    |
| 12:30 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 11   | 0     | 0    | 11    | 1    | 0    | 0     | 0    | 1     | 0    | 7    | 1     | 0    | 8     |
| 12:35 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 1     | 0    | 15    |
| 12:40 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    |
| 12:45 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 1    | 0    | 0     | 0    | 1     | 0    | 17   | 0     | 0    | 17    |
| 12:50 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 1     | 0    | 15    |
| 12:55 PM   | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    |
| 1:00 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    |
| 1:05 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 13   | 0     | 0    | 13    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 1     | 0    | 18    |
| 1:10 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 8    | 0     | 0    | 8     | 1    | 0    | 0     | 0    | 1     | 0    | 7    | 0     | 0    | 7     |
| 1:15 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    |
| 1:20 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 2    | 0    | 0     | 0    | 2     | 0    | 19   | 0     | 0    | 19    |
| 1:25 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 13   | 0     | 0    | 14    | 1    | 0    | 0     | 0    | 1     | 0    | 13   | 2     | 0    | 15    |
| 1:30 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 10   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    |
| 1:35 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 1    | 0    | 0     | 0    | 1     | 0    | 15   | 2     | 0    | 17    |
| 1:40 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 16   | 0     | 0    | 18    | 1    | 0    | 0     | 0    | 1     | 0    | 19   | 2     | 0    | 21    |
| 1:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    | 2    | 0    | 0     | 0    | 2     | 0    | 13   | 0     | 0    | 13    |
| 1:50 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 10   | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 4     | 0    | 16    |
| 1:55 PM    | 0    | 0    | 0     | 0    | 0     | 3    | 16   | 0     | 0    | 19    | 1    | 0    | 0     | 0    | 1     | 0    | 17   | 4     | 0    | 21    |
| 2:00 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 12   | 0     | 0    | 13    | 0    | 0    | 1     | 0    | 1     | 0    | 18   | 4     | 0    | 22    |
| 2:05 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 1     | 2    | 1     | 0    | 16   | 9     | 1    | 25    |
| 2:10 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 14   | 0     | 0    | 16    | 0    | 0    | 1     | 3    | 1     | 0    | 23   | 5     | 1    | 28    |
| 2:15 PM    | 0    | 0    | 0     | 2    | 0     | 1    | 22   | 0     | 0    | 23    | 11   | 0    | 8     | 2    | 19    | 0    | 11   | 5     | 2    | 16    |
| 2:20 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 35   | 0     | 0    | 37    | 9    | 0    | 6     | 5    | 15    | 0    | 19   | 4     | 0    | 23    |
| 2:25 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    | 6    | 0    | 3     | 0    | 9     | 0    | 20   | 2     | 0    | 22    |
| 2:30 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    | 4    | 0    | 2     | 0    | 6     | 0    | 16   | 0     | 0    | 16    |

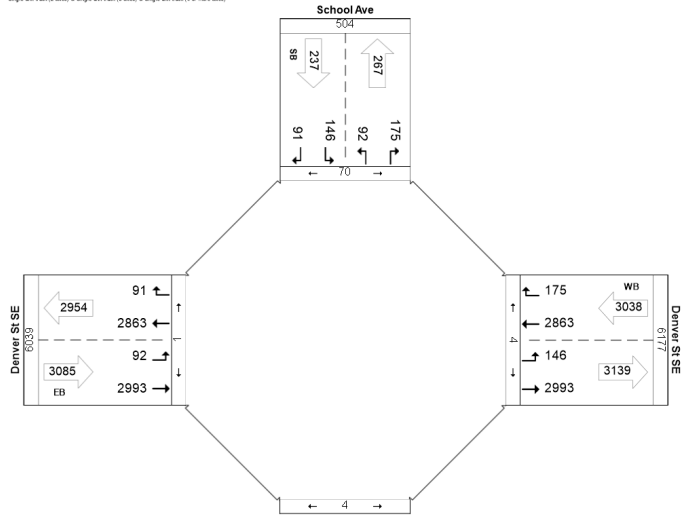
| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 2:35 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 1    | 0    | 0     | 0    | 1     | 0    | 26   | 1     | 0    | 27    |
| 2:40 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 24   | 0     | 0    | 25    | 2    | 0    | 0     | 0    | 2     | 0    | 12   | 0     | 0    | 12    |
| 2:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    | 1    | 0    | 0     | 0    | 1     | 0    | 17   | 0     | 0    | 17    |
| 2:50 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    | 0    | 0    | 1     | 0    | 1     | 0    | 10   | 0     | 0    | 10    |
| 2:55 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 26   | 0     | 0    | 26    | 5    | 0    | 0     | 0    | 5     | 0    | 16   | 0     | 0    | 16    |
| 3:00 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 1    | 21    | 1    | 0    | 0     | 0    | 1     | 0    | 12   | 0     | 0    | 12    |
| 3:05 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 0     | 0    | 27    | 3    | 0    | 0     | 3    | 3     | 0    | 13   | 0     | 0    | 13    |
| 3:10 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 3    | 0     | 0    | 18   | 0     | 0    | 18    |
| 3:15 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 0     | 0    | 27    | 2    | 0    | 0     | 0    | 2     | 0    | 30   | 0     | 0    | 30    |
| 3:20 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 2    | 0    | 0     | 0    | 2     | 0    | 41   | 0     | 0    | 41    |
| 3:25 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    |
| 3:30 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 32   | 0     | 0    | 32    | 0    | 0    | 0     | 2    | 0     | 0    | 28   | 0     | 0    | 28    |
| 3:35 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 1     | 0    | 1     | 0    | 34   | 0     | 0    | 34    |
| 3:40 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 30   | 0     | 0    | 30    | 3    | 0    | 0     | 0    | 3     | 0    | 15   | 0     | 0    | 15    |
| 3:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 4    | 0    | 0     | 1    | 4     | 0    | 21   | 0     | 0    | 21    |
| 3:50 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 26   | 0     | 0    | 26    | 4    | 0    | 2     | 0    | 6     | 0    | 20   | 0     | 0    | 20    |
| 3:55 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 31   | 0     | 0    | 31    | 0    | 0    | 1     | 1    | 1     | 0    | 10   | 0     | 0    | 10    |
| 4:00 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 31   | 0     | 0    | 32    | 2    | 0    | 0     | 0    | 2     | 0    | 14   | 0     | 0    | 14    |
| 4:05 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 31   | 0     | 0    | 31    | 2    | 0    | 1     | 0    | 3     | 0    | 17   | 0     | 0    | 17    |
| 4:10 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    | 0    | 0    | 0     | 1    | 0     | 0    | 10   | 1     | 0    | 11    |
| 4:15 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0    | 15   | 0     | 0    | 15    |
| 4:20 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 1     | 0    | 1     | 0    | 17   | 0     | 0    | 17    |
| 4:25 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 23   | 0     | 0    | 23    | 0    | 0    | 0     | 0    | 0     | 0    | 22   | 0     | 0    | 22    |
| 4:30 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    | 2    | 0    | 0     | 1    | 2     | 0    | 12   | 0     | 0    | 12    |
| 4:35 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 24   | 0     | 0    | 25    | 0    | 0    | 1     | 0    | 1     | 0    | 14   | 1     | 0    | 15    |
| 4:40 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 35   | 0     | 0    | 35    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 1     | 0    | 19    |
| 4:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 31   | 0     | 0    | 31    | 0    | 0    | 0     | 0    | 0     | 0    | 16   | 0     | 0    | 16    |
| 4:50 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 29   | 0     | 0    | 29    | 1    | 0    | 0     | 1    | 1     | 0    | 18   | 1     | 0    | 19    |
| 4:55 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    | 0    | 0    | 0     | 1    | 0     | 0    | 15   | 0     | 0    | 15    |
| 5:00 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 34   | 0     | 0    | 35    | 0    | 0    | 0     | 0    | 0     | 0    | 16   | 1     | 0    | 17    |
| 5:05 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 28   | 0     | 0    | 28    | 0    | 0    | 0     | 0    | 0     | 0    | 20   | 0     | 0    | 20    |
| 5:10 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 34   | 0     | 0    | 34    | 1    | 0    | 0     | 4    | 1     | 0    | 30   | 0     | 0    | 30    |
| 5:15 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 1    | 0    | 0     | 4    | 1     | 0    | 34   | 0     | 0    | 34    |
| 5:20 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 22   | 0     | 0    | 23    | 1    | 0    | 0     | 0    | 1     | 0    | 22   | 1     | 0    | 23    |
| 5:25 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 27   | 0     | 0    | 27    | 3    | 0    | 1     | 0    | 4     | 0    | 22   | 2     | 0    | 24    |
| 5:30 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 3     | 0    | 21    |
| 5:35 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    |
| 5:40 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 42   | 0     | 0    | 43    | 0    | 0    | 1     | 0    | 1     | 0    | 17   | 1     | 0    | 18    |
| 5:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    | 3    | 0    | 0     | 0    | 3     | 0    | 14   | 1     | 0    | 15    |
| 5:50 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    |
| 5:55 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    | 1    | 0    | 0     | 0    | 1     | 0    | 19   | 0     | 0    | 19    |
| 6:00 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 12   | 0     | 0    | 12    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    |
| 6:05 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 19   | 0     | 0    | 20    | 0    | 0    | 0     | 1    | 0     | 0    | 19   | 1     | 0    | 20    |
| 6:10 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 1    | 0     | 0    | 16   | 1     | 0    | 17    |
| 6:15 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 21   | 0     | 0    | 21    | 0    | 0    | 0     | 0    | 0     | 0    | 19   | 0     | 0    | 19    |
| 6:20 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 17   | 0     | 0    | 17    | 0    | 0    | 0     | 5    | 0     | 0    | 17   | 0     | 0    | 17    |
| 6:25 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 18   | 0     | 0    | 18    | 0    | 0    | 0     | 1    | 0     | 0    | 18   | 0     | 0    | 18    |
| 6:30 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 23   | 0     | 0    | 24    | 0    | 0    | 0     | 1    | 0     | 0    | 29   | 0     | 0    | 29    |
| 6:35 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0    | 24   | 0     | 0    | 24    |
| 6:40 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 7    | 0     | 0    | 8     | 2    | 0    | 0     | 0    | 2     | 0    | 21   | 0     | 0    | 21    |
| 6:45 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 14   | 0     | 0    | 14    | 0    | 0    | 0     | 1    | 0     | 0    | 27   | 0     | 0    | 27    |
| 6:50 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 16   | 0     | 0    | 16    | 1    | 0    | 0     | 0    | 1     | 0    | 16   | 2     | 0    | 18    |
| 6:55 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 14   | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 1     | 0    | 10    |
| 7:00 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 14   | 0     | 0    | 15    | 2    | 0    | 0     | 0    | 2     | 0    | 12   | 3     | 0    | 15    |

