COMPASS BUSINESS PARK

Traffic Impact Study

Elwood, Illinois

October 2017







Prepared for:

NorthPoint Development

Kimley»Horn

TABLE OF CONTENTS

Executive Summary 3
1. Introduction 5
2. Existing Conditions 8
3. Future Conditions 23
Recommendations & Conclusions 68

LIST OF TABLES

Table 2.1. Level of Service Grading Descriptions 17
Table 2.2. Level of Service Grading Criteria 18
Table 2.3. Existing (Year 2017) Levels of Service 19
Table 3.1. Trip Generation Data by Land Use 24
Table 3.3. Site-Generated Traffic Projections 26
Table 3.4. Estimated Trip Distribution 27
Table 3.5. Future Growth Rates 36
Table 3.6. Year 2017 Build Levels of Service 43
Table 3.7. Year 2040 (Without Houbolt Bridge) Build Levels of Service 55
Table 3.8. Year 2040 (With Houbolt Bridge) Build Levels of Service 59
Table 3.8. Signal Warrant Analyses 64

LIST OF EXHIBITS

Exhibit 1. Site Location Map....6
Exhibit 2. Existing (Year 2017) Traffic Volumes....16
Exhibit 3. Site Trip Assignment (Industrial & Manufacturing) – Cars....28
Exhibit 4. Site Trip Assignment (Industrial & Manufacturing) – Trucks....29
Exhibit 5. Site Trip Assignment (Shared Intermodal) – Trucks....30
Exhibit 6. Site Trip Assignment (Commercial) – Primary....31
Exhibit 7. Site Trip Assignment (Commercial) – Pass-by....32
Exhibit 8. Site Trip Assignment – Total....33
Exhibit 9. Walter Strawn Bridge Diverted Traffic....35
Exhibit 10. Year 2040 Background Traffic (Without Houbolt Bridge)....37
Exhibit 11. Year 2040 Background Traffic (With Houbolt Bridge)....38
Exhibit 12. Year 2017 Build Traffic Projections....40
Exhibit 13. Year 2040 Build (Without Houbolt Bridge) Traffic Projections....48
Exhibit 14. Year 2040 Build (With Houbolt Bridge) Traffic Projections....49
Exhibit 15. Summary of Preliminary Intersection Improvements....50

EXECUTIVE SUMMARY

Kimley-Horn and Associates, Inc., (Kimley-Horn) has prepared a traffic impact study for Compass Business Park, an industrial development proposed on approximately 2,100 acres of land. The project site is generally bounded by IL 53 to the west, Cherry Hill Road to the east, Manhattan Road to the north, and Hoff Road to the south. The project site is located within the unincorporated areas of the Village of Elwood and Village of Manhattan. The proposed development includes approximately 27.3 million square feet of industrial warehouse/distribution use, 955,000 square feet of manufacturing space, and 160,000 square feet of various commercial uses. As part of the development, a bridge would be constructed along Walter Strawn Drive to provide grade-separated access over the Union Pacific Railway and IL 53. Site-generated truck traffic would be required to enter Compass Business Park via the bridge and would not be permitted to use any other site access driveways. Passenger vehicle access to the site would be provided at a number of locations along IL 53, Manhattan Road, and Hoff Road.

Several infrastructure improvements are currently planned within the study area in order to mitigate existing capacity issues and accommodate future traffic growth and development. This study referenced design plans for improvements to the intersection of IL 53/Hoff Road and the concept for Houbolt bridge, a potential future alternate route for trucks from I-80 over the Des Plaines River and into the CenterPoint Intermodal Center. In order to quantify the impact of site-generated traffic, and to identify near-term infrastructure needs, this study evaluates a Year 2017 Build condition. As further infrastructure improvements may be needed to support continued traffic growth in the study area, a Year 2040 Build condition was also evaluated. Two alternate scenarios were considered for the Year 2040 Build condition—without and with Houbolt bridge.

Under the Year 2017 Build condition, new traffic signals are recommended at the Manhattan Road intersections with Rowell Road and Ridge Road, and at the intersection of IL 53/Mississippi Avenue in order to facilitate access to Compass Business Park. Traffic signals are also recommended for the Elwood International Port (EIP) Road at its intersections with Mississippi Avenue and Walter Strawn Drive in order to facilitate truck traffic along the EIP Road corridor. At the intersection of EIP Road/Arsenal Road, an additional southbound through lane should be provided to support estimated future traffic volumes. Dedicated left- and right-turn lanes are also recommended at key intersections within the study area per the traffic volume criteria established by the Illinois Department of Transportation (IDOT) *Bureau of Design and Environment (BDE) Manual*.

Based on an analysis of Year 2040 Build conditions, future construction of Houbolt bridge is not expected to materially affect the study intersections. With or without construction of Houbolt bridge, a number of additional improvements beyond those identified under the Year 2017 Build condition would be required to support area background traffic growth. These improvements include additional dedicated left- and right-turn lanes where IDOT *BDE* traffic volume criteria are met. In some cases, these improvements may be challenging due to limited available right-of-way; and therefore, alternate improvements may need to be considered. Right-of-way constraints were specifically identified at the intersections of IL 53/Manhattan Road and US 52/Manhattan Road. Furthermore, alternate

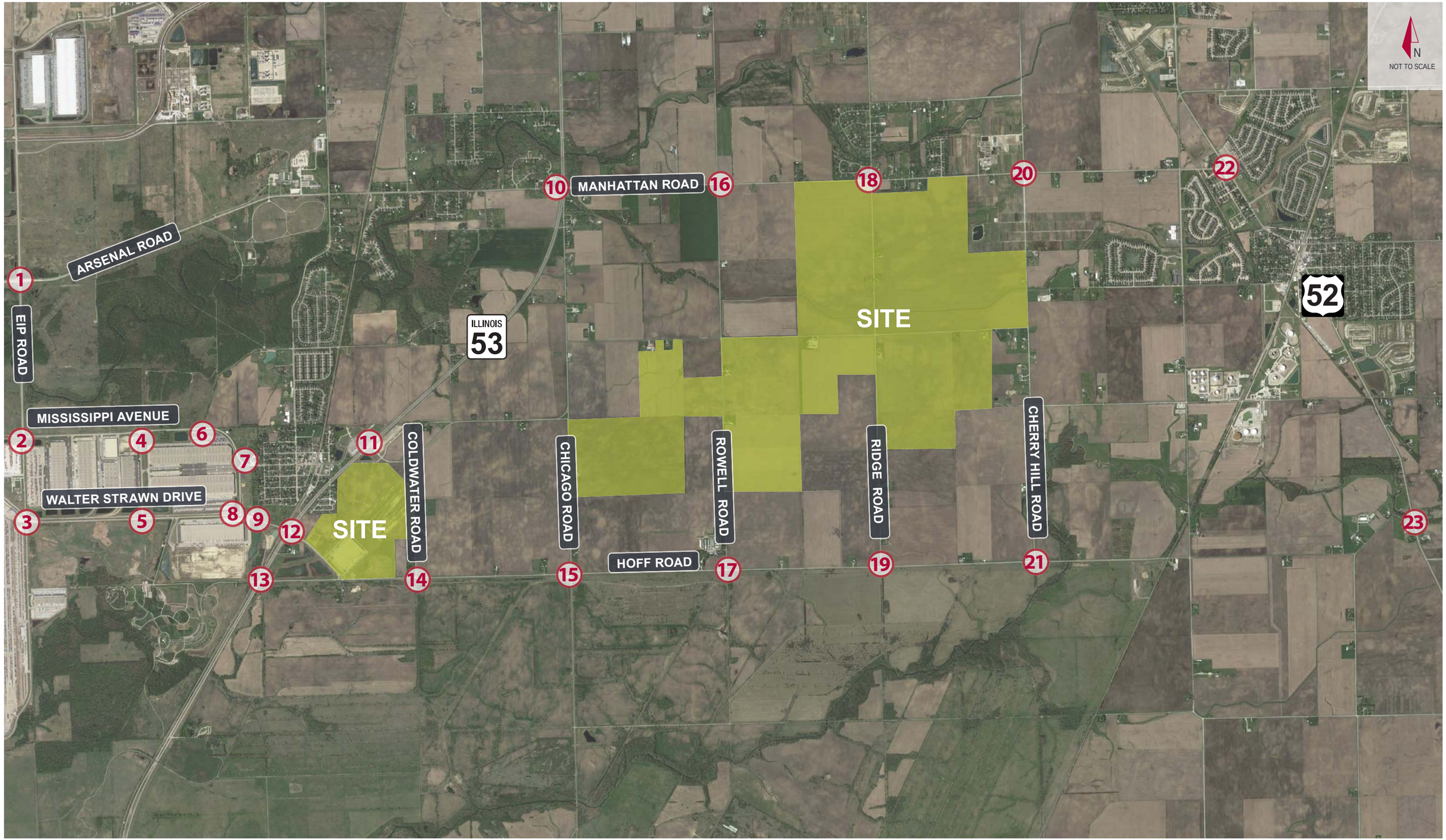
improvements may need to be considered at the intersection of EIP Road/Arsenal Road in order to address the projected high volume of truck traffic at this intersection. Additional details related to the improvements identified above are provided in the *Recommendations & Conclusion* section of this report.

1. INTRODUCTION

Kimley-Horn was retained by NorthPoint Development to perform a traffic impact study for Compass Business Park, an industrial development proposed on approximately 2,100 acres of land. The project site is comprised of select parcels within the area generally bounded by IL 53 to the west, Cherry Hill Road to the east, Manhattan Road to the north, and Hoff Road to the south. A portion of the project site is located within unincorporated Elwood, and the remaining property is in unincorporated Manhattan. The proposed development includes approximately 27.3 million square feet of industrial warehouse/distribution use, 955,000 square feet of manufacturing space, and 160,000 square feet of various commercial uses. For purposes of this analysis, the commercial square footage was assumed to include an approximately 100-room hotel, a 2,500 square-foot coffee shop, two 3,500 square-foot fast-food restaurants (total 7,000 square feet), a 15,000 square-foot pharmacy, and a 75,000 square-foot supermarket. These commercial uses would be concentrated on the east side of IL 53 at its intersection with Mississippi Avenue. The subject property and study intersections are presented in **Exhibit 1**. A conceptual site plan is provided in the appendix. Based on the location of the proposed uses, the industrial areas are depicted on one plan and a separate plan is provided for the retail and manufacturing areas.

As part of the project, a bridge would be constructed along Walter Strawn Drive to provide grade-separated access over the Union Pacific Railway and IL 53 in order to access Compass Business Park; the existing signalized intersection at IL 53/Walter Strawn Drive would be removed as part of this project. Site-generated truck traffic would be required to enter Compass Business Park via the bridge and would not be permitted to use any other site access driveways. The site access driveways would be constructed to allow truck turnaround movements in order to redirect trucks to the closed loop bridge access at Walter Strawn Drive. In addition to truck access, the bridge would also facilitate passenger vehicle access to the site. As part of the proposed development, an internal spine roadway network would be developed to provide access to the individual buildings within Compass Business Park. The following intersections are expected to provide vehicle access from the external roadway network to Compass Business Park:

1. IL 53 / Brown Road
2. IL 53 / Tehle Road
3. IL 53 / Mississippi Avenue
4. Coldwater Road / Hoff Road
5. Chicago Road / Hoff Road
6. Rowell Road / Manhattan Road
7. Rowell Road / Hoff Road
8. Ridge Road / Manhattan Road
9. Ridge Road / Hoff Road
10. Cherry Hill Road / Manhattan Road
11. Cherry Hill Road / Hoff Road
12. US 52 / Bruns Road



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EXHIBIT 1

SITE LOCATION MAP & STUDY INTERSECTIONS

It is anticipated the proposed development would be completed in phases. As this development progresses, infrastructure improvements may be necessary in the relatively near term to allow site access and support the addition of site-generated traffic on the local roadway network. In order to quantify the impact of site-generated traffic, and to identify near-term infrastructure needs, this study evaluates a Year 2017 Build condition, which adds site-generated traffic at full buildout to existing volumes. Because further infrastructure improvements may be needed to support continued traffic growth within the study area, a Year 2040 Build condition was also evaluated to analyze the impact of future background traffic and site-generated traffic at full buildout.

In order to develop the Year 2017 Build and Year 2040 Build scenarios, site trip generation characteristics were established for the new development. Data provided by the Chicago Metropolitan Agency for Planning (CMAP) was used to estimate future background traffic growth for the Year 2040 Build scenario. This report presents and documents Kimley-Horn's data collection, summarizes the evaluation of traffic conditions on the surrounding roadways, and identifies recommendations to address the potential impact of site-generated traffic on the adjacent roadway network.

2. EXISTING CONDITIONS

Kimley-Horn conducted a field visit to collect relevant information pertaining to existing land uses in the surrounding area, the adjacent street system, current traffic volumes and operating conditions, lane configurations and traffic controls at nearby intersections, and other key roadway characteristics. The findings of this field investigation are detailed as follows.

2.1. Area Connectivity & Land Uses

The subject property encompasses approximately 2,100 acres generally bounded by IL 53 to the west, Cherry Hill Road to the east, Manhattan Road to the north, and Hoff Road to the south. A portion of the subject property is located within in unincorporated Elwood, and the remainder of the site is in unincorporated Manhattan. Located east of downtown Elwood on the opposite side of IL 53, the subject site is largely agricultural in nature with some single-family residences.

The site is strategically positioned east of the Burlington Northern Santa Fe (BNSF) Logistics Park Chicago and the CenterPoint Intermodal Center. The Union Pacific Railway travels through the Village of Elwood and runs parallel to IL 53 through the study area. North of the subject site, many properties fronting IL 53 are currently developed with industrial warehouse/distribution facilities. The area south of the subject site is undeveloped and protected as the Midewin National Tallgrass Prairie. The Abraham Lincoln National Cemetery is located southwest of the subject site, accessed via the intersection of IL 53/Hoff Road.

Regional access to the subject site is provided via Interstate 55 (I-55), which provides a full interchange with Arsenal Road west of the subject site. Access is also provided via Interstate 80 (I-80) to the north via a full interchange provided at IL 53, less than eight miles north of the IL 53/Mississippi Avenue intersection.

2.2. Existing Roadway Characteristics

The primary study area roadways within the vicinity of the proposed development include EIP Road, IL 53, US 52, Arsenal Road, Manhattan Road, Mississippi Avenue, and Hoff Road. At the time that this study was initiated, construction was underway for an IDOT improvement project at the intersection of IL 53/Hoff Road/Abraham Lincoln National Cemetery Access Driveway. This construction project was still in progress, and therefore, for purposes of this study, the pre-improvement condition described below was assumed for the existing conditions analysis. Descriptions of each study roadway are summarized below.

Elwood International Port (EIP) Road is a north-south roadway located west of the subject site. EIP Road provides access to the CenterPoint Intermodal Center to the north and BNSF Logistics Park Chicago to the south. North of Mississippi Avenue, EIP Road provides two travel lanes in each direction. South of its intersection with Mississippi Avenue, EIP Road generally provides a single travel lane in each direction with dedicated left-turn lanes provided at key private access driveways. At its signalized intersection with Arsenal Road, EIP Road provides two dedicated left-turn lanes and a shared through/right-turn lane on the south leg and one dedicated left-turn lane, one through lane,

and two dedicated right-turn legs on the north leg. At the all-way stop-controlled intersection of EIP Road/Mississippi Avenue, a dedicated left-turn lane, one through lane, and a shared through/right-turn lane are provided on the south leg; the north leg provides dual left-turn lanes, one through lane, and one shared through/right-turn lane. At its all-way stop-controlled intersection with Walter Strawn Drive/BNSF Logistics Park Chicago, EIP Road provides a dedicated left-turn lane and a shared through/right-turn lane on the south leg; a dedicated left-turn lane, one through lane, and a shared through/right-turn lane is provided on the north leg. Between Arsenal Road and Mississippi Avenue, EIP Road has a posted speed limit of 45 miles per hour (MPH); south of Mississippi Avenue, the posted speed limit is 35 MPH. EIP Road is classified by IDOT as a major collector road and is under the jurisdiction of the Village of Elwood.

Walton Drive is a north-south roadway located immediately east of EIP Road and provides access to CenterPoint Intermodal Center. Classified by IDOT as a local road, Walton Drive provides a single travel lane in each direction with a two-way center turn lane. Right-turn channelization is provided at two private access driveways on the east side of the street. At its T-intersections with both Mississippi Avenue and Walter Strawn Drive, Walton Drive provides separate left- and right-turn lanes and operates under minor-leg stop-control. Walton Drive has a posted speed limit of 45 MPH. Walton Drive is under the jurisdiction of the Village of Elwood.

Diagonal Road is a gravel road that extends in a northeasterly direction from Mississippi Avenue. For purposes of this analysis, Diagonal Road was considered a north-south roadway with a single travel lane in each direction. No speed limit is posted on Diagonal Road, so 25 MPH was assumed for the gravel roadway for purposes of this analysis. Classified as a local road, Diagonal Road is under jurisdiction of the Village of Elwood.

Deer Run is a north-south local roadway located west of IL 53. Access to Leo & Lorrayne O'Connor Park is provided on the east side of Deer Run. At its T-intersection with Mississippi Avenue, Deer Run provides a single lane and operates under minor-leg stop-control. At its T-intersection with Walter Strawn Drive, Deer Run provides separate left- and right-turn lanes and operates under minor-leg stop-control. Deer Run has a posted speed limit of 25 MPH and is under the jurisdiction of the Village of Elwood.

Illinois Route 53 (IL 53) is a north-south roadway located along the western boundary of the subject property. Through the study area, IL 53 travels in a northeast-southwest direction; however, for purposes of this study, it was considered a north-south roadway. IDOT classifies IL 53 as a Strategic Regional Arterial (SRA) roadway. The SRA system was established by IDOT to promote mobility on key routes throughout the Chicago area by applying various strategies, such as access control and limited signalization. Through the study area, IL 53 provides two travel lanes in each direction with a landscape center median. Left-turn channelization is provided at key intersections along IL 53, including Manhattan Road, Brown Road, Mississippi Avenue, and Walter Strawn Drive/IRA Morgan Street. At its signalized intersection with Manhattan Road, IL 53 provides a dedicated left-turn lane, one through lane, and one shared through/right-turn lane on the north and south legs. At its minor-leg stop-controlled T-intersection with Brown Road, IL 53 provides one through lane and a shared through/right-turn lane on the south leg and a dedicated left-turn lane and two through lanes on the north leg. At its minor-leg stop-controlled intersection with Mississippi Avenue, IL 53 provides a

dedicated left-turn lane, one through lane, and a shared through/right-turn lane on the south leg; a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane are provided on the north leg. At its signalized intersection with Walter Strawn Drive/IRA Morgan Street, IL 53 provides a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane on the north and south legs. However, northbound left-turn and southbound right-turn movements are prohibited onto Walter Strawn Drive as it is currently closed. At the time of the traffic count data collection, IL 53 at Hoff Road was unsignalized. For existing conditions, IL 53 at Hoff Road provides a dedicated left-turn lane, one through lane, and a shared through/right-turn lane on the south leg, and a shared left-turn/through and shared through/right-turn lane on the north leg. Through the study area, IL 53 has a posted speed limit of 55 MPH. IL 53 is under IDOT jurisdiction.

Coldwater Road is a north-south roadway that extends south of Mississippi Avenue to Midewin National Tallgrass Prairie. Classified as a local road, Coldwater Road provides a single travel lane is provided in each direction. At its intersection with Hoff Road, Coldwater Road provides a single lane on the north and south legs. A stop sign is posted on the north leg of Coldwater Road at Hoff Road; for purposes of this analysis, a stop sign was assumed for the south leg. The south leg of the intersection is gated for restricted access to Midewin National Tallgrass Prairie. No speed limit is posted on Coldwater Road, so the statutory maximum 55 MPH was assumed for analysis purposes. A 25 MPH speed limit was assumed for the restricted access gravel segment located south of Hoff Road. The northern segment of Coldwater Road (approximately 2,700 linear feet as measured south from Mississippi Avenue) is under the jurisdiction of the Village of Elwood; the southern segment (approximately 1,400 linear feet as measured north from Hoff Road) is under Jackson Township jurisdiction.

Chicago Road is a north-south roadway with a single travel lane in each direction. Chicago Road extends from a cul-de-sac north of Brown Road to Midewin National Tallgrass Prairie south of Hoff Road. At its all-way stop-controlled intersection with Hoff Road, Chicago Road provides a single shared lane on the north and south legs. The south leg provides access to public parking for Midewin National Tallgrass Prairie and the Twin Oaks Trail. There is no posted speed limit on Chicago Road, so 55 MPH was used for analysis purposes. A 25 MPH speed limit was assumed for the Midewin National Tallgrass Prairie access located south of Hoff Road. Chicago Road is classified by IDOT as a local road and is under Village of Elwood jurisdiction.

Rowell Road is a north-south roadway that extends south from Schweitzer Road north of the study area to its southern terminus at Hoff Road. Classified by IDOT as a local road, Rowell Road provides a single travel lane in each direction and operates under minor-leg stop-control at its intersection with Manhattan Road. At its T-intersection with Hoff Road, Rowell Road provides a single shared lane and operates under minor-leg stop-control. There is no posted speed limit on Rowell Road, so 55 MPH was used for analysis purposes. Rowell Road is under the jurisdiction of Jackson Township.

Ridge Road is a north-south roadway that extends south from Schweitzer Road north of the study area to its southern terminus at Hoff Road. South of Hoff Road, Ridge Road transitions to a gravel roadway with restricted access to Midewin National Tallgrass Prairie. Classified by IDOT as a local road, Ridge Road provides a single travel lane in each direction and operates under minor-leg stop-control at its intersections with Manhattan Road and Hoff Road. North of Manhattan Road, the posted

speed limit along Ridge Road is 45 MPH. South of Manhattan Road there is no posted speed limit on Ridge Road, so 55 MPH was used for analysis purposes. Ridge Road is under the jurisdiction of Jackson Township.

Cherry Hill Road is an unpaved north-south roadway that extends from north of the study area to its southern terminus at Hoff Road. Classified by IDOT as a local road, Cherry Hill Road was assumed to accommodate a single travel lane in each direction through the study area. At its intersection with Manhattan Road, Cherry Hill Road provides a single shared lane on both the north and south legs and operates under minor-leg stop-control. At its T-intersection with Hoff Road, Cherry Hill Road provides a single shared lane and operates under minor-leg stop-control. There is no posted speed limit on Cherry Hill Road, so 55 MPH was used for analysis purposes. Cherry Hill Road is under the jurisdiction of Jackson Township.

US Route 52 (US 52) is a north-south roadway located east of the subject site. Classified by IDOT as a Minor Arterial, US 52 provides a single travel lane in each direction. At its signalized intersection with Manhattan Road, US 52 provides a dedicated left-turn lane, one through lane, and one dedicated right-turn lane on the south leg; a dedicated left-turn lane and one shared through/right-turn lane are provided on the north leg. At its unsignalized intersection with Bruns Road, US 52 provides a single shared lane in each direction. At its T-intersection with Hoff Road, US 52 provides a shared left-turn/through lane on the south leg and a shared through/right-turn lane on the north leg. North of Manhattan Road, US 52 has a posted speed limit of 45 MPH; south of Manhattan Road, US 52 has a posted speed limit of 35 MPH through the Village of Manhattan. Near its intersection with Hoff Road, US 52 has a posted speed limit of 55 MPH. US Route 52 is under IDOT jurisdiction.

Arsenal Road is an east-west roadway located northwest of the subject site. Arsenal Road provides access to I-55 and EIP Road; east of its intersection with EIP Road, Arsenal Road transitions to Manhattan Road. Classified by IDOT as a Major Collector, Arsenal Road provides two travel lanes in each direction near its intersection with EIP Road. At its signalized intersection with EIP Road, Arsenal Road provides two dedicated left-turn lanes, two dedicated through lanes and one channelized right-turn lane on the west leg. On the east leg, Arsenal Road provides a dedicated left-turn lane, one through lane, and one shared through/right-turn lane. West of EIP Road, the posted speed limit on Arsenal Road is 50 MPH; east of the intersection, the posted speed limit is 55 MPH. Arsenal Road is under IDOT jurisdiction west of EIP Road. Between EIP Road and IL 53, segments of Arsenal Road/Manhattan Road are under the jurisdiction of Will County Division of Transportation, Jackson Township, and the Village of Elwood.

Manhattan Road is an east-west roadway with a single travel lane in each direction. Manhattan Road extends east of EIP Road to its transition to US 52 as a north-south roadway. Near EIP Road, Manhattan Road transitions to Arsenal Road. Through the study area, Manhattan Road is classified by IDOT as a Major Collector. At its signalized intersection with IL 53, Manhattan Road provides a single shared lane on the east and west legs. At its intersections with Rowell Road, Ridge Road, and Cherry Hill Road, Manhattan Road provides a single lane on each leg and operates under a free-flow condition with minor-leg stop-control. At its signalized intersection with US 52, Manhattan Road provides a single shared lane on the west approach. The east approach is known as Foxford Drive and provides a shared left-turn/through lane and a dedicated right-turn lane. West of IL 53, Manhattan

Road has a posted speed limit of 45 MPH; east of IL 53 the posted speed is 55 MPH east of IL 53. West of its intersection with Gougar Road, Manhattan Road has a posted speed limit of 40 MPH; east of Gougar Road, the posted speed limit is reduced to 35 MPH. Manhattan Road is under the jurisdiction of Will County Division of Transportation.

Brown Road is an east-west roadway that is classified by IDOT as a local road. Brown Road provides a single travel lane in each direction and serves local access to residences within the study area. At its T-intersection with IL 53, Brown Road provides a single shared lane and operates under minor-leg stop-control. A posted speed limit is not provided along Brown Road, so 25 MPH was used for analysis purposes. Brown Road is under the jurisdiction of Jackson Township.

Tehle Road is a north-south roadway that is classified by IDOT as a local road. Tehle Road provides a single travel lane in each direction. At its intersection with IL 53, Tehle Road provides a single shared lane and operates under minor-leg stop-control. A posted speed limit is not provided along Tehle Road, so 25 MPH was used for analysis purposes. Tehle Road is under the jurisdiction of Jackson Township.

Mississippi Avenue is an east-west roadway that provides access through downtown Elwood and runs from EIP Road on the west to its eastern terminus at Chicago Road. Classified by IDOT as a local road, Mississippi Avenue provides a single travel lane in each direction. At its all-way stop-controlled intersection with EIP Road, Mississippi Avenue provides a single shared lane on the west leg and a dedicated left-turn lane and shared through/right-turn lane on the east leg. At its intersections with Walton Drive and Deer Run, Mississippi Avenue provides a dedicated left-turn lane and one through lane on the east leg, and one through lane on the west leg. At its intersection with Diagonal Road, Mississippi Avenue provides a single shared lane in each direction. At each of these intersections, Mississippi Avenue operates under a free-flow condition with minor-leg stop-control. At its intersection with IL 53, Mississippi Avenue provides a dedicated left-turn lane and a shared through/right-turn lane on both the east and west legs, and operates under minor-leg stop-control. The posted speed limit on Mississippi Avenue varies through the study area. Between EIP Road and Walton Drive, the speed limit is 45 MPH; east of Walton Drive, the speed limit is 40 MPH. Near its intersection with Deer Run, the speed limit transitions to 25 MPH through downtown Elwood. East of IL 53, the speed limit along Mississippi Avenue is 30 MPH. Mississippi Avenue is under the jurisdiction of the Village of Elwood.

Walter Strawn Drive is an east-west roadway that provides access between the BNSF Logistics Park Chicago and the subject site. Walter Strawn Drive extends east from the BNSF Logistics Park Chicago to its eastern terminus at the Union Pacific Railway Crossing located west of IL 53. The Walter Strawn Drive at-grade crossing of the Union Pacific Railway is closed per the Illinois Commerce Commission final order dated May 10, 2017. Classified by IDOT as a Major Collector, Walter Strawn Drive provides a single lane in each direction with left-turn channelization provided at key intersections. At its all-way stop-controlled intersection with EIP Road, Walter Strawn Drive provides a dedicated left-turn lane and a shared through/right-turn lane on the east leg. At its intersections with Walton Drive and Deer Run, Walter Strawn Drive provides a dedicated left-turn lane and one through lane on the west leg and a shared through/right-turn lane on the east leg; Walter Strawn Drive operates under a free-flow condition at these intersections with minor-leg stop-control.

East of Deer Run, at its intersection with the Industrial Access Drive on the south side of the street, Walter Strawn Drive provides a single travel lane in each direction; barricades are installed east of the Industrial Access Driveway as part of the closure of Walter Strawn Drive at the at-grade railway crossing. West of Deer Run, the posted speed limit along Walter Strawn Drive is 45 MPH; east of Deer Run, the posted speed limit is 35 MPH. Walter Strawn Drive is under the jurisdiction of the Village of Elwood.

IRA Morgan Street is a roadway that extends east of IL 53 to its eastern cul-de-sac terminus. Through access to Hoff Road via IRA Morgan Street is currently prohibited due to an emergency vehicle only gate located within the cul-de-sac. Classified as a local road, IRA Morgan Street provides a single travel lane in each direction. At its signalized intersection with IL 53, IRA Morgan Street provides a dedicated left-turn lane, one through lane, and one dedicated right-turn lane. Westbound through movements are currently prohibited from IRA Morgan Street to Walter Strawn Drive due to the closure of the west leg of the intersection. There is no posted speed limit on IRA Morgan Street, so 25 MPH was used for analysis purposes. IRA Morgan Street is under jurisdiction of the Village of Elwood.

Hoff Road is an east-west roadway located south of the subject site. Classified by IDOT as a local road, Hoff Road provides a single travel lane in each direction. Hoff Road extends east from IL 53 to its eastern terminus at US 52. West of IL 53, opposite Hoff Road, access to the Abraham Lincoln National Cemetery is provided. At its intersection with IL 53, Hoff Road provides a single shared lane on both the east and west legs and operates under minor-leg stop-control. At the time of existing traffic count data collection (Section 2.3 Traffic Count Data), construction was underway on an IDOT improvement project to install a new traffic signal and provide a dedicated left-turn lane, one through lane, and a dedicated right-turn lane on both legs of Hoff Road. For purposes of the existing conditions analysis, geometrics and traffic control observed in the field were assumed; the IDOT improvements were assumed for the analysis of future conditions. At its intersection with Coldwater Road, Hoff Road provides a single shared lane on each leg and operates under free-flow condition with minor-leg stop-control. At its all-way stop-control intersection with Chicago Road, Hoff Road provides a single shared lane on each leg. At its intersections with Rowell Road, Ridge Road, and Cherry Hill Road, Hoff Road provides a single shared lane on each leg and operates under free-flow condition with minor-leg stop-control. At its T-intersection with US 52, Hoff Road provides a single shared lane and operates under minor-leg stop-control. West of IL 53, the posted speed limit is 25 MPH; east of IL 53, the posted speed limit along Hoff Road is 55 MPH. Hoff Road is under the jurisdiction of Will County Division of Transportation.

Industrial Access Driveway is a north-south private driveway provided for the industrial development located on the south side of Walter Strawn Drive immediately east of Deer Run. At its intersection with Walter Strawn Drive, the Industrial Access Driveway provides a single shared outbound lane and one inbound lane and operates under minor-leg stop-control. For purposes of this analysis, a 25 MPH speed limit was assumed for the driveway.

Abraham Lincoln National Cemetery Access Driveway is an east-west private driveway located on the west leg of Hoff Road at IL 53. This two-lane roadway serves as the primary access driveway to Abraham Lincoln National Cemetery and currently operates under minor-leg stop control at its

intersection with IL 53. The posted speed limit is 25 MPH. As previously mentioned, at the time this study was initiated construction was underway for an IDOT improvement project at the intersection of IL 53/Hoff Road. For purposes of the existing conditions analysis, the existing geometric conditions observed in the field were assumed. The analysis of Year 2017 Build and Year 2040 Build conditions includes the future improvements as discussed in *Section 3.3 Future Capacity Analyses.*

2.3. Traffic Count Data

Weekday turning movement count data was collected in May 2017 at the study intersections listed below. Counts were performed during the weekday morning and evening peak periods (6:00-9:00AM and 3:00-6:00PM, respectively), consistent with Will County Division of Transportation and IDOT requirements.

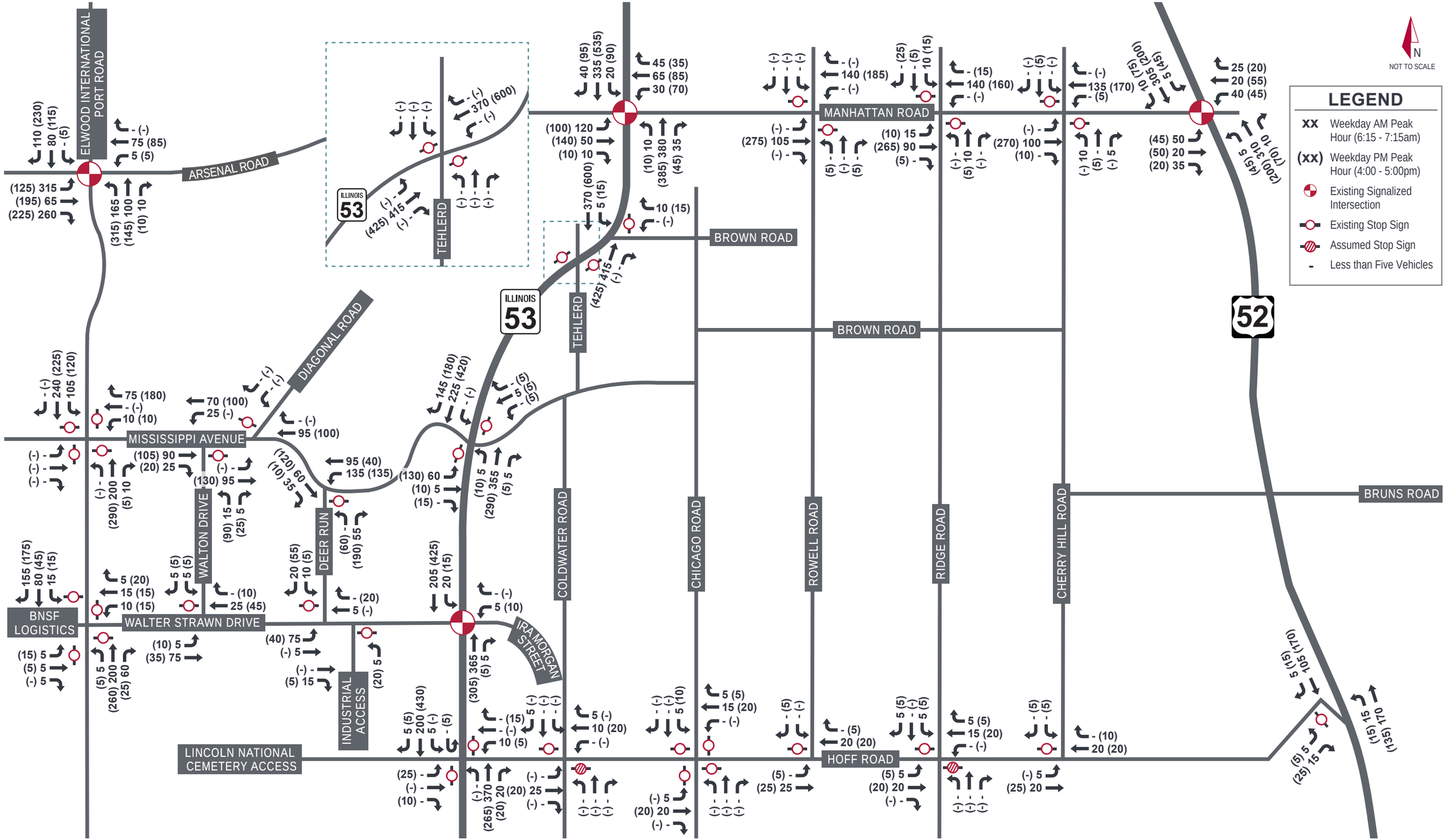
1. EIP Road / Arsenal Road
2. EIP Road / Mississippi Avenue
3. EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago
4. Walton Drive / Mississippi Avenue
5. Walton Drive / Walter Strawn Drive
6. Diagonal Road / Mississippi Avenue
7. Deer Run / Mississippi Avenue
8. Deer Run / Walter Strawn Drive
9. Industrial Access Driveway / Walter Strawn Drive
10. IL 53 / Manhattan Road
11. IL 53 / Mississippi Avenue
12. IL 53 / Walter Strawn Drive / IRA Morgan Street
13. IL 53 / Hoff Road / Abraham Lincoln National Cemetery Access
14. Coldwater Road / Hoff Road
15. Chicago Road / Hoff Road
16. Rowell Road / Manhattan Road
17. Rowell Road / Hoff Road
18. Ridge Road / Manhattan Road
19. Ridge Road / Hoff Road
20. Cherry Hill Road / Manhattan Road
21. Cherry Hill Road / Hoff Road
22. US 52 / Manhattan Road
23. US 52 / Hoff Road

The resulting count data reveals that peak traffic volumes occur within the study area from 6:15-7:15AM and 4:00-5:00PM. Peak hour traffic volumes at the intersections of IL 53/Brown Road and IL 53/Tehle Road were derived from adjacent traffic count data. For purposes of this analysis, existing peak hour volumes were rounded to the nearest multiple of five and balanced between intersections. Based on the distance and presence of traffic-generating uses between intersections, balancing was not completed along Arsenal Road/Manhattan Road between EIP Road and IL 53. Similarly, balancing was not completed along Manhattan Road between Cherry Hill Road and US 52, and along

US 52 between Manhattan Road and Hoff Road. Existing peak hour traffic volumes are presented in **Exhibit 2**. A summary of the traffic count data is provided in the appendix.

Existing traffic volumes reveal that traffic volumes along EIP Road are relatively balanced in the northbound and southbound directions during the peak hours. At its intersection with Arsenal Road, EIP Road carries a slightly higher volume of northbound traffic during both peak hours. Peak hour traffic volumes along IL 53 are generally higher in the northbound direction during the morning peak hour and higher in the southbound direction during the evening peak hour. Peak hour traffic volumes along US 52 are generally balanced in the northbound and southbound directions during each peak hour.

Along Arsenal Road at its intersection with EIP Road, traffic volumes are higher on the west leg during each peak hour. Heavy left- and right-turn movements were observed during each peak hour, which is likely attributable to traffic coming to and from the CenterPoint Intermodal Center and BNSF Logistics Park Chicago. Along Manhattan Road, near its intersection with IL 53, traffic volumes are generally balanced in the eastbound and westbound directions during the morning peak hour. During the evening peak hour, a higher volume of traffic was observed traveling eastbound as compared to westbound traffic volumes. Traffic volumes along Mississippi Avenue are generally balanced between the eastbound and westbound directions during each peak hour. At its intersection with Deer Run, a higher volume of westbound traffic is observed during the morning peak hour, which is likely attributable to employee commute patterns. West of Deer Run, Walter Strawn Drive generally carries a higher volume of eastbound traffic during the morning peak hour; during the evening peak hour, eastbound and westbound traffic volumes are more balanced. Peak hour traffic volumes on Hoff Road are generally balanced in the eastbound and westbound directions.



Kimley»Horn

EXHIBIT 2

EXISTING (YEAR 2017) TRAFFIC VOLUMES

2.4. Existing Capacity Analyses

Synchro software was used to evaluate existing capacity at the study intersections during the weekday peak hours. The capacity of an intersection quantifies its ability to accommodate traffic volumes and is expressed in terms of level of service (LOS), measured in average delay per vehicle. LOS grades range from A to F, with LOS A as the highest (best traffic flow and least delay), LOS E as saturated or at-capacity conditions, and LOS F as the lowest (oversaturated conditions). The lowest LOS grade typically accepted by jurisdictional transportation agencies in Northeastern Illinois is LOS D.

The LOS grades shown below, which are provided in the Transportation Research Board's Highway Capacity Manual (HCM), quantify and categorize the driver's discomfort, frustration, fuel consumption, and travel times experienced as a result of intersection control and the resulting traffic queuing. A detailed description of each LOS rating can be found in **Table 2.1**.

Table 2.1. Level of Service Grading Descriptions[1]

Level of Service	Description
A	Minimal control delay; traffic operates at primarily free-flow conditions; unimpeded movement within traffic stream.
B	Minor control delay at signalized intersections; traffic operates at a fairly unimpeded level with slightly restricted movement within traffic stream.
C	Moderate control delay; movement within traffic stream more restricted than at LOS B; formation of queues contributes to lower average travel speeds.
D	Considerable control delay that may be substantially increased by small increases in flow; average travel speeds continue to decrease.
E	High control delay; average travel speed no more than 33 percent of free flow speed.
F	Extremely high control delay; extensive queuing and high volumes create exceedingly restricted traffic flow.

[1]Highway Capacity Manual 2010

The range of control delay for each rating (as detailed in the HCM) is shown in **Table 2.2**. Because signalized intersections are expected to carry a larger volume of vehicles and stopping is required during red time, note that higher delays are tolerated for the corresponding LOS ratings.

Table 2.2. Level of Service Grading Criteria[1]

Level of Service	Average Control Delay (s/veh) at:	
	Unsignalized Intersections	Signalized Intersections
A	0 – 10	0 – 10
B	> 10 – 15	> 10 – 20
C	> 15 – 25	> 20 – 35
D	> 25 – 35	> 35 – 55
E	> 35 – 50	> 55 – 80
F[2]	> 50	> 80

[1]Highway Capacity Manual 2010

[2]All movements with a Volume to Capacity (v/C) ratio greater than 1 receive a rating of LOS F.

Existing capacity results were identified for the study intersections based on the HCM standards. The results of capacity analysis at the study intersection are summarized in **Table 2.3**. In this table, operation on each approach is quantified according to the average delay per vehicle and the corresponding level of service. Note that overall intersection level of service is not reported for minor-leg stop-controlled intersections, since the majority of vehicles are able to move through the intersection with little to no delay. The results detailed in Table 3 are based on Synchro's HCM 2010 reports. For the intersection of EIP Road/Mississippi Avenue, the HCM 2010 reports are unable to produce results for unsignalized intersections with dual left-turn lanes (as is provided on the north leg of EIP Road); as such, the capacity results for this intersection is based on the results of SimTraffic analysis. For the intersection of US 52/Manhattan Road, the existing capacity results are based on Synchro's Lanes, Volumes, and Timings report.

Based on information obtained from IDOT, the traffic signals at the intersections of EIP Road/Arsenal Road, IL 53/Manhattan Road, IL 53/Walter Strawn Drive/IRA Morgan Street, and US 52/Manhattan Road currently are "free" running stand-alone traffic signals and are not currently on a coordinated signal system. In order to evaluate traffic conditions and reflect the responsive nature of the signal cycles, the signals were optimized with an assumed minimum cycle length of 90 seconds. Per IDOT requirements, right-turn on red (RTOR) movements were excluded from the analysis. As previously noted, at the time this study was initiated, construction was underway for an IDOT improvement project at the intersection of IL 53/Hoff Road/Abraham Lincoln National Cemetery Access Driveway. This construction project was still in progress; and therefore, for purposes of this study, the existing geometric conditions observed in the field were assumed for the analysis of existing conditions at IL 53/Hoff Road/Abraham Lincoln National Cemetery Access Driveway.

Table 2.3. Existing (Year 2017) Levels of Service

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
EIP Road / Arsenal Road ★				
Eastbound	25	C	25	C
Westbound	33	C[1]	29	C[1]
Northbound	24	C	23	C
Southbound	20+	C[1]	24	C[1]
Intersection	*25*	*C*	*24*	*C*
EIP Road / Mississippi Avenue ▲				
Eastbound	5	A	4	A
Westbound	2	A	5	A
Northbound	12	A	13	B
Southbound	9	A	9	A
Intersection	*9*	*A*	*10-*	*A*
EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway ▲				
Eastbound	9	A	10-	A
Westbound	10-	A	10-	A
Northbound	15+	C	18	C
Southbound	12	B	13	B
Intersection	*13*	*B*	*15+*	*C*
Walton Drive / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	11	B	11	B
Walton Drive / Walter Strawn Drive △				
Eastbound (Left)	8	A	8	A
Southbound	10-	A	10+	B
Diagonal Road / Mississippi Avenue △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A
Deer Run / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	9	A	12	B
Deer Run / Walter Strawn Drive △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS F.

Table 2.3. Existing (Year 2017) Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Industrial Access Driveway / Walter Strawn Drive △				
Westbound (Left)	7	A	7	A
Northbound	9	A	9	A
IL 53 / Manhattan Road ★				
Eastbound	17	B	21	C
Westbound	16	B	19	B
Northbound	10-	A	12	B
Southbound	9	A	11	B
Intersection	*11*	*B*	*14*	*B*
IL 53 / Brown Road △				
Westbound	10+	B	10+	B
Southbound (Left)	9	A	8	A
IL 53 / Tehle Road △				
Eastbound	14	B	17	C
Westbound	14	B	16	C
Northbound (Left)	8	A	9	A
Southbound (Left)	8	A	8	A
IL 53 / Mississippi Avenue △				
Eastbound	13	B	20	C
Westbound	13	B	14	B
Northbound (Left)	8	A	8	A
Southbound (Left)	8	A	8	A
IL 53 / Walter Strawn Drive / IRA Morgan Street ★				
Westbound	>120	F[1]	>120	F[1]
Northbound	6	A	5	A
Southbound	9	A[2]	7	A[1]
Intersection	*8*	*A*	*8*	*A*
IL 53 / Hoff Road / Lincoln National Cemetery Access △				
Eastbound	10+	B	13	B
Westbound	13	B	8	A
Northbound (Left)	8	A	8	A
Southbound (Left)	8	A	8	A
Coldwater Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Westbound (Left)	7	A	7	A
Northbound	9	A	9	A
Southbound	9	A	9	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS F.
[2]Left-turn movement operates at LOS E.

Table 2.3. Existing (Year 2017) Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Chicago Road / Hoff Road ▲				
Eastbound	7	A	7	A
Westbound	7	A	7	A
Northbound	7	A	7	A
Southbound	7	A	7	A
Intersection	*7*	*A*	*7*	*A*
Rowell Road / Manhattan Road △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	7	A	8	A
Northbound	10+	B	11	B
Southbound	10+	B	12	B
Rowell Road / Hoff Road △				
Eastbound (Left)	7	A	8	A
Southbound	9	A	9	A
Ridge Road / Manhattan Road △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	7	A	8	A
Northbound	11	B	12	B
Southbound	11	B	11	B
Ridge Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A
Cherry Hill Road / Manhattan Road △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	7	A	8	A
Northbound	10-	A	13	B
Southbound	10-	A	12	B
Cherry Hill Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A
US 52 / Manhattan Road ★				
Eastbound	17	B	19	B
Westbound	16	B	18	B
Northbound	9	A	10+	B
Southbound	9	A	11	B
Intersection	*11*	*B*	*13*	*B*
US 52 / Hoff Road △				
Eastbound	9	A	10-	A
Northbound (Left)	8	A	8	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection

The above results indicate that traffic operation is generally satisfactory throughout the study area. While the overall intersection of EIP Road/Arsenal Road operates at LOS C, the westbound and southbound left-turn movements currently operate at LOS F during both the morning and evening peak hours. The estimated delay is a function of the relatively limited green time allocated to these protected left-turn movements in contrast to the higher green time provided to the conflicting movements which carry a high volume of traffic. The 95th percentile queue for the westbound and southbound left-turn movements is shown to be less than one vehicle length (25 feet) during both peak hours.

At the intersection of IL 53/Walter Strawn Drive/IRA Morgan Street, the overall intersection operates at LOS A during both peak hours; however, the westbound approach currently operates at LOS F. Furthermore, the westbound left-turn movement operates at LOS F during both peak hours and the southbound left-turn movement operates at LOS E during the morning peak hour and LOS F during the evening peak hour. The estimated delay for the westbound approach and southbound left-turn movement is a result of the low volume of traffic to and from IRA Morgan Street (Walter Strawn Drive is closed) and the associated short green time allocated to these movements. Delay of this magnitude is not atypical under these circumstances, and given that a low volume of traffic was observed utilizing IRA Morgan Street during either peak hour, the impact of this estimated delay is relatively minor.

3. FUTURE CONDITIONS

This section of the report outlines the proposed development plan, summarizes site-specific traffic characteristics, and develops future traffic projections for analysis.

3.1. Development Characteristics & Site Access

The proposed Compass Business Park comprises approximately 2,100 acres generally bounded by IL 53 to the west, Cherry Hill Road to the east, Manhattan Road to the north, and Hoff Road to the south. The proposed development includes approximately 27.3 million square feet of industrial warehouse/distribution use, 955,000 square feet of manufacturing space, and 160,000 square feet of various commercial uses. For purposes of this analysis, the commercial square footage was assumed to include an approximately 100-room hotel, a 2,500 square-foot coffee shop, two 3,500 square-foot fast-food restaurants (total 7,000 square feet), a 15,000 square-foot pharmacy, and a 75,000 square-foot supermarket. These commercial uses would be concentrated on the east side of IL 53 at its intersection with Mississippi Avenue.

As part of the project, a bridge would be constructed on Walter Strawn Drive to provide grade-separated access over the Union Pacific Railway and IL 53 to Compass Business Park; the existing signalized intersection at IL 53/Walter Strawn Drive would be removed as part of this project. Site-generated truck traffic would be required to enter Compass Business Park via the bridge; truck access would not be permitted at any other site access driveways. The site access driveways would be designed to prohibit through truck movements and may include physical barriers such as a guard house and low clearance gateway signage; however, the access driveways would accommodate truck turnaround movements in order to redirect truck traffic to the closed loop bridge only. In addition to truck access, the bridge would also facilitate vehicle access to the site. As part of the proposed development, an internal spine roadway network would be developed to provide access to the individual buildings within Compass Business Park. The intersections highlighted in Exhibit 1 are expected to provide vehicle access from the external roadway network to Compass Business Park.

3.2. Trip Generation

In order to calculate trips generated by the proposed industrial warehouse/distribution use and the anticipated shared truck trips between the BNSF Logistics Park Chicago and the proposed Compass Business Park, an empirical trip generation study was conducted for the existing intermodal and industrial facilities. The empirical truck trip generation rate was also applied to the proposed manufacturing use. A copy of the IDOT-approved Elwood International Port Trip Generation Study prepared by Kimley-Horn is provided in the appendix. In order to estimate passenger vehicle (car) trip generation for the manufacturing and commercial uses, data was referenced from the Institute of Transportation Engineers (ITE) manual titled Trip Generation, Ninth Edition. Trip generation rates for the ITE Land Use Code (LUC) corresponding to the proposed uses are shown in **Table 3.1**. This table also summarizes the empirical trip generation rates used for the shared intermodal and industrial warehouse/distribution uses. Copies of the ITE data are provided in the appendix.

Table 3.1. Trip Generation Data by Land Use

ITE Land Use	Unit	Weekday		
		Daily	AM Peak	PM Peak
Industrial Warehouse/Distribution[1]				
Total Trips	Per 1,000 sq. ft.	0.735 50% in/50% out	0.053 69% in/31% out	0.086 34% in/66% out
Truck Trips	Per 1,000 sq. ft.	0.202 50% in/50% out	0.008 53% in/47% out	0.012 46% in/54% out
Car Trips	Per 1,000 sq. ft.	0.533 50% in/50% out	0.045 72% in/28% out	0.074 33% in/67% out
Shared Industrial & Intermodal Truck Trips[1]	Per 1,000 sq. ft.	0.052 50% in/50% out	0.0027 45% in/55% out	0.0034 46% in/54% out
Manufacturing (LUC 140)[2]	Per 1,000 sq. ft.	T = 3.88X – 20.70 50% in/50% out	T = 0.83X – 29.52 78% in/22% out	T = 0.78X – 15.97 36% in/64% out
Hotel (LUC 310)	Per Room	T = 8.95X – 373.16 50% in/50% out	0.53 59% in/41% out	0.60 51% in/49% out
Discount Supermarket (LUC 854)	Per 1,000 sq. ft.	90.86 50% in/50% out	2.53 58% in/42% out	Ln(T) = 0.87 Ln(X) + 2.69 50% in/50% out
Pharmacy/Drugstore with Drive-Through Window (LUC 881)	Per 1,000 sq. ft.	96.91 50% in/50% out	3.45 52% in/48% out	9.91 50% in/50% out
Fast-Food Restaurant with Drive-Through Window (LUC 934)	Per 1,000 sq. ft.	496.12 50% in/50% out	45.42 51% in/49% out	32.65 52% in/48% out
Coffee/Donut Shop with Drive-Through Window (LUC 937)	Per 1,000 sq. ft.	818.58 50% in/50% out	100.58 51% in/49% out	42.80 50% in/50% out

T = Projected number of trips

X = Unit of measure, such as 1,000 square feet or number of fueling positions

[1]ITE data not applied; trip generation rates based on IDOT-approved Elwood International Port Trip Generation Study prepared by Kimley-Horn (dated June 23, 2017), a copy of which is provided in the appendix.

[1]ITE data not provided for truck trips for Manufacturing (LUC 140); therefore, the empirical truck trip generation rates from the IDOT-approved Elwood International Port Trip Generation Study prepared by Kimley-Horn (dated June 23, 2017) were applied.

Given the development's proximity to I-55 and the complementary nature of the proposed land uses, site-generated traffic is expected to exhibit a variety of routing behaviors, as discussed below.

- **Internal Capture** – The proposed commercial uses within the Compass Business Park are intended to complement each other as well as the industrial warehouse/distribution and manufacturing uses; thus, it is likely that some patrons that visit the discount supermarket may also patronize the fast-food restaurant or coffee shop while onsite. It is anticipated that some of the hotel guests/employees will also visit these uses. Furthermore, it is anticipated that some industrial warehouse/distribution and manufacturing employees will patronize the commercial uses. To reflect these "internally captured" trips, a 10 percent reduction was assumed for the proposed commercial uses.
- **Pass-by** – Pass-by traffic reflects the travel patterns of motorists who are already traveling on the adjacent study roadways and stop at the site en route to another primary destination.

According to the ITE Trip Generation Handbook, Third Edition, roughly 49 percent of vehicles at a Fast-Food Restaurant with a Drive-Through Window (LUC 934) are pass-by trips in the morning peak hour and 50 percent of vehicles are pass-by trips during the evening peak hour. Per the ITE data, approximately 49 percent of vehicles at a Pharmacy/Drugstore with Drive-Through Window (LUC 881) are pass-by trips in the evening peak hour; data is not provided for the morning peak hour, so 49 percent was applied. Approximately 21 percent of vehicles at a Discount Supermarket (LUC 854) are pass-by trips in the evening peak hour; data is not provided for the morning peak hour, so 21 percent was applied. Data is not provided in the handbook for a coffee/donut shop; a 15 percent reduction was assumed for coffee/donut shop trips to account for convenience-oriented tenants. These values were applied accordingly to the projected traffic volumes for the pharmacy/drug store, discount supermarket, fast-food restaurant, and coffee/donut shop uses. Pass-by trips are not assumed for the industrial warehouse/distribution, manufacturing, or hotel uses.

- **Primary Trips** – Vehicles that travel to the subject development and then return directly to their place of origin are called “primary trips.” Primary trips reflect new traffic volumes generated by the proposed development that would approach and depart on the same route. Trips to/from the site that are not internally captured or pass-by trips are expected to be primary trips.

Per these assumptions and the calculations detailed previously, site-generated traffic projections are presented in **Table 3.2**.

Table 3.2. Site-Generated Traffic Projections[1]

Land Use	Size	Daily	Weekday AM Peak			Weekday PM Peak		
			In	Out	Total	In	Out	Total
Industrial Warehouse/Distribution								
Total	27,293,670 sq. ft.	20,060	1,000	450	1,450	815	1,535	2,350
Cars		14,550	885	345	1,230	665	1,355	2,020
Trucks		5,510	115	105	220	150	180	330
Shared Industrial Warehouse/Distribution / BNSF Logistics Park Chicago								
Total (Trucks)	27,293,670 sq. ft.	1,420	35	40	75	45	50	95
Manufacturing								
Total	955,000 sq. ft.	3,680	595	170	765	265	465	730
Cars		3,490	590	165	755	260	460	720
Trucks		190	5	5	10	5	5	10
Subtotal Non-Commercial Trips		*25,160*	*1,630*	*660*	*2,290*	*1,125*	*2,050*	*3,175*
Subtotal Cars		*18,040*	*1,475*	*510*	*1,985*	*925*	*1,815*	*2,740*
Subtotal Trucks		*7,120*	*155*	*150*	*305*	*200*	*235*	*435*
Commercial Uses								
Hotel	100 Rooms	210	30	25	55	30	30	60
Discount Supermarket	75,000 sq. ft.	6,810	110	80	190	315	315	630
Pharmacy/Drugstore with Drive-Through Window	15,000 sq. ft.	1,450	25	25	50	75	75	150
Fast-Food Restaurant with Drive-Through Window	7,000 sq. ft.	3,470	160	160	320	120	110	230
Coffee/Donut Shop with Drive-Through Window	2,500 sq. ft.	2,050	125	125	250	55	55	110
Less 10% Internal Capture Trips[2]		*-1,130*	*-50*	*-50*	*-100*	*-60*	*-60*	*-120*
Less Pass-by Trips[3]		*-3,760*	*-115*	*-115*	*-230*	*-150*	*-150*	*-300*
Subtotal Commercial Trips		*9,100*	*285*	*250*	*535*	*385*	*375*	*760*
Total Primary Trips		34,260	1,915	910	2,825	1,510	2,425	3,935
Total Cars		27,140	1,760	760	2,520	1,310	2,190	3,500
Total Trucks		7,120	155	150	305	200	235	435

[1]In/Out volumes are rounded to the nearest multiple of five. For rounding purposes, the total volumes are a sum of in and out trips.

[2]Internal Capture is assumed to occur between the proposed commercial uses. Internal capture is also expected to occur between the proposed commercial uses and employees/guests of the hotel. Additionally, internal capture is anticipated between the commercial uses and employees of the industrial warehouse/distribution and manufacturing uses; however, internal capture applied to commercial uses only.

[3]Based upon the ITE Trip Generation Handbook, Third Edition, pass-by trips for the discount supermarket are assumed to be 21 percent during the evening peak hour; ITE data is not provided for the morning peak hour, so 21 percent was applied. Pass-by trips for the pharmacy/drugstore with drive-through window were assumed to be 49 percent during the evening peak hour; ITE data is not provided for the morning peak hour, so 49 percent was applied. Per the ITE Trip Generation Handbook, pass-by trips for the fast-food restaurants are assumed to be 49 percent during the morning and 50 percent during the evening peak hours. Data is not provided in the handbook for coffee/donut shop; however, a 15 percent reduction was assumed for coffee/donut shop trips to account for convenience-oriented tenants. As ITE data is not available for daily pass-by trips, the average value of peak hour pass-by trip percentages was assumed.

For purposes of estimating the distribution characteristics of the non-commercial uses (i.e., industrial distribution/warehouse and manufacturing uses), workforce home location data was reviewed for the Village of Elwood and surrounding area. Using 2014 U.S. Census origin-destination employment statistics prepared by Ruettiger, Tonelli & Associates, Inc. (dated June 21, 2017), the geographic distribution of potential Compass Business Park employees was mapped and evaluated relative to potential travel routes. A summary of the U.S. Census origin-destination employment data is provided in the appendix. The distribution of site-generated truck traffic and the shared truck trips between the BNSF Logistics Park Chicago and the proposed development was based on prevailing truck traffic volumes/patterns and the planned closed loop truck access via a bridge along Walter Strawn Drive to Compass Business Park.

The estimated distribution of site-generated commercial traffic on the surrounding roadway network as it approaches and departs the site is a function of several variables, such as the nature of surrounding land uses, prevailing traffic volumes/patterns, characteristics of the street system, and the ease with which motorists can travel over various sections of that system. It should be noted that based on the anticipated nature of the commercial uses, site-generated commercial traffic is expected to travel to/from the Village of Elwood in addition to the surrounding area.

The anticipated directional distribution of primary trips is outlined in **Table 3.3**. Pass-by trips were assigned based on the travel patterns of existing traffic on adjacent roadways.

Table 3.3. Estimated Trip Distribution

Traveling to/from:	Non-Commercial Uses (Industrial and Manufacturing)		Commercial Uses
	Car Trips	Truck Trips	Car Trips
North via IL 53	30%	--	10%
North via EIP Road	--	40%	--
South/Southwest via IL 53	9%	--	10%
East/Northeast via Manhattan Road	10%	--	15%
East/Northeast via Manhattan-Monee Road	22%	--	--
East/Southeast via Hoff Road	4%	--	--
West via Arsenal Road (I-55)	25%	60%	--
West via Mississippi Avenue	--	--	65%
Total	100%	100%	100%

Based on the preceding assumptions and trip distribution percentages, site traffic (Table 3.2) was assigned to the study intersections. Car and truck trips for the proposed industrial warehouse/distribution and manufacturing uses are shown in **Exhibits 3** and **Exhibit 4**, respectively. Shared truck trips between the BNSF Logistics Park Chicago and Compass Business Park are depicted in **Exhibit 5**. Trips for the proposed commercial uses are presented in **Exhibit 6** and **Exhibit 7** for primary and pass-by trips, respectively. Total site traffic (Exhibits 3 through 7) for the proposed Compass Business Park is illustrated in **Exhibit 8**.

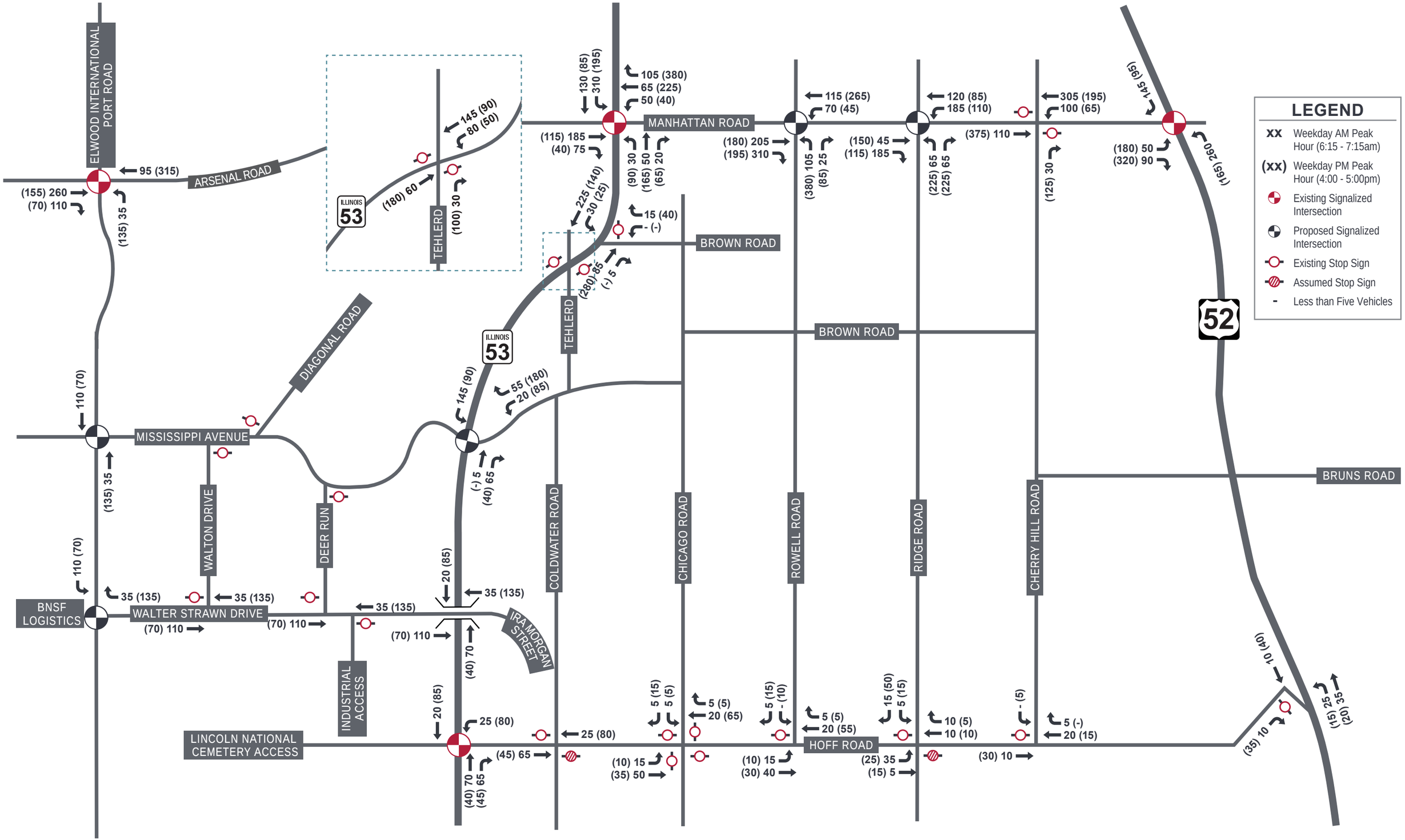


EXHIBIT 3

SITE TRIP ASSIGNMENT (INDUSTRIAL & MANUFACTURING) - CARS

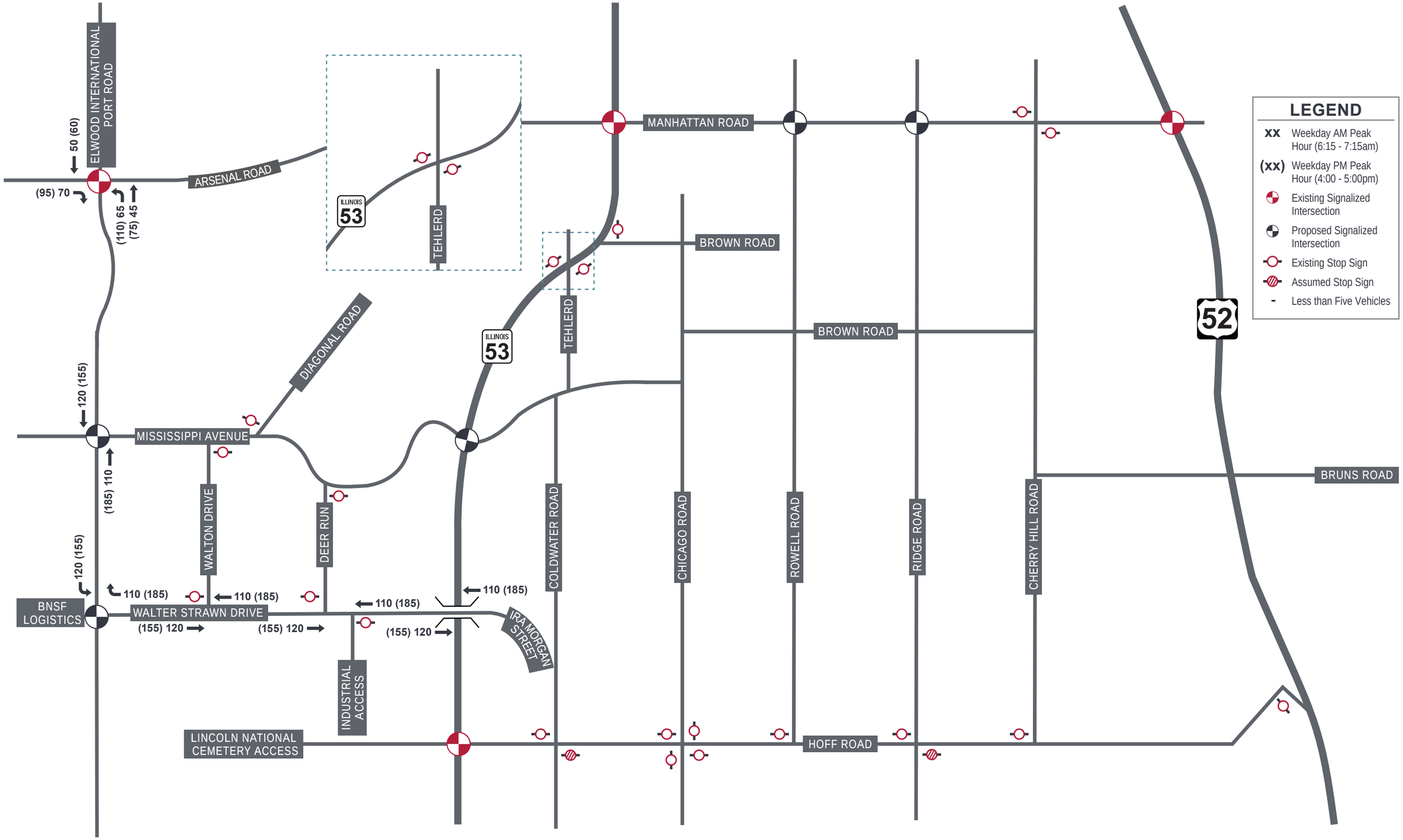


EXHIBIT 4

SITE TRIP ASSIGNMENT (INDUSTRIAL & MANUFACTURING) - TRUCKS

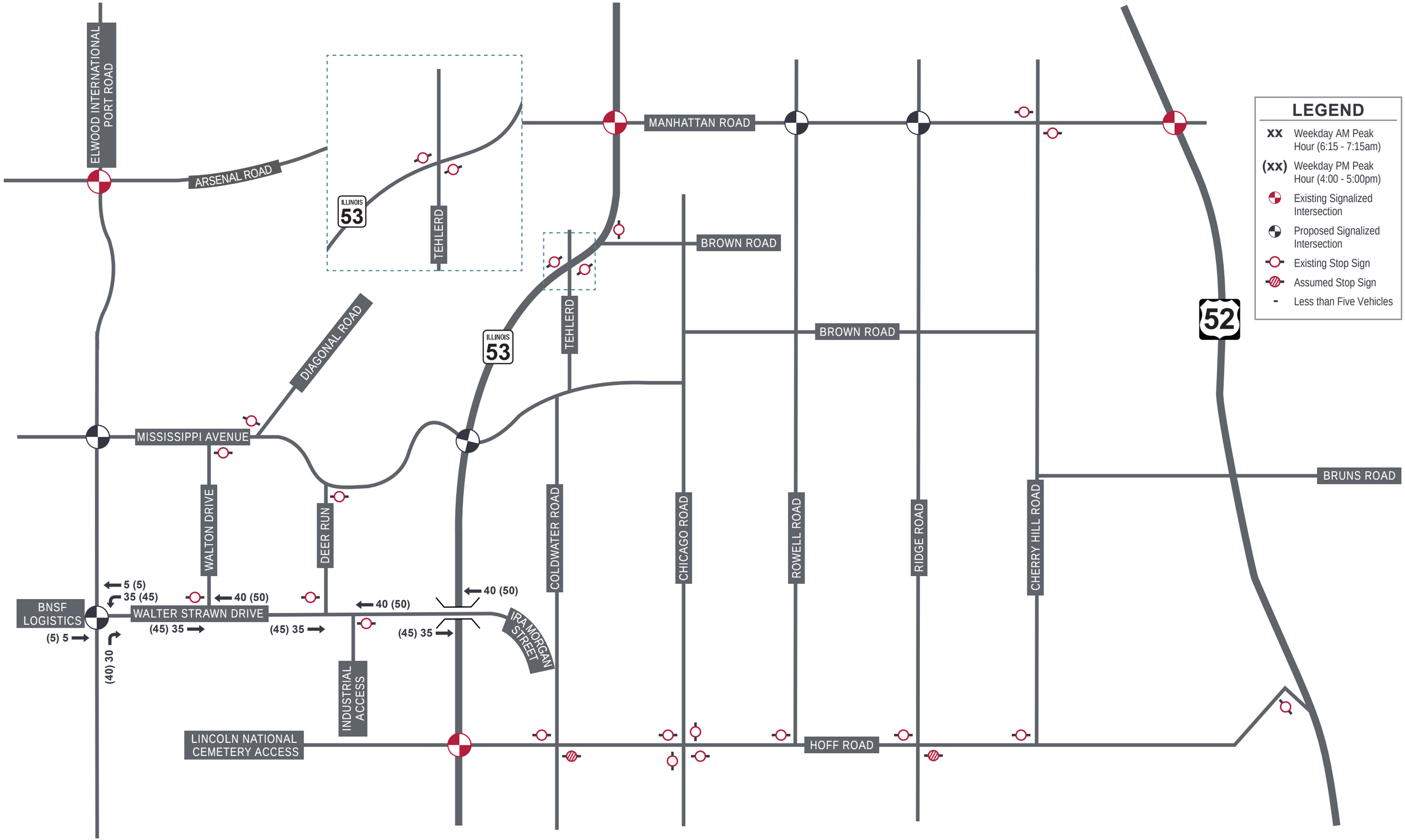


EXHIBIT 5

SITE TRIP ASSIGNMENT (SHARED INTERMODAL) - TRUCKS

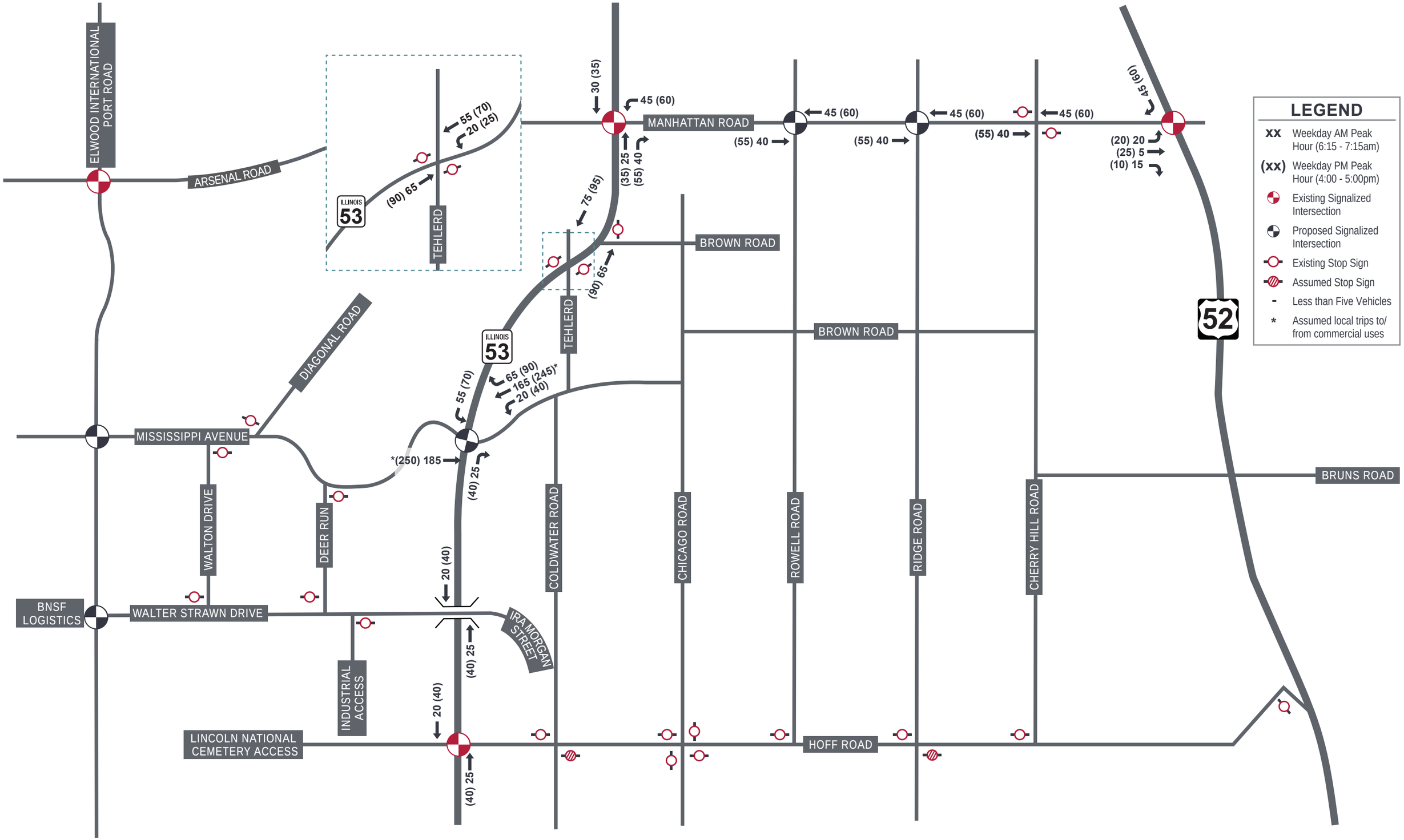


EXHIBIT 6

SITE TRIP ASSIGNMENT (COMMERCIAL USES) - PRIMARY TRIPS (CARS)

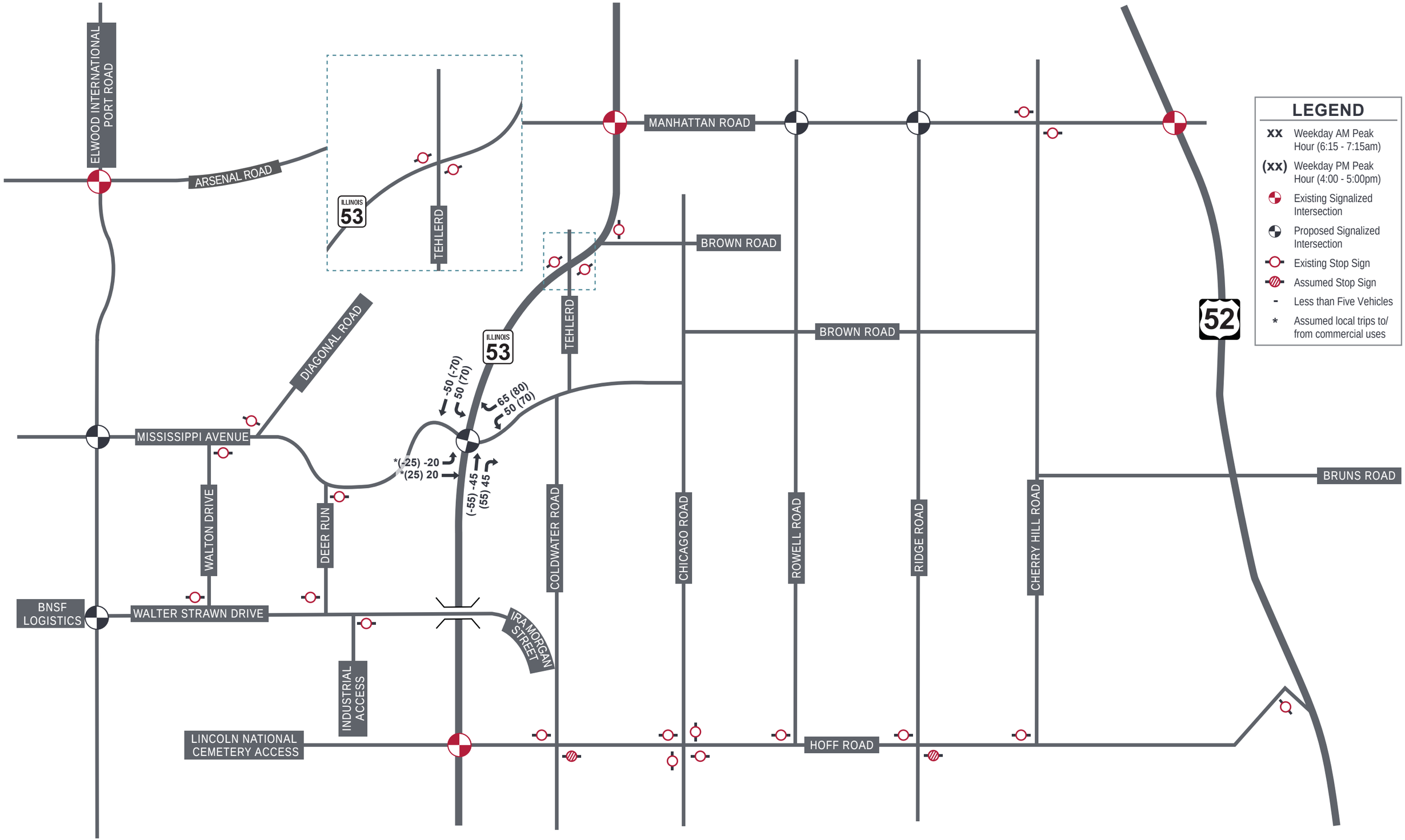


EXHIBIT 7

SITE TRIP ASSIGNMENT (COMMERCIAL USES) - PASS-BY TRIPS (CARS)

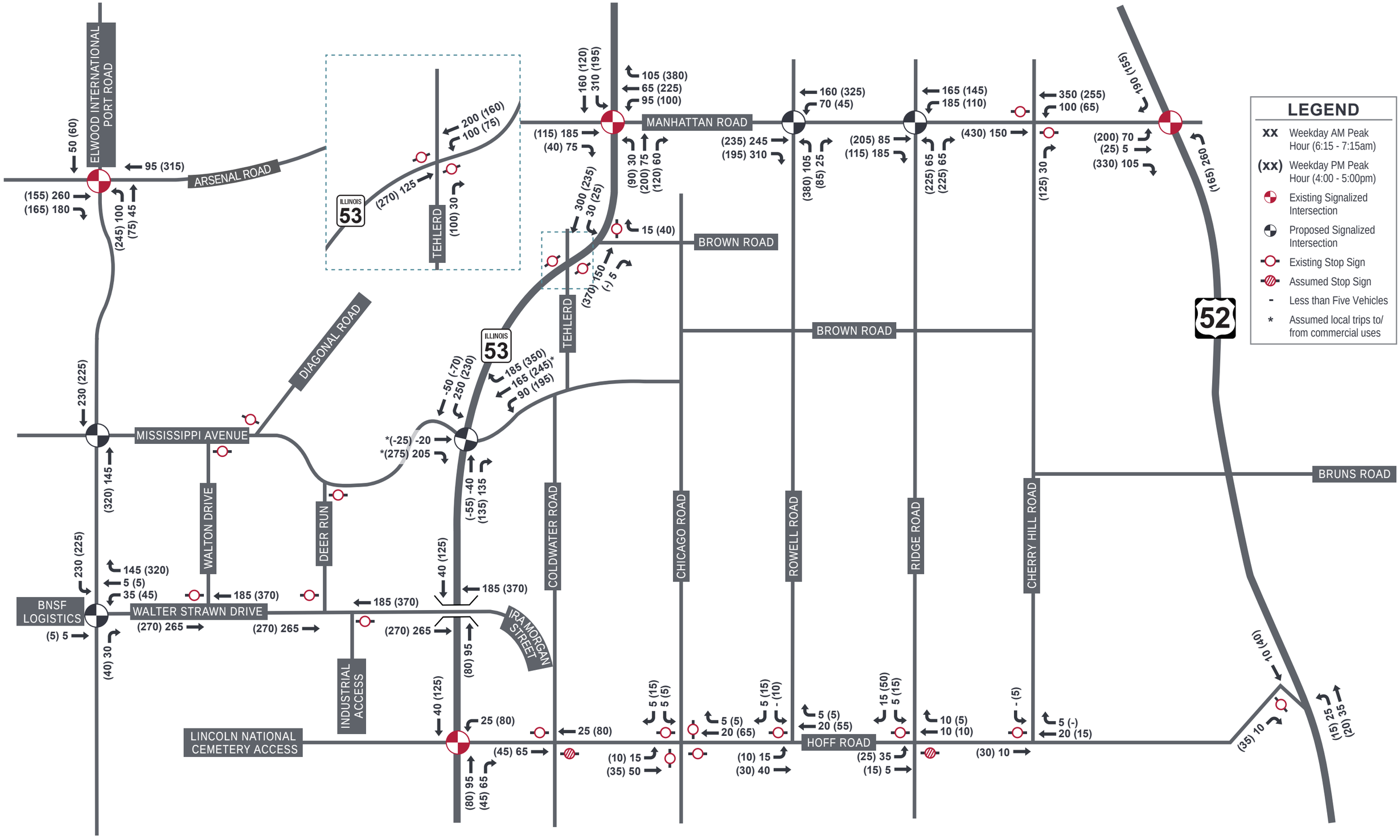


EXHIBIT 8

SITE TRIP ASSIGNMENT - TOTAL

It should be noted that for purposes of this analysis, site-generated traffic traveling to/from the north and northeast via US 52 was assumed to use the intersection of US 52/Manhattan Road; the alternate route via Gougar Road/Manhattan Road was not assumed in order to present a conservative analysis of future conditions at US 52/Manhattan Road.

As previously mentioned, as part of the development a bridge would be constructed along Walter Strawn Drive over the Union Pacific Railway and IL 53. While the bridge would provide access to Compass Business Park, it is anticipated that a portion of existing traffic would be diverted to the bridge to access the CenterPoint Intermodal Center and BNSF Logistics Park Chicago. Based on an analysis of the anticipated travel time benefit associated with the proposed bridge, travel times to/from CenterPoint Intermodal Center are expected to be nearly 20 percent shorter during the morning peak hour. As such, the bridge is expected to be a viable alternate route to Mississippi Avenue. For purposes of this analysis, approximately 25 percent of traffic observed completing a southbound right-turn and eastbound left-turn at IL 53/Mississippi Avenue was assumed to use the bridge to Walter Strawn Drive. Utilization beyond the 25 percent is expected, but was limited to provide a more conservative analysis of operations at IL 53/Mississippi Avenue. A summary of the diverted traffic volumes is depicted in **Exhibit 9**.

3.3. Future Capacity Analyses

It is anticipated the proposed development would be completed in phases. As this development progresses, infrastructure improvements may be necessary in the relatively near term to support site access and the addition of site-generated traffic to the local roadway network. Furthermore, based on a review of anticipated background traffic growth in the study area, additional infrastructure improvements may be necessary to support overall growth in the area. In order to quantify the impact of site-generated traffic, and to identify near-term infrastructure needs to support site access and the addition of site-generated traffic to the local roadway network, a Year 2017 Build scenario was developed. In order to project additional infrastructure improvements that may be necessary to support overall growth in the area, a Year 2040 Build scenario was also developed.