| Start Time     | NB   |      |       |      |       | EB   |       |       |      |       | SB   |      |       |      |       | WB   |       |       |      |       |
|----------------|------|------|-------|------|-------|------|-------|-------|------|-------|------|------|-------|------|-------|------|-------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru  | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru  | Right | Ped* | Total |
| 7:05 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     | 3    | 0    | 0     | 0    | 3     | 0    | 16    | 1     | 0    | 17    |
| 7:10 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 15    | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0    | 11    | 0     | 0    | 11    |
| 7:15 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 2    | 0    | 0     | 0    | 2     | 0    | 4     | 0     | 0    | 4     |
| 7:20 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 6     | 0     | 0    | 7     | 0    | 0    | 0     | 2    | 0     | 0    | 5     | 0     | 0    | 5     |
| 7:25 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 9     | 0     | 0    | 9     |
| 7:30 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 16    | 0     | 0    | 16    | 0    | 0    | 0     | 0    | 0     | 0    | 10    | 0     | 0    | 10    |
| 7:35 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 12    | 0     | 0    | 12    | 1    | 0    | 0     | 0    | 1     | 0    | 11    | 1     | 0    | 12    |
| 7:40 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 8     | 0     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 9     | 0     | 0    | 9     |
| 7:45 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 11    | 0     | 0    | 11    | 0    | 0    | 0     | 0    | 0     | 0    | 4     | 0     | 0    | 4     |
| 7:50 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     |
| 7:55 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     | 1    | 0    | 0     | 0    | 1     | 0    | 8     | 1     | 0    | 9     |
| 8:00 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 10    | 0     | 0    | 11    | 1    | 0    | 0     | 0    | 1     | 0    | 10    | 0     | 0    | 10    |
| 8:05 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 9     | 0     | 0    | 9     |
| 8:10 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 9     | 0     | 0    | 9     |
| 8:15 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 1     | 0    | 7     |
| 8:20 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 8     | 0     | 0    | 8     |
| 8:25 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 8     | 0     | 0    | 8     | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     |
| 8:30 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 11    | 0     | 0    | 11    | 0    | 0    | 5     | 0    | 5     | 0    | 3     | 0     | 0    | 3     |
| 8:35 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     |
| 8:40 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     |
| 8:45 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 7     | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 8     | 0     | 0    | 8     |
| 8:50 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 1     | 0     | 0    | 1     |
| 8:55 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     |
| 9:00 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 2     | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 5     | 0     | 0    | 5     |
| 9:05 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 5     | 0     | 0    | 6     | 1    | 0    | 0     | 0    | 1     | 0    | 7     | 0     | 0    | 7     |
| 9:10 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     | 1    | 0    | 0     | 0    | 1     | 0    | 2     | 0     | 0    | 2     |
| 9:15 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 9     | 0     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0    | 4     | 0     | 0    | 4     |
| 9:20 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     |
| 9:25 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     |
| 9:30 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 4     | 0     | 0    | 4     | 0    | 0    | 0     | 3    | 0     | 0    | 3     | 0     | 0    | 3     |
| 9:35 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     |
| 9:40 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 4     | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 5     | 0     | 0    | 5     |
| 9:45 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 2     | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 2     | 0     | 0    | 2     |
| 9:50 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 3     | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 2     | 0     | 0    | 2     |
| 9:55 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 6     | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 2     | 0     | 0    | 2     |
| <b>Total</b>   | 0    | 0    | 0     | 4    | 0     | 92   | 2,993 | 0     | 1    | 3,085 | 146  | 0    | 91    | 70   | 237   | 0    | 2,863 | 175   | 4    | 3,038 |
| <b>App %</b>   |      |      |       |      |       | 3%   | 97%   | 0%    |      |       | 62%  | 0%   | 38%   |      |       | 0%   | 94%   | 6%    |      |       |
| <b>PHF</b>     |      |      |       |      |       | 0.03 | 0.34  |       |      | 0.28  | 0.07 |      | 0.06  |      | 0.06  |      | 0.33  | 0.07  |      | 0.34  |
| <b>HV %</b>    |      |      |       |      |       |      | 9%    |       |      | 9%    | 2%   |      |       |      | 1%    |      | 10%   | 3%    |      | 10%   |
| <b>Total %</b> | 0%   | 0%   | 0%    | 0%   | 0%    | 1%   | 47%   | 0%    |      | 49%   | 2%   | 0%   | 1%    |      | 4%    | 0%   | 45%   | 3%    |      | 48%   |



### Peak Hour Data for Intersection

ID 999110560: Total Count      09/19/2023      6:00 AM-10:10 PM  
Blue = Blue Car (2 lanes) & Interchange & Multi-lane Turn (3 or more lanes) & Multi-lane Turn (3 lanes) & Multi-lane Turn (2 or more lanes) & Protection & Single-lane Turn (2 lanes) & Single-lane Turn (2 or more lanes) & Single-lane Turn (2 lanes) & Single-lane Turn (2 lanes) & Single-lane Turn (2 or more lanes)





# Peak Hour Data for Intersection

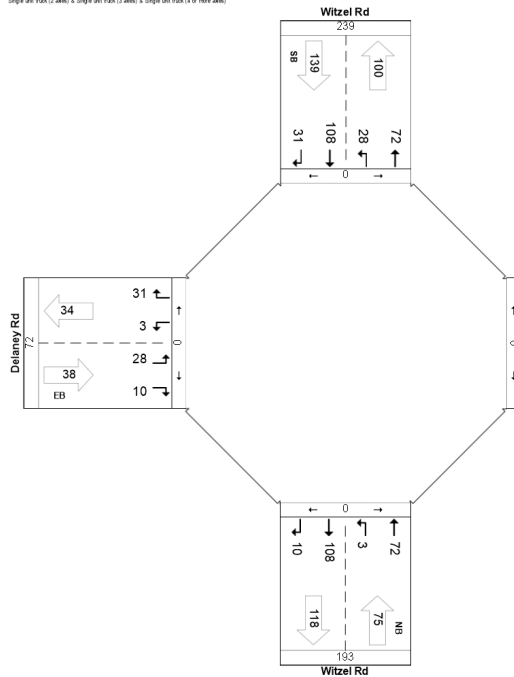
Int ID: 999110558  
 Community: Turner Zone: N/A  
 Road 1: Witzel Rd Road 2: Witzel Rd  
 Road 3: Delaney Rd Road 4:

## AM Peak Hour (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB          |             |           |             | EB          |           |             |             | SB        |             |             |             | WB        |           |           |           |
|----------------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-----------|-------------|-------------|-------------|-----------|-----------|-----------|-----------|
|                | Left        | Thru        | Right     | Total       | Left        | Thru      | Right       | Total       | Left      | Thru        | Right       | Total       | Left      | Thru      | Right     | Total     |
| 7:15 AM        | 0           | 1           | 0         | 1           | 3           | 0         | 0           | 3           | 0         | 3           | 1           | 4           | 0         | 0         | 0         | 0         |
| 7:20 AM        | 0           | 3           | 0         | 3           | 2           | 0         | 1           | 3           | 0         | 12          | 3           | 15          | 0         | 0         | 0         | 0         |
| 7:25 AM        | 0           | 5           | 0         | 5           | 1           | 0         | 1           | 2           | 0         | 13          | 1           | 14          | 0         | 0         | 0         | 0         |
| 7:30 AM        | 0           | 0           | 0         | 0           | 1           | 0         | 3           | 4           | 0         | 15          | 3           | 18          | 0         | 0         | 0         | 0         |
| 7:35 AM        | 0           | 4           | 0         | 4           | 4           | 0         | 0           | 4           | 0         | 25          | 0           | 25          | 0         | 0         | 0         | 0         |
| 7:40 AM        | 0           | 6           | 0         | 6           | 4           | 0         | 1           | 5           | 0         | 17          | 5           | 22          | 0         | 0         | 0         | 0         |
| 7:45 AM        | 0           | 10          | 0         | 10          | 5           | 0         | 2           | 7           | 0         | 10          | 4           | 14          | 0         | 0         | 0         | 0         |
| 7:50 AM        | 1           | 11          | 0         | 12          | 3           | 0         | 1           | 4           | 0         | 4           | 2           | 6           | 0         | 0         | 0         | 0         |
| 7:55 AM        | 1           | 9           | 0         | 10          | 2           | 0         | 0           | 2           | 0         | 1           | 6           | 7           | 0         | 0         | 0         | 0         |
| 8:00 AM        | 1           | 17          | 0         | 18          | 2           | 0         | 1           | 3           | 0         | 5           | 2           | 7           | 0         | 0         | 0         | 0         |
| 8:05 AM        | 0           | 5           | 0         | 5           | 1           | 0         | 0           | 1           | 0         | 2           | 2           | 4           | 0         | 0         | 0         | 0         |
| 8:10 AM        | 0           | 1           | 0         | 1           | 0           | 0         | 0           | 0           | 0         | 1           | 2           | 3           | 0         | 0         | 0         | 0         |
| <b>Total</b>   | <b>3</b>    | <b>72</b>   | <b>0</b>  | <b>75</b>   | <b>28</b>   | <b>0</b>  | <b>10</b>   | <b>38</b>   | <b>0</b>  | <b>108</b>  | <b>31</b>   | <b>139</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  | <b>0</b>  |
| <b>App %</b>   | <b>4%</b>   | <b>96%</b>  | <b>0%</b> |             | <b>74%</b>  | <b>0%</b> | <b>26%</b>  |             | <b>0%</b> | <b>78%</b>  | <b>22%</b>  |             |           |           |           |           |
| <b>PHF</b>     | <b>0.25</b> | <b>0.35</b> |           | <b>0.35</b> | <b>0.47</b> |           | <b>0.28</b> | <b>0.45</b> |           | <b>0.36</b> | <b>0.43</b> | <b>0.46</b> |           |           |           |           |
| <b>HV %</b>    | <b>33%</b>  | <b>7%</b>   |           | <b>8%</b>   | <b>7%</b>   |           | <b>20%</b>  | <b>11%</b>  |           | <b>6%</b>   | <b>6%</b>   | <b>6%</b>   |           |           |           |           |
| <b>Total %</b> | <b>1%</b>   | <b>29%</b>  | <b>0%</b> | <b>30%</b>  | <b>11%</b>  | <b>0%</b> | <b>4%</b>   | <b>15%</b>  | <b>0%</b> | <b>43%</b>  | <b>12%</b>  | <b>55%</b>  | <b>0%</b> | <b>0%</b> | <b>0%</b> | <b>0%</b> |

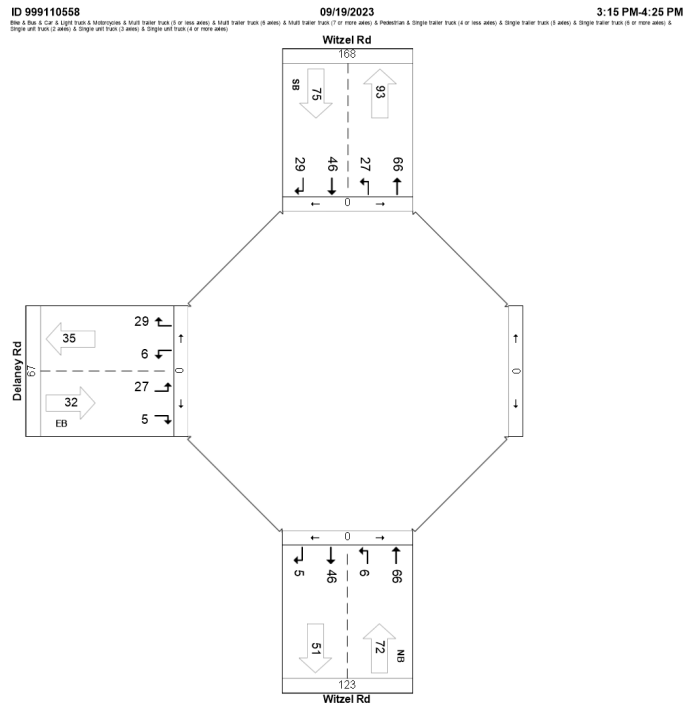
ID 999110558 09/19/2023 7:15 AM-8:25 AM  
Blue = Bike; Car = 0.50; Light truck & Motorcycles = 0.50; Multi trailer truck (5 or less axles) = 0.50; Multi trailer truck (6 or more axles) = 0.50; Multi trailer truck (7 or more axles) = 0.50; Pedestrian = 0.50; Single trailer truck (4 or less axles) = 0.50; Single trailer truck (5 axles) = 0.50; Single trailer truck (6 or more axles) = 0.50; Single unit truck (2 axles) = 0.50; Single unit truck (3 axles) = 0.50; Single unit truck (4 or more axles) = 0.50



### PM Peak Hour (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB       |           |          |             | EB        |          |          |             | SB       |           |           |             | WB       |          |          |           |
|----------------|----------|-----------|----------|-------------|-----------|----------|----------|-------------|----------|-----------|-----------|-------------|----------|----------|----------|-----------|
|                | Left     | Thru      | Right    | Total       | Left      | Thru     | Right    | Total       | Left     | Thru      | Right     | Total       | Left     | Thru     | Right    | Total     |
| 3:15 PM        | 0        | 7         | 0        | 7           | 2         | 0        | 0        | 2           | 0        | 2         | 1         | 3           | 0        | 0        | 0        | 0         |
| 3:20 PM        | 1        | 11        | 0        | 12          | 2         | 0        | 0        | 2           | 0        | 0         | 4         | 4           | 0        | 0        | 0        | 0         |
| 3:25 PM        | 1        | 7         | 0        | 8           | 1         | 0        | 0        | 1           | 0        | 2         | 4         | 6           | 0        | 0        | 0        | 0         |
| 3:30 PM        | 1        | 7         | 0        | 8           | 5         | 0        | 0        | 5           | 0        | 4         | 6         | 10          | 0        | 0        | 0        | 0         |
| 3:35 PM        | 0        | 8         | 0        | 8           | 1         | 0        | 0        | 1           | 0        | 5         | 4         | 9           | 0        | 0        | 0        | 0         |
| 3:40 PM        | 0        | 4         | 0        | 4           | 0         | 0        | 1        | 1           | 0        | 8         | 3         | 11          | 0        | 0        | 0        | 0         |
| 3:45 PM        | 0        | 0         | 0        | 0           | 4         | 0        | 2        | 6           | 0        | 8         | 2         | 10          | 0        | 0        | 0        | 0         |
| 3:50 PM        | 0        | 5         | 0        | 5           | 0         | 0        | 2        | 2           | 0        | 1         | 0         | 1           | 0        | 0        | 0        | 0         |
| 3:55 PM        | 1        | 5         | 0        | 6           | 4         | 0        | 0        | 4           | 0        | 9         | 4         | 13          | 0        | 0        | 0        | 0         |
| 4:00 PM        | 1        | 5         | 0        | 6           | 4         | 0        | 0        | 4           | 0        | 3         | 1         | 4           | 0        | 0        | 0        | 0         |
| 4:05 PM        | 1        | 4         | 0        | 5           | 3         | 0        | 0        | 3           | 0        | 1         | 0         | 1           | 0        | 0        | 0        | 0         |
| 4:10 PM        | 0        | 3         | 0        | 3           | 1         | 0        | 0        | 1           | 0        | 3         | 0         | 3           | 0        | 0        | 0        | 0         |
| <b>Total</b>   | <b>6</b> | <b>66</b> | <b>0</b> | <b>72</b>   | <b>27</b> | <b>0</b> | <b>5</b> | <b>32</b>   | <b>0</b> | <b>46</b> | <b>29</b> | <b>75</b>   | <b>0</b> | <b>0</b> | <b>0</b> | <b>0</b>  |
| <b>App %</b>   | 8%       | 92%       | 0%       |             | 84%       | 0%       | 16%      |             | 0%       | 61%       | 39%       |             |          |          |          |           |
| <b>PHF</b>     | 0.50     | 0.50      |          | <b>0.50</b> | 0.45      |          | 0.21     | <b>0.44</b> |          | 0.43      | 0.40      | <b>0.48</b> |          |          |          |           |
| <b>HV %</b>    | 17%      | 8%        |          | <b>8%</b>   | 4%        |          | 20%      | <b>6%</b>   |          | 7%        |           | <b>4%</b>   |          |          |          |           |
| <b>Total %</b> | 3%       | 37%       | 0%       | <b>40%</b>  | 15%       | 0%       | 3%       | <b>18%</b>  | 0%       | 26%       | 16%       | <b>42%</b>  | 0%       | 0%       | 0%       | <b>0%</b> |



### AllDay (09/19/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |   |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|---|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |   |
| 6:00 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:05 AM    | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:10 AM    | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:15 AM    | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 2     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:20 AM    | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:25 AM    | 1    | 0    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:30 AM    | 0    | 1    | 0     | 0    | 1     | 4    | 0    | 0     | 0    | 4     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:35 AM    | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:40 AM    | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 1     | 0    | 2     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:45 AM    | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 2     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:50 AM    | 1    | 3    | 0     | 0    | 4     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 5     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0 |
| 6:55 AM    | 1    | 1    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:00 AM    | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:05 AM    | 1    | 3    | 0     | 0    | 4     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 4     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:10 AM    | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:15 AM    | 0    | 1    | 0     | 0    | 1     | 3    | 0    | 0     | 0    | 3     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:20 AM    | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 1     | 0    | 3     | 0    | 12   | 3     | 0    | 15    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:25 AM    | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 1     | 0    | 2     | 0    | 13   | 1     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:30 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 3     | 0    | 4     | 0    | 15   | 3     | 0    | 18    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:35 AM    | 0    | 4    | 0     | 0    | 4     | 4    | 0    | 0     | 0    | 4     | 0    | 25   | 0     | 0    | 25    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:40 AM    | 0    | 6    | 0     | 0    | 6     | 4    | 0    | 1     | 0    | 5     | 0    | 17   | 5     | 0    | 22    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:45 AM    | 0    | 10   | 0     | 0    | 10    | 5    | 0    | 2     | 0    | 7     | 0    | 10   | 4     | 0    | 14    | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:50 AM    | 1    | 11   | 0     | 0    | 12    | 3    | 0    | 1     | 0    | 4     | 0    | 4    | 2     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0 |
| 7:55 AM    | 1    | 9    | 0     | 0    | 10    | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 6     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:00 AM    | 1    | 17   | 0     | 0    | 18    | 2    | 0    | 1     | 0    | 3     | 0    | 5    | 2     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:05 AM    | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:10 AM    | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:15 AM    | 0    | 4    | 0     | 0    | 4     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 3     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:20 AM    | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:25 AM    | 1    | 1    | 0     | 0    | 2     | 1    | 0    | 0     | 1    | 1     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:30 AM    | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:35 AM    | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:40 AM    | 0    | 4    | 0     | 0    | 4     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:45 AM    | 1    | 1    | 0     | 0    | 2     | 1    | 0    | 1     | 0    | 2     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:50 AM    | 2    | 0    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 8:55 AM    | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 2     | 0    | 3     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:00 AM    | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:05 AM    | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 4    | 2     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:10 AM    | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 6    | 3     | 0    | 9     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:15 AM    | 0    | 2    | 0     | 1    | 2     | 3    | 0    | 0     | 0    | 3     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 1    | 0     | 0 |
| 9:20 AM    | 1    | 4    | 0     | 0    | 5     | 1    | 0    | 1     | 0    | 2     | 0    | 4    | 2     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:25 AM    | 1    | 1    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:30 AM    | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:35 AM    | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 1    | 2     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:40 AM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 1    | 1     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:45 AM    | 1    | 3    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 3     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:50 AM    | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 0    | 2     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0 |
| 9:55 AM    | 1    | 3    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0 |
| 10:00 AM   | 0    | 0    | 0     | 0    | 0     | 3    | 0    | 0     | 1    | 3     | 0    | 1    | 5     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0 |

| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 10:05 AM   | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 10:10 AM   | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 10:15 AM   | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 10:20 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 4    | 1     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 10:25 AM   | 0    | 0    | 0     | 0    | 0     | 4    | 0    | 0     | 0    | 4     | 0    | 5    | 2     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 10:30 AM   | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 10:35 AM   | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 4     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 10:40 AM   | 1    | 5    | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 10:45 AM   | 1    | 1    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 10:50 AM   | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 10:55 AM   | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 11:00 AM   | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 1     | 0    | 2     | 0    | 4    | 2     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 11:05 AM   | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 11:10 AM   | 0    | 4    | 0     | 0    | 4     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 11:15 AM   | 0    | 5    | 0     | 0    | 5     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 11:20 AM   | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 11:25 AM   | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 2     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 11:30 AM   | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 1     | 0    | 2     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 11:35 AM   | 1    | 1    | 0     | 0    | 2     | 2    | 0    | 2     | 0    | 4     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 11:40 AM   | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 3     | 0    | 9     | 0    | 0    | 0     | 0    | 0     |
| 11:45 AM   | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 5    | 0     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 11:50 AM   | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 3     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 11:55 AM   | 1    | 2    | 0     | 0    | 3     | 5    | 0    | 2     | 0    | 7     | 0    | 4    | 1     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 12:00 PM   | 2    | 1    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 12:05 PM   | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 4    | 4     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 12:10 PM   | 0    | 1    | 0     | 0    | 1     | 2    | 0    | 1     | 0    | 3     | 0    | 3    | 2     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 12:15 PM   | 1    | 0    | 0     | 0    | 1     | 1    | 0    | 1     | 0    | 2     | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 12:20 PM   | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 12:25 PM   | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 12:30 PM   | 1    | 4    | 0     | 0    | 5     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 12:35 PM   | 0    | 4    | 0     | 0    | 4     | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 12:40 PM   | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 12:45 PM   | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 12:50 PM   | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 3     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 12:55 PM   | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 2     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 1:00 PM    | 0    | 3    | 0     | 0    | 3     | 3    | 0    | 0     | 0    | 3     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 1:05 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 0    | 2     | 0    | 6    | 2     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 1:10 PM    | 0    | 2    | 0     | 0    | 2     | 2    | 0    | 1     | 0    | 3     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 1:15 PM    | 0    | 3    | 0     | 0    | 3     | 3    | 0    | 1     | 0    | 4     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 1:20 PM    | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 2     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 1:25 PM    | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 1:30 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 1:35 PM    | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 1     | 0    | 1     | 0    | 9    | 2     | 0    | 11    | 0    | 0    | 0     | 0    | 0     |
| 1:40 PM    | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 1:45 PM    | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 1     | 0    | 3     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 1:50 PM    | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 5     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 1:55 PM    | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 2:00 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 3    | 3     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 2:05 PM    | 0    | 2    | 0     | 0    | 2     | 2    | 0    | 2     | 0    | 4     | 0    | 7    | 2     | 0    | 9     | 0    | 0    | 0     | 0    | 0     |
| 2:10 PM    | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 2:15 PM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 2:20 PM    | 0    | 6    | 0     | 0    | 6     | 1    | 0    | 1     | 0    | 2     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 2:25 PM    | 0    | 6    | 0     | 0    | 6     | 3    | 0    | 1     | 0    | 4     | 0    | 5    | 2     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 2:30 PM    | 1    | 6    | 0     | 0    | 7     | 1    | 0    | 1     | 0    | 2     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |

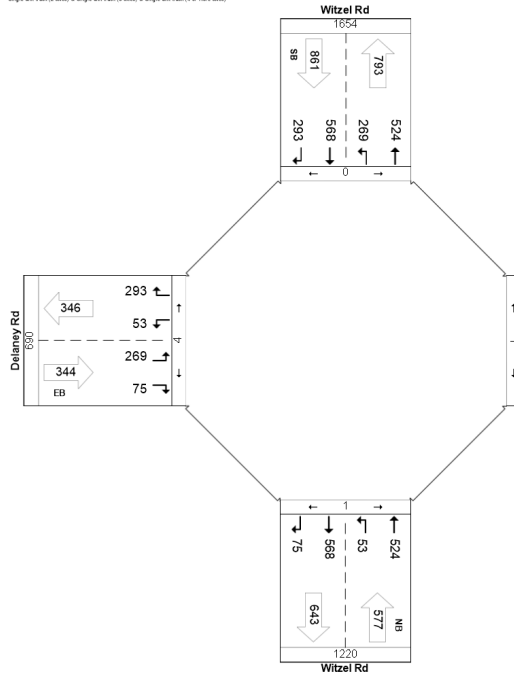
| Start Time | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|            | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 2:35 PM    | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 2:40 PM    | 1    | 2    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 4     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 2:45 PM    | 1    | 3    | 0     | 0    | 4     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 2:50 PM    | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 0    | 2     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 2:55 PM    | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 1     | 0    | 2     | 0    | 4    | 1     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 3:00 PM    | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 3:05 PM    | 0    | 2    | 0     | 0    | 2     | 2    | 0    | 0     | 0    | 2     | 0    | 4    | 4     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 3:10 PM    | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 9    | 1     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 3:15 PM    | 0    | 7    | 0     | 0    | 7     | 2    | 0    | 0     | 0    | 2     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 3:20 PM    | 1    | 11   | 0     | 0    | 12    | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 4     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 3:25 PM    | 1    | 7    | 0     | 0    | 8     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 4     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 3:30 PM    | 1    | 7    | 0     | 0    | 8     | 5    | 0    | 0     | 0    | 5     | 0    | 4    | 6     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 3:35 PM    | 0    | 8    | 0     | 0    | 8     | 1    | 0    | 0     | 0    | 1     | 0    | 5    | 4     | 0    | 9     | 0    | 0    | 0     | 0    | 0     |
| 3:40 PM    | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 1     | 0    | 1     | 0    | 8    | 3     | 0    | 11    | 0    | 0    | 0     | 0    | 0     |
| 3:45 PM    | 0    | 0    | 0     | 0    | 0     | 4    | 0    | 2     | 0    | 6     | 0    | 8    | 2     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 3:50 PM    | 0    | 5    | 0     | 0    | 5     | 0    | 0    | 2     | 0    | 2     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 3:55 PM    | 1    | 5    | 0     | 0    | 6     | 4    | 0    | 0     | 0    | 4     | 0    | 9    | 4     | 0    | 13    | 0    | 0    | 0     | 0    | 0     |
| 4:00 PM    | 1    | 5    | 0     | 0    | 6     | 4    | 0    | 0     | 0    | 4     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 4:05 PM    | 1    | 4    | 0     | 0    | 5     | 3    | 0    | 0     | 0    | 3     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 4:10 PM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 4:15 PM    | 0    | 4    | 0     | 0    | 4     | 4    | 0    | 3     | 0    | 7     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 4:20 PM    | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 15   | 0     | 0    | 15    | 0    | 0    | 0     | 0    | 0     |
| 4:25 PM    | 0    | 2    | 0     | 0    | 2     | 7    | 0    | 0     | 0    | 7     | 0    | 7    | 0     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 4:30 PM    | 1    | 4    | 0     | 0    | 5     | 3    | 0    | 0     | 0    | 3     | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 4:35 PM    | 0    | 6    | 0     | 0    | 6     | 3    | 0    | 3     | 0    | 6     | 0    | 6    | 1     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 4:40 PM    | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 0     | 0    | 1     | 0    | 5    | 3     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 4:45 PM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 1     | 0    | 2     | 0    | 5    | 6     | 0    | 11    | 0    | 0    | 0     | 0    | 0     |
| 4:50 PM    | 0    | 7    | 0     | 0    | 7     | 7    | 0    | 0     | 0    | 7     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 4:55 PM    | 0    | 3    | 0     | 0    | 3     | 5    | 0    | 1     | 0    | 6     | 0    | 12   | 2     | 0    | 14    | 0    | 0    | 0     | 0    | 0     |
| 5:00 PM    | 1    | 3    | 0     | 0    | 4     | 3    | 0    | 0     | 0    | 3     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 5:05 PM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 1     | 0    | 2     | 0    | 4    | 3     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 5:10 PM    | 1    | 8    | 0     | 0    | 9     | 5    | 0    | 1     | 0    | 6     | 0    | 2    | 3     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 5:15 PM    | 0    | 12   | 0     | 0    | 12    | 5    | 0    | 2     | 0    | 7     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 5:20 PM    | 1    | 5    | 0     | 0    | 6     | 3    | 0    | 1     | 0    | 4     | 0    | 4    | 3     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 5:25 PM    | 2    | 2    | 0     | 0    | 4     | 2    | 0    | 0     | 0    | 2     | 0    | 6    | 4     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 5:30 PM    | 1    | 2    | 0     | 0    | 3     | 0    | 0    | 1     | 0    | 1     | 0    | 2    | 3     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 5:35 PM    | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 1     | 0    | 3     | 0    | 2    | 4     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 5:40 PM    | 1    | 4    | 0     | 0    | 5     | 1    | 0    | 1     | 0    | 2     | 0    | 5    | 2     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 5:45 PM    | 1    | 2    | 0     | 0    | 3     | 1    | 0    | 1     | 0    | 2     | 0    | 7    | 3     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 5:50 PM    | 0    | 1    | 0     | 0    | 1     | 2    | 0    | 0     | 0    | 2     | 0    | 7    | 1     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 5:55 PM    | 0    | 0    | 0     | 0    | 0     | 4    | 0    | 1     | 0    | 5     | 0    | 6    | 2     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 6:00 PM    | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 2    | 3     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 6:05 PM    | 2    | 3    | 0     | 0    | 5     | 2    | 0    | 0     | 0    | 2     | 0    | 3    | 4     | 0    | 7     | 0    | 0    | 0     | 0    | 0     |
| 6:10 PM    | 0    | 3    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 4    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 6:15 PM    | 0    | 5    | 0     | 0    | 5     | 1    | 0    | 1     | 0    | 2     | 0    | 5    | 3     | 0    | 8     | 0    | 0    | 0     | 0    | 0     |
| 6:20 PM    | 0    | 7    | 0     | 0    | 7     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 3     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 6:25 PM    | 0    | 3    | 0     | 0    | 3     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 3     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 6:30 PM    | 0    | 4    | 0     | 0    | 4     | 3    | 0    | 0     | 0    | 3     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 6:35 PM    | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 6:40 PM    | 0    | 6    | 0     | 0    | 6     | 0    | 0    | 1     | 0    | 1     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 6:45 PM    | 0    | 3    | 0     | 0    | 3     | 3    | 0    | 0     | 0    | 3     | 0    | 4    | 2     | 0    | 6     | 0    | 0    | 0     | 0    | 0     |
| 6:50 PM    | 1    | 14   | 0     | 0    | 15    | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 4     | 0    | 5     | 0    | 0    | 0     | 0    | 0     |
| 6:55 PM    | 2    | 2    | 0     | 0    | 4     | 0    | 0    | 0     | 0    | 0     | 0    | 4    | 6     | 0    | 10    | 0    | 0    | 0     | 0    | 0     |
| 7:00 PM    | 0    | 2    | 0     | 0    | 2     | 3    | 0    | 0     | 0    | 3     | 0    | 1    | 2     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |

| Start Time     | NB   |      |       |      |       | EB   |      |       |      |       | SB   |      |       |      |       | WB   |      |       |      |       |
|----------------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|------|------|-------|------|-------|
|                | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total | Left | Thru | Right | Ped* | Total |
| 7:05 PM        | 1    | 7    | 0     | 0    | 8     | 2    | 0    | 0     | 0    | 2     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 7:10 PM        | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 7:15 PM        | 1    | 5    | 0     | 0    | 6     | 1    | 0    | 0     | 0    | 1     | 0    | 2    | 2     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 7:20 PM        | 1    | 2    | 0     | 0    | 3     | 2    | 0    | 0     | 0    | 2     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 7:25 PM        | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 7:30 PM        | 0    | 4    | 0     | 0    | 4     | 2    | 0    | 0     | 0    | 2     | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 7:35 PM        | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 1     | 0    | 1     | 0    | 2    | 1     | 0    | 3     | 0    | 0    | 0     | 0    | 0     |
| 7:40 PM        | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 7:45 PM        | 1    | 0    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 7:50 PM        | 0    | 4    | 0     | 0    | 4     | 3    | 0    | 0     | 0    | 3     | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 7:55 PM        | 0    | 1    | 0     | 0    | 1     | 2    | 0    | 0     | 0    | 2     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 8:00 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 8:05 PM        | 1    | 3    | 0     | 0    | 4     | 2    | 0    | 0     | 0    | 2     | 0    | 1    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 8:10 PM        | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 3     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 8:15 PM        | 0    | 3    | 0     | 0    | 3     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 8:20 PM        | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 1     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 8:25 PM        | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 8:30 PM        | 1    | 4    | 0     | 0    | 5     | 2    | 0    | 2     | 0    | 4     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 8:35 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 8:40 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 8:45 PM        | 0    | 0    | 0     | 0    | 0     | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 8:50 PM        | 0    | 2    | 0     | 0    | 2     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 8:55 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:00 PM        | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:05 PM        | 0    | 2    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 2     | 0    | 2     | 0    | 0    | 0     | 0    | 0     |
| 9:10 PM        | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 3    | 1     | 0    | 4     | 0    | 0    | 0     | 0    | 0     |
| 9:15 PM        | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:20 PM        | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 9:25 PM        | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:30 PM        | 0    | 1    | 0     | 0    | 1     | 2    | 0    | 0     | 0    | 2     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 9:35 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:40 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 9:45 PM        | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     | 0    | 0    | 0     | 0    | 0     |
| 9:50 PM        | 0    | 0    | 0     | 0    | 0     | 1    | 0    | 0     | 0    | 1     | 0    | 0    | 1     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| 9:55 PM        | 0    | 1    | 0     | 0    | 1     | 1    | 0    | 0     | 0    | 1     | 0    | 1    | 0     | 0    | 1     | 0    | 0    | 0     | 0    | 0     |
| <b>Total</b>   | 53   | 524  | 0     | 1    | 577   | 269  | 0    | 75    | 4    | 344   | 0    | 568  | 293   | 0    | 861   | 0    | 0    | 0     | 1    | 0     |
| <b>App %</b>   | 9%   | 91%  | 0%    |      |       | 78%  | 0%   | 22%   |      |       | 0%   | 66%  | 34%   |      |       |      |      |       |      |       |
| <b>PHF</b>     | 0.14 | 0.16 |       |      | 0.17  | 0.20 |      | 0.13  |      | 0.26  |      | 0.12 | 0.25  |      | 0.18  |      |      |       |      |       |
| <b>HV %</b>    | 4%   | 6%   |       |      | 6%    | 4%   |      | 11%   |      | 6%    |      | 7%   | 4%    |      | 6%    |      |      |       |      |       |
| <b>Total %</b> | 3%   | 29%  | 0%    |      | 32%   | 15%  | 0%   | 4%    |      | 19%   | 0%   | 32%  | 16%   |      | 48%   | 0%   | 0%   | 0%    |      | 0%    |

### Peak Hour Data for Intersection

ID 999110558: Total Count 09/19/2023 6:00 AM-10:10 PM

Blue Shaded = Car (all types); Grey Shaded = Heavyweight (all types); Green Shaded = Single Unit Truck (1 or more axles); Red Shaded = Single Unit Truck (2 or more axles); Purple Shaded = Single Unit Truck (3 or more axles); Yellow Shaded = Single Unit Truck (4 or more axles); White Shaded = Single Unit Truck (5 or more axles); Orange Shaded = Single Unit Truck (6 or more axles); Pink Shaded = Single Unit Truck (7 or more axles); Light Blue Shaded = Single Unit Truck (8 or more axles); Dark Blue Shaded = Single Unit Truck (9 or more axles); Very Light Blue Shaded = Single Unit Truck (10 or more axles); Very Dark Blue Shaded = Single Unit Truck (11 or more axles); Very Light Green Shaded = Single Unit Truck (12 or more axles); Very Dark Green Shaded = Single Unit Truck (13 or more axles); Very Light Yellow Shaded = Single Unit Truck (14 or more axles); Very Dark Yellow Shaded = Single Unit Truck (15 or more axles); Very Light Orange Shaded = Single Unit Truck (16 or more axles); Very Dark Orange Shaded = Single Unit Truck (17 or more axles); Very Light Red Shaded = Single Unit Truck (18 or more axles); Very Dark Red Shaded = Single Unit Truck (19 or more axles); Very Light Purple Shaded = Single Unit Truck (20 or more axles); Very Dark Purple Shaded = Single Unit Truck (21 or more axles); Very Light Grey Shaded = Single Unit Truck (22 or more axles); Very Dark Grey Shaded = Single Unit Truck (23 or more axles); Very Light Black Shaded = Single Unit Truck (24 or more axles); Very Dark Black Shaded = Single Unit Truck (25 or more axles);







Peak Hour Data for Intersection

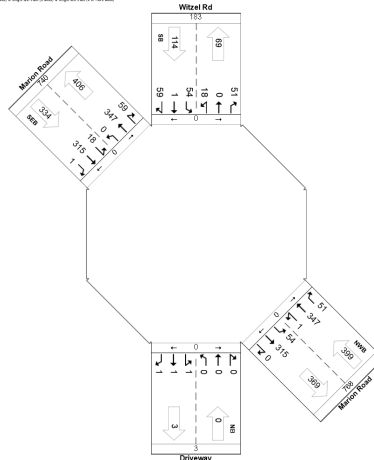
Int ID: 999110187  
 Community: Turner Zone: N/A  
 Road 1: Marion Road Road 2: Marion Road  
 Road 3: Witzel Rd Road 4: Driveway

AM Peak Hour (06/07/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB        |           |      | EB         |            |       | SEB       |           |      | SB         |            |       | WB        |           |      | NWB        |            |       |           |           |      |            |            |       |    |    |  |  |
|----------------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|----|----|--|--|
|                | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total |    |    |  |  |
| 7:15 AM        | 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  |  |  |
| 7:30 AM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 3         | 108  | 0          | 0          | 111   | 20        | 0         | 0    | 0          | 0          | 0     | 27 | 47 |  |  |
| 7:45 AM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 6         | 97   | 0          | 0          | 103   | 21        | 0         | 1    | 0          | 11         | 33    | 0  | 0  |  |  |
| 8:00 AM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 6         | 43   | 1          | 0          | 50    | 6         | 0         | 0    | 0          | 3          | 9     | 0  | 0  |  |  |
| <b>Total</b>   | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 18        | 315  | 1          | 0          | 334   | 54        | 0         | 1    | 0          | 59         | 114   | 0  | 0  |  |  |
| <b>App %</b>   | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 5%        | 94%  | 0%         | 0%         | 47%   | 0%        | 1%        | 0%   | 52%        | 0%         |       |    |    |  |  |
| <b>PHF</b>     | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 0.75      | 0.73 | 0.25       | 0.75       | 0.64  | 0.25      | 0.55      | 0.61 | 0%         |            |       |    |    |  |  |
| <b>HV %</b>    | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 8%        | 7%   | 8%         | 4%         | 8%    | 4%        | 7%        |      |            |            |       |    |    |  |  |
| <b>Total %</b> | 0%        | 0%        | 0%   | 0%         | 0%         | 0%    | 0%        | 0%        | 0%   | 0%         | 0%         | 0%    | 0%        | 2%        | 37%  | 0%         | 0%         | 39%   | 6%        | 0%        | 0%   | 0%         | 7%         | 13%   | 0% |    |  |  |