Background Traffic Growth

For the Year 2040 Build scenario, background traffic volumes were estimated using data from the Chicago Metropolitan Agency for Planning (CMAP). Based on the scale of the proposed development and a review of initial Year 2040 traffic projections obtained from CMAP, the future background traffic volumes were adjusted in order to reflect anticipated changes to the future land use designation for the subject site. These adjustments were made in coordination with CMAP and are summarized in the appendix. An official letter from CMAP documenting the projected Year 2040 traffic volume on the study roadways is also included in the appendix. Growth rates derived from Year 2040 traffic volumes obtained from CMAP were applied to existing (Year 2017) traffic volumes (Exhibit 2) at the study intersections. Based on information received from CMAP, annual traffic growth on area roadways is projected to occur at the rates identified in **Table 3.4.**

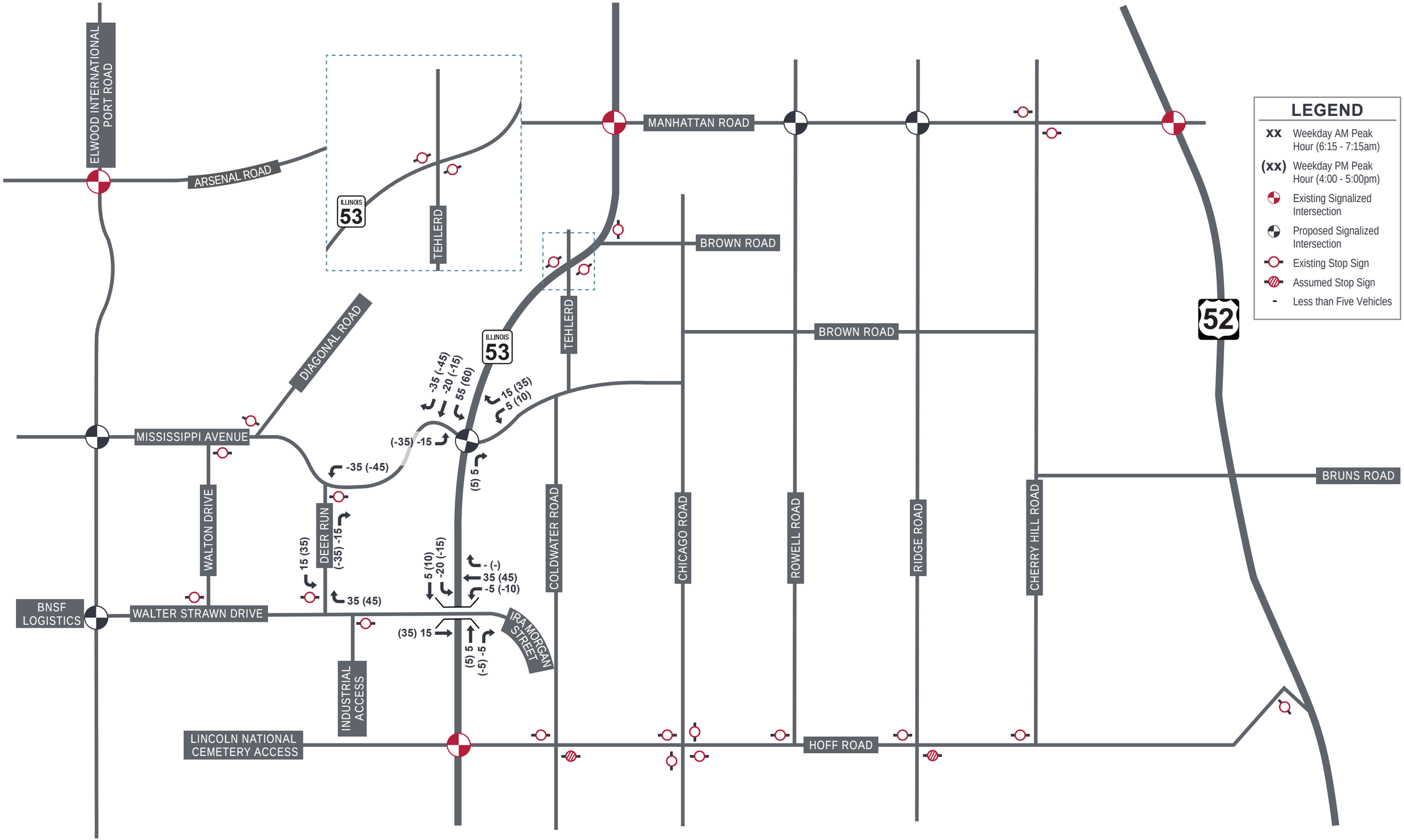


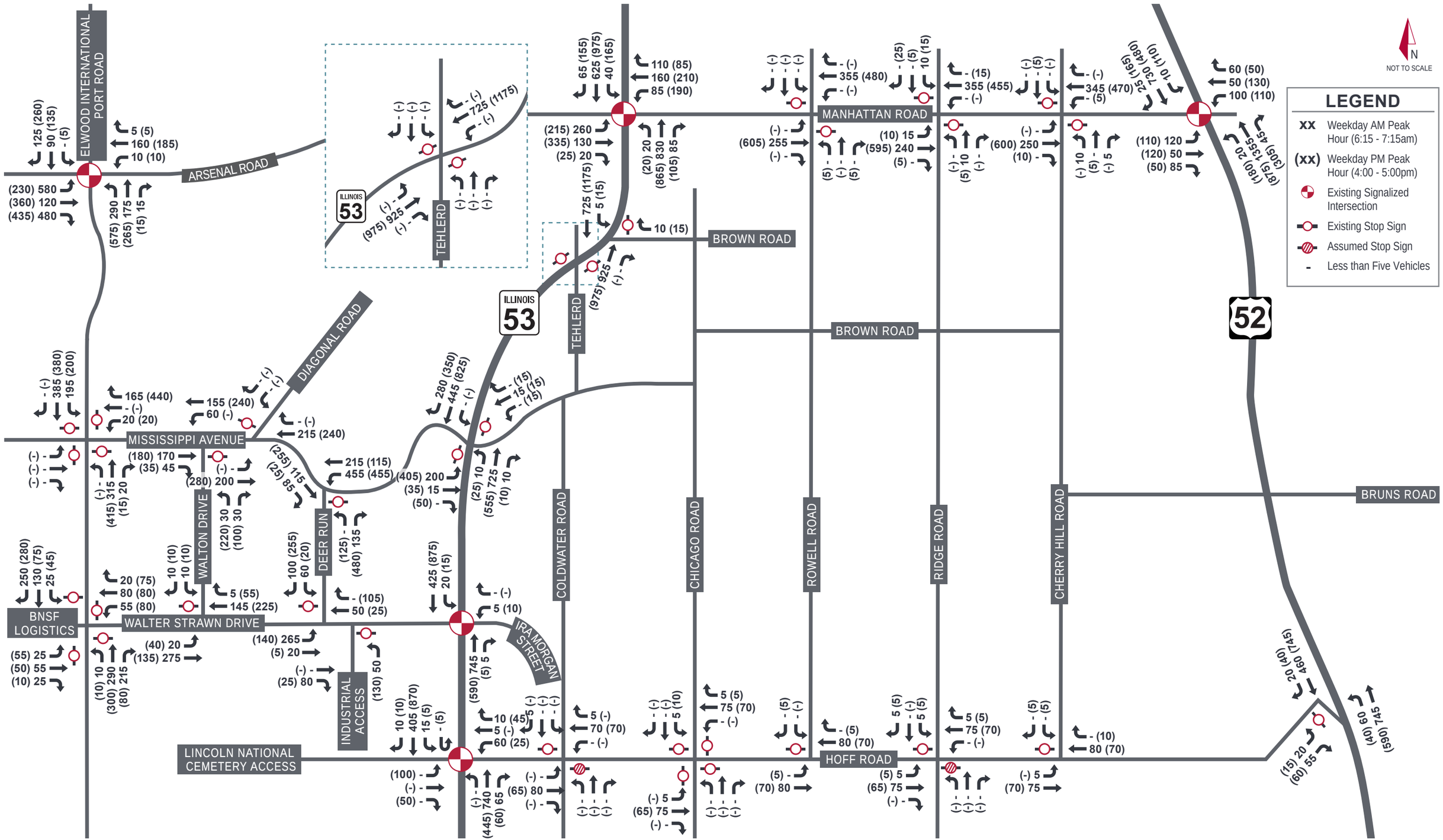
EXHIBIT 9

WALTER STRAWN BRIDGE DIVERTED TRAFFIC

As shown in the table, future growth rates were identified for two Year 2040 scenarios—with Houbolt bridge and without Houbolt bridge. The Houbolt bridge would provide an alternate route for trucks from I-80 over the Des Plaines River and into the CenterPoint Intermodal Center. The planned future bridge is expected to alter traffic patterns in the study area; and therefore, the two future Year 2040 scenarios were evaluated. The future growth rates used for the With Houbolt Bridge scenario were obtained from CMAP. As previously mentioned, the traffic growth projections were adjusted in order to reflect anticipated changes to the future land use designation for the subject site. An official letter from CMAP documenting the Year 2040 With Houbolt Bridge traffic projections is included in the appendix. Background traffic volumes for the Year 2040 Without Houbolt Bridge and Year 2040 With Houbolt Bridge scenarios are depicted in **Exhibit 10** and **Exhibit 11**, respectively.

Table 3.4. Future Growth Rates

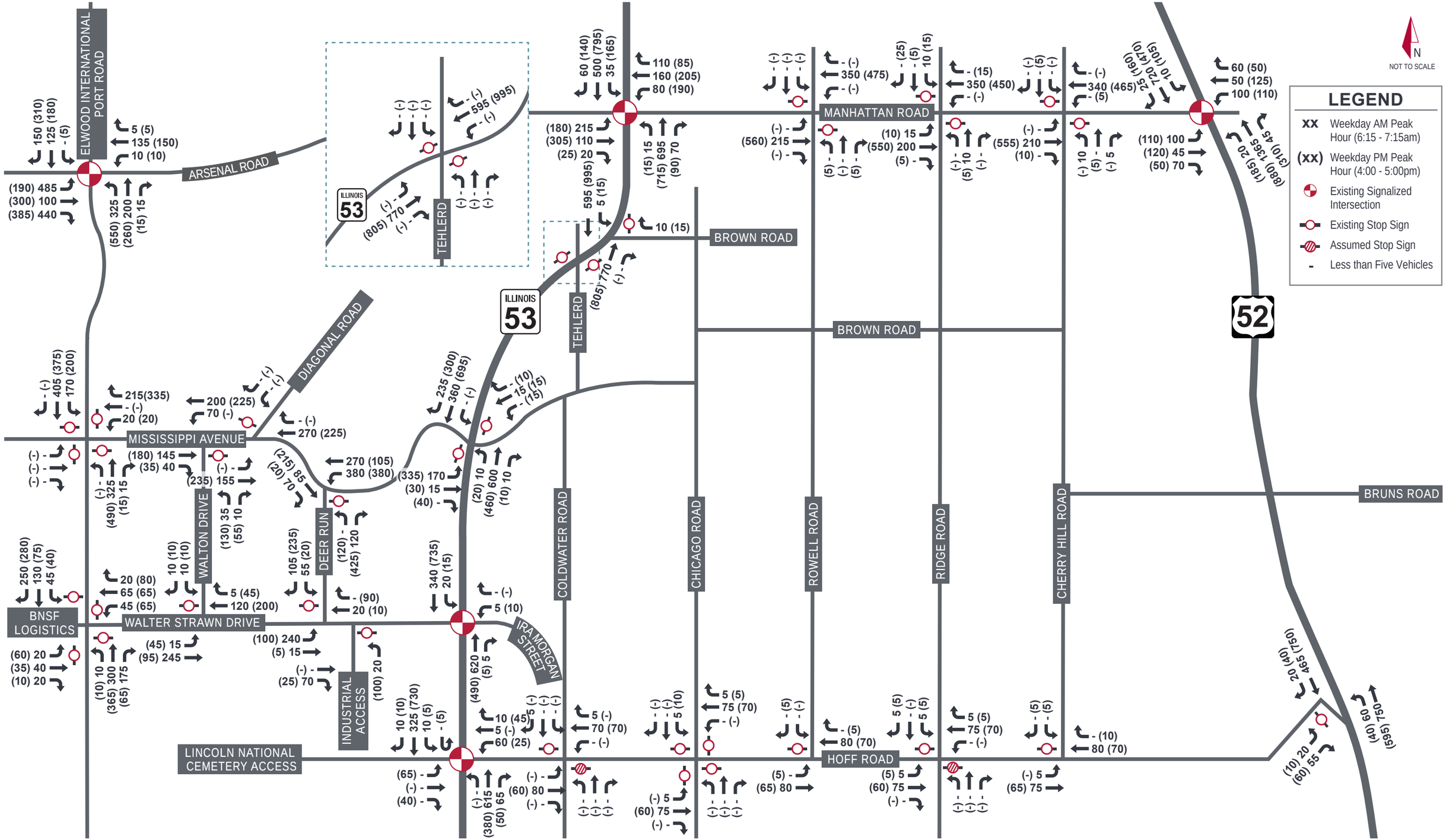
Roadway Segment	Growth Rate	
	Without Houbolt Bridge	With Houbolt Bridge
Arsenal Road west of Stephan Road	2.7%	1.9%
Arsenal Road east of EIP Road	3.4%	2.5%
Manhattan Road east of IL 53	4.0%	4.0%
Mississippi Avenue between EIP Road and Walton Drive	3.6%	2.7%
Mississippi Avenue between Walton Drive and Deer Run	3.9%	3.1%
Mississippi Avenue east of Deer Run	5.4%	4.6%
Mississippi Avenue west of IL 53	4.9%	4.4%
Water Strawn Drive between EIP Road and IL 53	7.5%	6.7%
Hoff Road west of IL 53	7.4%	5.9%
Hoff Road between IL 53 and US 52	6.3%	6.3%
EIP Road north of Arsenal Road	0.6%	1.3%
EIP Road south of Arsenal Road	2.1%	2.1%
Walton Drive between Mississippi Avenue and Walter Strawn Drive	4.0%	3.5%
IL 53 north of Manhattan Road	2.2%	1.7%
IL 53 between Manhattan Road and Hoff Road	3.4%	2.4%
IL 53 south of Hoff Road	3.7%	2.8%
US 52 north of Manhattan Road	3.9%	3.8%
US 52 south of Manhattan Road	6.6%	6.7%



Kimley»Horn

EXHIBIT 10

YEAR 2040 BACKGROUND (WITHOUT HOUBOLT BRIDGE) TRAFFIC PROJECTIONS



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EXHIBIT 11

YEAR 2040 BACKGROUND (WITH HOUBOLT BRIDGE) TRAFFIC PROJECTIONS

Existing Build Levels of Service

Based on the estimated growth rates outlined in the previous table, it is anticipated that infrastructure improvements may be necessary to support overall growth in the area. In order to isolate infrastructure improvements necessary to support site access and the addition of site-generated traffic to the roadway network, an analysis of Year 2017 Build traffic conditions was completed. This analysis considers the addition of site-generated traffic (Exhibit 4) to existing traffic volumes (Exhibit 2); background traffic growth was excluded from this analysis in order to measure the impact of site-generated traffic only. For purposes of this analysis, traffic volumes at full buildout of the proposed development were added to existing traffic volumes. Year 2017 Build traffic volumes are illustrated in **Exhibit 12**.

A summary of key assumptions applied to both the Year 2017 and Year 2040 Build analyses is provided below.

- For purposes of the Year 2017 Build and Year 2040 Build analyses, a speed limit of 30 MPH was assumed for the internal spine roadway network; this speed limit was also applied to the roadways assumed to provide direct access to the development.
- Based on the approved Intersection Design Study (IDS) for the intersection of IL 53/Hoff Road/Abraham Lincoln National Cemetery Access Driveway, the improvements currently under construction were assumed to be in place under the Year 2017 Build condition. The approved improvements include installation of a new traffic signal. With the planned geometric improvements, the intersection would provide a dedicated left-turn lane, two through lanes, and a dedicated right-turn lane on the north leg. The south leg would provide a dedicated left-turn lane, one through lane, and one shared through/right-turn lane. The east leg (Hoff Road) and west leg (Abraham Lincoln National Cemetery) would each provide a dedicated left-turn lane, one through lane, and a channelized right-turn lane. A copy of the approved IDS is provided in the appendix.
- With the proposed bridge along Walter Strawn Drive over the Union Pacific Railway and IL 53 to Compass Business Park, a portion of existing traffic is anticipated to be diverted to the bridge to access the CenterPoint Intermodal Center and BNSF Logistics Park Chicago. As previously mentioned, for purposes of this analysis, approximately 25 percent of traffic observed completing a southbound right-turn and eastbound left-turn at IL 53/Mississippi Avenue was assumed to use the bridge to Walter Strawn Drive (Exhibit 9). Utilization beyond the 25 percent is expected, but was limited to provide a more conservative analysis of operations at IL 53/Mississippi Avenue.

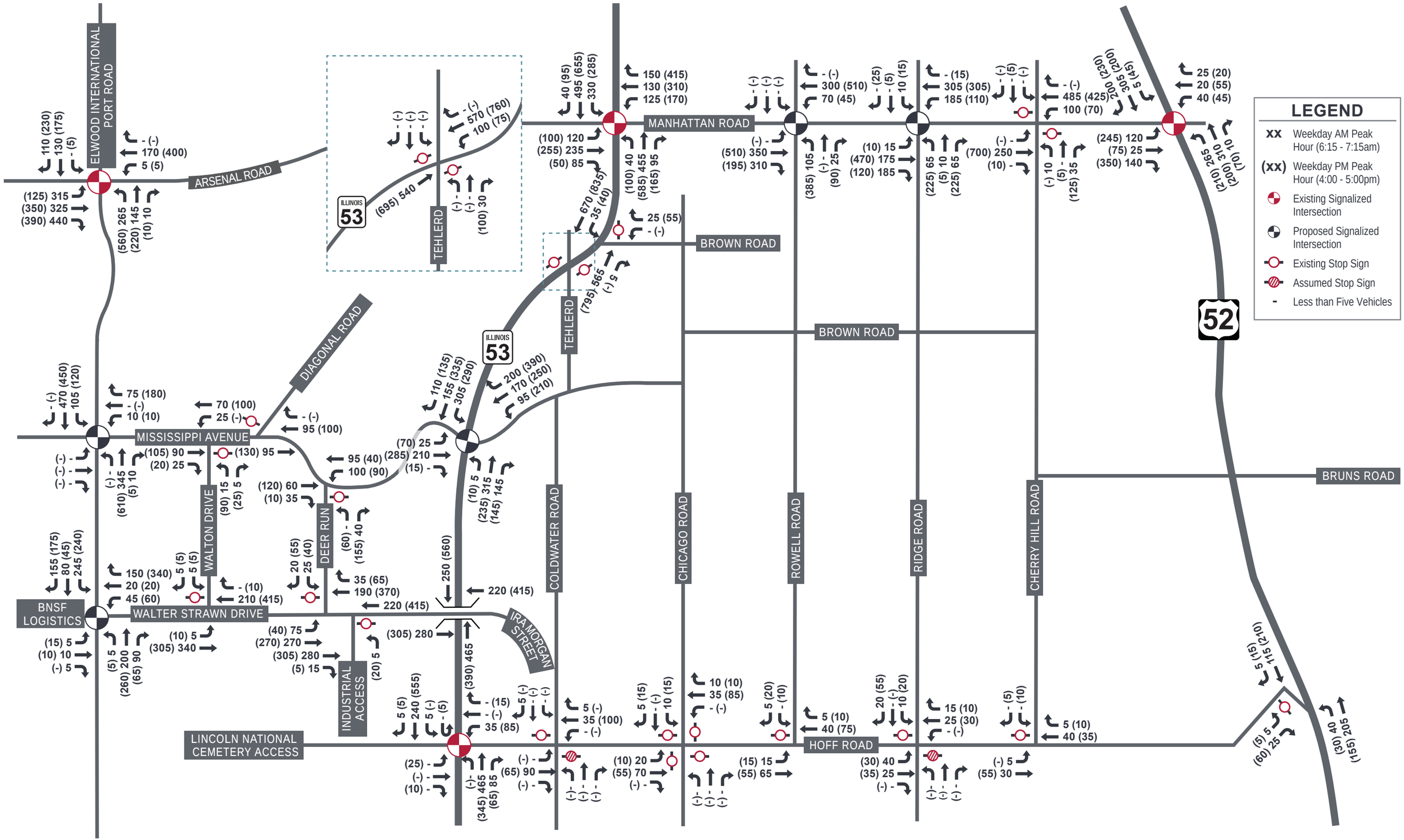


EXHIBIT 12

YEAR 2017 BUILD TRAFFIC PROJECTIONS

Based on the analysis of Year 2017 Build traffic conditions, several improvements were identified to facilitate site access and mitigate traffic attributable to the proposed development. Turn lane warrants were evaluated at the study intersections using volume criteria in the IDOT *BDE Manual.* A summary of the recommended improvements is provided below. The dimensions identified for the recommended turn lanes are based on guidelines provided in the IDOT *BDE Manual.*

- **EIP Road / Arsenal Road**
  - Construct an additional southbound through lane to provide adequate intersection capacity. The south leg of the intersection currently provides two receiving lanes; therefore, additional widening on the south leg is not required. However, the existing free-flow right-turn lane on the west leg should be modified to reflect a channelized right-turn lane controlled by the signal.
  - Modify the traffic signal to provide a right-turn overlap on the west and north legs.
- **EIP Road / Mississippi Avenue**
  - Install a new traffic signal to minimize vehicle delay and queues.
- **EIP Road / Walter Strawn Drive**
  - Install a new traffic signal to minimize vehicle delay and queues. Allow a right-turn overlap on the east leg.
  - Construct dedicated right-turn lanes on the north, south, and east legs. Per IDOT BDE standards, the following storage lane and taper lengths should be provided:
    - North Leg: 145-foot storage with a 175-foot taper
    - South Leg: 145-foot storage with a 175-foot taper
    - East Leg: 215-foot storage with a 220-foot taper
- **IL 53 / Manhattan Road**
  - Modify the existing landscape median to provide dual left-turn lanes on the north leg. The estimated left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Construct a dedicated right-turn lane on the south leg. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Install a dedicated left-turn lane on the west leg. The turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Construct dual right-turn lanes on the east leg. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes. The turn lanes should provide 265 feet of storage with a 265-foot taper.
  - Modify the existing traffic signal to provide protected/permitted left-turn movements on north and south legs. Right-turn overlap should be provided on the east leg of the intersection.
- **IL 53 / Tehle Road**
  - Construct a southbound left-turn lane with a 265-foot storage lane and a 265-foot taper.
- **IL 53 / Mississippi Avenue**
  - Install a new traffic signal per MUTCD Warrant 1, Condition A (see *Section 3.4 Signal Warrant Analyses)*.

  - Restripe the north leg to provide dual left-turn lanes. The estimated left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Provide a right-turn lane on the south leg with a 265-foot storage lane and a 265-foot taper.
  - Construct dual right-turn lanes on the east leg of the intersection. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes. The turn lanes should provide 145-foot storage lanes with a 175-foot taper.
- **Rowell Road / Manhattan Road**
  - Install a traffic signal per MUTCD Warrant 1, Conditions A, B (see *Section 3.4 Signal Warrant Analyses)*.
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the west leg to facilitate inbound site access. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Construct dual northbound left-turn lanes to facilitate outbound site access. The estimated northbound left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Install a left-turn lane on the north leg of the intersection to facilitate protected left-turn movements for outbound traffic from the residential neighborhood to the north. Per the IDOT *BDE Manual,* based an assumed design speed of 60 MPH, the storage lane should be 265 feet with a 265-foot taper.
- **Ridge Road / Manhattan Road**
  - Install a traffic signal per MUTCD Warrant 1, Conditions A, B (see *Section 3.4 Signal Warrant Analyses)*.
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the west leg to facilitate inbound site access. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Construct dedicated left-turn lanes on the north and south legs. The turn lanes should provide a 215-foot storage lane with a 220-foot taper.
- **Cherry Hill Road / Manhattan Road**
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the south leg to facilitate outbound site access.
- **US 52 / Manhattan Road**
  - Construct a dedicated right-turn lane on the north leg. The right-turn lane should provide a 145-foot storage lane with a 175-foot taper.
  - On the west leg, construct a dedicated left-turn lane and a dedicated right-turn lane. The turn lanes should provide a 145-foot storage lanes with a 175-foot taper.

Given the recommended traffic signal at IL 53/Mississippi Avenue and the projected volume of traffic anticipated on IL 53, signal timings across the IL 53 corridor were assumed to operate on a coordinated system in Synchro for use in capacity analysis of future conditions.

With these improvements in place, Year 2017 Build traffic operation is projected as shown in **Table 3.5**. The results are based on Synchro's HCM 2010 reports.

Table 3.5. Year 2017 Build Levels of Service

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
EIP Road / Arsenal Road ★				
Eastbound	24	C	25	C
Westbound	30	C[2]	34	D[2]
Northbound	34	C	33	C
Southbound	29	C[2]	38	D[2]
Intersection	*27*	*C*	*31*	*C*
EIP Road / Mississippi Avenue ★				
Eastbound	20-	B	23	C
Westbound	29	C	38	D
Northbound	10+	B[3]	18	B[2]
Southbound	12	B	16	B
Intersection	*13*	*B*	*20-*	*B*
EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway ★				
Eastbound	18	B	36	D
Westbound	17	B	44	D
Northbound	17	B	37	D[2]
Southbound	9	A	27	C
Intersection	*13*	*B*	*36*	*D*
Walton Drive / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	11	B	11	B
Walton Drive / Walter Strawn Drive △				
Eastbound (Left)	9	A	10-	A
Southbound	13	B	16	C
Diagonal Road / Mississippi Avenue △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A
Deer Run / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	9	A	11	B
Deer Run / Walter Strawn Drive △				
Eastbound (Left)	8	A	8	A
Southbound	12	B	14	B

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Right-turn movement operates at LOS E.
[2]Left-turn movement operates at LOS F.
[3]Left-turn movement operates at LOS E.
[4]Right-turn movement operates at LOS F.

Table 3.5. Year 2017 Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Industrial Access Driveway / Walter Strawn Drive △				
Westbound (Left)	8	A	8	A
Northbound	13	B	15+	C
IL 53 / Manhattan Road ★				
Eastbound	37	D	39	D
Westbound	24	C	27	C
Northbound	26	C[2]	28	C
Southbound	28	C	31	C
Intersection	*29*	*C*	*30*	*C*
IL 53 / Brown Road △				
Westbound	11	B	12	B
Southbound (Left)	9	A	10-	A
IL 53 / Tehle Road △				
Eastbound	25	C	36	E
Westbound	12	B	13	B
Northbound (Left)	9	A	9	A
Southbound (Left)	9	A	10-	A
IL 53 / Mississippi Avenue ★				
Eastbound	38	D	35-	C
Westbound	27	C	22	C
Northbound	18	B[2]	25	C[2]
Southbound	27	C	28	C
Intersection	*26*	*C*	*26*	*C*
IL 53 / Hoff Road / Lincoln National Cemetery Access ★				
Eastbound	68	E[1]	54	D
Westbound	57	E[2]	68	E[2]
Northbound	5	A[3]	8	A[3]
Southbound	8	A[3]	8	A[3]
Intersection	*9*	*A*	*15*	*B*
Coldwater Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Westbound (Left)	7	A	7	A
Northbound	9	A	9	A
Southbound	9	A	10-	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1] Left- and right-turn movements operate at LOS E.
[2] Left-turn movement operates at LOS E.
[3] Left-turn movement operates at LOS F.
[4] Right-turn movement operates at LOS E.

Table 3.5. Year 2017 Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Chicago Road / Hoff Road ▲				
Eastbound	8	A	8	A
Westbound	7	A	8	A
Northbound	7	A	7	A
Southbound	7	A	7	A
Intersection	7	A	8	A
Rowell Road / Manhattan Road ★				
Eastbound	7	A	12	B
Westbound	7	A	14	B
Northbound	27	C	30	C
Southbound	42	D[1]	60	E[2]
Intersection	*10-*	*A*	*18*	*B*
Rowell Road / Hoff Road △				
Eastbound (Left)	7	A	8	A
Southbound	9	A	9	A
Ridge Road / Manhattan Road ★				
Eastbound	7	A	12	B
Westbound	8	A	13	B
Northbound	20+	C	24	C
Southbound	20+	C	28	C
Intersection	*9*	*A*	*16*	*B*
Ridge Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A
Cherry Hill Road / Manhattan Road △				
Eastbound (Left)	8	A	8	A
Westbound (Left)	8	A	10-	A
Northbound	13	B	19	C
Southbound	19	C	30	D
Cherry Hill Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1] Left-turn movement operates at LOS E.
[2] Left-turn movement operates at LOS F.

Table 3.5. Year 2017 Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
US 52 / Manhattan Road ★				
Eastbound	20-	B	19	B
Westbound	26	C	26	C
Northbound	11	B	14	B
Southbound	17	B	21	C
Intersection	*16*	*B*	*19*	*B*
US 52 / Hoff Road △				
Eastbound	10-	A	10+	B
Northbound (Left)	8	A	8	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection

As shown, with the recommended improvements traffic operation is expected to be generally satisfactory under Year 2017 Build condition. At the intersection of EIP Road/Arsenal Road the westbound and southbound left-turn movements are projected to operate at LOS F during both peak hours. This projected delay is similar to existing conditions. With the addition of site-generated traffic, the northbound left-turn movement is projected to operate at LOS E during the morning peak hour. The 95th percentile queue for the northbound left-turn movement is projected to be less than eight vehicle lengths (approximately 190 feet), which is expected to be accommodated within the two existing 435-foot left-turn storage lanes.

Traffic operation within the remainder of the study area is expected to be generally satisfactory. Some minor-leg approaches are projected to operate with high delay, such as Tehle Road at IL 53, but this result is not uncommon for stop-controlled minor streets at intersections with heavily-traveled arterial roadways. Projected 95th percentile queue lengths on minor-leg stop-controlled approaches are all less than two vehicle lengths (approximately 50 feet).

With the recommended improvements, future traffic operation at the study intersections appears to be adequately managed under the Year 2017 Build scenario.

Future Build Levels of Service

As previously mentioned, the Houbolt bridge would provide an alternate route for trucks from I-80 over the Des Plaines River and into the CenterPoint Intermodal Center. The planned future bridge is expected to alter traffic patterns in the study area; and therefore, anticipated future traffic conditions for two future Year 2040 scenarios were analyzed. In order to evaluate Year 2040 traffic conditions, site-generated trips (Exhibit 8) were added to the background traffic growth estimated for Year 2040 with and without the proposed bridge (Exhibit 10 and Exhibit 11). For purposes of the analysis, Houbolt bridge was assumed to predominantly facilitate truck access to and from Compass Business Park. Based on a review of the potential travel time benefit associated with the Houbolt bridge as compared to the I-55/Arsenal Road interchange, approximately 30 percent of site-generated truck traffic was redistributed to Houbolt bridge in the Year 2040 Build (With Houbolt Bridge) scenario. The

projected traffic volumes for the Year 2040 Build (Without Houbolt Bridge) and Year 2040 Build (With Houbolt Bridge) traffic volumes are illustrated in **Exhibit 13** and **Exhibit 14,** respectively.

Based on the analysis of Year 2040 Build traffic conditions, the following improvements were identified in addition to those recommended for the Year 2017 Build scenario. These improvements were identified to mitigate the addition of background traffic growth through Year 2040. These improvements would be necessary to manage future traffic volumes regardless of the Houbolt bridge construction. As previously mentioned, turn lane warrants were evaluated at the study intersections using volume criteria in the IDOT *Bureau of Design and Environment (BDE) Manual.* The dimensions identified for the recommended turn lanes are based on guidelines provided in the IDOT *BDE Manual.* A comparison of the recommended improvements for Year 2017 and Year 2040 is provided in **Exhibit 15a** through **Exhibit 15d**.

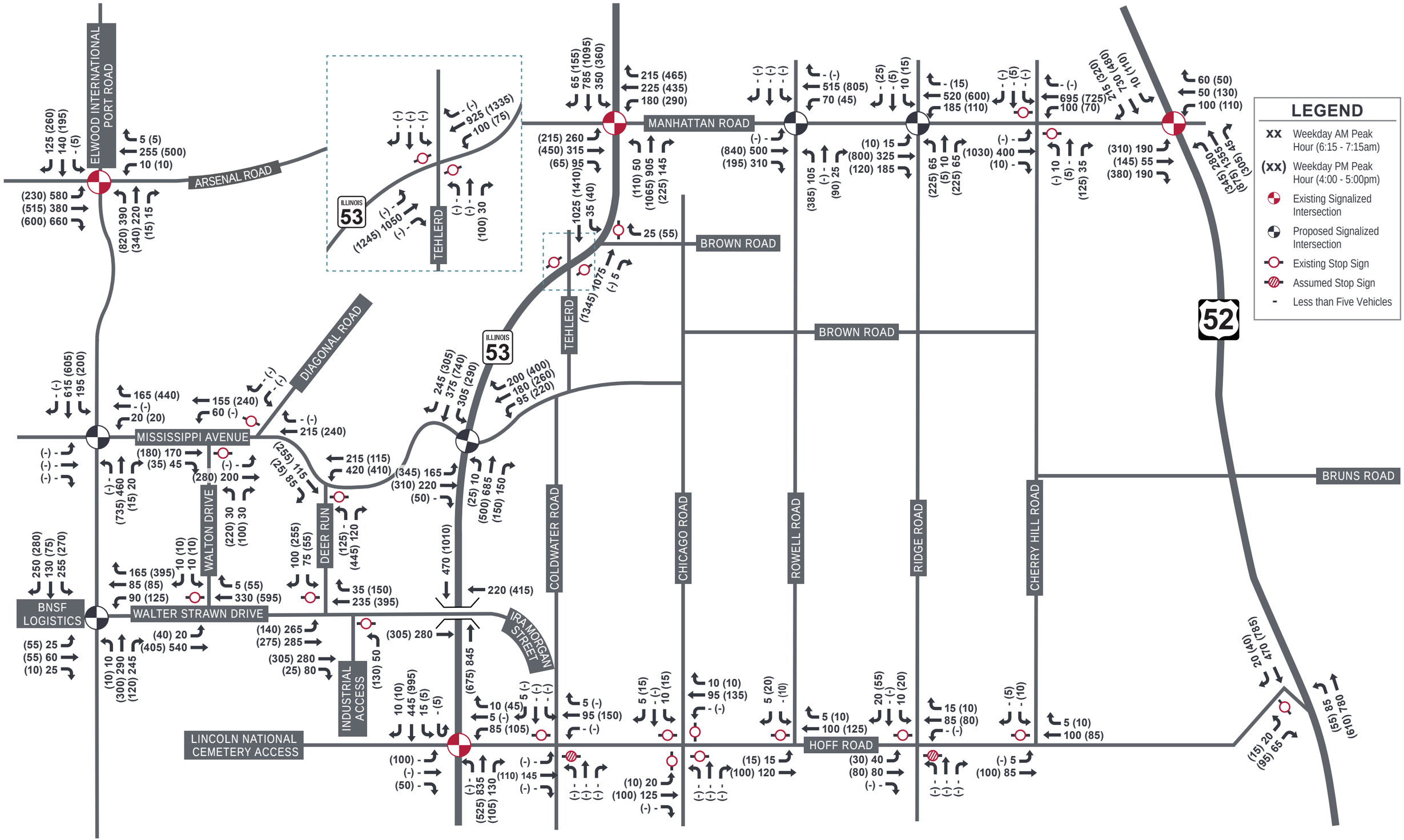


EXHIBIT 13

YEAR 2040 BUILD (WITHOUT HOUBOLT BRIDGE) TRAFFIC PROJECTIONS

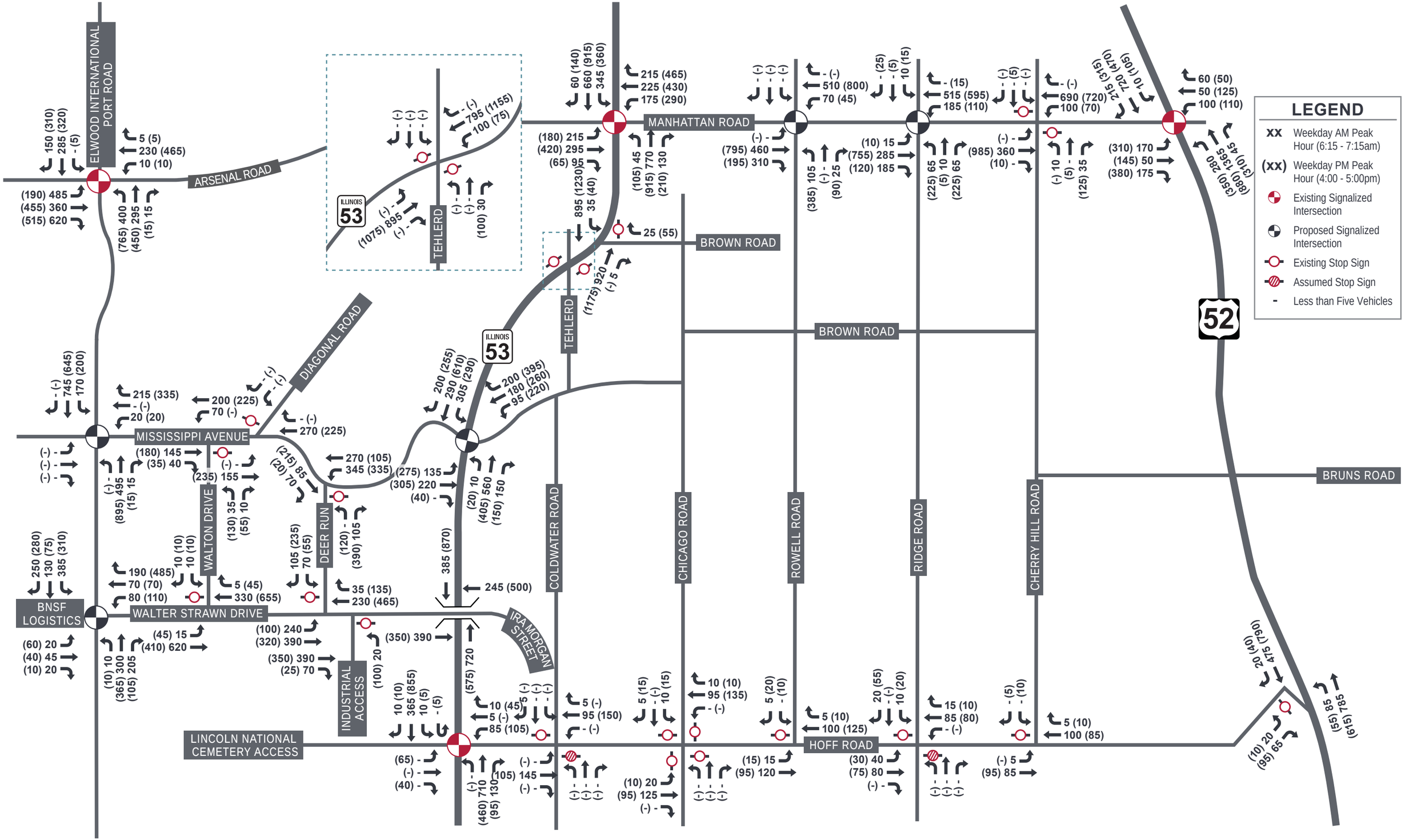
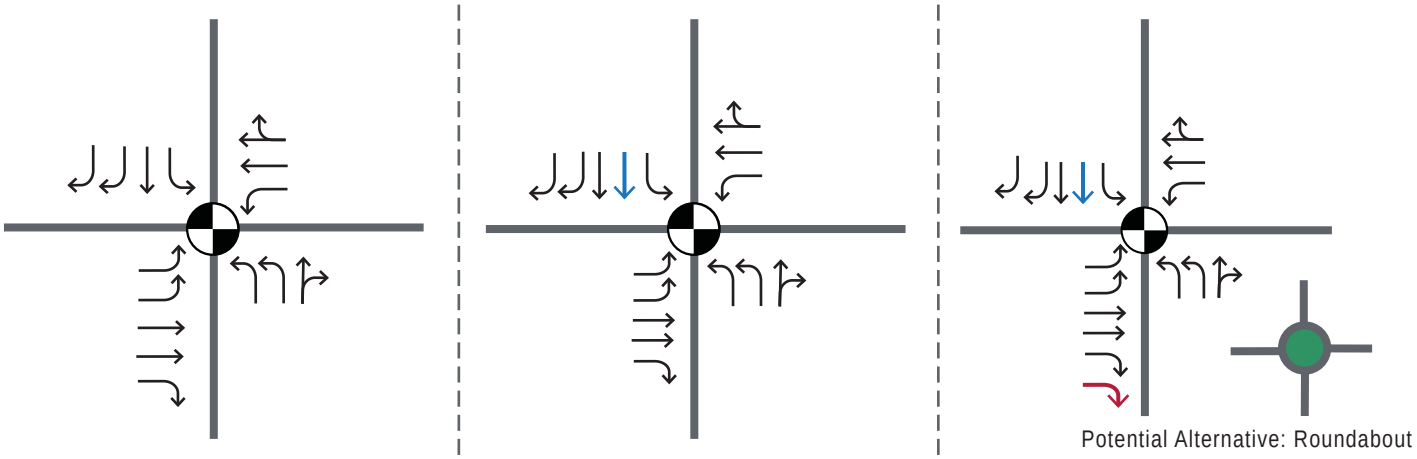


EXHIBIT 14

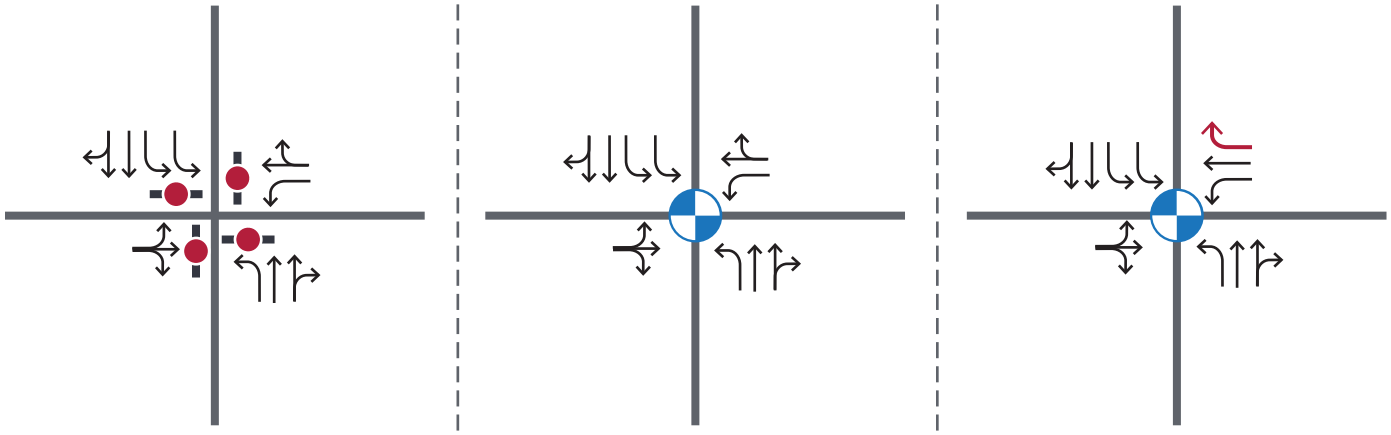
YEAR 2040 BUILD (WITH HOUBOLT BRIDGE) TRAFFIC PROJECTIONS

EXISTING (YEAR 2017)	YEAR 2017 BUILD	YEAR 2040 BUILD

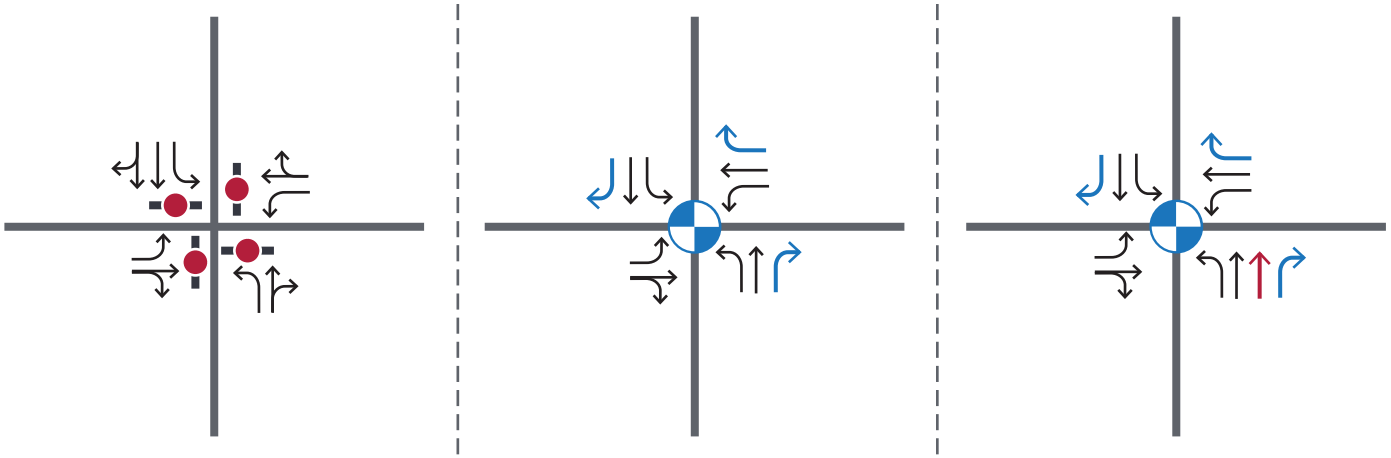
ELWOOD INTERNATIONAL PORT ROAD / ARSENAL ROAD



ELWOOD INTERNATIONAL PORT ROAD / MISSISSIPPI AVENUE



ELWOOD INTERNATIONAL PORT ROAD / WALTER STRAWN DRIVE



LEGEND

- Existing Geometrics
- Existing Signalized Intersection
- Future Signalized Intersection
- Existing Build Geometrics
- Existing Stop Sign
- Future Stop Sign
- Future Build Geometrics

N

NOT TO SCALE

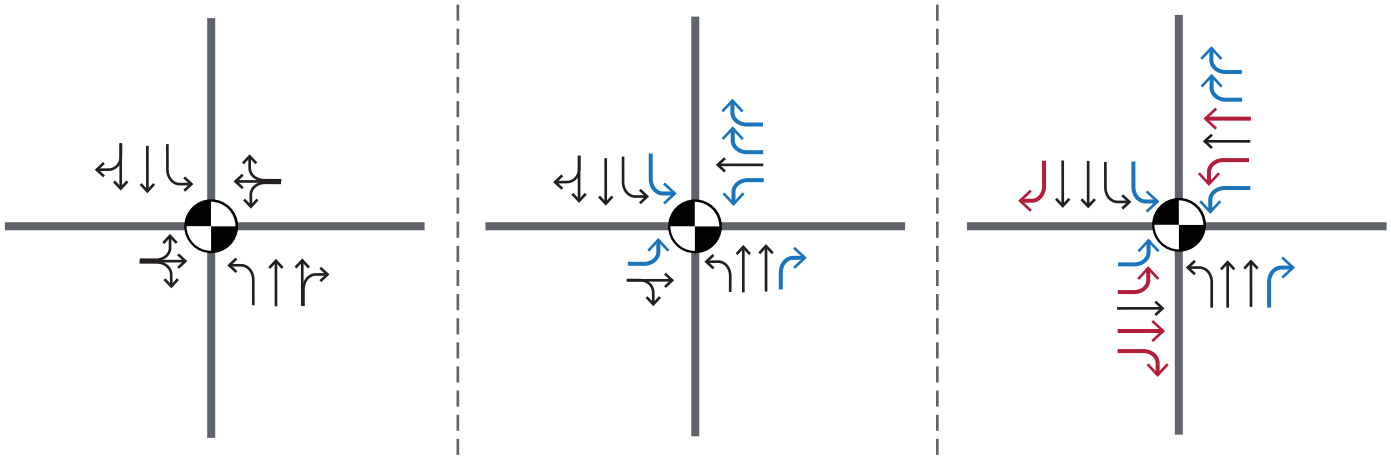
Kimley»Horn

EXHIBIT 15A

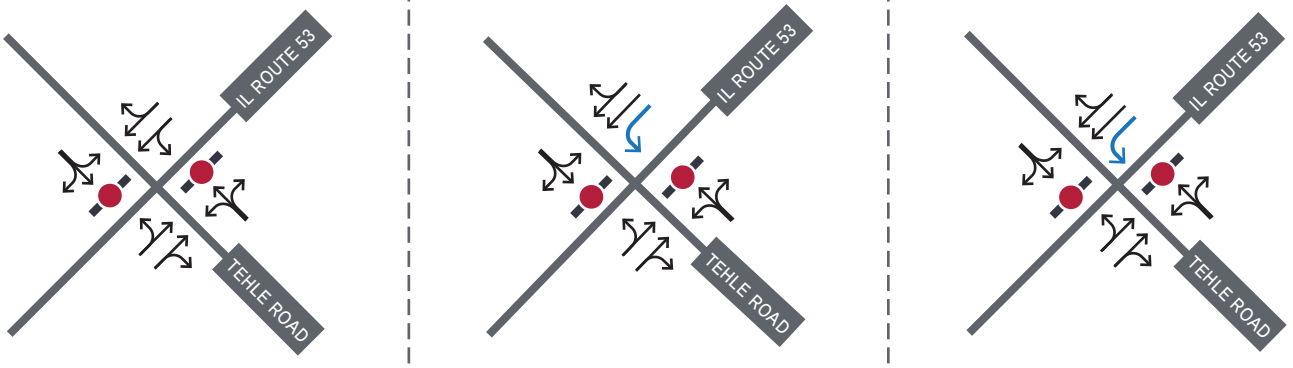
PRELIMINARY INTERSECTION IMPROVEMENTS

EXISTING (YEAR 2017)	YEAR 2017 BUILD	YEAR 2040 BUILD

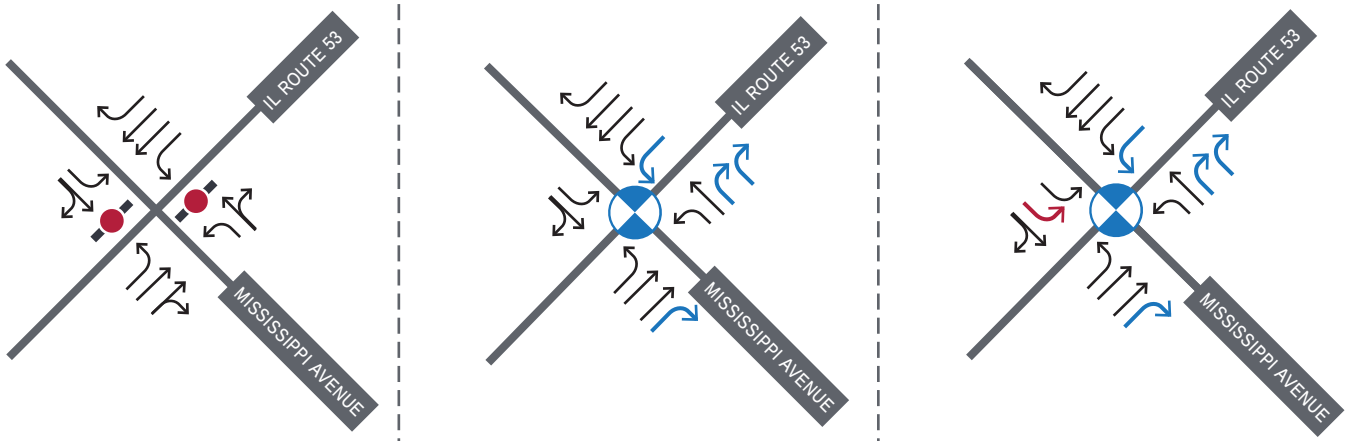
IL ROUTE 53 / MANHATTAN ROAD



IL 53 / TEHLE ROAD



IL 53 / MISSISSIPPI AVENUE



LEGEND

- Existing Geometrics
- Existing Signalized Intersection
- Future Signalized Intersection
- Existing Build Geometrics
- Existing Stop Sign
- Future Stop Sign
- Future Build Geometrics

N

NOT TO SCALE

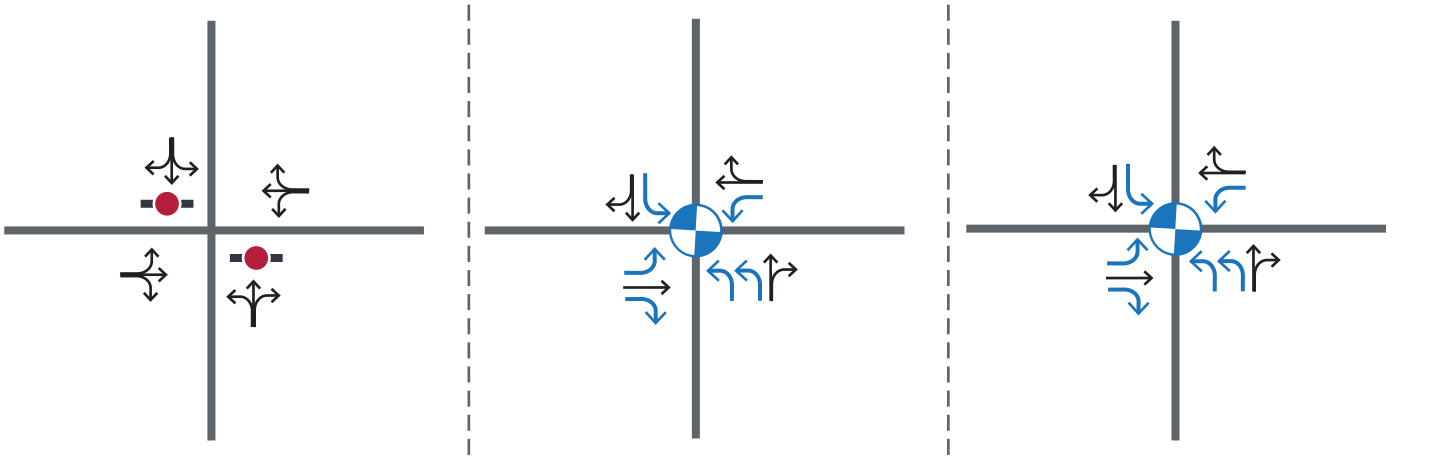
Kimley»Horn

EXHIBIT 15B

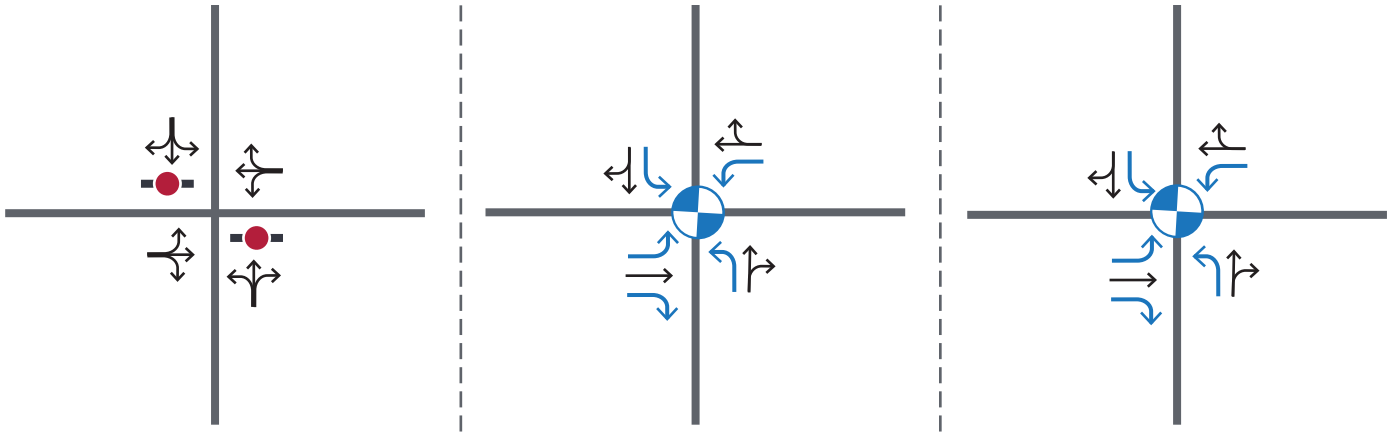
PRELIMINARY INTERSECTION IMPROVEMENTS

EXISTING (YEAR 2017)	YEAR 2017 BUILD	YEAR 2040 BUILD

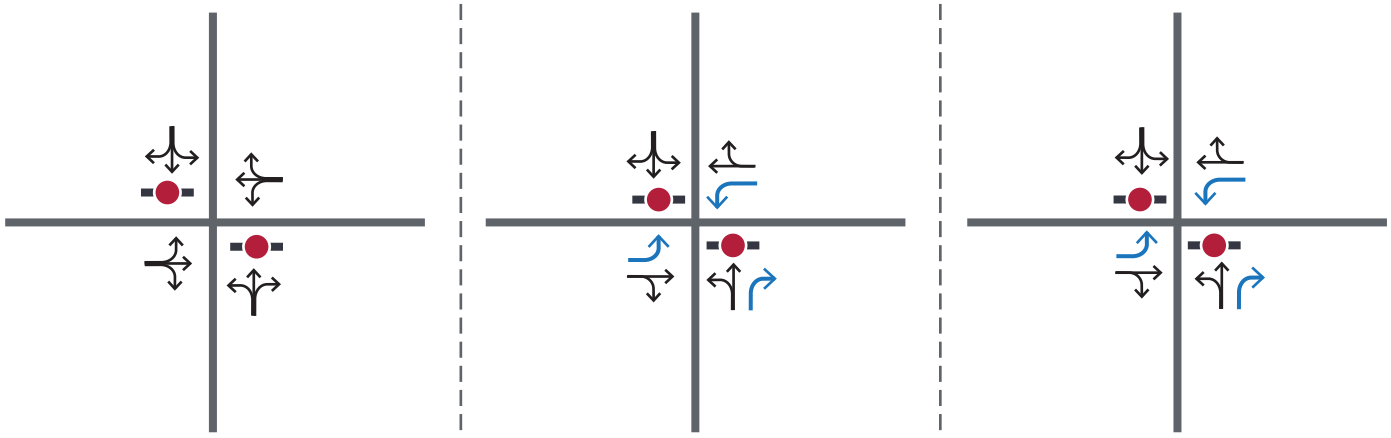
ROWELL ROAD / MANHATTAN ROAD



RIDGE ROAD / MANHATTAN ROAD



CHERRY HILL ROAD / MANHATTAN ROAD



LEGEND

- Existing Geometrics
- Existing Signalized Intersection
- Future Signalized Intersection
- Existing Build Geometrics
- Existing Stop Sign
- Future Stop Sign
- Future Build Geometrics

N

NOT TO SCALE

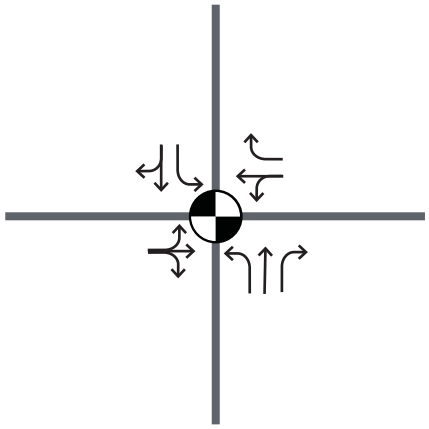
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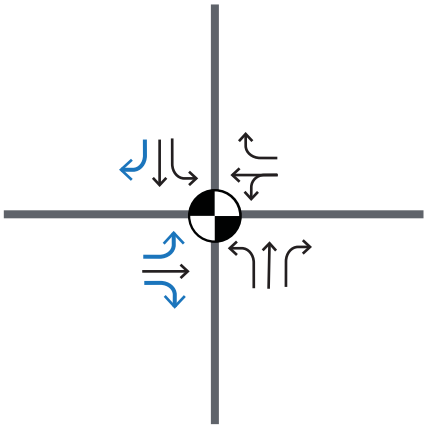
EXHIBIT 15C

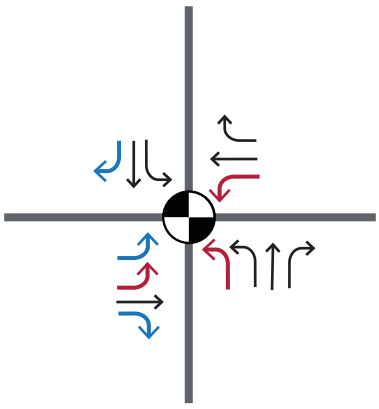
PRELIMINARY INTERSECTION IMPROVEMENTS

EXISTING (YEAR 2017)	YEAR 2017 BUILD	YEAR 2040 BUILD

US ROUTE 52 / MANHATTAN ROAD







Potential Alternative:
Realignment at Gougar Road

LEGEND

- Existing Geometrics
- Existing Signalized Intersection
- Future Signalized Intersection
- Existing Build Geometrics
- Existing Stop Sign
- Future Stop Sign
- Future Build Geometrics

N

NOT TO SCALE

Kimley»Horn

EXHIBIT 15D

PRELIMINARY INTERSECTION IMPROVEMENTS

- **EIP Road / Arsenal Road**
  - Construct an additional right-turn lane on the west leg of the intersection. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Based on the anticipated background traffic growth and the high volume of truck traffic at this intersection, alternate improvements such as a multi-lane roundabout may need to be considered.
- **EIP Road / Mississippi Avenue**
  - Construct a dedicated right-turn lane on the east leg of the intersection. Based on the IDOT *BDE Manual*, the recommended storage length is 215 feet with a 220-foot taper; however, additional storage may be necessary based on the projected Year 2040 traffic volume and potential queueing. It should be noted that the proposed development is not expected to contribute traffic to this movement; the projected increase in delay is attributable to background traffic growth.
- **EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway**
  - Construct a second northbound through lane from south of Walter Strawn Drive/BNSF Logistics Park Chicago Access Driveway to Mississippi Avenue.
- **IL 53 / Manhattan Road**
  - Provide dual left-turn lanes on the east and west legs of the intersection. The estimated background traffic growth and site-generated traffic meet the IDOT *BDE Manual* criteria for dual left-turn lanes on both legs. On the east leg, the turn lanes should provide 265 feet of storage with a 265-foot taper. On the west leg, the right-turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Install dedicated right-turn lanes on the north and west legs. On the north leg, the right-turn lane should provide a 265-foot storage lane with a 265-foot taper. On the west leg, the right-turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Construct additional eastbound and westbound through lanes (total two through lanes per direction).
  - Modify the existing traffic signal to provide right-turn overlap on all four legs of the intersection.
- **IL 53 / Mississippi Avenue**
  - Construct dual left-turn lanes on the west leg of the intersection. Based on the growth rates supplied by CMAP, the estimated volume of left-turn vehicles meets the IDOT *BDE Manual* criteria for dual left-turn lanes. The turn lanes should provide 115 feet of storage with a 135-foot taper.
- **US 52 / Manhattan Road**
  - On the west leg, construct dual left-turn lanes and a dedicated right-turn lane. The turn lanes should provide 145-foot storage lanes with a 175-foot taper.
  - On the east leg, construct a dedicated left-turn lane. The turn lane should provide a 115-foot storage lane with a 135-foot taper.
  - Based on the projected growth in background traffic, dual left-turn lanes should be provided on the south leg of the intersection. Per the IDOT *BDE Manual* criteria, the turn lanes should provide 265 feet of storage with a 265-foot taper.
  - The improvements recommended to mitigate background traffic growth and the addition of site-generated traffic would be challenging without property acquisition;

therefore, alternate options may need to be considered. Alternate recommendations may include realignment of Manhattan Road at Gougar Road or an alternate site access configuration for Compass Business Park.

With these improvements in place, Year 2040 Build (Without Houbolt Bridge) and Year 2040 Build (With Houbolt Bridge) traffic operation is projected as shown in **Table 3.6** and **Table 3.7**, respectively.

Table 3.6. Year 2040 (Without Houbolt Bridge) Build Levels of Service

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
EIP Road / Arsenal Road ★				
Eastbound	35+	D	55-	D[2]
Westbound	65	E[1]	90	F[3]
Northbound	39	D	39	D
Southbound	25	C[2]	48	D[4]
Intersection	*39*	*D*	*54*	*D*
EIP Road / Mississippi Avenue ★				
Eastbound	25	C	24	C
Westbound	26	C	113	F[5]
Northbound	15	B[2]	32	C[2]
Southbound	16	B	21	C
Intersection	*17*	*B*	*46*	*D*
EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway ★				
Eastbound	18	B	18	B
Westbound	16	B	19	B
Northbound	16	B	24	C
Southbound	10+	B	16	B
Intersection	*14*	*B*	*19*	*B*
Walton Drive / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	12	B	15+	C
Walton Drive / Walter Strawn Drive △				
Eastbound (Left)	10-	A	12	B
Southbound	19	C	26	D
Diagonal Road / Mississippi Avenue △				
Eastbound (Left)	8	A	8	A
Southbound	10+	B	11	B

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection

[1]Thru and right-turn movements operate at LOS E and left-turn movement operates at LOS F.
[2]Left-turn movement operates at LOS F.
[3]Left-turn, thru and right-turn movements operate at LOS F.
[4]Left-turn movement operates at LOS F and thru movement operates at LOS E.
[5]Right-turn movement operates at LOS F.

Table 3.6. Year 2040 (Without Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Deer Run / Mississippi Avenue △				
Westbound (Left)	9	A	9	A
Northbound	10+	B	>120	F
Deer Run / Walter Strawn Drive △				
Eastbound (Left)	9	A	9	A
Southbound	29	D	19	C
Industrial Access Driveway / Walter Strawn Drive △				
Westbound (Left)	8	A	8	A
Northbound	15+	C	21	C
IL 53 / Manhattan Road *				
Eastbound	46	D	51	D
Westbound	41	D	38	D
Northbound	21	C[1]	31	C[1]
Southbound	22	C	29	C
Intersection	*30*	*C*	*35-*	*C*
IL 53 / Brown Road △				
Westbound	15+	C	19	C
Southbound (Left)	11	B	13	B
IL 53 / Tehle Road △				
Eastbound	76	F	>120	F
Westbound	20	C	26	D
Northbound (Left)	10+	B	13	B
Southbound (Left)	12	B	13	B
IL 53 / Mississippi Avenue *				
Eastbound	44	D	45	D
Westbound	35-	C	67	E[3]
Northbound	19	B[3]	28	C[3]
Southbound	22	C	27	C
Intersection	*27*	*C*	*41*	*D*
IL 53 / Hoff Road / Lincoln National Cemetery Access *				
Eastbound	68	E[2]	75	E[4]
Westbound	75	E[1]	83	F[4]
Northbound	8	A[3]	10-	A[3]
Southbound	9	A[3]	11	B[3]
Intersection	*13*	*B*	*21*	*C*

* – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS E.
[2]Left- and right-turn movements operate at LOS E.
[3]Left-turn movement operates at LOS F.
[4]Left-turn movement operates at LOS F and right-turn movement operates at LOS E.

Table 3.6. Year 2040 (Without Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Coldwater Road / Hoff Road △				
Eastbound (Left)	7	A	8	A
Westbound (Left)	8	A	7	A
Northbound	10+	B	10+	B
Southbound	9	A	10+	B
Chicago Road / Hoff Road ▲				
Eastbound	8	A	8	A
Westbound	8	A	8	A
Northbound	7	A	7	A
Southbound	8	A	8	A
Intersection	*8*	*A*	*8*	*A*
Rowell Road / Manhattan Road *				
Eastbound	7	A	19	B
Westbound	7	A	22	C
Northbound	33	C	40	D
Southbound	57	E[1]	66	E[1]
Intersection	*9*	*A*	*24*	*C*
Rowell Road / Hoff Road △				
Eastbound (Left)	8	A	8	A
Southbound	9	A	10-	A
Ridge Road / Manhattan Road *				
Eastbound	12	B	25	C
Westbound	8	A	14	B
Northbound	24	C	36	D
Southbound	24	C	37	D
Intersection	*12*	*B*	*24*	*C*
Ridge Road / Hoff Road △				
Eastbound (Left)	8	A	8	A
Southbound	9	A	9	A
Cherry Hill Road / Manhattan Road △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	9	A	11	B
Northbound	18	C	35+	E
Southbound	28	D	100	F
Cherry Hill Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A

* – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS F.

Table 3.6. Year 2040 (Without Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
US 52 / Manhattan Road ★				
Eastbound	90	F[1]	67	E[4]
Westbound	104	F[1]	55-	D[5]
Northbound	50	D[2]	41	D
Southbound	17	B[3]	28	C[3]
Intersection	*49*	*D*	*45*	*D*
US 52 / Hoff Road △				
Eastbound	23	C	28	D
Northbound (Left)	9	A	10+	B

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left- and right-turn movements operate at LOS F and thru movement operates at LOS E.
[2]Left-turn movement operates at LOS E and thru movement operates at LOS F.
[3]Left-turn movement operates at LOS F.
[4]Left-turn and right-turn movements operate at LOS E.
[5]Left-turn movement operates at LOS E.

Table 3.7. Year 2040 (With Houbolt Bridge) Build Levels of Service

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
EIP Road / Arsenal Road ★				
Eastbound	33	C	49	D[2]
Westbound	54	D[1]	87	F[3]
Northbound	36	D	47	D
Southbound	34	C[1]	50	D[4]
Intersection	*37*	*D*	*55-*	*D*
EIP Road / Mississippi Avenue ★				
Eastbound	28	C	33	C
Westbound	52	D	>120	F[5]
Northbound	13	B[1]	22	C[1]
Southbound	16	B	15	B
Intersection	*20+*	*C*	*53*	*D*
EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway ★				
Eastbound	24	C	21	C
Westbound	19	B	46	D[6]
Northbound	25	C	26	C
Southbound	14	B	15	B
Intersection	*19*	*B*	*29*	*C*
Walton Drive / Mississippi Avenue △				
Westbound (Left)	8	A	8	A
Northbound	14	B	13	B
Walton Drive / Walter Strawn Drive △				
Eastbound (Left)	10-	A	12	B
Southbound	20	C	29	D
Diagonal Road / Mississippi Avenue △				
Eastbound (Left)	8	A	8	A
Southbound	11	B	11	B
Deer Run / Mississippi Avenue △				
Westbound (Left)	8	A	9	A
Northbound	10-	A	>120	F
Deer Run / Walter Strawn Drive △				
Eastbound (Left)	9	A	9	A
Southbound	24	C	20	C

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS F.
[2]Left-turn movement operates at LOS E.
[3]Left-turn, thru, and right-turn movements operate at LOS F.
[4]Left-turn movement operates at LOS F and thru movement operates at LOS E.
[5]Right-turn movement operates at LOS F.
[6]Right-turn movement operates at LOS E.

Table 3.7. Year 2040 (With Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Industrial Access Driveway / Walter Strawn Drive △				
Westbound (Left)	8	A	8	A
Northbound	16	C	24	C
IL 53 / Manhattan Road ★				
Eastbound	42	D	45	D
Westbound	38	D	36	D
Northbound	21	C[1]	28	C[1]
Southbound	22	C	28	C
Intersection	*28*	*C*	*32*	*C*
IL 53 / Brown Road △				
Westbound	14	B	16	C
Southbound (Left)	10+	B	12	B
IL 53 / Tehle Road △				
Eastbound	50+	F	114	F
Westbound	16	C	19	C
Northbound (Left)	10-	A	11	B
Southbound (Left)	11	B	12	B
IL 53 / Mississippi Avenue ★				
Eastbound	44	D	47	D
Westbound	34	C	32	C[1]
Northbound	20-	B[2]	28	C[2]
Southbound	24	C	28	C
Intersection	*28*	*C*	*33*	*C*
IL 53 / Hoff Road / Lincoln National Cemetery Access ★				
Eastbound	68	E[3]	56	E[1]
Westbound	66	E[1]	83	F[4]
Northbound	7	A[2]	9	A[2]
Southbound	9	A[2]	10+	B[2]
Intersection	*12*	*B*	*19*	*B*
Coldwater Road / Hoff Road △				
Eastbound (Left)	7	A	8	A
Westbound (Left)	8	A	7	A
Northbound	10+	B	10+	B
Southbound	9	A	10+	B

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS E.
[2]Left-turn movement operates at LOS F.
[3]Left- and right-turn movements operate at LOS E.
[4]Left-turn movement operates at LOS F and right-turn movement operates at LOS E.

Table 3.7. Year 2040 (With Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
Chicago Road / Hoff Road ▲				
Eastbound	8	A	8	A
Westbound	8	A	8	A
Northbound	7	A	7	A
Southbound	8	A	8	A
Intersection	*8*	*A*	*8*	*A*
Rowell Road / Manhattan Road ★				
Eastbound	7	A	17	B
Westbound	8	A	22	C
Northbound	31	C	38	D
Southbound	50	D[1]	66	E[1]
Intersection	*10-*	*A*	*23*	*C*
Rowell Road / Hoff Road △				
Eastbound (Left)	8	A	8	A
Southbound	9	A	10-	A
Ridge Road / Manhattan Road ★				
Eastbound	13	A	25	C
Westbound	9	A	14	B
Northbound	24	C	33	C
Southbound	24	C	36	D
Intersection	*12*	*B*	*23*	*C*
Ridge Road / Hoff Road △				
Eastbound (Left)	8	A	8	A
Southbound	9	A	9	A
Cherry Hill Road / Manhattan Road △				
Eastbound (Left)	9	A	9	A
Westbound (Left)	8	A	11	B
Northbound	17	C	32	D
Southbound	27	D	87	F
Cherry Hill Road / Hoff Road △				
Eastbound (Left)	7	A	7	A
Southbound	9	A	9	A

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection
[1]Left-turn movement operates at LOS F.

Table 3.7. Year 2040 (With Houbolt Bridge) Build Levels of Service (continued)

Intersection	Weekday AM Peak		Weekday PM Peak	
	Delay (s/veh)	LOS	Delay (s/veh)	LOS
US 52 / Manhattan Road ★				
Eastbound	80+	F[1]	62	E[5]
Westbound	104	F[2]	58	E[6]
Northbound	58	E[3]	41	D
Southbound	18	B[4]	27	C[4]
Intersection	*52*	*D*	*44*	*D*
US 52 / Hoff Road △				
Eastbound	23	C	25+	D
Northbound (Left)	9	A	10+	B

★ – Signalized Intersection
△ – Minor-Leg Stop-Controlled Intersection
▲ – All-Way Stop-Controlled Intersection

[1]Left-turn movement operates at LOS F and thru and right-turn movements operate at LOS E.
[2]Left- and right-turn movements operate at LOS F and thru movement operates at LOS E.
[3]Left-turn movement operates at LOS E and thru movement operates at LOS F.
[4]Left-turn movement operates at LOS F.
[5]Right-turn movement operates at LOS E.
[6]Left-turn and thru movements operate at LOS E.

Construction of the Houbolt bridge is not expected to materially impact Year 2040 traffic conditions at the study intersections. As shown, with the identified improvements traffic operation is expected to be generally satisfactory under Year 2017 Build condition. At the intersection of EIP Road/Arsenal Road the westbound approach is projected to operate at LOS E during the morning peak hour and LOS F during the evening peak hour. During the evening peak hour, turning movements on the northbound and southbound approaches are also expected to experience higher delay. The projected delay is attributable to the estimated background traffic growth. Based on the anticipated background traffic growth and the high volume of truck traffic at this intersection, alternate improvements such as a multi-lane roundabout may need to be considered.

At the intersection of US 52/Manhattan Road, the overall intersection is expected to operate at LOS D during the morning peak hour and LOS C during the evening peak hour; however, individual approaches are projected to operate at LOS E or F. The projected delay is attributable to background traffic growth and the addition of site-generated traffic. Based on the limited right-of-way available in this location, alternate mitigation options may need to be considered. Alternate recommendations may include realignment of Manhattan Road at Gougar Road or an alternate site access configuration for Compass Business Park.

Traffic operation within the remainder of the study area is expected to be generally satisfactory. Some minor-leg approaches are projected to operate with high delay, such as the eastbound approach of Tehle Road at IL 53 and the southbound approach of Cherry Hill Road at Manhattan Road, but this result is not uncommon for stop-controlled minor streets at intersections with heavily-traveled arterial roadways. Similarly, the projected delay on the Hoff Road/Abraham Lincoln National Cemetery Access Driveway is not uncommon at a signalized intersection with a heavily-traveled arterial such as IL 53; however, modifications to the signal timing identified on the IDS may address the projected delay. Projected 95th percentile queue lengths on minor-leg stop-controlled approaches are less than three vehicle lengths (approximately 75 feet) with the exception of the queue projected for the northbound approach of Deer Run at Mississippi Avenue. The projected queue on Deer Run is attributable to the projected background traffic growth; Compass Business Park is not expected to contribute traffic to this queue.

3.4. Signal Warrant Analyses

Evening peak hour traffic projections for the following intersections were compared to criteria provided in the Manual on Uniform Traffic Control Devices (MUTCD) to determine whether a traffic signal may be warranted:

- EIP Road / Mississippi Avenue
- EIP Road / Walter Strawn Drive
- IL 53 / Mississippi Avenue
- Rowell Road / Manhattan Road
- Ridge Road / Manhattan Road

Signal warrant analyses were performed according to criteria set by the Manual on Uniform Traffic Control Devices (MUTCD) for Warrant 1 (Eight-Hour Warrant), Condition A (Minimum Vehicular

Volume) and Condition B (Interruption of Continuous Traffic). Warrant 1 can be satisfied by meeting any one of three conditions: Condition A (Minimum Vehicular Volume), Condition B (Interruption of Continuous Traffic), or a combined Condition A & B that has reduced volume thresholds that must be met for both conditions in order to warrant a signal. This warrant is typically evaluated with at least eight hours of traffic count data for an intersection. Because only peak hour projections can be formulated for the proposed development, typical IDOT practice allows a signal warrant to instead be evaluated by reducing evening peak hour volumes to 55 percent of their projected total to represent the minimum volume during a given eight-hour period. Minor-street right-turning volumes were also reduced at the study intersections in accordance with Pagone's Theorem, per IDOT requirements. These reduced volumes were compared to MUTCD criteria for signal warrant analysis.

Table 3.8 reports the signal warrant analyses conducted for Existing, Year 2017 Build, and Year 2040 Build traffic conditions.

Table 3.8. Signal Warrant Analyses

Traveling to/from:	Traffic Volume		Meets Warrant?
	Major Street	Higher-Volume Minor-Leg Approach	
EIP Road / Mississippi Avenue			
Two-Lane Major Street/One-Lane Minor Street at 70%[1]			
MUTCD Criteria			
Warrant 1A	420	105	--
Warrant 1B	630	53	--
Combination			--
Warrant 1A	336	84	--
Warrant 1B	504	42	--
Existing (Year 2017)	352	105	No
Year 2017 Build	652	105	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build Without Houbolt Bridge	855	253	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build With Houbolt Bridge	965	195	Yes (Warrant 1A, 1B, Combination A&B)

[1]To satisfy warrant criteria for the combined Conditions A & B, the minimum volume thresholds for both conditions must be met.

Table 3.8. Signal Warrant Analyses (continued)

Traveling to/from:	Traffic Volume		Meets Warrant?
	Major Street	Higher-Volume Minor-Leg Approach	
EIP Road / Walter Strawn Drive			
One-Lane Major Street/One-Lane Minor Street at 100%			
MUTCD Criteria			
Warrant 1A	500	150	--
Warrant 1B	75	75	--
Combination			--
Warrant 1A	400	120	--
Warrant 1B	600	60	--
Existing (Year 2017)	289	28	No
Year 2017 Build	435	231	No
Year 2040 Build Without Houbolt Bridge	580	333	Yes (Warrant 1A)
Year 2040 Build With Houbolt Bridge	630	366	Yes (Warrant 1A, Combination A&B)
IL 53 / Mississippi Avenue			
Two-Lane Major Street/One-Lane Minor Street at 100%			
MUTCD Criteria			
Warrant 1A	600	150	--
Warrant 1B	900	100	--
Combination			--
Warrant 1A	N/A	N/A	--
Warrant 1B	N/A	N/A	--
Existing (Year 2017)	498	82	No
Year 2017 Build	633	307	Yes (Warrant 1A)
Year 2040 Build Without Houbolt Bridge	1106	382	Yes (Warrants 1A, 1B)
Year 2040 Build With Houbolt Bridge	952	337	Yes (Warrants 1A, 1B)

Table 3.8. Signal Warrant Analyses (continued)

Traveling to/from:	Traffic Volume		Meets Warrant?
	Major Street	Higher-Volume Minor-Leg Approach	
Rowell Road / Manhattan Road			
One-Lane Major Street/One-Lane Minor Street at 70%[1]			
MUTCD Criteria			
Warrant 1A	350	105	--
Warrant 1B	525	53	--
Combination			--
Warrant 1A	280	84	--
Warrant 1B	420	42	--
Existing (Year 2017)	254	6	No
Year 2017 Build	693	262	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build Without Houbolt Bridge	1037	261	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build With Houbolt Bridge	1009	261	Yes (Warrant 1A, 1B, Combination A&B)
Ridge Road / Manhattan Road			
One-Lane Major Street/One-Lane Minor Street at 70%[1]			
MUTCD Criteria			
Warrant 1A	350	105	--
Warrant 1B	525	53	--
Combination			--
Warrant 1A	280	84	--
Warrant 1B	420	42	--
Existing (Year 2017)	251	25	No
Year 2017 Build	567	250	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build Without Houbolt Bridge	910	250	Yes (Warrant 1A, 1B, Combination A&B)
Year 2040 Build With Houbolt Bridge	883	250	Yes (Warrant 1A, 1B, Combination A&B)

[1]To satisfy warrant criteria for the combined Conditions A & B, the minimum volume thresholds for both conditions must be met.

As shown above, a signal warrant is not currently met at any of studied intersections. With the addition of site-generated traffic in the Year 2017 Build condition, a traffic signal is warranted at the intersections of IL 53/Mississippi Avenue, Rowell Road/Manhattan Road, and Ridge Road/Manhattan Road. It should be noted that the existing and projected traffic volumes at the intersection of Cherry Hill Road/Manhattan Road do not meet the warrant criteria, and the results of the capacity analyses indicate this intersection is expected to operate at an acceptable level of service under minor-leg stop-control.

The intersection of EIP Road/Mississippi Avenue and EIP Road/Walter Strawn Drive/BNSF Logistics Park Chicago meet warrant criteria in the Year 2040 Build conditions. With development of Compass Business Park, traffic signals are recommended for these intersections based on the results of the capacity analyses and in order to facilitate truck traffic to and from site, as well as BNSF Logistics Park Chicago and CenterPoint Intermodal Center. Installation of traffic signals at these intersections is expected to reduce vehicle queues, minimize truck deceleration and acceleration activity, and provide for improved delay and level of service.

RECOMMENDATIONS & CONCLUSIONS

Based on an evaluation of existing and future traffic conditions, the following recommendations were identified to manage projected traffic demand within the study area under the Year 2017 Build and Year 2040 Build scenarios. For the Year 2040 Build scenario, the improvements listed below are recommended regardless of the status of the planned Houbolt bridge. A comparison of the improvements identified for the Year 2017 Build and Year 2040 Build scenarios is depicted in Exhibit 15.

Year 2017 Build Scenario

The following improvements are recommended to mitigate impacts attributable to site-generated traffic.

- **EIP Road / Arsenal Road**
  - Construct an additional southbound through lane to provide adequate intersection capacity. The south leg of the intersection currently provides two receiving lanes; therefore, additional widening on the south leg is not required. However, the existing free-flow right-turn lane on the west leg should be modified to reflect a channelized right-turn lane controlled by the signal.
  - Modify the traffic signal to provide a right-turn overlap on the west and north legs.
- **EIP Road / Mississippi Avenue**
  - Install a new traffic signal to minimize vehicle delay and queues.
- **EIP Road / Walter Strawn Drive**
  - Install a new traffic signal to minimize vehicle delay and queues. Allow a right-turn overlap on the east leg.
  - Construct dedicated right-turn lanes on the north, south, and east legs. Per IDOT BDE standards, the following storage lane and taper lengths should be provided:
    - North Leg: 145-foot storage with a 175-foot taper
    - South Leg: 145-foot storage with a 175-foot taper
    - East Leg: 215-foot storage with a 220-foot taper
- **IL 53 / Manhattan Road**
  - Modify the existing landscape median to provide dual left-turn lanes on the north leg. The estimated left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Construct a dedicated right-turn lane on the south leg. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Install a dedicated left-turn lane on the west leg. The turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Construct dual right-turn lanes on the east leg. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes. The turn lanes should provide 265 feet of storage with a 265-foot taper.
  - Modify the existing traffic signal to provide protected/permitted left-turn movements on north and south legs. Right-turn overlap should be provided on the east leg of the intersection.

- **IL 53 / Tehle Road**
  - Construct a southbound left-turn lane with a 265-foot storage lane and a 265-foot taper.
- **IL 53 / Mississippi Avenue**
  - Install a new traffic signal per MUTCD Warrant 1, Condition A (see *Section 3.4 Signal Warrant Analyses)*.
  - Restripe the north leg to provide dual left-turn lanes. The estimated left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Provide a right-turn lane on the south leg with a 265-foot storage lane and a 265-foot taper.
  - Construct dual right-turn lanes on the east leg of the intersection. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes. The turn lanes should provide 145-foot storage lanes with a 175-foot taper.
- **Rowell Road / Manhattan Road**
  - Install a traffic signal per MUTCD Warrant 1, Conditions A, B (see *Section 3.4 Signal Warrant Analyses)*.
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the west leg to facilitate inbound site access. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Construct dual northbound left-turn lanes to facilitate outbound site access. The estimated northbound left-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Install a left-turn lane on the north leg of the intersection to facilitate protected left-turn movements for outbound traffic from the residential neighborhood to the north. Per the IDOT *BDE Manual,* based an assumed design speed of 60 MPH, the storage lane should be 265 feet with a 265-foot taper.
- **Ridge Road / Manhattan Road**
  - Install a traffic signal per MUTCD Warrant 1, Conditions A, B (see *Section 3.4 Signal Warrant Analyses)*.
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the west leg to facilitate inbound site access. The turn lane should provide a 265-foot storage lane with a 265-foot taper.
  - Construct dedicated left-turn lanes on the north and south legs. The turn lanes should provide a 215-foot storage lane with a 220-foot taper.
- **Cherry Hill Road / Manhattan Road**
  - Install a dedicated left-turn lane on the east and west legs. The left-turn lanes should each provide a 265-foot storage lane with a 265-foot taper.
  - Construct a dedicated right-turn lane on the south leg to facilitate outbound site access.

- **US 52 / Manhattan Road**
  - Construct a dedicated right-turn lane on the north leg. The right-turn lane should provide a 145-foot storage lane with a 175-foot taper.
  - On the west leg, construct a dedicated left-turn lane and a dedicated right-turn lane. The turn lanes should provide a 145-foot storage lanes with a 175-foot taper.

Year 2040 Build Scenarios

In addition to the improvements identified for the Year 2017 Build Scenario, the following improvements were identified to manage projected traffic demand with the addition of background traffic growth and site-generated traffic volumes.

- **EIP Road / Arsenal Road**
  - Construct an additional right-turn lane on the west leg of the intersection. The estimated right-turn volumes meet the IDOT *BDE Manual* criteria for dual turn lanes.
  - Based on the anticipated background traffic growth and the high volume of truck traffic at this intersection, alternate improvements such as a multi-lane roundabout may need to be considered.
- **EIP Road / Mississippi Avenue**
  - Construct a dedicated right-turn lane on the east leg of the intersection. Based on the IDOT *BDE Manual*, the recommended storage length is 215 feet with a 220-foot taper; however, additional storage may be necessary based on the projected Year 2040 traffic volume and potential queueing. It should be noted that the proposed development is not expected to contribute traffic to this movement; the projected increase in delay is attributable to background traffic growth.
- **EIP Road / Walter Strawn Drive / BNSF Logistics Park Chicago Access Driveway**
  - Construct a second northbound through lane from south of Walter Strawn Drive/BNSF Logistics Park Chicago Access Driveway to Mississippi Avenue.
- **IL 53 / Manhattan Road**
  - Provide dual left-turn lanes on the east and west legs of the intersection. The estimated background traffic growth and site-generated traffic meet the IDOT *BDE Manual* criteria for dual left-turn lanes on both legs. On the east leg, the turn lanes should provide 265 feet of storage with a 265-foot taper. On the west leg, the right-turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Install dedicated right-turn lanes on the north and west legs. On the north leg, the right-turn lane should provide a 265-foot storage lane with a 265-foot taper. On the west leg, the right-turn lane should provide a 215-foot storage lane with a 220-foot taper.
  - Construct additional eastbound and westbound through lanes (total two through lanes per direction).
  - Modify the existing traffic signal to provide right-turn overlap on all four legs of the intersection.
- **IL 53 / Mississippi Avenue**
  - Construct dual left-turn lanes on the west leg of the intersection. Based on the growth rates supplied by CMAP, the estimated volume of left-turn vehicles meets the IDOT *BDE Manual* criteria for dual left-turn lanes. The turn lanes should provide 115 feet of storage with a 135-foot taper.

- **US 52 / Manhattan Road**
  - On the west leg, construct dual left-turn lanes and a dedicated right-turn lane. The turn lanes should provide 145-foot storage lanes with a 175-foot taper.
  - On the east leg, construct a dedicated left-turn lane. The turn lane should provide a 115-foot storage lane with a 135-foot taper.
  - Based on the projected growth in background traffic, dual left-turn lanes should be provided on the south leg of the intersection. Per the IDOT *BDE Manual* criteria, the turn lanes should provide 265 feet of storage with a 265-foot taper.
  - The improvements recommended to mitigate background traffic growth and the addition of site-generated traffic would be challenging without property acquisition; therefore, alternate options may need to be considered. Alternate recommendations may include realignment of Manhattan Road at Gougar Road or an alternate site access configuration for Compass Business Park.

Regardless of the final configuration of the intersection geometrics, several additional items should be taken into consideration when preparing roadway improvement plans for the subject development. While vertical sight distance appears to be adequate within the study area, care should be taken with landscaping, signage, and monumentation at the site access locations to ensure that adequate horizontal sight distance is provided from the new stop bars. If alterations to the site plan or land use should occur, changes to the analysis provided within this traffic impact study may be needed.

APPENDIX

Conceptual Site Plan

Traffic Count Data

2014 U.S. Census Origin-Destination Employment Statistics (prepared by Ruettiger, Tonelli & Associates, Inc.)

CMAP Growth Projections

Data from the ITE Manual Trip Generation, Ninth Edition

Data from the ITE Trip Generation Handbook, Third Edition

Elwood International Port Trip Generation Study

Approved Intersection Design Study (IDS) for IL 53/Hoff Road

Alternate Route Travel Time Analysis

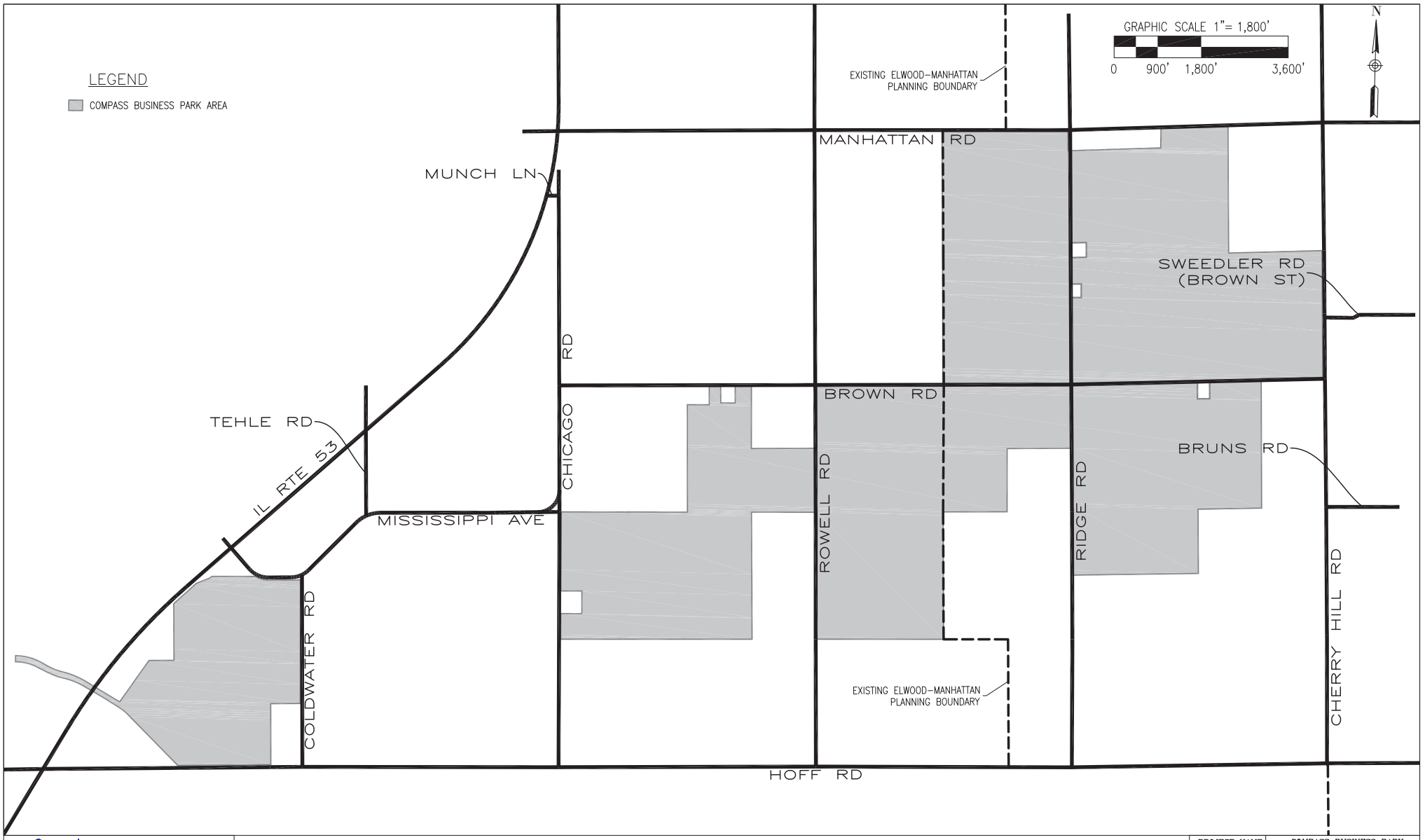
Existing (Year 2017) Synchro Capacity Reports

Year 2017 Build Synchro Capacity Reports

Year 2040 Build (Without Houbolt Bridge) Synchro Capacity Reports

Year 2040 Build (With Houbolt Bridge) Synchro Capacity Reports

CONCEPTUAL SITE PLAN



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SITE MAP
COMPASS BUSINESS PARK

PROJECT NAME:	COMPASS BUSINESS PARK		
CLIENT NAME:	NORTHPOINT DEVEMOPMENT		
LOCATION:	ELWOOD, IL		
DATE PREPARED:	10/9/17		
SHEET:	SITE MAP	JOB NO.:	F345

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EXHIBIT N1: NEW ROAD

PROJECT NAME:	COMPASS BUSINESS PARK			
CLIENT NAME:	NORTHPOINT DEVELOPMENT			
LOCATION:	ELWOOD, IL			
DATE PREPARED:	10/5/17			
SHEET:	EXHIBIT N1	JOB NO.:	F345	

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TRAFFIC COUNT DATA

Study Name 1 Arsenal Rd / Elwood Int'l Port Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	224	65	99	388	161	0	5	75	2	82	76	0	42	34	11	87	123	0	0	19	44	63	260	620
Specified Period	%	0%	71%	97%	39%	61%	47%	0%	71%	100%	100%	98%	96%	0%	26%	34%	92%	32%	36%	0%	0%	23%	40%	33%	62%	52%
6:00 AM - 9:00 AM	Mediums	0	37	0	46	83	14	0	0	0	0	0	0	0	8	22	0	30	76	0	0	30	6	36	59	149
One Hour Peak	%	0%	12%	0%	18%	13%	4%	0%	0%	0%	0%	0%	0%	0%	5%	22%	0%	11%	22%	0%	0%	37%	6%	19%	14%	13%
6:15 AM - 7:15 AM	Articulated Trucks	0	56	2	108	166	171	0	2	0	0	2	3	0	112	44	1	157	142	0	0	32	59	91	100	416
	%	0%	18%	3%	43%	26%	49%	0%	29%	0%	0%	2%	4%	0%	69%	44%	8%	57%	42%	0%	0%	40%	54%	48%	24%	35%
	Total	**0**	**317**	**67**	**253**	**637**	**346**	**0**	**7**	**75**	**2**	**84**	**79**	**0**	**162**	**100**	**12**	**274**	**341**	**0**	**0**	**81**	**109**	**190**	**419**	**1185**
	PHF	0	0.87	0.64	0.8	0.88	0.93	0	0.58	0.72	0.25	0.75	0.76	0	0.9	0.86	0.27	0.83	0.78	0	0	0.7	0.85	0.79	0.86	0.9
	HV%	0%	29%	3%	61%	39%	53%	0%	29%	0%	0%	2%	4%	0%	74%	66%	8%	68%	64%	0%	0%	77%	60%	67%	38%	48%
PM Peak Period	Lights	0	58	195	68	321	360	0	3	84	2	89	209	0	140	18	8	166	84	0	6	13	136	155	78	731
Specified Period	%	0%	46%	99%	34%	62%	58%	0%	100%	99%	100%	99%	99%	0%	45%	13%	100%	36%	27%	0%	86%	13%	59%	45%	29%	52%
3:00 PM - 6:00 PM	Mediums	0	5	1	26	32	57	0	0	1	0	1	2	0	35	55	0	90	62	0	1	36	21	58	60	181
One Hour Peak	%	0%	4%	1%	13%	6%	9%	0%	0%	1%	0%	1%	1%	0%	11%	38%	0%	20%	20%	0%	14%	35%	9%	17%	22%	13%
4:00 PM - 5:00 PM	Articulated Trucks	0	62	0	106	168	206	0	0	0	0	0	0	0	133	70	0	203	161	0	0	55	73	128	132	499
	%	0%	50%	0%	53%	32%	33%	0%	0%	0%	0%	0%	0%	0%	43%	49%	0%	44%	52%	0%	0%	53%	32%	38%	49%	35%
	Total	**0**	**125**	**196**	**200**	**521**	**623**	**0**	**3**	**85**	**2**	**90**	**211**	**0**	**308**	**143**	**8**	**459**	**307**	**0**	**7**	**104**	**230**	**341**	**270**	**1411**
	PHF	0	0.84	0.62	0.81	0.82	0.94	0	0.75	0.89	0.25	0.94	0.61	0	0.91	0.97	0.67	0.94	0.88	0	0.35	0.68	0.81	0.86	0.9	0.9
	HV%	0%	54%	1%	66%	38%	42%	0%	0%	1%	0%	1%	1%	0%	55%	87%	0%	64%	73%	0%	14%	88%	41%	55%	71%	48%

Study Name 02 Manhattan Rd / IL Route 53
Date Tuesday, May 23, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	121	42	4	167	104	0	23	58	45	126	92	0	9	341	29	379	275	1	21	248	37	307	508	979
Specified Period	%	0%	99%	98%	80%	98%	95%	0%	100%	100%	96%	98%	97%	0%	90%	95%	94%	95%	94%	100%	100%	94%	90%	94%	96%	95%
6:00 AM - 9:00 AM	Mediums	0	1	1	1	3	4	0	0	0	2	2	3	0	0	14	2	16	9	0	0	8	4	12	17	33
One Hour Peak	%	0%	1%	2%	20%	2%	4%	0%	0%	0%	4%	2%	3%	0%	0%	4%	6%	4%	3%	0%	0%	3%	10%	4%	3%	3%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	1	0	0	0	0	0	0	0	1	5	0	6	8	0	0	8	0	8	5	14
	%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	10%	1%	0%	1%	3%	0%	0%	3%	0%	2%	1%	1%
	Total	**0**	**122**	**43**	**5**	**170**	**109**	**0**	**23**	**58**	**47**	**128**	**95**	**0**	**10**	**360**	**31**	**401**	**292**	**1**	**21**	**264**	**41**	**327**	**530**	**1026**
	PHF	0	0.74	0.83	0.62	0.83	0.8	0	0.64	0.91	0.53	0.74	0.91	0	0.5	0.78	0.78	0.8	0.78	0.25	0.75	0.76	0.79	0.76	0.74	0.78
	HV%	0%	1%	2%	20%	2%	5%	0%	0%	0%	4%	2%	3%	0%	10%	5%	6%	5%	6%	0%	0%	6%	10%	6%	4%	5%
PM Peak Period	Lights	0	100	140	8	248	187	0	53	85	33	171	274	0	10	330	46	386	473	1	88	412	92	593	464	1398
Specified Period	%	0%	98%	99%	100%	99%	99%	0%	98%	99%	100%	99%	98%	0%	100%	91%	98%	92%	95%	50%	97%	94%	99%	95%	93%	95%
3:00 PM - 6:00 PM	Mediums	0	2	1	0	3	2	0	1	1	0	2	4	0	0	8	1	9	12	0	2	11	1	14	10	28
One Hour Peak	%	0%	2%	1%	0%	1%	1%	0%	2%	1%	0%	1%	1%	0%	0%	2%	2%	2%	2%	0%	2%	3%	1%	2%	2%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	0	0	24	0	24	14	1	1	14	0	16	25	40
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	7%	0%	6%	3%	50%	1%	3%	0%	3%	5%	3%
	Total	**0**	**102**	**141**	**8**	**251**	**189**	**0**	**54**	**86**	**33**	**173**	**279**	**0**	**10**	**362**	**47**	**419**	**499**	**2**	**91**	**437**	**93**	**623**	**499**	**1466**
	PHF	0	0.71	0.7	0.5	0.73	0.84	0	0.61	0.83	0.82	0.75	0.83	0	0.5	0.68	0.56	0.66	0.85	0.25	0.91	0.81	0.93	0.85	0.73	0.85
	HV%	0%	2%	1%	0%	1%	1%	0%	2%	1%	0%	1%	2%	0%	0%	9%	2%	8%	5%	50%	3%	6%	1%	5%	7%	5%

Study Name 3 Manhattan Rd / Rowell Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	103	0	103	157	0	2	156	0	158	103	0	1	0	0	1	2	0	0	0	0	0	0	262
Specified Period	%	0%	0%	97%	0%	97%	98%	0%	100%	98%	0%	98%	97%	0%	50%	0%	0%	50%	100%	0%	0%	0%	0%	0%	0%	97%
6:00 AM - 9:00 AM	Mediums	0	0	2	0	2	3	0	0	2	0	2	2	0	1	0	0	1	0	0	0	0	0	0	0	5
One Hour Peak	%	0%	0%	2%	0%	2%	2%	0%	0%	1%	0%	1%	2%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	2%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	1	0	1	1	0	0	1	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	2
	%	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
	Total	**0**	**0**	**106**	**0**	**106**	**161**	**0**	**2**	**159**	**0**	**161**	**106**	**0**	**2**	**0**	**0**	**2**	**2**	**0**	**0**	**0**	**0**	**0**	**0**	**269**
	PHF	0	0	0.7	0	0.7	0.79	0	0.5	0.8	0	0.8	0.7	0	0.5	0	0	0.5	0.5	0	0	0	0	0	0	0.76
	HV%	0%	0%	3%	0%	3%	2%	0%	0%	2%	0%	2%	3%	0%	50%	0%	0%	50%	0%	0%	0%	0%	0%	0%	0%	3%
PM Peak Period	Lights	0	0	243	1	244	191	0	2	189	0	191	243	0	2	1	0	3	3	0	0	0	0	0	1	438
Specified Period	%	0%	0%	99%	100%	99%	99%	0%	100%	99%	0%	99%	99%	0%	100%	100%	0%	100%	100%	0%	0%	0%	0%	0%	100%	99%
3:00 PM - 6:00 PM	Mediums	0	0	2	0	2	1	0	0	1	0	1	2	0	0	0	0	0	0	0	0	0	0	0	0	3
One Hour Peak	%	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**0**	**245**	**1**	**246**	**193**	**0**	**2**	**191**	**0**	**193**	**245**	**0**	**2**	**1**	**0**	**3**	**3**	**0**	**0**	**0**	**0**	**0**	**1**	**442**
	PHF	0	0	0.71	0.25	0.72	0.65	0	0.5	0.65	0	0.65	0.71	0	0.25	0.25	0	0.38	0.38	0	0	0	0	0	0.25	0.76
	HV%	0%	0%	1%	0%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%

Study Name 04 Manhattan Rd / Ridge Rd
Date Tuesday, May 23, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	7	85	0	92	122	0	1	120	2	123	92	0	1	8	0	9	1	0	7	0	1	8	17	232
Specified Period	%	0%	88%	99%	0%	98%	99%	0%	100%	99%	100%	99%	98%	0%	100%	100%	0%	100%	100%	0%	88%	0%	100%	89%	94%	98%
6:00 AM - 9:00 AM	Mediums	0	1	0	0	1	1	0	0	1	0	1	1	0	0	0	0	0	0	0	1	0	0	1	1	3
One Hour Peak	%	0%	13%	0%	0%	1%	1%	0%	0%	1%	0%	1%	1%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	11%	6%	1%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**8**	**86**	**0**	**94**	**123**	**0**	**1**	**121**	**2**	**124**	**94**	**0**	**1**	**8**	**0**	**9**	**1**	**0**	**8**	**0**	**1**	**9**	**18**	**236**
	PHF	0	0.5	0.86	0	0.81	0.73	0	0.25	0.74	0.5	0.74	0.87	0	0.25	0.5	0	0.56	0.25	0	0.5	0	0.25	0.56	0.56	0.78
	HV%	0%	13%	1%	0%	2%	1%	0%	0%	1%	0%	1%	2%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	11%	6%	2%
PM Peak Period	Lights	0	8	245	4	257	177	0	1	152	13	166	259	0	1	5	2	8	11	0	12	6	24	42	26	473
Specified Period	%	0%	100%	98%	100%	98%	98%	0%	100%	98%	93%	98%	98%	0%	100%	100%	100%	100%	100%	0%	92%	100%	100%	98%	96%	98%
3:00 PM - 6:00 PM	Mediums	0	0	4	0	4	3	0	0	3	1	4	5	0	0	0	0	0	0	0	1	0	0	1	1	9
One Hour Peak	%	0%	0%	2%	0%	2%	2%	0%	0%	2%	7%	2%	2%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	2%	4%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**8**	**250**	**4**	**262**	**180**	**0**	**1**	**155**	**14**	**170**	**265**	**0**	**1**	**5**	**2**	**8**	**11**	**0**	**13**	**6**	**24**	**43**	**27**	**483**
	PHF	0	0.33	0.8	0.5	0.83	0.83	0	0.25	0.78	0.7	0.82	0.82	0	0.25	0.42	0.5	0.4	0.55	0	0.54	0.5	0.67	0.63	0.48	0.88
	HV%	0%	0%	2%	0%	2%	2%	0%	0%	2%	7%	2%	2%	0%	0%	0%	0%	0%	0%	0%	8%	0%	0%	2%	4%	2%

Study Name 5 Manhattan Rd / Cherry Hill Rd
Date Thursday, May 18, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	1	96	0	97	148	0	0	145	1	146	96	0	3	0	0	3	1	0	0	1	0	1	2	247
Specified Period	%	0%	100%	98%	0%	98%	98%	0%	0%	98%	100%	98%	98%	0%	100%	0%	0%	100%	100%	0%	0%	100%	0%	100%	100%	98%
6:00 AM - 9:00 AM	Mediums	0	0	1	0	1	3	0	0	3	0	3	1	0	0	0	0	0	0	0	0	0	0	0	0	4
One Hour Peak	%	0%	0%	1%	0%	1%	2%	0%	0%	2%	0%	2%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
	%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**1**	**98**	**0**	**99**	**151**	**0**	**0**	**148**	**1**	**149**	**98**	**0**	**3**	**0**	**0**	**3**	**1**	**0**	**0**	**1**	**0**	**1**	**2**	**252**
	PHF	0	0.25	0.74	0	0.75	0.84	0	0	0.82	0.25	0.81	0.74	0	0.38	0	0	0.38	0.25	0	0	0.25	0	0.25	0.5	0.8
	HV%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	2%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%
PM Peak Period	Lights	0	1	256	1	258	195	0	1	191	1	193	256	0	2	2	0	4	6	0	0	4	2	6	4	461
Specified Period	%	0%	100%	98%	100%	98%	98%	0%	100%	97%	100%	97%	97%	0%	100%	67%	0%	67%	100%	0%	0%	100%	100%	100%	80%	97%
3:00 PM - 6:00 PM	Mediums	0	0	6	0	6	3	0	0	3	0	3	7	0	0	1	1	2	0	0	0	0	0	0	1	11
One Hour Peak	%	0%	0%	2%	0%	2%	2%	0%	0%	2%	0%	2%	3%	0%	0%	33%	100%	33%	0%	0%	0%	0%	0%	0%	20%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	2	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	2
	%	0%	0%	0%	0%	0%	1%	0%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**1**	**262**	**1**	**264**	**200**	**0**	**1**	**196**	**1**	**198**	**263**	**0**	**2**	**3**	**1**	**6**	**6**	**0**	**0**	**4**	**2**	**6**	**5**	**474**
	PHF	0	0.25	0.74	0.25	0.74	0.83	0	0.25	0.83	0.25	0.82	0.74	0	0.5	0.75	0.25	0.5	0.38	0	0	0.5	0.25	0.38	0.62	0.85
	HV%	0%	0%	2%	0%	2%	3%	0%	0%	3%	0%	3%	3%	0%	0%	33%	100%	33%	0%	0%	0%	0%	0%	0%	20%	3%

Study Name 06 Manhattan Rd / US Route 52
Date Tuesday, May 23, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	37	16	25	78	29	0	40	18	26	84	28	0	3	291	9	303	353	0	3	288	8	299	354	764
Specified Period	%	0%	100%	100%	96%	99%	94%	0%	100%	100%	96%	99%	93%	0%	75%	94%	90%	94%	95%	0%	75%	94%	89%	94%	95%	95%
6:00 AM - 9:00 AM	Mediums	0	0	0	1	1	2	0	0	0	1	1	2	0	1	9	1	11	9	0	1	8	1	10	10	23
One Hour Peak	%	0%	0%	0%	4%	1%	6%	0%	0%	0%	4%	1%	7%	0%	25%	3%	10%	3%	2%	0%	25%	3%	11%	3%	3%	3%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	10	0	0	10	0	10	9	19
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	3%	3%	0%	0%	3%	0%	3%	2%	2%
	Total	**0**	**37**	**16**	**26**	**79**	**31**	**0**	**40**	**18**	**27**	**85**	**30**	**0**	**4**	**309**	**10**	**323**	**372**	**0**	**4**	**306**	**9**	**319**	**373**	**806**
	PHF	0	0.66	0.44	0.72	0.86	0.43	0	0.71	0.41	0.84	0.71	0.47	0	0.33	0.87	0.62	0.87	0.89	0	0.33	0.89	0.56	0.89	0.86	0.86
	HV%	0%	0%	0%	4%	1%	6%	0%	0%	0%	4%	1%	7%	0%	25%	6%	10%	6%	5%	0%	25%	6%	11%	6%	5%	5%
PM Peak Period	Lights	0	46	51	20	117	162	0	46	50	20	116	161	0	43	190	67	300	253	0	43	187	69	299	256	832
Specified Period	%	0%	98%	100%	100%	99%	99%	0%	100%	100%	100%	100%	99%	0%	100%	95%	99%	96%	96%	0%	100%	94%	99%	96%	96%	97%
3:00 PM - 6:00 PM	Mediums	0	1	0	0	1	1	0	0	0	0	0	1	0	0	6	1	7	5	0	0	5	1	6	7	14
One Hour Peak	%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	3%	1%	2%	2%	0%	0%	3%	1%	2%	3%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	6	0	0	6	0	6	5	11
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%	3%	0%	2%	2%	1%
	Total	**0**	**47**	**51**	**20**	**118**	**163**	**0**	**46**	**50**	**20**	**116**	**162**	**0**	**43**	**201**	**68**	**312**	**264**	**0**	**43**	**198**	**70**	**311**	**268**	**857**
	PHF	0	0.78	0.71	0.5	0.78	0.87	0	0.77	0.69	0.5	0.76	0.86	0	0.9	0.85	0.77	0.88	0.88	0	0.83	0.81	0.76	0.87	0.91	0.94
	HV%	0%	2%	0%	0%	1%	1%	0%	0%	0%	0%	0%	1%	0%	0%	5%	1%	4%	4%	0%	0%	6%	1%	4%	4%	3%

Study Name 09 Brown Rd / IL Route 53
Date Tuesday, May 23, 2017

Report Summary

		Westbound					Northbound					Southbound					
Time Period	**Class.**	**U**	**L**	**R**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**I**	**O**	**Total**
AM Peak Period	Lights	0	1	9	10	7	0	370	1	371	269	1	6	268	275	380	656
Specified Period	%	0%	100%	82%	83%	88%	0%	95%	100%	95%	94%	100%	86%	94%	94%	95%	95%
6:00 AM - 9:00 AM	Mediums	0	0	2	2	1	0	11	0	11	5	0	1	5	6	13	19
One Hour Peak	%	0%	0%	18%	17%	13%	0%	3%	0%	3%	2%	0%	14%	2%	2%	3%	3%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	7	0	7	12	0	0	12	12	7	19
	%	0%	0%	0%	0%	0%	0%	2%	0%	2%	4%	0%	0%	4%	4%	2%	3%
	Total	**0**	**1**	**11**	**12**	**8**	**0**	**388**	**1**	**389**	**286**	**1**	**7**	**285**	**293**	**400**	**694**
	PHF	0	0.25	0.92	0.75	0.5	0	0.76	0.25	0.77	0.82	0.25	0.44	0.82	0.83	0.77	0.8
	HV%	0%	0%	18%	17%	13%	0%	5%	0%	5%	6%	0%	14%	6%	6%	5%	5%
PM Peak Period	Lights	0	0	8	8	13	0	392	0	392	457	0	13	457	470	400	870
Specified Period	%	0%	0%	100%	100%	100%	0%	92%	0%	92%	95%	0%	100%	95%	95%	93%	94%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	9	0	9	11	0	0	11	11	9	20
One Hour Peak	%	0%	0%	0%	0%	0%	0%	2%	0%	2%	2%	0%	0%	2%	2%	2%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	23	0	23	14	0	0	14	14	23	37
	%	0%	0%	0%	0%	0%	0%	5%	0%	5%	3%	0%	0%	3%	3%	5%	4%
	Total	**0**	**0**	**8**	**8**	**13**	**0**	**424**	**0**	**424**	**482**	**0**	**13**	**482**	**495**	**432**	**927**
	PHF	0	0	0.67	0.67	0.81	0	0.61	0	0.61	0.84	0	0.81	0.84	0.85	0.61	0.76
	HV%	0%	0%	0%	0%	0%	0%	8%	0%	8%	5%	0%	0%	5%	5%	7%	6%

Study Name 10 Mississippi Rd / Elwood Int'l Port Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	1	0	1	1	0	3	0	43	46	72	0	0	43	2	45	49	0	69	46	1	116	86	208
Specified Period	%	0%	0%	100%	0%	100%	100%	0%	30%	0%	58%	55%	64%	0%	0%	22%	22%	22%	20%	0%	67%	19%	100%	34%	31%	33%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	5	0	3	8	6	0	0	22	1	23	78	0	5	73	0	78	25	109
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	50%	0%	4%	10%	5%	0%	0%	11%	11%	11%	31%	0%	5%	31%	0%	23%	9%	17%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	2	0	28	30	35	0	0	135	6	141	121	0	29	119	0	148	163	319
	%	0%	0%	0%	0%	0%	0%	0%	20%	0%	38%	36%	31%	0%	0%	68%	67%	67%	49%	0%	28%	50%	0%	43%	59%	50%
	Total	**0**	**0**	**1**	**0**	**1**	**1**	**0**	**10**	**0**	**74**	**84**	**113**	**0**	**0**	**200**	**9**	**209**	**248**	**0**	**103**	**238**	**1**	**342**	**274**	**636**
	PHF	0	0	0.25	0	0.25	0.25	0	0.83	0	0.64	0.68	0.81	0	0	0.83	0.75	0.83	0.85	0	0.8	0.85	0.25	0.84	0.84	0.91
	HV%	0%	0%	0%	0%	0%	0%	0%	70%	0%	42%	45%	36%	0%	0%	79%	78%	78%	80%	0%	33%	81%	0%	66%	69%	67%
PM Peak Period	Lights	0	0	0	0	0	0	0	5	0	115	120	52	0	0	54	1	55	25	0	51	20	0	71	169	246
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	45%	0%	65%	64%	58%	0%	0%	19%	17%	19%	11%	0%	61%	9%	0%	23%	37%	31%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	0	0	0	14	14	11	0	0	83	5	88	45	0	6	45	0	51	97	153
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%	7%	12%	0%	0%	30%	83%	31%	19%	0%	7%	20%	0%	16%	21%	20%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	6	0	48	54	27	0	0	142	0	142	168	0	27	162	0	189	190	385
	%	0%	0%	0%	0%	0%	0%	0%	55%	0%	27%	29%	30%	0%	0%	51%	0%	50%	71%	0%	32%	71%	0%	61%	42%	49%
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**11**	**0**	**177**	**188**	**90**	**0**	**0**	**279**	**6**	**285**	**238**	**0**	**84**	**227**	**0**	**311**	**456**	**784**
	PHF	0	0	0	0	0	0	0	0.55	0	0.67	0.67	0.94	0	0	0.91	0.75	0.9	0.75	0	0.91	0.77	0	0.85	0.93	0.98
	HV%	0%	0%	0%	0%	0%	0%	0%	55%	0%	35%	36%	42%	0%	0%	81%	83%	81%	89%	0%	39%	91%	0%	77%	63%	69%

Study Name 11 Mississippi Rd / Walton Dr
Date Thursday, May 18, 2017

Report Summary

		Eastbound					Westbound					Northbound					
Time Period	**Class.**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	55	8	63	50	0	24	48	72	57	0	2	2	4	32	139
Specified Period	%	0%	96%	35%	79%	78%	0%	100%	100%	100%	97%	0%	13%	100%	22%	68%	82%
6:00 AM - 9:00 AM	Mediums	0	1	4	5	0	0	0	0	0	1	0	0	0	0	4	5
One Hour Peak	%	0%	2%	17%	6%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	9%	3%
6:15 AM - 7:15 AM	Articulated Trucks	0	1	11	12	14	0	0	0	0	1	0	14	0	14	11	26
	%	0%	2%	48%	15%	22%	0%	0%	0%	0%	2%	0%	88%	0%	78%	23%	15%
	Total	**0**	**57**	**23**	**80**	**64**	**0**	**24**	**48**	**72**	**59**	**0**	**16**	**2**	**18**	**47**	**170**
	PHF	0	0.75	0.64	0.71	0.8	0	0.75	0.8	0.95	0.78	0	0.8	0.5	0.75	0.73	0.83
	HV%	0%	4%	65%	21%	22%	0%	0%	0%	0%	3%	0%	88%	0%	78%	32%	18%
PM Peak Period	Lights	0	93	3	96	71	0	1	55	56	113	0	16	20	36	4	188
Specified Period	%	0%	99%	15%	84%	66%	0%	100%	98%	98%	99%	0%	31%	100%	51%	19%	78%
3:00 PM - 6:00 PM	Mediums	0	1	6	7	11	0	0	1	1	1	0	10	0	10	6	18
One Hour Peak	%	0%	1%	30%	6%	10%	0%	0%	2%	2%	1%	0%	20%	0%	14%	29%	7%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	11	11	25	0	0	0	0	0	0	25	0	25	11	36
	%	0%	0%	55%	10%	23%	0%	0%	0%	0%	0%	0%	49%	0%	35%	52%	15%
	Total	**0**	**94**	**20**	**114**	**107**	**0**	**1**	**56**	**57**	**114**	**0**	**51**	**20**	**71**	**21**	**242**
	PHF	0	0.73	0.83	0.75	0.62	0	0.25	0.45	0.46	0.81	0	0.75	0.62	0.89	0.88	0.72
	HV%	0%	1%	85%	16%	34%	0%	0%	2%	2%	1%	0%	69%	0%	49%	81%	22%

Study Name 12 Mississippi rd / Diagonal St
Date Tuesday, May 23, 2017

Report Summary

		Eastbound					Westbound					Southbound					
Time Period	**Class.**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	62	62	90	0	90	0	90	62	0	0	0	0	0	152
Specified Period	%	0%	0%	100%	100%	97%	0%	97%	0%	97%	100%	0%	0%	0%	0%	0%	98%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	2
One Hour Peak	%	0%	0%	0%	0%	2%	0%	2%	0%	2%	0%	0%	0%	0%	0%	0%	1%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1
	%	0%	0%	0%	0%	1%	0%	1%	0%	1%	0%	0%	0%	0%	0%	0%	1%
	Total	**0**	**0**	**62**	**62**	**93**	**0**	**93**	**0**	**93**	**62**	**0**	**0**	**0**	**0**	**0**	**155**
	PHF	0	0	0.67	0.67	0.86	0	0.86	0	0.86	0.67	0	0	0	0	0	0.82
	HV%	0%	0%	0%	0%	3%	0%	3%	0%	3%	0%	0%	0%	0%	0%	0%	2%
PM Peak Period	Lights	0	0	129	129	60	0	60	0	60	129	0	0	0	0	0	189
Specified Period	%	0%	0%	99%	99%	95%	0%	95%	0%	95%	99%	0%	0%	0%	0%	0%	98%
3:00 PM - 6:00 PM	Mediums	0	0	1	1	3	0	3	0	3	1	0	0	0	0	0	4
One Hour Peak	%	0%	0%	1%	1%	5%	0%	5%	0%	5%	1%	0%	0%	0%	0%	0%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**0**	**130**	**130**	**63**	**0**	**63**	**0**	**63**	**130**	**0**	**0**	**0**	**0**	**0**	**193**
	PHF	0	0	0.77	0.77	0.54	0	0.54	0	0.54	0.77	0	0	0	0	0	0.74
	HV%	0%	0%	1%	1%	5%	0%	5%	0%	5%	1%	0%	0%	0%	0%	0%	2%

Study Name 13 Mississippi Rd / Deer Run
Date Thursday, May 18, 2017

Report Summary

		Eastbound					Westbound					Northbound					
Time Period	**Class.**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	36	20	56	71	0	129	71	200	93	0	0	57	57	149	313
Specified Period	%	0%	100%	91%	97%	100%	0%	97%	100%	98%	100%	0%	0%	100%	100%	96%	98%
6:00 AM - 9:00 AM	Mediums	0	0	1	1	0	0	4	0	4	0	0	0	0	0	5	5
One Hour Peak	%	0%	0%	5%	2%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	3%	2%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	0	0	1	1
	%	0%	0%	5%	2%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	1%	0%
	Total	**0**	**36**	**22**	**58**	**71**	**0**	**133**	**71**	**204**	**93**	**0**	**0**	**57**	**57**	**155**	**319**
	PHF	0	0.6	0.42	0.72	0.99	0	0.72	0.99	0.8	0.63	0	0	0.46	0.46	0.66	0.82
	HV%	0%	0%	9%	3%	0%	0%	3%	0%	2%	0%	0%	0%	0%	0%	4%	2%
PM Peak Period	Lights	0	106	10	116	58	2	137	24	163	300	0	34	192	226	147	505
Specified Period	%	0%	98%	100%	98%	98%	100%	100%	96%	99%	99%	0%	100%	100%	100%	100%	99%
3:00 PM - 6:00 PM	Mediums	0	2	0	2	1	0	0	1	1	2	0	0	0	0	0	3
One Hour Peak	%	0%	2%	0%	2%	2%	0%	0%	4%	1%	1%	0%	0%	0%	0%	0%	1%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**108**	**10**	**118**	**59**	**2**	**137**	**25**	**164**	**302**	**0**	**34**	**192**	**226**	**147**	**508**
	PHF	0	0.82	0.83	0.82	0.46	0.25	0.61	0.78	0.64	0.65	0	0.35	0.58	0.53	0.62	0.61
	HV%	0%	2%	0%	2%	2%	0%	0%	4%	1%	1%	0%	0%	0%	0%	0%	1%

Study Name 14 Mississippi Rd / IL Route 53
Date Thursday, May 18, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	58	4	0	62	150	0	0	3	0	3	9	0	5	334	5	344	147	0	0	147	142	289	392	698
Specified Period	%	0%	100%	100%	0%	100%	98%	0%	0%	100%	0%	100%	100%	0%	100%	94%	100%	95%	76%	0%	0%	76%	98%	85%	95%	91%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	3	0	0	0	0	0	0	0	0	10	0	10	19	0	0	19	3	22	10	32
One Hour Peak	%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	3%	10%	0%	0%	10%	2%	6%	2%	4%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	28	0	0	28	0	28	10	38
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	3%	0%	3%	14%	0%	0%	14%	0%	8%	2%	5%
	Total	**0**	**58**	**4**	**0**	**62**	**153**	**0**	**0**	**3**	**0**	**3**	**9**	**0**	**5**	**354**	**5**	**364**	**194**	**0**	**0**	**194**	**145**	**339**	**412**	**768**
	PHF	0	0.69	0.5	0	0.67	0.83	0	0	0.75	0	0.75	0.75	0	0.42	0.75	0.62	0.76	0.82	0	0	0.82	0.81	0.81	0.74	0.82
	HV%	0%	0%	0%	0%	0%	2%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	5%	24%	0%	0%	24%	2%	15%	5%	9%
PM Peak Period	Lights	0	126	9	10	145	193	0	1	7	0	8	12	0	10	263	3	276	324	0	0	313	176	489	389	918
Specified Period	%	0%	98%	90%	91%	97%	98%	0%	100%	100%	0%	89%	92%	0%	100%	91%	100%	91%	92%	0%	0%	92%	98%	94%	93%	94%
3:00 PM - 6:00 PM	Mediums	0	2	0	1	3	3	0	0	0	1	1	0	1	0	12	0	13	9	0	0	7	3	10	15	27
One Hour Peak	%	0%	2%	0%	9%	2%	2%	0%	0%	0%	100%	11%	0%	100%	0%	4%	0%	4%	3%	0%	0%	2%	2%	2%	4%	3%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	1	0	1	0	0	0	0	0	0	1	0	0	13	0	13	19	0	0	19	0	19	13	33
	%	0%	0%	10%	0%	1%	0%	0%	0%	0%	0%	0%	8%	0%	0%	5%	0%	4%	5%	0%	0%	6%	0%	4%	3%	3%
	Total	**0**	**128**	**10**	**11**	**149**	**196**	**0**	**1**	**7**	**1**	**9**	**13**	**1**	**10**	**288**	**3**	**302**	**352**	**0**	**0**	**339**	**179**	**518**	**417**	**978**
	PHF	0	0.68	0.62	0.55	0.72	0.7	0	0.25	0.44	0.25	0.56	0.65	0.25	0.62	0.64	0.38	0.63	0.86	0	0	0.87	0.7	0.8	0.65	0.73
	HV%	0%	2%	10%	9%	3%	2%	0%	0%	0%	100%	11%	8%	100%	0%	9%	0%	9%	8%	0%	0%	8%	2%	6%	7%	6%

Study Name 16 Walter Strawn Dr / Elwood Int'l Port Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	3	3	4	10	21	0	9	11	0	20	65	0	2	41	57	100	38	0	5	25	8	38	44	168
Specified Period	%	0%	75%	100%	100%	91%	14%	0%	82%	65%	0%	65%	88%	0%	50%	23%	95%	42%	46%	0%	45%	37%	6%	18%	24%	34%
6:00 AM - 9:00 AM	Mediums	0	1	0	0	1	51	0	2	0	0	2	2	0	2	41	1	44	24	0	1	22	49	72	42	119
One Hour Peak	%	0%	25%	0%	0%	9%	33%	0%	18%	0%	0%	6%	3%	0%	50%	23%	2%	18%	29%	0%	9%	32%	37%	34%	23%	24%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	82	0	0	6	3	9	7	0	0	94	2	96	21	0	5	21	76	102	97	207
	%	0%	0%	0%	0%	0%	53%	0%	0%	35%	100%	29%	9%	0%	0%	53%	3%	40%	25%	0%	45%	31%	57%	48%	53%	42%
	Total	**0**	**4**	**3**	**4**	**11**	**154**	**0**	**11**	**17**	**3**	**31**	**74**	**0**	**4**	**176**	**60**	**240**	**83**	**0**	**11**	**68**	**133**	**212**	**183**	**494**
	PHF	0	0.25	0.25	0.5	0.55	0.82	0	0.55	0.61	0.38	0.78	0.34	0	0.5	0.79	0.31	0.56	0.83	0	0.55	0.85	0.81	0.83	0.82	0.75
	HV%	0%	25%	0%	0%	9%	86%	0%	18%	35%	100%	35%	12%	0%	50%	77%	5%	58%	54%	0%	55%	63%	94%	82%	76%	66%
PM Peak Period	Lights	1	15	3	2	21	18	0	12	11	10	33	27	0	1	23	21	45	31	0	3	17	5	25	48	124
Specified Period	%	100%	100%	100%	100%	100%	9%	0%	100%	69%	50%	69%	64%	0%	33%	9%	78%	16%	52%	0%	25%	37%	3%	11%	16%	21%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	43	0	0	1	1	2	4	0	1	92	3	96	6	0	1	6	41	48	93	146
One Hour Peak	%	0%	0%	0%	0%	0%	22%	0%	0%	6%	5%	4%	10%	0%	33%	36%	11%	33%	10%	0%	8%	13%	24%	21%	32%	25%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	133	0	0	4	9	13	11	0	1	143	3	147	23	0	8	23	128	159	152	319
	%	0%	0%	0%	0%	0%	69%	0%	0%	25%	45%	27%	26%	0%	33%	55%	11%	51%	38%	0%	67%	50%	74%	69%	52%	54%
	Total	**1**	**15**	**3**	**2**	**21**	**194**	**0**	**12**	**16**	**20**	**48**	**42**	**0**	**3**	**258**	**27**	**288**	**60**	**0**	**12**	**46**	**174**	**232**	**293**	**589**
	PHF	0.25	0.42	0.38	0.5	0.48	0.85	0	0.75	0.5	0.71	0.8	0.66	0	0.38	0.86	0.61	0.82	0.83	0	0.6	0.82	0.85	0.84	0.92	0.94
	HV%	0%	0%	0%	0%	0%	91%	0%	0%	31%	50%	31%	36%	0%	67%	91%	22%	84%	48%	0%	75%	63%	97%	89%	84%	79%

Study Name 17 Walter Strawn Dr / Walton Dr
Date Tuesday, May 16, 2017

Report Summary

		Eastbound					Westbound					Southbound					
Time Period	**Class.**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	65	65	16	0	16	1	17	65	0	0	0	0	1	82
Specified Period	%	0%	0%	93%	86%	57%	0%	80%	100%	81%	89%	0%	0%	0%	0%	17%	77%
6:00 AM - 9:00 AM	Mediums	0	1	3	4	2	0	2	0	2	4	0	1	0	1	1	7
One Hour Peak	%	0%	20%	4%	5%	7%	0%	10%	0%	10%	5%	0%	33%	0%	10%	17%	7%
6:15 AM - 7:15 AM	Articulated Trucks	1	4	2	7	10	0	2	0	2	4	0	2	7	9	4	18
	%	100%	80%	3%	9%	36%	0%	10%	0%	10%	5%	0%	67%	100%	90%	67%	17%
	Total	**1**	**5**	**70**	**76**	**28**	**0**	**20**	**1**	**21**	**73**	**0**	**3**	**7**	**10**	**6**	**107**
	PHF	0.25	0.42	0.33	0.35	0.7	0	0.71	0.25	0.66	0.33	0	0.38	0.88	0.83	0.38	0.43
	HV%	100%	100%	7%	14%	43%	0%	20%	0%	19%	11%	0%	100%	100%	100%	83%	23%
PM Peak Period	Lights	0	0	24	24	35	0	35	4	39	24	0	0	0	0	4	63
Specified Period	%	0%	0%	83%	60%	73%	0%	81%	33%	71%	73%	0%	0%	0%	0%	17%	61%
3:00 PM - 6:00 PM	Mediums	0	3	0	3	2	0	1	4	5	2	0	2	1	3	7	11
One Hour Peak	%	0%	27%	0%	8%	4%	0%	2%	33%	9%	6%	0%	50%	20%	33%	30%	11%
4:00 PM - 5:00 PM	Articulated Trucks	0	8	5	13	11	0	7	4	11	7	0	2	4	6	12	30
	%	0%	73%	17%	33%	23%	0%	16%	33%	20%	21%	0%	50%	80%	67%	52%	29%
	Total	**0**	**11**	**29**	**40**	**48**	**0**	**43**	**12**	**55**	**33**	**0**	**4**	**5**	**9**	**23**	**104**
	PHF	0	0.46	0.56	0.62	0.86	0	0.9	0.6	0.81	0.59	0	0.5	0.62	0.56	0.64	0.81
	HV%	0%	100%	17%	40%	27%	0%	19%	67%	29%	27%	0%	100%	100%	100%	83%	39%

Study Name 18 Walter Strawn Dr / Deer Run
Date Tuesday, May 23, 2017

Report Summary

		Eastbound					Westbound					Southbound					
Time Period	**Class.**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	39	2	41	21	0	0	0	0	13	0	11	21	32	39	73
Specified Period	%	0%	98%	50%	93%	72%	0%	0%	0%	0%	81%	0%	92%	81%	84%	98%	86%
6:00 AM - 9:00 AM	Mediums	0	1	0	1	5	0	0	0	0	0	0	0	5	5	1	6
One Hour Peak	%	0%	3%	0%	2%	17%	0%	0%	0%	0%	0%	0%	0%	19%	13%	3%	7%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	2	2	3	0	3	0	3	3	0	1	0	1	0	6
	%	0%	0%	50%	5%	10%	0%	100%	0%	100%	19%	0%	8%	0%	3%	0%	7%
	Total	**0**	**40**	**4**	**44**	**29**	**0**	**3**	**0**	**3**	**16**	**0**	**12**	**26**	**38**	**40**	**85**
	PHF	0	0.36	0.25	0.39	0.81	0	0.38	0	0.38	0.57	0	0.43	0.72	0.73	0.36	0.64
	HV%	0%	3%	50%	7%	28%	0%	100%	0%	100%	19%	0%	8%	19%	16%	3%	14%
PM Peak Period	Lights	0	42	1	43	25	0	1	20	21	3	0	2	24	26	62	90
Specified Period	%	0%	100%	100%	100%	96%	0%	50%	100%	95%	75%	0%	67%	100%	96%	100%	98%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	1	0	1	0	1	1	0	1	0	1	0	2
One Hour Peak	%	0%	0%	0%	0%	4%	0%	50%	0%	5%	25%	0%	33%	0%	4%	0%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**42**	**1**	**43**	**26**	**0**	**2**	**20**	**22**	**4**	**0**	**3**	**24**	**27**	**62**	**92**
	PHF	0	0.52	0.25	0.54	0.72	0	0.5	0.31	0.32	0.5	0	0.75	0.75	0.75	0.43	0.56
	HV%	0%	0%	0%	0%	4%	0%	50%	0%	5%	25%	0%	33%	0%	4%	0%	2%

Study Name 19 Walter Strawn Dr / Industrial Access
Date Thursday, May 18, 2017

Report Summary

		Eastbound					Westbound					Northbound					
Time Period	**Class.**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	12	12	2	0	0	0	0	0	0	2	0	2	12	14
Specified Period	%	0%	0%	86%	80%	40%	0%	0%	0%	0%	0%	0%	50%	0%	50%	86%	74%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:15 AM - 7:15 AM	Articulated Trucks	1	0	2	3	3	0	0	0	0	0	0	2	0	2	2	5
	%	100%	0%	14%	20%	60%	0%	0%	0%	0%	0%	0%	50%	0%	50%	14%	26%
	Total	**1**	**0**	**14**	**15**	**5**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**4**	**14**	**19**
	PHF	0.25	0	0.5	0.54	0.42	0	0	0	0	0	0	0.5	0	0.5	0.5	0.68
	HV%	100%	0%	14%	20%	60%	0%	0%	0%	0%	0%	0%	50%	0%	50%	14%	26%
PM Peak Period	Lights	1	0	0	1	18	0	0	0	0	0	0	17	0	17	0	18
Specified Period	%	50%	0%	0%	50%	86%	0%	0%	0%	0%	0%	0%	89%	0%	89%	0%	86%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	1	0	0	0	0	0	0	1	0	1	0	1
One Hour Peak	%	0%	0%	0%	0%	5%	0%	0%	0%	0%	0%	0%	5%	0%	5%	0%	5%
4:00 PM - 5:00 PM	Articulated Trucks	1	0	0	1	2	0	0	0	0	0	0	1	0	1	0	2
	%	50%	0%	0%	50%	10%	0%	0%	0%	0%	0%	0%	5%	0%	5%	0%	10%
	Total	**2**	**0**	**0**	**2**	**21**	**0**	**0**	**0**	**0**	**0**	**0**	**19**	**0**	**19**	**0**	**21**
	PHF	0.5	0	0	0.5	0.31	0	0	0	0	0	0	0.3	0	0.3	0	0.31
	HV%	50%	0%	0%	50%	14%	0%	0%	0%	0%	0%	0%	11%	0%	11%	0%	14%

Study Name 20 Walter Strawn Dr / IL Route 53 / IRA Morgan St
Date Thursday, May 18, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	0	0	0	0	0	2	0	1	3	20	0	0	336	4	340	162	0	16	160	0	176	337	519
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	67%	0%	50%	60%	83%	0%	0%	93%	100%	93%	78%	0%	80%	78%	0%	79%	93%	88%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	0	0	1	1	2	0	0	10	0	10	17	0	2	17	0	19	11	30
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	50%	20%	8%	0%	0%	3%	0%	3%	8%	0%	10%	8%	0%	8%	3%	5%
6:15 AM - 7:15 AM	ticulated Truc	0	0	0	0	0	0	0	1	0	0	1	2	0	0	14	0	14	28	0	2	27	0	29	14	44
	%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	20%	8%	0%	0%	4%	0%	4%	14%	0%	10%	13%	0%	13%	4%	7%
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**2**	**5**	**24**	**0**	**0**	**360**	**4**	**364**	**207**	**0**	**20**	**204**	**0**	**224**	**362**	**593**
	PHF	0	0	0	0	0	0	0	0.38	0	0.5	0.42	0.5	0	0	0.85	0.5	0.85	0.89	0	0.5	0.89	0	0.84	0.85	0.94
	HV%	0%	0%	0%	0%	0%	0%	0%	33%	0%	50%	40%	17%	0%	0%	7%	0%	7%	22%	0%	20%	22%	0%	21%	7%	12%
PM Peak Period	Lights	0	0	0	0	0	0	0	5	0	0	5	14	0	0	218	5	223	407	0	9	402	0	411	218	639
Specified Period	%	0%	0%	0%	0%	0%	0%	0%	63%	0%	0%	63%	67%	0%	0%	91%	71%	91%	94%	0%	64%	95%	0%	94%	91%	92%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	0	0	0	0	0	3	0	0	9	1	10	6	0	2	6	0	8	9	18
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	0%	0%	4%	14%	4%	1%	0%	14%	1%	0%	2%	4%	3%
4:00 PM - 5:00 PM	ticulated Truc	0	0	0	0	0	0	0	3	0	0	3	4	0	0	12	1	13	18	0	3	15	0	18	12	34
	%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	38%	19%	0%	0%	5%	14%	5%	4%	0%	21%	4%	0%	4%	5%	5%
	Total	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**8**	**0**	**0**	**8**	**21**	**0**	**0**	**239**	**7**	**246**	**431**	**0**	**14**	**423**	**0**	**437**	**239**	**691**
	PHF	0	0	0	0	0	0	0	0.67	0	0	0.67	0.58	0	0	0.68	0.58	0.69	0.8	0	0.44	0.8	0	0.78	0.68	0.74
	HV%	0%	0%	0%	0%	0%	0%	0%	38%	0%	0%	38%	33%	0%	0%	9%	29%	9%	6%	0%	36%	5%	0%	6%	9%	8%

Study Name	22 Hoff Rd / IL Route 53
Date	Thursday, May 18, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	0	0	0	7	0	7	1	2	10	15	2	1	345	12	360	167	0	3	158	5	166	347	536
Specified Period	%	0%	0%	0%	0%	0%	100%	0%	88%	100%	100%	91%	94%	100%	100%	95%	92%	95%	81%	0%	100%	80%	100%	80%	94%	90%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	1	0	0	1	1	0	0	10	1	11	16	0	0	15	0	15	10	27
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	9%	6%	0%	0%	3%	8%	3%	8%	0%	0%	8%	0%	7%	3%	5%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	24	2	0	24	0	26	11	35
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	2%	0%	2%	12%	100%	0%	12%	0%	13%	3%	6%
	Total	**0**	**0**	**0**	**0**	**0**	**7**	**0**	**8**	**1**	**2**	**11**	**16**	**2**	**1**	**364**	**13**	**380**	**207**	**2**	**3**	**197**	**5**	**207**	**368**	**598**
	PHF																									0.86
	HV%	0%	0%	0%	0%	0%	0%	0%	13%	0%	0%	9%	6%	0%	0%	5%	8%	5%	19%	100%	0%	20%	0%	20%	6%	10%
PM Peak Period	Lights	0	18	0	11	29	4	0	5	0	3	8	13	1	0	220	11	232	422	0	2	405	4	411	241	680
Specified Period	%	0%	100%	0%	100%	100%	100%	0%	100%	0%	75%	89%	100%	100%	0%	91%	100%	91%	95%	0%	100%	94%	100%	94%	91%	93%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	0	0	0	1	1	0	0	0	8	0	8	6	0	0	6	0	6	9	15
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	11%	0%	0%	0%	3%	0%	3%	1%	0%	0%	1%	0%	1%	3%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	18	0	0	18	0	18	15	33
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	6%	0%	6%	4%	0%	0%	4%	0%	4%	6%	5%
	Total	**0**	**18**	**0**	**11**	**29**	**4**	**0**	**5**	**0**	**4**	**9**	**13**	**1**	**0**	**243**	**11**	**255**	**446**	**0**	**2**	**429**	**4**	**435**	**265**	**728**
	PHF																									0.94
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	0%	25%	11%	0%	0%	0%	9%	0%	9%	5%	0%	0%	6%	0%	6%	9%	7%

Study Name 23 Hoff Rd / Coldwater Rd
Date Tuesday, May 23, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	15	0	15	6	0	0	6	1	7	15	0	0	0	0	0	0	0	0	0	0	0	1	22
Specified Period	%	0%	0%	100%	0%	100%	75%	0%	0%	75%	100%	78%	100%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	92%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
One Hour Peak	%	0%	0%	0%	0%	0%	13%	0%	0%	13%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	1	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	1
	%	0%	0%	0%	0%	0%	13%	0%	0%	13%	0%	11%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	4%
	Total	**0**	**0**	**15**	**0**	**15**	**8**	**0**	**0**	**8**	**1**	**9**	**15**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**1**	**24**
	PHF	0	0	0.75	0	0.75	0.5	0	0	0.5	0.25	0.56	0.75	0	0	0	0	0	0	0	0	0	0	0	0.25	0.86
	HV%	0%	0%	0%	0%	0%	25%	0%	0%	25%	0%	22%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	8%
PM Peak Period	Lights	0	0	16	0	16	16	0	0	15	0	15	18	0	0	0	0	0	0	0	2	0	1	3	0	34
Specified Period	%	0%	0%	100%	0%	100%	100%	0%	0%	100%	0%	94%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	100%	100%	0%	97%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	3%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**0**	**16**	**0**	**16**	**16**	**0**	**0**	**15**	**1**	**16**	**18**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**2**	**0**	**1**	**3**	**1**	**35**
	PHF	0	0	0.8	0	0.8	0.5	0	0	0.47	0.25	0.5	0.75	0	0	0	0	0	0	0	0.5	0	0.25	0.75	0.25	0.62
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	6%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	100%	3%

Study Name 24 Hoff Rd / Chicago Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	3	14	0	17	8	0	1	8	4	13	21	0	0	0	0	0	1	0	7	0	0	7	7	37
Specified Period	%	0%	100%	100%	0%	100%	100%	0%	100%	100%	100%	100%	100%	0%	0%	0%	0%	0%	100%	0%	100%	0%	0%	100%	100%	100%
6:00 AM - 9:00 AM	Mediums	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
One Hour Peak	%	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%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**3**	**14**	**0**	**17**	**8**	**0**	**1**	**8**	**4**	**13**	**21**	**0**	**0**	**0**	**0**	**0**	**1**	**0**	**7**	**0**	**0**	**7**	**7**	**37**
	PHF	0	0.25	0.7	0	0.85	0.4	0	0.25	0.4	0.5	0.46	0.66	0	0	0	0	0	0.25	0	0.58	0	0	0.58	0.44	0.66
	HV%	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%
PM Peak Period	Lights	0	1	17	0	18	15	0	0	15	5	20	21	0	0	1	0	1	0	0	4	0	0	4	7	43
Specified Period	%	0%	100%	100%	0%	100%	100%	0%	0%	100%	83%	95%	100%	0%	0%	100%	0%	100%	0%	0%	100%	0%	0%	100%	88%	98%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**1**	**17**	**0**	**18**	**15**	**0**	**0**	**15**	**6**	**21**	**21**	**0**	**0**	**1**	**0**	**1**	**0**	**0**	**4**	**0**	**0**	**4**	**8**	**44**
	PHF	0	0.25	0.71	0	0.75	0.75	0	0	0.75	0.38	0.66	0.75	0	0	0.25	0	0.25	0	0	0.5	0	0	0.5	0.4	0.69
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	0%	17%	5%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	13%	2%

Study Name 25 Hoff Rd / Rowell Rd
Date Thursday, May 18, 2017

Report Summary

		Eastbound					Westbound					Southbound					
Time Period	**Class.**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	12	12	14	0	14	1	15	14	0	2	0	2	1	29
Specified Period	%	0%	0%	100%	100%	100%	0%	100%	100%	100%	100%	0%	100%	0%	100%	100%	100%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**0**	**12**	**12**	**14**	**0**	**14**	**1**	**15**	**14**	**0**	**2**	**0**	**2**	**1**	**29**
	PHF	0	0	0.5	0.5	0.58	0	0.58	0.25	0.54	0.44	0	0.25	0	0.25	0.25	0.48
	HV%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
PM Peak Period	Lights	0	0	19	19	20	0	20	3	23	21	0	2	0	2	3	44
Specified Period	%	0%	0%	100%	86%	83%	0%	95%	100%	96%	100%	0%	100%	0%	40%	50%	86%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1
One Hour Peak	%	0%	0%	0%	0%	4%	0%	5%	0%	4%	0%	0%	0%	0%	0%	0%	2%
4:00 PM - 5:00 PM	Articulated Trucks	0	3	0	3	3	0	0	0	0	0	0	0	3	3	3	6
	%	0%	100%	0%	14%	13%	0%	0%	0%	0%	0%	0%	0%	100%	60%	50%	12%
	Total	**0**	**3**	**19**	**22**	**24**	**0**	**21**	**3**	**24**	**21**	**0**	**2**	**3**	**5**	**6**	**51**
	PHF	0	0.75	0.59	0.61	0.75	0	0.75	0.25	0.6	0.58	0	0.5	0.75	0.62	0.5	0.8
	HV%	0%	100%	0%	14%	17%	0%	5%	0%	4%	0%	0%	0%	100%	60%	50%	14%

Study Name 26 Hoff Rd / Ridge Rd
Date Tuesday, May 16, 2017

Report Summary

		Eastbound						Westbound						Northbound						Southbound						
Time Period	**Class.**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**U**	**L**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	3	18	0	21	11	0	0	9	0	9	22	0	0	0	0	0	0	0	4	0	2	6	3	36
Specified Period	%	0%	100%	100%	0%	100%	85%	0%	0%	90%	0%	90%	100%	0%	0%	0%	0%	0%	0%	0%	100%	0%	67%	86%	100%	95%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	2	0	0	1	0	1	0	0	0	0	0	0	0	0	0	0	1	1	0	2
One Hour Peak	%	0%	0%	0%	0%	0%	15%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	14%	0%	5%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**3**	**18**	**0**	**21**	**13**	**0**	**0**	**10**	**0**	**10**	**22**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**4**	**0**	**3**	**7**	**3**	**38**
	PHF	0	0.75	0.64	0	0.66	0.65	0	0	0.83	0	0.83	0.69	0	0	0	0	0	0	0	1	0	0.38	0.58	0.75	0.86
	HV%	0%	0%	0%	0%	0%	15%	0%	0%	10%	0%	10%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	33%	14%	0%	5%
PM Peak Period	Lights	0	4	20	0	24	24	0	0	20	6	26	22	0	0	0	0	0	0	0	2	0	4	6	10	56
Specified Period	%	0%	100%	100%	0%	100%	92%	0%	0%	91%	86%	90%	96%	0%	0%	0%	0%	0%	0%	0%	67%	0%	100%	86%	91%	93%
3:00 PM - 6:00 PM	Mediums	0	0	0	0	0	2	0	0	2	0	2	1	0	0	0	0	0	0	0	1	0	0	1	0	3
One Hour Peak	%	0%	0%	0%	0%	0%	8%	0%	0%	9%	0%	7%	4%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	14%	0%	5%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	14%	3%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	9%	2%
	Total	**0**	**4**	**20**	**0**	**24**	**26**	**0**	**0**	**22**	**7**	**29**	**23**	**0**	**0**	**0**	**0**	**0**	**0**	**0**	**3**	**0**	**4**	**7**	**11**	**60**
	PHF	0	0.5	0.62	0	0.75	0.72	0	0	0.61	0.44	0.66	0.72	0	0	0	0	0	0	0	0.38	0	0.5	0.58	0.55	0.79
	HV%	0%	0%	0%	0%	0%	8%	0%	0%	9%	14%	10%	4%	0%	0%	0%	0%	0%	0%	0%	33%	0%	0%	14%	9%	7%

Study Name 27 Hoff Rd / Cherry Hill Rd
Date Tuesday, May 23, 2017

Report Summary

		Eastbound					Westbound					Southbound					
Time Period	**Class.**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**U**	**L**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	0	14	14	10	0	10	0	10	14	0	0	0	0	0	24
Specified Period	%	0%	0%	100%	100%	77%	0%	77%	0%	77%	100%	0%	0%	0%	0%	0%	89%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	2	0	2	0	2	0	0	0	0	0	0	2
One Hour Peak	%	0%	0%	0%	0%	15%	0%	15%	0%	15%	0%	0%	0%	0%	0%	0%	7%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	1	0	1	0	1	0	0	0	0	0	0	1
	%	0%	0%	0%	0%	8%	0%	8%	0%	8%	0%	0%	0%	0%	0%	0%	4%
	Total	**0**	**0**	**14**	**14**	**13**	**0**	**13**	**0**	**13**	**14**	**0**	**0**	**0**	**0**	**0**	**27**
	PHF	0	0	0.58	0.58	0.54	0	0.54	0	0.54	0.58	0	0	0	0	0	0.75
	HV%	0%	0%	0%	0%	23%	0%	23%	0%	23%	0%	0%	0%	0%	0%	0%	11%
PM Peak Period	Lights	0	1	24	25	15	0	15	1	16	26	0	2	0	2	2	43
Specified Period	%	0%	100%	96%	96%	94%	0%	94%	100%	94%	96%	0%	100%	0%	100%	100%	96%
3:00 PM - 6:00 PM	Mediums	0	0	1	1	1	0	1	0	1	1	0	0	0	0	0	2
One Hour Peak	%	0%	0%	4%	4%	6%	0%	6%	0%	6%	4%	0%	0%	0%	0%	0%	4%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
	%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%	0%
	Total	**0**	**1**	**25**	**26**	**16**	**0**	**16**	**1**	**17**	**27**	**0**	**2**	**0**	**2**	**2**	**45**
	PHF	0	0.25	0.78	0.72	0.44	0	0.44	0.25	0.47	0.75	0	0.5	0	0.5	0.5	0.94
	HV%	0%	0%	4%	4%	6%	0%	6%	0%	6%	4%	0%	0%	0%	0%	0%	4%

Study Name 28 Hoff Rd / US Route 52
Date Tuesday, May 16, 2017

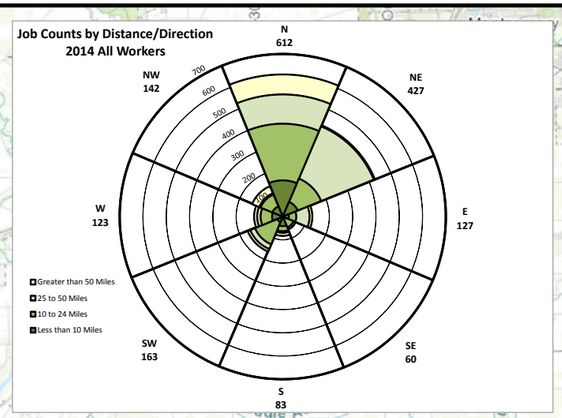
Report Summary

		Eastbound					Northbound					Southbound					
Time Period	**Class.**	**U**	**L**	**R**	**I**	**O**	**U**	**L**	**T**	**I**	**O**	**U**	**T**	**R**	**I**	**O**	**Total**
AM Peak Period	Lights	0	6	9	15	6	0	4	152	156	98	0	89	2	91	158	262
Specified Period	%	0%	100%	100%	100%	100%	0%	100%	90%	90%	85%	0%	84%	100%	84%	90%	89%
6:00 AM - 9:00 AM	Mediums	0	0	0	0	0	0	0	5	5	7	0	7	0	7	5	12
One Hour Peak	%	0%	0%	0%	0%	0%	0%	0%	3%	3%	6%	0%	7%	0%	6%	3%	4%
6:15 AM - 7:15 AM	Articulated Trucks	0	0	0	0	0	0	0	12	12	10	0	10	0	10	12	22
	%	0%	0%	0%	0%	0%	0%	0%	7%	7%	9%	0%	9%	0%	9%	7%	7%
	Total	**0**	**6**	**9**	**15**	**6**	**0**	**4**	**169**	**173**	**115**	**0**	**106**	**2**	**108**	**175**	**296**
	PHF	0	0.75	0.56	0.75	0.75	0	0.5	0.78	0.77	0.76	0	0.72	0.5	0.73	0.8	0.78
	HV%	0%	0%	0%	0%	0%	0%	0%	10%	10%	15%	0%	16%	0%	16%	10%	11%
PM Peak Period	Lights	0	6	14	20	21	0	11	116	127	176	1	162	10	173	123	320
Specified Period	%	0%	100%	93%	95%	95%	0%	92%	87%	88%	95%	100%	95%	100%	95%	88%	92%
3:00 PM - 6:00 PM	Mediums	0	0	1	1	1	0	1	6	7	3	0	2	0	2	6	10
One Hour Peak	%	0%	0%	7%	5%	5%	0%	8%	5%	5%	2%	0%	1%	0%	1%	4%	3%
4:00 PM - 5:00 PM	Articulated Trucks	0	0	0	0	0	0	0	11	11	7	0	7	0	7	11	18
	%	0%	0%	0%	0%	0%	0%	0%	8%	8%	4%	0%	4%	0%	4%	8%	5%
	Total	**0**	**6**	**15**	**21**	**22**	**0**	**12**	**133**	**145**	**186**	**1**	**171**	**10**	**182**	**140**	**348**
	PHF	0	0.75	0.62	0.66	0.55	0	0.75	0.95	0.95	0.74	0.25	0.74	0.42	0.71	0.92	0.82
	HV%	0%	0%	7%	5%	5%	0%	8%	13%	12%	5%	0%	5%	0%	5%	12%	8%

2014 U.S. CENSUS ORIGIN-DESTINATION EMPLOYMENT STATISTICS (PREPARED BY RUETTIGER, TONELLI & ASSOCIATES, INC.)

Workforce Home Locations

Elwood I-4 Zoning Area Employees



Worker Home Locations

Elwood

Village of Elwood

Elwood I-4 Areas

Jobs/Square Mile

5-6

7-10

11-18

19-28

29+

N

1 inch = 4 miles

2014 Census LEHD Origin-Destination All Jobs

Ruettiger, Tonelli & Associates, Inc.

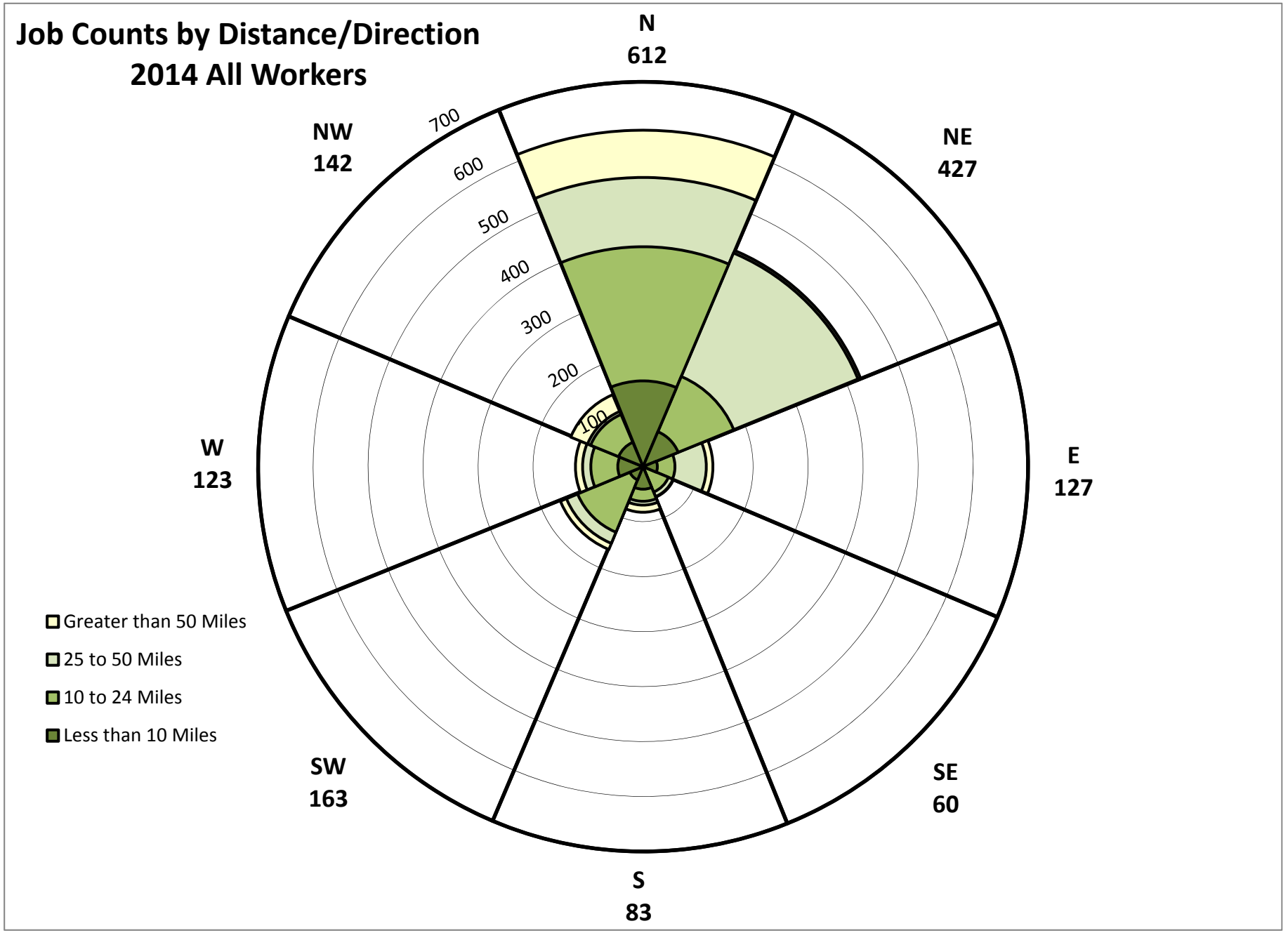
Surveyors • Engineers • Planners • Landscape Architects • G.I.S. Consultants

129 CAPISTA DRIVE - SHOREWOOD, ILLINOIS 60404

PH. (815) 744-6600 FAX (815) 744-0101

website: www.ruettigertonelli.com

DATE:	06/21/2017
SCALE:	1"= 4 miles
DRAWING No.:	116-0166-G02


Job Counts by Distance/Direction
2014 All Workers
N
612
NE
427
E
127
SE
60
S
83
SW
163
W
123
NW
142
700
600
500
400
300
200
100
Greater than 50 Miles
25 to 50 Miles
10 to 24 Miles
Less than 10 Miles

Elwood I-4 Zoning Area Workers
2014 Census Longitudinal Employer-Household Dynamics
Origin-Destination Employment Statistics (LODES)
All Job Classifications

Workers	
Goods Producing	761
Trade, Transportation and Utilities	852
All Other Services	124
Total	1737

Earnings - $/Month	
<= $1,250	88
$1,251-$3,333	349
>$3,333	1300

Worker Age	
29 or younger	374
30-54	1035
55 or older	328

	Overall		North		Northeast		East		Southeast		South		Southwest		West		Northwest	
Home/Work Census Block Distance	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share	Count	Share
Total All Jobs	1737		612	35.2%	427	24.6%	127	7.3%	60	3.5%	83	4.8%	163	9.4%	123	7.1%	142	8.2%
Less than 10 Miles	413	24%	156	25%	69	16%	26	20%	1	2%	41	49%	26	16%	46	37%	48	34%
10-24 Miles	663	38%	244	40%	109	26%	32	25%	49	82%	22	27%	103	63%	49	40%	55	39%
25-50 Miles	486	28%	126	21%	244	57%	57	45%	9	15%	7	8%	22	13%	15	12%	6	4%
Greater than 50 Miles	175	10%	86	14%	5	1%	12	9%	1	2%	13	16%	12	7%	13	11%	33	23%

CMAP GROWTH PROJECTIONS

Chicago Metropolitan Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

August 22, 2017

Rory Fancler-Split, AICP, PTP
Kimley-Horn
1001 Warrenville Road
Suite 350
Lisle, IL 60532

Subject: Compass Business Park - Elwood

Dear Ms. Fancler-Splitt:

In response to a request made on your behalf and dated July 7, 2017, we have developed year 2040 average daily traffic (ADT) projections for the subject location. These are in a table on the following page.

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Sjogren (Kimley-Horn)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\Elwood\wi-13-17\wi-13-17.docx

Table:
Year 2040 projected ADT, No Illiana Corridor / No Houbolt Bridge Improvement
Compass Business Park – Elwood

ROAD SEGMENT	Current Volumes - 2016	Projected ADT, Year 2040
Arsenal Rd west of Stephan Rd	12,900	24,500
Arsenal Rd east of Elwood Intl Port/Baseline Rd	1,750	3,900
Manhattan Rd east of IL 53	2,800	7,100
Mississippi Ave from Baseline Rd and Walton Dr	2,500	5,800
Mississippi Ave Walton Dr and Deer Run	1,400	3,500
Mississippi Ave east of Deer Run	3,150	11,200
Mississippi Ave west of IL 53	3,050	9,700
Walter Strawn Drive between Baseline Rd and IL 53	1,150	6,500
Hoff Rd west of IL 53	525	2,900
Hoff Rd between IL 53 and US 52 (w. of Cherry Hill Rd)	350	1,500
Elwood Intl Port/Baseline Rd north of Arsenal/Manhattan Rd	7,500	8,600
Walton Dr between Mississippi Ave and Walter Strawn Dr	825	2,100
Baseline Rd south of Arsenal Rd/Manhattan Rd	8,200	13,500
IL 53 north of Manhattan Rd	13,700	23,100
IL 53 between Manhattan Rd and Hoff Rd	8,800	19,500
IL 53 south of Hoff Rd	8,600	20,700
US 52 north of Manhattan Rd	6,000	14,900
US 52 south of Manhattan Rd	3,150	14,700

Reviewed and Finalized by CMAP, August 22, 2017

Chicago Metropolitan
Agency for Planning

233 South Wacker Drive
Suite 800
Chicago, Illinois 60606

312 454 0400
www.cmap.illinois.gov

October 10, 2017

Rory Fancler-Split, AICP, PTP
Kimley-Horn
1001 Warrenville Road
Suite 350
Lisle, IL 60532

Subject: Compass Business Park – Elwood (No-Illiana, with Houbolt Road Bridge)

Dear Ms. Fancler-Splitt:

In response to a request made on October 3 as follow-up to a request received on July 7, we have developed year 2040 average daily traffic (ADT) projections for the subject location.

ROAD SEGMENT	2040 ADT, *w/o* Houbolt Bridge	2040 ADT, **with** Houbolt Bridge
Arsenal Rd west of Stephan Rd	24,500	20,200
Arsenal Rd east of Elwood Intl Port/Baseline Rd	3,900	3,200
Manhattan Rd east of IL 53	7,100	7,100
Mississipi Ave bw Baseline Rd and Walton Dr	5,800	4,700
Mississipi Ave Walton Dr and Deer Run	3,500	2,900
Mississipi Ave east of Deer Run	11,200	9,300
Missisippi Ave west of IL 53	9,700	8,500
Walter Strawn Drive between Baseline Rd and IL 53	6,500	5,500
Hoff Rd west of IL 53	2,900	2,100
Hoff Rd between IL 53 and US 52 (w. of Cherry Hill Rd)	1,500	1,500
Elwood Intl Port/Baseline Rd north of Arsenal/Manhattan Rd	8,600	10,300
Walton Dr between Misssisippi Ave and Walter Strawn Dr	2,100	1,900
Baseline Rd south of Arsenal Rd/Manhattan Rd	13,500	13,500
IL 53 north of Manhattan Rd	23,100	20,700
IL 53 between Manhattan Rd and Hoff Rd	19,500	15,500
IL 53 south of Hoff Rd	20,700	16,500
US 52 north of Manhattan Rd	14,900	14,700
US 52 south of Manhattan Rd	14,700	14,800

Traffic projections are developed using existing ADT data provided in the request letter and the results from the March 2017 CMAP Travel Demand Analysis. The regional travel

model uses CMAP 2040 socioeconomic projections and assumes the implementation of the GO TO 2040 Comprehensive Regional Plan for the Northeastern Illinois area.

If you have any questions, please call me at (312) 386-8806.

Sincerely,

Jose Rodriguez, PTP, AICP
Senior Planner, Research & Analysis

cc: Sjogren (Kimley-Horn)
S:\AdminGroups\ResearchAnalysis\TrafficForecasts_CY2017\Elwood\wi-13-17\wi-13-17_NICHwHouboltBridge.docx

DATA FROM THE ITE MANUAL TRIP GENERATION, NINTH EDITION

Land Use: 140
Manufacturing

Description

Manufacturing facilities are areas where the primary activity is the conversion of raw materials or parts into finished products. Size and type of activity may vary substantially from one facility to another. In addition to the actual production of goods, manufacturing facilities generally also have office, warehouse, research and associated functions. General light industrial (Land Use 110), general heavy industrial (Land Use 120), industrial park (Land Use 130) and high-cube warehouse/distribution center (Land Use 152) are related uses.

Additional Data

Average weekday transit trip ends:

- 0.09 per employee
- 0.08 per 1,000 square feet gross floor area
- 1.25 per acre

Vehicle occupancy ranged from 1.2 to 1.3 persons per automobile on an average weekday.

The peak hour of the generator typically coincided with the peak hour of the adjacent street traffic.

Facilities with employees on shift work may peak at other hours.

The sites were surveyed in the late 1960s, the early 1970s, the mid-1980s, the 1990s and the 2000s throughout the United States.