ID 999110187 06/07/2023 7:15 AM-8:15 AM

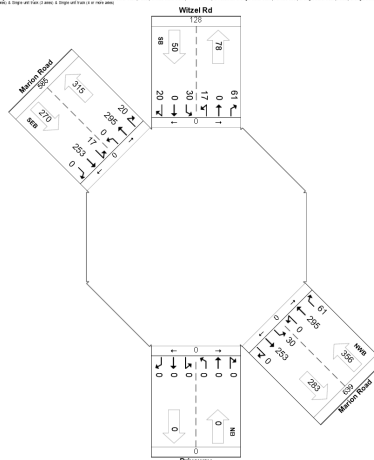


PM Peak Hour (06/07/2023)

- Bike
- Bus
- Car
- Light truck
- Motorcycles
- Multi trailer truck (5 or less axles)
- Multi trailer truck (6 axles)
- Multi trailer truck (7 or more axles)
- Pedestrian
- Single trailer truck (4 or less axles)
- Single trailer truck (5 axles)
- Single trailer truck (6 or more axles)
- Single unit truck (2 axles)
- Single unit truck (3 axles)
- Single unit truck (4 or more axles)

| Start Time     | NB        |           |      | EB         |            |       | SEB       |           |      | SB         |            |       | WB        |           |      | NWB        |            |       |           |           |      |            |            |       |    |   |  |  |
|----------------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|-----------|-----------|------|------------|------------|-------|----|---|--|--|
|                | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total | Bear Left | Hard Left | Thru | Bear Right | Hard Right | Total |    |   |  |  |
| 3:15 PM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 3         | 56   | 0          | 0          | 59    | 10        | 0         | 0    | 0          | 4          | 14    | 0  | 0 |  |  |
| 3:30 PM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 6         | 65   | 0          | 0          | 71    | 6         | 0         | 0    | 0          | 4          | 10    | 0  | 0 |  |  |
| 3:45 PM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 6         | 72   | 0          | 0          | 78    | 6         | 0         | 0    | 0          | 5          | 11    | 0  | 0 |  |  |
| 4:00 PM        | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 2         | 60   | 0          | 0          | 62    | 8         | 0         | 0    | 0          | 7          | 15    | 0  | 0 |  |  |
| <b>Total</b>   | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 0         | 0    | 0          | 0          | 0     | 0         | 17        | 253  | 0          | 0          | 270   | 30        | 0         | 0    | 0          | 20         | 50    | 0  | 0 |  |  |
| <b>App %</b>   | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 6%        | 94%  | 0%         | 0%         | 60%   | 0%        | 0%        | 0%   | 40%        | 0%         |       |    |   |  |  |
| <b>PHF</b>     | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 0.71      | 0.88 | 0.87       | 0.75       | 0.71  | 0.83      | 0%        |      |            |            |       |    |   |  |  |
| <b>HV %</b>    | 0%        |           |      |            |            |       |           |           |      |            |            |       | 0%        | 12%       | 4%   | 4%         | 7%         | 4%    | 4%        |           |      |            |            |       |    |   |  |  |
| <b>Total %</b> | 0%        | 0%        | 0%   | 0%         | 0%         | 0%    | 0%        | 0%        | 0%   | 0%         | 0%         | 0%    | 0%        | 3%        | 37%  | 0%         | 0%         | 40%   | 4%        | 0%        | 0%   | 0%         | 3%         | 7%    | 0% |   |  |  |

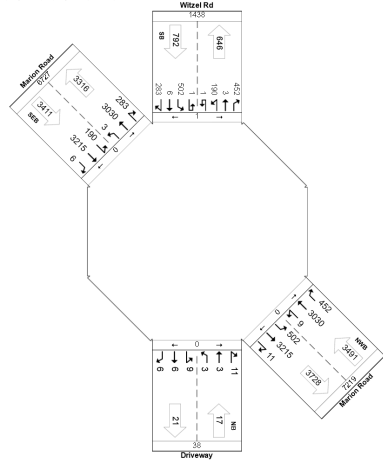
ID 999110187 06/07/2023 3:15 PM-4:15 PM





### Peak Hour Data for Intersection

ID 999110187: Total Count      06/07/2023      6:00 AM-10:00 PM  
Peak Hour Report for Intersection ID 999110187: Total Count. This report displays the peak hour data for the intersection of Witzel Rd and Metro Road. The data is presented in a diagrammatic format showing the flow of traffic and the corresponding counts for each movement.



# APPENDIX C: HCM REPORTS

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| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    | ↕    | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 1    | 1    | 1    | 40   | 1    | 60   | 1    | 320  | 20   | 15   | 175  | 1    |
| Future Vol, veh/h        | 1    | 1    | 1    | 40   | 1    | 60   | 1    | 320  | 20   | 15   | 175  | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 2    | 2    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    | 150  | -    | -    | 120  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 10   | 0    | 0    | 18   | 0    |
| Mvmt Flow                | 1    | 1    | 1    | 51   | 1    | 77   | 1    | 410  | 26   | 19   | 224  | 1    |

| Major/Minor          | Minor2 |     | Minor1 |     | Major1 |     |      | Major2 |   |      |   |   |
|----------------------|--------|-----|--------|-----|--------|-----|------|--------|---|------|---|---|
| Conflicting Flow All | 727    | 703 | 225    | 691 | 690    | 425 | 225  | 0      | 0 | 438  | 0 | 0 |
| Stage 1              | 263    | 263 | -      | 427 | 427    | -   | -    | -      | - | -    | - | - |
| Stage 2              | 464    | 440 | -      | 264 | 263    | -   | -    | -      | - | -    | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.1 | 6.5    | 6.2 | 4.1  | -      | - | 4.1  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.1 | 5.5    | -   | -    | -      | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.1 | 5.5    | -   | -    | -      | - | -    | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.5 | 4      | 3.3 | 2.2  | -      | - | 2.2  | - | - |
| Pot Cap-1 Maneuver   | 342    | 364 | 819    | 362 | 371    | 634 | 1356 | -      | - | 1133 | - | - |
| Stage 1              | 747    | 694 | -      | 610 | 589    | -   | -    | -      | - | -    | - | - |
| Stage 2              | 582    | 581 | -      | 746 | 694    | -   | -    | -      | - | -    | - | - |
| Platoon blocked, %   |        |     |        |     |        |     |      | -      | - | -    | - | - |
| Mov Cap-1 Maneuver   | 295    | 357 | 819    | 355 | 364    | 633 | 1356 | -      | - | 1131 | - | - |
| Mov Cap-2 Maneuver   | 295    | 357 | -      | 355 | 364    | -   | -    | -      | - | -    | - | - |
| Stage 1              | 746    | 682 | -      | 608 | 587    | -   | -    | -      | - | -    | - | - |
| Stage 2              | 510    | 579 | -      | 731 | 682    | -   | -    | -      | - | -    | - | - |

| Approach             | EB |  | WB   |  | NB |  | SB  |  |
|----------------------|----|--|------|--|----|--|-----|--|
| HCM Control Delay, s | 14 |  | 13.7 |  | 0  |  | 0.6 |  |
| HCM LOS              | B  |  | B    |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1356  | -   | -   | 405   | 355   | 633   | 1131  | -   | -   |
| HCM Lane V/C Ratio    | 0.001 | -   | -   | 0.009 | 0.148 | 0.122 | 0.017 | -   | -   |
| HCM Control Delay (s) | 7.7   | -   | -   | 14    | 16.9  | 11.5  | 8.2   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | C     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0.5   | 0.4   | 0.1   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.4  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 55   | 40   | 270  | 30   | 10   | 215  |
| Future Vol, veh/h        | 55   | 40   | 270  | 30   | 10   | 215  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 100  | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 76   | 76   | 76   | 76   | 76   | 76   |
| Heavy Vehicles, %        | 2    | 0    | 9    | 10   | 11   | 10   |
| Mvmt Flow                | 72   | 53   | 355  | 39   | 13   | 283  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |       |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 684    | 375    | 0      | 0 | 394   |
| Stage 1              | 375    | -      | -      | - | -     |
| Stage 2              | 309    | -      | -      | - | -     |
| Critical Hdwy        | 6.42   | 6.2    | -      | - | 4.21  |
| Critical Hdwy Stg 1  | 5.42   | -      | -      | - | -     |
| Critical Hdwy Stg 2  | 5.42   | -      | -      | - | -     |
| Follow-up Hdwy       | 3.518  | 3.3    | -      | - | 2.299 |
| Pot Cap-1 Maneuver   | 414    | 676    | -      | - | 1117  |
| Stage 1              | 695    | -      | -      | - | -     |
| Stage 2              | 745    | -      | -      | - | -     |
| Platoon blocked, %   |        |        | -      | - | -     |
| Mov Cap-1 Maneuver   | 409    | 676    | -      | - | 1117  |
| Mov Cap-2 Maneuver   | 409    | -      | -      | - | -     |
| Stage 1              | 695    | -      | -      | - | -     |
| Stage 2              | 736    | -      | -      | - | -     |

| Approach             | WB   | NB | SB  |
|----------------------|------|----|-----|
| HCM Control Delay, s | 14.8 | 0  | 0.4 |
| HCM LOS              | B    |    |     |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT   |
|-----------------------|-----|----------|-------|-------|
| Capacity (veh/h)      | -   | -        | 491   | 1117  |
| HCM Lane V/C Ratio    | -   | -        | 0.255 | 0.012 |
| HCM Control Delay (s) | -   | -        | 14.8  | 8.3   |
| HCM Lane LOS          | -   | -        | B     | A     |
| HCM 95th %tile Q(veh) | -   | -        | 1     | 0     |

HCM 6th TWSC  
3: 3rd St & Delaney Rd

Turner TSP  
Existing AM Volumes

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 8.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    | ↗    |      | ↕    |      | ↗    | ↘    |      | ↗    | ↘    |      |
| Traffic Vol, veh/h       | 45   | 20   | 155  | 10   | 30   | 20   | 125  | 260  | 15   | 5    | 230  | 55   |
| Future Vol, veh/h        | 45   | 20   | 155  | 10   | 30   | 20   | 125  | 260  | 15   | 5    | 230  | 55   |
| Conflicting Peds, #/hr   | 8    | 0    | 0    | 0    | 0    | 8    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 85   | -    | -    | -    | 125  | -    | -    | 110  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   | 78   |
| Heavy Vehicles, %        | 4    | 0    | 5    | 9    | 10   | 6    | 3    | 9    | 0    | 60   | 10   | 14   |
| Mvmt Flow                | 58   | 26   | 199  | 13   | 38   | 26   | 160  | 333  | 19   | 6    | 295  | 71   |