Source Numbers

3, 7, 10, 15, 17, 74, 85, 88, 177, 184, 241, 357, 384, 418, 443, 583, 598, 611, 728

Manufacturing
(140)

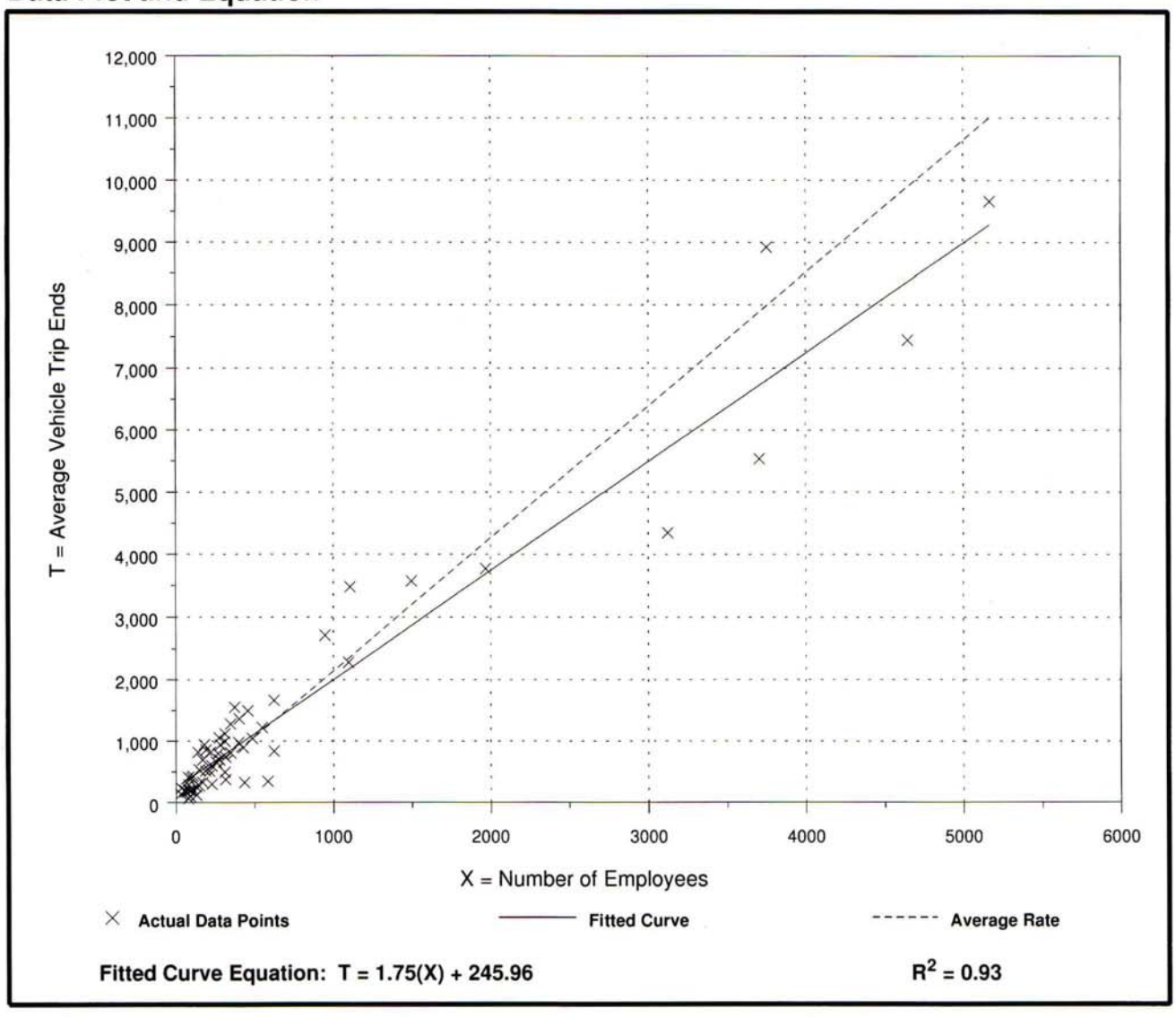
Average Vehicle Trip Ends vs: Employees
On a: Weekday

Number of Studies: 62
Avg. Number of Employees: 648
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.13	0.60 - 6.66	1.66

Data Plot and Equation



Fitted Curve Equation: T = 1.75(X) + 245.96

R^2 = 0.93

Manufacturing
(140)

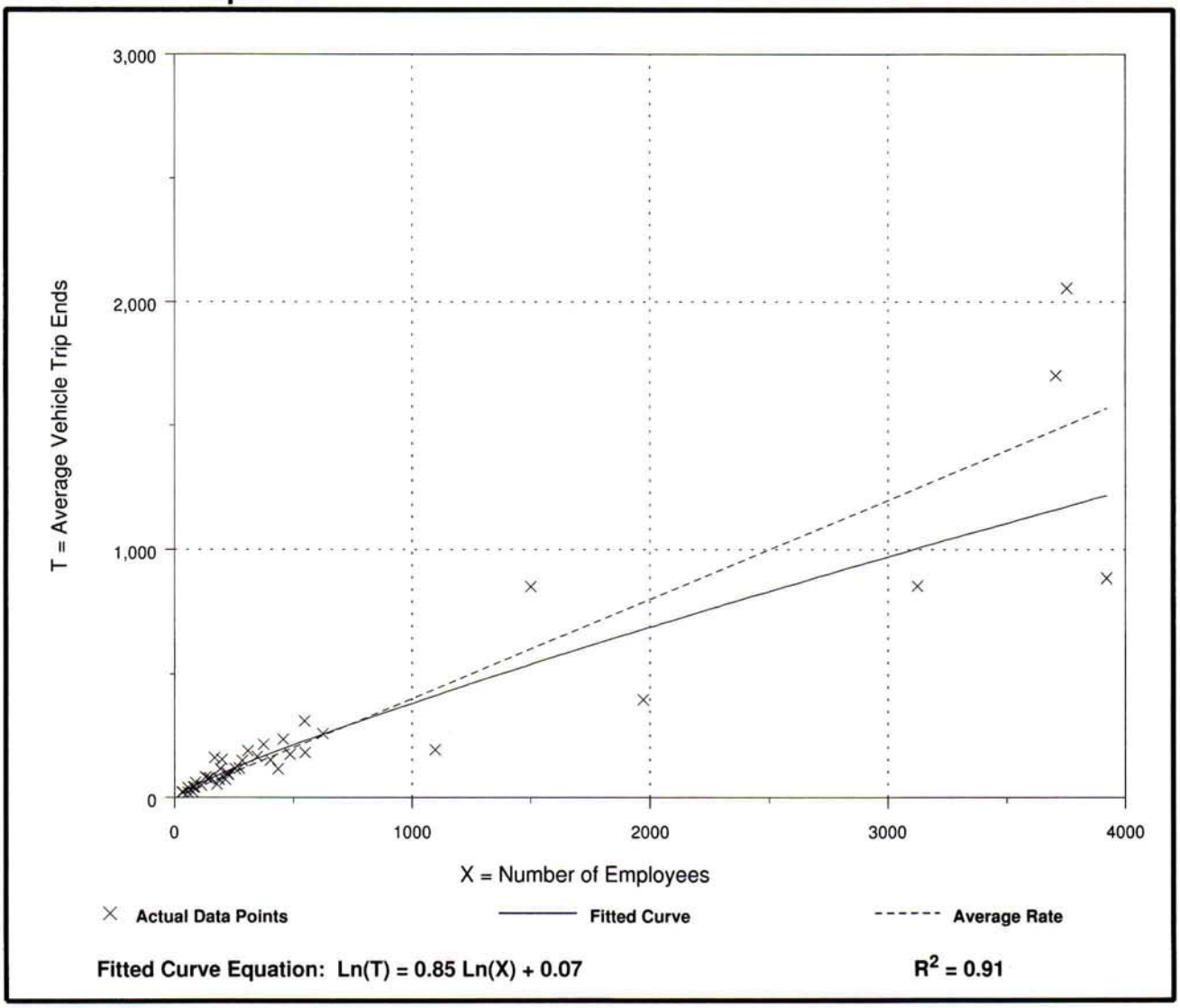
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 45
Avg. Number of Employees: 628
Directional Distribution: 73% entering, 27% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.40	0.18 - 0.94	0.65

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.85 Ln(X) + 0.07

R^2 = 0.91

Manufacturing
(140)

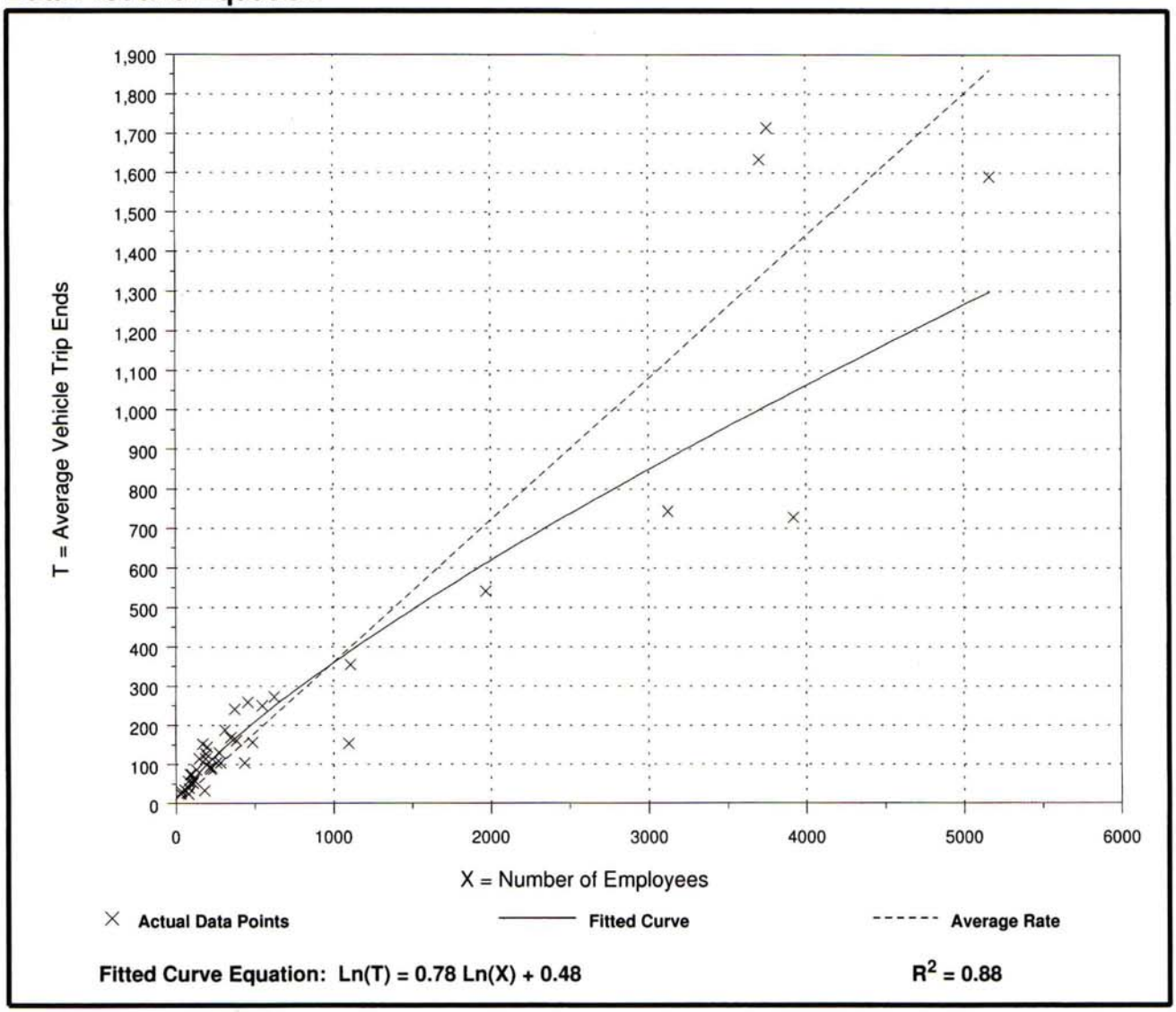
Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 46
Avg. Number of Employees: 711
Directional Distribution: 44% entering, 56% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.36	0.14 - 0.90	0.62

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.78 Ln(X) + 0.48

R^2 = 0.88

Manufacturing
(140)

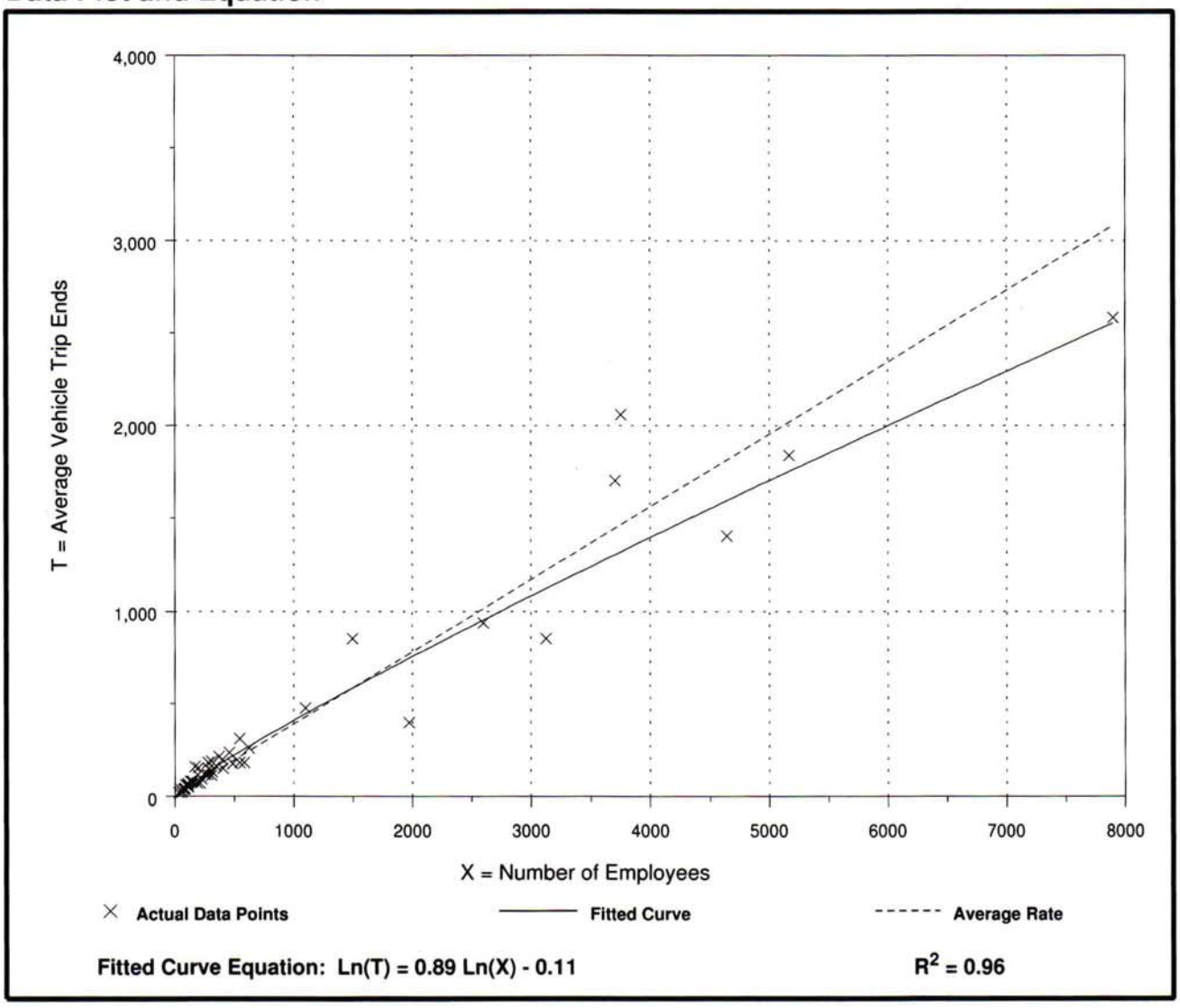
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 52
Avg. Number of Employees: 881
Directional Distribution: 80% entering, 20% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.39	0.20 - 0.94	0.64

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.89 Ln(X) - 0.11

R^2 = 0.96

Manufacturing
(140)

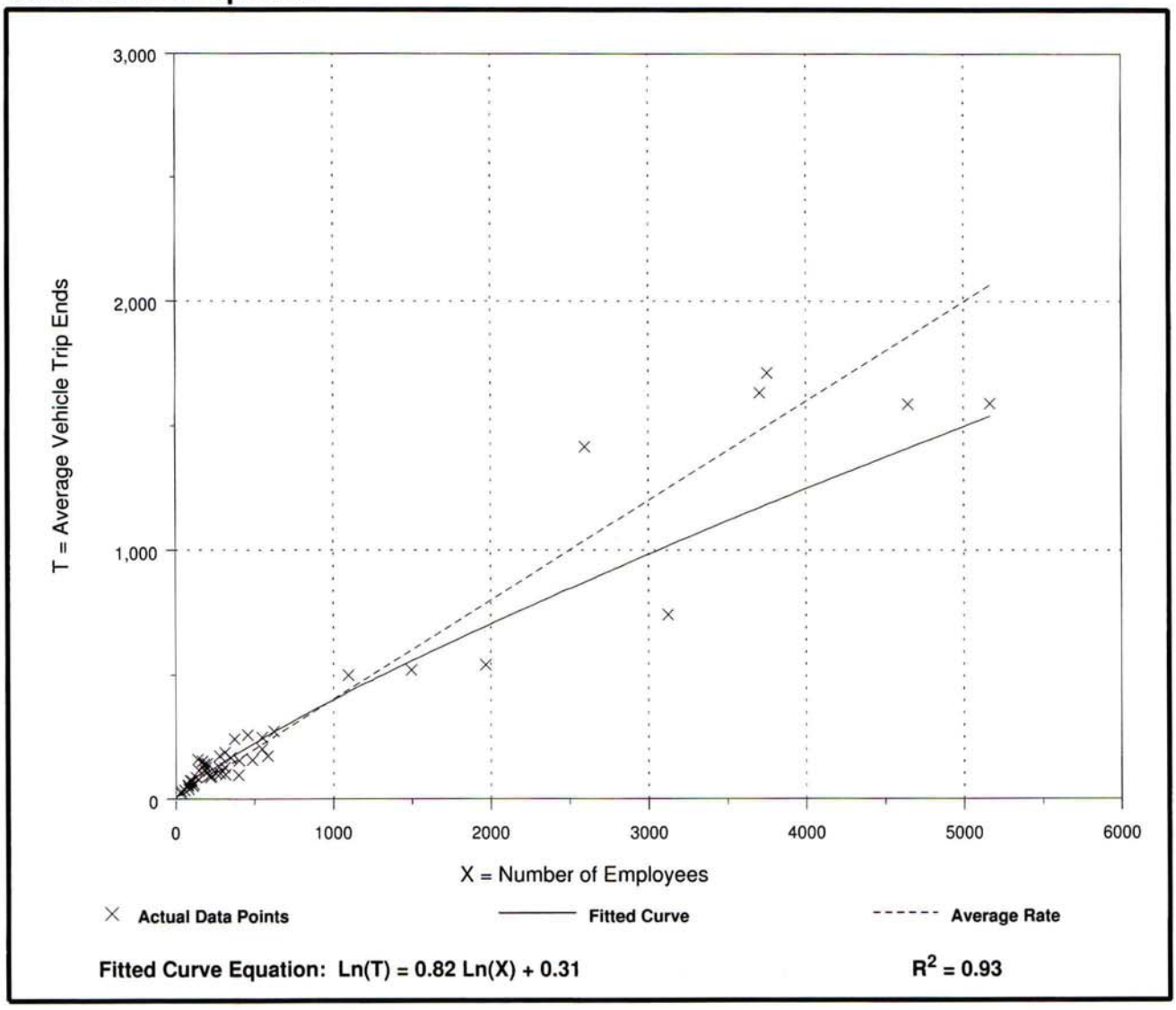
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 51
Avg. Number of Employees: 744
Directional Distribution: 48% entering, 52% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.40	0.24 - 1.11	0.65

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.82 Ln(X) + 0.31

R^2 = 0.93

Manufacturing
(140)

Average Vehicle Trip Ends vs: Employees
On a: Saturday

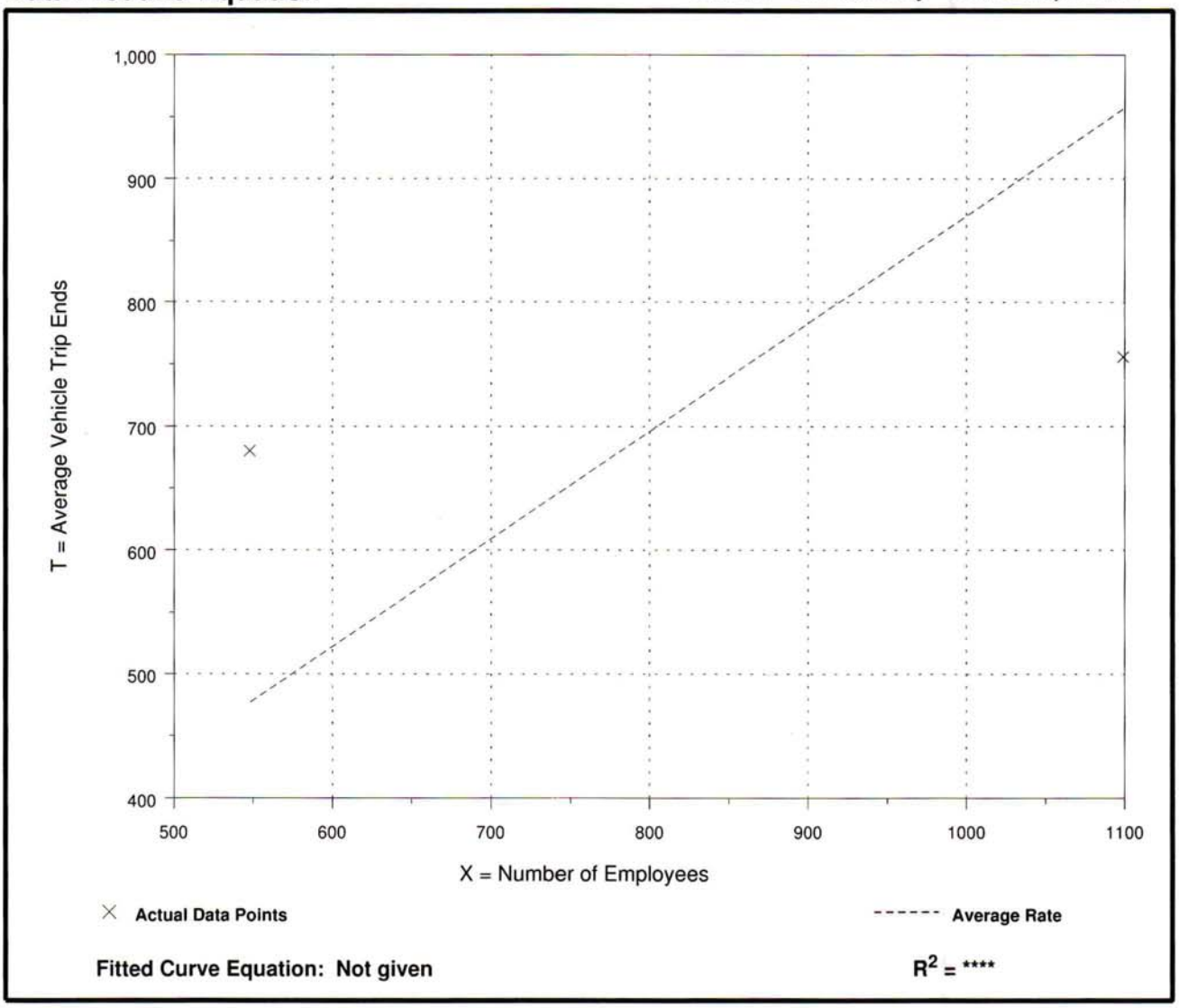
Number of Studies: 2
Avg. Number of Employees: 824
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.87	0.69 - 1.24	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Employees
On a: Saturday,
Peak Hour of Generator

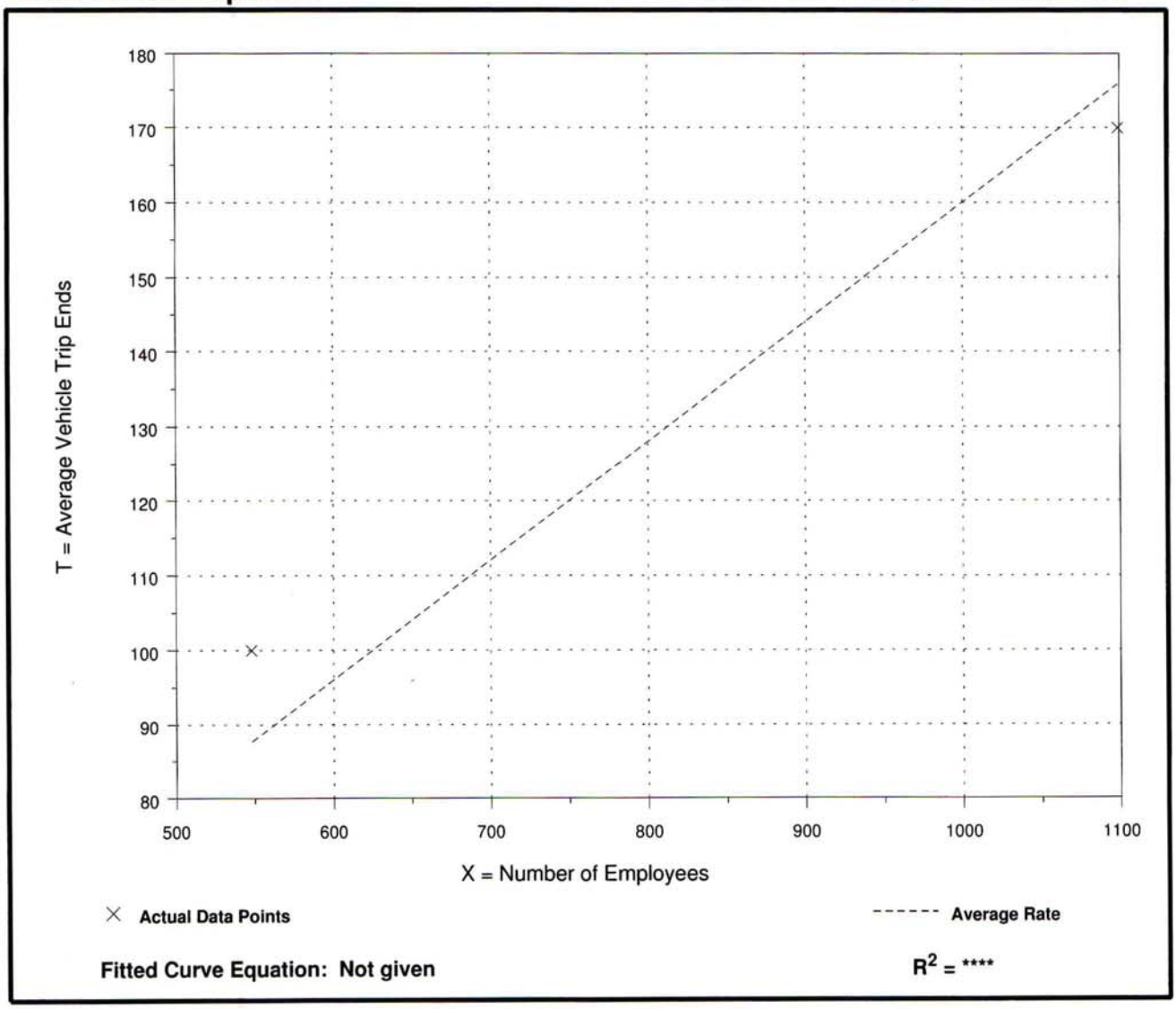
Number of Studies: 2
Avg. Number of Employees: 824
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.16	0.15 - 0.18	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Employees
On a: Sunday

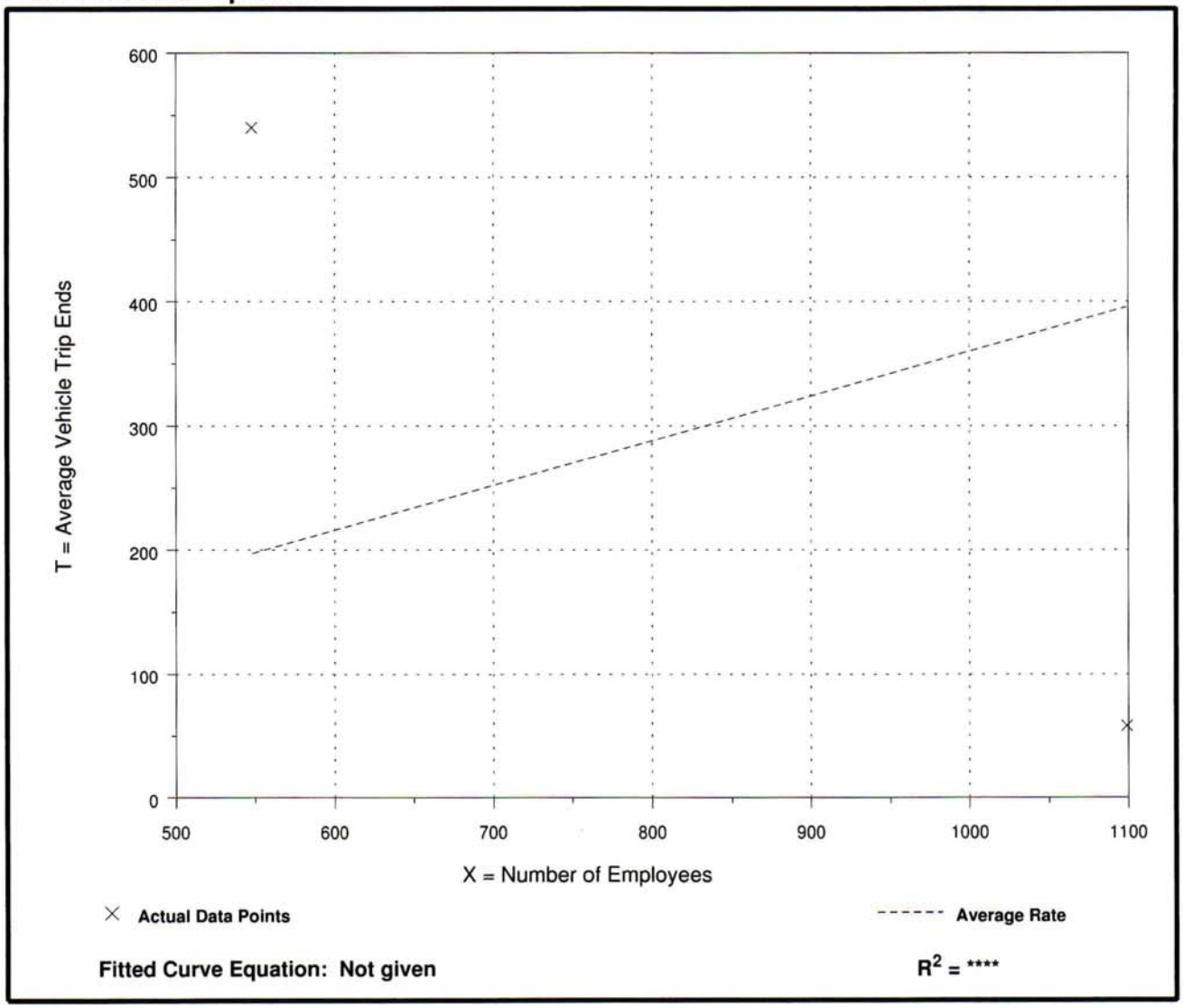
Number of Studies: 2
Avg. Number of Employees: 824
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.36	0.05 - 0.99	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Employees
On a: Sunday,
Peak Hour of Generator

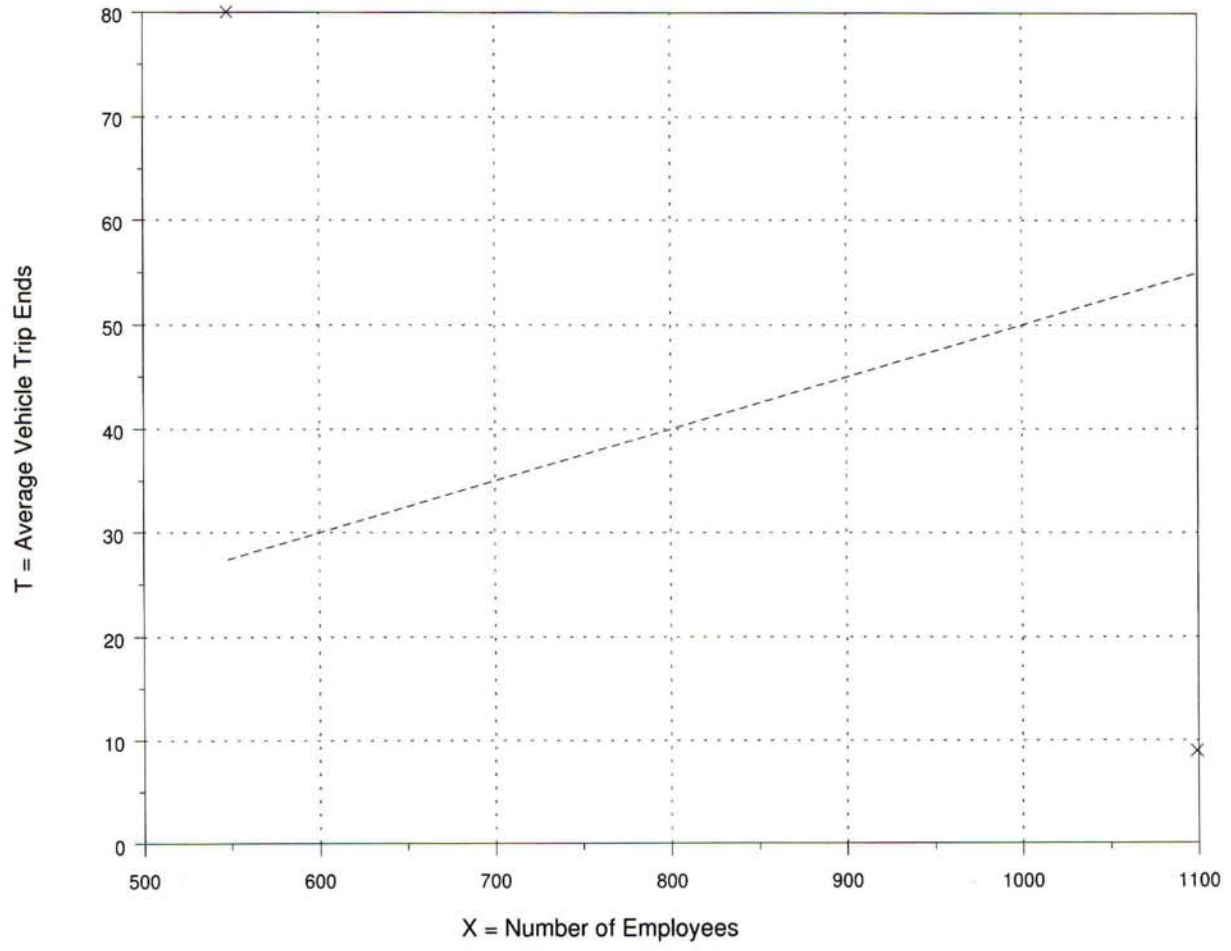
Number of Studies: 2
Avg. Number of Employees: 824
Directional Distribution: Not available

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.05	0.01 - 0.15	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

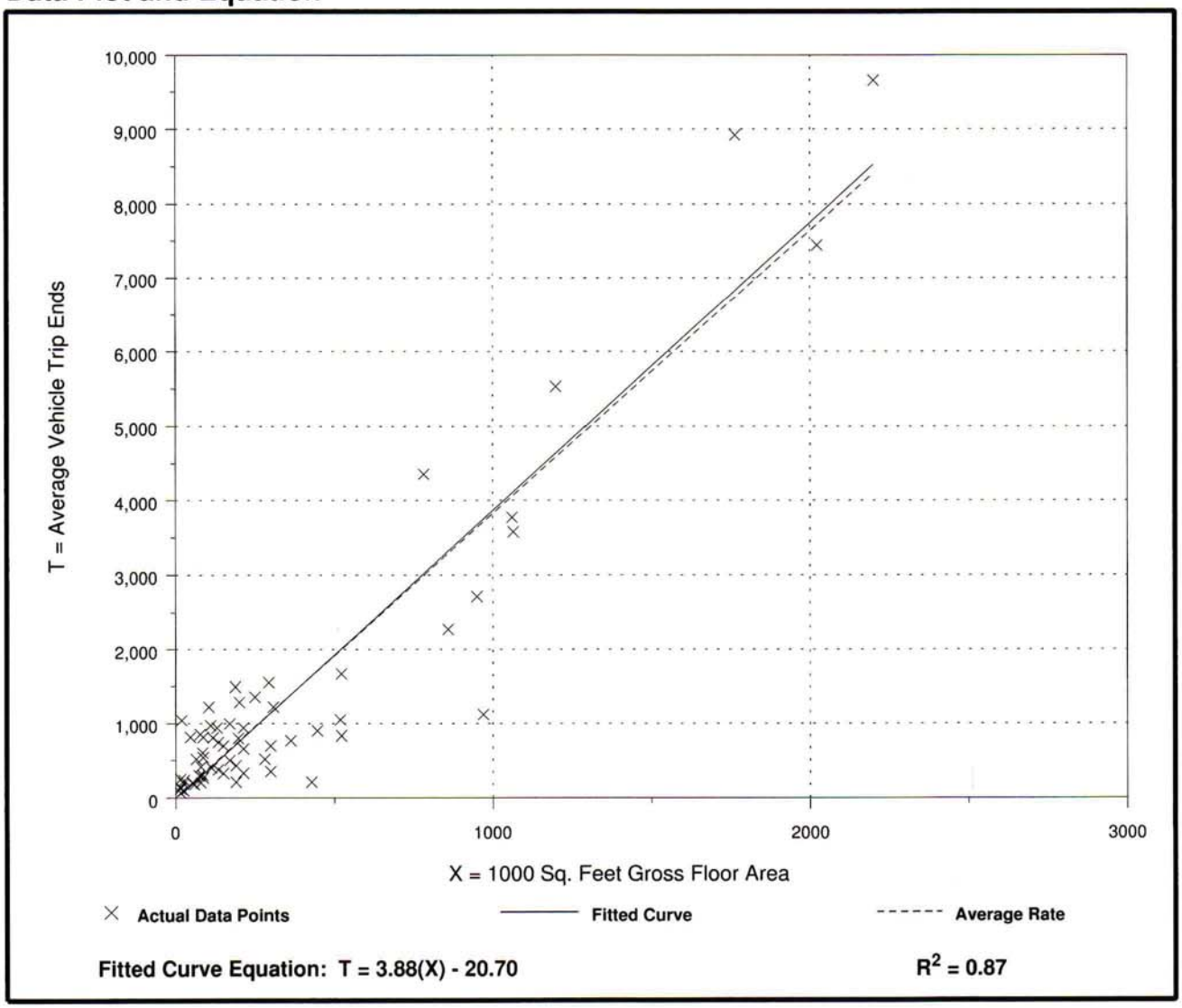
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 62
Average 1000 Sq. Feet GFA: 349
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.82	0.50 - 52.05	3.07

Data Plot and Equation



Fitted Curve Equation: T = 3.88(X) - 20.70

R^2 = 0.87

Manufacturing
(140)

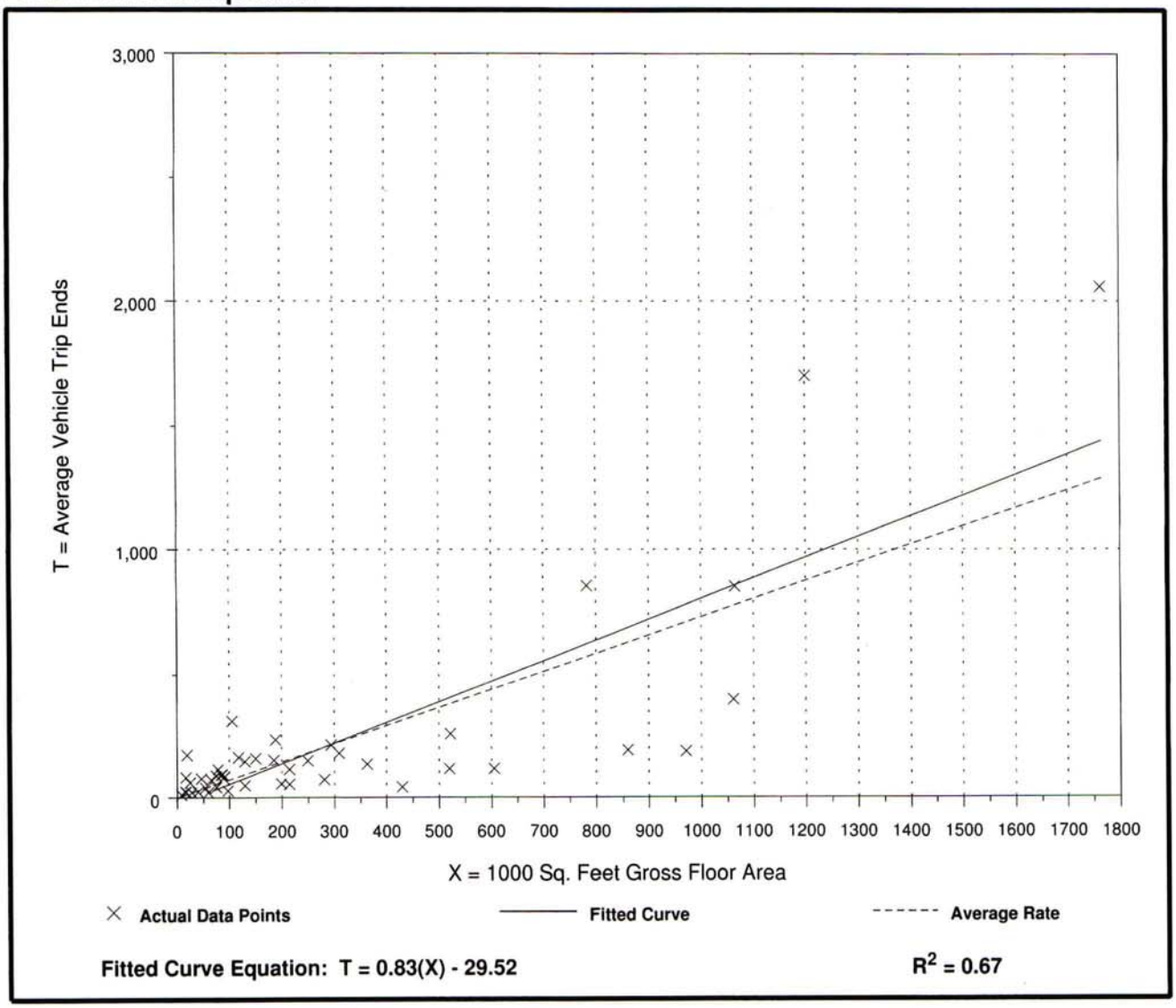
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 51
Average 1000 Sq. Feet GFA: 293
Directional Distribution: 78% entering, 22% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.73	0.10 - 8.75	1.04

Data Plot and Equation



Fitted Curve Equation: T = 0.83(X) - 29.52

R^2 = 0.67

Manufacturing
(140)

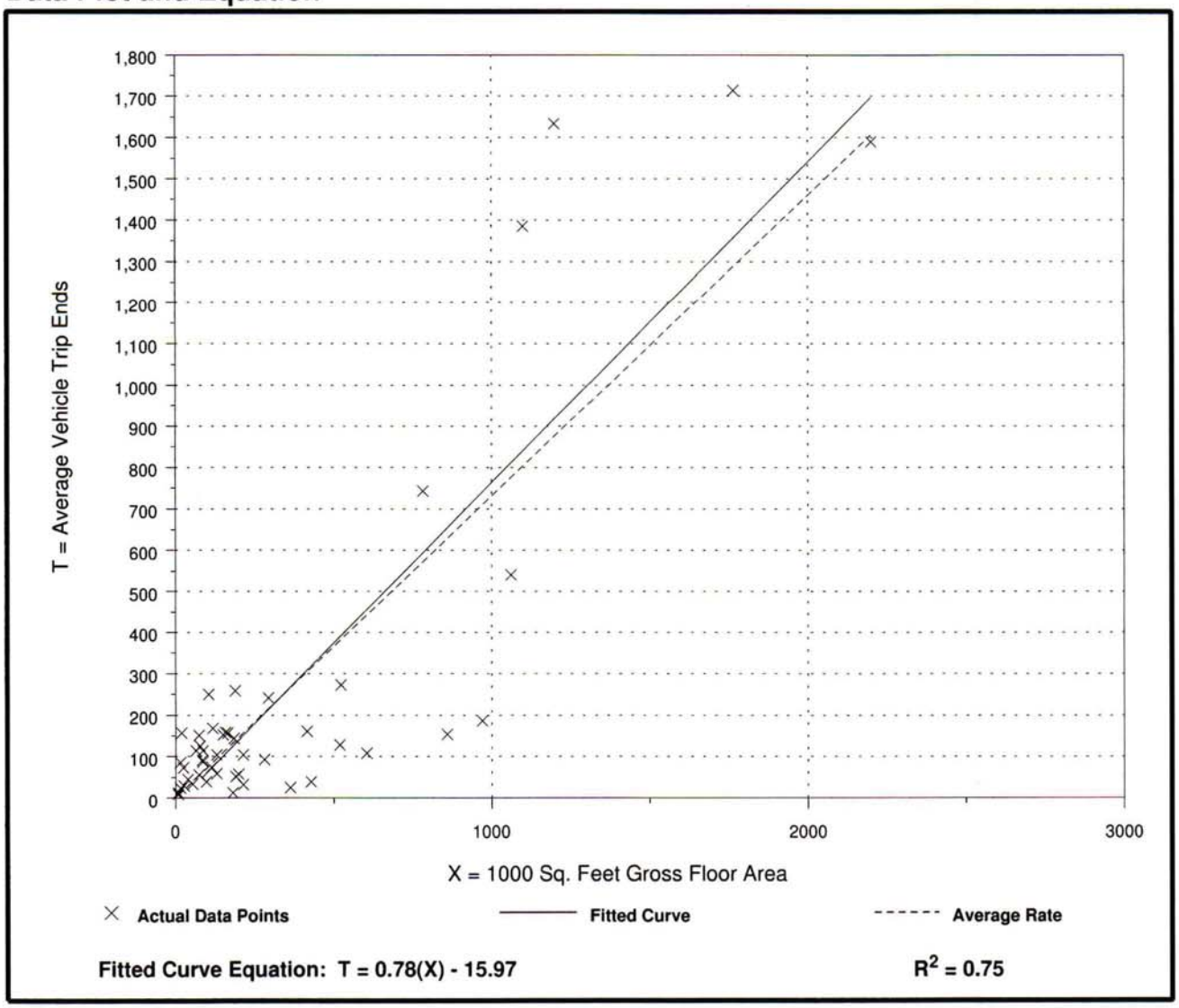
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 56
Average 1000 Sq. Feet GFA: 318
Directional Distribution: 36% entering, 64% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.73	0.07 - 7.85	1.01

Data Plot and Equation



Fitted Curve Equation: T = 0.78(X) - 15.97

R^2 = 0.75

Manufacturing
(140)

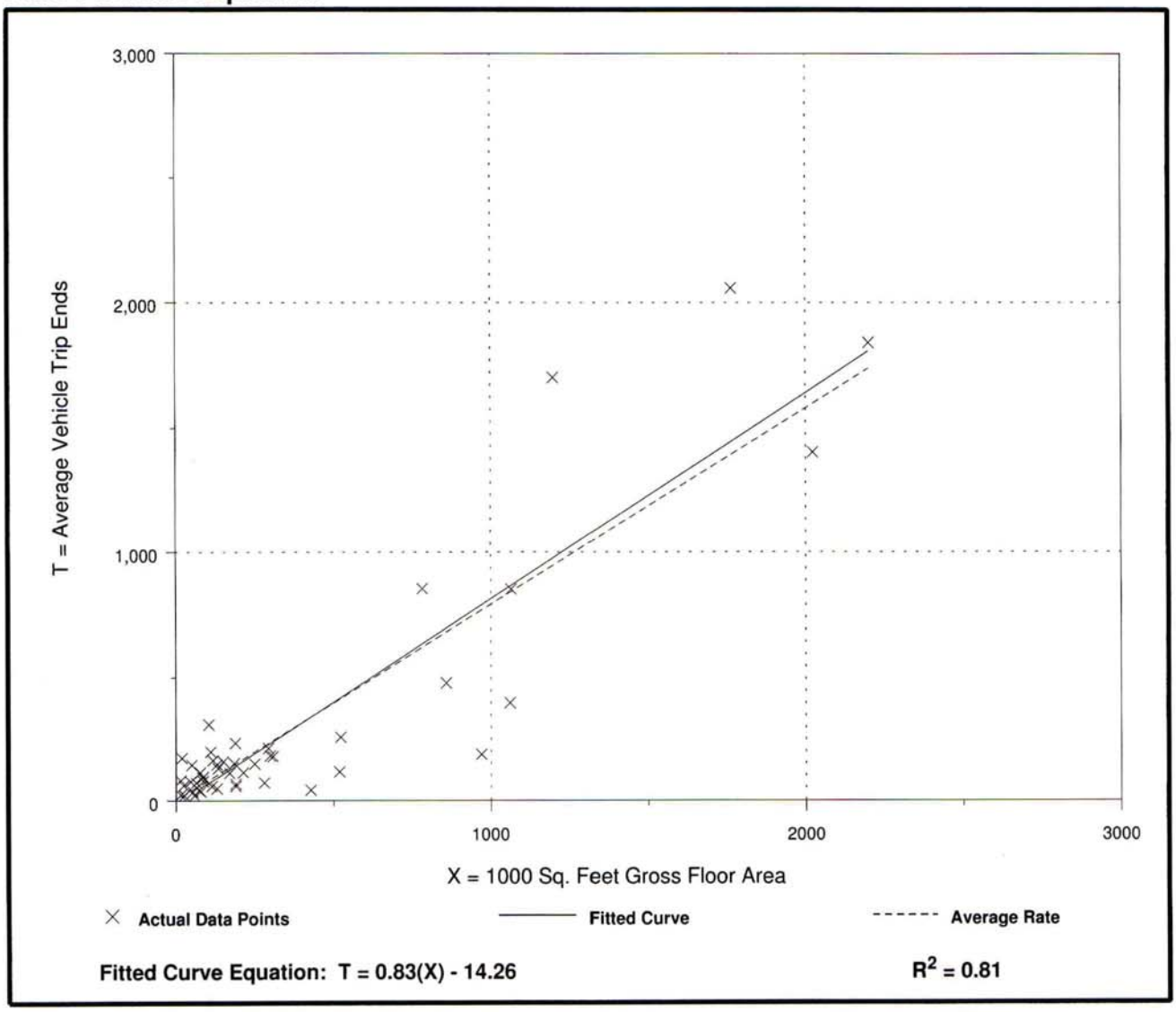
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 51
Average 1000 Sq. Feet GFA: 363
Directional Distribution: 68% entering, 32% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.79	0.10 - 8.75	1.02

Data Plot and Equation



Fitted Curve Equation: T = 0.83(X) - 14.26

R^2 = 0.81

Manufacturing
(140)

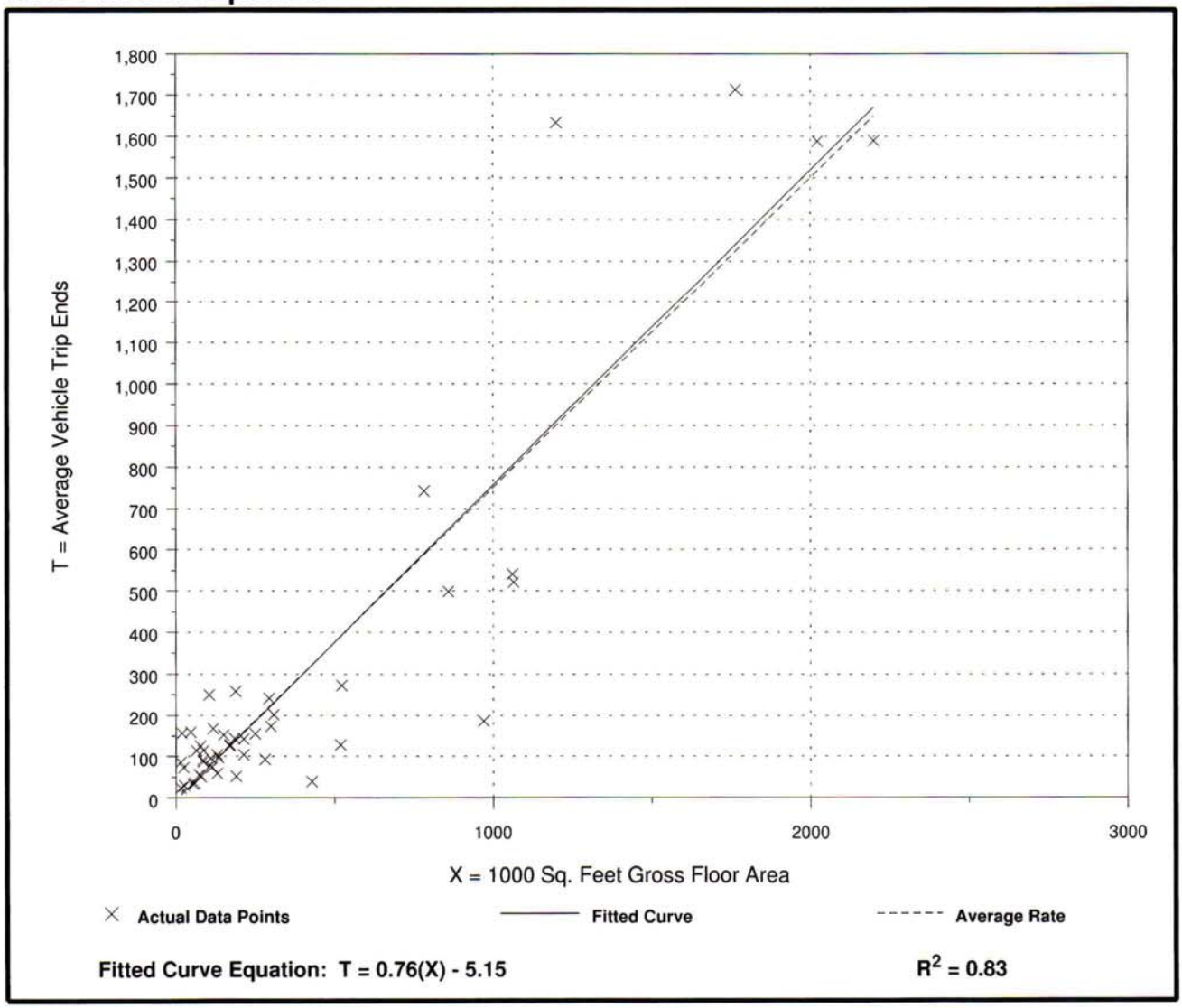
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 50
Average 1000 Sq. Feet GFA: 370
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.75	0.09 - 7.85	0.98

Data Plot and Equation



Fitted Curve Equation: T = 0.76(X) - 5.15

R^2 = 0.83

Manufacturing
(140)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

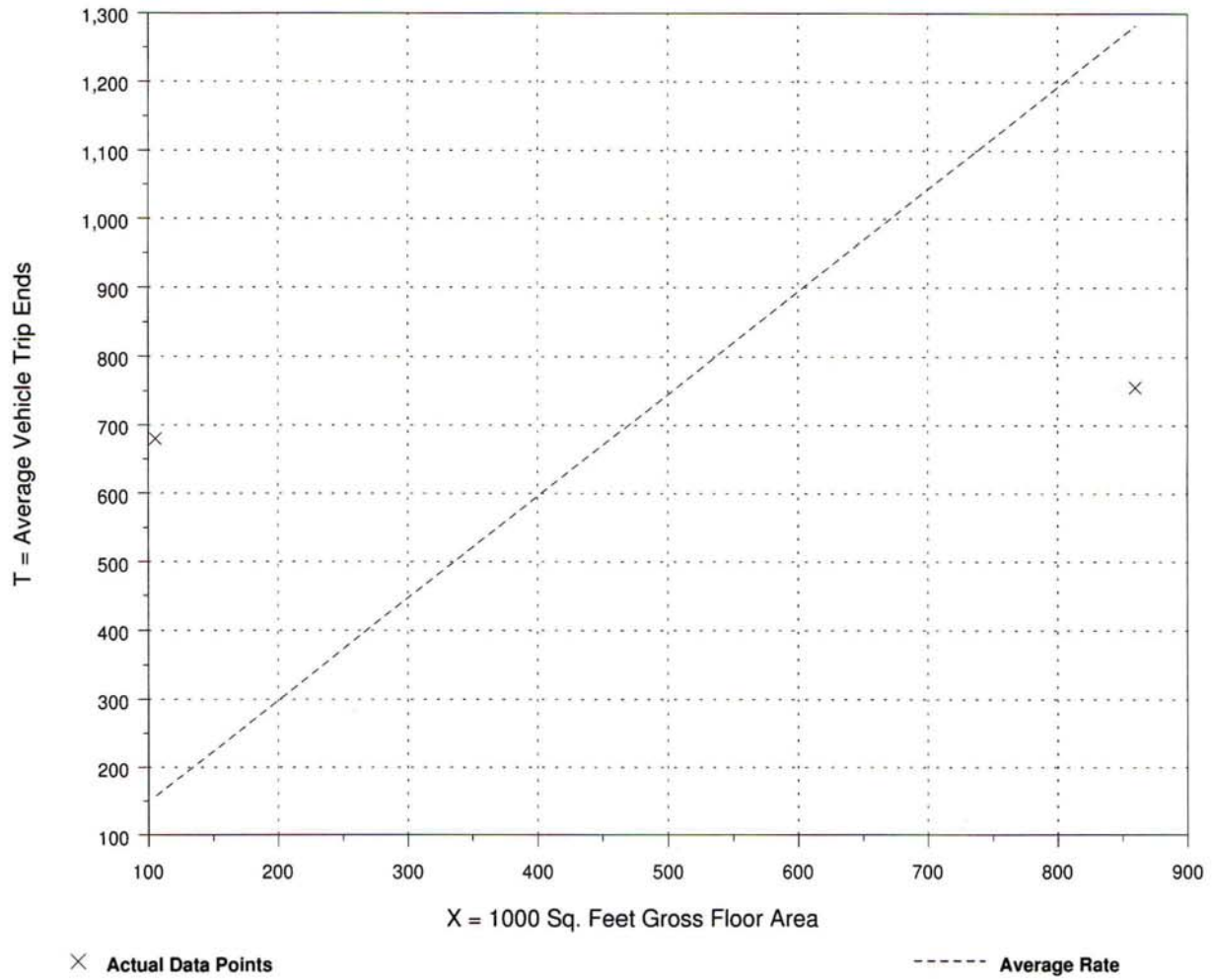
Number of Studies: 2
Average 1000 Sq. Feet GFA: 483
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
1.49	0.88 - 6.42	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Saturday,**
Peak Hour of Generator

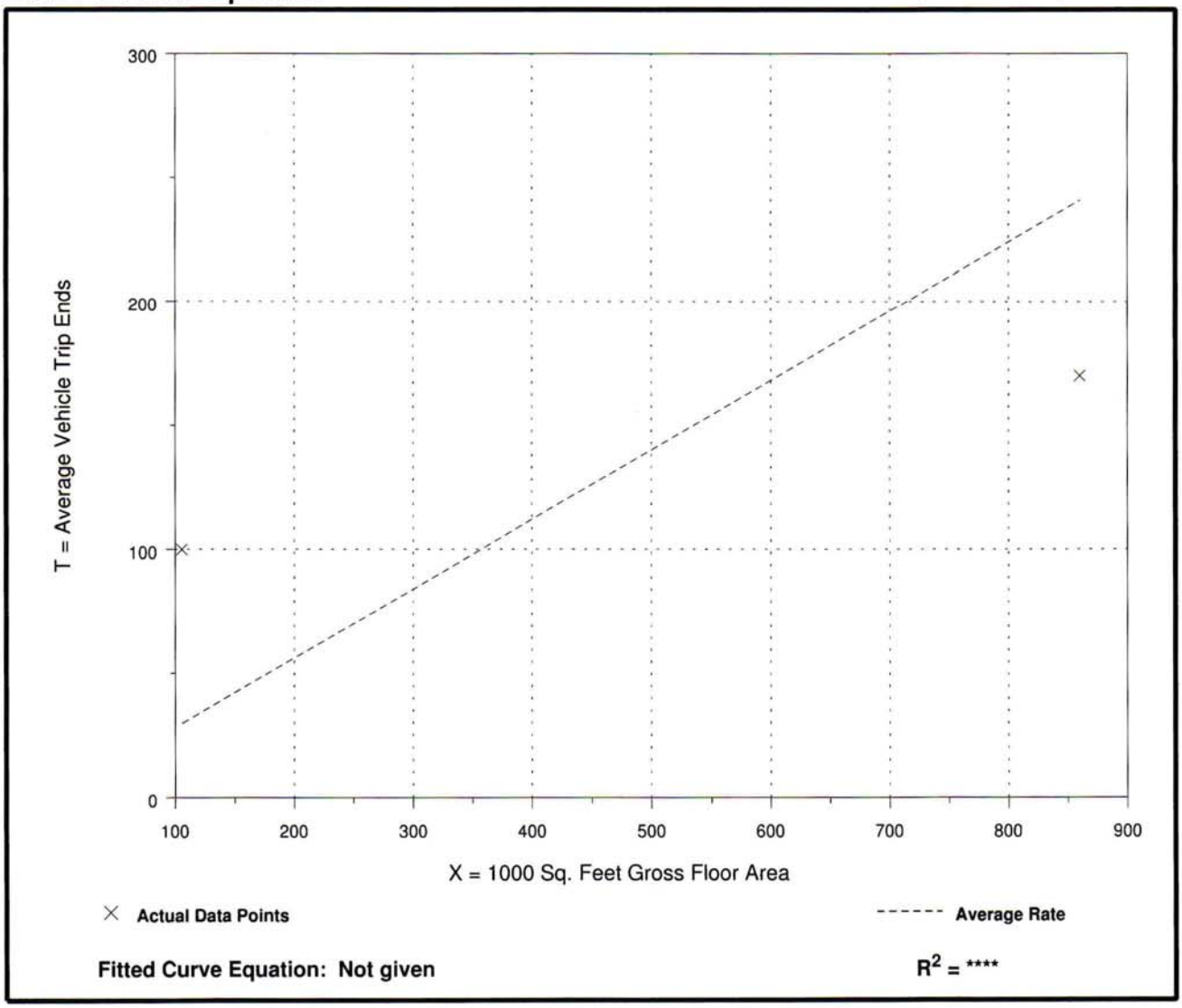
Number of Studies: 2
Average 1000 Sq. Feet GFA: 483
Directional Distribution: Not available

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.28	0.20 - 0.94	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

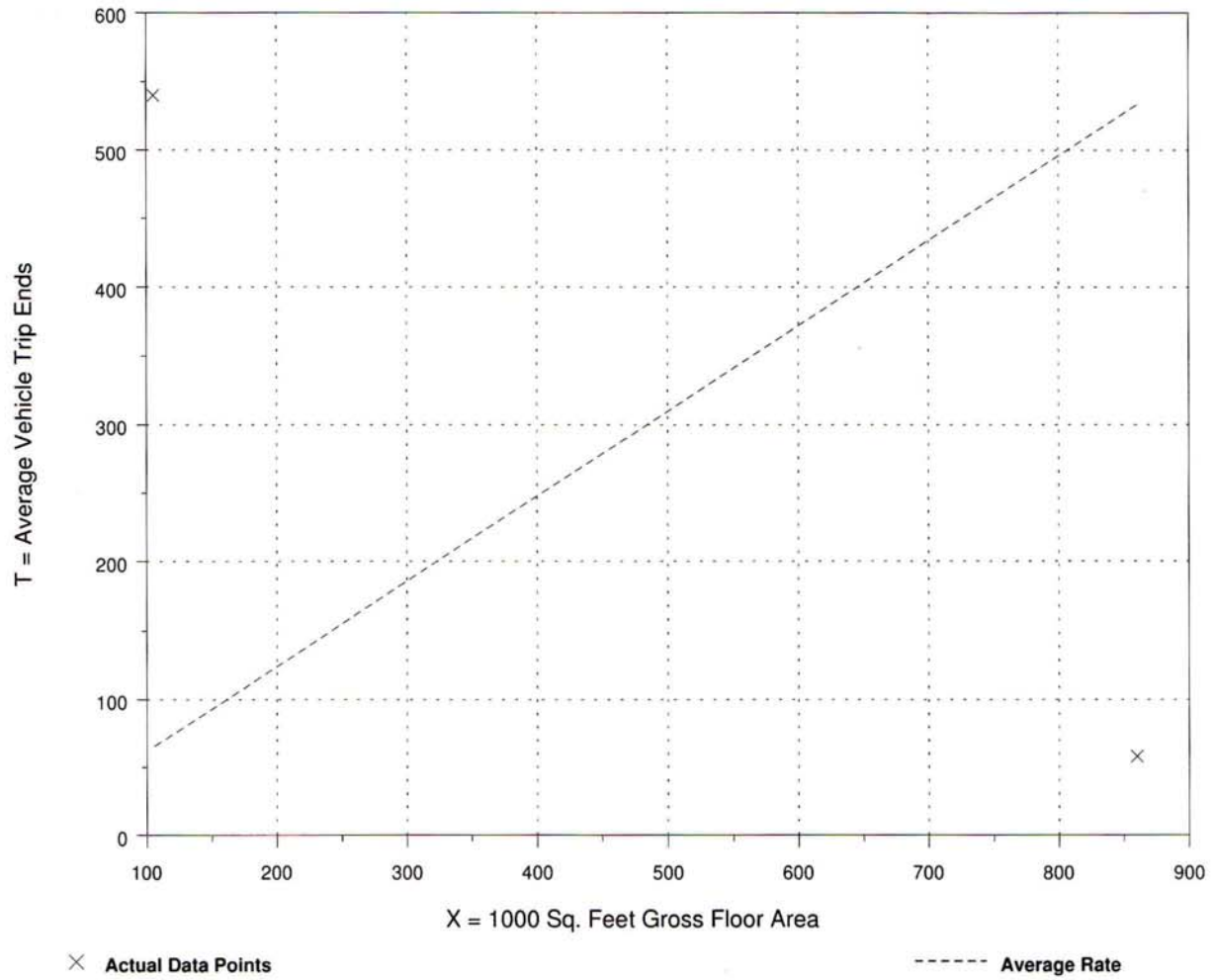
Number of Studies: 2
Average 1000 Sq. Feet GFA: 483
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.62	0.07 - 5.09	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday,
Peak Hour of Generator

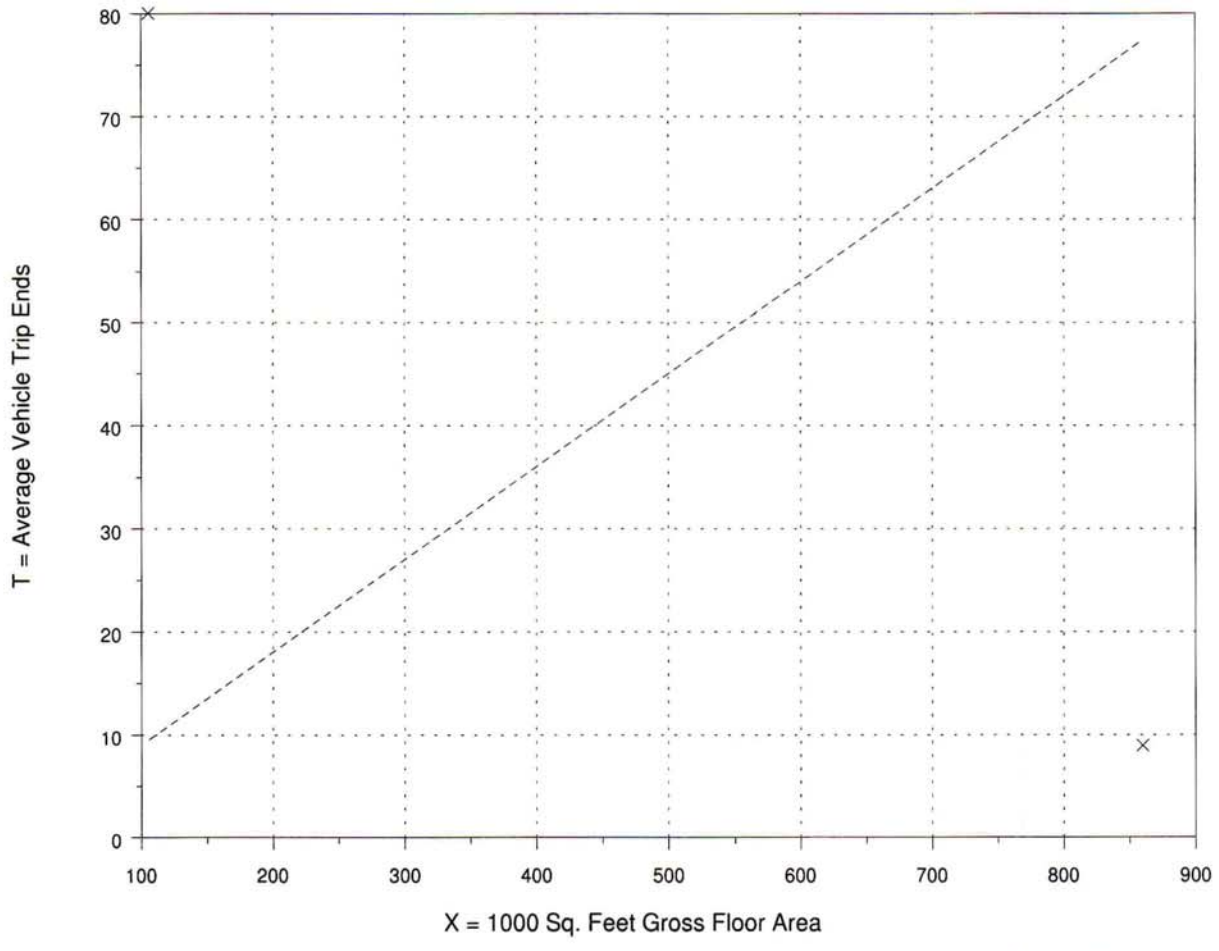
Number of Studies: 2
Average 1000 Sq. Feet GFA: 483
Directional Distribution: Not available

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
0.09	0.01 - 0.75	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

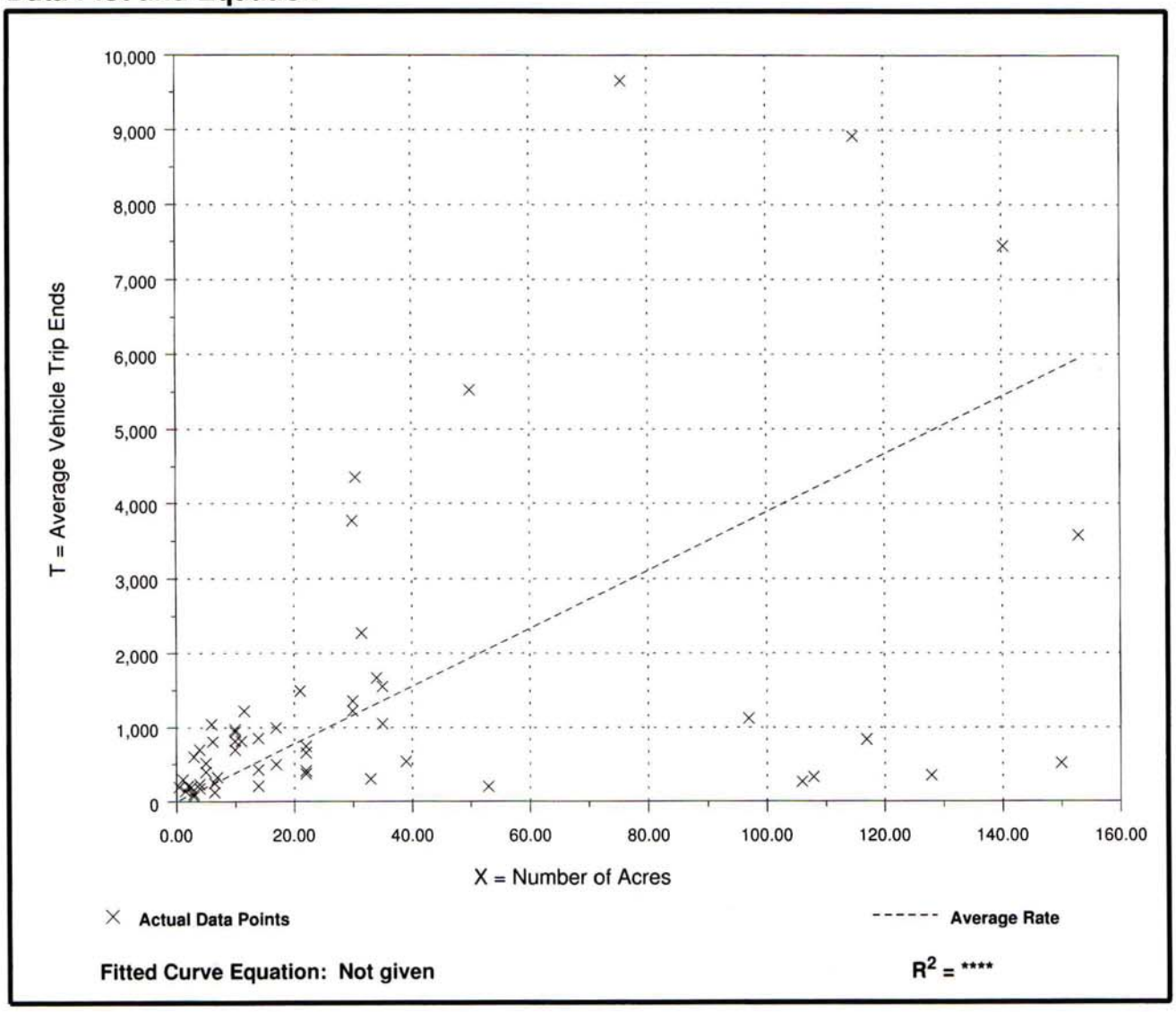
Average Vehicle Trip Ends vs: Acres
On a: Weekday

Number of Studies: 56
Average Number of Acres: 35
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
38.88	2.54 - 396.00	41.93

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

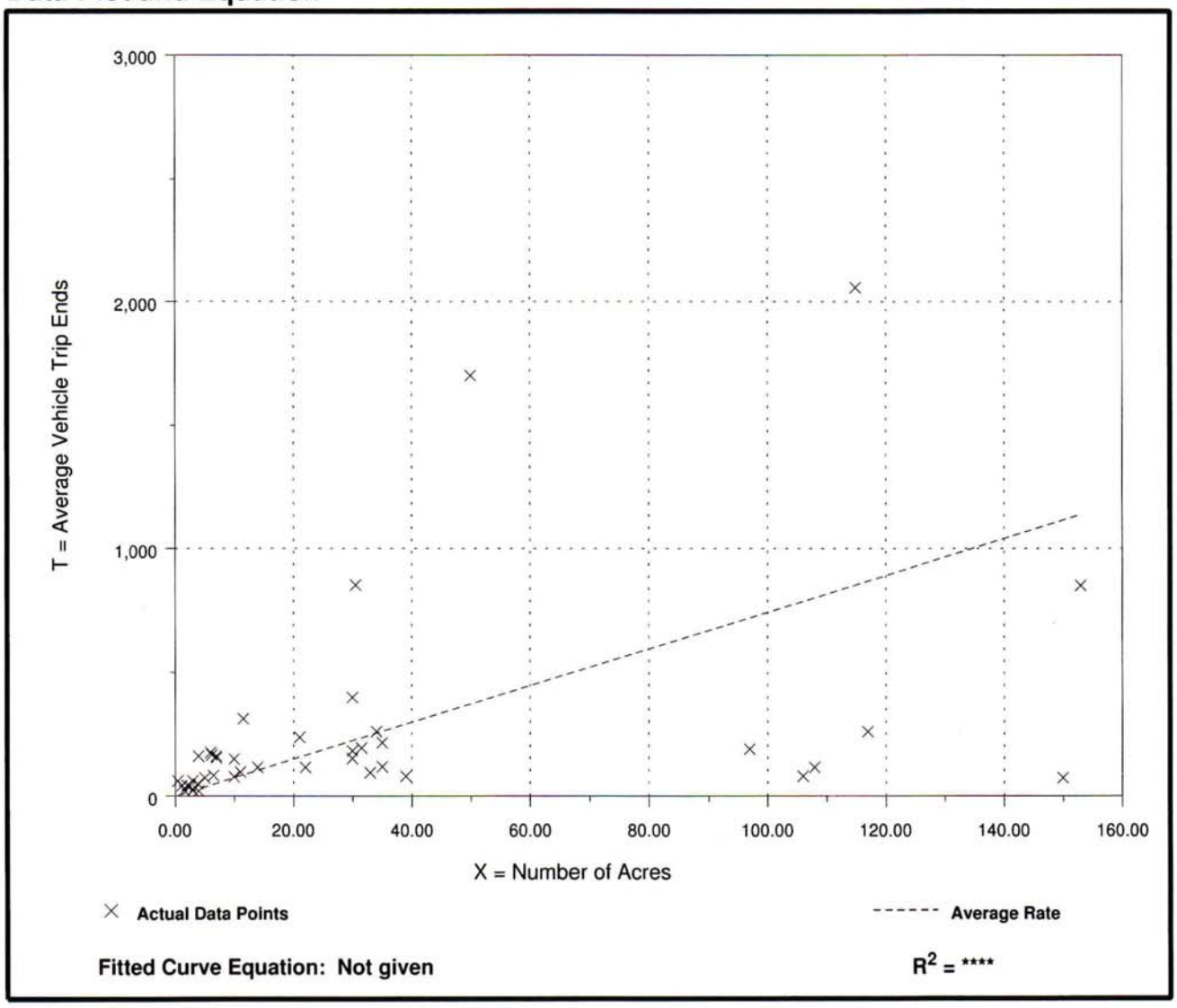
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 43
Average Number of Acres: 33
Directional Distribution: 93% entering, 7 % exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
7.44	0.48 - 124.00	9.45

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

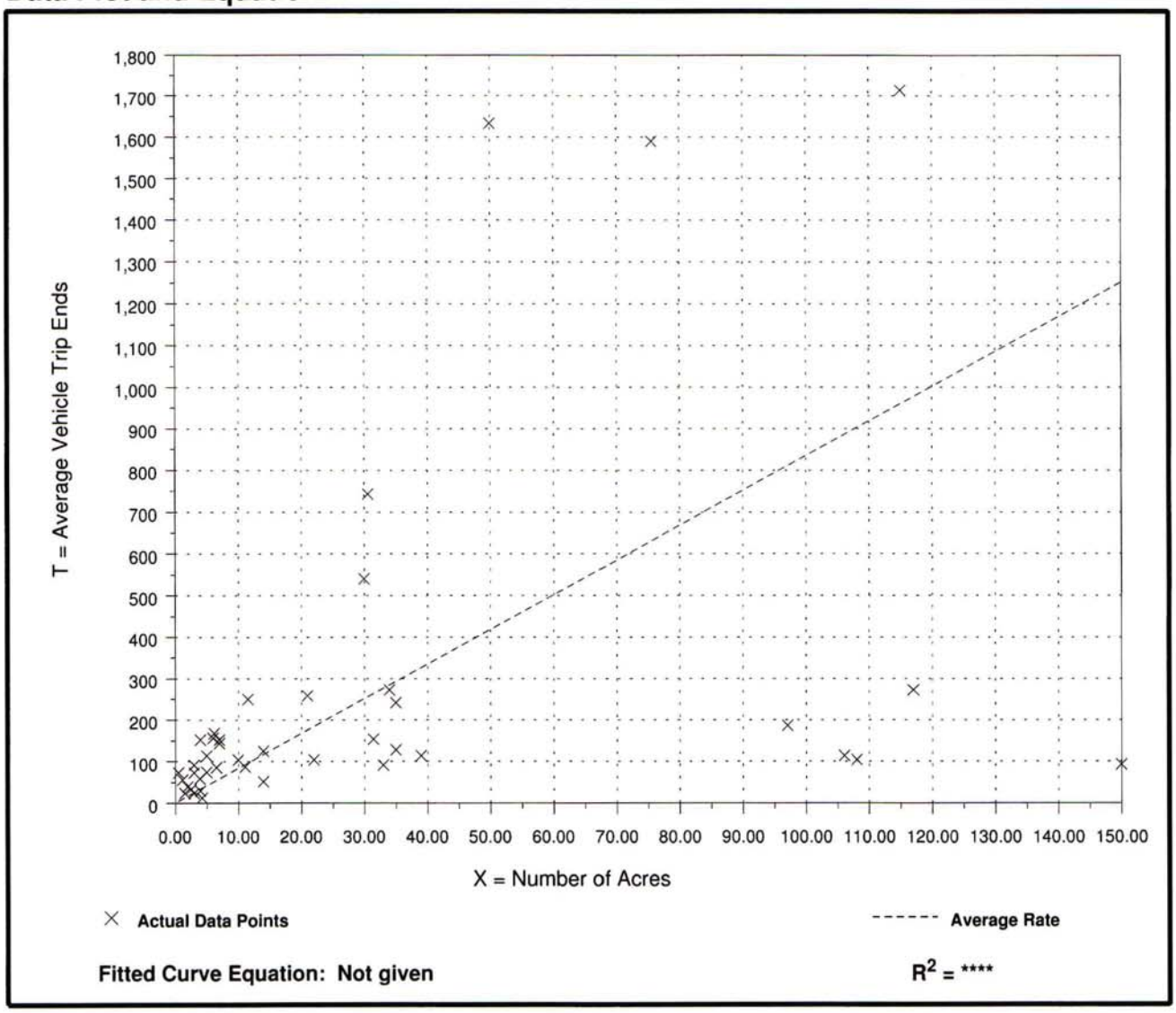
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 43
Average Number of Acres: 30
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
8.35	0.62 - 148.00	10.04

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

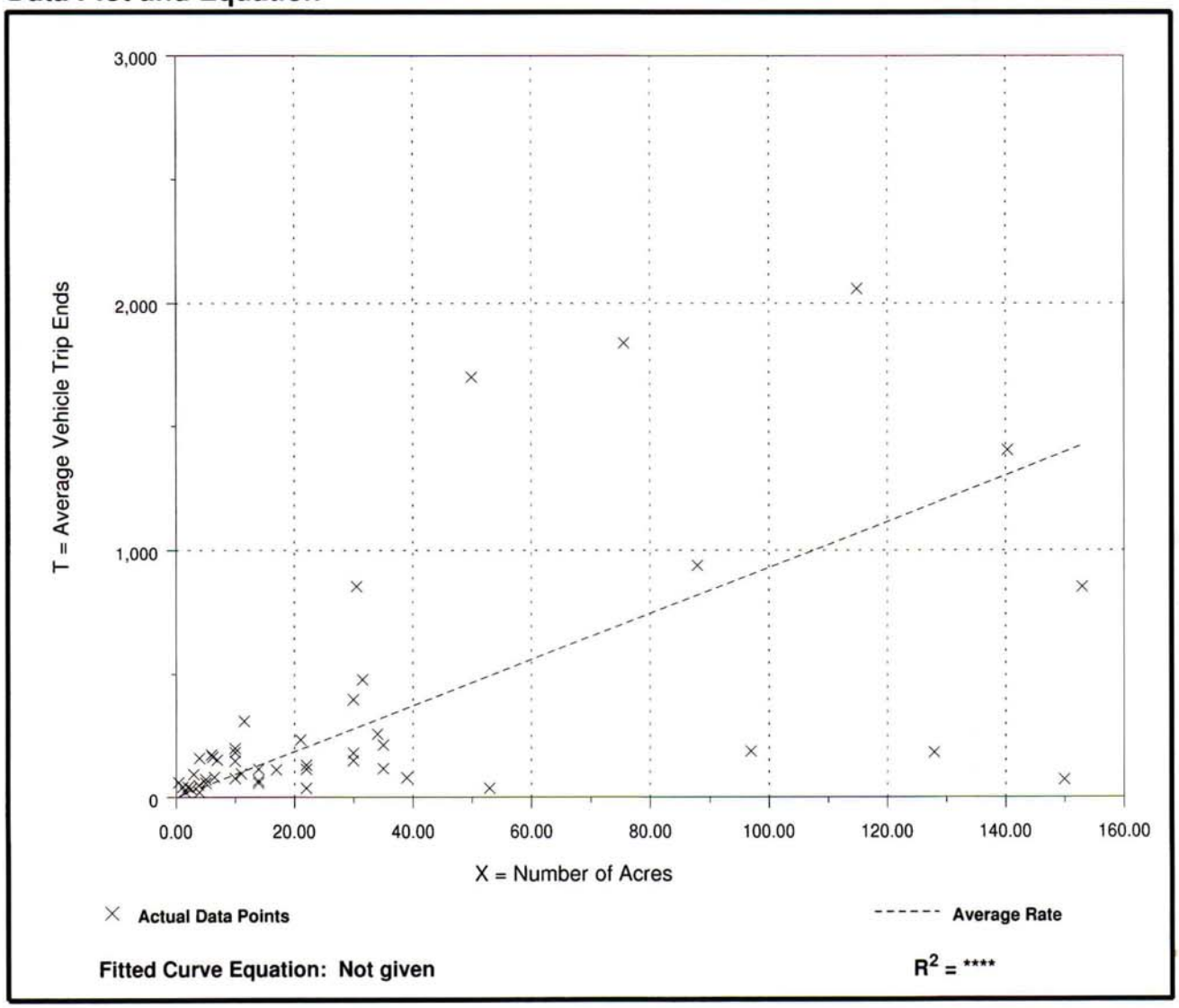
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 51
Average Number of Acres: 32
Directional Distribution: 72% entering, 28% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
9.30	0.48 - 124.00	9.40

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

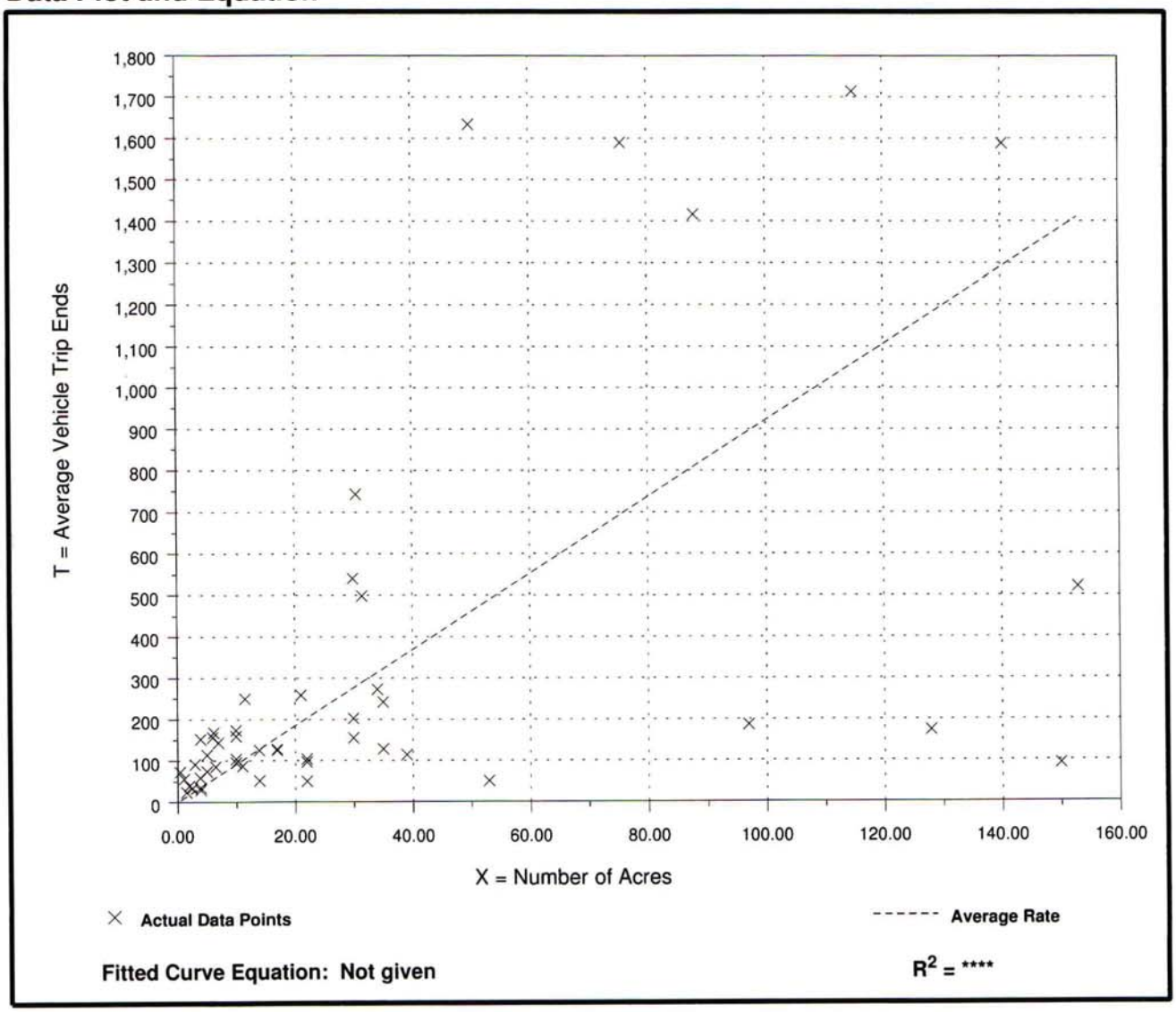
Average Vehicle Trip Ends vs: **Acres**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 50
Average Number of Acres: 33
Directional Distribution: 48% entering, 52% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
9.21	0.62 - 148.00	9.12

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Acres
On a: Saturday

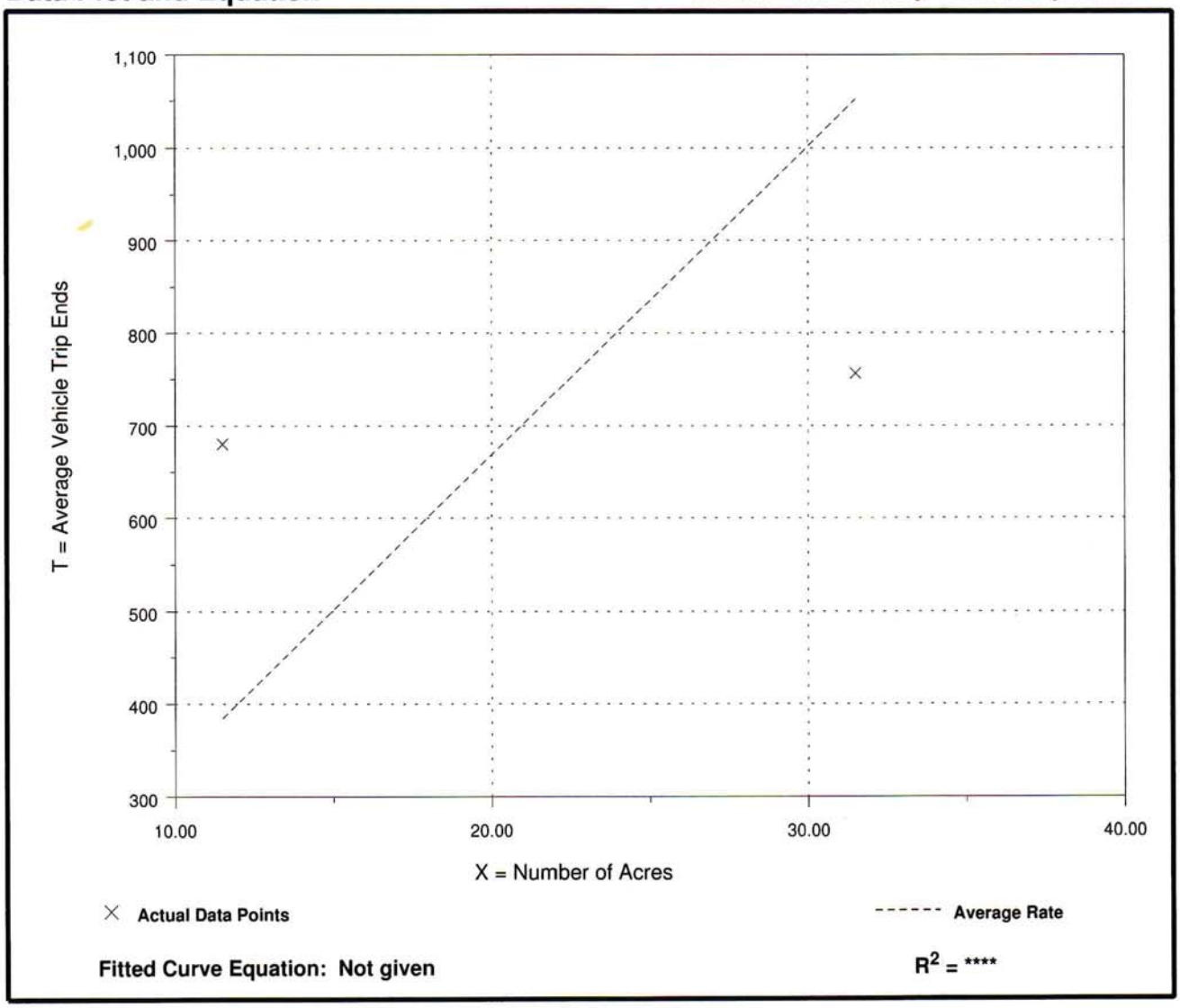
Number of Studies: 2
Average Number of Acres: 22
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
33.40	24.00 - 59.13	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Acres
On a: Saturday,
Peak Hour of Generator

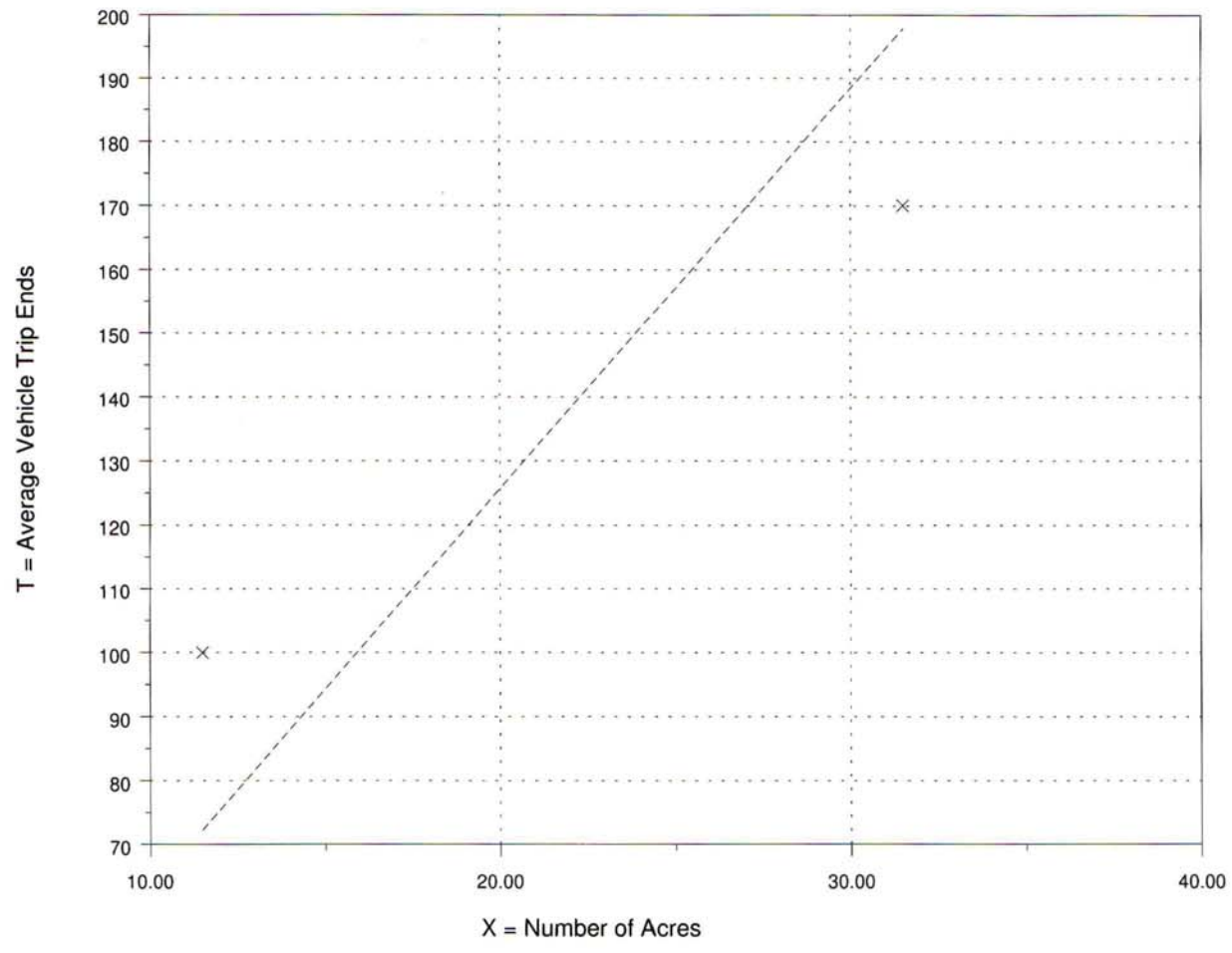
Number of Studies: 2
Average Number of Acres: 22
Directional Distribution: Not available

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
6.28	5.40 - 8.70	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Acres
On a: Sunday

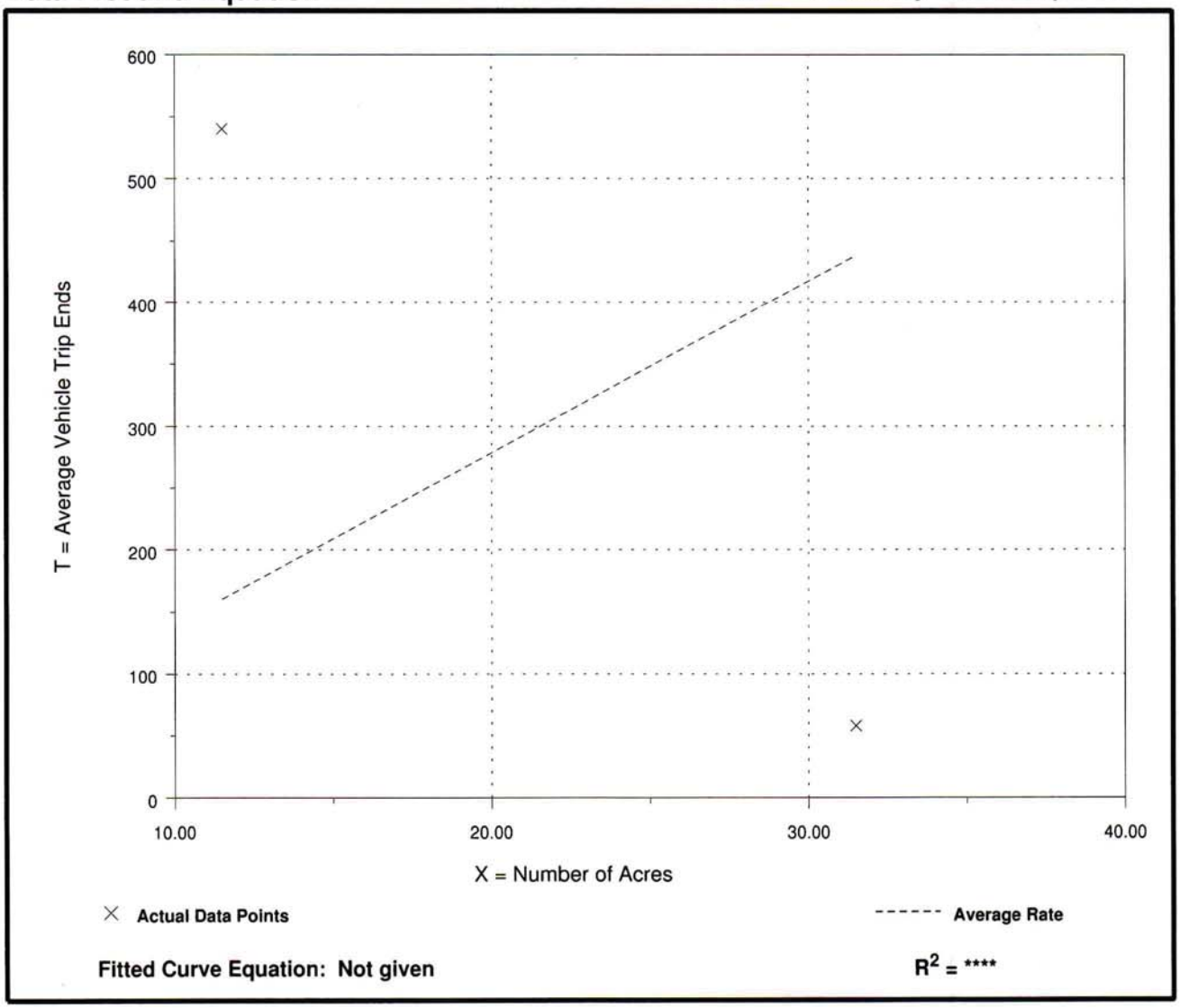
Number of Studies: 2
Average Number of Acres: 22
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
13.91	1.84 - 46.96	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Manufacturing
(140)

Average Vehicle Trip Ends vs: Acres
On a: Sunday,
Peak Hour of Generator

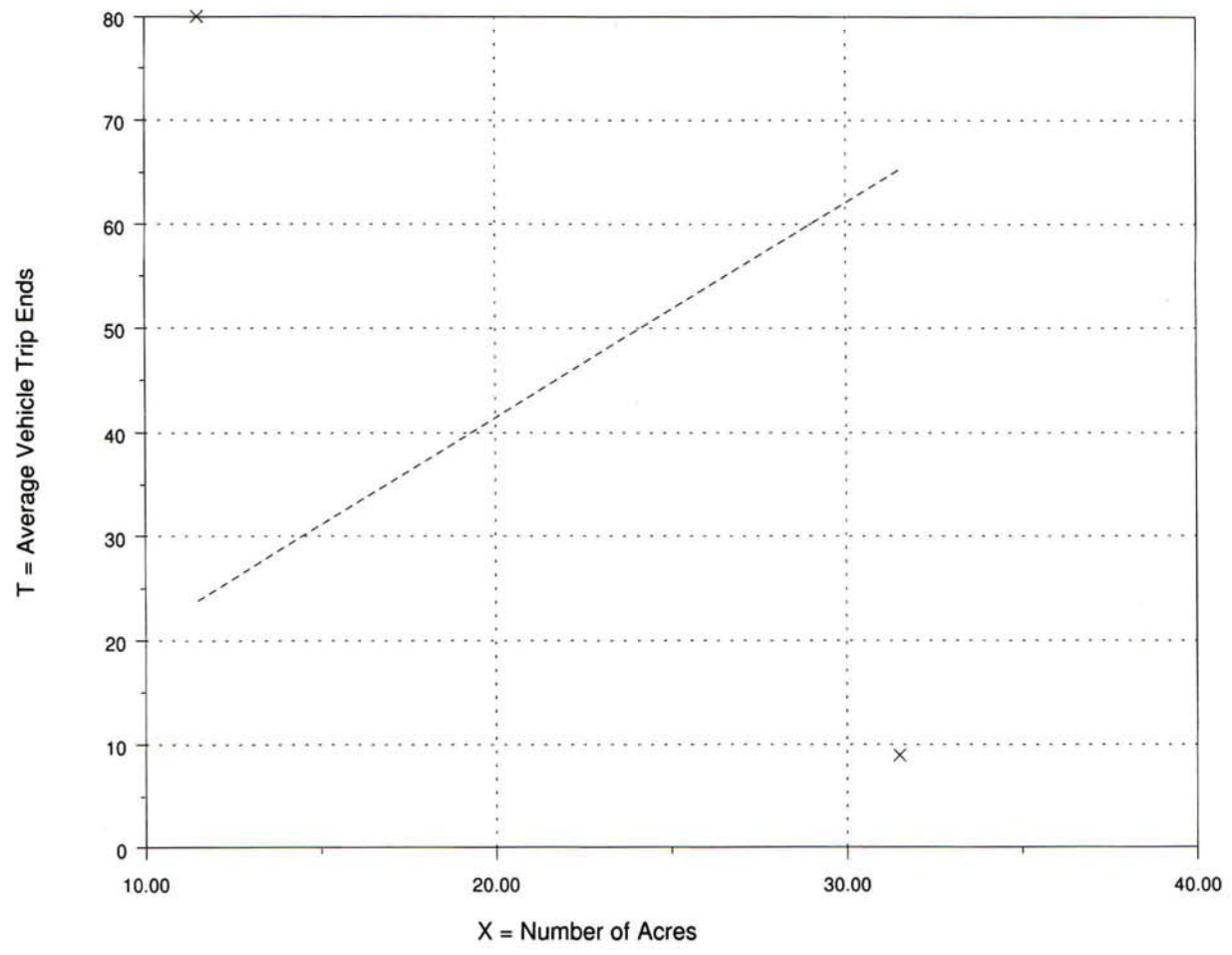
Number of Studies: 2
Average Number of Acres: 22
Directional Distribution: Not available

Trip Generation per Acre

Average Rate	Range of Rates	Standard Deviation
2.07	0.29 - 6.96	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Land Use: 310
Hotel

Description

Hotels are places of lodging that provide sleeping accommodations and supporting facilities such as restaurants, cocktail lounges, meeting and banquet rooms or convention facilities, limited recreational facilities (pool, fitness room), and/or other retail and service shops. Some of the sites included in this land use category are actually large motels providing the hotel facilities noted above. All suites hotel (Land Use 311), business hotel (Land Use 312), motel (Land Use 320) and resort hotel (Land Use 330) are related uses.