| Major/Minor          | Minor2 |      | Minor1 |       | Major1 |       |       | Major2 |   |      |   |   |
|----------------------|--------|------|--------|-------|--------|-------|-------|--------|---|------|---|---|
| Conflicting Flow All | 1046   | 1015 | 331    | 1118  | 1041   | 351   | 366   | 0      | 0 | 352  | 0 | 0 |
| Stage 1              | 343    | 343  | -      | 663   | 663    | -     | -     | -      | - | -    | - | - |
| Stage 2              | 703    | 672  | -      | 455   | 378    | -     | -     | -      | - | -    | - | - |
| Critical Hdwy        | 7.14   | 6.5  | 6.25   | 7.19  | 6.6    | 6.26  | 4.13  | -      | - | 4.7  | - | - |
| Critical Hdwy Stg 1  | 6.14   | 5.5  | -      | 6.19  | 5.6    | -     | -     | -      | - | -    | - | - |
| Critical Hdwy Stg 2  | 6.14   | 5.5  | -      | 6.19  | 5.6    | -     | -     | -      | - | -    | - | - |
| Follow-up Hdwy       | 3.536  | 4    | 3.345  | 3.581 | 4.09   | 3.354 | 2.227 | -      | - | 2.74 | - | - |
| Pot Cap-1 Maneuver   | 205    | 240  | 704    | 179   | 223    | 684   | 1187  | -      | - | 946  | - | - |
| Stage 1              | 668    | 641  | -      | 439   | 447    | -     | -     | -      | - | -    | - | - |
| Stage 2              | 425    | 458  | -      | 572   | 601    | -     | -     | -      | - | -    | - | - |
| Platoon blocked, %   |        |      |        |       |        |       |       | -      | - | -    | - | - |
| Mov Cap-1 Maneuver   | 148    | 206  | 704    | 104   | 192    | 679   | 1187  | -      | - | 946  | - | - |
| Mov Cap-2 Maneuver   | 148    | 206  | -      | 104   | 192    | -     | -     | -      | - | -    | - | - |
| Stage 1              | 578    | 637  | -      | 380   | 387    | -     | -     | -      | - | -    | - | - |
| Stage 2              | 316    | 396  | -      | 392   | 597    | -     | -     | -      | - | -    | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 22.9 |  | 31.2 |  | 2.7 |  | 0.2 |  |
| HCM LOS              | C    |  | D    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1187  | -   | -   | 162   | 704   | 213   | 946   | -   | -   |
| HCM Lane V/C Ratio    | 0.135 | -   | -   | 0.514 | 0.282 | 0.361 | 0.007 | -   | -   |
| HCM Control Delay (s) | 8.5   | -   | -   | 48.7  | 12.1  | 31.2  | 8.8   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | E     | B     | D     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.5   | -   | -   | 2.5   | 1.2   | 1.6   | 0     | -   | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 8.4  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 30   | 15   | 55   | 5    | 10   | 110  | 35   | 320  | 5    | 90   | 275  | 20   |
| Future Vol, veh/h        | 30   | 15   | 55   | 5    | 10   | 110  | 35   | 320  | 5    | 90   | 275  | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 2    | 2    | 0    | 0    | 0    | 0    | 2    | 2    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 76   | 76   | 76   | 76   | 76   | 76   | 76   | 76   | 76   | 76   | 76   | 76   |
| Heavy Vehicles, %        | 0    | 0    | 11   | 100  | 0    | 11   | 6    | 10   | 25   | 1    | 13   | 5    |
| Mvmt Flow                | 39   | 20   | 72   | 7    | 13   | 145  | 46   | 421  | 7    | 118  | 362  | 26   |

| Major/Minor          | Minor2 |      | Minor1 |      | Major1 |       |       | Major2 |   |       |   |   |
|----------------------|--------|------|--------|------|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 1207   | 1133 | 377    | 1178 | 1143   | 427   | 388   | 0      | 0 | 430   | 0 | 0 |
| Stage 1              | 611    | 611  | -      | 519  | 519    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 596    | 522  | -      | 659  | 624    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy        | 7.1    | 6.5  | 6.31   | 8.1  | 6.5    | 6.31  | 4.16  | -      | - | 4.11  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5  | -      | 7.1  | 5.5    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5  | -      | 7.1  | 5.5    | -     | -     | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.5    | 4    | 3.399  | 4.4  | 4      | 3.399 | 2.254 | -      | - | 2.209 | - | - |
| Pot Cap-1 Maneuver   | 162    | 205  | 650    | 109  | 202    | 609   | 1149  | -      | - | 1135  | - | - |
| Stage 1              | 484    | 487  | -      | 397  | 536    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 494    | 534  | -      | 325  | 481    | -     | -     | -      | - | -     | - | - |
| Platoon blocked, %   |        |      |        |      |        |       |       | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 100    | 168  | 649    | 76   | 165    | 608   | 1149  | -      | - | 1133  | - | - |
| Mov Cap-2 Maneuver   | 100    | 168  | -      | 76   | 165    | -     | -     | -      | - | -     | - | - |
| Stage 1              | 458    | 422  | -      | 375  | 507    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 347    | 505  | -      | 238  | 417    | -     | -     | -      | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB |  |
|----------------------|------|--|------|--|-----|--|----|--|
| HCM Control Delay, s | 46.7 |  | 19.7 |  | 0.8 |  | 2  |  |
| HCM LOS              | E    |  | C    |  |     |  |    |  |

| Minor Lane/Major Mvmt | NBL  | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1149 | -   | -   | 211   | 407   | 1133  | -   | -   |
| HCM Lane V/C Ratio    | 0.04 | -   | -   | 0.624 | 0.404 | 0.105 | -   | -   |
| HCM Control Delay (s) | 8.3  | 0   | -   | 46.7  | 19.7  | 8.5   | 0   | -   |
| HCM Lane LOS          | A    | A   | -   | E     | C     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.1  | -   | -   | 3.6   | 1.9   | 0.3   | -   | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 340  | 5    | 5    | 335  | 5    | 5    |
| Future Vol, veh/h        | 340  | 5    | 5    | 335  | 5    | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 85   | 85   | 85   | 85   | 85   | 85   |
| Heavy Vehicles, %        | 10   | 20   | 0    | 5    | 50   | 100  |
| Mvmt Flow                | 400  | 6    | 6    | 394  | 6    | 6    |

| Major/Minor          | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0      | 0      | 406    | 0      | 809    |
| Stage 1              | -      | -      | -      | -      | 403    |
| Stage 2              | -      | -      | -      | -      | 406    |
| Critical Hdwy        | -      | -      | 4.1    | -      | 6.9    |
| Critical Hdwy Stg 1  | -      | -      | -      | -      | 5.9    |
| Critical Hdwy Stg 2  | -      | -      | -      | -      | 5.9    |
| Follow-up Hdwy       | -      | -      | 2.2    | -      | 3.95   |
| Pot Cap-1 Maneuver   | -      | -      | 1164   | -      | 292    |
| Stage 1              | -      | -      | -      | -      | 583    |
| Stage 2              | -      | -      | -      | -      | 581    |
| Platoon blocked, %   | -      | -      | -      | -      | -      |
| Mov Cap-1 Maneuver   | -      | -      | 1164   | -      | 290    |
| Mov Cap-2 Maneuver   | -      | -      | -      | -      | 290    |
| Stage 1              | -      | -      | -      | -      | 583    |
| Stage 2              | -      | -      | -      | -      | 577    |

| Approach             | EB | WB  | NB   |
|----------------------|----|-----|------|
| HCM Control Delay, s | 0  | 0.1 | 15.3 |
| HCM LOS              |    |     | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 362   | -   | -   | 1164  | -   |
| HCM Lane V/C Ratio    | 0.032 | -   | -   | 0.005 | -   |
| HCM Control Delay (s) | 15.3  | -   | -   | 8.1   | 0   |
| HCM Lane LOS          | C     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 2.5  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↕    | ↕    |      | ↕    |      |
| Traffic Vol, veh/h       | 55   | 290  | 320  | 60   | 25   | 40   |
| Future Vol, veh/h        | 55   | 290  | 320  | 60   | 25   | 40   |
| Conflicting Peds, #/hr   | 15   | 0    | 0    | 15   | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 65   | 65   | 65   | 65   | 65   | 65   |
| Heavy Vehicles, %        | 0    | 11   | 9    | 2    | 4    | 0    |
| Mvmt Flow                | 85   | 446  | 492  | 92   | 38   | 62   |

| Major/Minor          | Major1 | Major2 | Minor2 |   |           |
|----------------------|--------|--------|--------|---|-----------|
| Conflicting Flow All | 599    | 0      | -      | 0 | 1169 553  |
| Stage 1              | -      | -      | -      | - | 553 -     |
| Stage 2              | -      | -      | -      | - | 616 -     |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.44 6.2  |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.44 -    |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.44 -    |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.536 3.3 |
| Pot Cap-1 Maneuver   | 988    | -      | -      | - | 212 537   |
| Stage 1              | -      | -      | -      | - | 572 -     |
| Stage 2              | -      | -      | -      | - | 535 -     |
| Platoon blocked, %   |        | -      | -      | - |           |
| Mov Cap-1 Maneuver   | 974    | -      | -      | - | 182 529   |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 182 -     |
| Stage 1              | -      | -      | -      | - | 499 -     |
| Stage 2              | -      | -      | -      | - | 528 -     |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 1.4 | 0  | 22.5 |
| HCM LOS              |     |    | C    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 974   | -   | -   | -   | 305   |
| HCM Lane V/C Ratio    | 0.087 | -   | -   | -   | 0.328 |
| HCM Control Delay (s) | 9     | 0   | -   | -   | 22.5  |
| HCM Lane LOS          | A     | A   | -   | -   | C     |
| HCM 95th %tile Q(veh) | 0.3   | -   | -   | -   | 1.4   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 30   | 10   | 5    | 70   | 110  | 30   |
| Future Vol, veh/h        | 30   | 10   | 5    | 70   | 110  | 30   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 65   | 65   | 65   | 65   | 65   | 65   |
| Heavy Vehicles, %        | 7    | 20   | 33   | 7    | 6    | 6    |
| Mvmt Flow                | 46   | 15   | 8    | 108  | 169  | 46   |

| Major/Minor          | Minor2 | Major1 |       | Major2 |   |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 316    | 192    | 215   | 0      | 0 |
| Stage 1              | 192    | -      | -     | -      | - |
| Stage 2              | 124    | -      | -     | -      | - |
| Critical Hdwy        | 6.47   | 6.4    | 4.43  | -      | - |
| Critical Hdwy Stg 1  | 5.47   | -      | -     | -      | - |
| Critical Hdwy Stg 2  | 5.47   | -      | -     | -      | - |
| Follow-up Hdwy       | 3.563  | 3.48   | 2.497 | -      | - |
| Pot Cap-1 Maneuver   | 667    | 806    | 1191  | -      | - |
| Stage 1              | 829    | -      | -     | -      | - |
| Stage 2              | 889    | -      | -     | -      | - |
| Platoon blocked, %   |        |        |       | -      | - |
| Mov Cap-1 Maneuver   | 662    | 806    | 1191  | -      | - |
| Mov Cap-2 Maneuver   | 662    | -      | -     | -      | - |
| Stage 1              | 823    | -      | -     | -      | - |
| Stage 2              | 889    | -      | -     | -      | - |

| Approach             | EB   | NB  | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 10.7 | 0.5 | 0  |
| HCM LOS              | B    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1191  | -   | 693   | -   | -   |
| HCM Lane V/C Ratio    | 0.006 | -   | 0.089 | -   | -   |
| HCM Control Delay (s) | 8     | 0   | 10.7  | -   | -   |
| HCM Lane LOS          | A     | A   | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.3   | -   | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.3  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 20   | 315  | 1    | 1    | 345  | 50   | 1    | 1    | 1    | 55   | 1    | 60   |
| Future Vol, veh/h        | 20   | 315  | 1    | 1    | 345  | 50   | 1    | 1    | 1    | 55   | 1    | 60   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 79   | 79   | 79   | 79   | 79   | 79   | 79   | 79   | 79   | 79   | 79   | 79   |
| Heavy Vehicles, %        | 0    | 8    | 0    | 0    | 7    | 0    | 0    | 0    | 0    | 0    | 0    | 8    |
| Mvmt Flow                | 25   | 399  | 1    | 1    | 437  | 63   | 1    | 1    | 1    | 70   | 1    | 76   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |       |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-------|
| Conflicting Flow All | 500    | 0 | 0 | 400    | 0 | 0 | 959    | 952 | 400 | 922    | 921 | 469   |
| Stage 1              | -      | - | - | -      | - | - | 450    | 450 | -   | 471    | 471 | -     |
| Stage 2              | -      | - | - | -      | - | - | 509    | 502 | -   | 451    | 450 | -     |
| Critical Hdwy        | 4.1    | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.1    | 6.5 | 6.28  |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -     |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.1    | 5.5 | -     |
| Follow-up Hdwy       | 2.2    | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.5    | 4   | 3.372 |
| Pot Cap-1 Maneuver   | 1075   | - | - | 1170   | - | - | 239    | 261 | 654 | 253    | 273 | 582   |
| Stage 1              | -      | - | - | -      | - | - | 592    | 575 | -   | 577    | 563 | -     |
| Stage 2              | -      | - | - | -      | - | - | 550    | 545 | -   | 592    | 575 | -     |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |        |     |       |
| Mov Cap-1 Maneuver   | 1075   | - | - | 1170   | - | - | 202    | 253 | 654 | 246    | 265 | 582   |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 202    | 253 | -   | 246    | 265 | -     |
| Stage 1              | -      | - | - | -      | - | - | 574    | 558 | -   | 560    | 562 | -     |
| Stage 2              | -      | - | - | -      | - | - | 477    | 544 | -   | 572    | 558 | -     |