Additional Data

Studies of hotel employment density indicate that, on the average, a hotel will employ 0.9 employees per room.[1]

Thirty studies provided information on occupancy rates at the time the studies were conducted. The average occupancy rate for these studies was approximately 83 percent.

The hotels surveyed were primarily located outside central business districts in suburban areas.

Some properties contained in this land use provide guest transportation services such as airport shuttles, limousine service, or golf course shuttle service, which may have an impact on the overall trip generation rates.

The sites were surveyed between the late 1960s and the 2000s throughout the United States.

For all lodging uses, it is important to collect data on occupied rooms as well as total rooms in order to accurately predict trip generation characteristics for the site.

Trip generation at a hotel may be related to the presence of supporting facilities such as convention facilities, restaurants, meeting/banquet space and retail facilities. Future data submissions should specify the presence of these amenities. Reporting the level of activity at the supporting facilities such as full, empty, partially active, number of people attending a meeting/banquet during observation may also be useful in further analysis of this land use.

Source Numbers

4, 5, 12, 13, 18, 55, 72, 170, 187, 254, 260, 262, 277, 280, 301, 306, 357, 422, 436, 507, 577, 728

[1] Buttke, Carl H. Unpublished studies of building employment densities, Portland, Oregon.

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday

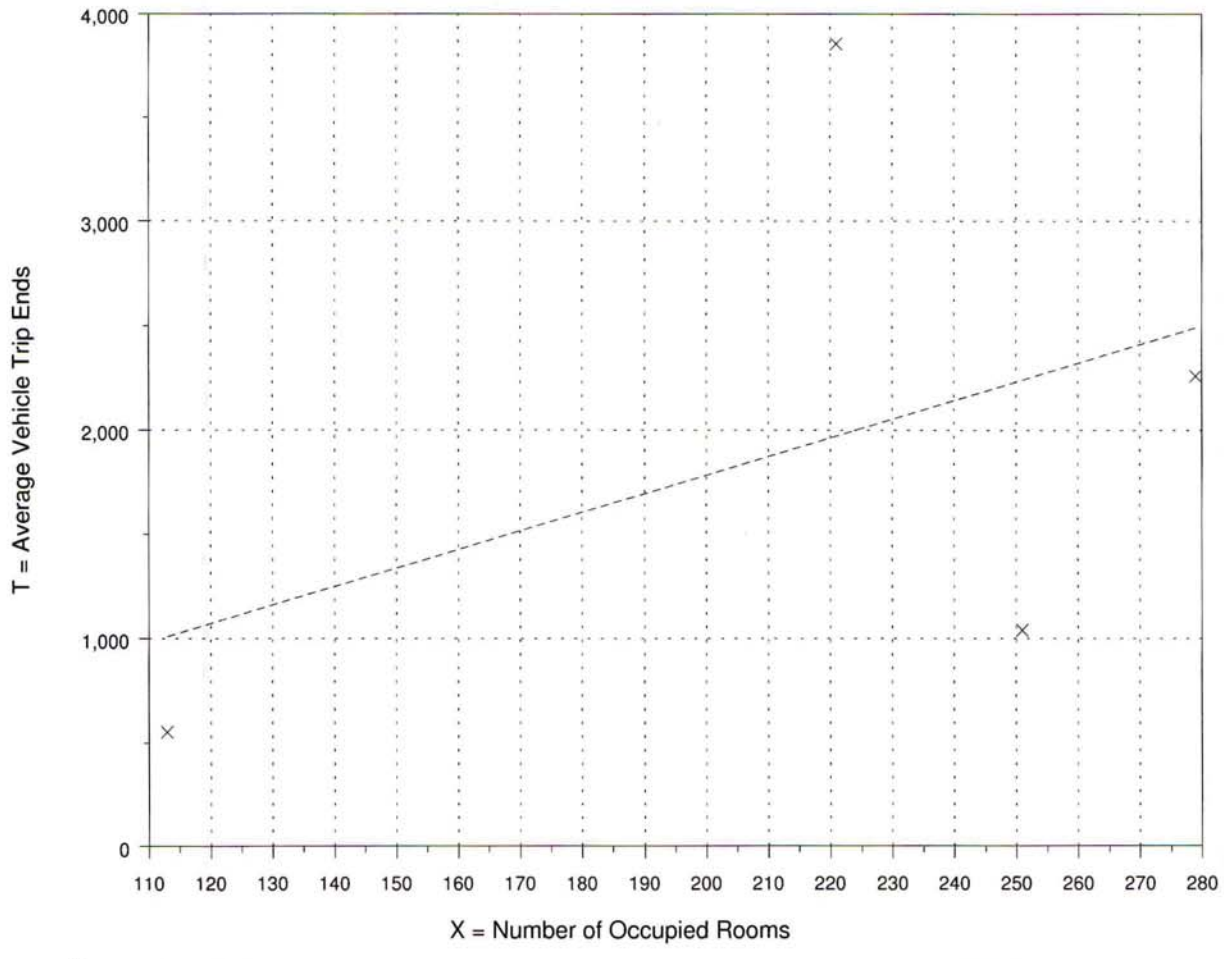
Number of Studies: 4
Average Number of Occupied Rooms: 216
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
8.92	4.14 - 17.44	6.04

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

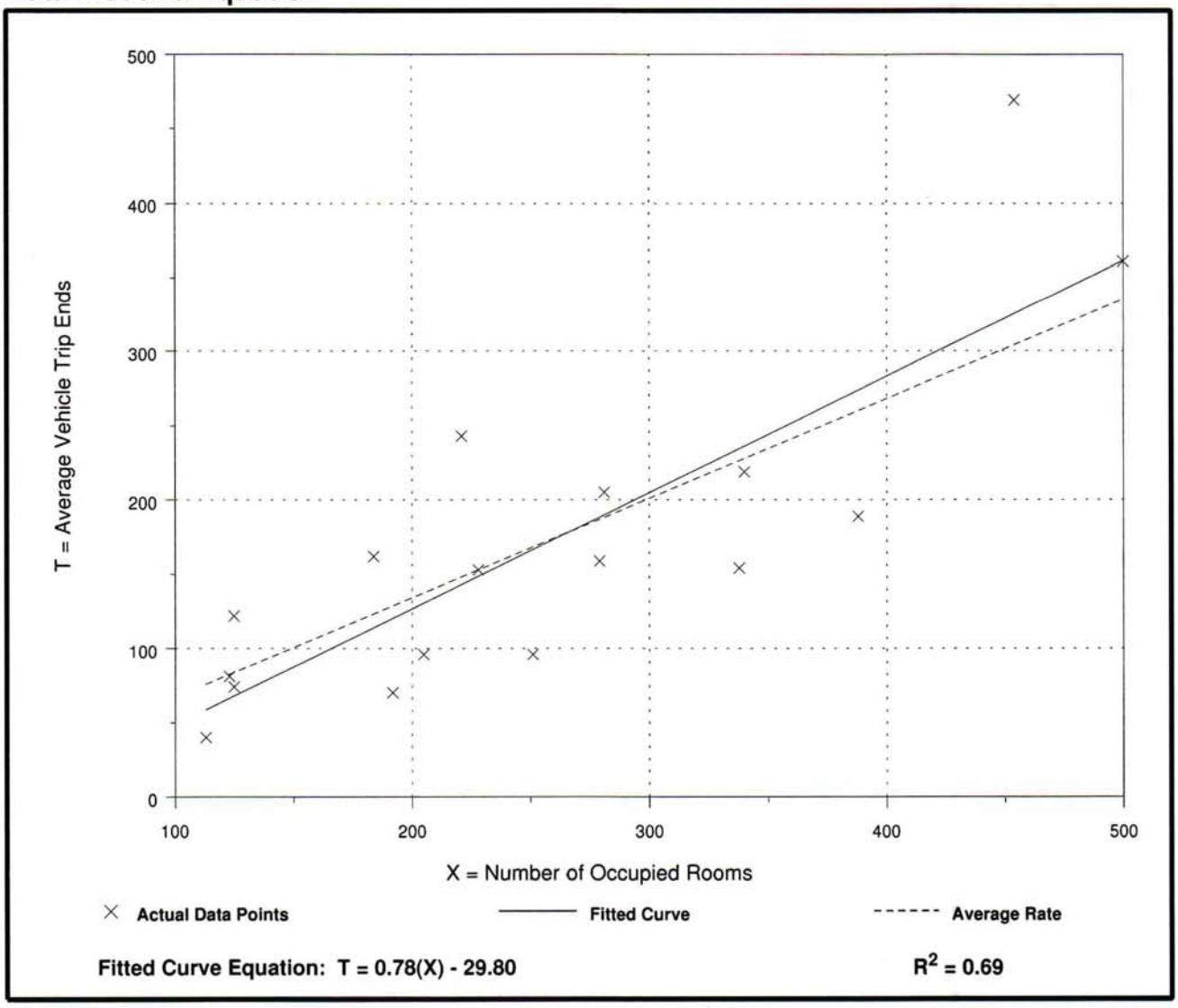
Average Vehicle Trip Ends vs: **Occupied Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 17
Average Number of Occupied Rooms: 256
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.67	0.35 - 1.10	0.84

Data Plot and Equation



Fitted Curve Equation: T = 0.78(X) - 29.80

R^2 = 0.69

Hotel
(310)

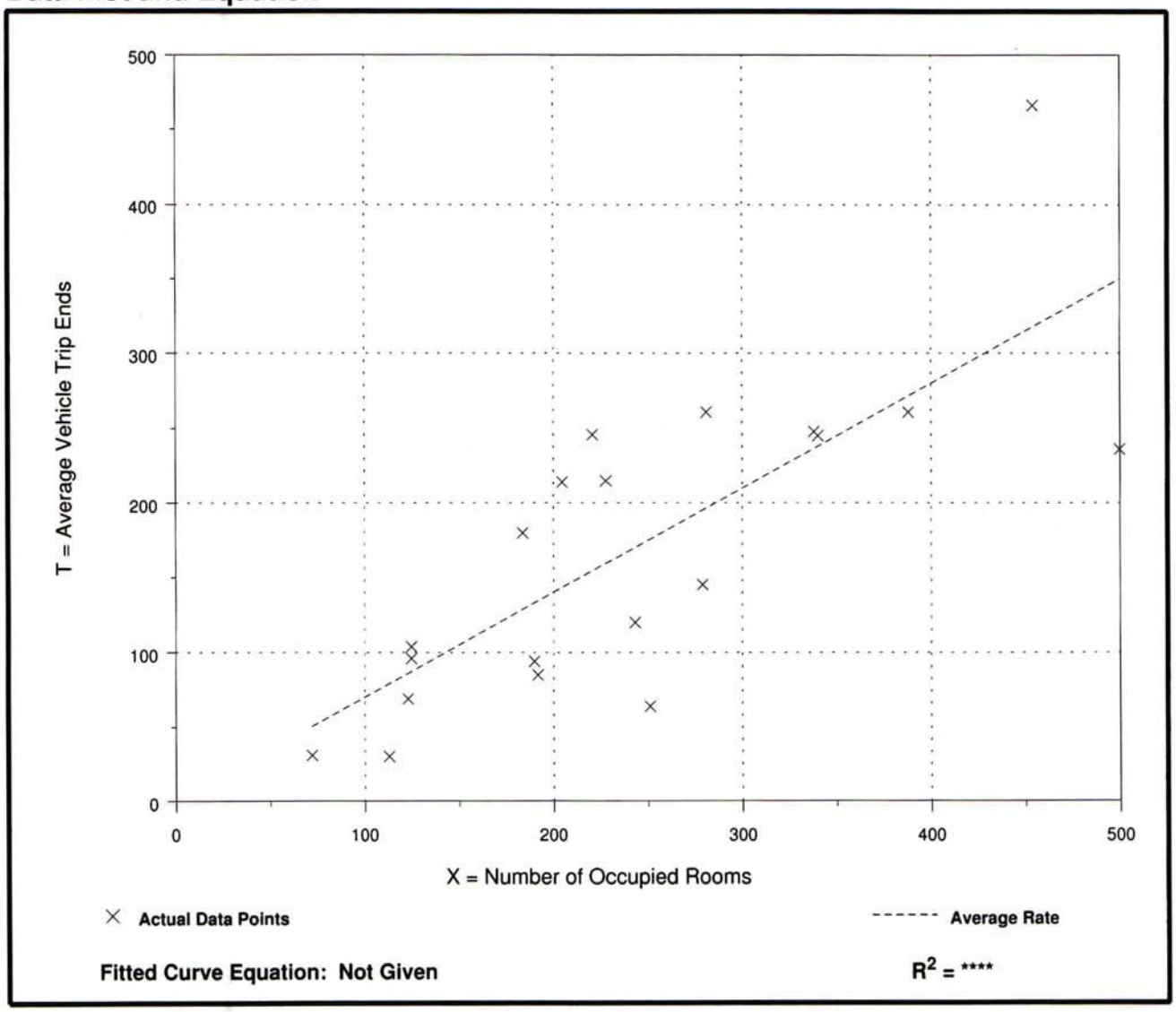
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 20
Average Number of Occupied Rooms: 243
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.70	0.25 - 1.11	0.87

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

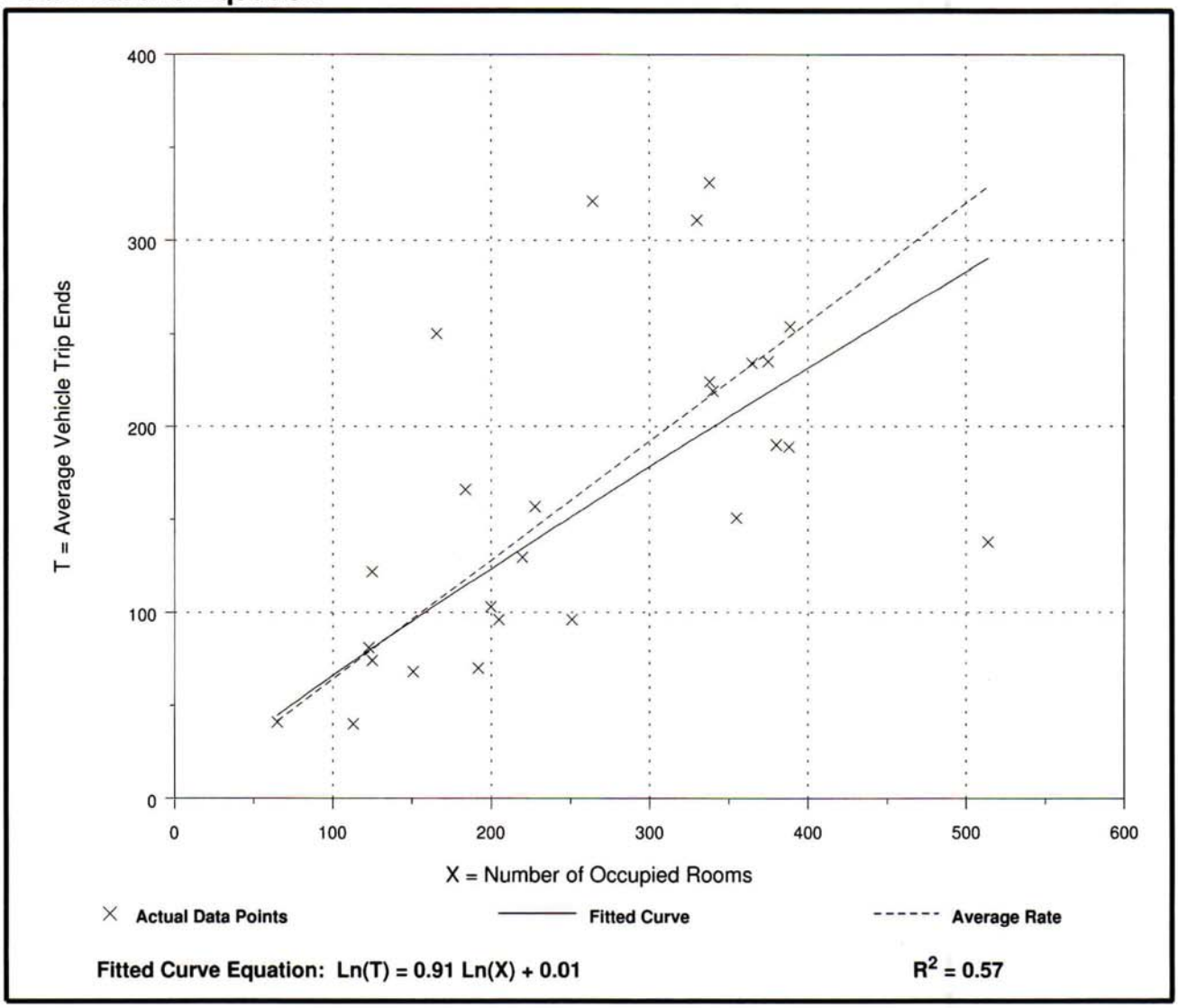
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 26
Average Number of Occupied Rooms: 259
Directional Distribution: 55% entering, 45% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.64	0.27 - 1.51	0.84

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.91 Ln(X) + 0.01

R^2 = 0.57

Hotel
(310)

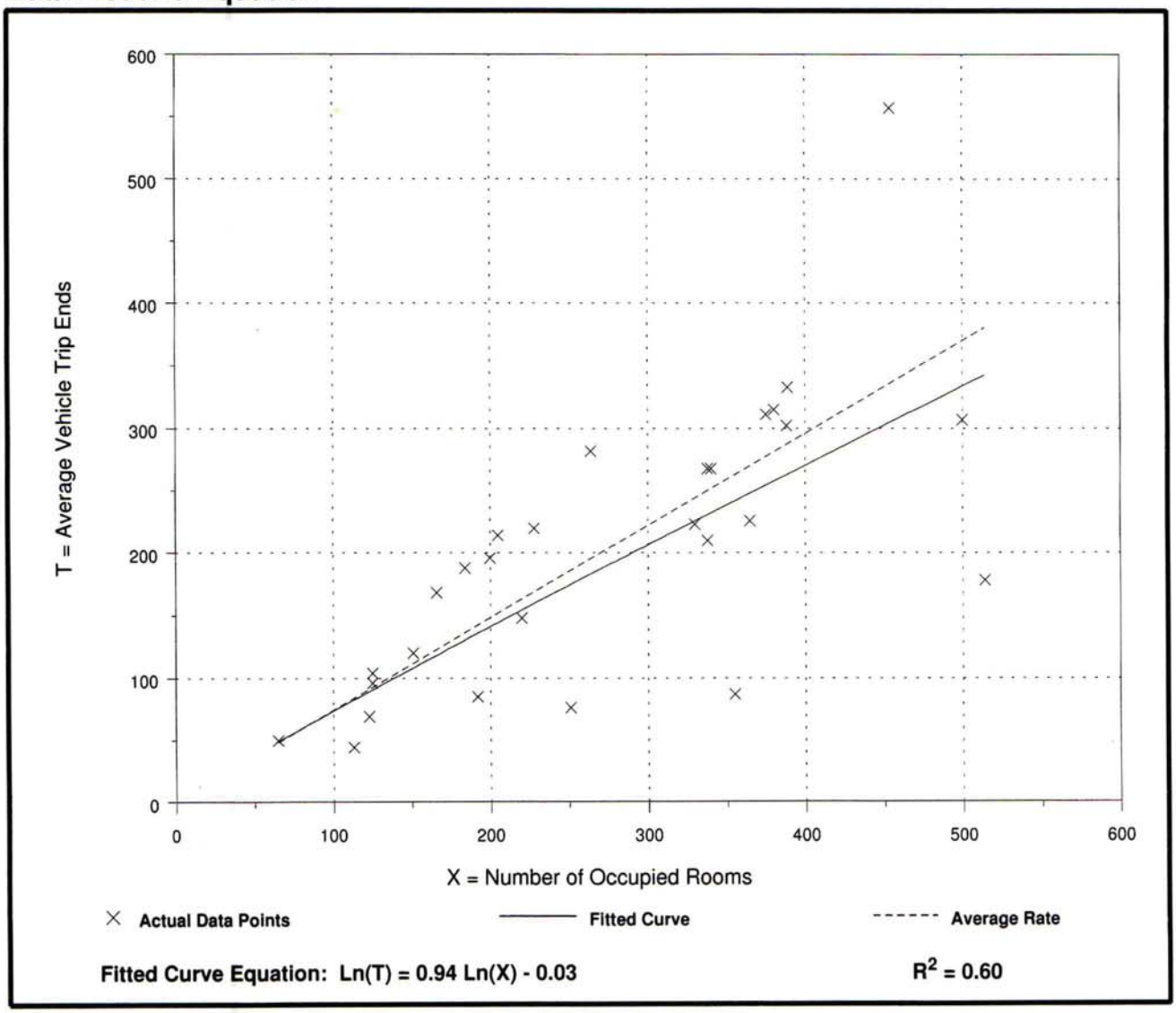
Average Vehicle Trip Ends vs: Occupied Rooms
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 28
Average Number of Occupied Rooms: 274
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.74	0.25 - 1.23	0.89

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.94 Ln(X) - 0.03

R^2 = 0.60

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Saturday

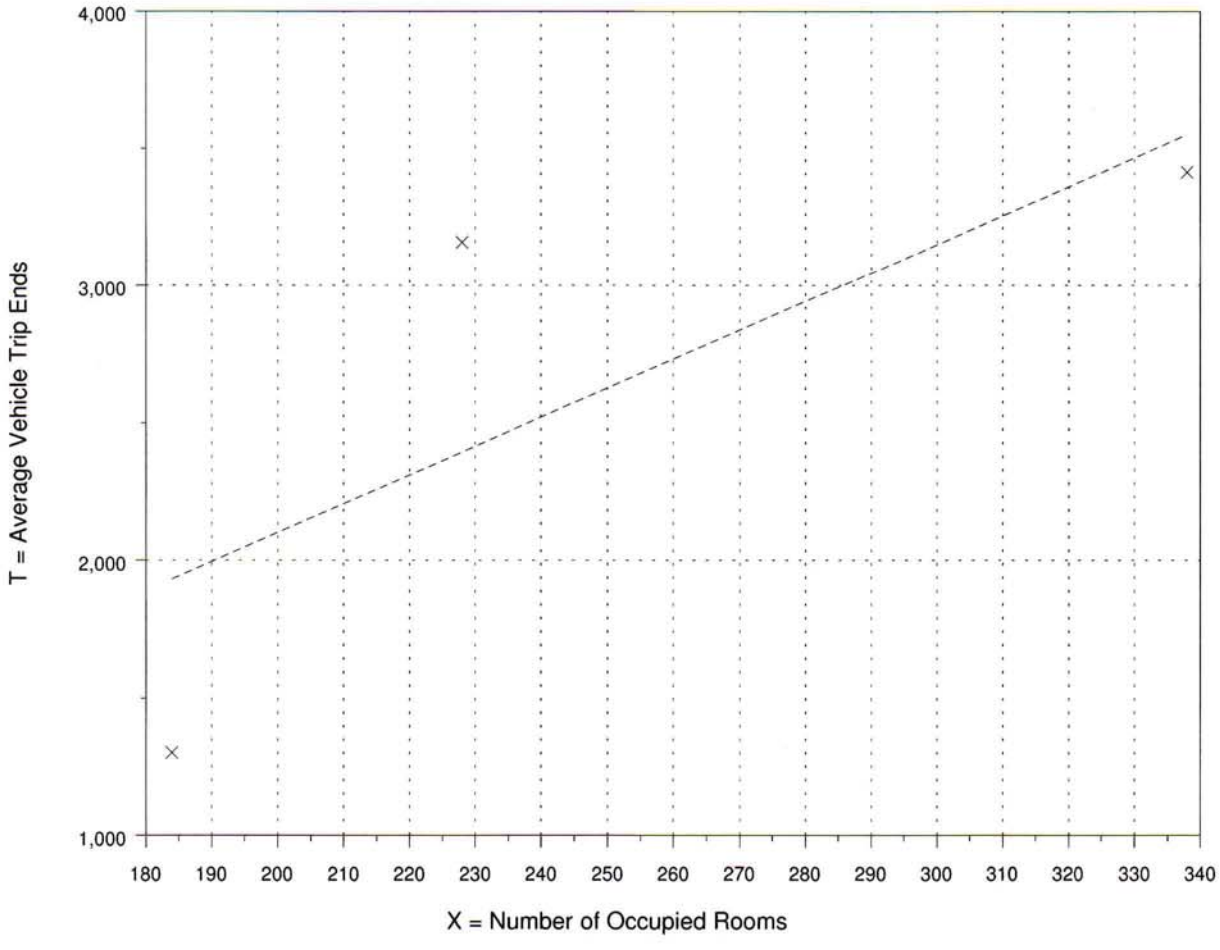
Number of Studies: 3
Average Number of Occupied Rooms: 250
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
10.50	7.07 - 13.86	4.11

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Saturday,
Peak Hour of Generator

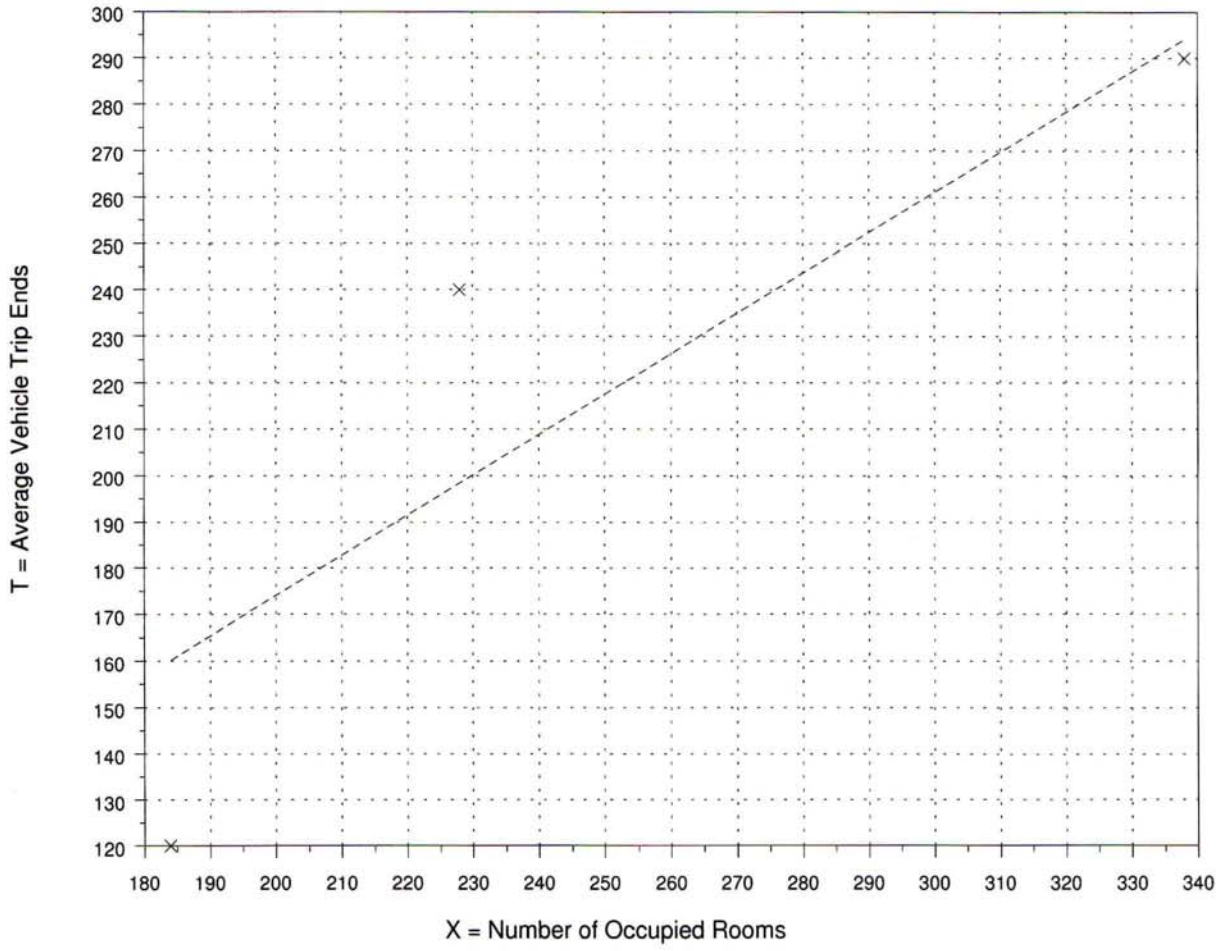
Number of Studies: 3
Average Number of Occupied Rooms: 250
Directional Distribution: Not available

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.87	0.65 - 1.05	0.94

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Sunday

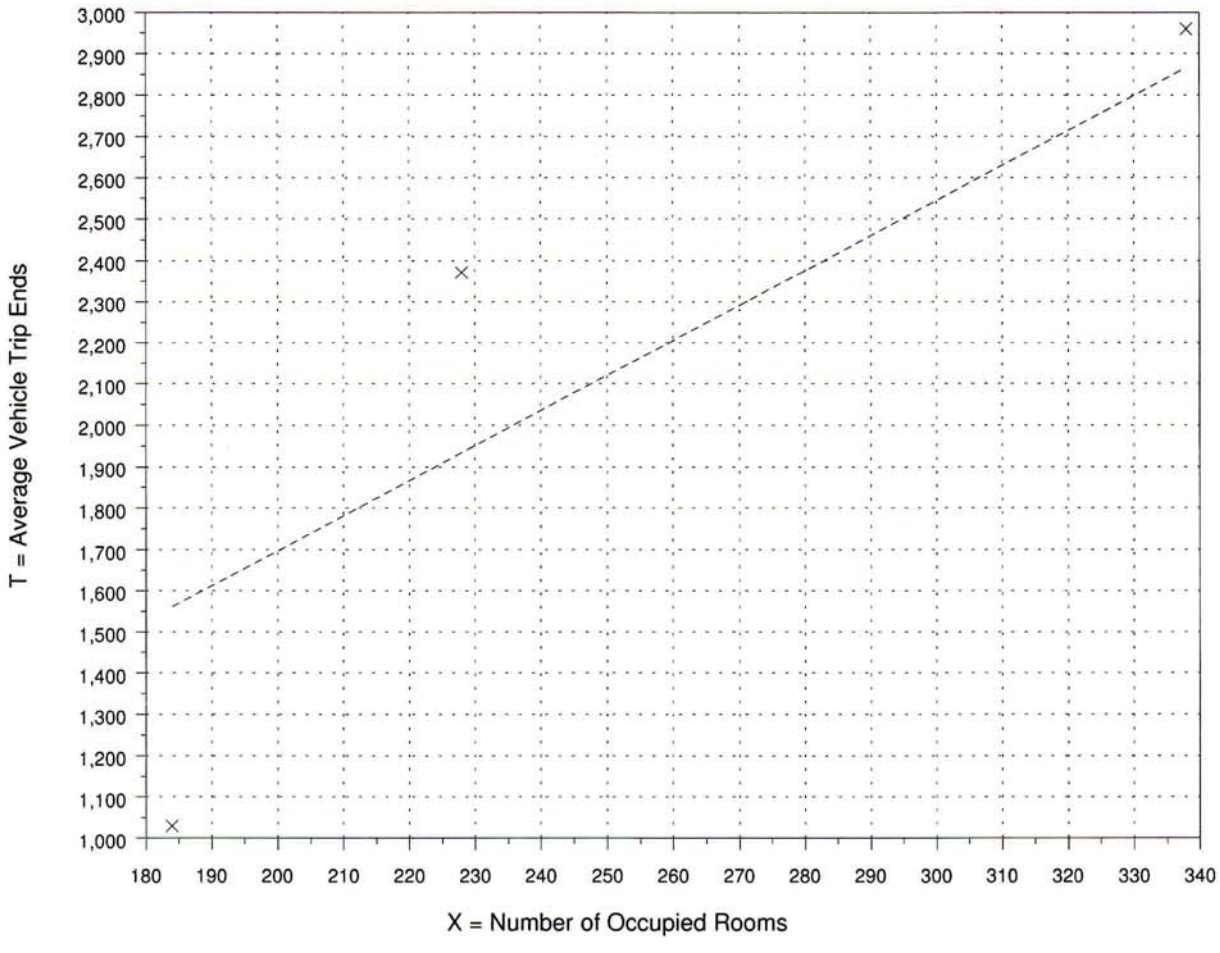
Number of Studies: 3
Average Number of Occupied Rooms: 250
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
8.48	5.60 - 10.40	3.42

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

Average Vehicle Trip Ends vs: Occupied Rooms
On a: Sunday,
Peak Hour of Generator

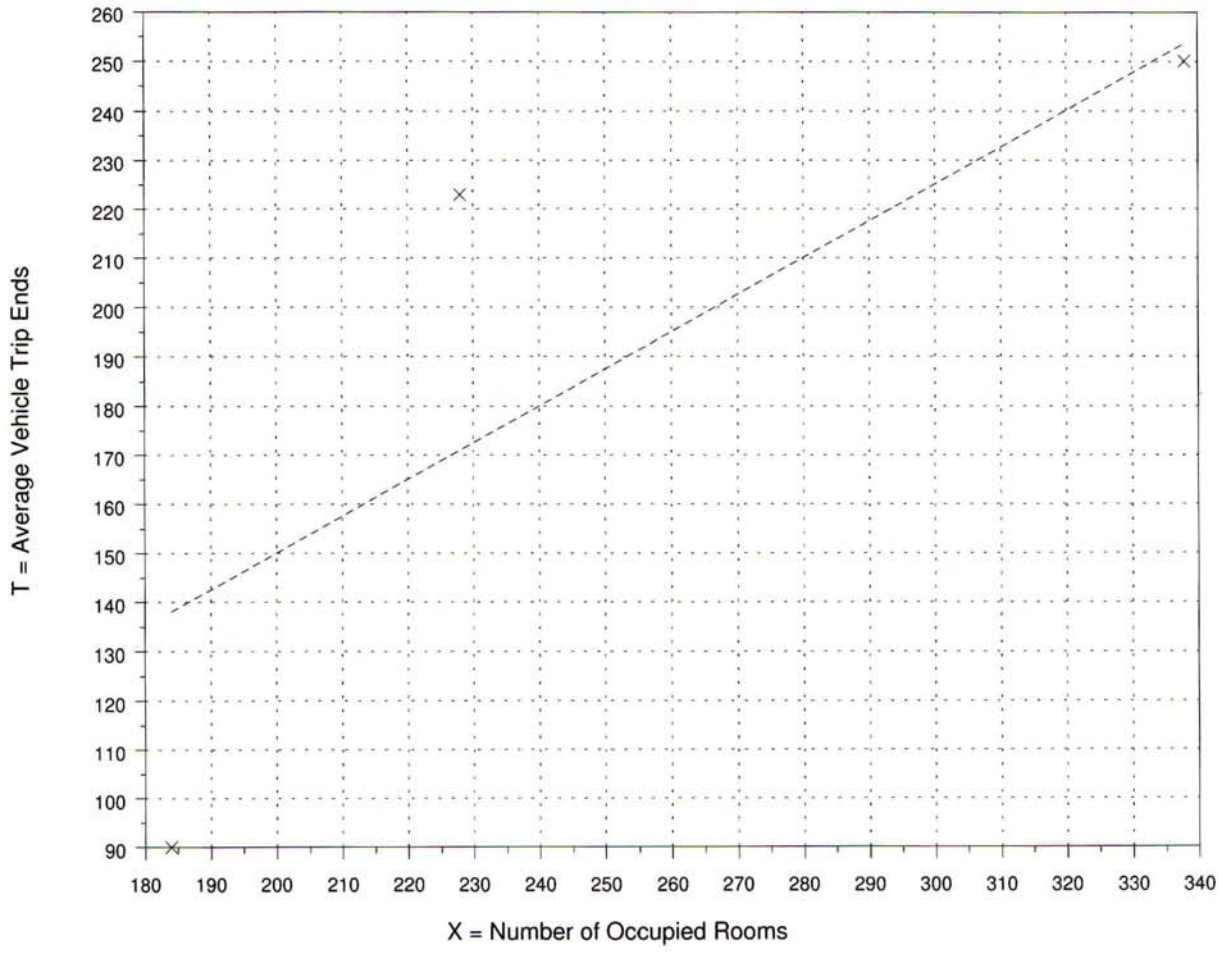
Number of Studies: 3
Average Number of Occupied Rooms: 250
Directional Distribution: Not available

Trip Generation per Occupied Room

Average Rate	Range of Rates	Standard Deviation
0.75	0.49 - 0.98	0.88

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Hotel
(310)

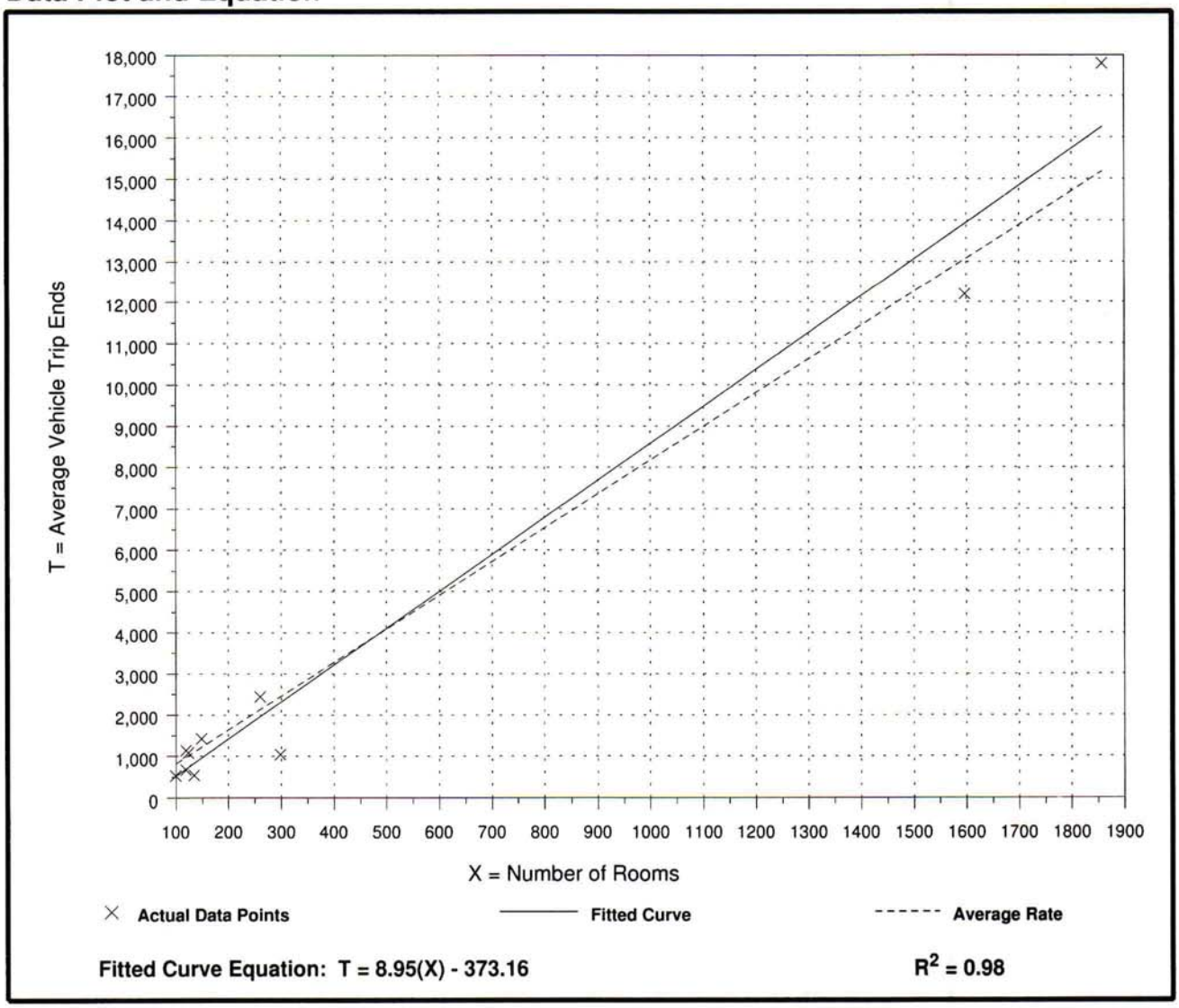
Average Vehicle Trip Ends vs: Rooms
On a: Weekday

Number of Studies: 10
Average Number of Rooms: 476
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.17	3.47 - 9.58	3.38

Data Plot and Equation



Fitted Curve Equation: T = 8.95(X) - 373.16

R^2 = 0.98

Hotel
(310)

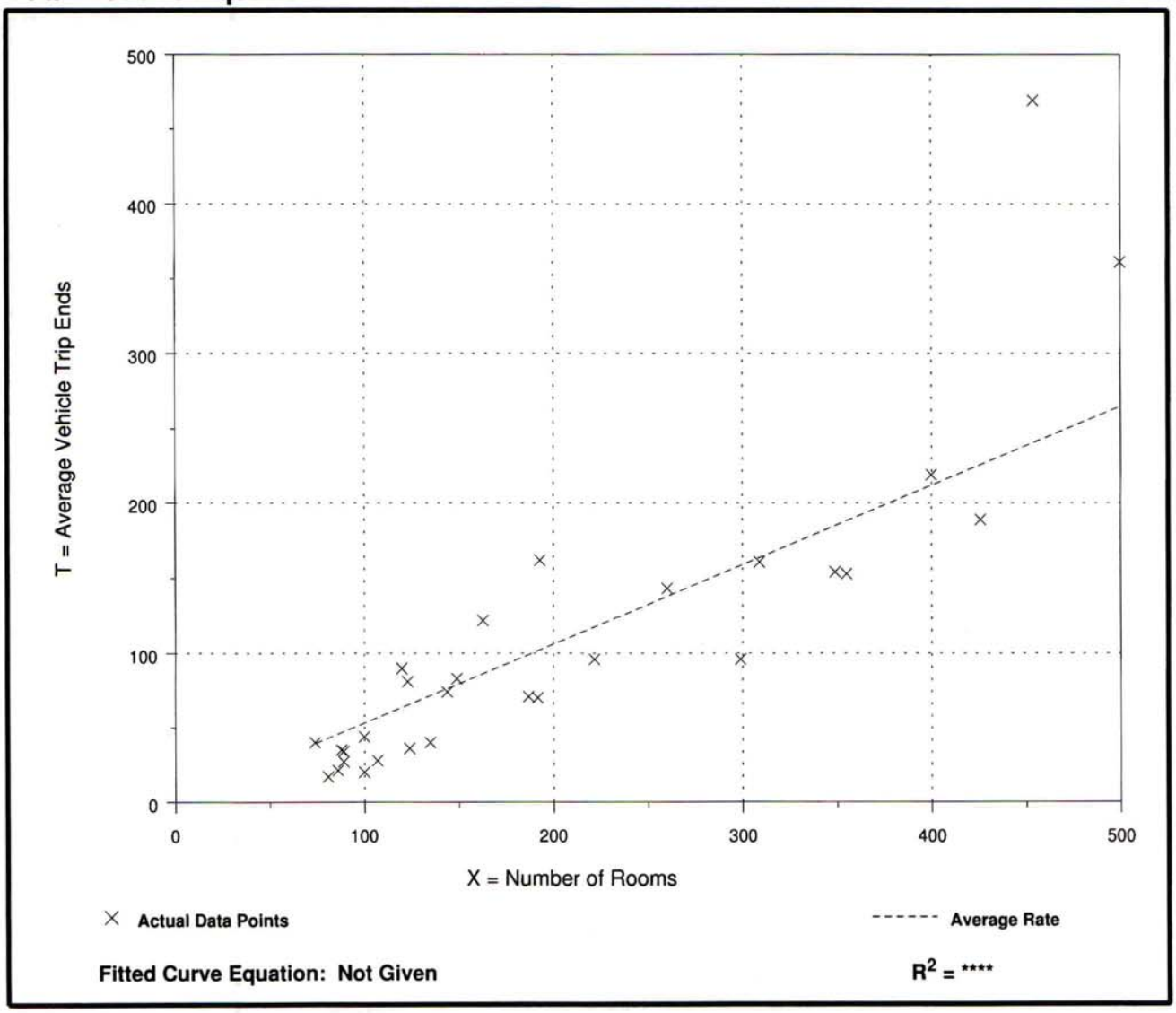
Average Vehicle Trip Ends vs: **Rooms**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 29
Average Number of Rooms: 204
Directional Distribution: 59% entering, 41% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.53	0.20 - 1.03	0.76

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

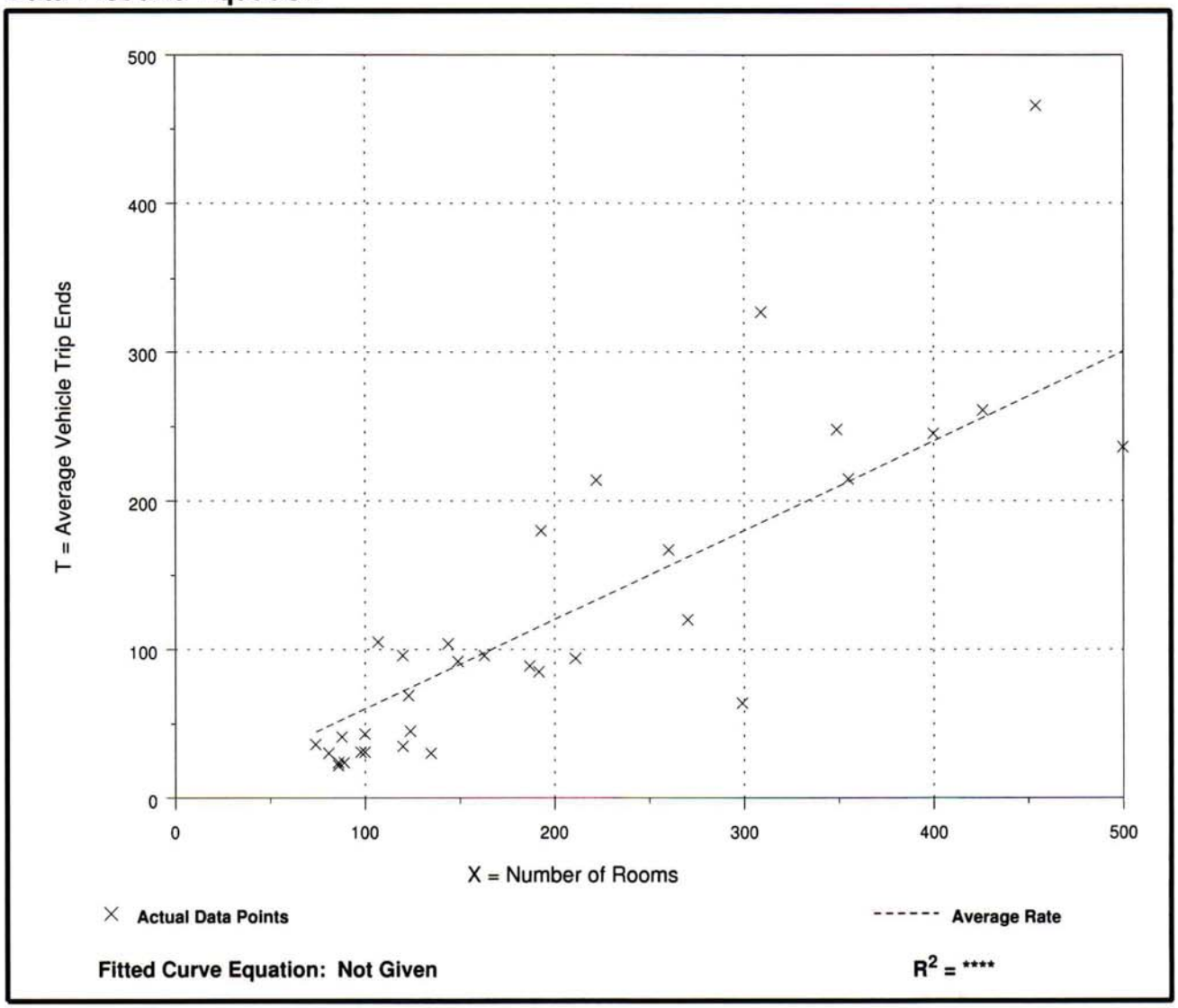
Average Vehicle Trip Ends vs: Rooms
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 33
Average Number of Rooms: 200
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.60	0.21 - 1.06	0.81

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

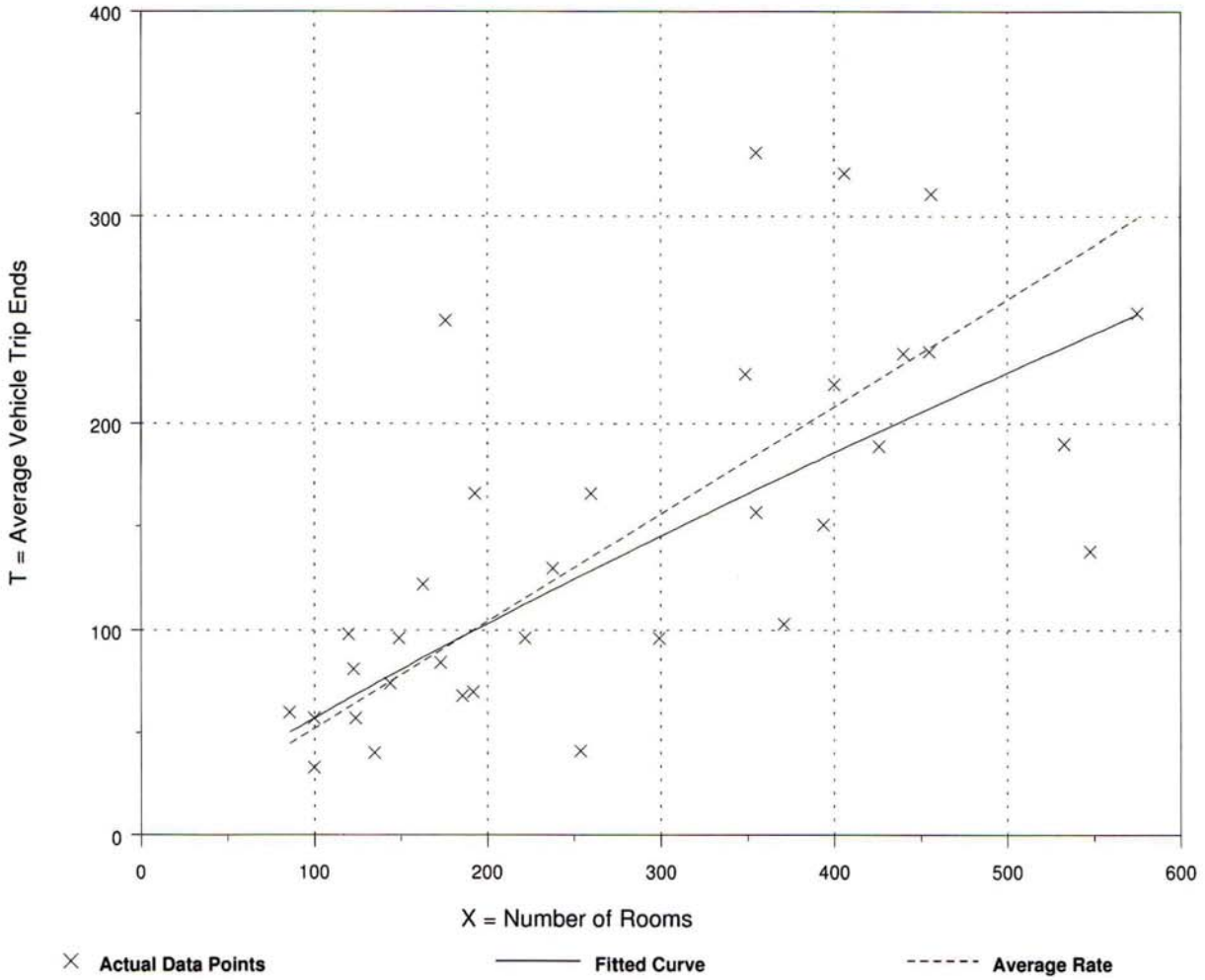
Average Vehicle Trip Ends vs: Rooms
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 34
Average Number of Rooms: 279
Directional Distribution: 54% entering, 46% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.52	0.16 - 1.42	0.75

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.85 Ln(X) + 0.12

R^2 = 0.56

Hotel
(310)

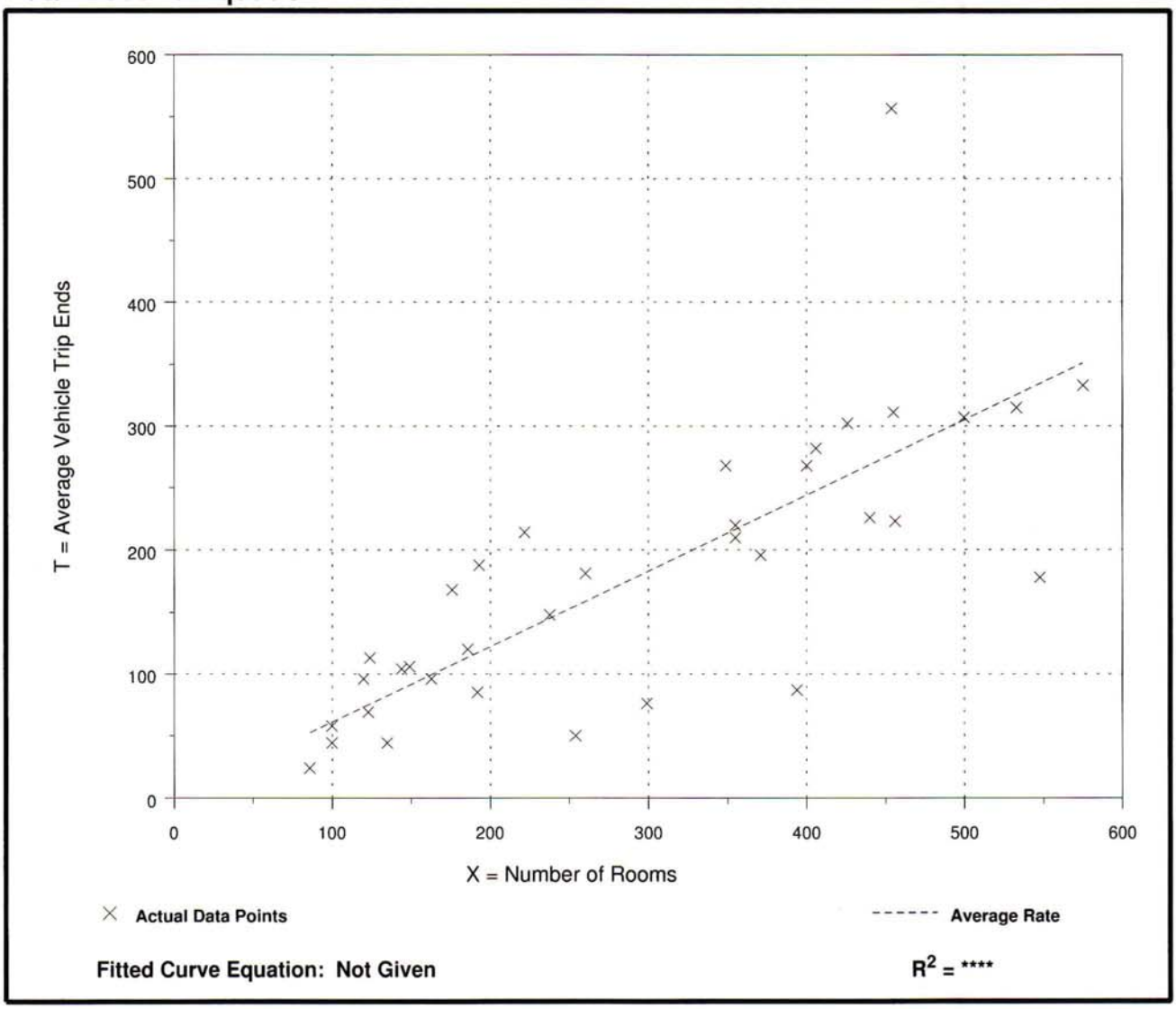
Average Vehicle Trip Ends vs: Rooms
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 35
Average Number of Rooms: 294
Directional Distribution: 58% entering, 42% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.61	0.20 - 1.23	0.81

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

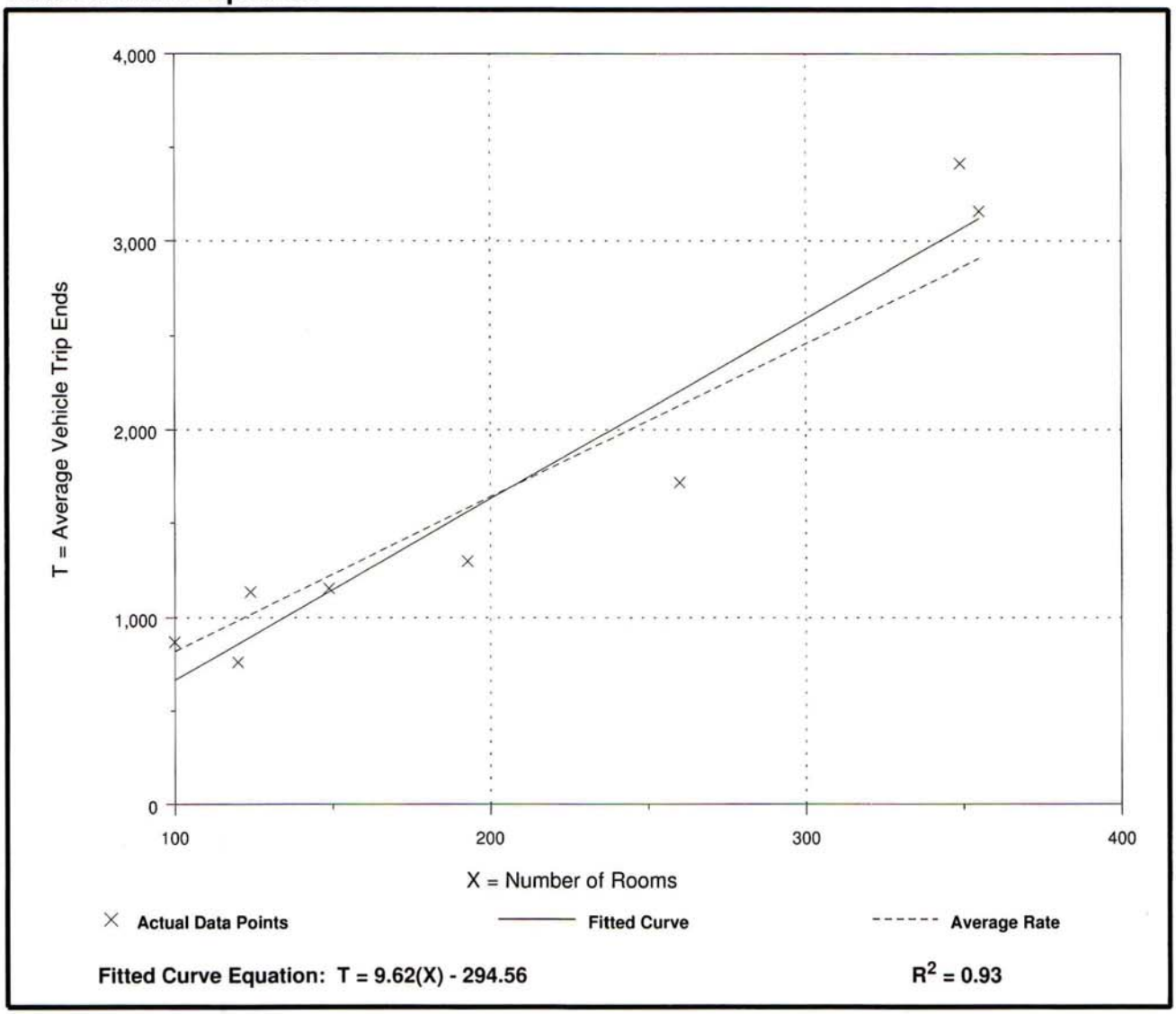
Average Vehicle Trip Ends vs: Rooms
On a: Saturday

Number of Studies: 8
Average Number of Rooms: 206
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
8.19	6.35 - 9.79	3.13

Data Plot and Equation



Fitted Curve Equation: T = 9.62(X) - 294.56

R^2 = 0.93

Hotel
(310)

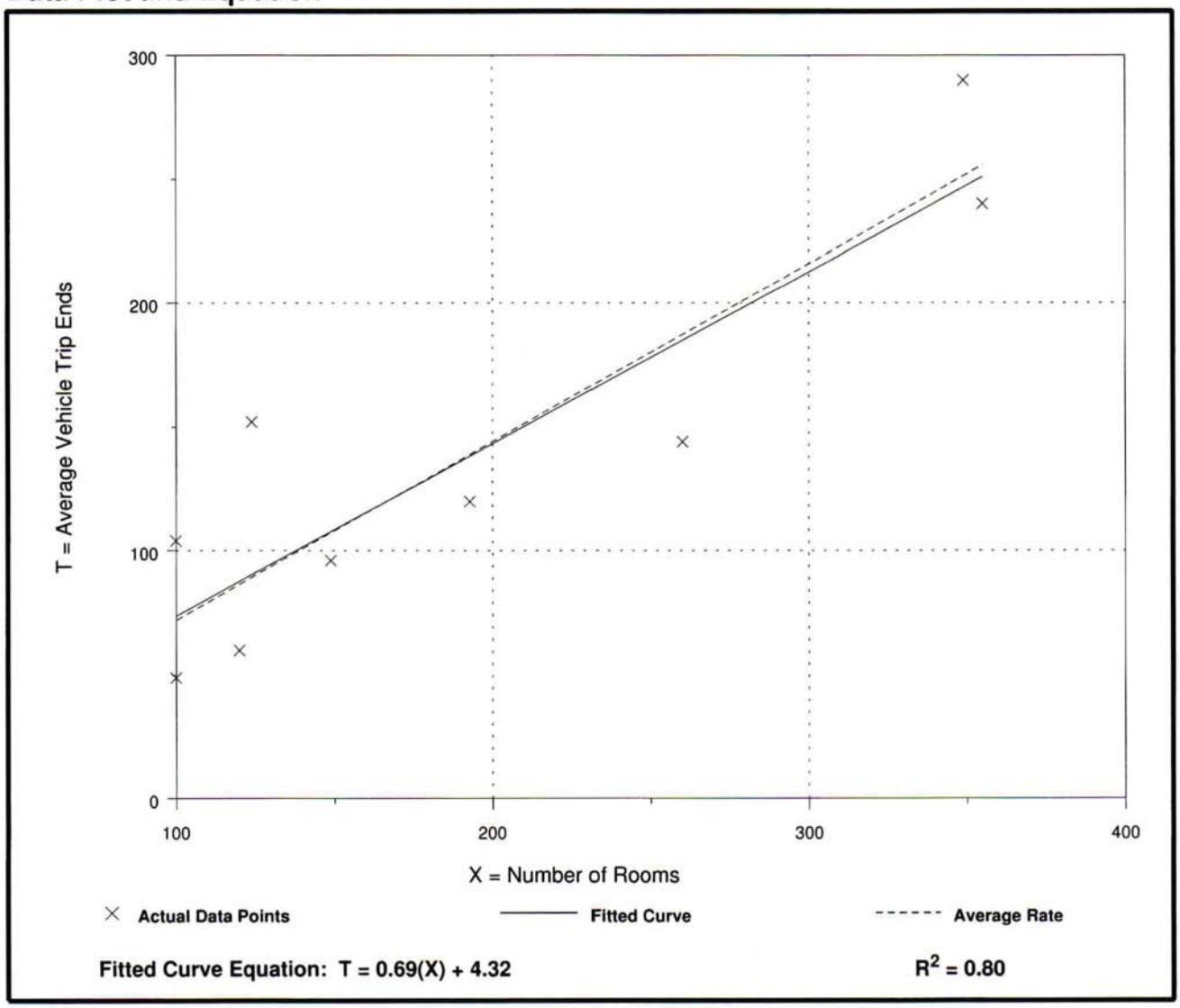
Average Vehicle Trip Ends vs: Rooms
On a: Saturday,
Peak Hour of Generator

Number of Studies: 9
Average Number of Rooms: 194
Directional Distribution: 56% entering, 44% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.72	0.49 - 1.23	0.87

Data Plot and Equation



Fitted Curve Equation: T = 0.69(X) + 4.32

R^2 = 0.80

Hotel
(310)

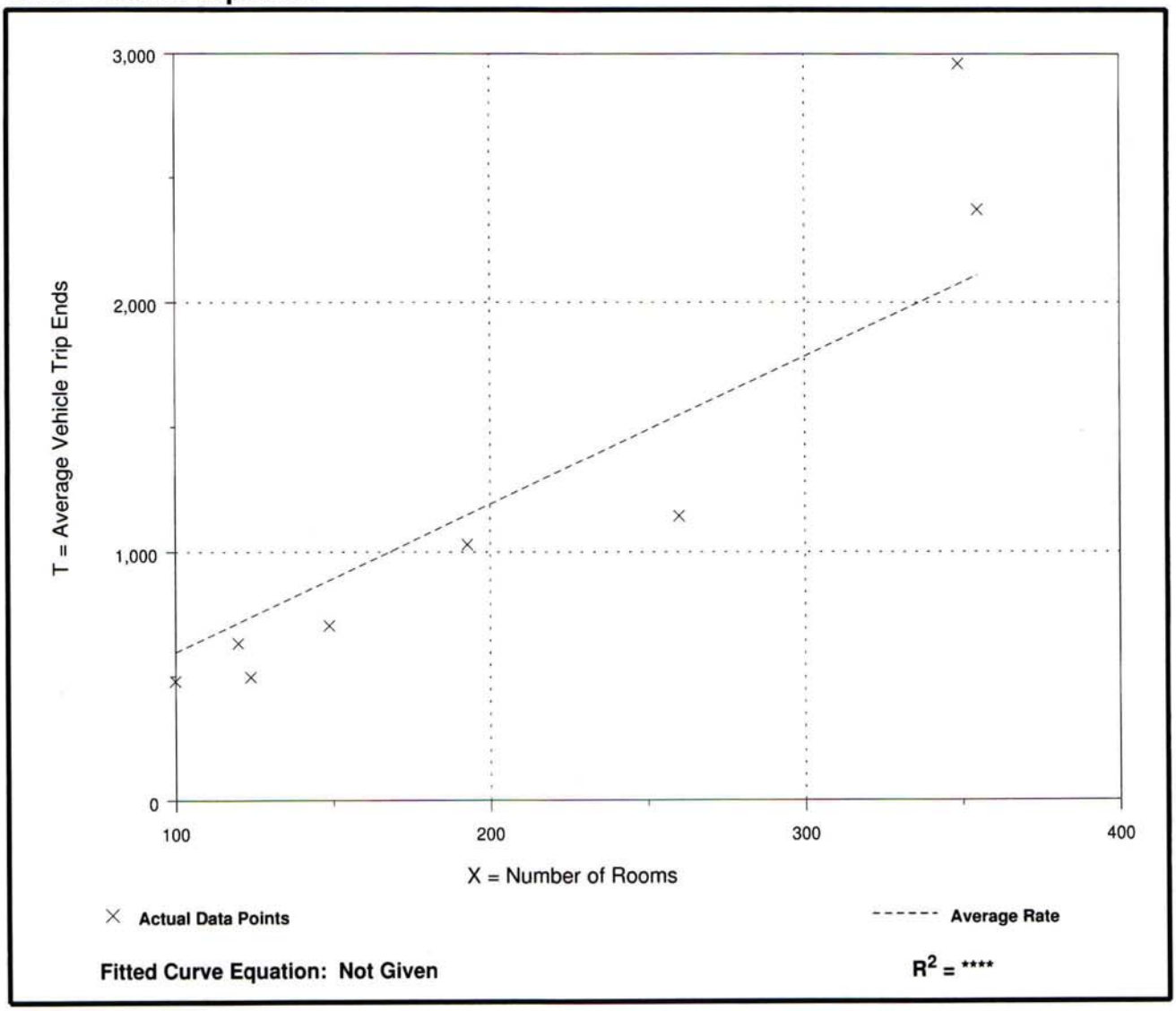
Average Vehicle Trip Ends vs: Rooms
On a: Sunday

Number of Studies: 8
Average Number of Rooms: 206
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
5.95	4.01 - 8.48	2.89

Data Plot and Equation



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

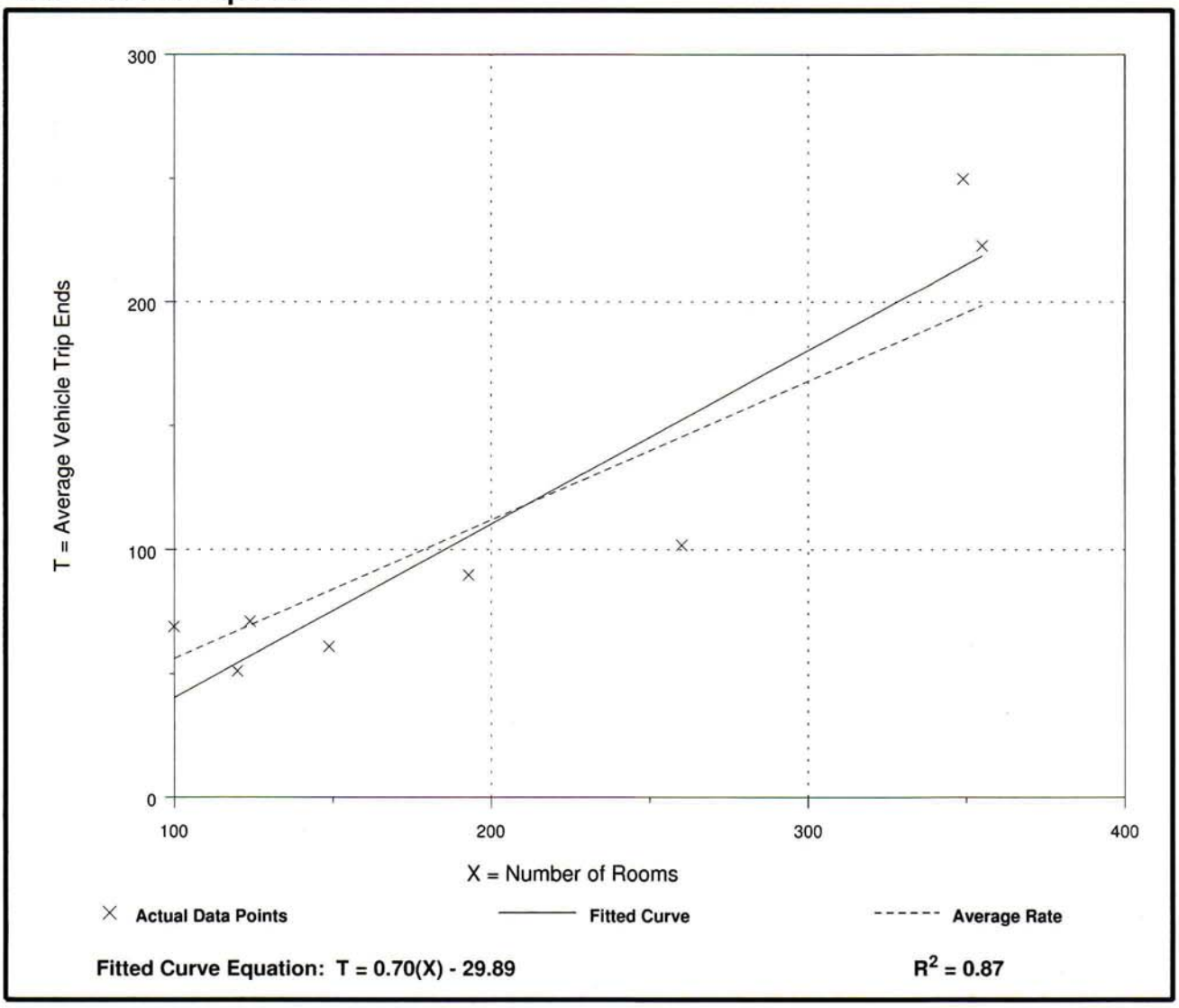
Average Vehicle Trip Ends vs: Rooms
On a: Sunday,
Peak Hour of Generator

Number of Studies: 8
Average Number of Rooms: 206
Directional Distribution: 46% entering, 54% exiting

Trip Generation per Room

Average Rate	Range of Rates	Standard Deviation
0.56	0.39 - 0.72	0.75

Data Plot and Equation



Fitted Curve Equation: T = 0.70(X) - 29.89

R^2 = 0.87

Hotel
(310)

Average Vehicle Trip Ends vs: Employees
On a: Weekday

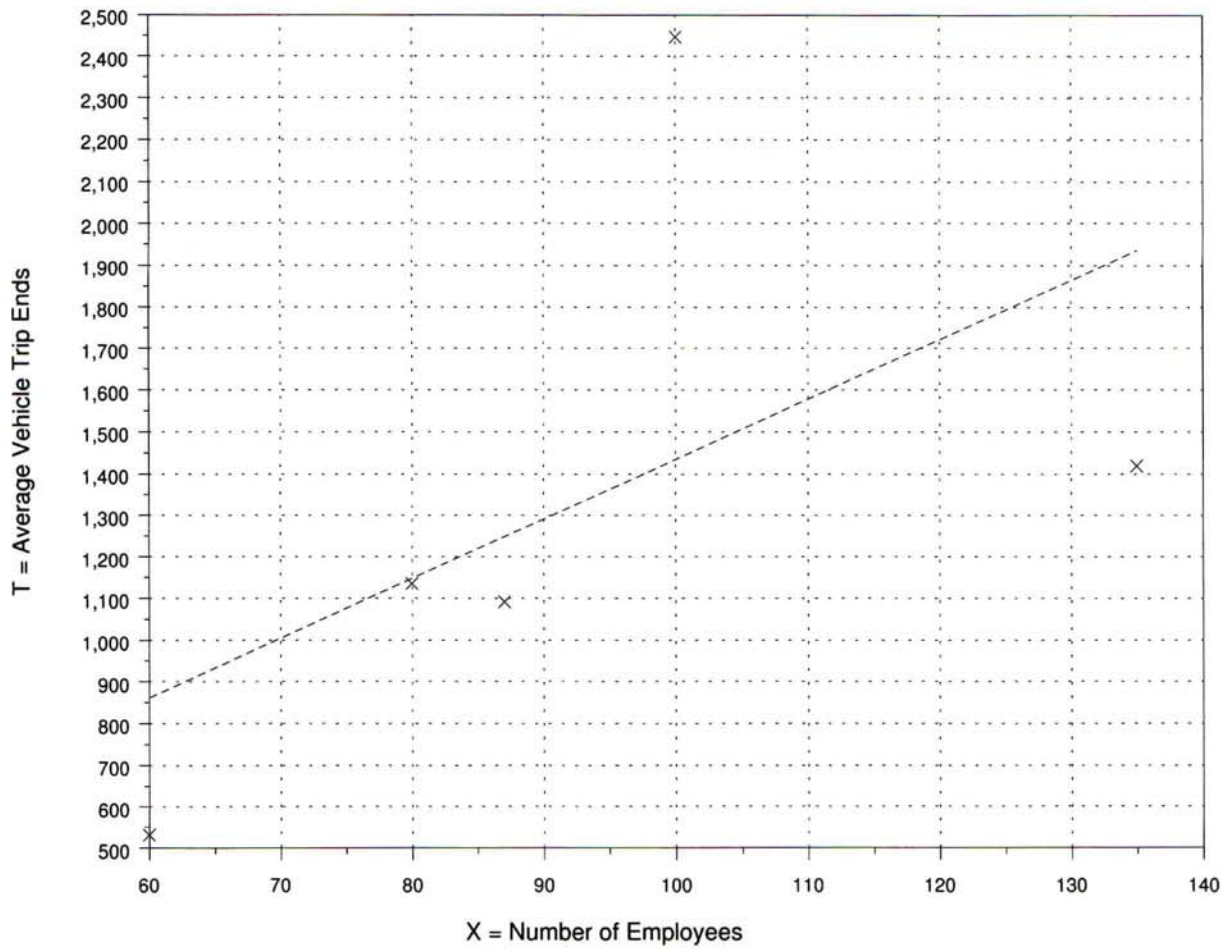
Number of Studies: 5
Avg. Number of Employees: 92
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
14.34	8.85 - 24.47	6.73

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not Given

R^2 = ****

Hotel
(310)