| Approach             | EB  | WB | NB   | SB   |
|----------------------|-----|----|------|------|
| HCM Control Delay, s | 0.5 | 0  | 17.7 | 22.4 |
| HCM LOS              |     |    | C    | C    |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 288   | 1075  | -   | -   | 1170  | -   | -   | 351   |
| HCM Lane V/C Ratio    | 0.013 | 0.024 | -   | -   | 0.001 | -   | -   | 0.418 |
| HCM Control Delay (s) | 17.7  | 8.4   | 0   | -   | 8.1   | 0   | -   | 22.4  |
| HCM Lane LOS          | C     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | 0.1   | -   | -   | 0     | -   | -   | 2     |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.7  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕↔   |      |      | ↕    | ↕    | ↕    | ↕    |      | ↕    | ↕    |      |
| Traffic Vol, veh/h       | 1    | 1    | 1    | 20   | 1    | 25   | 1    | 265  | 20   | 60   | 285  | 1    |
| Future Vol, veh/h        | 1    | 1    | 1    | 20   | 1    | 25   | 1    | 265  | 20   | 60   | 285  | 1    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | 0    | 150  | -    | -    | 120  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   | 94   |
| Heavy Vehicles, %        | 0    | 0    | 0    | 5    | 0    | 4    | 0    | 11   | 5    | 3    | 8    | 0    |
| Mvmt Flow                | 1    | 1    | 1    | 21   | 1    | 27   | 1    | 282  | 21   | 64   | 303  | 1    |

| Major/Minor          | Minor2 |     | Minor1 |       | Major1 |       |      | Major2 |   |       |   |   |
|----------------------|--------|-----|--------|-------|--------|-------|------|--------|---|-------|---|---|
| Conflicting Flow All | 741    | 737 | 304    | 728   | 727    | 293   | 304  | 0      | 0 | 303   | 0 | 0 |
| Stage 1              | 432    | 432 | -      | 295   | 295    | -     | -    | -      | - | -     | - | - |
| Stage 2              | 309    | 305 | -      | 433   | 432    | -     | -    | -      | - | -     | - | - |
| Critical Hdwy        | 7.1    | 6.5 | 6.2    | 7.15  | 6.5    | 6.24  | 4.1  | -      | - | 4.13  | - | - |
| Critical Hdwy Stg 1  | 6.1    | 5.5 | -      | 6.15  | 5.5    | -     | -    | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.1    | 5.5 | -      | 6.15  | 5.5    | -     | -    | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.5    | 4   | 3.3    | 3.545 | 4      | 3.336 | 2.2  | -      | - | 2.227 | - | - |
| Pot Cap-1 Maneuver   | 335    | 348 | 740    | 335   | 353    | 742   | 1268 | -      | - | 1252  | - | - |
| Stage 1              | 606    | 586 | -      | 707   | 673    | -     | -    | -      | - | -     | - | - |
| Stage 2              | 705    | 666 | -      | 595   | 586    | -     | -    | -      | - | -     | - | - |
| Platoon blocked, %   |        |     |        |       |        |       |      | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 310    | 330 | 740    | 321   | 335    | 742   | 1268 | -      | - | 1252  | - | - |
| Mov Cap-2 Maneuver   | 310    | 330 | -      | 321   | 335    | -     | -    | -      | - | -     | - | - |
| Stage 1              | 605    | 556 | -      | 706   | 672    | -     | -    | -      | - | -     | - | - |
| Stage 2              | 678    | 665 | -      | 563   | 556    | -     | -    | -      | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB |  |  | SB  |  |  |
|----------------------|------|--|------|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 14.2 |  | 13.2 |  | 0  |  |  | 1.4 |  |  |
| HCM LOS              | B    |  | B    |  |    |  |  |     |  |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1268  | -   | -   | 394   | 322   | 742   | 1252  | -   | -   |
| HCM Lane V/C Ratio    | 0.001 | -   | -   | 0.008 | 0.069 | 0.036 | 0.051 | -   | -   |
| HCM Control Delay (s) | 7.8   | -   | -   | 14.2  | 17    | 10    | 8     | -   | -   |
| HCM Lane LOS          | A     | -   | -   | B     | C     | B     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | -   | 0     | 0.2   | 0.1   | 0.2   | -   | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.9  |      |      |      |      |      |
| Movement                 | WBL  | WBR  | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 40   | 30   | 210  | 50   | 35   | 245  |
| Future Vol, veh/h        | 40   | 30   | 210  | 50   | 35   | 245  |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | 100  | -    |
| Veh in Median Storage, # | 0    | -    | 0    | -    | -    | 0    |
| Grade, %                 | 0    | -    | 0    | -    | -    | 0    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 5    | 9    | 6    | 6    | 0    | 5    |
| Mvmt Flow                | 44   | 33   | 231  | 55   | 38   | 269  |

| Major/Minor          | Minor1 | Major1 | Major2 |   |      |
|----------------------|--------|--------|--------|---|------|
| Conflicting Flow All | 604    | 259    | 0      | 0 | 286  |
| Stage 1              | 259    | -      | -      | - | -    |
| Stage 2              | 345    | -      | -      | - | -    |
| Critical Hdwy        | 6.45   | 6.29   | -      | - | 4.1  |
| Critical Hdwy Stg 1  | 5.45   | -      | -      | - | -    |
| Critical Hdwy Stg 2  | 5.45   | -      | -      | - | -    |
| Follow-up Hdwy       | 3.545  | 3.381  | -      | - | 2.2  |
| Pot Cap-1 Maneuver   | 457    | 763    | -      | - | 1288 |
| Stage 1              | 777    | -      | -      | - | -    |
| Stage 2              | 710    | -      | -      | - | -    |
| Platoon blocked, %   |        |        | -      | - | -    |
| Mov Cap-1 Maneuver   | 443    | 763    | -      | - | 1288 |
| Mov Cap-2 Maneuver   | 443    | -      | -      | - | -    |
| Stage 1              | 777    | -      | -      | - | -    |
| Stage 2              | 689    | -      | -      | - | -    |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 12.8 | 0  | 1  |
| HCM LOS              | B    |    |    |

| Minor Lane/Major Mvmt | NBT | NBRWBLn1 | SBL   | SBT  |
|-----------------------|-----|----------|-------|------|
| Capacity (veh/h)      | -   | -        | 540   | 1288 |
| HCM Lane V/C Ratio    | -   | -        | 0.142 | 0.03 |
| HCM Control Delay (s) | -   | -        | 12.8  | 7.9  |
| HCM Lane LOS          | -   | -        | B     | A    |
| HCM 95th %tile Q(veh) | -   | -        | 0.5   | 0.1  |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 6.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↔    | ↔    |      | ↔    |      | ↔    | ↔    |      | ↔    | ↔    |      |
| Traffic Vol, veh/h       | 55   | 30   | 135  | 10   | 25   | 10   | 125  | 220  | 5    | 15   | 195  | 60   |
| Future Vol, veh/h        | 55   | 30   | 135  | 10   | 25   | 10   | 125  | 220  | 5    | 15   | 195  | 60   |
| Conflicting Peds, #/hr   | 5    | 0    | 0    | 0    | 0    | 5    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | 85   | -    | -    | -    | 125  | -    | -    | 110  | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   | 91   |
| Heavy Vehicles, %        | 7    | 7    | 5    | 0    | 0    | 18   | 4    | 5    | 0    | 7    | 5    | 6    |
| Mvmt Flow                | 60   | 33   | 148  | 11   | 27   | 11   | 137  | 242  | 5    | 16   | 214  | 66   |

| Major/Minor          | Minor2 |       | Minor1 |     | Major1 |       |       | Major2 |   |       |   |   |
|----------------------|--------|-------|--------|-----|--------|-------|-------|--------|---|-------|---|---|
| Conflicting Flow All | 822    | 800   | 247    | 889 | 831    | 250   | 280   | 0      | 0 | 247   | 0 | 0 |
| Stage 1              | 279    | 279   | -      | 519 | 519    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 543    | 521   | -      | 370 | 312    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy        | 7.17   | 6.57  | 6.25   | 7.1 | 6.5    | 6.38  | 4.14  | -      | - | 4.17  | - | - |
| Critical Hdwy Stg 1  | 6.17   | 5.57  | -      | 6.1 | 5.5    | -     | -     | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.17   | 5.57  | -      | 6.1 | 5.5    | -     | -     | -      | - | -     | - | - |
| Follow-up Hdwy       | 3.563  | 4.063 | 3.345  | 3.5 | 4      | 3.462 | 2.236 | -      | - | 2.263 | - | - |
| Pot Cap-1 Maneuver   | 287    | 312   | 784    | 266 | 307    | 751   | 1271  | -      | - | 1290  | - | - |
| Stage 1              | 717    | 671   | -      | 544 | 536    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 515    | 523   | -      | 654 | 661    | -     | -     | -      | - | -     | - | - |
| Platoon blocked, %   |        |       |        |     |        |       |       | -      | - | -     | - | - |
| Mov Cap-1 Maneuver   | 236    | 275   | 784    | 178 | 270    | 747   | 1271  | -      | - | 1290  | - | - |
| Mov Cap-2 Maneuver   | 236    | 275   | -      | 178 | 270    | -     | -     | -      | - | -     | - | - |
| Stage 1              | 640    | 663   | -      | 485 | 478    | -     | -     | -      | - | -     | - | - |
| Stage 2              | 425    | 467   | -      | 498 | 653    | -     | -     | -      | - | -     | - | - |

| Approach             | EB   | WB   | NB  | SB  |
|----------------------|------|------|-----|-----|
| HCM Control Delay, s | 17.4 | 20.7 | 2.9 | 0.4 |
| HCM LOS              | C    | C    |     |     |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | EBLn2 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1271  | -   | -   | 248   | 784   | 278   | 1290  | -   | -   |
| HCM Lane V/C Ratio    | 0.108 | -   | -   | 0.377 | 0.189 | 0.178 | 0.013 | -   | -   |
| HCM Control Delay (s) | 8.2   | -   | -   | 28    | 10.7  | 20.7  | 7.8   | -   | -   |
| HCM Lane LOS          | A     | -   | -   | D     | B     | C     | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0.4   | -   | -   | 1.7   | 0.7   | 0.6   | 0     | -   | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 3.6  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 30   | 15   | 25   | 5    | 10   | 50   | 25   | 275  | 5    | 50   | 230  | 45   |
| Future Vol, veh/h        | 30   | 15   | 25   | 5    | 10   | 50   | 25   | 275  | 5    | 50   | 230  | 45   |
| Conflicting Peds, #/hr   | 0    | 0    | 9    | 9    | 0    | 0    | 0    | 0    | 1    | 1    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   | 87   |
| Heavy Vehicles, %        | 3    | 0    | 0    | 50   | 11   | 2    | 12   | 7    | 0    | 2    | 6    | 7    |
| Mvmt Flow                | 34   | 17   | 29   | 6    | 11   | 57   | 29   | 316  | 6    | 57   | 264  | 52   |

| Major/Minor          | Minor2 |     | Minor1 |      | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-----|--------|------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 815    | 785 | 299    | 814  | 808    | 320   | 316    | 0 | 0 | 323   | 0 | 0 |
| Stage 1              | 404    | 404 | -      | 378  | 378    | -     | -      | - | - | -     | - | - |
| Stage 2              | 411    | 381 | -      | 436  | 430    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.13   | 6.5 | 6.2    | 7.6  | 6.61   | 6.22  | 4.22   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.13   | 5.5 | -      | 6.6  | 5.61   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.13   | 5.5 | -      | 6.6  | 5.61   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.527  | 4   | 3.3    | 3.95 | 4.099  | 3.318 | 2.308  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 295    | 327 | 745    | 247  | 305    | 721   | 1190   | - | - | 1237  | - | - |
| Stage 1              | 621    | 603 | -      | 557  | 600    | -     | -      | - | - | -     | - | - |
| Stage 2              | 616    | 617 | -      | 516  | 568    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |     |        |      |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 246    | 299 | 739    | 210  | 279    | 720   | 1190   | - | - | 1236  | - | - |
| Mov Cap-2 Maneuver   | 246    | 299 | -      | 210  | 279    | -     | -      | - | - | -     | - | - |
| Stage 1              | 602    | 569 | -      | 540  | 581    | -     | -      | - | - | -     | - | - |
| Stage 2              | 539    | 598 | -      | 450  | 536    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB  |  | SB  |  |
|----------------------|------|--|------|--|-----|--|-----|--|
| HCM Control Delay, s | 18.8 |  | 13.4 |  | 0.7 |  | 1.2 |  |
| HCM LOS              | C    |  | B    |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1190  | -   | -   | 340   | 504   | 1236  | -   | -   |
| HCM Lane V/C Ratio    | 0.024 | -   | -   | 0.237 | 0.148 | 0.046 | -   | -   |
| HCM Control Delay (s) | 8.1   | 0   | -   | 18.8  | 13.4  | 8.1   | 0   | -   |
| HCM Lane LOS          | A     | A   | -   | C     | B     | A     | A   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0.9   | 0.5   | 0.1   | -   | -   |



| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.3  |      |      |      |      |      |
| Movement                 | EBT  | EBR  | WBL  | WBT  | NBL  | NBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 270  | 5    | 5    | 280  | 5    | 5    |
| Future Vol, veh/h        | 270  | 5    | 5    | 280  | 5    | 5    |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 83   | 83   | 83   | 83   | 83   | 83   |
| Heavy Vehicles, %        | 7    | 0    | 0    | 5    | 0    | 0    |
| Mvmt Flow                | 325  | 6    | 6    | 337  | 6    | 6    |

| Major/Minor          | Major1 | Major2 | Minor1 |   |         |
|----------------------|--------|--------|--------|---|---------|
| Conflicting Flow All | 0      | 0      | 331    | 0 | 677 328 |
| Stage 1              | -      | -      | -      | - | 328 -   |
| Stage 2              | -      | -      | -      | - | 349 -   |
| Critical Hdwy        | -      | -      | 4.1    | - | 6.4 6.2 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.4 -   |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.4 -   |
| Follow-up Hdwy       | -      | -      | 2.2    | - | 3.5 3.3 |
| Pot Cap-1 Maneuver   | -      | -      | 1240   | - | 421 718 |
| Stage 1              | -      | -      | -      | - | 734 -   |
| Stage 2              | -      | -      | -      | - | 719 -   |
| Platoon blocked, %   | -      | -      | -      | - | -       |
| Mov Cap-1 Maneuver   | -      | -      | 1240   | - | 418 718 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 418 -   |
| Stage 1              | -      | -      | -      | - | 734 -   |
| Stage 2              | -      | -      | -      | - | 715 -   |

| Approach             | EB | WB  | NB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 0  | 0.1 | 12 |
| HCM LOS              |    |     | B  |

| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL   | WBT |
|-----------------------|-------|-----|-----|-------|-----|
| Capacity (veh/h)      | 528   | -   | -   | 1240  | -   |
| HCM Lane V/C Ratio    | 0.023 | -   | -   | 0.005 | -   |
| HCM Control Delay (s) | 12    | -   | -   | 7.9   | 0   |
| HCM Lane LOS          | B     | -   | -   | A     | A   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 0     | -   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |      |      |      |      |      |
| Movement                 | EBL  | EBT  | WBT  | WBR  | SBL  | SBR  |
| Lane Configurations      |      | ↕    | ↕    |      | ↕    |      |
| Traffic Vol, veh/h       | 5    | 320  | 270  | 5    | 20   | 5    |
| Future Vol, veh/h        | 5    | 320  | 270  | 5    | 20   | 5    |
| Conflicting Peds, #/hr   | 5    | 0    | 0    | 5    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Stop | Stop |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | -    | -    | -    | -    | 0    | -    |
| Veh in Median Storage, # | -    | 0    | 0    | -    | 0    | -    |
| Grade, %                 | -    | 0    | 0    | -    | 0    | -    |
| Peak Hour Factor         | 88   | 88   | 88   | 88   | 88   | 88   |
| Heavy Vehicles, %        | 0    | 8    | 11   | 0    | 0    | 0    |
| Mvmt Flow                | 6    | 364  | 307  | 6    | 23   | 6    |

| Major/Minor          | Major1 | Major2 | Minor2 |   |     |
|----------------------|--------|--------|--------|---|-----|
| Conflicting Flow All | 318    | 0      | -      | 0 | 691 |
| Stage 1              | -      | -      | -      | - | 315 |
| Stage 2              | -      | -      | -      | - | 376 |
| Critical Hdwy        | 4.1    | -      | -      | - | 6.4 |
| Critical Hdwy Stg 1  | -      | -      | -      | - | 5.4 |
| Critical Hdwy Stg 2  | -      | -      | -      | - | 5.4 |
| Follow-up Hdwy       | 2.2    | -      | -      | - | 3.5 |
| Pot Cap-1 Maneuver   | 1253   | -      | -      | - | 413 |
| Stage 1              | -      | -      | -      | - | 744 |
| Stage 2              | -      | -      | -      | - | 699 |
| Platoon blocked, %   |        | -      | -      | - |     |
| Mov Cap-1 Maneuver   | 1247   | -      | -      | - | 406 |
| Mov Cap-2 Maneuver   | -      | -      | -      | - | 406 |
| Stage 1              | -      | -      | -      | - | 736 |
| Stage 2              | -      | -      | -      | - | 696 |

| Approach             | EB  | WB | SB   |
|----------------------|-----|----|------|
| HCM Control Delay, s | 0.1 | 0  | 13.6 |
| HCM LOS              |     |    | B    |

| Minor Lane/Major Mvmt | EBL   | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h)      | 1247  | -   | -   | -   | 445   |
| HCM Lane V/C Ratio    | 0.005 | -   | -   | -   | 0.064 |
| HCM Control Delay (s) | 7.9   | 0   | -   | -   | 13.6  |
| HCM Lane LOS          | A     | A   | -   | -   | B     |
| HCM 95th %tile Q(veh) | 0     | -   | -   | -   | 0.2   |

| Intersection             |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.8  |      |      |      |      |      |
| Movement                 | EBL  | EBR  | NBL  | NBT  | SBT  | SBR  |
| Lane Configurations      |      |      |      |      |      |      |
| Traffic Vol, veh/h       | 25   | 5    | 5    | 65   | 45   | 30   |
| Future Vol, veh/h        | 25   | 5    | 5    | 65   | 45   | 30   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Free | Free | Free | Free |
| RT Channelized           | -    | None | -    | None | -    | None |
| Storage Length           | 0    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | 0    | -    | -    | 0    | 0    | -    |
| Grade, %                 | 0    | -    | -    | 0    | 0    | -    |
| Peak Hour Factor         | 79   | 79   | 79   | 79   | 79   | 79   |
| Heavy Vehicles, %        | 4    | 20   | 17   | 8    | 7    | 0    |
| Mvmt Flow                | 32   | 6    | 6    | 82   | 57   | 38   |

| Major/Minor          | Minor2 | Major1 |       | Major2 |   |
|----------------------|--------|--------|-------|--------|---|
| Conflicting Flow All | 170    | 76     | 95    | 0      | 0 |
| Stage 1              | 76     | -      | -     | -      | - |
| Stage 2              | 94     | -      | -     | -      | - |
| Critical Hdwy        | 6.44   | 6.4    | 4.27  | -      | - |
| Critical Hdwy Stg 1  | 5.44   | -      | -     | -      | - |
| Critical Hdwy Stg 2  | 5.44   | -      | -     | -      | - |
| Follow-up Hdwy       | 3.536  | 3.48   | 2.353 | -      | - |
| Pot Cap-1 Maneuver   | 816    | 937    | 1410  | -      | - |
| Stage 1              | 942    | -      | -     | -      | - |
| Stage 2              | 925    | -      | -     | -      | - |
| Platoon blocked, %   |        |        |       | -      | - |
| Mov Cap-1 Maneuver   | 813    | 937    | 1410  | -      | - |
| Mov Cap-2 Maneuver   | 813    | -      | -     | -      | - |
| Stage 1              | 938    | -      | -     | -      | - |
| Stage 2              | 925    | -      | -     | -      | - |

| Approach             | EB  | NB  | SB |
|----------------------|-----|-----|----|
| HCM Control Delay, s | 9.5 | 0.5 | 0  |
| HCM LOS              | A   |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | SBT | SBR |
|-----------------------|-------|-----|-------|-----|-----|
| Capacity (veh/h)      | 1410  | -   | 831   | -   | -   |
| HCM Lane V/C Ratio    | 0.004 | -   | 0.046 | -   | -   |
| HCM Control Delay (s) | 7.6   | 0   | 9.5   | -   | -   |
| HCM Lane LOS          | A     | A   | A     | -   | -   |
| HCM 95th %tile Q(veh) | 0     | -   | 0.1   | -   | -   |

| Intersection             |      |      |      |      |      |      |      |      |      |      |      |      |
|--------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Int Delay, s/veh         | 1.5  |      |      |      |      |      |      |      |      |      |      |      |
| Movement                 | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
| Lane Configurations      |      | ↕    |      |      | ↕    |      |      | ↕    |      |      | ↕    |      |
| Traffic Vol, veh/h       | 15   | 255  | 1    | 1    | 295  | 60   | 1    | 1    | 1    | 30   | 1    | 20   |
| Future Vol, veh/h        | 15   | 255  | 1    | 1    | 295  | 60   | 1    | 1    | 1    | 30   | 1    | 20   |
| Conflicting Peds, #/hr   | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Free | Free | Free | Free | Free | Free | Stop | Stop | Stop | Stop | Stop | Stop |
| RT Channelized           | -    | -    | None | -    | -    | None | -    | -    | None | -    | -    | None |
| Storage Length           | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    | -    |
| Veh in Median Storage, # | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   | 80   |
| Heavy Vehicles, %        | 12   | 4    | 0    | 0    | 4    | 5    | 0    | 0    | 0    | 7    | 0    | 0    |
| Mvmt Flow                | 19   | 319  | 1    | 1    | 369  | 75   | 1    | 1    | 1    | 38   | 1    | 25   |

| Major/Minor          | Major1 |   |   | Major2 |   |   | Minor1 |     |     | Minor2 |     |     |
|----------------------|--------|---|---|--------|---|---|--------|-----|-----|--------|-----|-----|
| Conflicting Flow All | 444    | 0 | 0 | 320    | 0 | 0 | 780    | 804 | 320 | 768    | 767 | 407 |
| Stage 1              | -      | - | - | -      | - | - | 358    | 358 | -   | 409    | 409 | -   |
| Stage 2              | -      | - | - | -      | - | - | 422    | 446 | -   | 359    | 358 | -   |
| Critical Hdwy        | 4.22   | - | - | 4.1    | - | - | 7.1    | 6.5 | 6.2 | 7.17   | 6.5 | 6.2 |
| Critical Hdwy Stg 1  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.17   | 5.5 | -   |
| Critical Hdwy Stg 2  | -      | - | - | -      | - | - | 6.1    | 5.5 | -   | 6.17   | 5.5 | -   |
| Follow-up Hdwy       | 2.308  | - | - | 2.2    | - | - | 3.5    | 4   | 3.3 | 3.563  | 4   | 3.3 |
| Pot Cap-1 Maneuver   | 1065   | - | - | 1251   | - | - | 315    | 319 | 725 | 312    | 335 | 648 |
| Stage 1              | -      | - | - | -      | - | - | 664    | 631 | -   | 610    | 600 | -   |
| Stage 2              | -      | - | - | -      | - | - | 613    | 577 | -   | 649    | 631 | -   |
| Platoon blocked, %   |        | - | - |        | - | - |        |     |     |        |     |     |
| Mov Cap-1 Maneuver   | 1065   | - | - | 1251   | - | - | 297    | 312 | 725 | 305    | 327 | 648 |
| Mov Cap-2 Maneuver   | -      | - | - | -      | - | - | 297    | 312 | -   | 305    | 327 | -   |
| Stage 1              | -      | - | - | -      | - | - | 649    | 617 | -   | 597    | 599 | -   |
| Stage 2              | -      | - | - | -      | - | - | 588    | 576 | -   | 632    | 617 | -   |

| Approach             | EB  |  |  | WB |  |  | NB   |  |  | SB   |  |  |
|----------------------|-----|--|--|----|--|--|------|--|--|------|--|--|
| HCM Control Delay, s | 0.5 |  |  | 0  |  |  | 14.6 |  |  | 16.2 |  |  |
| HCM LOS              |     |  |  |    |  |  | B    |  |  | C    |  |  |

| Minor Lane/Major Mvmt | NBLn1 | EBL   | EBT | EBR | WBL   | WBT | WBR | SBLn1 |
|-----------------------|-------|-------|-----|-----|-------|-----|-----|-------|
| Capacity (veh/h)      | 377   | 1065  | -   | -   | 1251  | -   | -   | 386   |
| HCM Lane V/C Ratio    | 0.01  | 0.018 | -   | -   | 0.001 | -   | -   | 0.165 |
| HCM Control Delay (s) | 14.6  | 8.4   | 0   | -   | 7.9   | 0   | -   | 16.2  |
| HCM Lane LOS          | B     | A     | A   | -   | A     | A   | -   | C     |
| HCM 95th %tile Q(veh) | 0     | 0.1   | -   | -   | 0     | -   | -   | 0.6   |