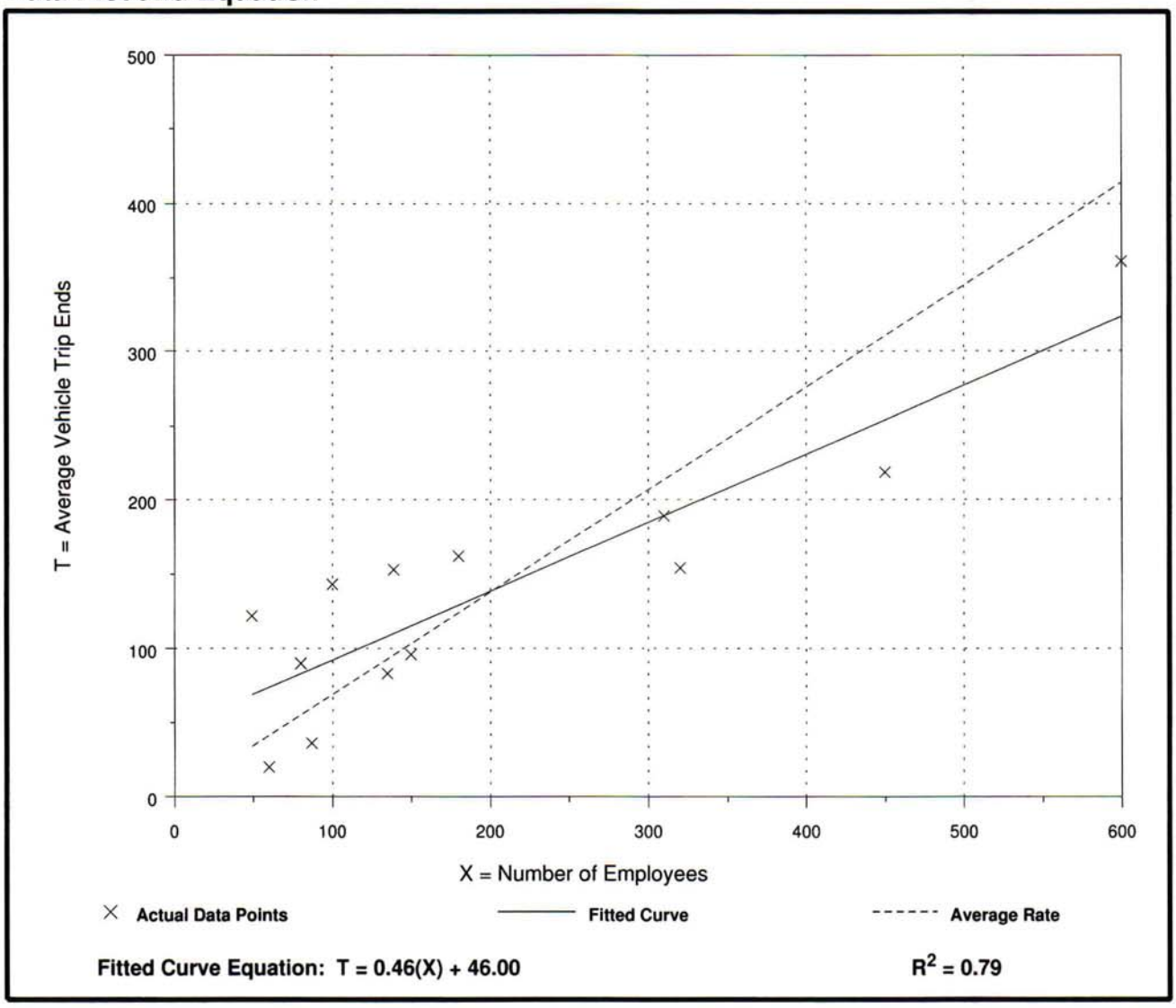
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 13
Avg. Number of Employees: 205
Directional Distribution: 60% entering, 40% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.69	0.33 - 2.49	0.90

Data Plot and Equation



Fitted Curve Equation: T = 0.46(X) + 46.00

R^2 = 0.79

Hotel
(310)

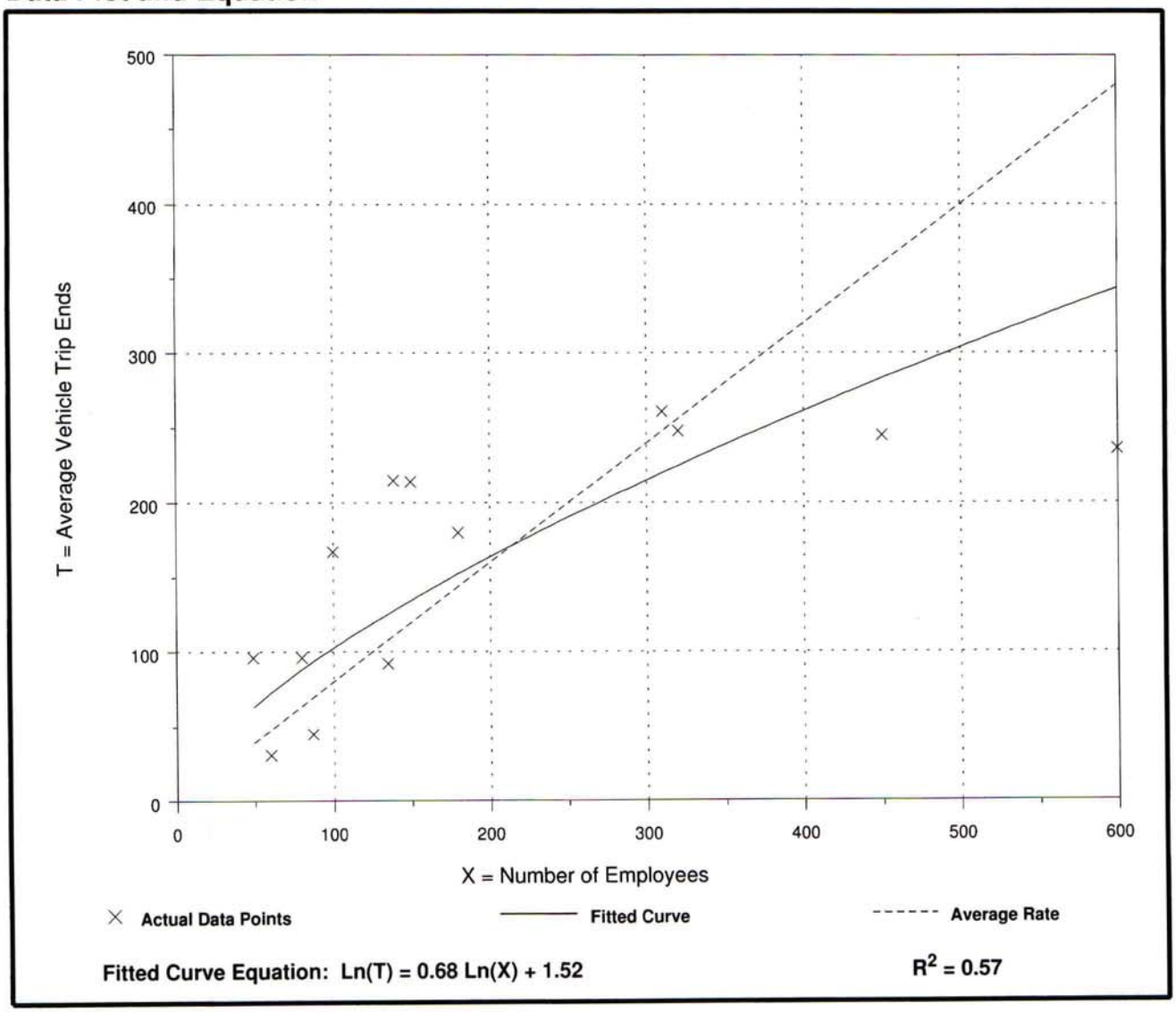
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 13
Avg. Number of Employees: 205
Directional Distribution: 54% entering, 46% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.80	0.39 - 1.96	0.98

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.68 Ln(X) + 1.52

R^2 = 0.57

Hotel
(310)

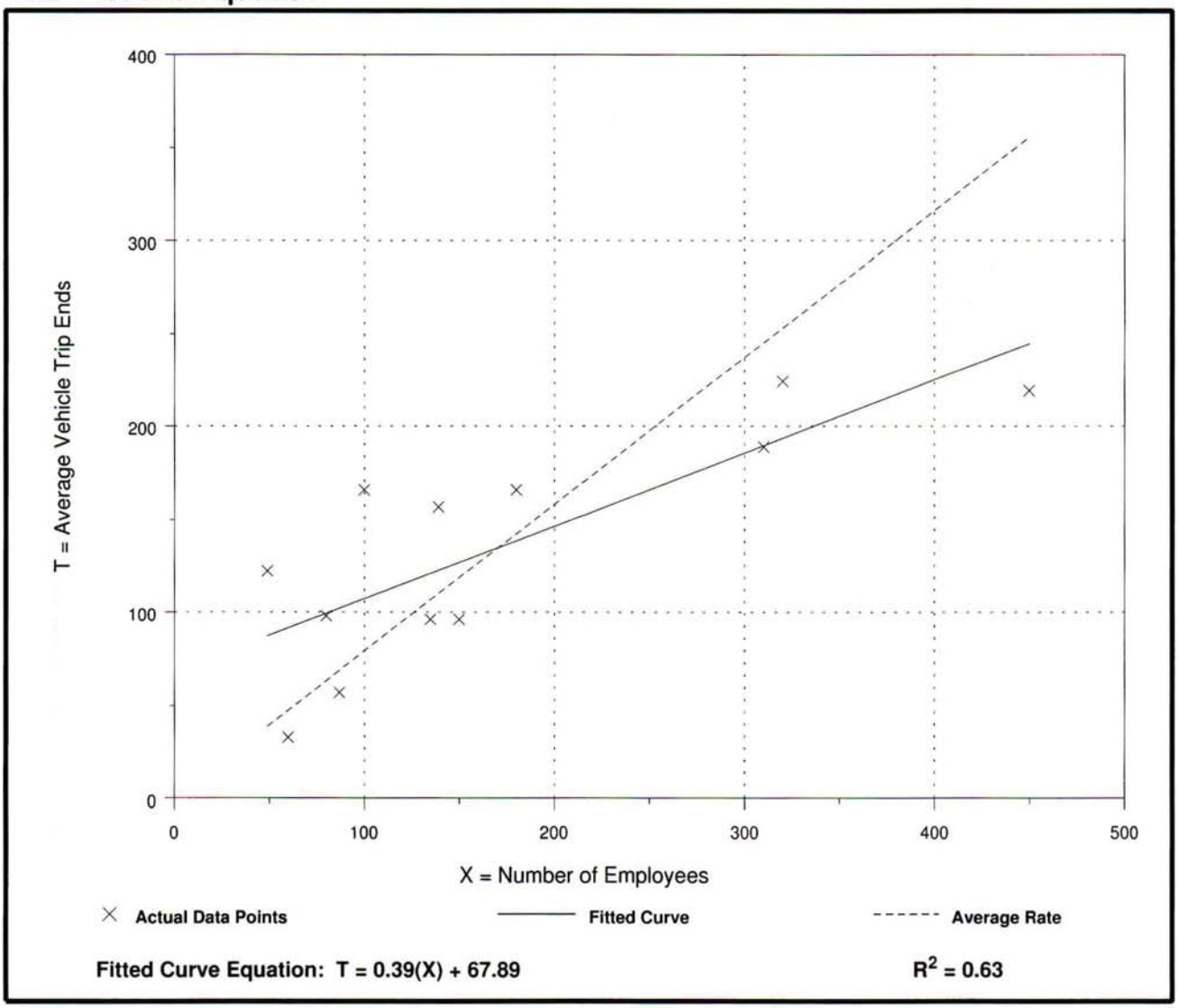
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 12
Avg. Number of Employees: 172
Directional Distribution: 57% entering, 43% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.79	0.49 - 2.49	0.97

Data Plot and Equation



Fitted Curve Equation: T = 0.39(X) + 67.89

R^2 = 0.63

Hotel
(310)

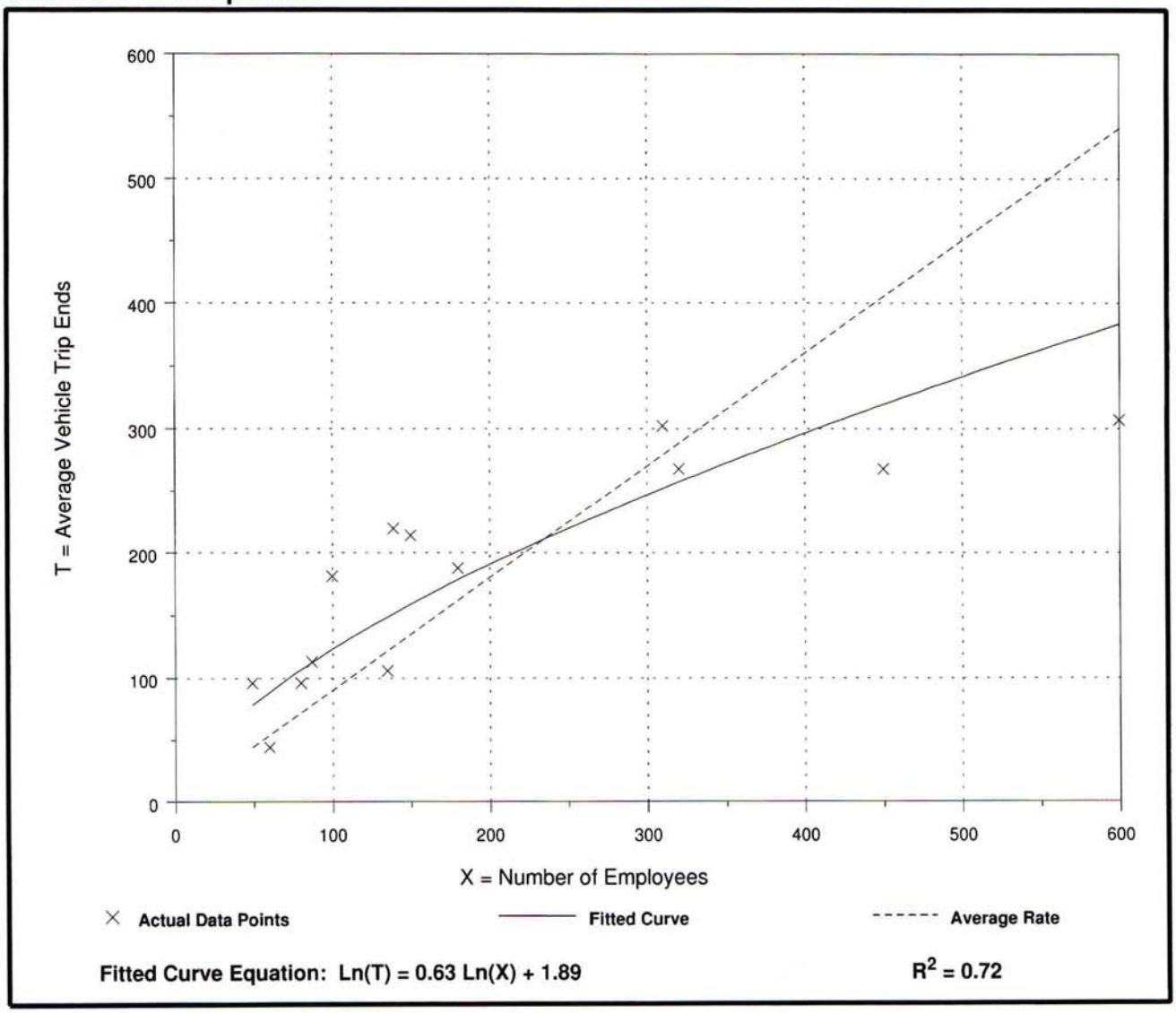
Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 13
Avg. Number of Employees: 205
Directional Distribution: 59% entering, 41% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.90	0.51 - 1.96	1.03

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.63 Ln(X) + 1.89

R^2 = 0.72

Hotel
(310)

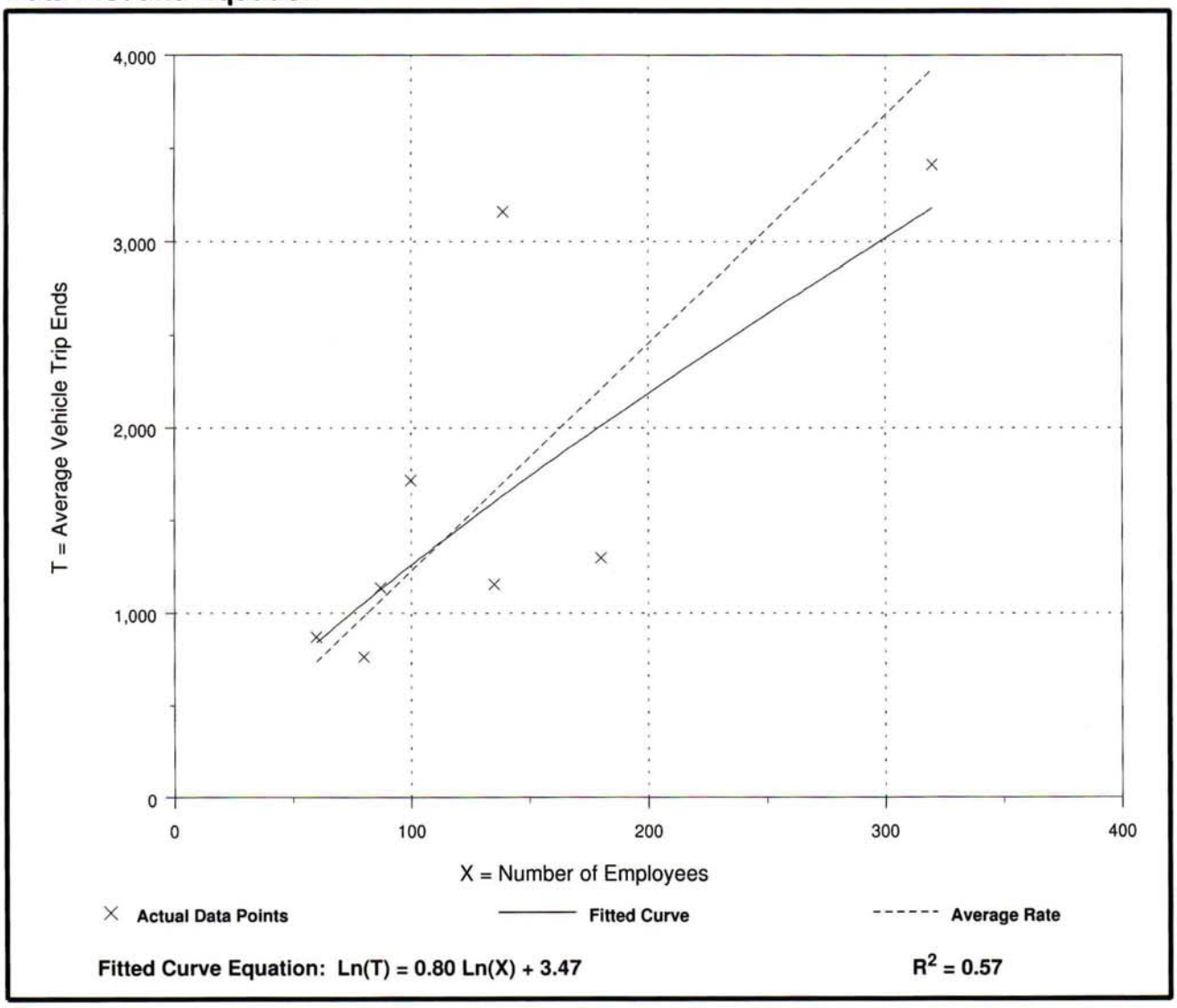
Average Vehicle Trip Ends vs: Employees
On a: Saturday

Number of Studies: 8
Avg. Number of Employees: 138
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
12.27	7.22 - 22.73	5.97

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.80 Ln(X) + 3.47

R^2 = 0.57

Hotel
(310)

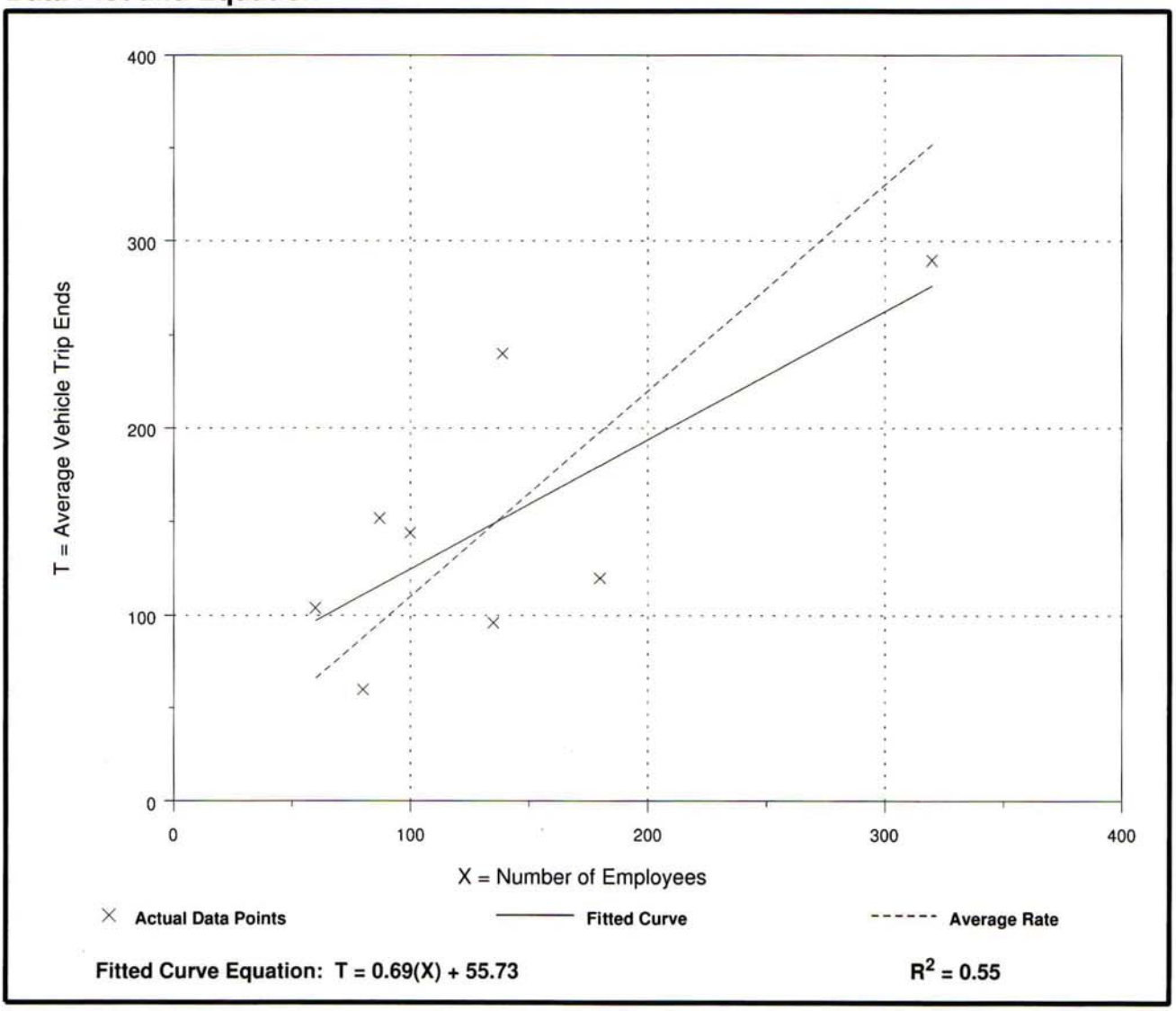
Average Vehicle Trip Ends vs: Employees
On a: Saturday,
Peak Hour of Generator

Number of Studies: 8
Avg. Number of Employees: 138
Directional Distribution: 56% entering, 44% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
1.10	0.67 - 1.75	1.13

Data Plot and Equation



Fitted Curve Equation: T = 0.69(X) + 55.73

R^2 = 0.55

Hotel
(310)

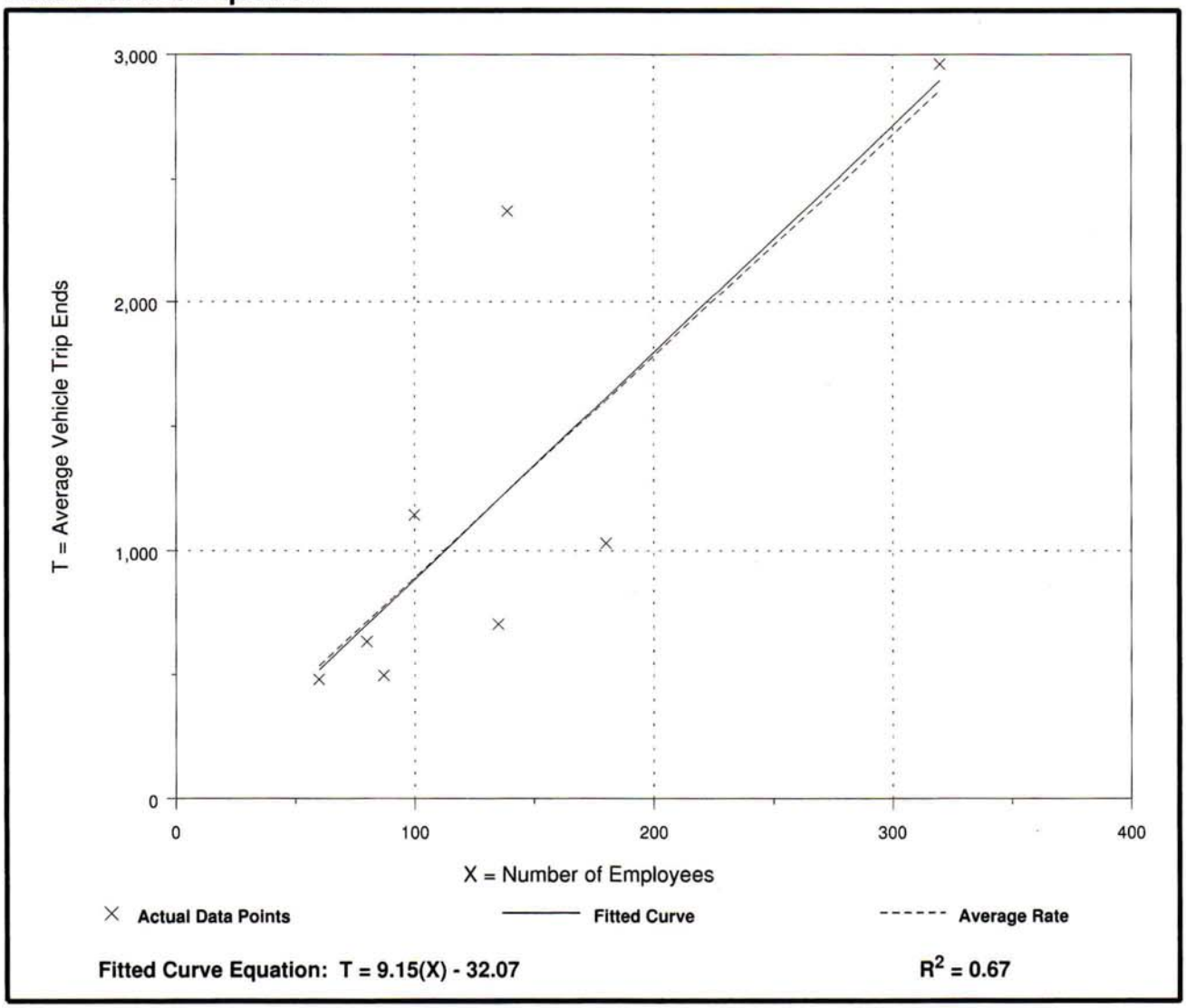
Average Vehicle Trip Ends vs: Employees
On a: Sunday

Number of Studies: 8
Avg. Number of Employees: 138
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
8.92	5.21 - 17.06	4.71

Data Plot and Equation



Fitted Curve Equation: T = 9.15(X) - 32.07

R^2 = 0.67

Hotel
(310)

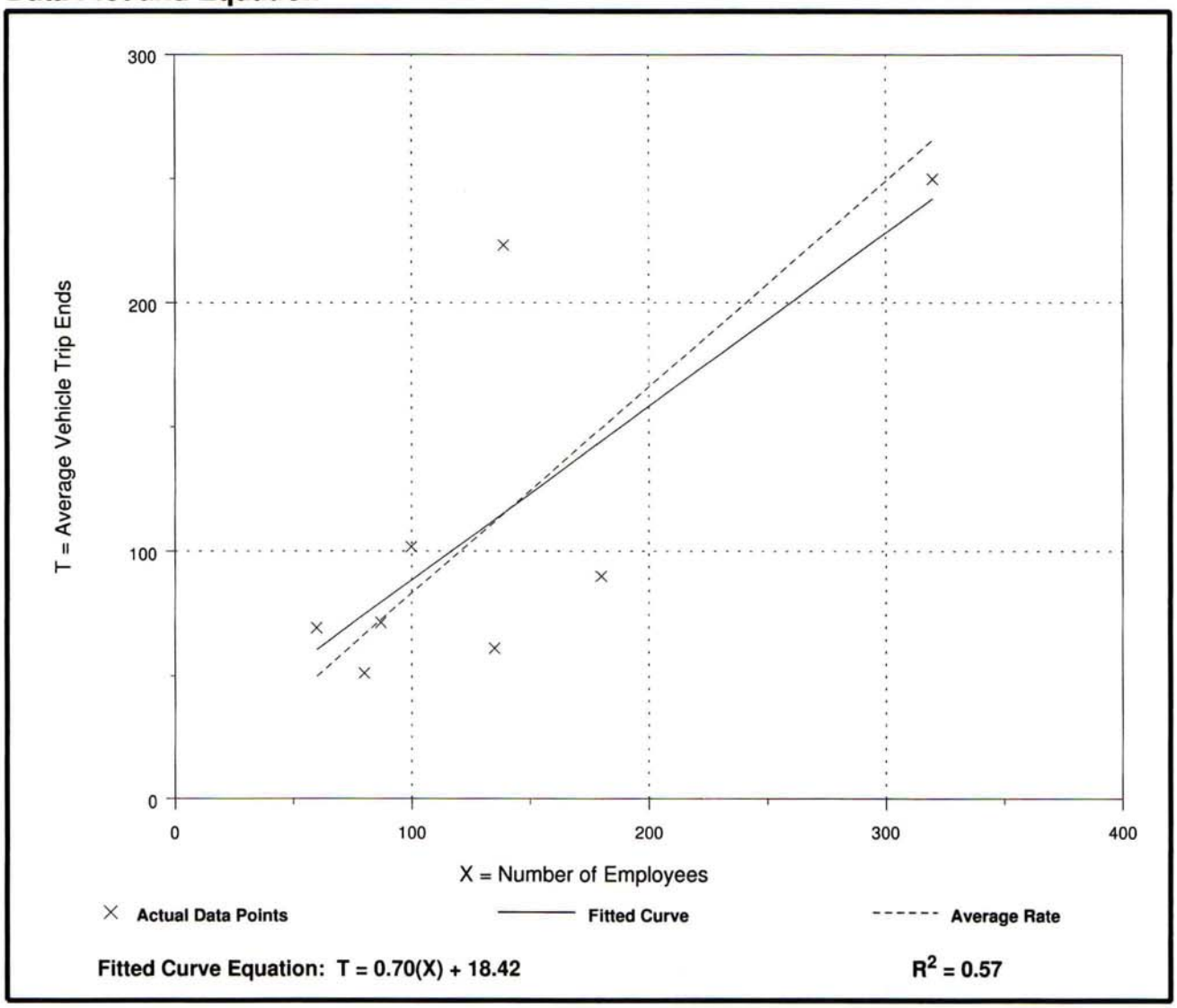
Average Vehicle Trip Ends vs: Employees
On a: Sunday,
Peak Hour of Generator

Number of Studies: 8
Avg. Number of Employees: 138
Directional Distribution: 46% entering, 54% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.83	0.45 - 1.60	0.98

Data Plot and Equation



Fitted Curve Equation: T = 0.70(X) + 18.42

R^2 = 0.57

Land Use: 854
Discount Supermarket

Description

Discount supermarkets are free-standing retail stores selling a complete assortment of food (often in bulk), food preparation and wrapping materials, and household cleaning and servicing items at discounted prices. Some facilities may be open 24 hours a day. Supermarket (Land Use 850) is a related use.

Additional Data

Peak hours of the generator—

The weekday A.M. peak hour varied between 10:00 a.m. and 12:00 p.m. The weekday P.M. peak hour varied between 3:00 p.m. and 6:00 p.m. The weekend peak hour varied between 11:30 a.m. and 5:00 p.m.

Information on approximate hourly variation in discount supermarket traffic is shown in the following table. It should be noted, however, that the information contained in this table is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the table may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Hourly Variation in Discount Supermarket Traffic						
Time	Average Weekday[a]		Average Saturday[b]		Average Sunday[c]	
	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic
6 a.m.–7 a.m.	0.6	0.3	0.4	0.2	0.4	0.1
7 a.m.–8 a.m.	1.0	0.6	0.8	0.2	0.5	0.3
8 a.m.–9 a.m.	2.3	1.0	3.0	1.0	1.2	0.5
9 a.m.–10 a.m.	6.0	3.2	6.6	3.9	4.3	2.1
10 a.m.–11 a.m.	6.7	6.1	8.5	6.8	7.9	6.0
11 a.m.–12 p.m.	6.7	6.8	10.0	9.3	9.7	9.2
12 p.m.–1 p.m.	7.8	7.7	8.6	9.5	12.4	11.8
1 p.m.–2 p.m.	8.4	7.7	10.8	9.2	12.9	12.6
2 p.m.–3 p.m.	8.2	8.5	9.8	10.5	14.7	11.9
3 p.m.–4 p.m.	8.8	9.0	9.2	9.7	12.0	14.2
4 p.m.–5 p.m.	9.4	9.4	8.9	10.3	12.0	13.1
5 p.m.–6 p.m.	8.4	9.5	7.5	9.0	7.3	10.7
6 p.m.–7 p.m.	7.7	7.6	5.9	7.3	1.8	4.9
7 p.m.–8 p.m.	7.0	7.3	4.1	5.3	0.6	0.6
8 p.m.–9 p.m.	5.3	6.6	2.8	3.5	0.5	0.4
9 p.m.–10 p.m.	3.3	5.1	1.2	2.4	0.1	0.5
10 p.m.–6 a.m.	2.4	3.6	1.9	1.9	1.7	1.1

Sites ranged in size from 63,000 to 127,000 square feet gross floor area
[a] Source numbers – 221 and 236; based on three studies
[b] Source number – 221; based on one study
[c] Source number – 221; based on one study

The sites were surveyed between the late 1980s and the 2000s throughout the United States.

Caution should be used when applying daily trip generation rates for discount supermarkets, as the database contains a mixture of facilities with varying hours of operation. Future data submissions should specify the hours of operation of the study site.

Source Numbers

221, 236, 440, 537, 566, 734, 738

Discount Supermarket
(854)

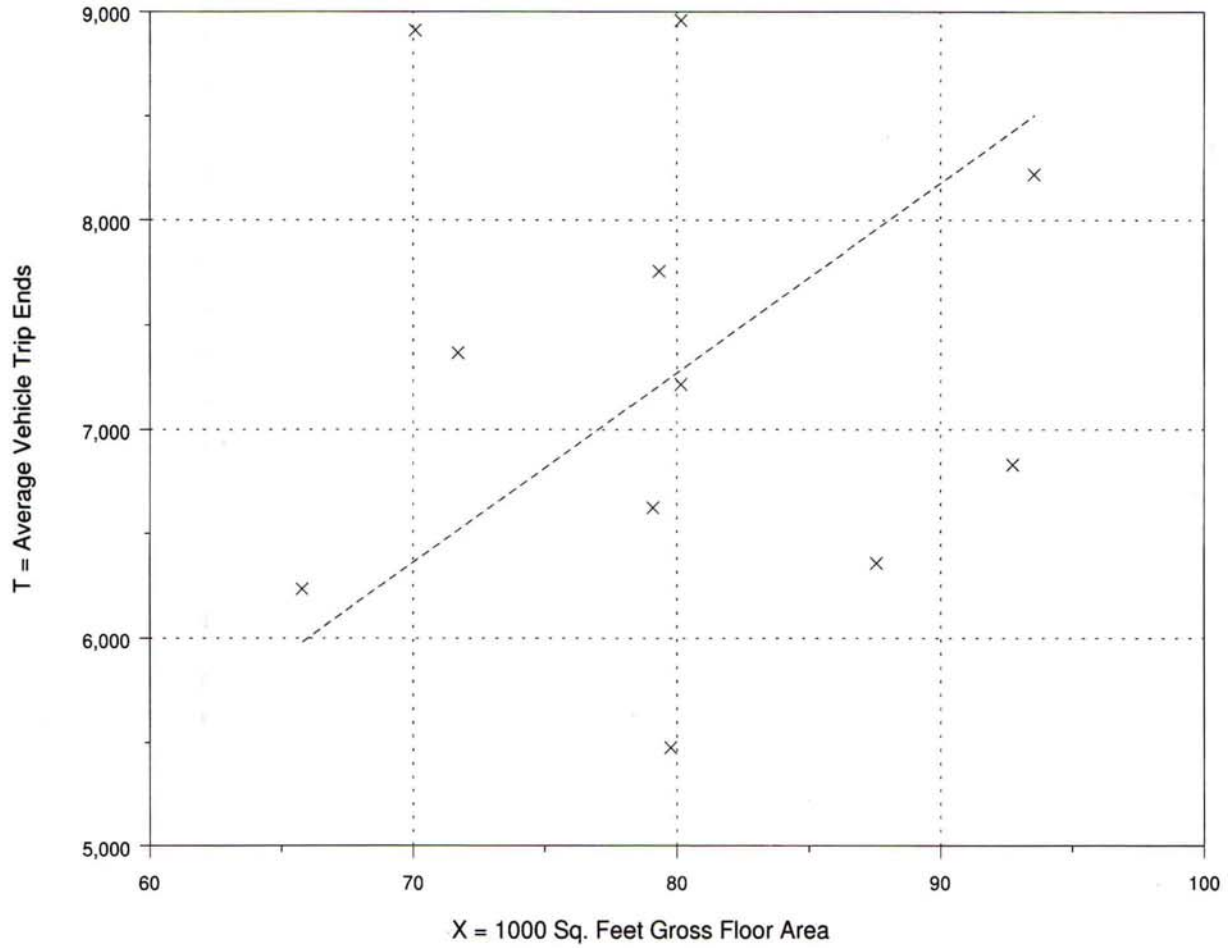
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 11
Average 1000 Sq. Feet GFA: 80
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
90.86	68.66 - 127.13	19.14

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

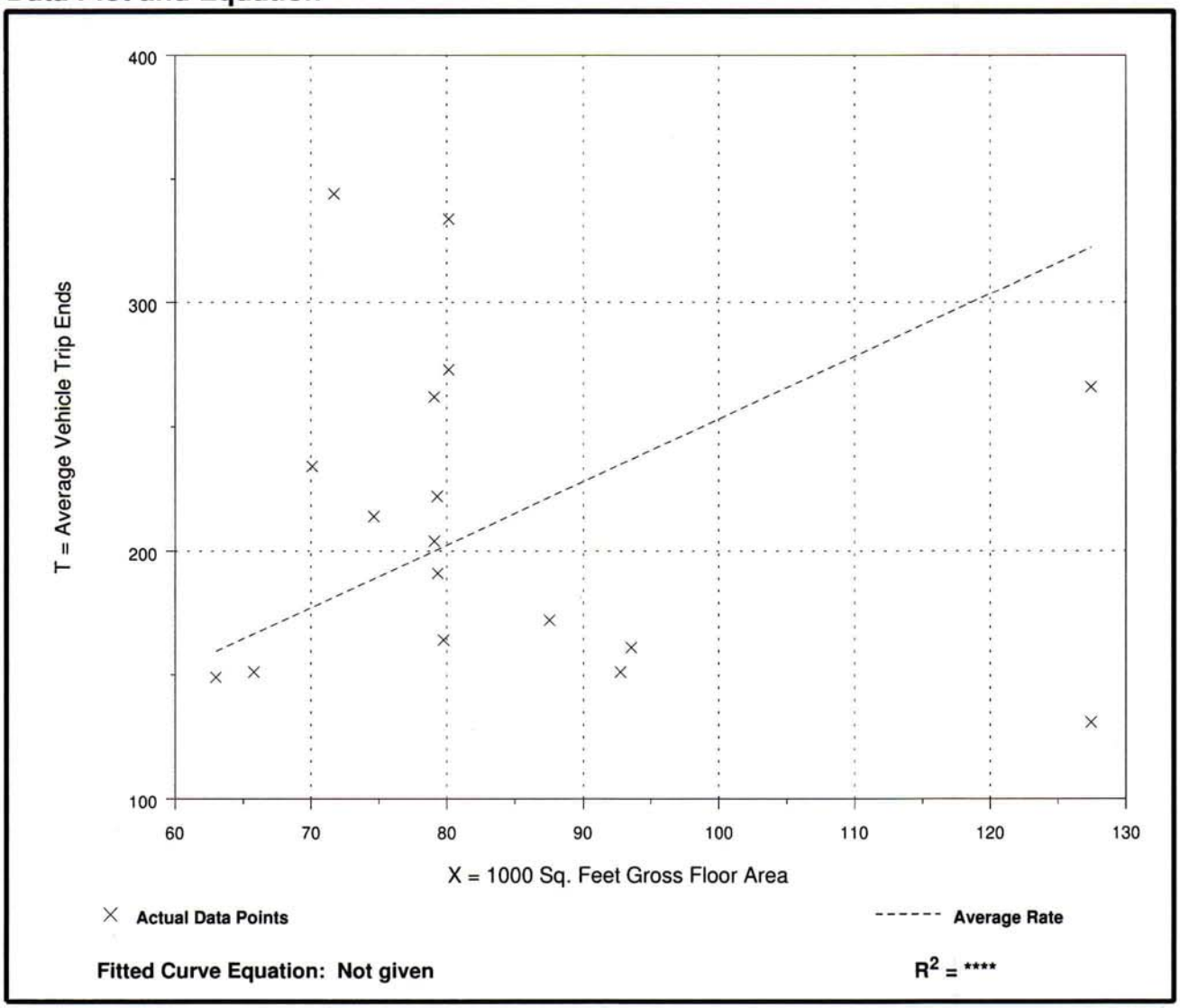
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 17
Average 1000 Sq. Feet GFA: 84
Directional Distribution: 58% entering, 42% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
2.53	1.03 - 4.80	1.84

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

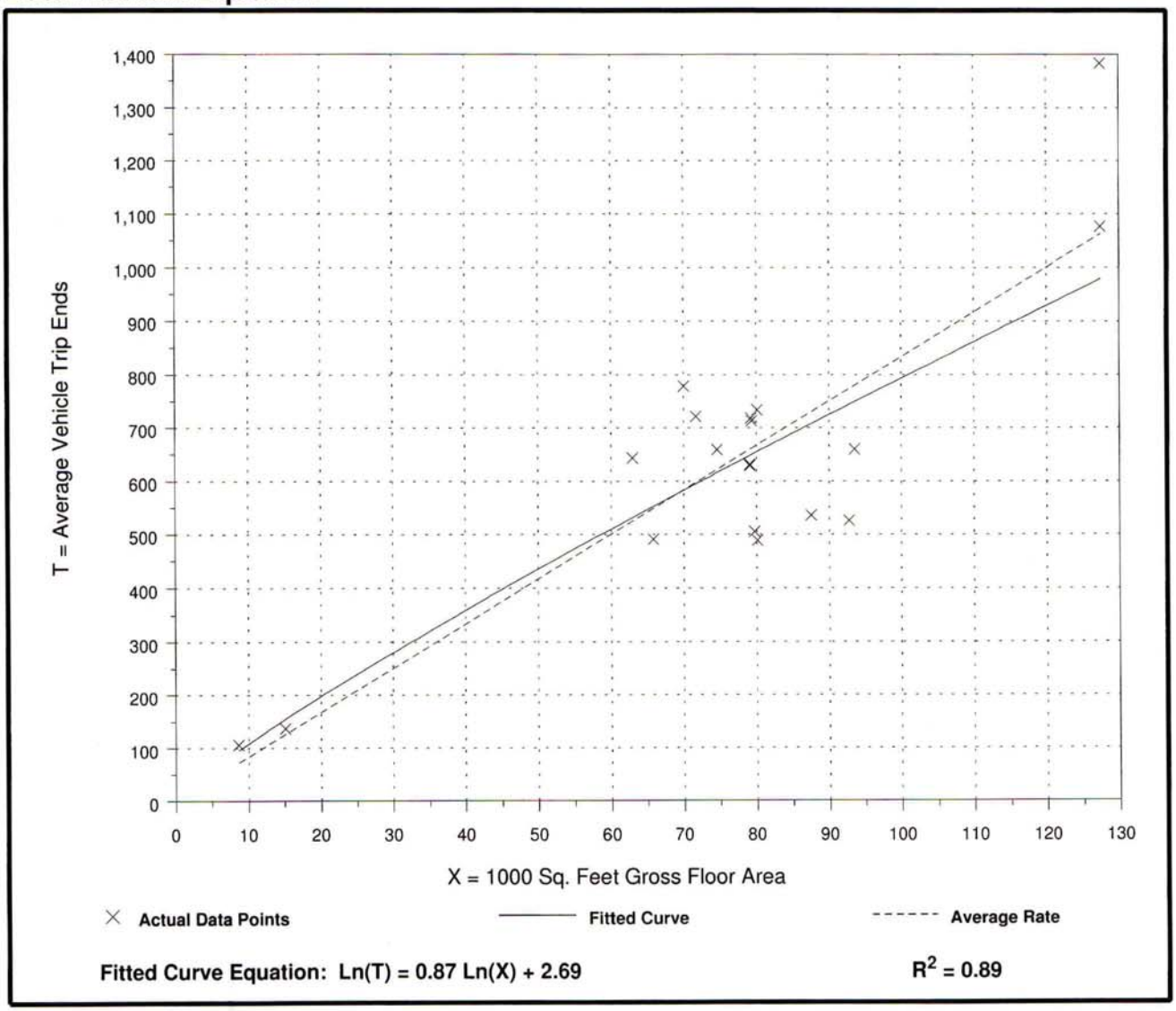
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 19
Average 1000 Sq. Feet GFA: 77
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.34	5.67 - 12.18	3.33

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.87 Ln(X) + 2.69

R^2 = 0.89

Discount Supermarket
(854)

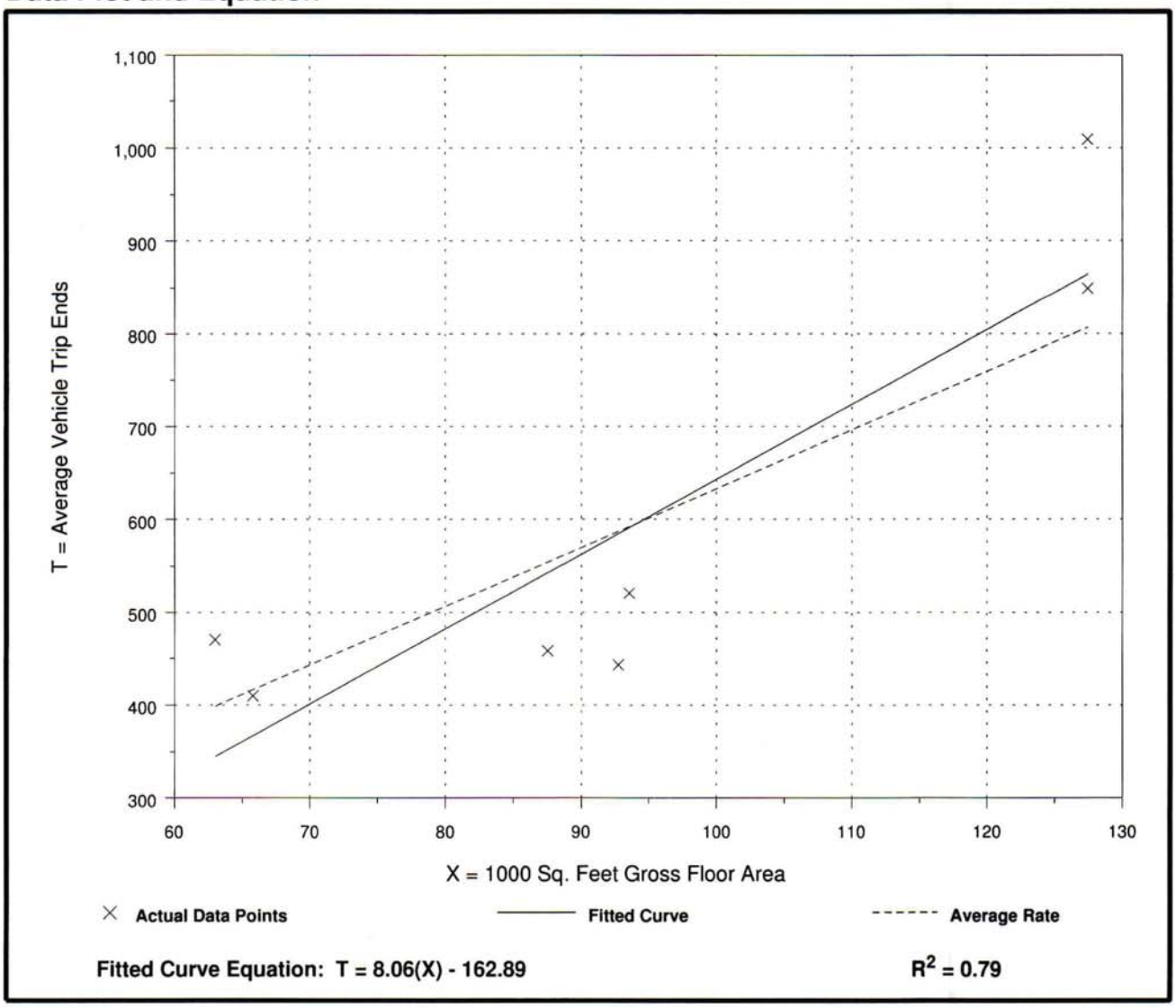
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 7
Average 1000 Sq. Feet GFA: 94
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
6.33	4.78 - 7.92	2.74

Data Plot and Equation



Fitted Curve Equation: T = 8.06(X) - 162.89

R^2 = 0.79

Discount Supermarket
(854)

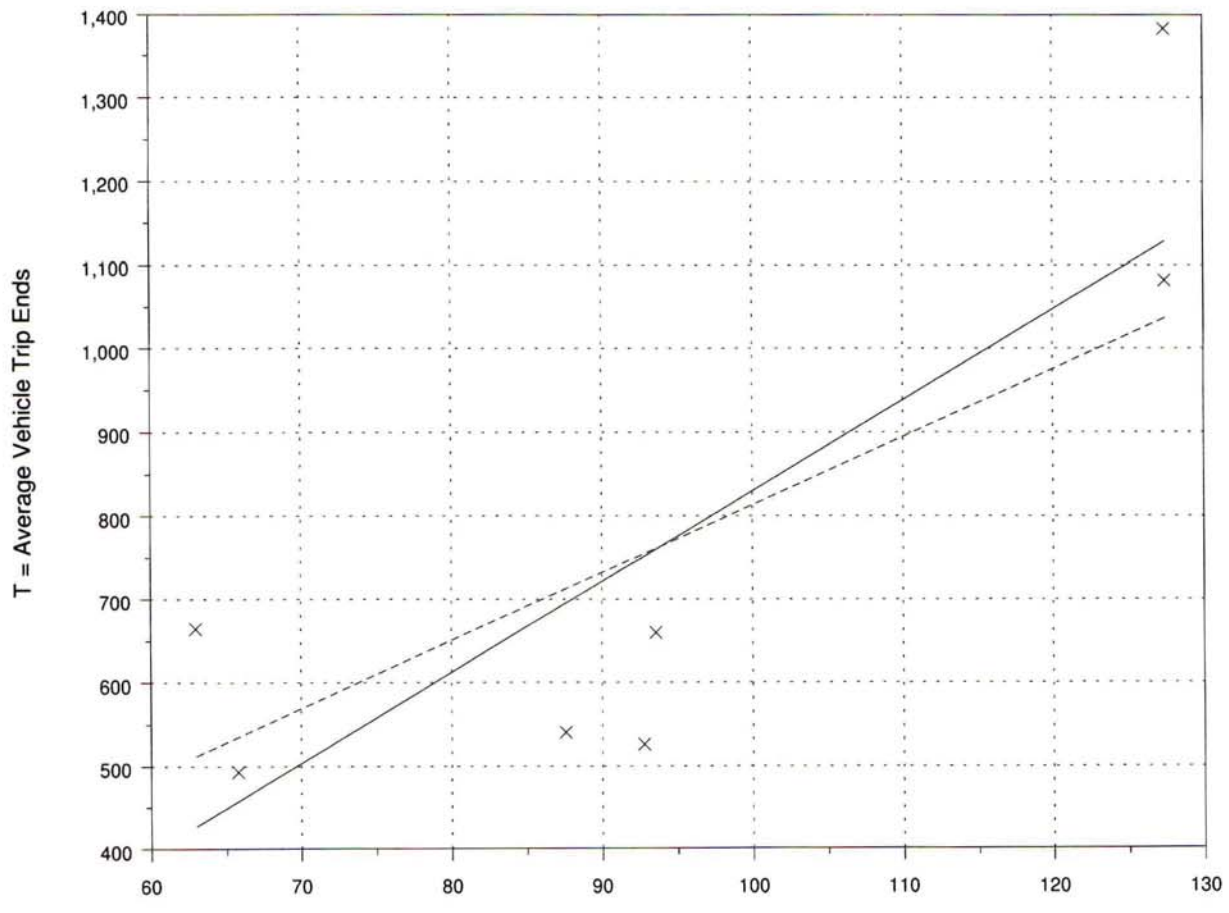
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 7
Average 1000 Sq. Feet GFA: 94
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.13	5.67 - 10.85	3.41

Data Plot and Equation



Fitted Curve Equation: T = 10.87(X) - 256.77

R^2 = 0.70

Discount Supermarket
(854)

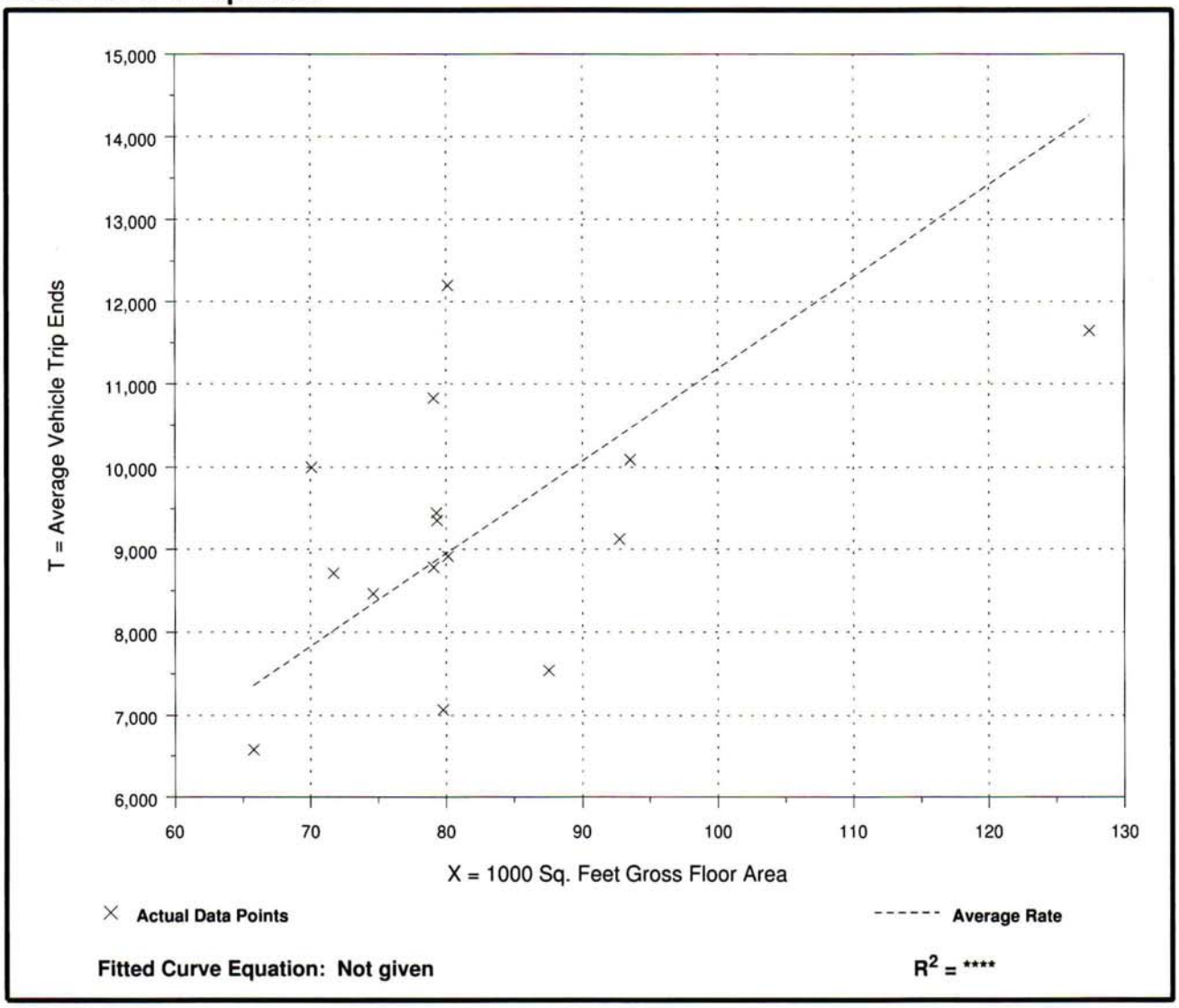
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 15
Average 1000 Sq. Feet GFA: 83
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
111.85	86.08 - 152.26	21.63

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

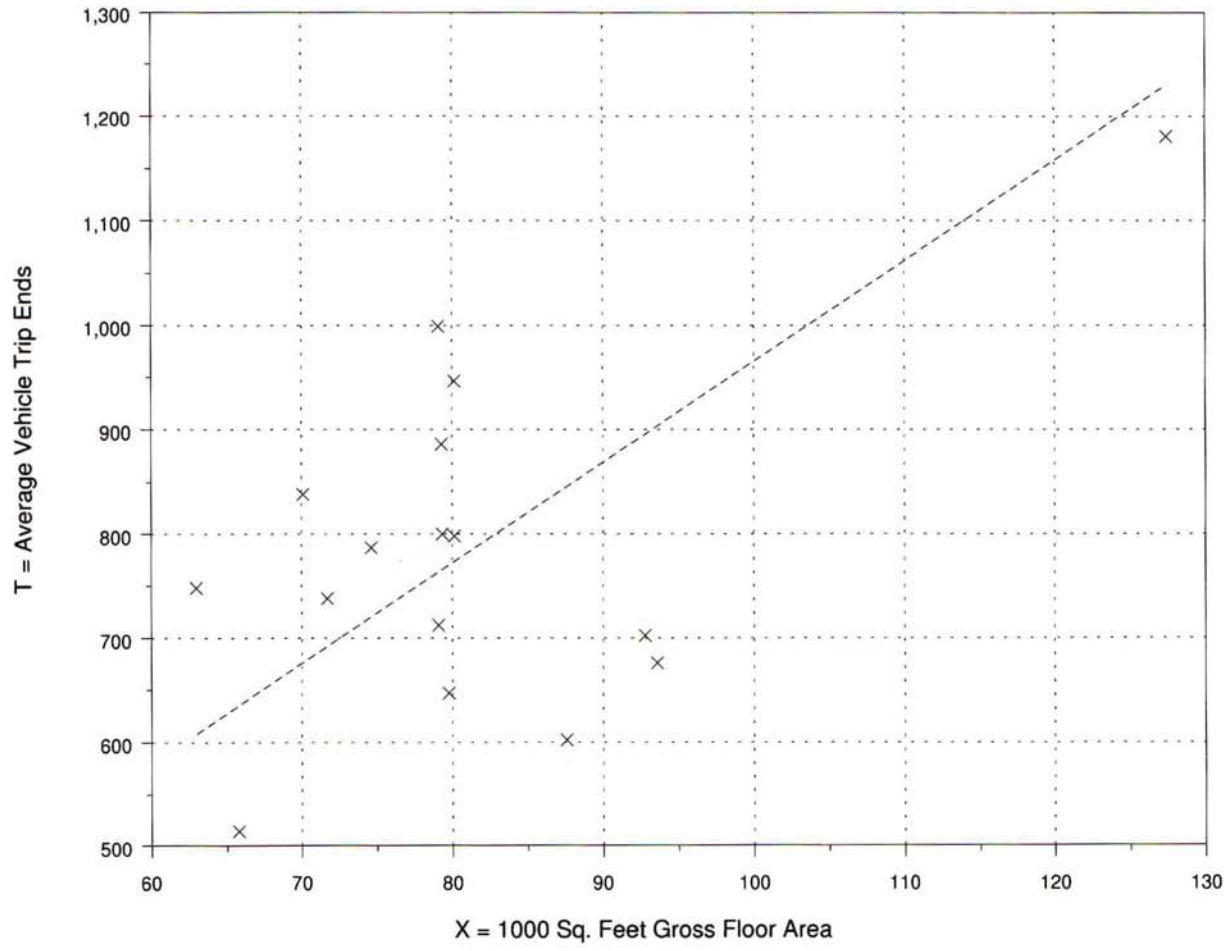
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 16
Average 1000 Sq. Feet GFA: 81
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.65	6.87 - 12.63	3.57

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

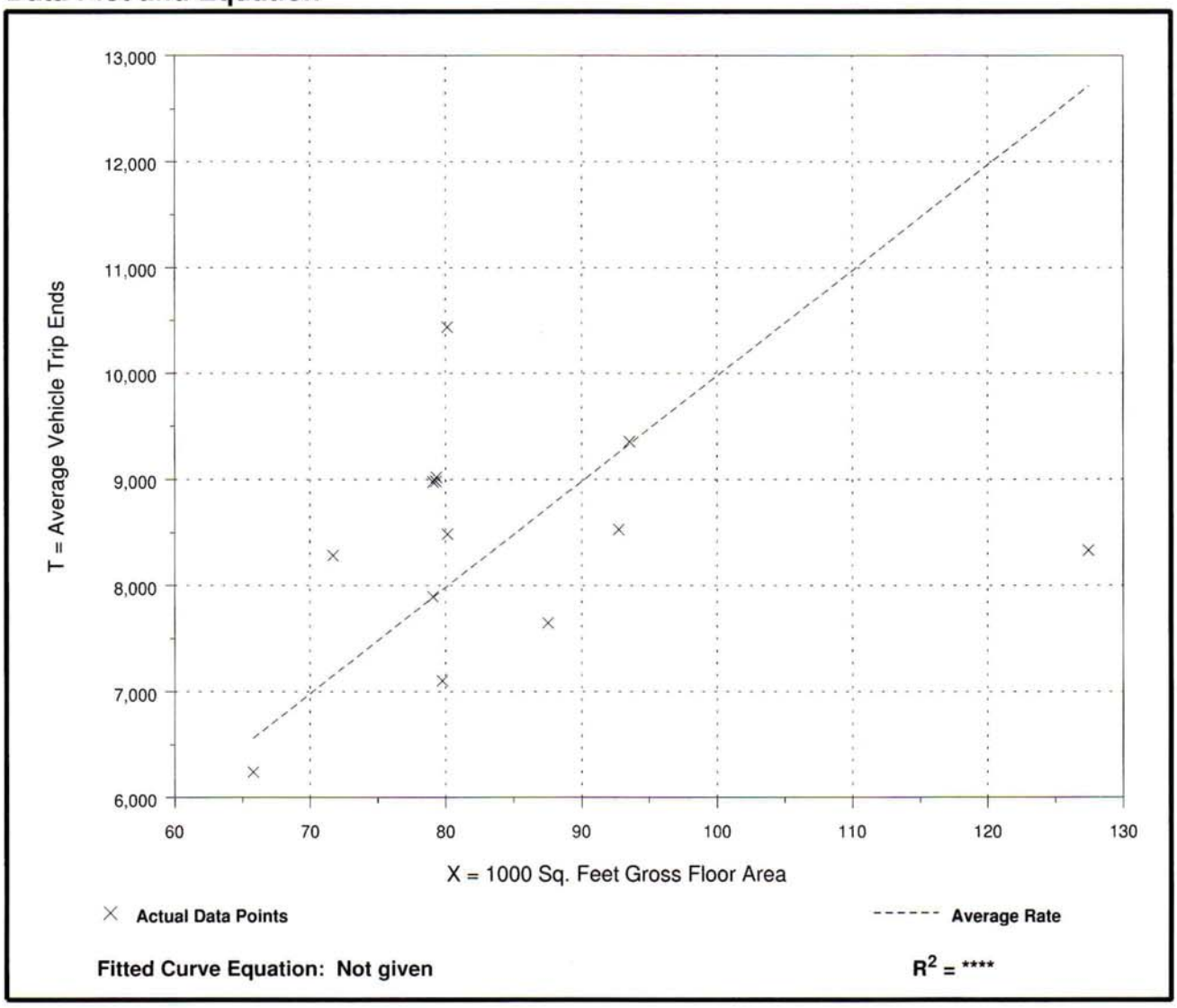
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

Number of Studies: 13
Average 1000 Sq. Feet GFA: 84
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
99.75	65.39 - 130.20	19.78

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday,
Peak Hour of Generator

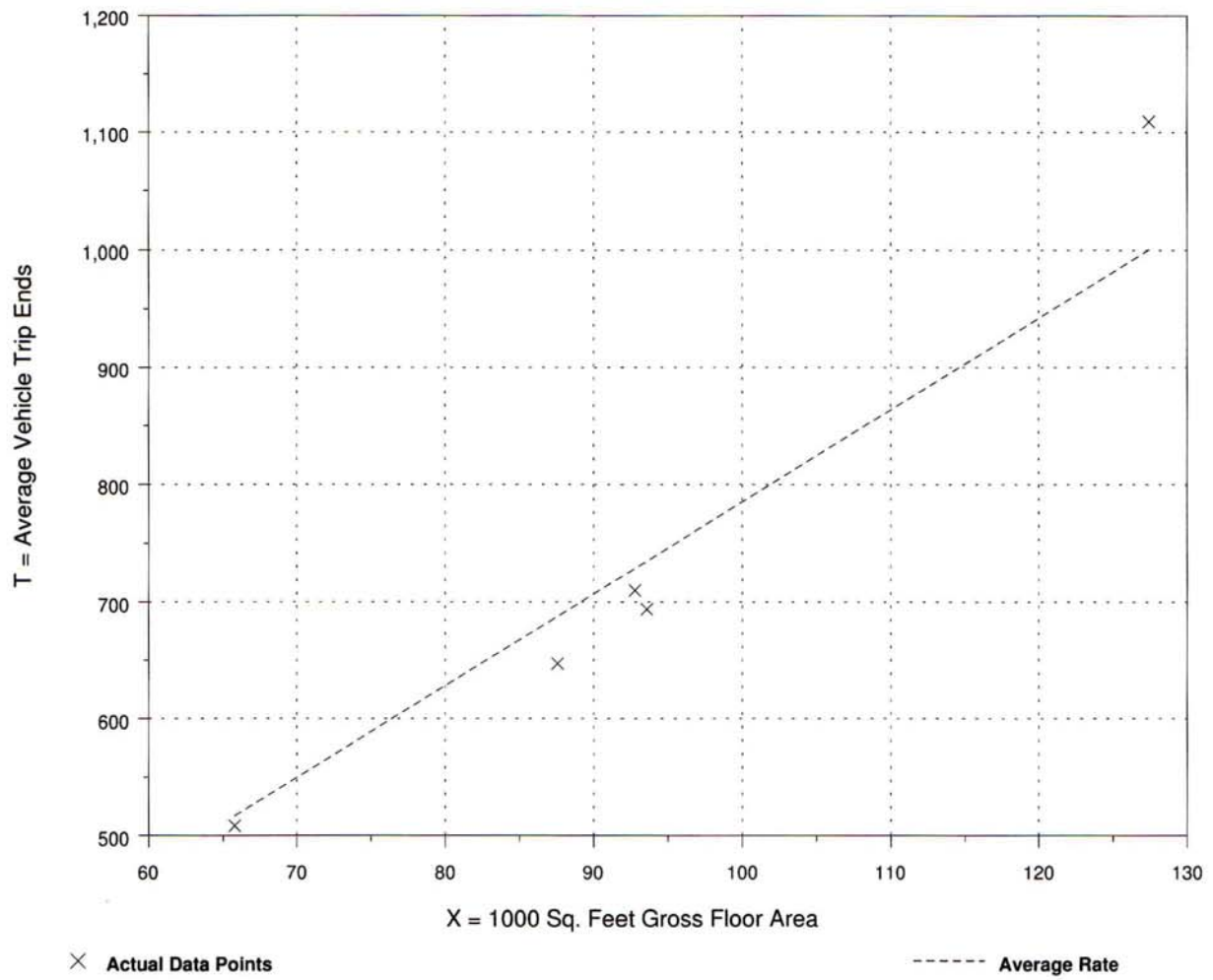
Number of Studies: 5
Average 1000 Sq. Feet GFA: 93
Directional Distribution: 53% entering, 47% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
7.85	7.39 - 8.70	2.84

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not Given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Weekday

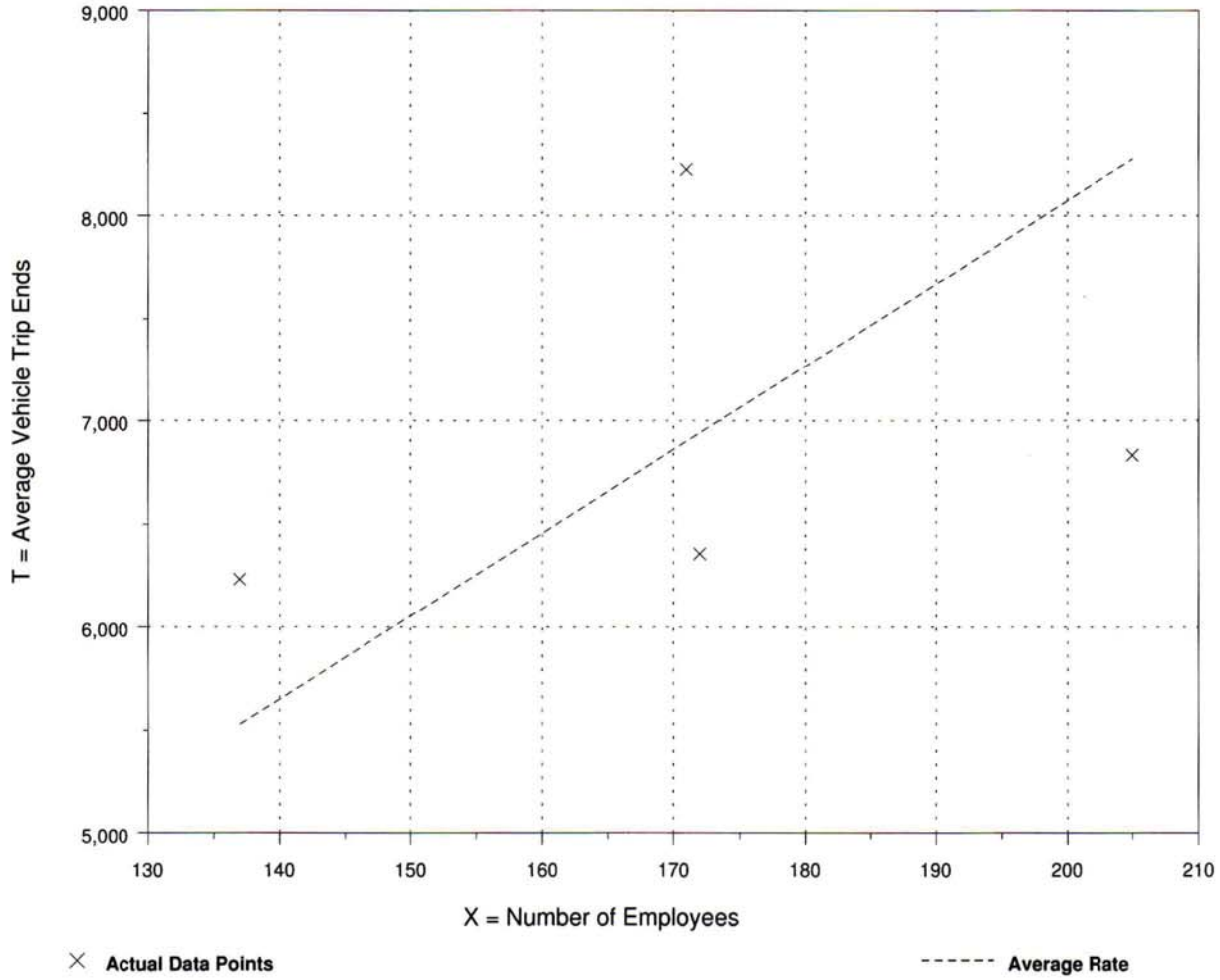
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
40.36	33.33 - 48.09	8.84

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: **Employees**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

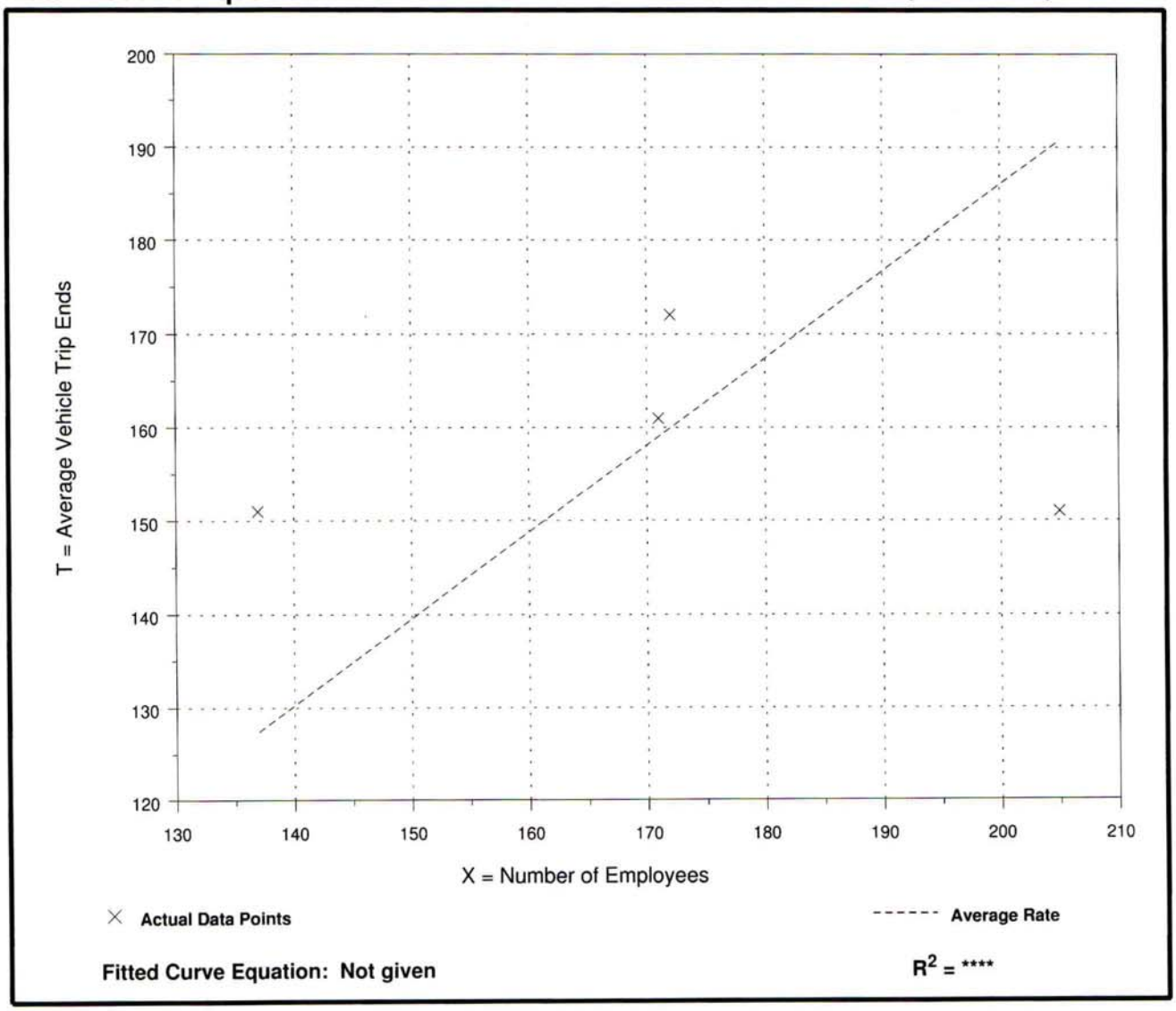
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 54% entering, 46% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
0.93	0.74 - 1.10	0.97

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

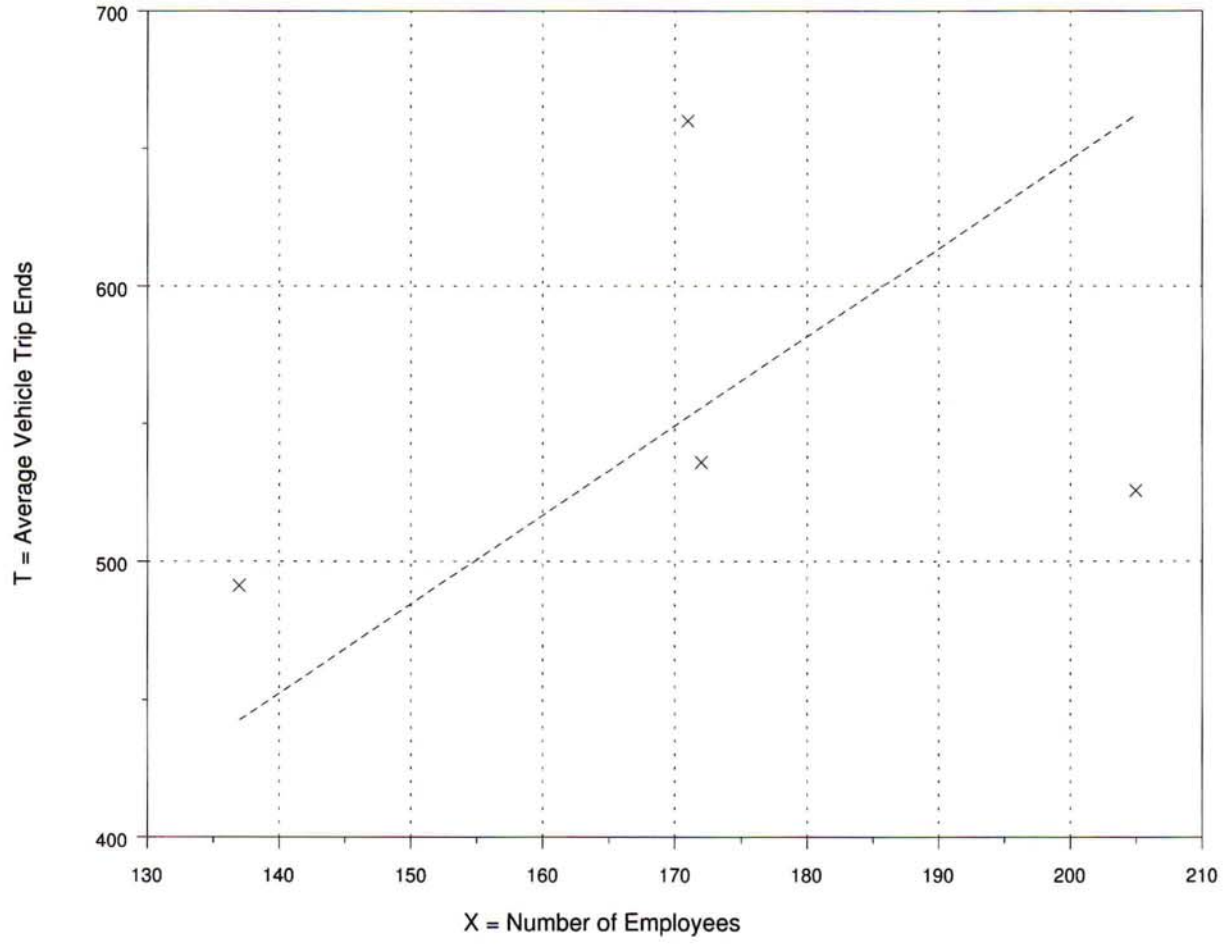
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.23	2.57 - 3.86	1.86

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Weekday,
A.M. Peak Hour of Generator

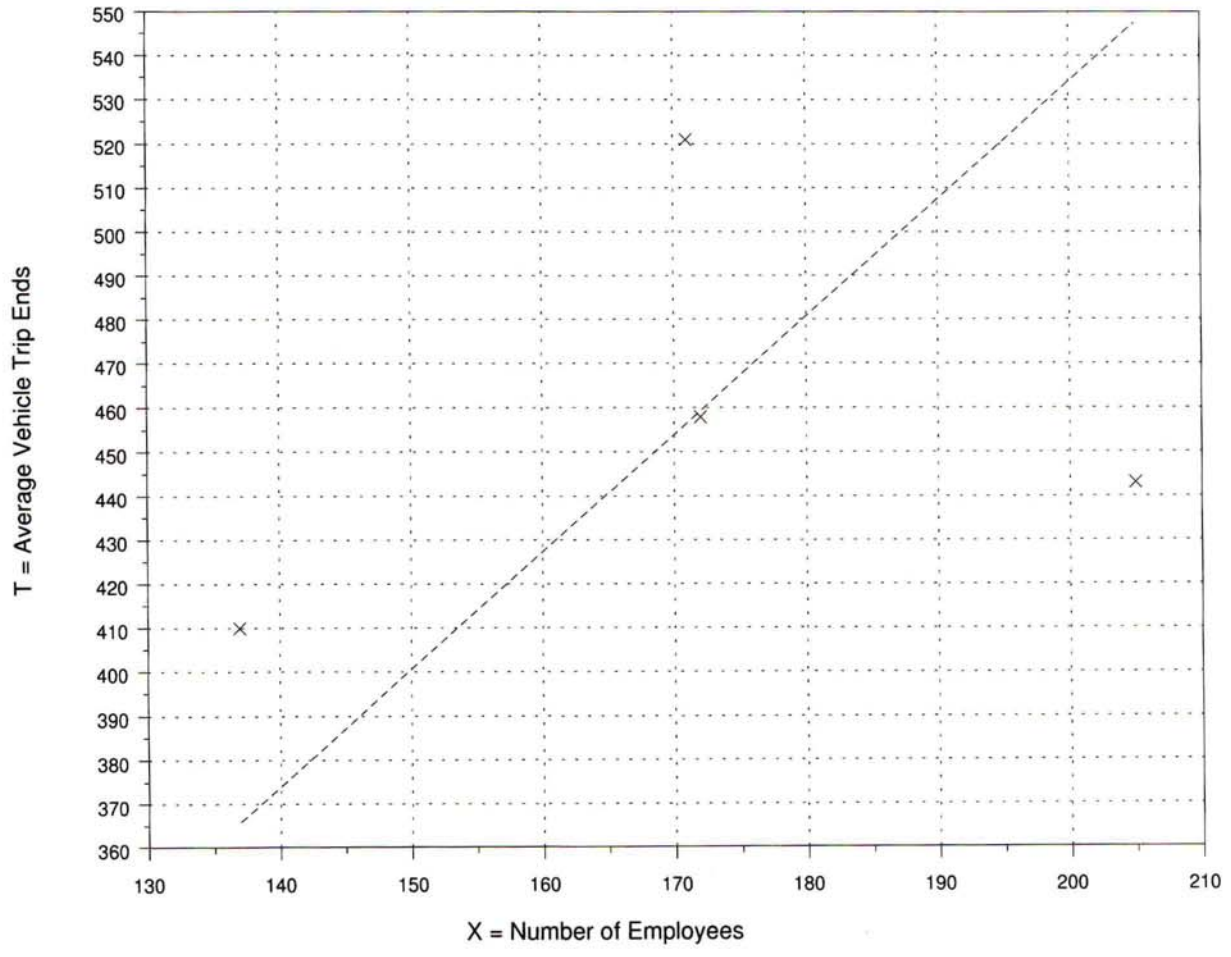
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
2.67	2.16 - 3.05	1.67

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Weekday,
P.M. Peak Hour of Generator

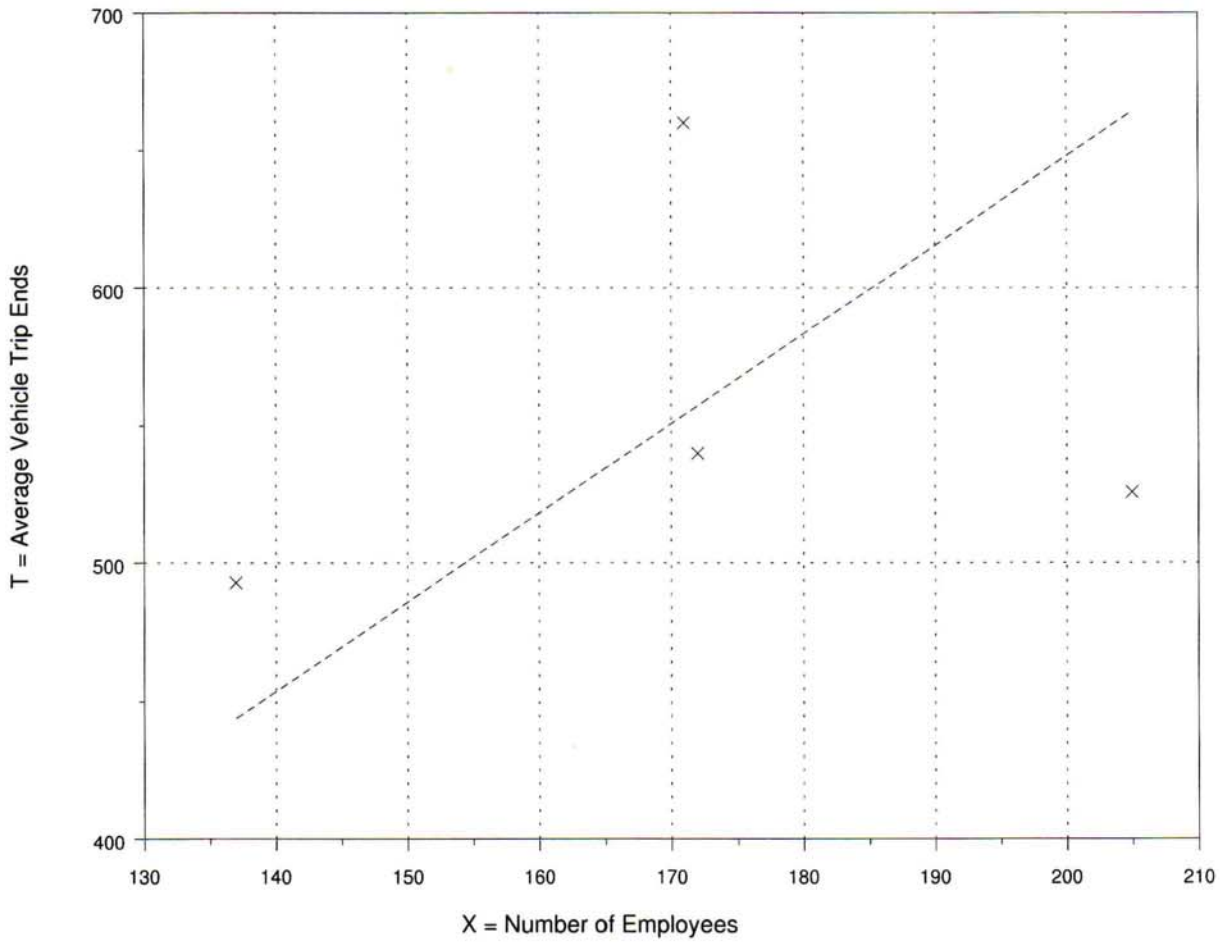
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.24	2.57 - 3.86	1.87

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Saturday

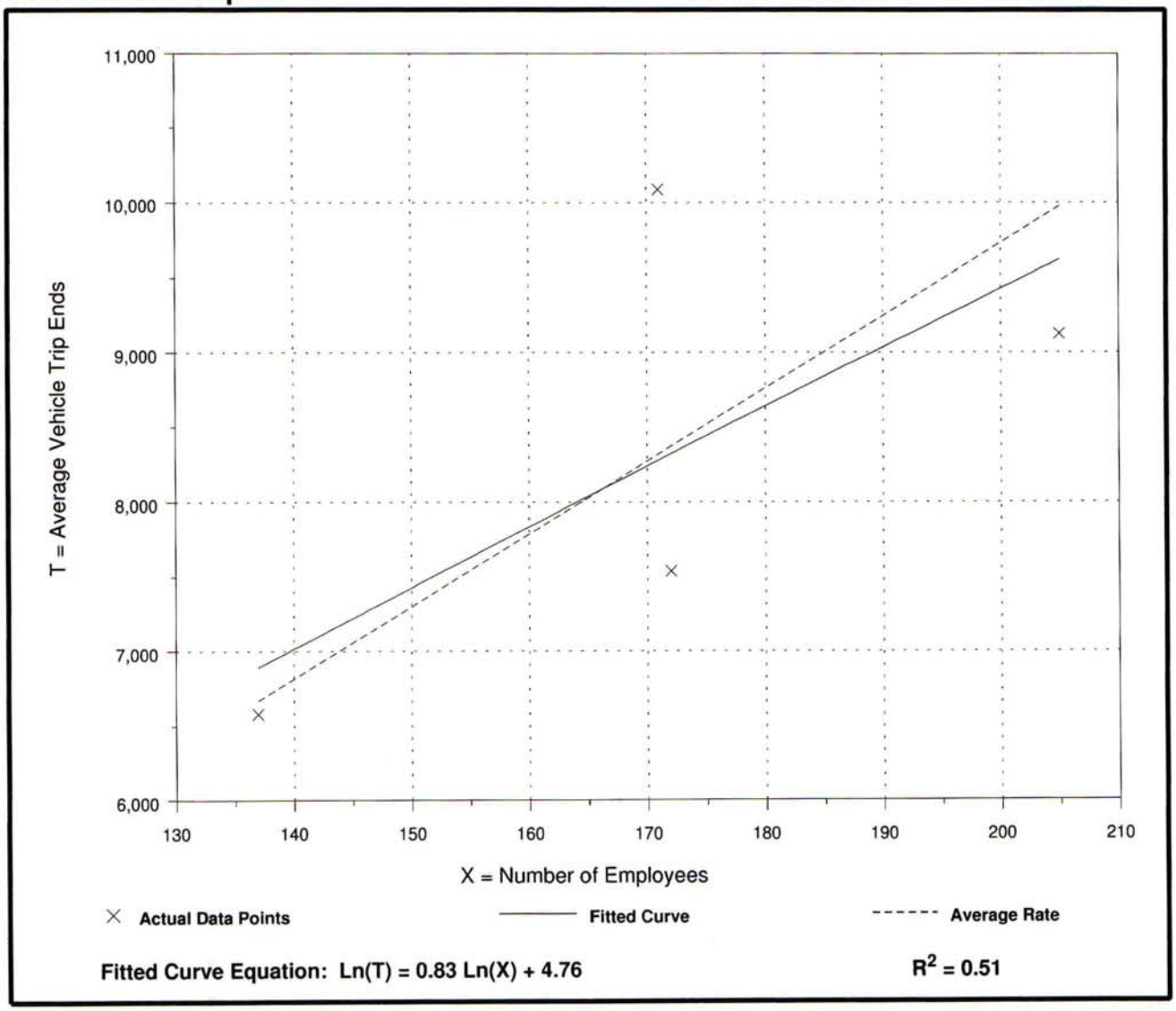
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
48.66	43.83 - 58.98	9.28

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Ln(T) = 0.83 Ln(X) + 4.76

R^2 = 0.51

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Saturday,
Peak Hour of Generator

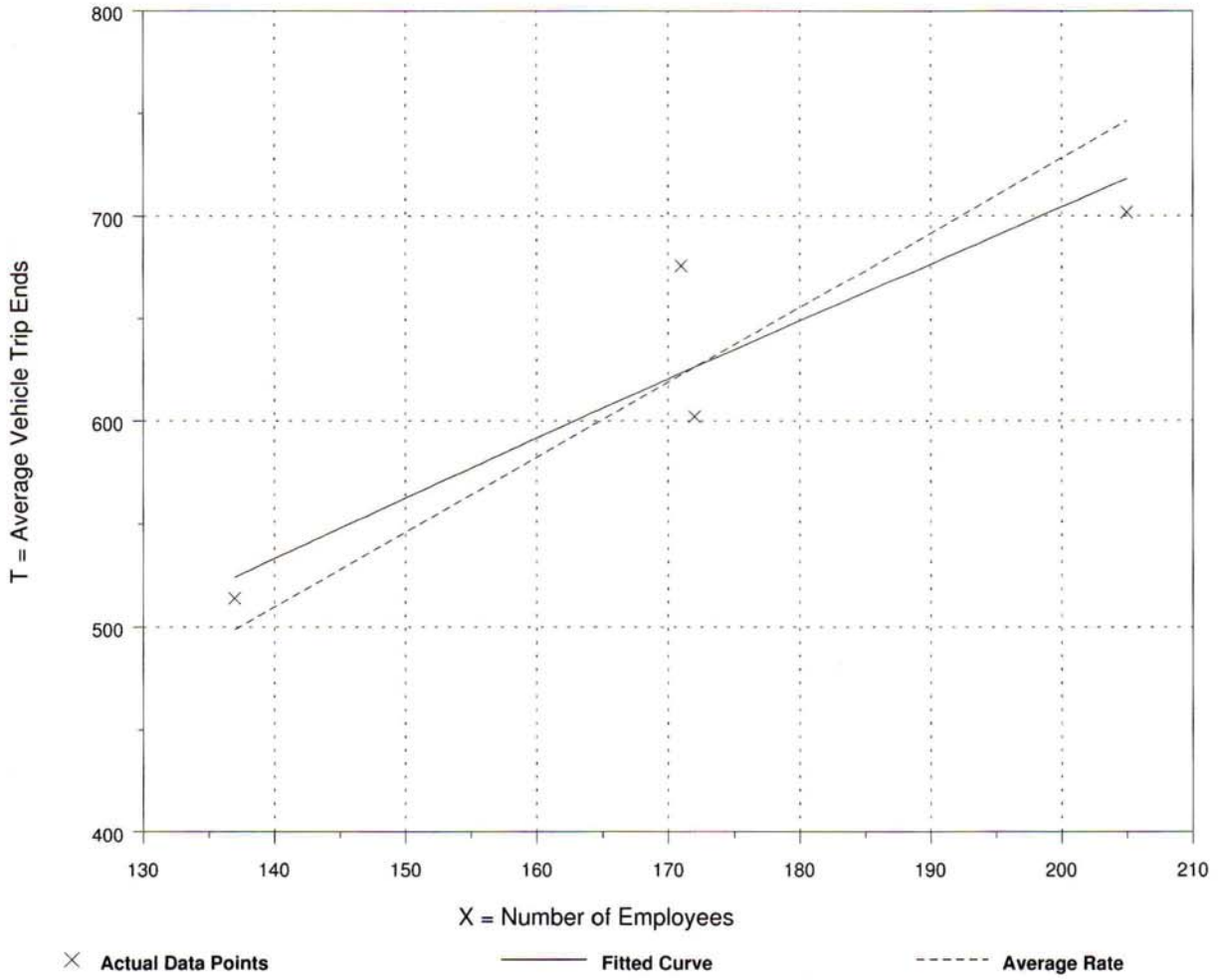
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.64	3.42 - 3.95	1.92

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Ln(T) = 0.78 Ln(X) + 2.42

R^2 = 0.85

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Sunday

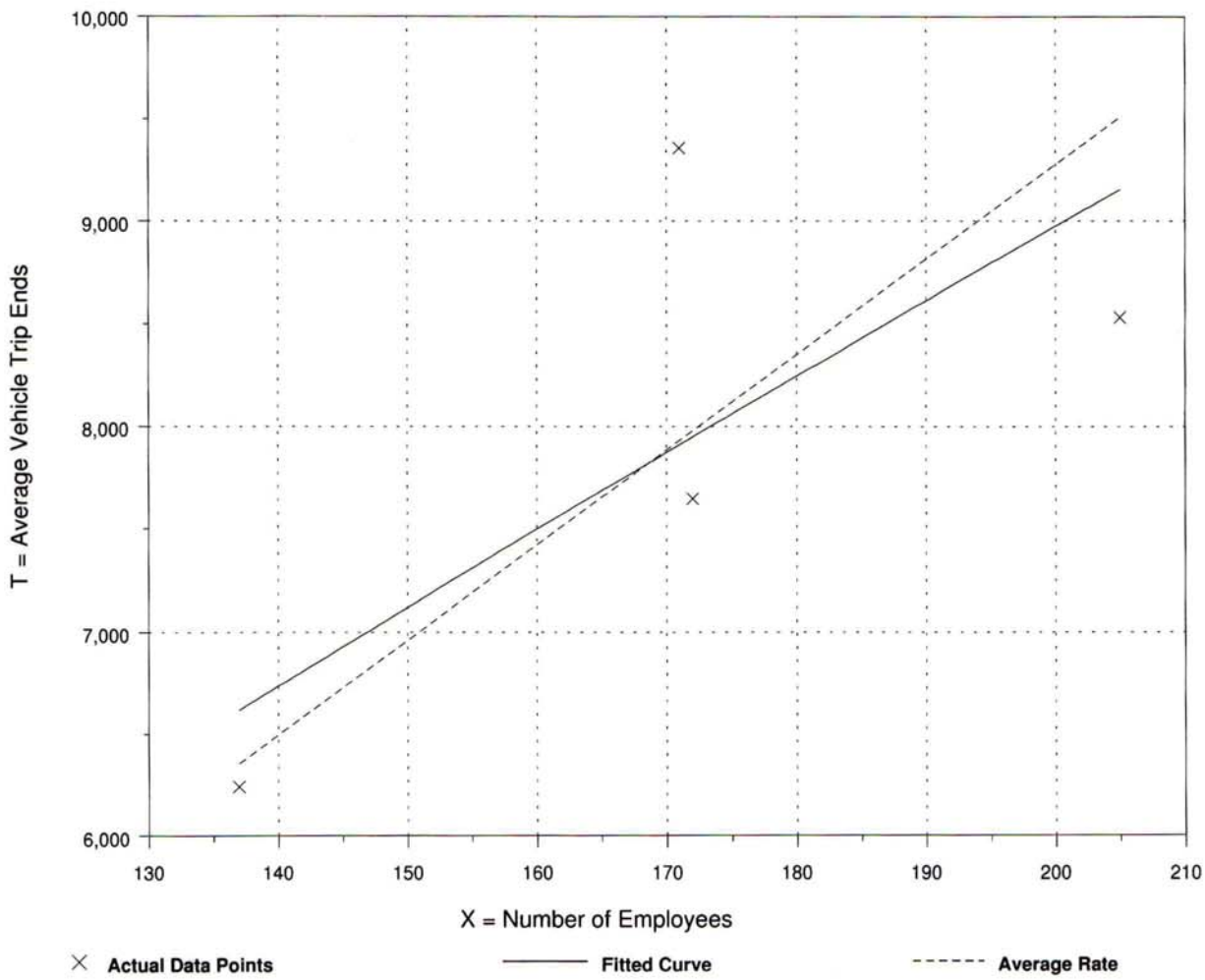
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
46.39	41.62 - 54.72	8.45

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Ln(T) = 0.81 Ln(X) + 4.83

R^2 = 0.58

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: Employees
On a: Sunday,
Peak Hour of Generator

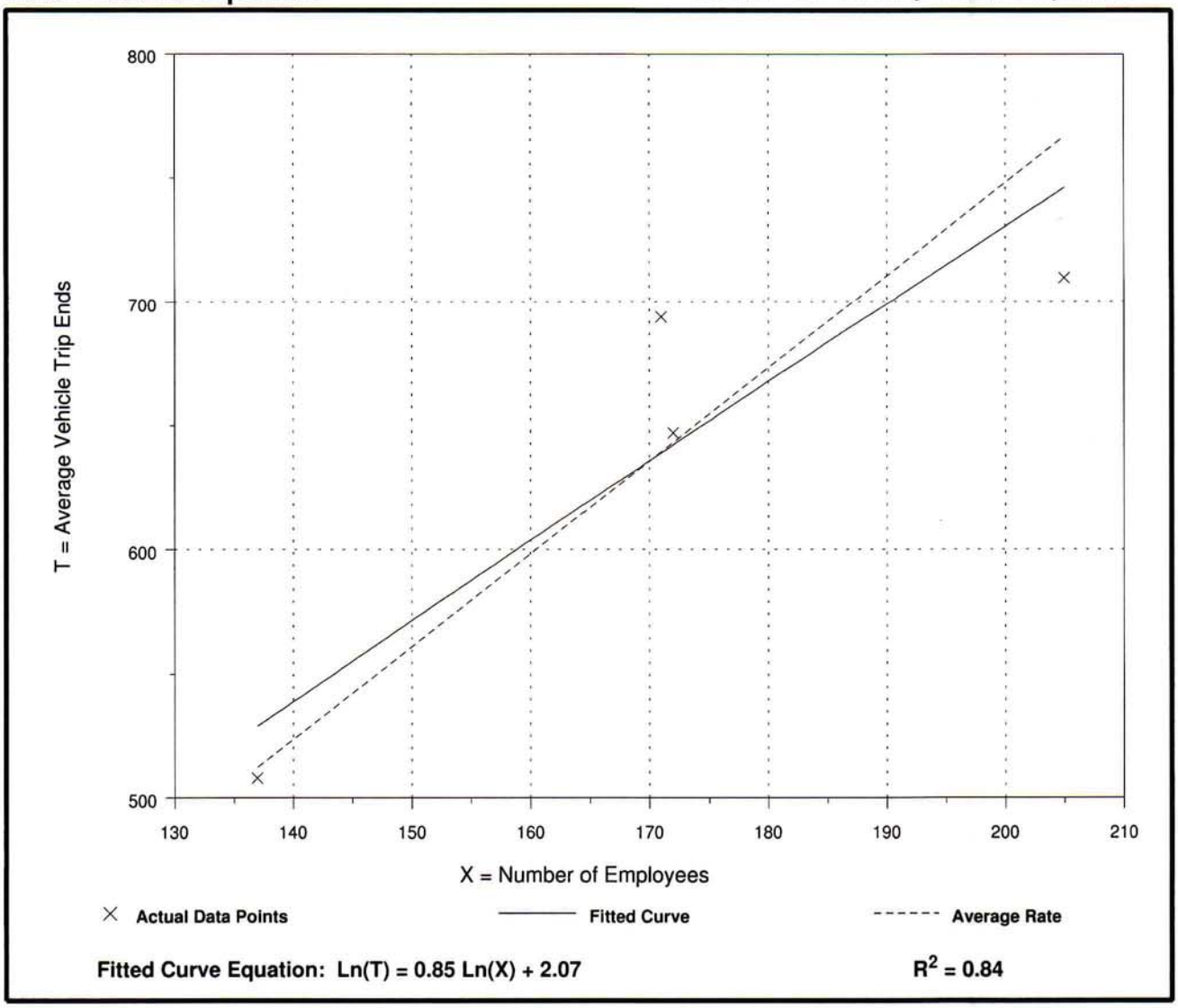
Number of Studies: 4
Avg. Number of Employees: 171
Directional Distribution: 52% entering, 48% exiting

Trip Generation per Employee

Average Rate	Range of Rates	Standard Deviation
3.74	3.46 - 4.06	1.94

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Ln(T) = 0.85 Ln(X) + 2.07

R^2 = 0.84

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: **A.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

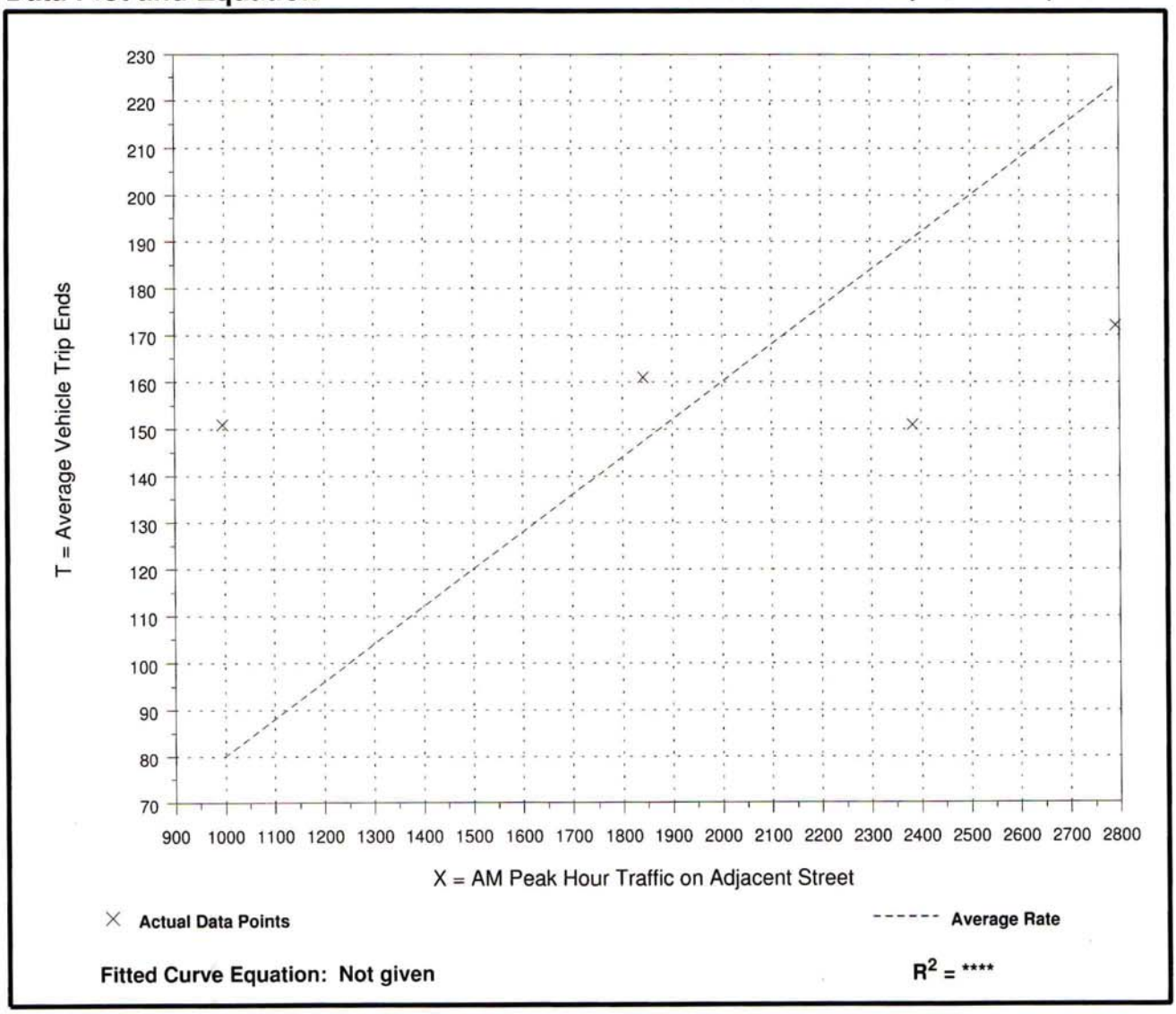
Number of Studies: 4
Avg. A.M. Peak Hr. Traf. on Adj. Street: 2,004
Directional Distribution: 54% entering, 46% exiting

Trip Generation per AM Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.08	0.06 - 0.15	0.28

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Discount Supermarket
(854)

Average Vehicle Trip Ends vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

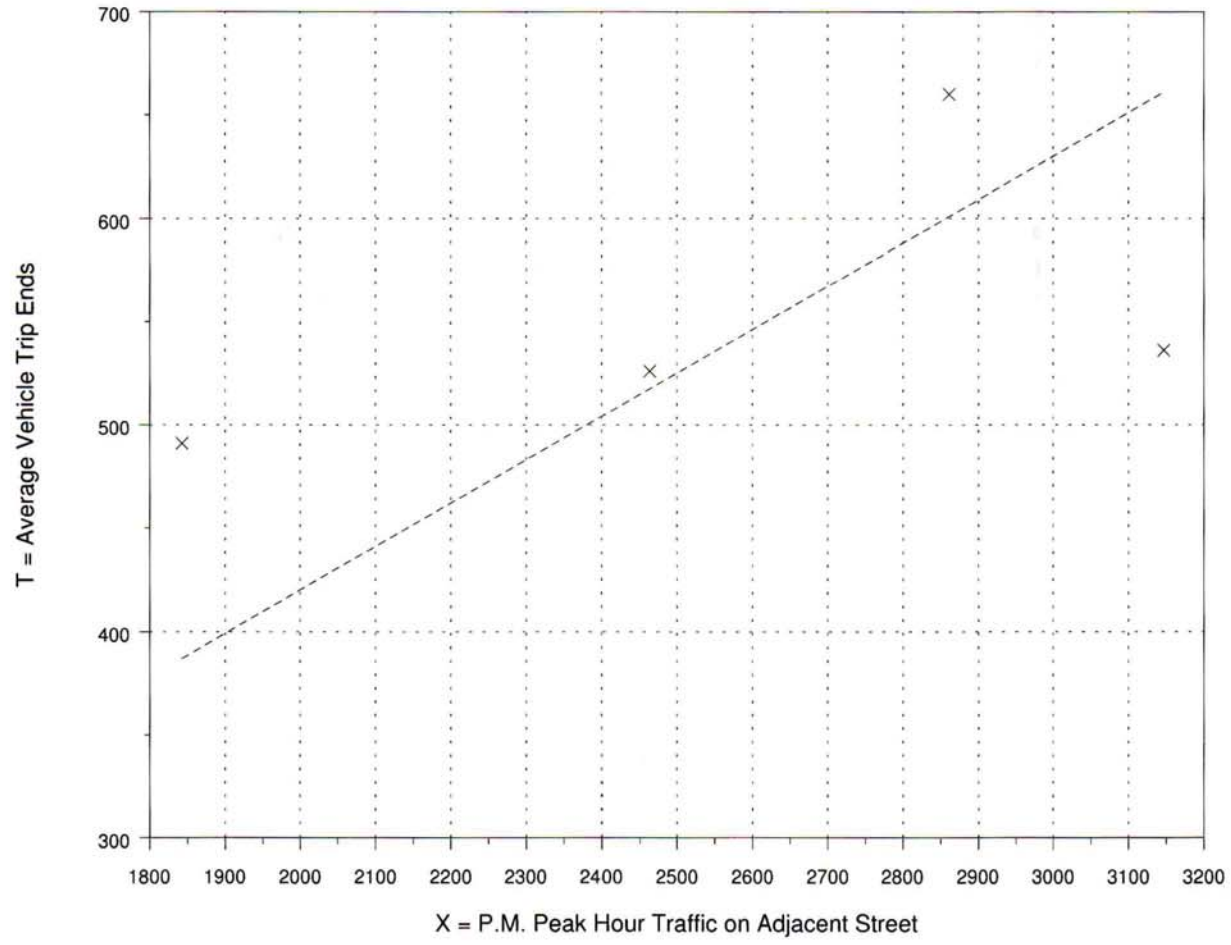
Number of Studies: 4
Avg. P.M. Peak Hr. Traf. on Adj. Street: 2,579
Directional Distribution: 50% entering, 50% exiting

Trip Generation per P.M. Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.21	0.17 - 0.27	0.46

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Land Use: 881
Pharmacy/Drugstore with Drive-Through Window

Description

Pharmacies/drugstores are retail facilities that primarily sell prescription and non-prescription drugs. These facilities may also sell cosmetics, toiletries, medications, stationery, personal care products, limited food products and general merchandise. The drug stores in this category contain drive-through windows. Pharmacy/drugstore without a drive-through window (Land Use 880) is a related use.

Additional Data

Several studies indicated that they had two drive-through windows.

Peak hours of the generator—

The weekday A.M. peak hour varied between 8:00 a.m. and 12:00 p.m. The weekday P.M. peak hour varied between 12:00 p.m. and 6:00 p.m. The weekend peak hour varied between 12:00 p.m. and 7:00 p.m.

The sites were surveyed between the 1990s and the 2000s in California, Colorado, Florida, Minnesota, New Hampshire, New Jersey, New York, Pennsylvania, Vermont and Wisconsin.

To assist in the future analysis of this land use, it is important that the number of drive-through lanes at the study site be reported.

Source Numbers

369, 418, 436, 547, 550, 552, 563, 568, 573, 599, 621, 716, 727, 728, 734

Pharmacy/Drugstore with Drive-Through Window
(881)

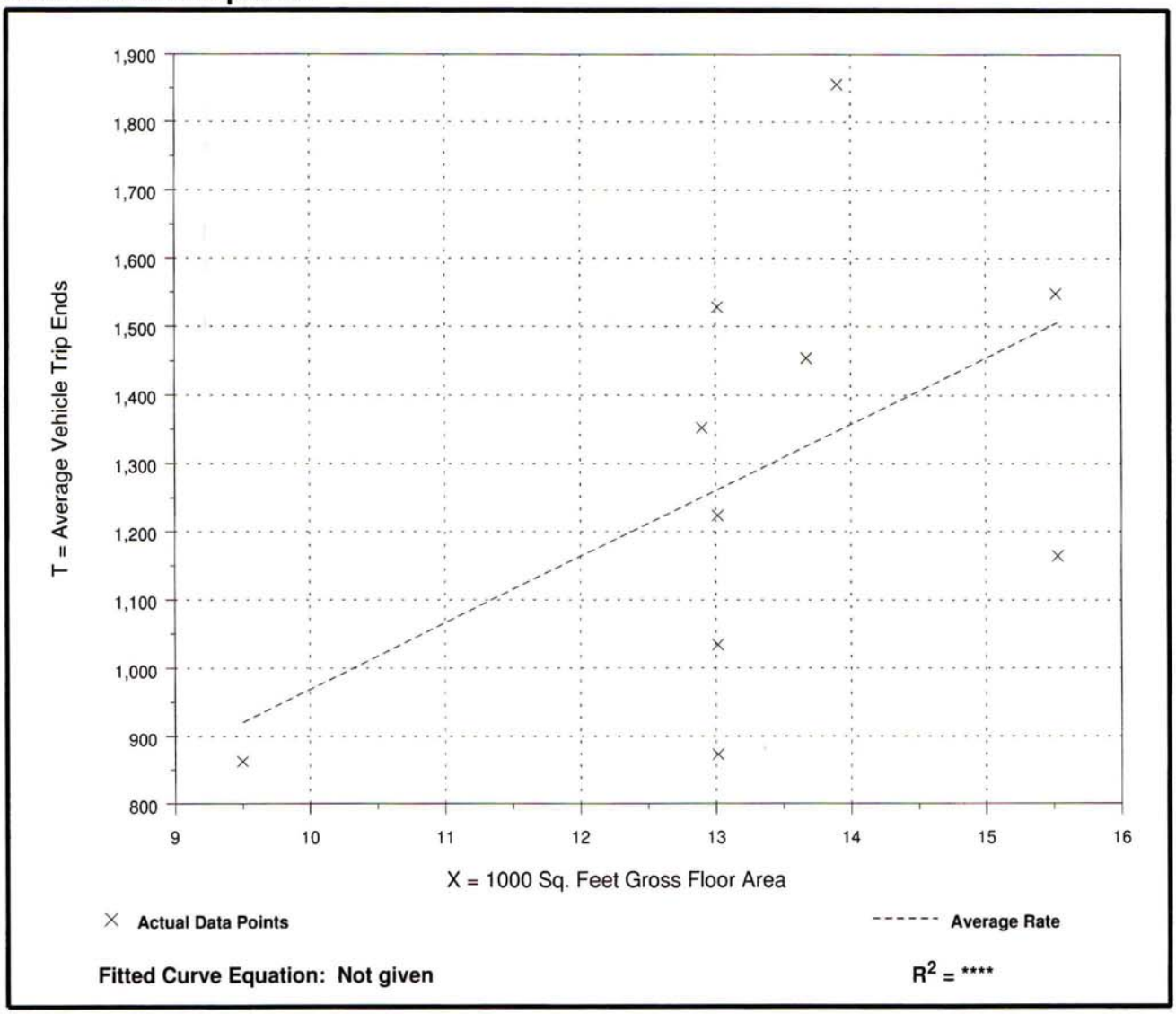
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 10
Average 1000 Sq. Feet GFA: 13
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
96.91	67.09 - 133.45	21.59

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Pharmacy/Drugstore with Drive-Through Window
(881)

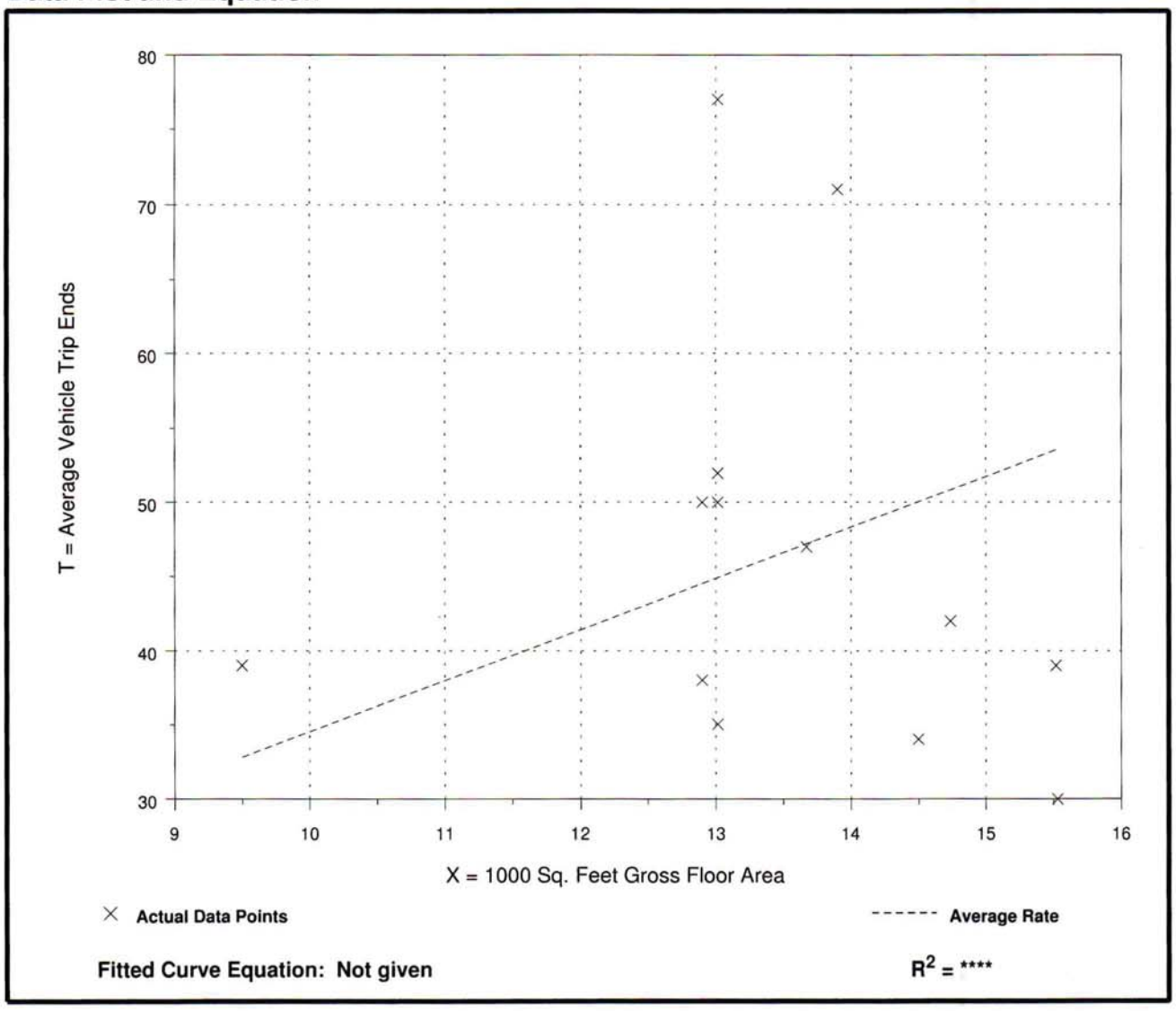
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 13
Average 1000 Sq. Feet GFA: 13
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
3.45	1.93 - 5.92	2.10

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Pharmacy/Drugstore with Drive-Through Window
(881)

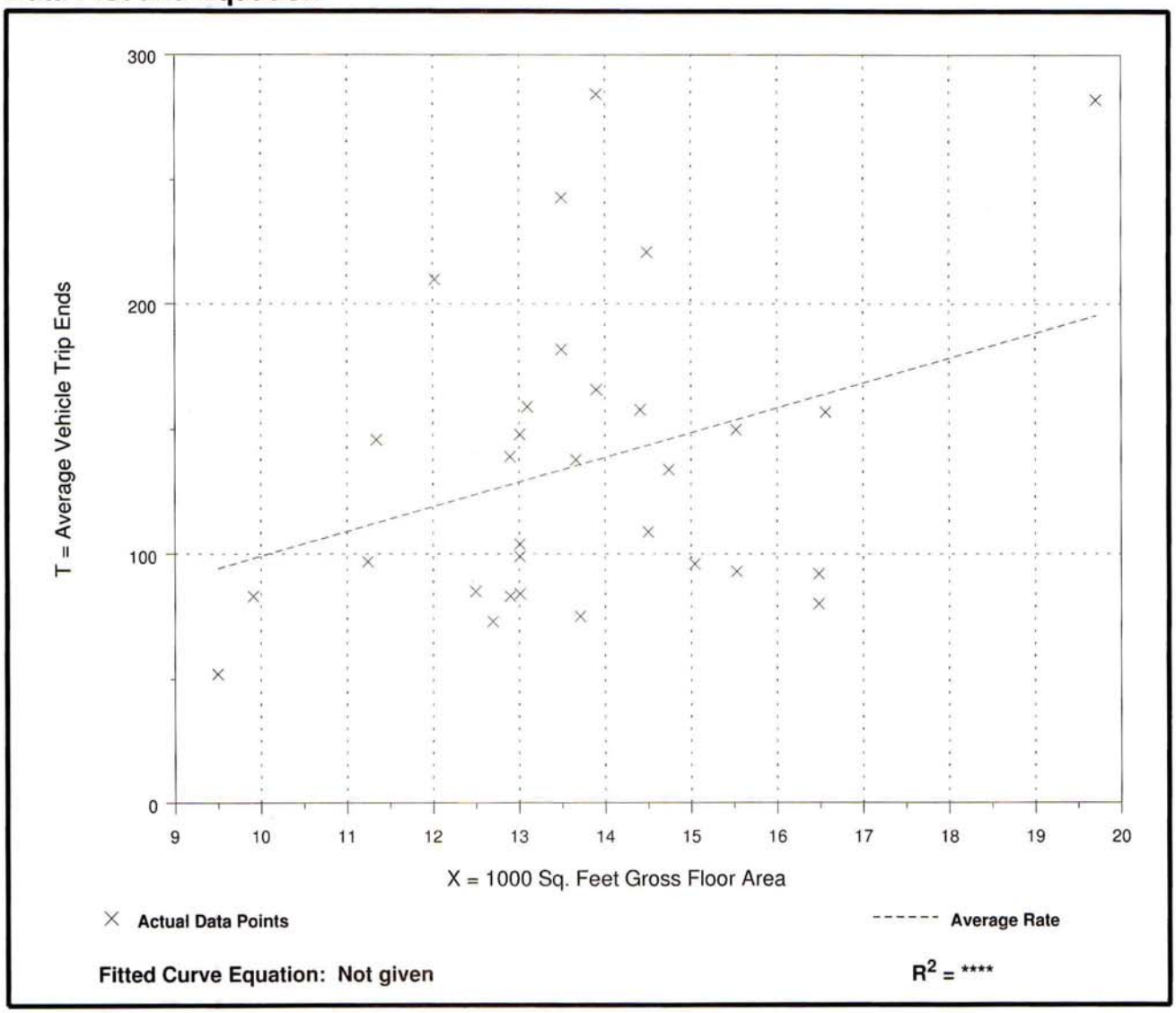
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 31
Average 1000 Sq. Feet GFA: 14
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.91	4.85 - 20.43	5.04

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Pharmacy/Drugstore with Drive-Through Window
(881)

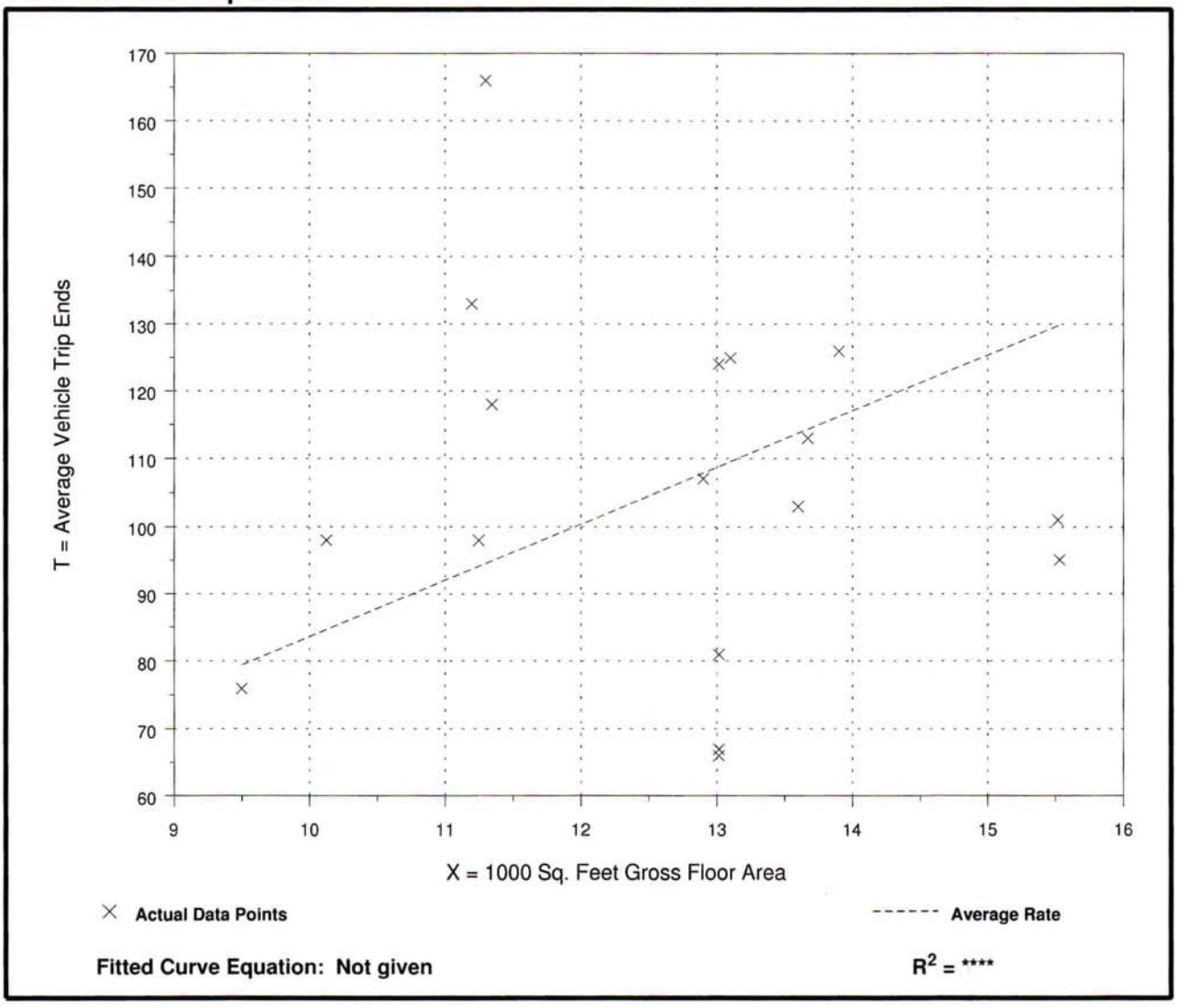
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 17
Average 1000 Sq. Feet GFA: 13
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.36	5.07 - 14.69	3.64

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Pharmacy/Drugstore with Drive-Through Window
(881)

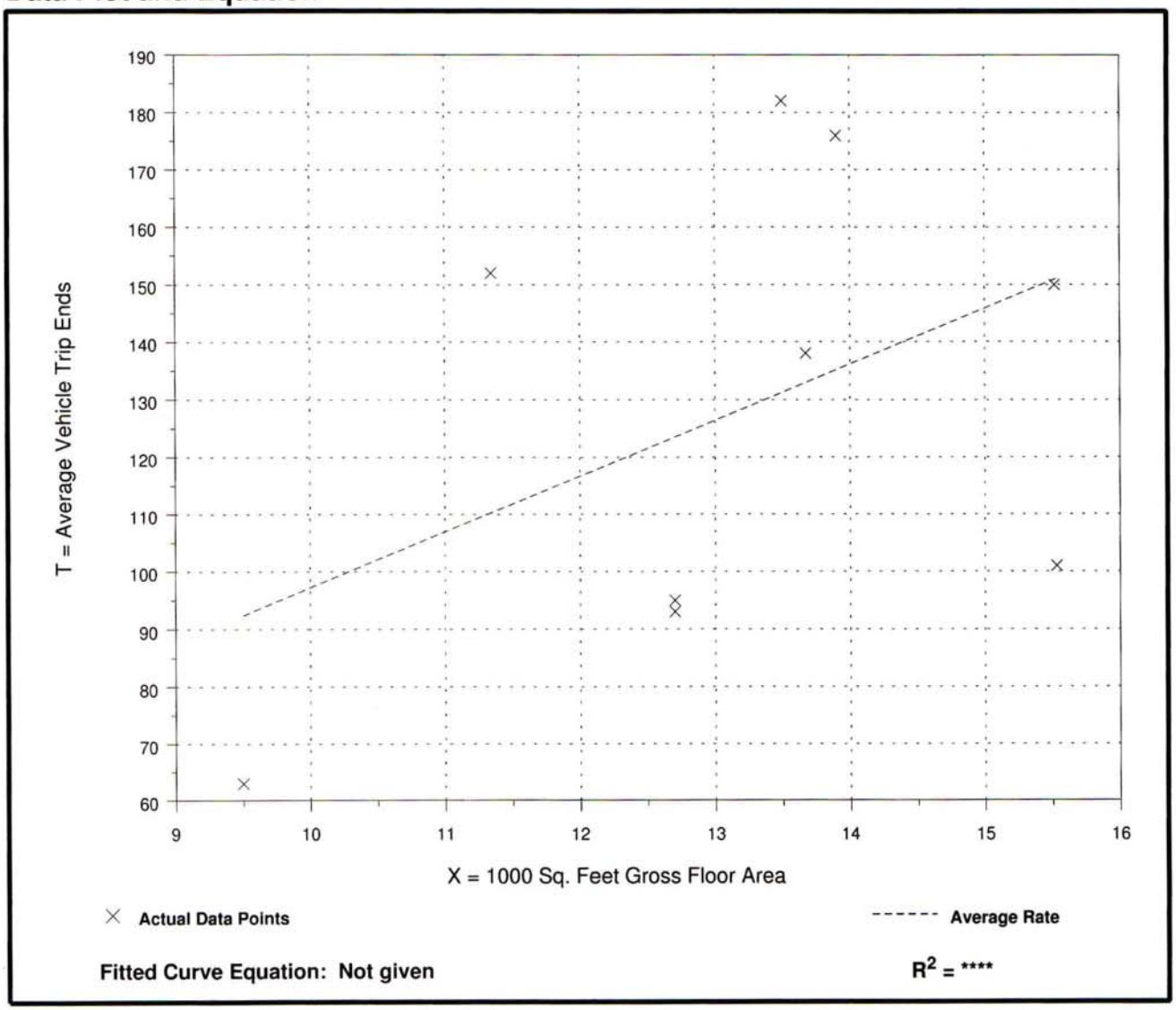
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
P.M. Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 13
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
9.72	6.50 - 13.48	4.04

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Pharmacy/Drugstore with Drive-Through Window
(881)

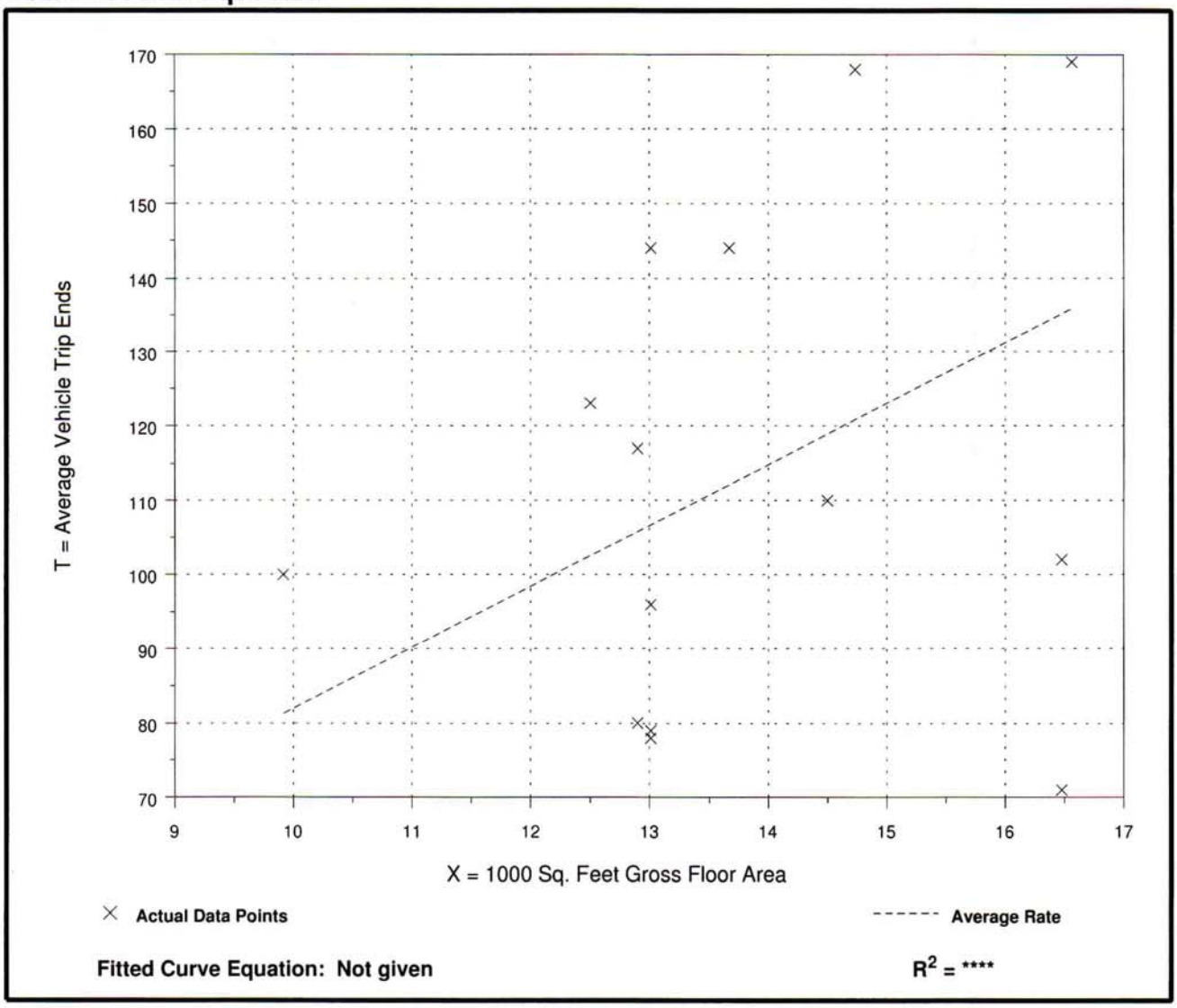
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 14
Average 1000 Sq. Feet GFA: 14
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
8.20	4.31 - 11.40	3.57

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Land Use: 934
Fast-Food Restaurant with Drive-Through Window

Description

This category includes fast-food restaurants with drive-through windows. This type of restaurant is characterized by a large drive-through clientele, long hours of service (some are open for breakfast, all are open for lunch and dinner, some are open late at night or 24 hours per day) and high turnover rates for eat-in customers. These limited-service eating establishments do not provide table service. Non-drive-through patrons generally order at a cash register and pay before they eat. High-turnover (sit-down) restaurant (Land Use 932), fast-food restaurant without drive-through window (Land Use 933) and fast-food restaurant with drive-through window and no indoor seating (Land Use 935) are related uses.

Additional Data

Users should exercise caution when applying statistics during the A.M. peak periods, as the sites contained in the database for this land use may or may not be open for breakfast. In cases where it was confirmed that the sites were not open for breakfast, data for the A.M. peak hour of the adjacent street traffic were removed from the database.

Information on approximate hourly variation in fast-food restaurant with drive-through window traffic is shown in the following table. It should be noted, however, that the information contained in this table is based on a limited sample size. Therefore, caution should be exercised when applying the data. Also, some information provided in the table may conflict with the results obtained by applying the average rate or regression equations. When this occurs, it is suggested that the results from the average rate or regression equations be used, as they are based on a larger number of studies.

Hourly Variation in Fast-Food Restaurant with Drive-Through Window Traffic		
	Average Weekday	
Time	Percent of 24-Hour Entering Traffic	Percent of 24-Hour Exiting Traffic
6 a.m.–7 a.m.	1.1	1.1
7 a.m.–8 a.m.	3.1	3.8
8 a.m.–9 a.m.	3.3	4.3
9 a.m.–10 a.m.	3.5	3.7
10 a.m.–11 a.m.	4.5	4.2
11 a.m.–12 p.m.	8.1	8.0
12 p.m.–1 p.m.	14.9	14.4
1 p.m.–2 p.m.	12.1	12.4
2 p.m.–3 p.m.	7.6	8.0
3 p.m.–4 p.m.	6.1	5.9
4 p.m.–5 p.m.	5.2	5.3
5 p.m.–6 p.m.	5.9	5.8
6 p.m.–7 p.m.	7.0	6.4
7 p.m.–8 p.m.	6.9	6.1
8 p.m.–9 p.m.	5.4	5.0
9 p.m.–10 p.m.	3.8	3.9
10 p.m.–6 a.m.	1.5	1.7

Sites ranged in size from 2,900 to 4,300 square feet gross floor area
Source: The Traffic Group, Inc.; based on four studies

The outdoor seating area is not included in the overall gross floor area. Therefore, the number of seats may be a more reliable independent variable on which to establish trip generation rates for facilities having significant outdoor seating.

One site indicated that a two-story play area and a video arcade were included in the gross floor area.

The sites were surveyed between the 1980s and the 2000s throughout the United States.

It has been speculated that hamburger restaurants may generate trips at a higher rate than other types of fast-food restaurants. The database was tested in an attempt to verify this assumption; the data neither verified nor disproved it. Future research is needed in this area.

Source Numbers

163, 164, 168, 180, 181, 241, 245, 278, 294, 300, 301, 319, 338, 340, 342, 343, 358, 389, 438, 502, 552, 555, 577, 583, 584, 617, 640, 641, 704, 715, 728

Fast-Food Restaurant with Drive-Through Window
(934)

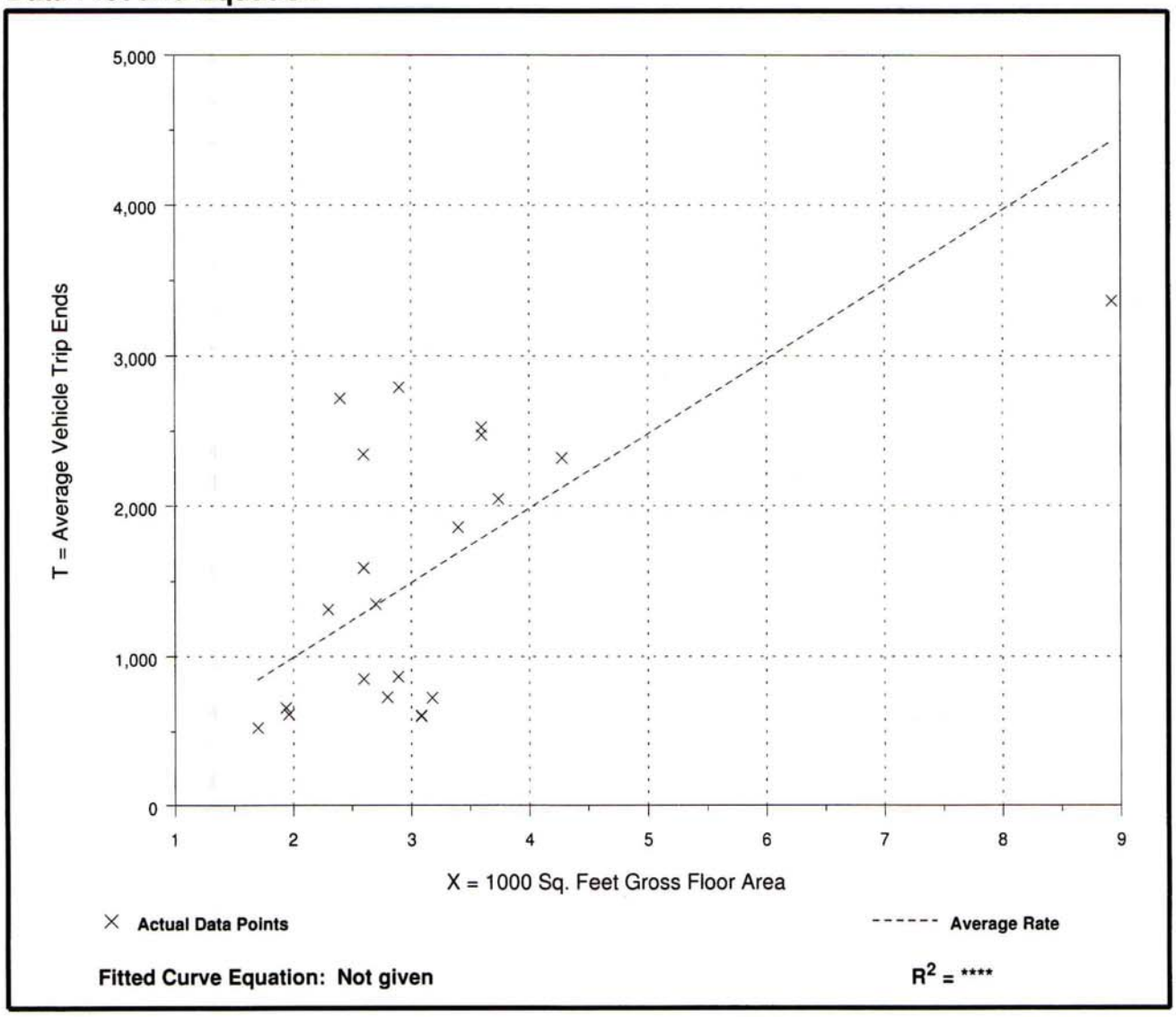
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

Number of Studies: 21
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
496.12	195.98 - 1132.92	242.52

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

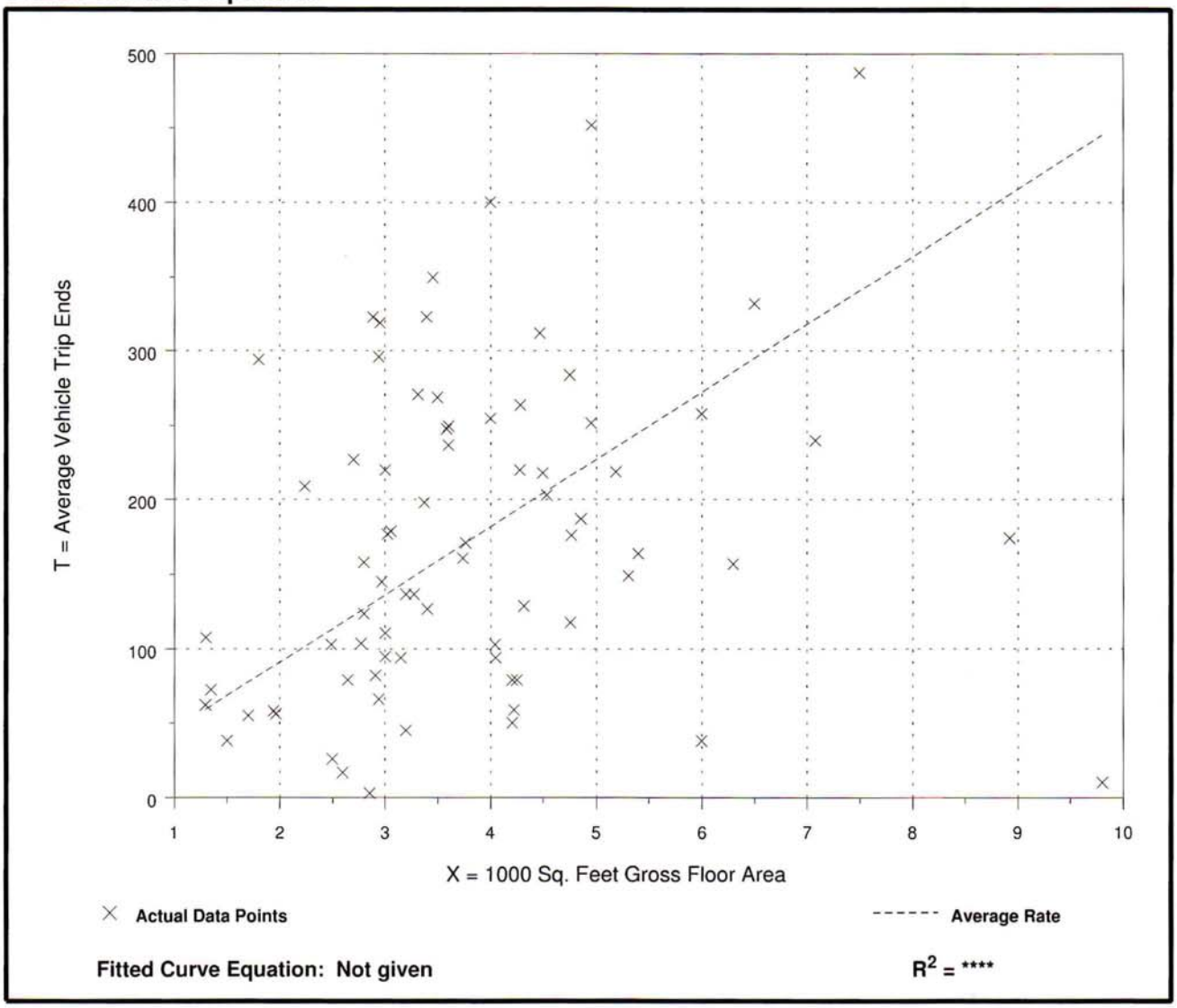
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 75
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
45.42	1.02 - 163.33	28.63

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

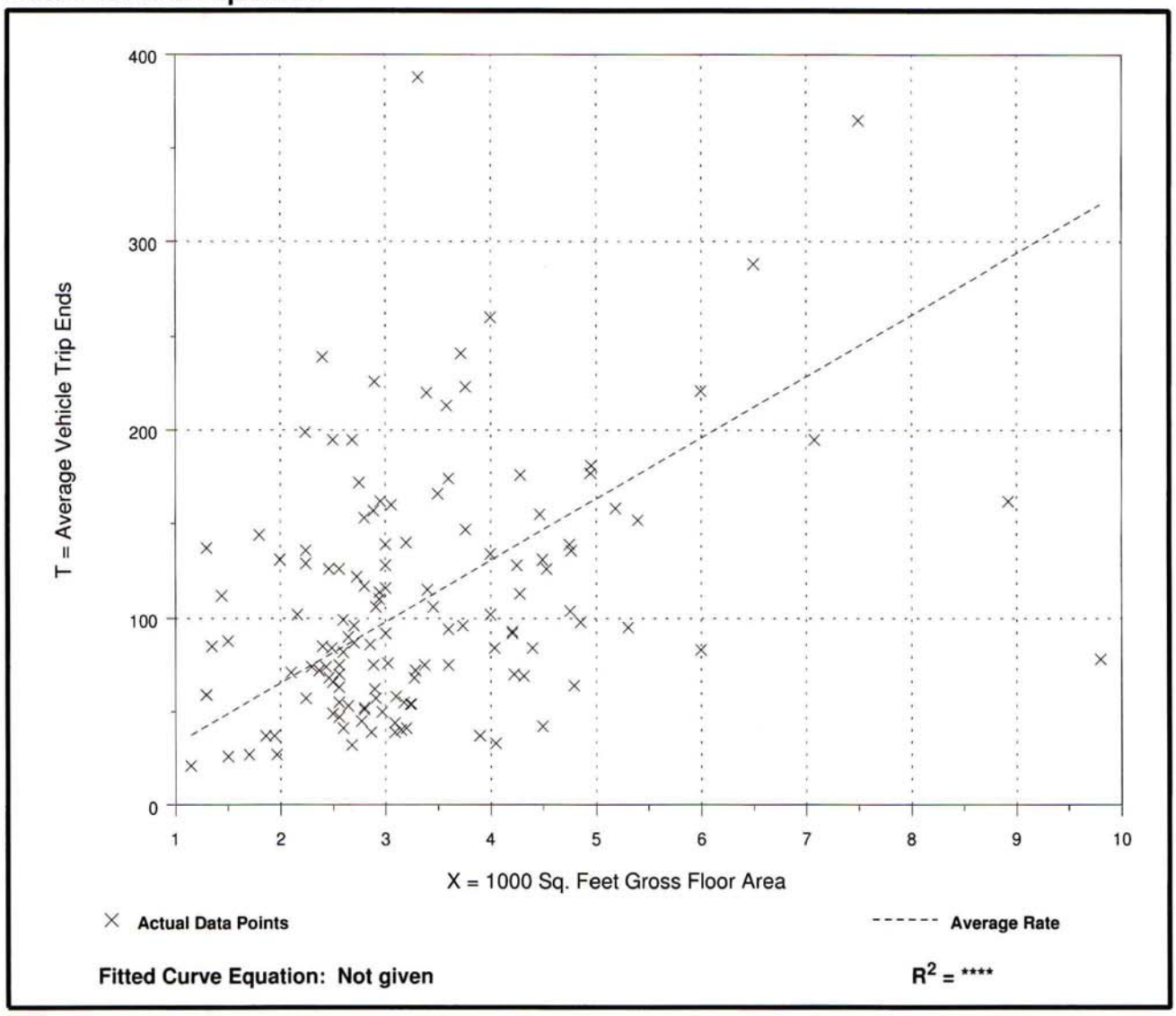
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 132
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
32.65	7.96 - 117.15	19.73

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

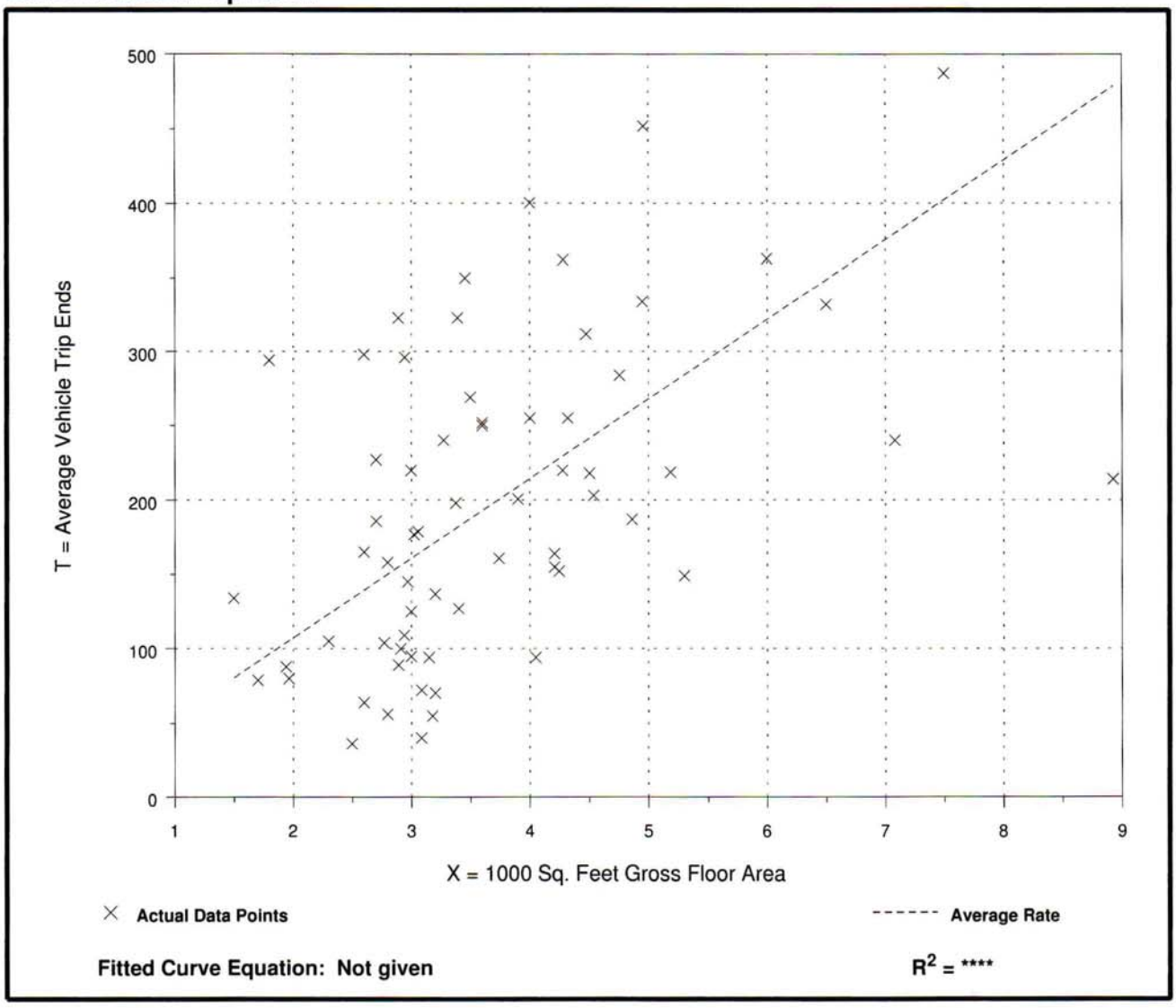
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
A.M. Peak Hour of Generator

Number of Studies: 65
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
53.61	12.96 - 163.33	26.27

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

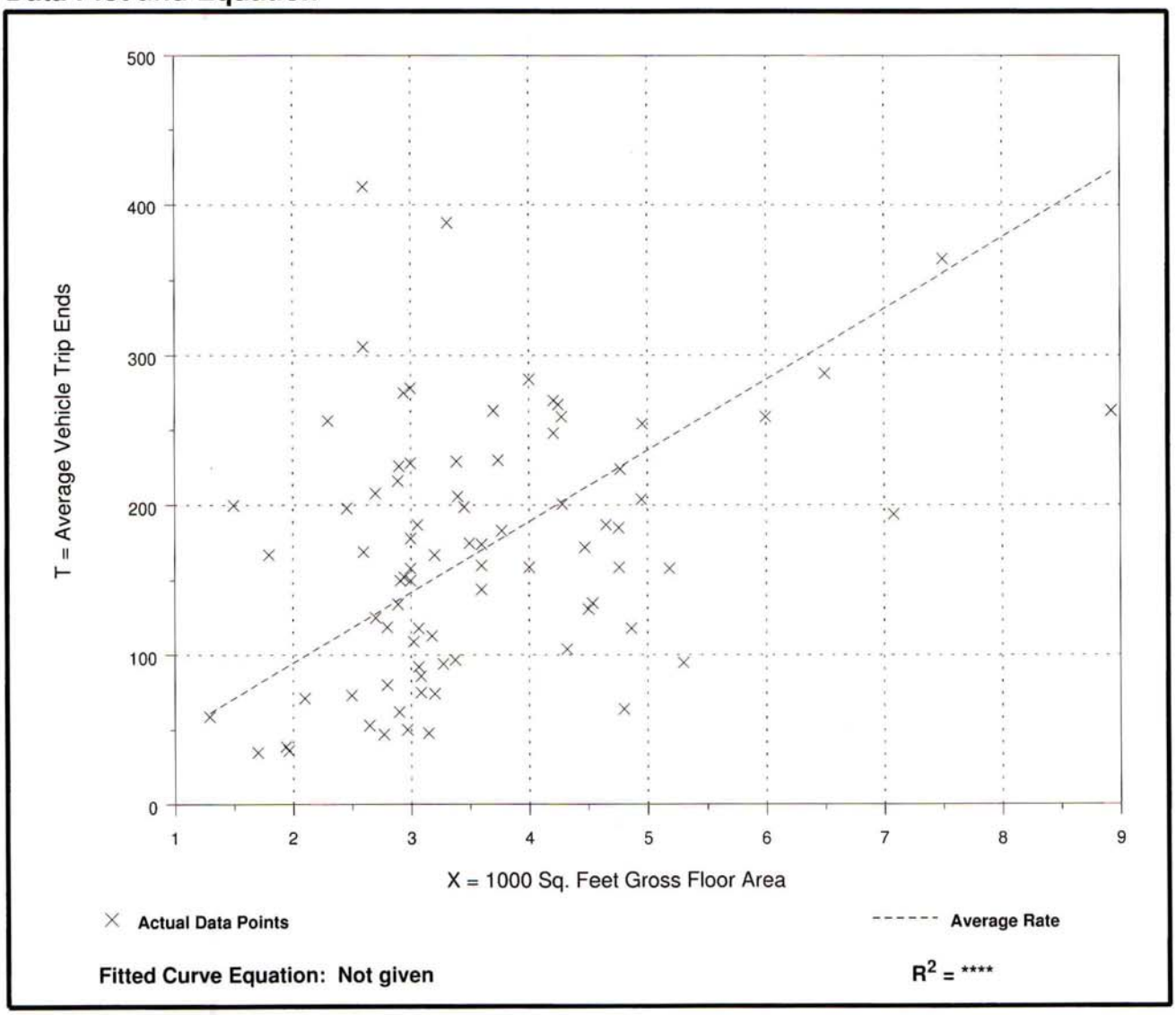
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 81
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 52% entering, 48% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
47.30	13.33 - 158.46	25.52

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

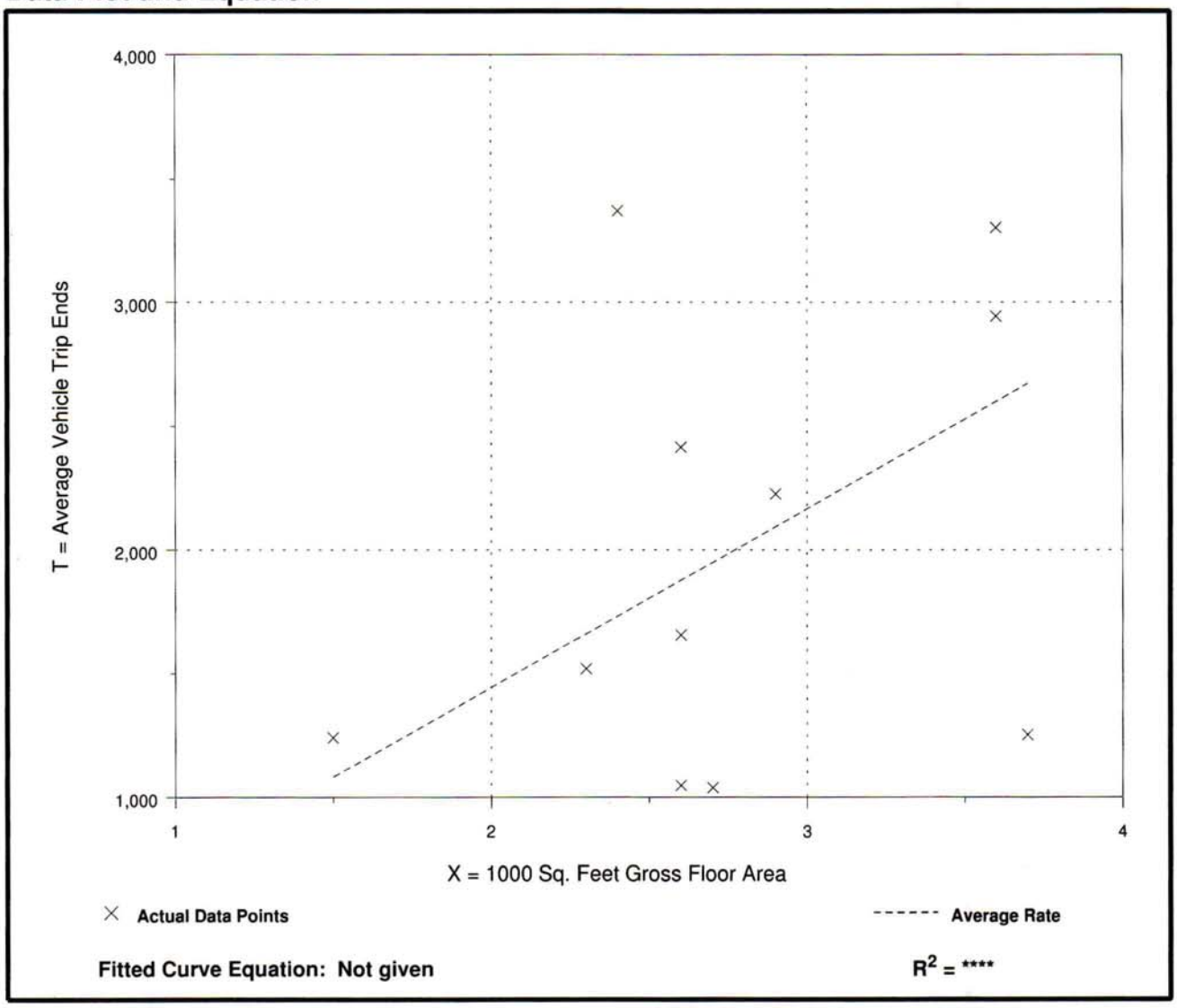
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday

Number of Studies: 11
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
722.03	338.92 - 1405.00	295.62

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

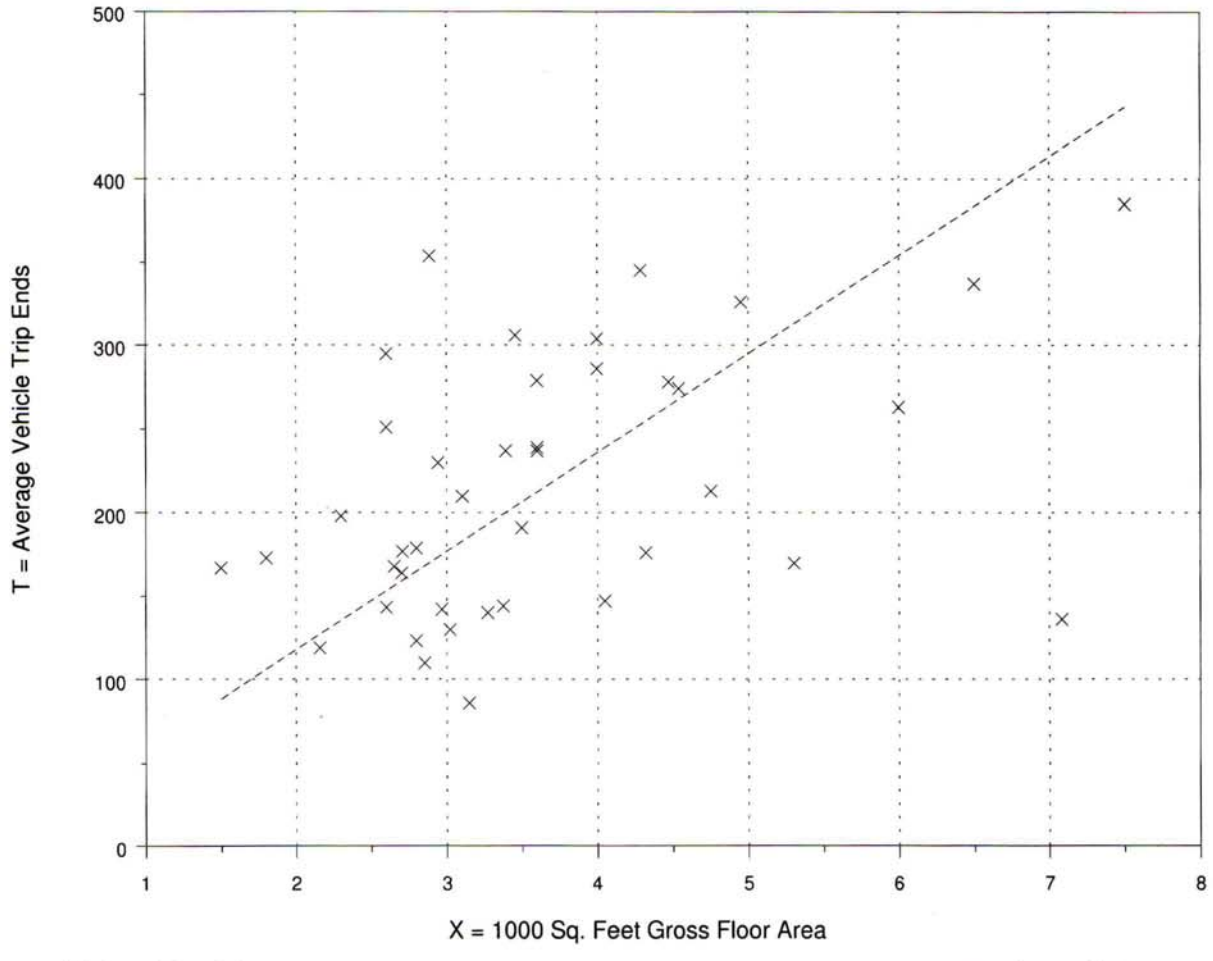
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Saturday,**
Peak Hour of Generator

Number of Studies: 41
Average 1000 Sq. Feet GFA: 4
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
59.00	19.21 - 122.49	22.89

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

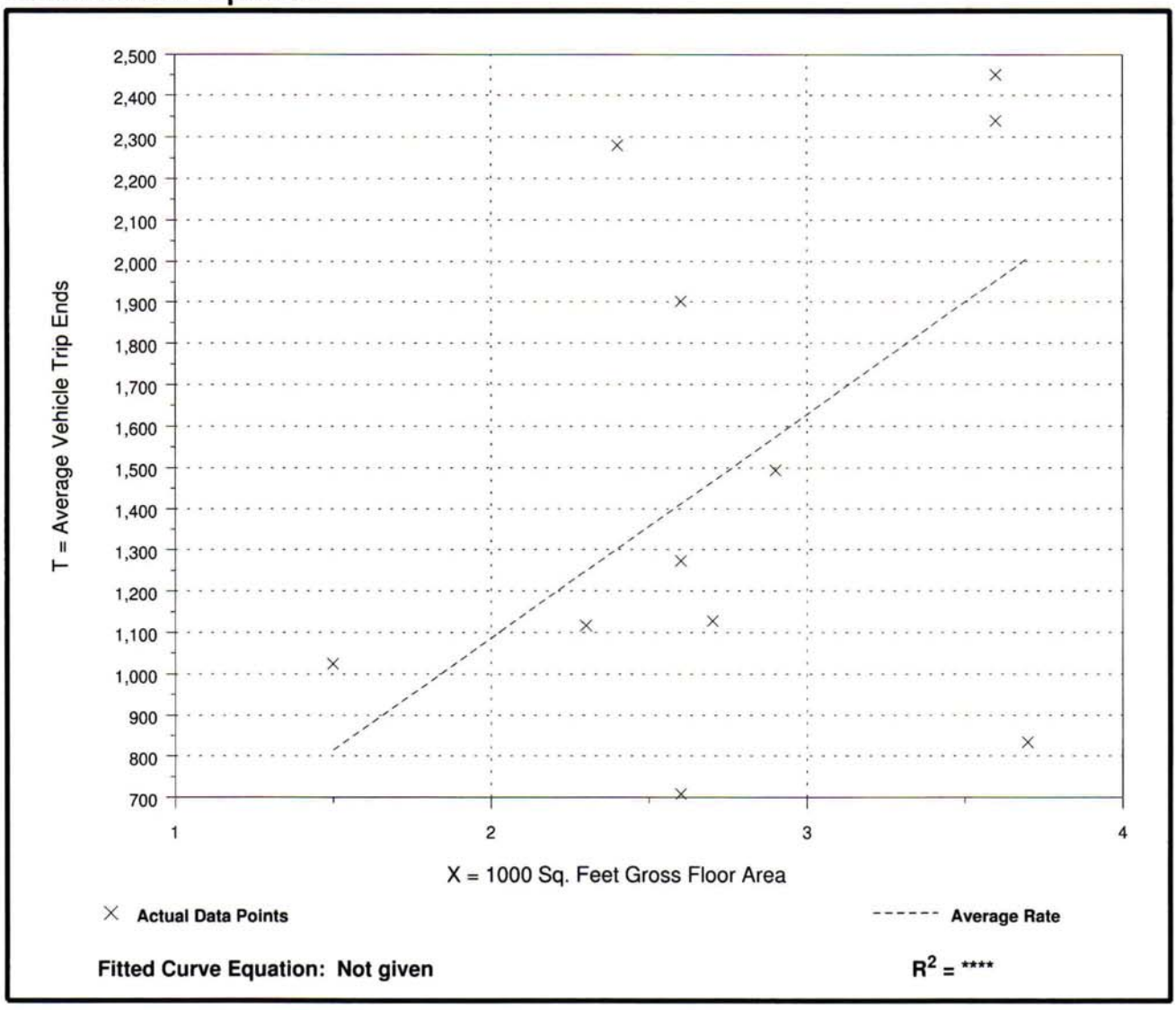
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Sunday

Number of Studies: 11
Average 1000 Sq. Feet GFA: 3
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
542.72	225.41 - 950.00	206.86

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Sunday,**
Peak Hour of Generator

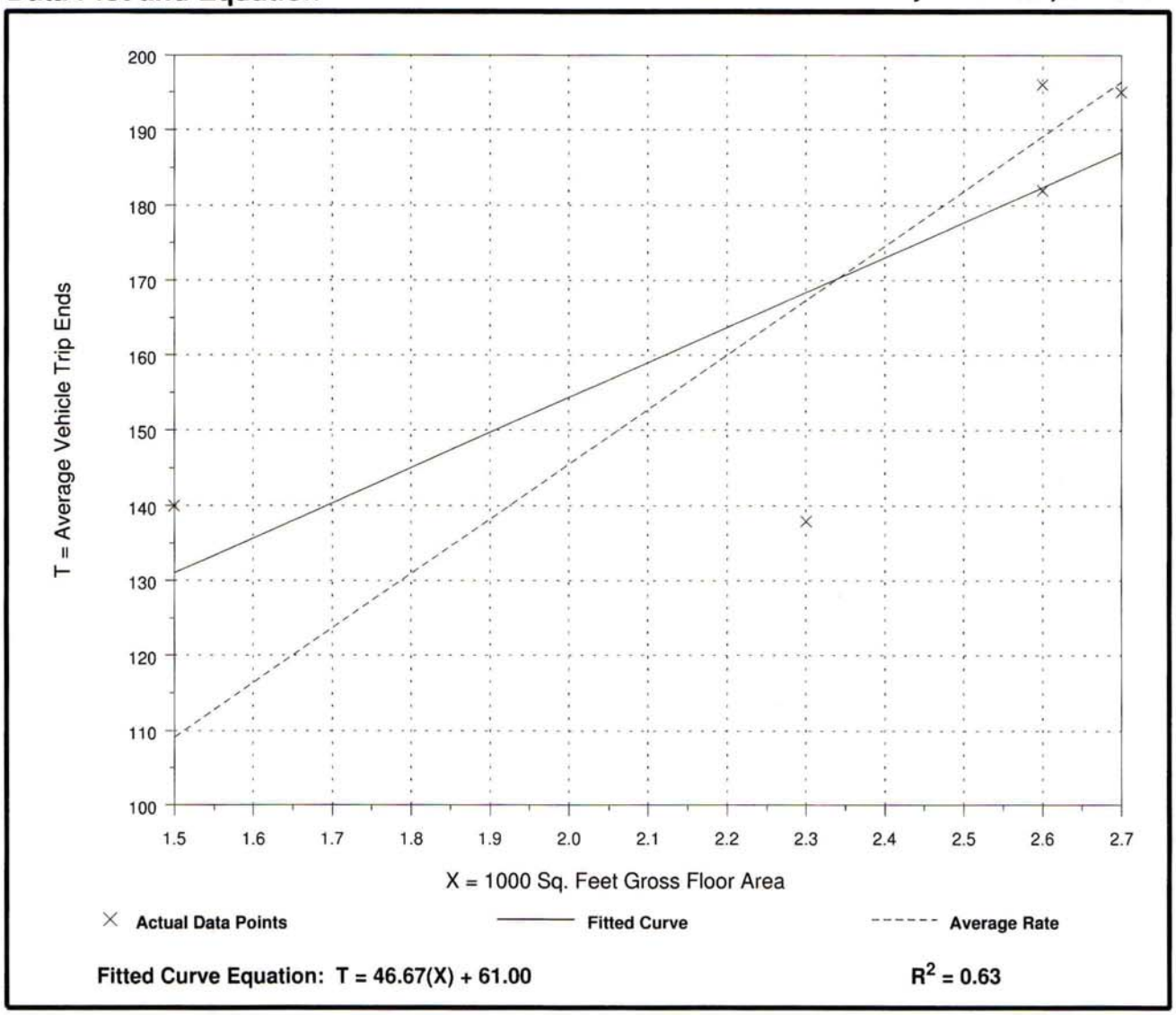
Number of Studies: 5
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 48% entering, 52% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
72.74	60.00 - 93.33	11.95

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 46.67(X) + 61.00

R^2 = 0.63

Fast-Food Restaurant with Drive-Through Window
(934)

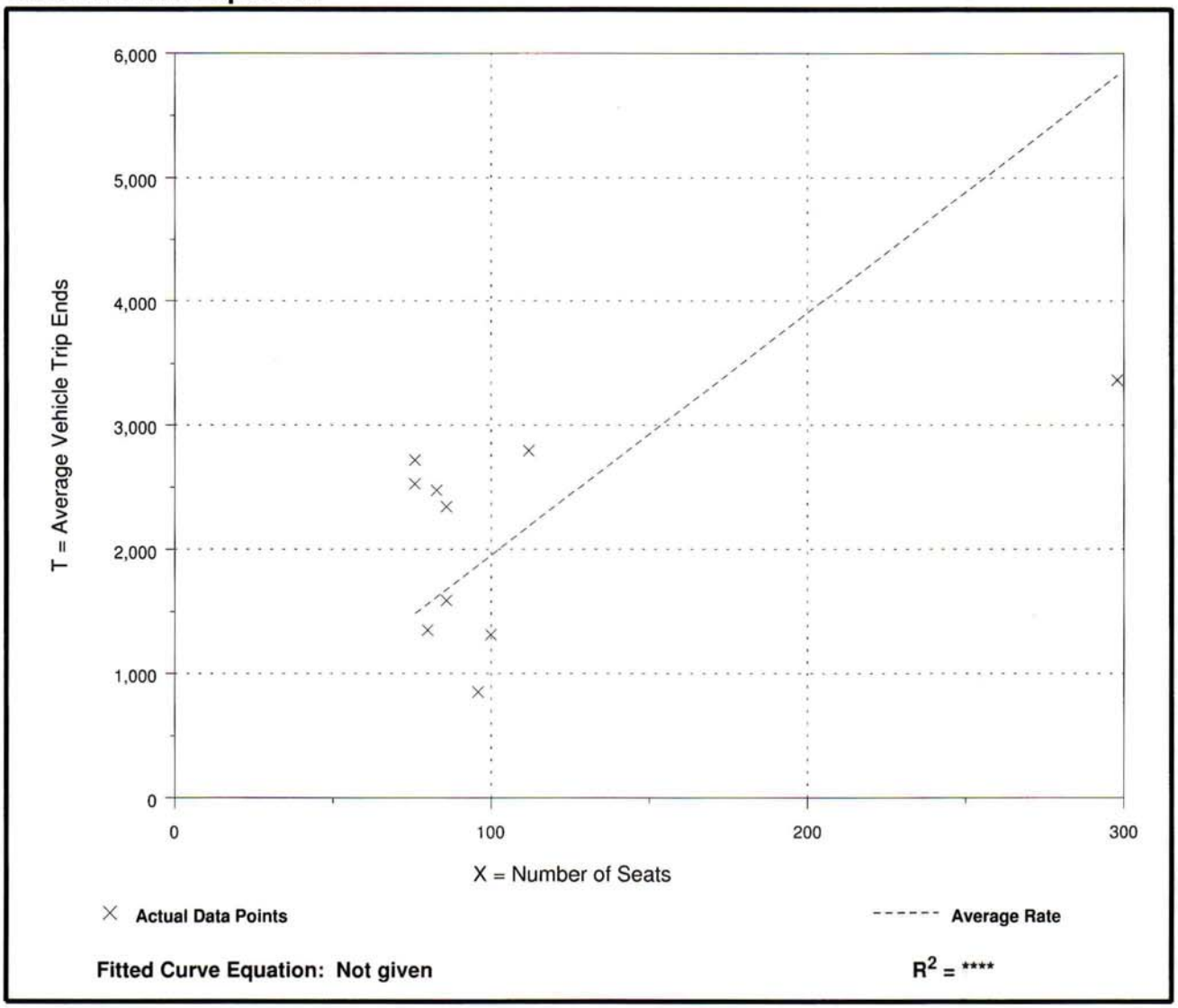
Average Vehicle Trip Ends vs: Seats
On a: Weekday

Number of Studies: 10
Average Number of Seats: 109
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
19.52	8.88 - 35.78	9.97

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

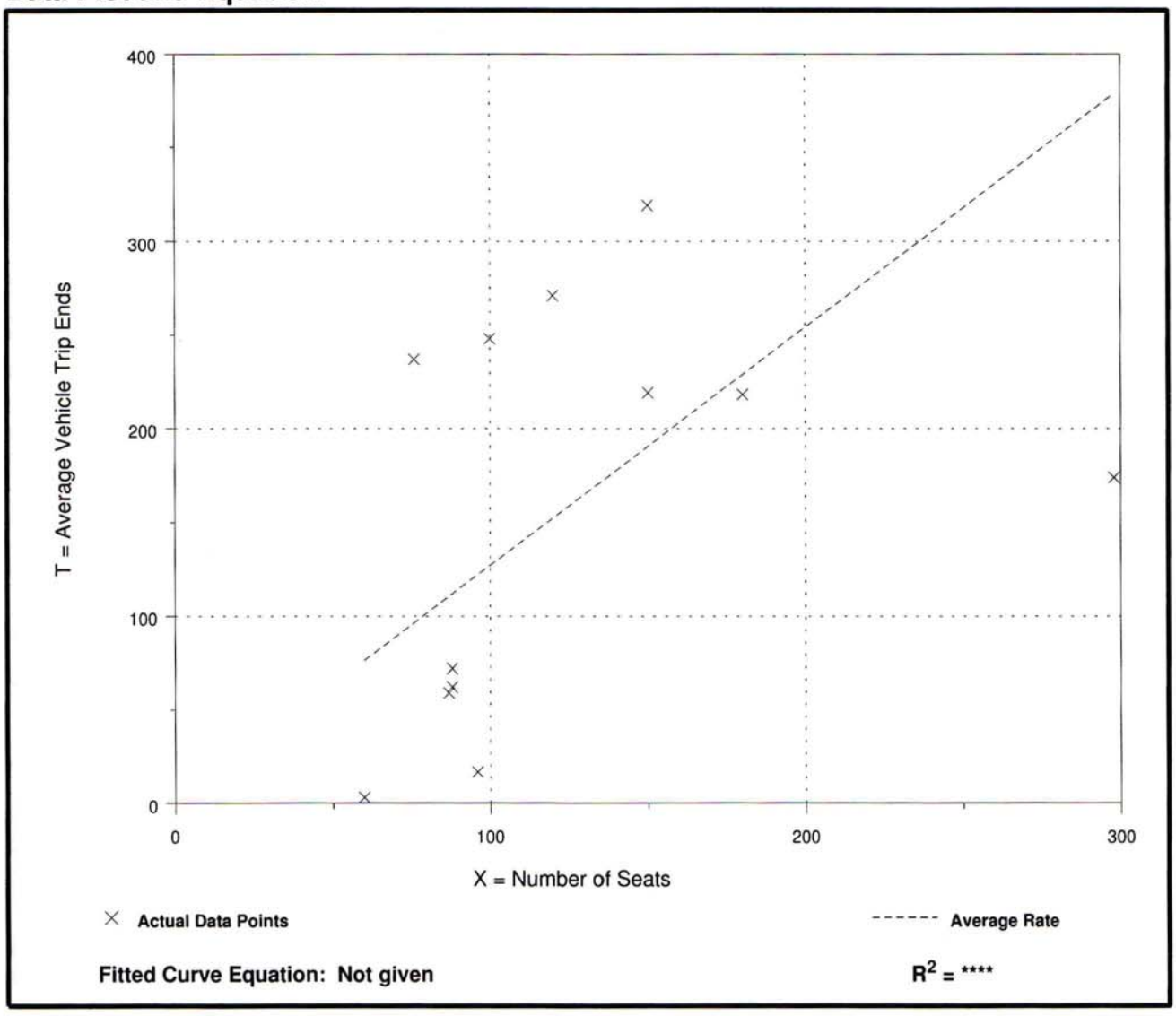
Average Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 12
Average Number of Seats: 124
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.27	0.05 - 3.12	1.40

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

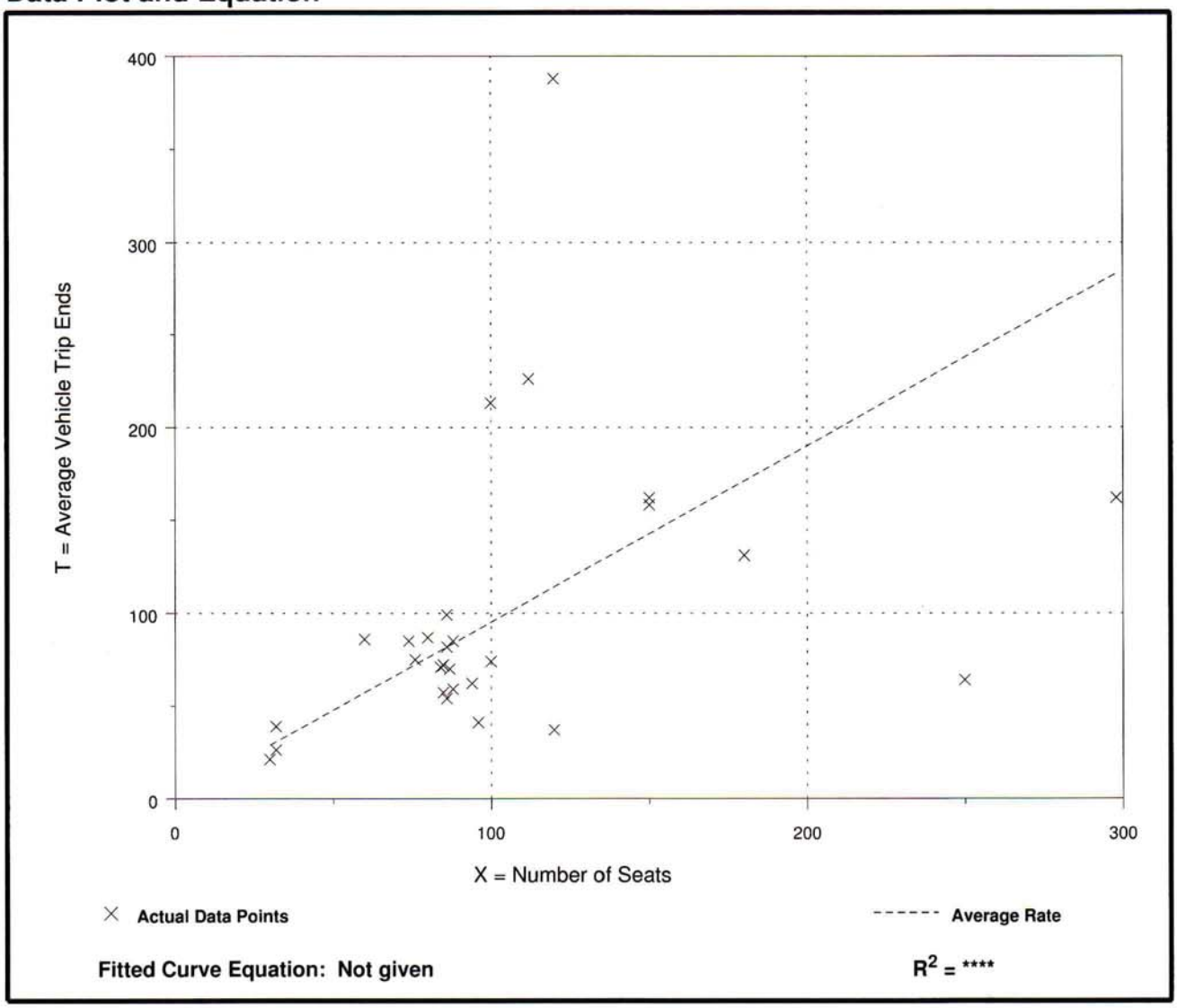
Average Vehicle Trip Ends vs: Seats
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 28
Average Number of Seats: 105
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.95	0.26 - 3.23	1.17

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

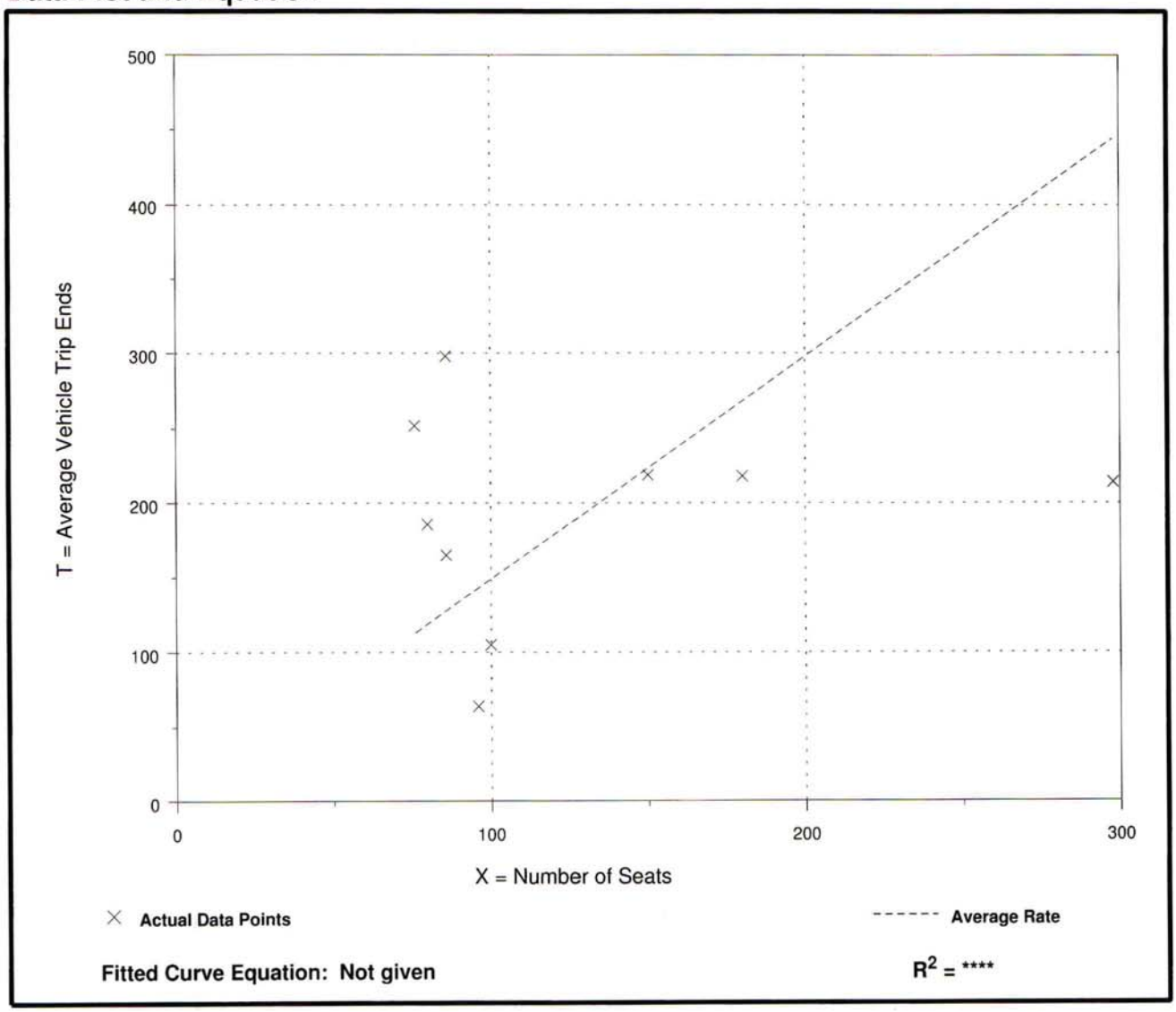
Average Vehicle Trip Ends vs: Seats
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 9
Average Number of Seats: 128
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.49	0.67 - 3.47	1.51

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

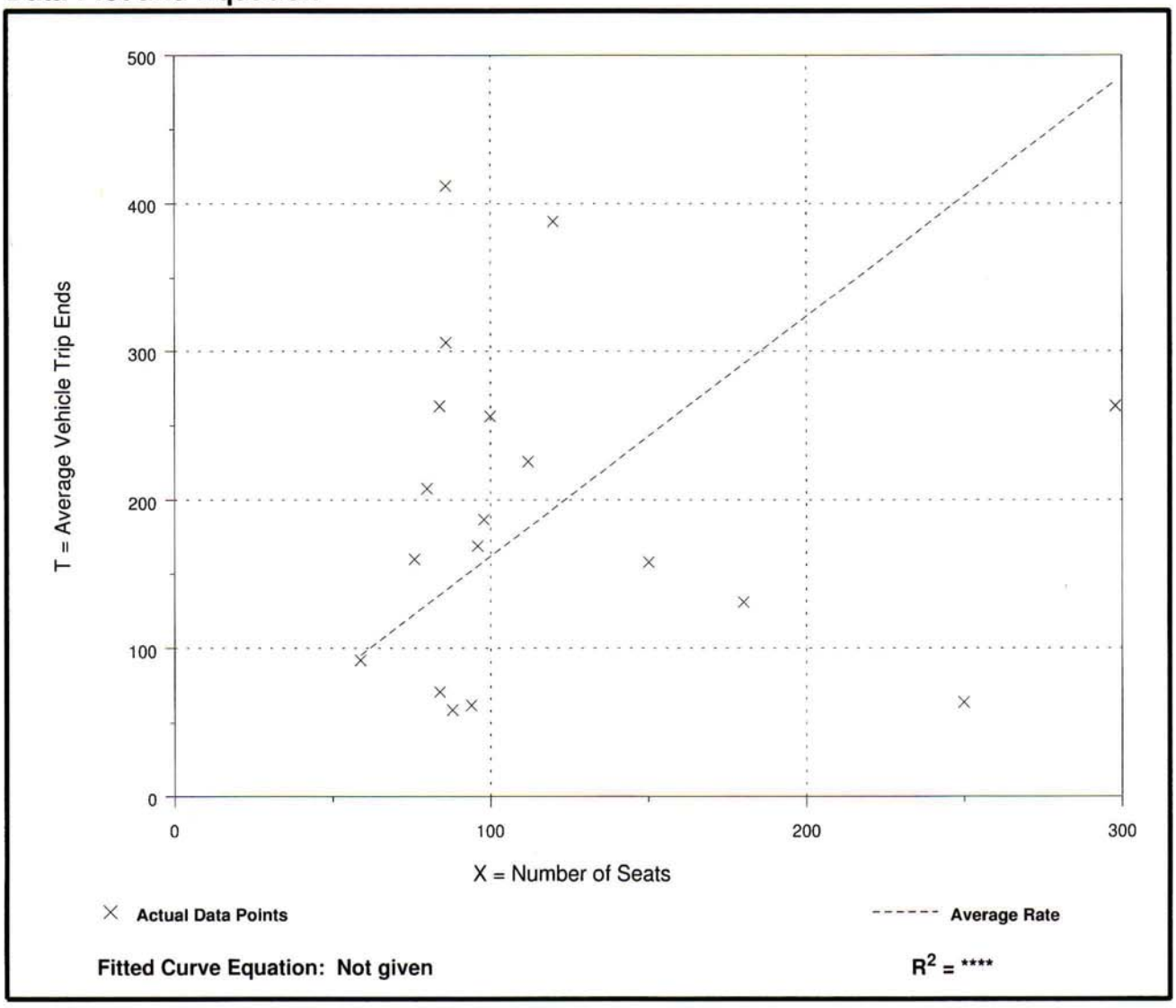
Average Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 18
Average Number of Seats: 119
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.62	0.26 - 4.79	1.73

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

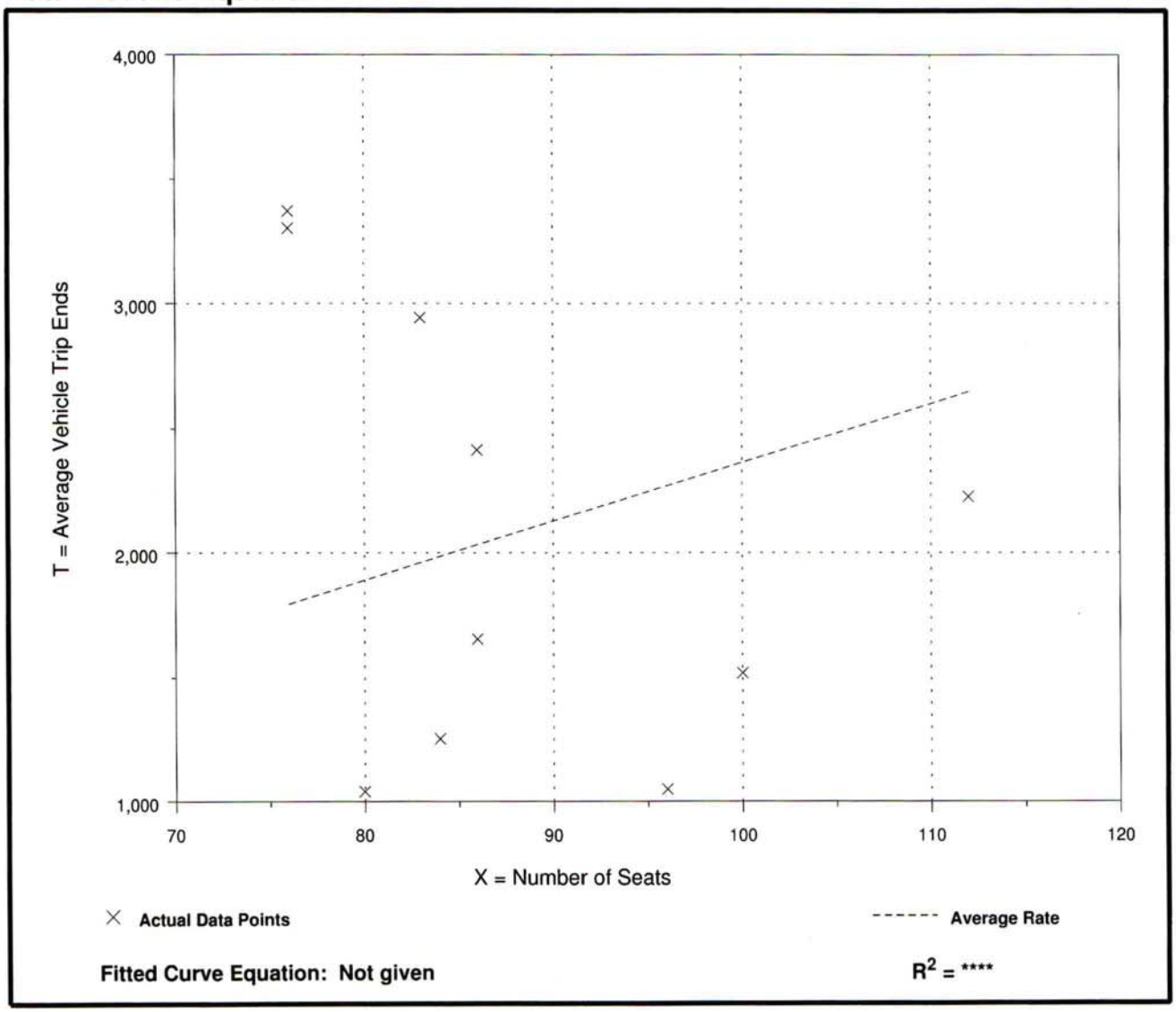
Average Vehicle Trip Ends vs: Seats
On a: Saturday

Number of Studies: 10
Average Number of Seats: 88
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
23.64	10.94 - 44.37	12.52

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

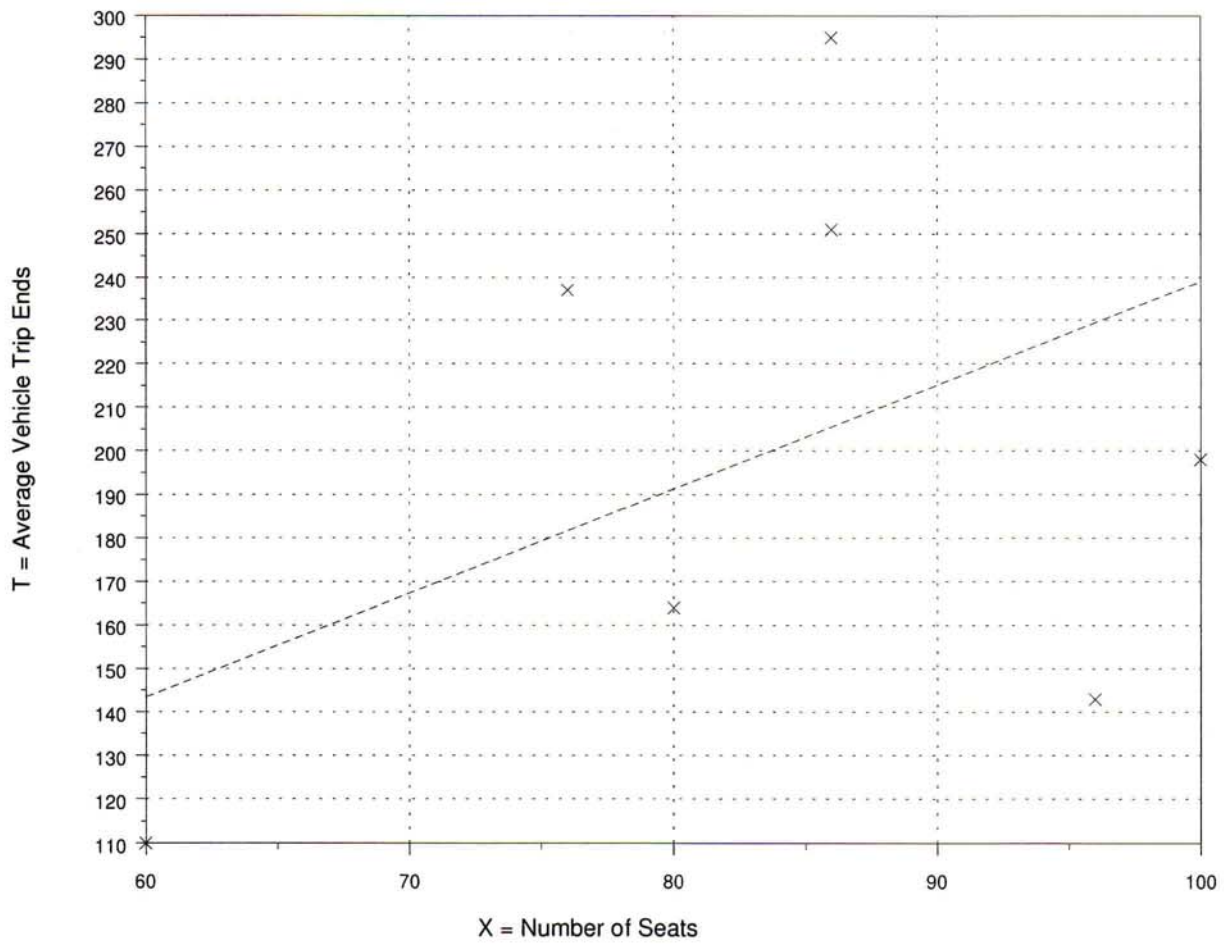
Average Vehicle Trip Ends vs: Seats
On a: Saturday,
Peak Hour of Generator

Number of Studies: 7
Average Number of Seats: 83
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.39	1.49 - 3.43	1.69

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

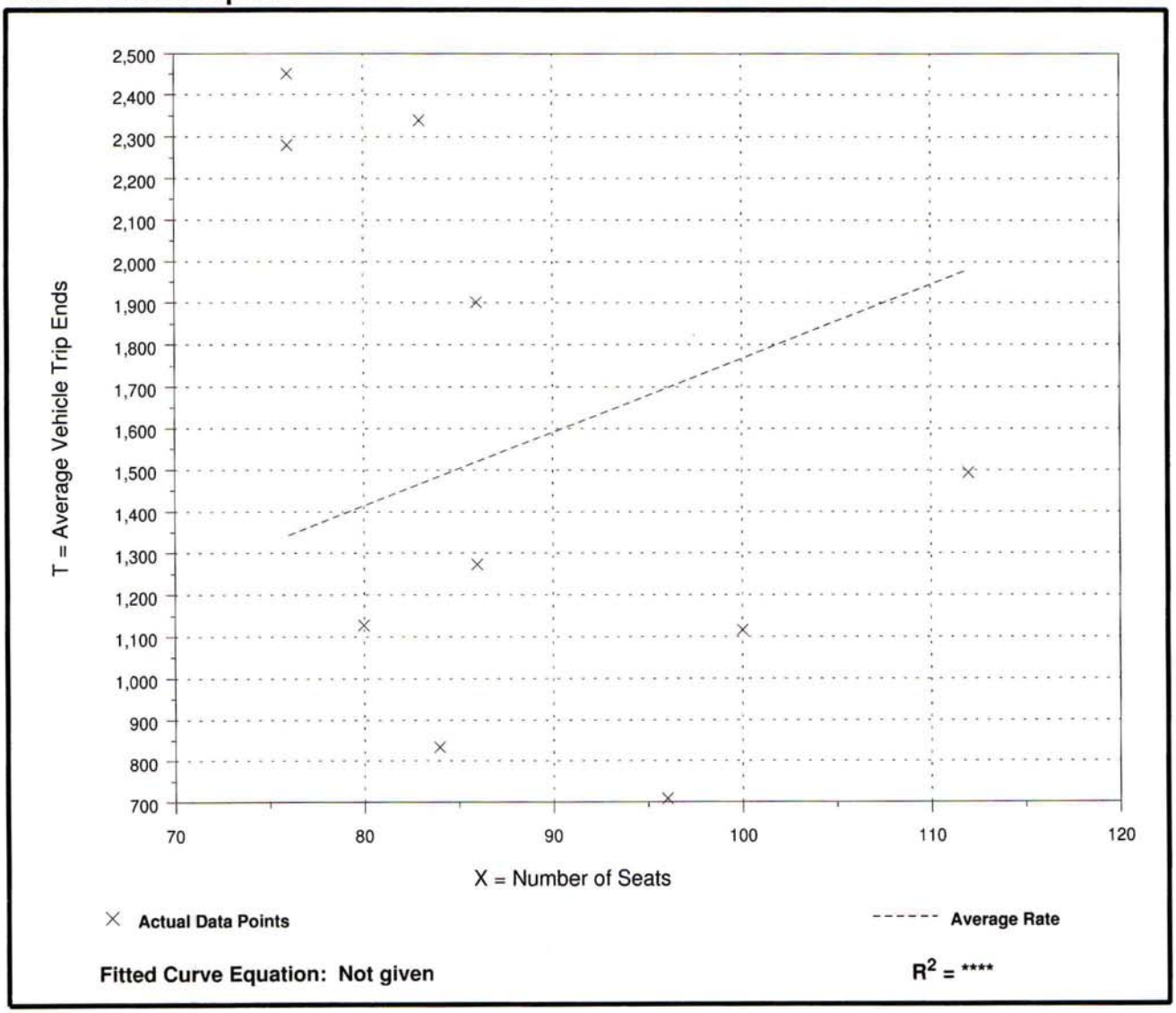
Average Vehicle Trip Ends vs: Seats
On a: Sunday

Number of Studies: 10
Average Number of Seats: 88
Directional Distribution: 50% entering, 50% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
17.67	7.39 - 32.25	9.38

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

Average Vehicle Trip Ends vs: Seats
On a: Sunday,
Peak Hour of Generator

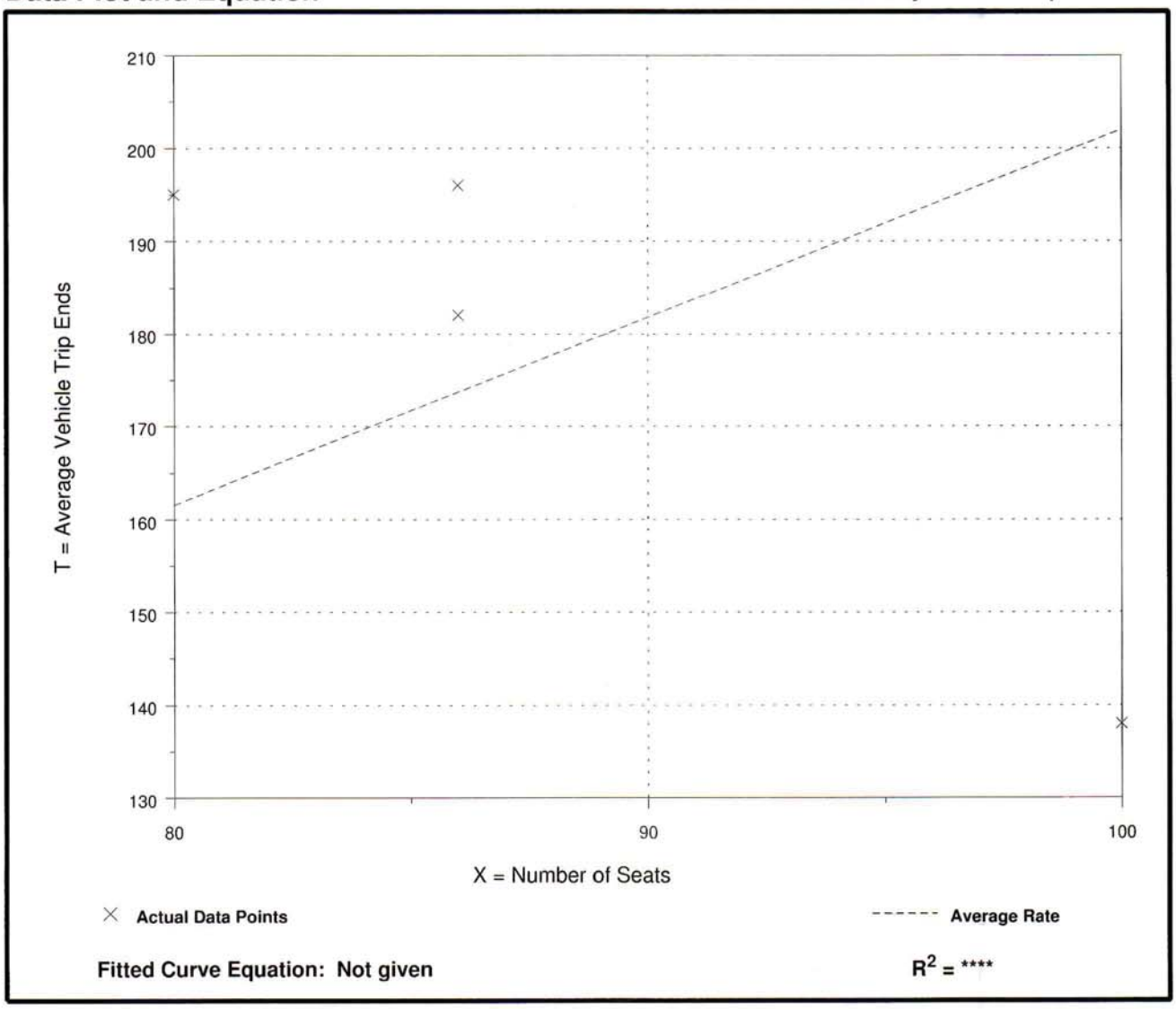
Number of Studies: 4
Average Number of Seats: 88
Directional Distribution: 49% entering, 51% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
2.02	1.38 - 2.44	1.48

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

Average Vehicle Trip Ends vs: **A.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

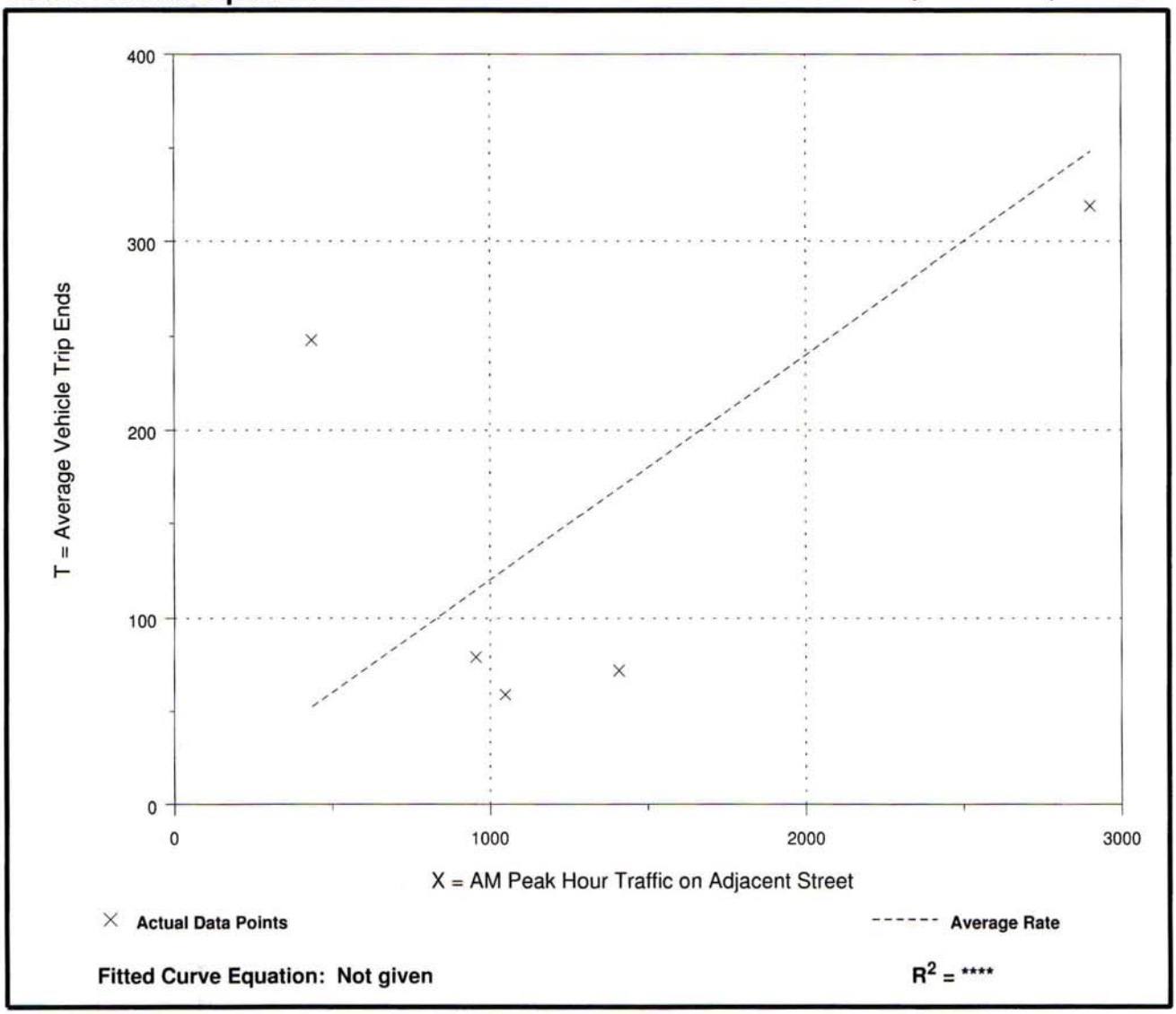
Number of Studies: 5
Avg. A.M. Peak Hr. Traf. on Adj. Street: 1,351
Directional Distribution: 54% entering, 46% exiting

Trip Generation per AM Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.12	0.05 - 0.57	0.36

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Fast-Food Restaurant with Drive-Through Window
(934)

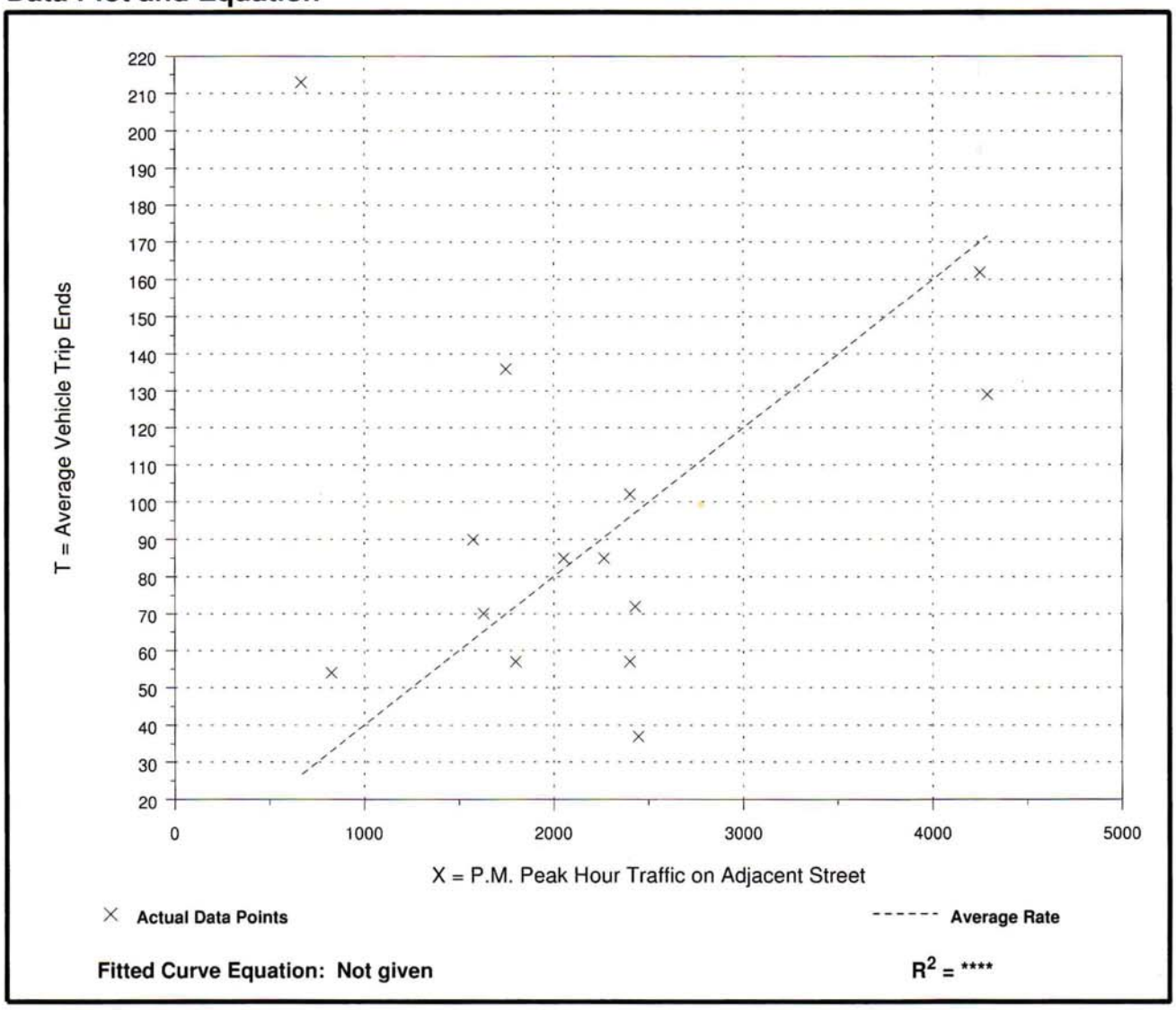
Average Vehicle Trip Ends vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 14
Avg. P.M. Peak Hr. Traf. on Adj. Street: 2,199
Directional Distribution: 53% entering, 47% exiting

Trip Generation per P.M. Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.04	0.02 - 0.32	0.21

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Land Use: 937
Coffee/Donut Shop with Drive-Through Window

Description

This land use includes single-tenant coffee and donut restaurants with drive-through windows. Freshly brewed coffee and a variety of coffee-related accessories are the primary retail products sold at these sites. They may also sell other refreshment items, such as donuts, bagels, muffins, cakes, sandwiches, wraps, salads and other hot and cold beverages. Some sites may also sell newspapers, music CDs and books. The coffee and donut shops contained in this land use typically hold long store hours (over 15 hours) with an early morning opening. Also, limited indoor seating is generally provided for patrons; however, table service is not provided. Coffee/donut shop without drive-through window (Land Use 936), coffee/donut shop with drive-through window and no indoor seating (Land Use 938), bread/donut/bagel shop without drive-through window (Land Use 939) and bread/donut/bagel shop with drive-through window (Land Use 940) are related uses.

Additional Data

Most of the facilities in this land use were in free-standing buildings in retail shopping areas. Some of the facilities were located within a shopping center or as an outparcel to a shopping center. Some of the facilities shared parking areas with one or more other businesses.

It should be noted that those stores specializing in the sale of coffee (Land Uses 936-938) generated higher trip generation rates than those specializing in other products (Land Uses 939-940).

The sites were surveyed between the 1990s and the 2000s throughout the United States.

Specialized Land Use Data

Current industry trends have resulted in the emergence of several coffee/donut shops combined with other types of restaurants. The trip generation characteristics of these facilities differ from the facilities typically contained in this land use, as their sizes, trip generation rates and peak hour of service vary considerably. Therefore, the information collected for these facilities is presented in the following table and was excluded from the data plots.

Table: Donut and Ice Cream Shop with Drive-Through Window

Independent Variable	Trip Generation Rate	Size of Independent Variable	Number of Studies	Directional Distribution
1,000 Square Feet Gross Floor Area				
Weekday A.M. Peak Hour of Adjacent Street Traffic	128.77	3.3	1	52% entering, 48% exiting
Weekday P.M. Peak Hour of Adjacent Street Traffic	71.54	3.3	1	52% entering, 48% exiting

Source : 617

Source Numbers

593, 594, 599, 615, 617, 618, 621, 622, 635, 639, 712, 714, 725, 726, 728

Coffee/Donut Shop with Drive-Through Window
(937)

Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday

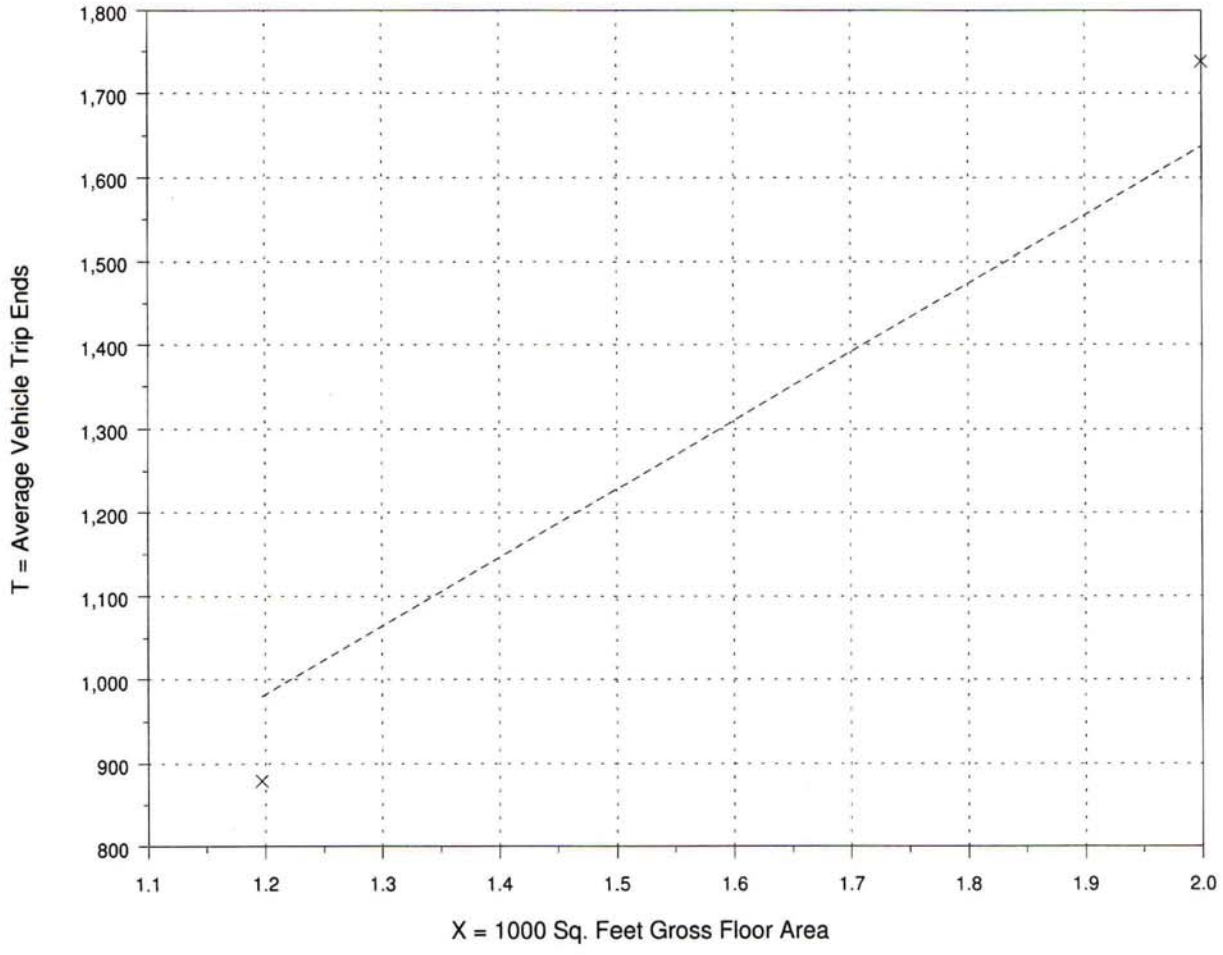
Number of Studies: 2
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
818.58	734.34 - 869.00	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

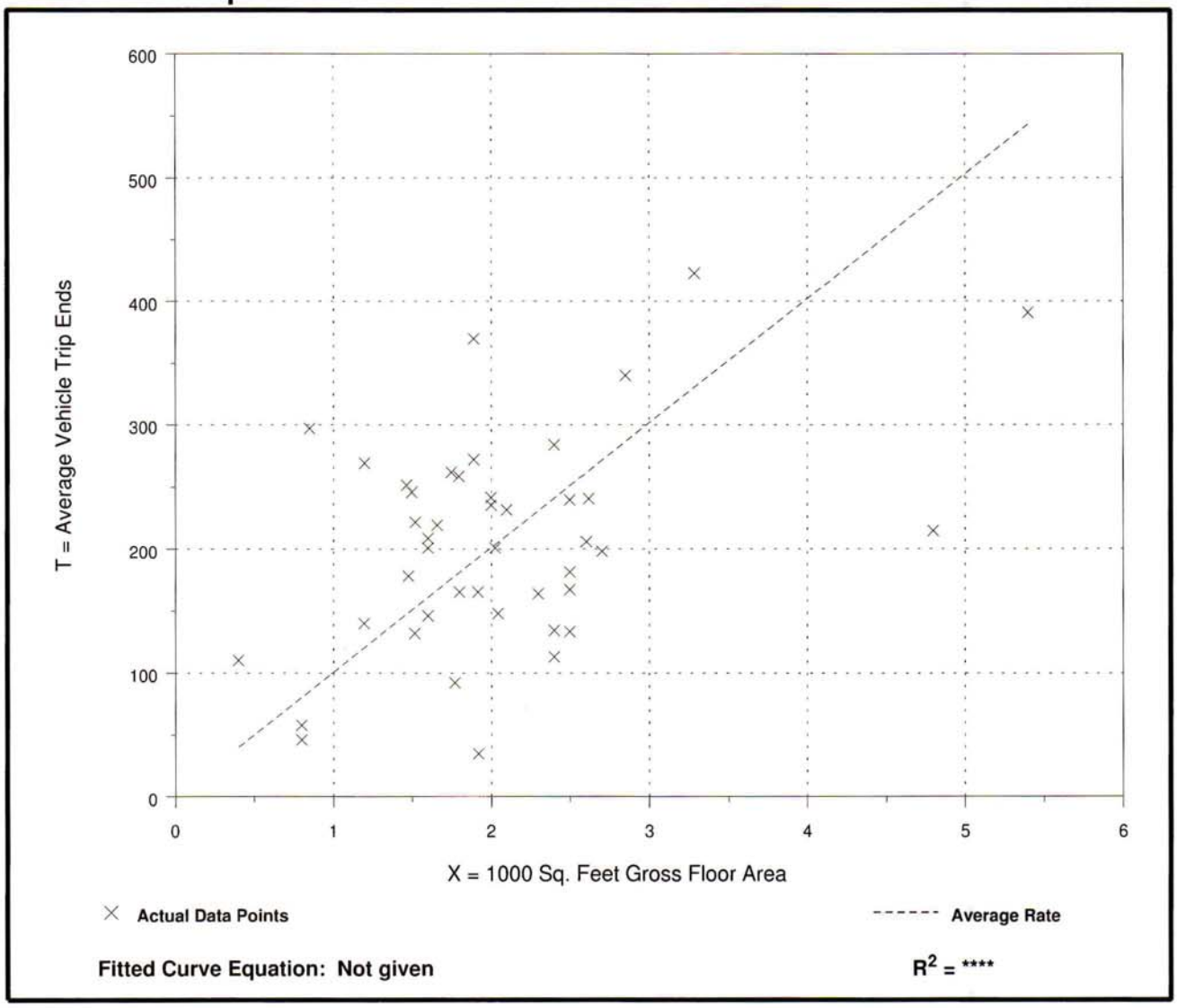
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 43
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
100.58	18.23 - 349.41	49.38

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

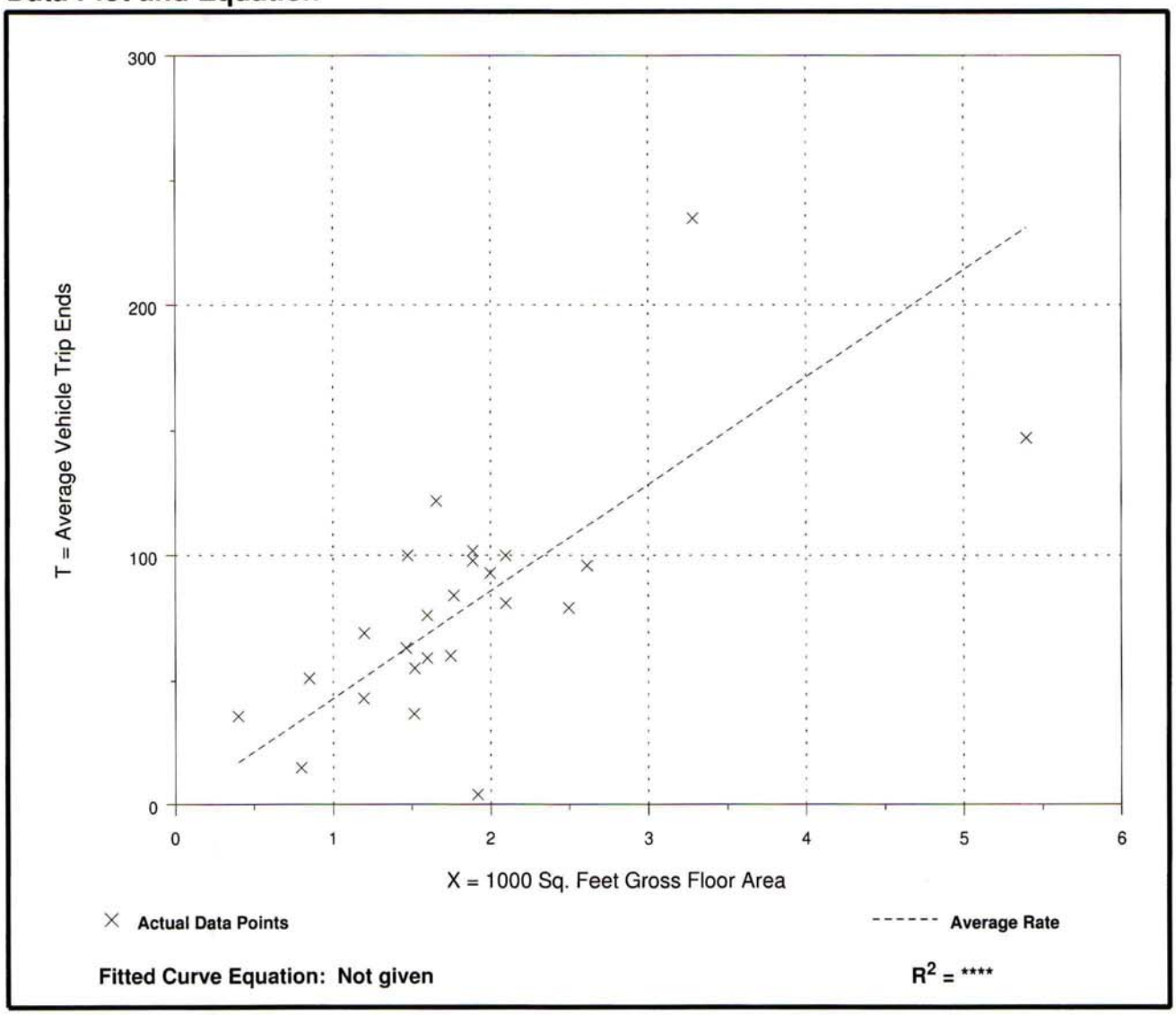
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 24
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
42.80	2.08 - 90.00	18.06

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

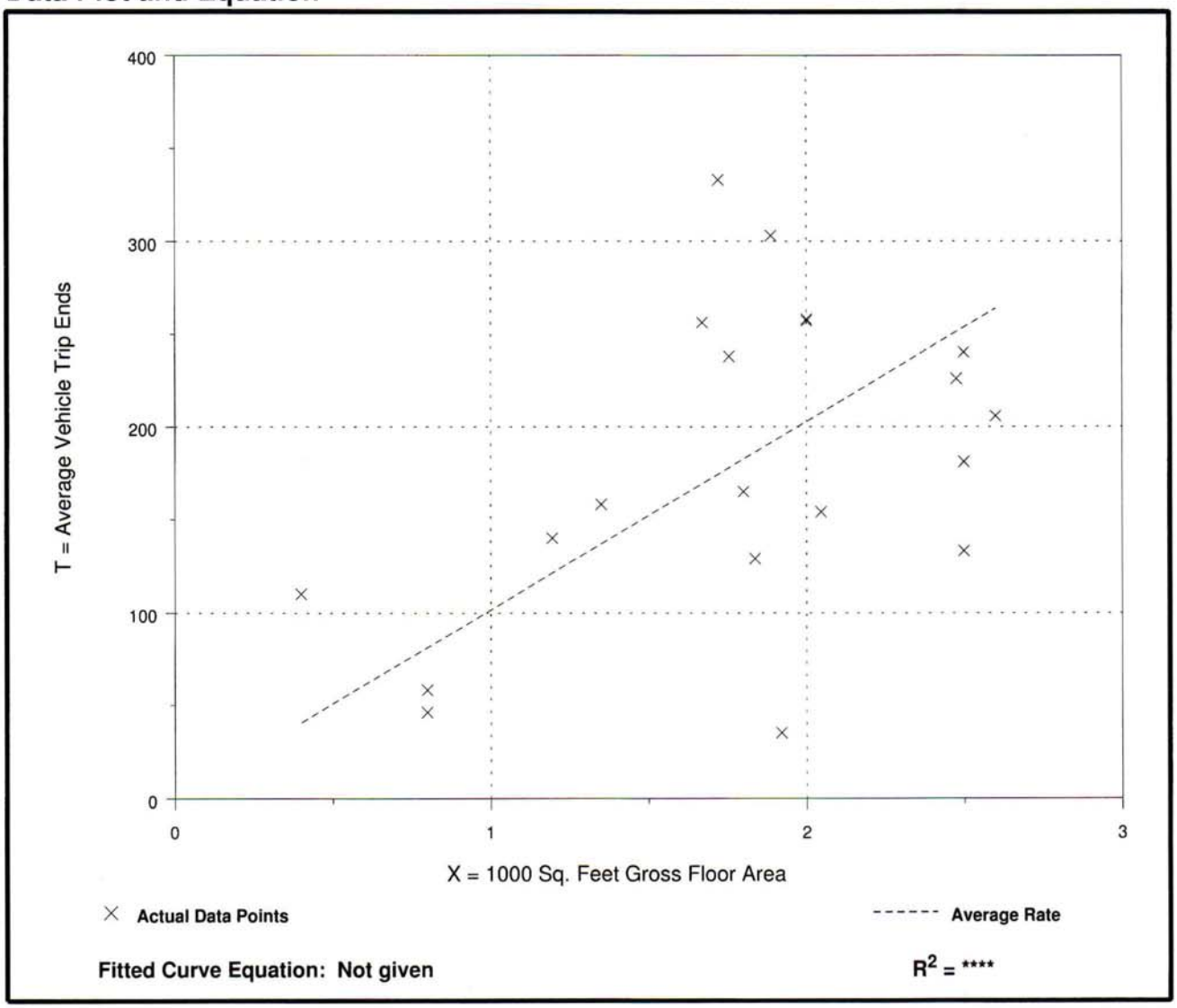
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday,
A.M. Peak Hour of Generator

Number of Studies: 20
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 49% entering, 51% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
101.40	18.23 - 275.00	45.90

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

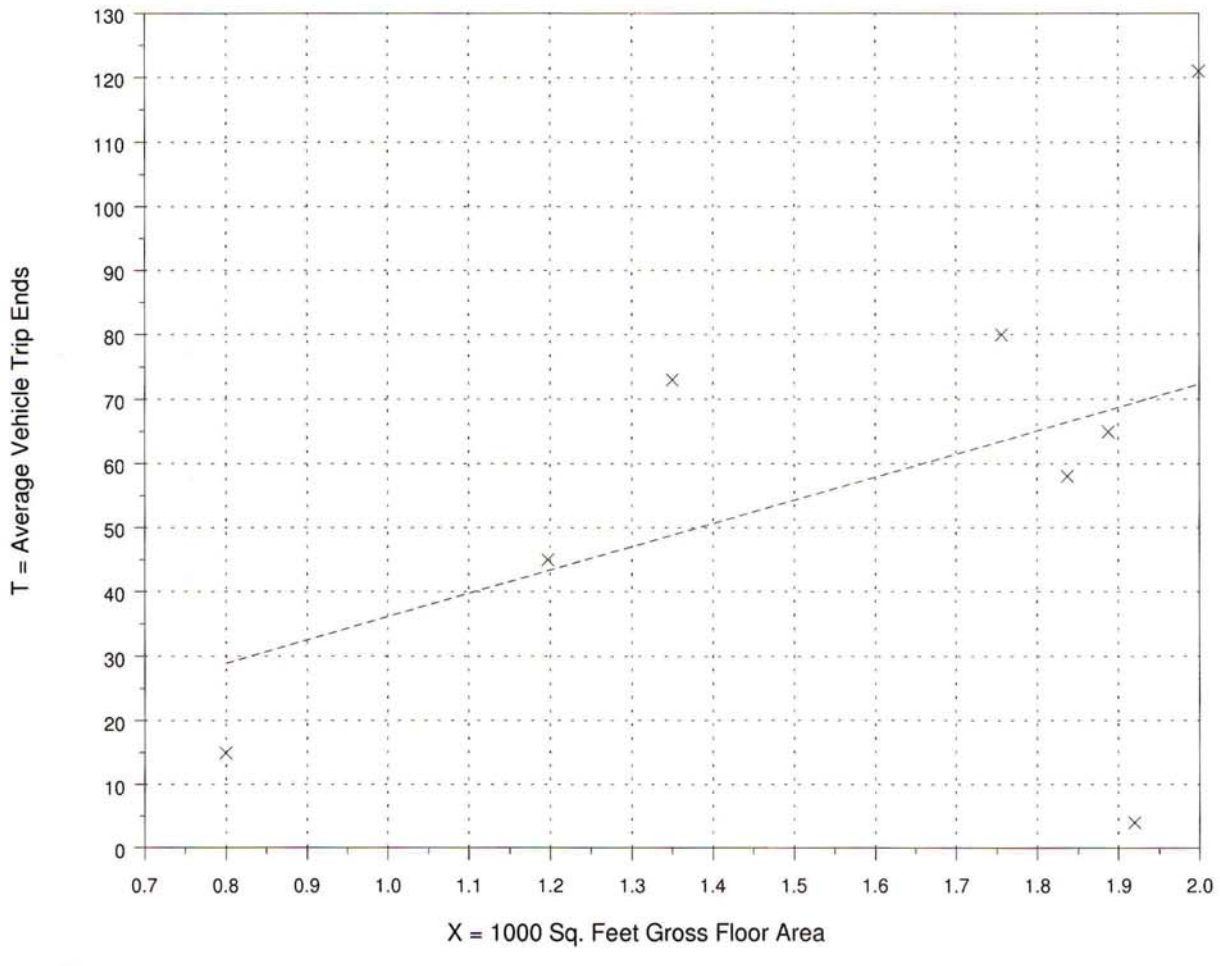
Average Vehicle Trip Ends vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday,**
P.M. Peak Hour of Generator

Number of Studies: 8
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 51% entering, 49% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
36.16	2.08 - 60.50	19.50

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

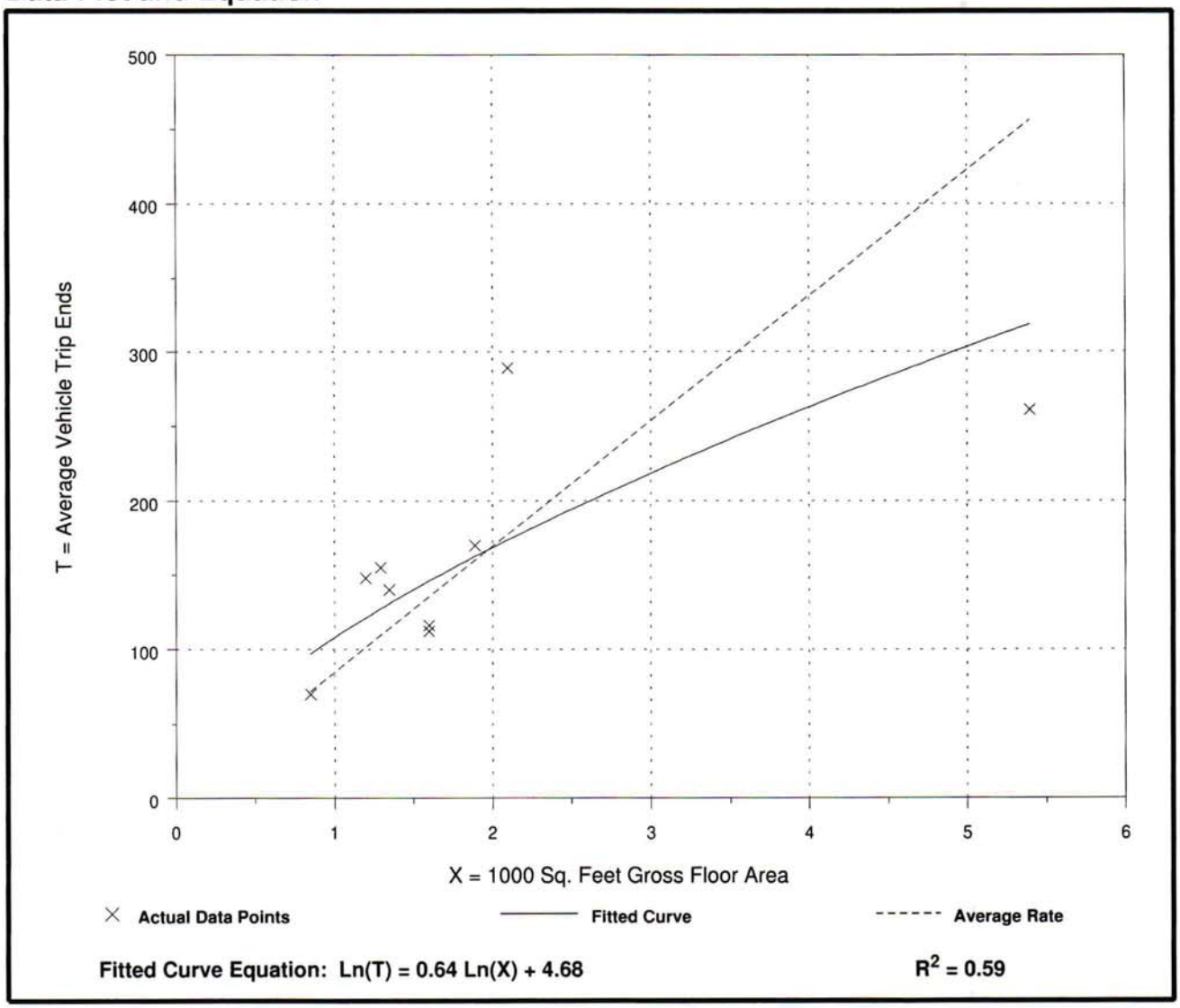
Average Vehicle Trip Ends vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday,
Peak Hour of Generator

Number of Studies: 9
Average 1000 Sq. Feet GFA: 2
Directional Distribution: 50% entering, 50% exiting

Trip Generation per 1000 Sq. Feet Gross Floor Area

Average Rate	Range of Rates	Standard Deviation
84.52	48.33 - 137.62	33.38

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.64 Ln(X) + 4.68

R^2 = 0.59

Coffee/Donut Shop with Drive-Through Window
(937)

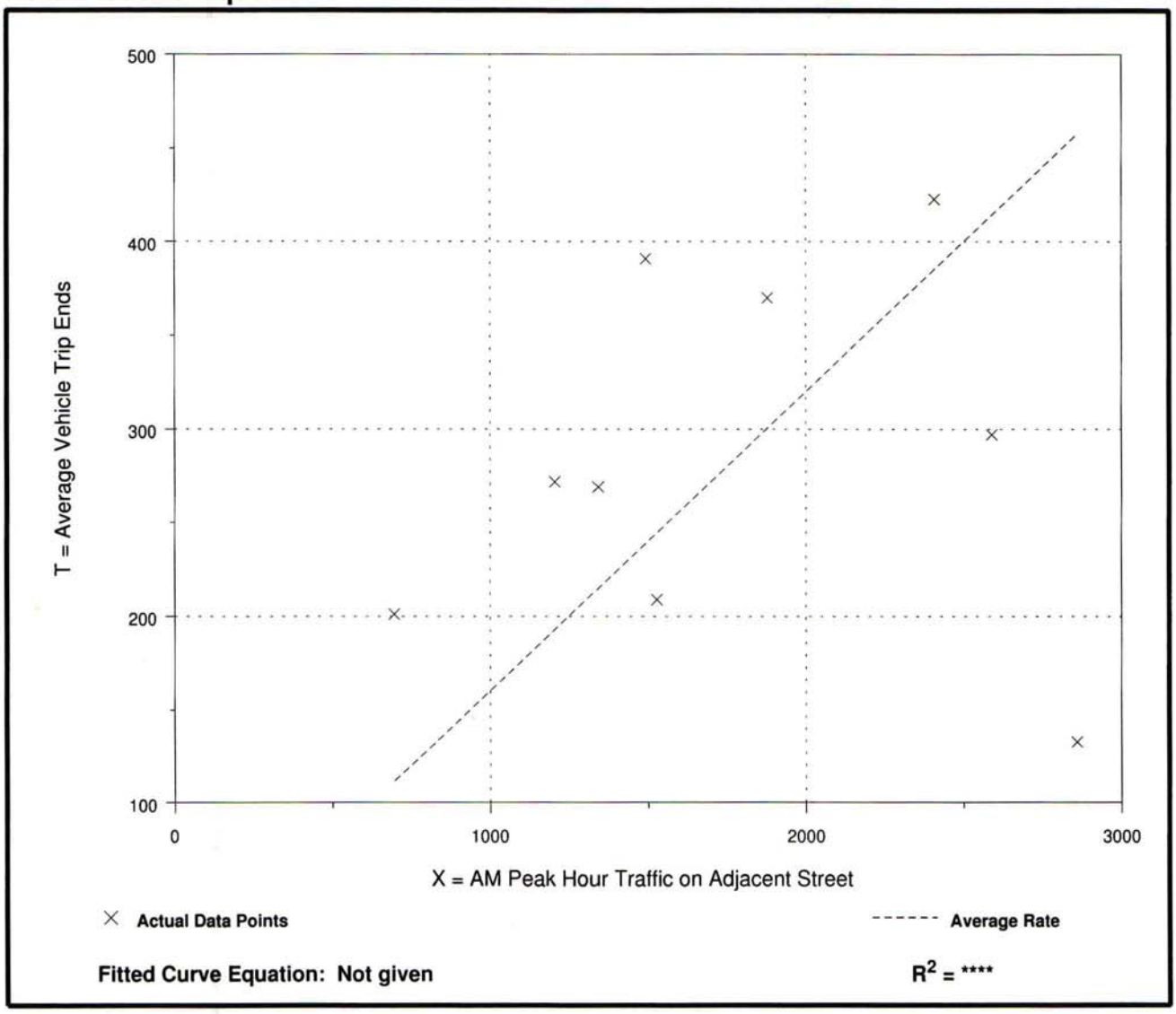
Average Vehicle Trip Ends vs: **A.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

Number of Studies: 9
Avg. A.M. Peak Hr. Traf. on Adj. Street: 1,778
Directional Distribution: 51% entering, 49% exiting

Trip Generation per AM Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.16	0.05 - 0.29	0.41

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

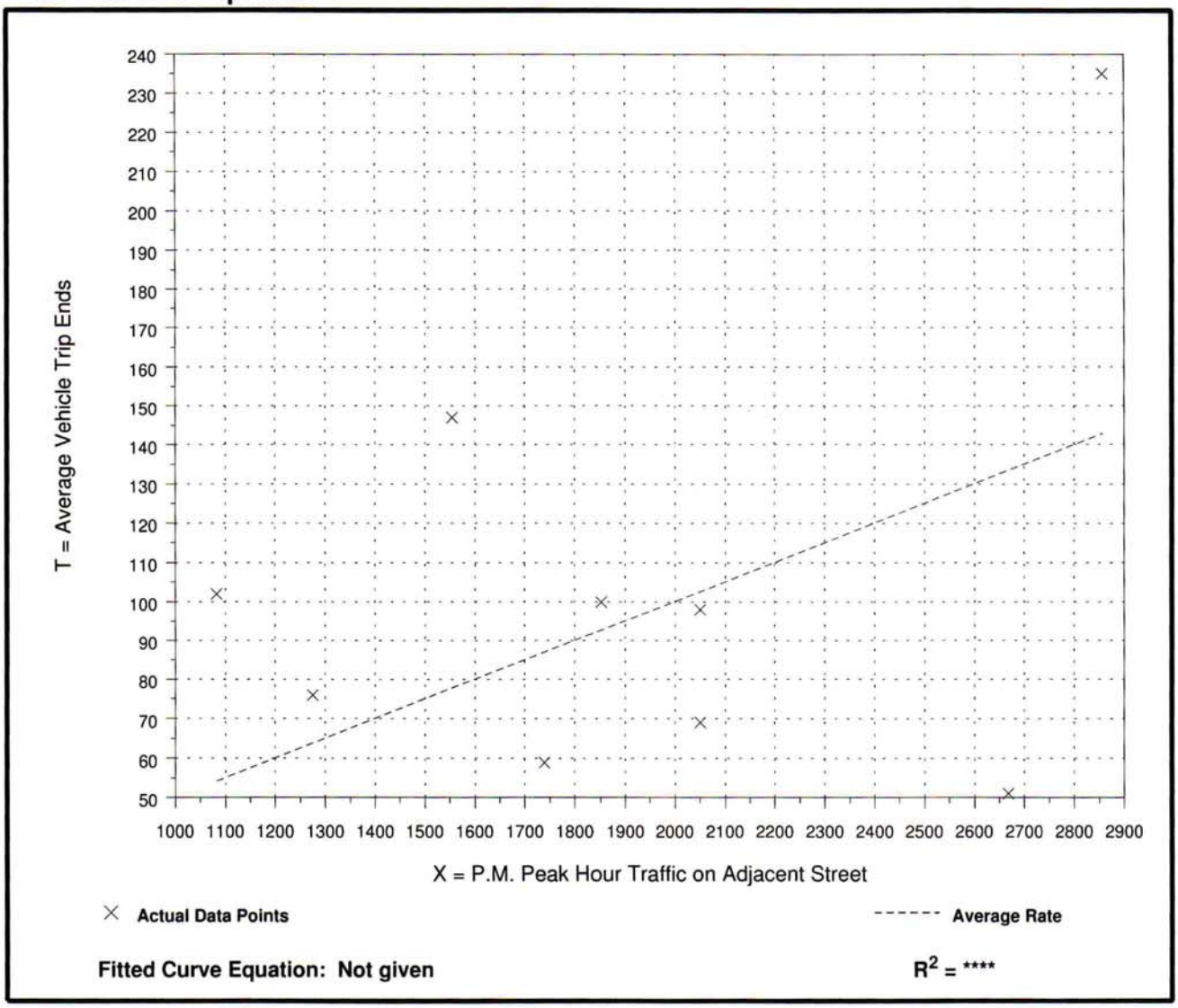
Average Vehicle Trip Ends vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

Number of Studies: 9
Avg. P.M. Peak Hr. Traf. on Adj. Street: 1,903
Directional Distribution: 51% entering, 49% exiting

Trip Generation per P.M. Peak Hour Traffic on Adjacent Street

Average Rate	Range of Rates	Standard Deviation
0.05	0.02 - 0.09	0.24

Data Plot and Equation



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

Average Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

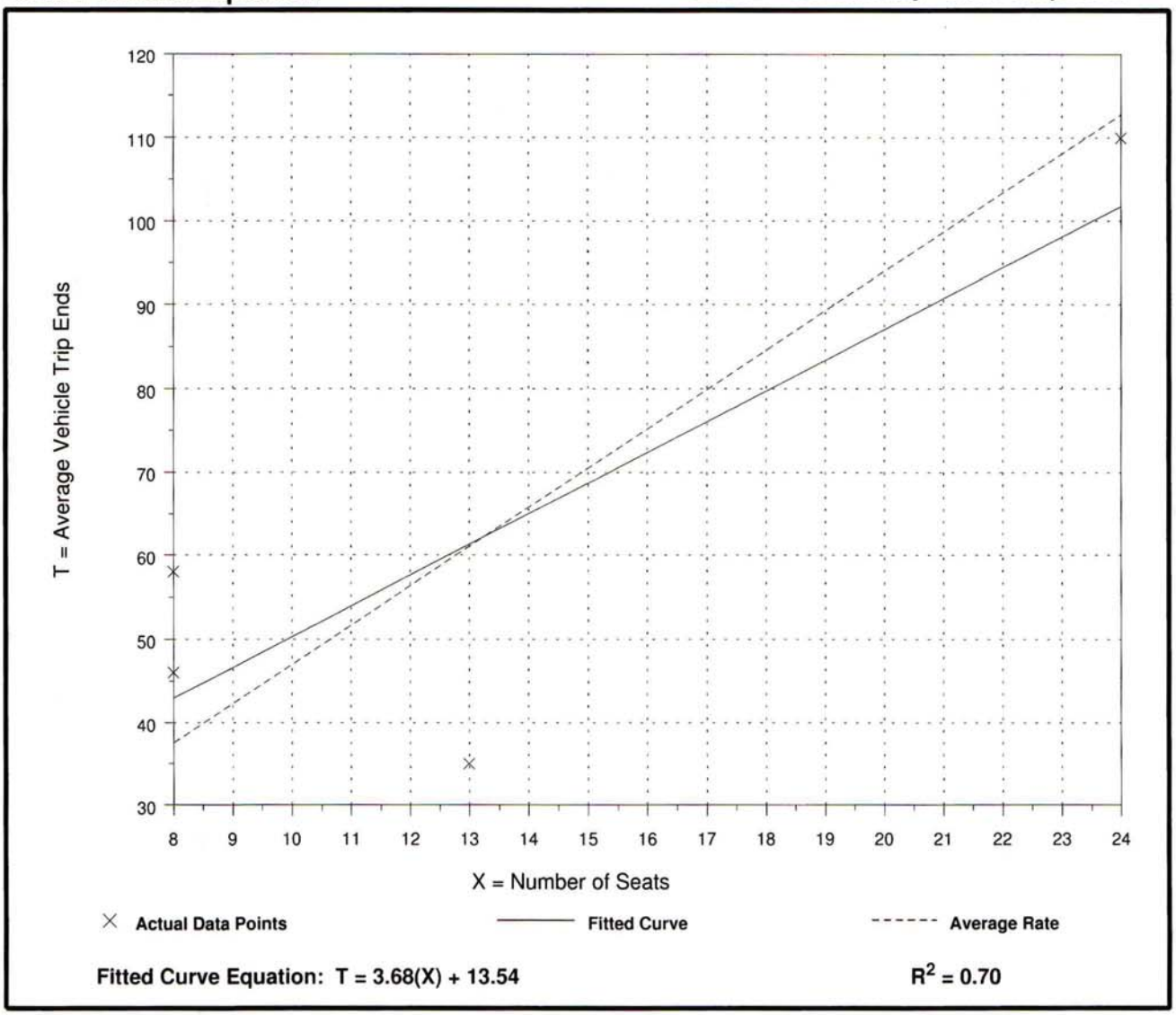
Number of Studies: 4
Average Number of Seats: 13
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
4.70	2.69 - 7.25	2.57

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 3.68(X) + 13.54

R^2 = 0.70

Coffee/Donut Shop with Drive-Through Window
(937)

Average Vehicle Trip Ends vs: **Seats**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

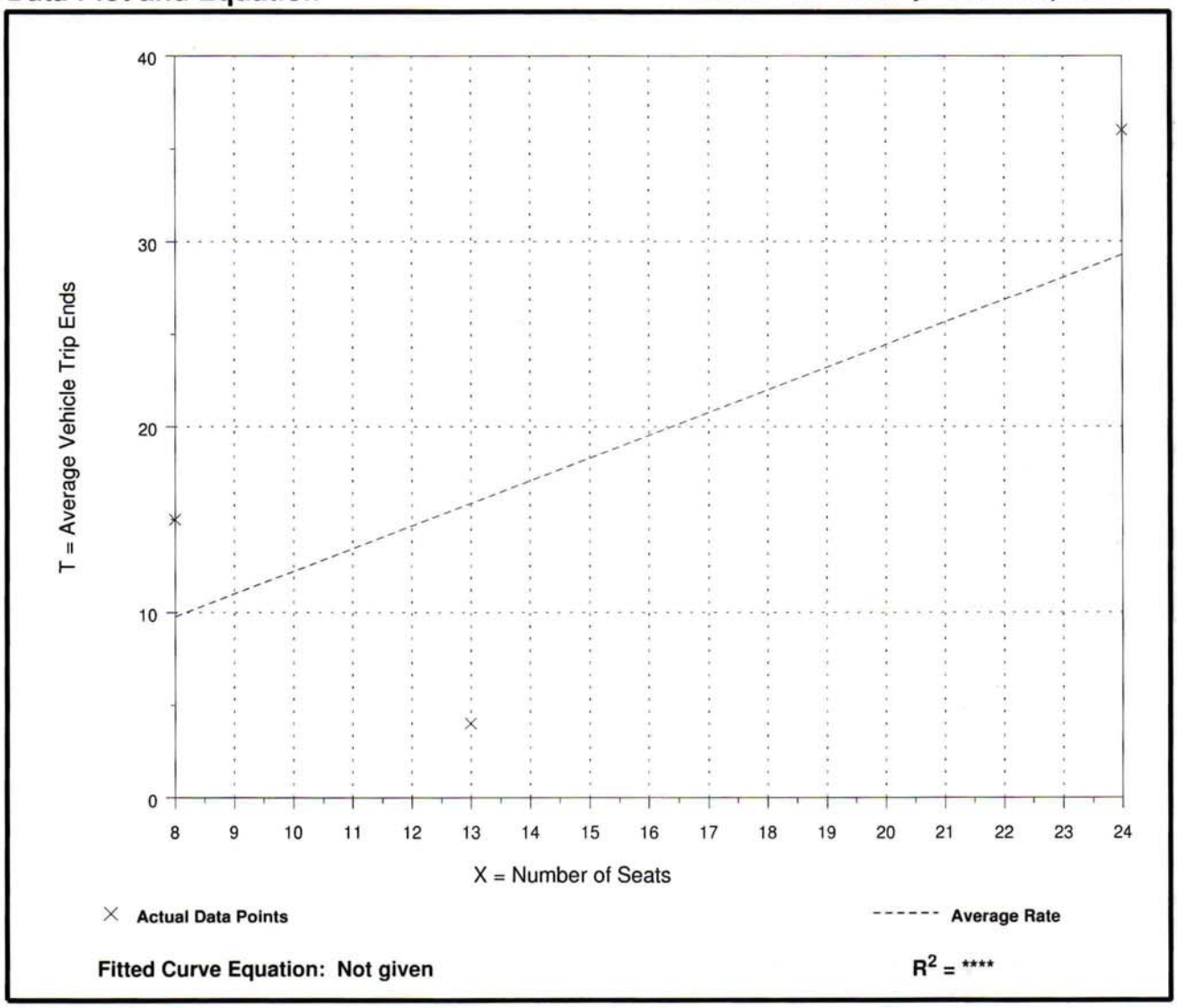
Number of Studies: 3
Average Number of Seats: 15
Directional Distribution: 45% entering, 55% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
1.22	0.31 - 1.88	1.24

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

Coffee/Donut Shop with Drive-Through Window
(937)

Average Vehicle Trip Ends vs: Seats
On a: Weekday,
A.M. Peak Hour of Generator

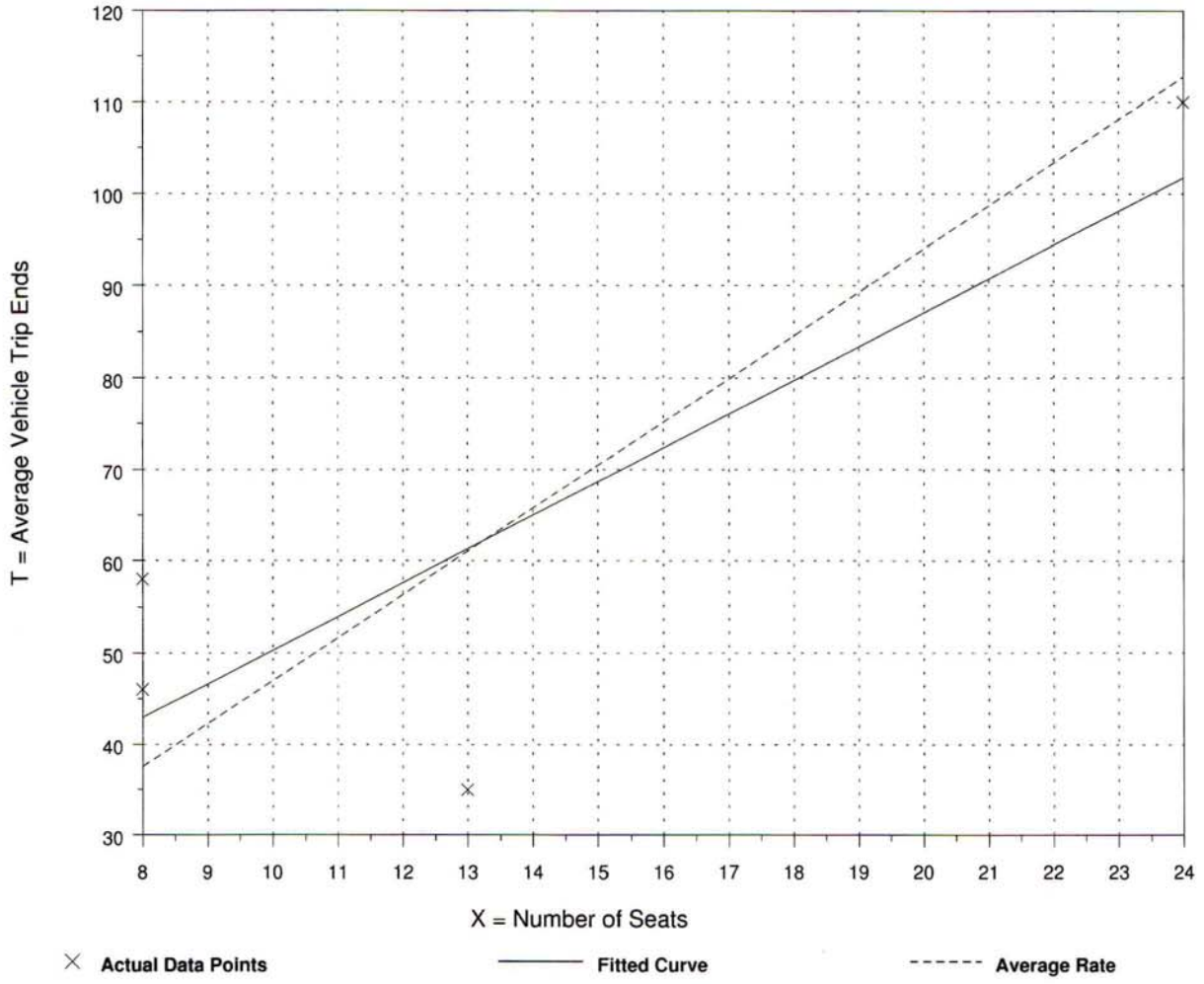
Number of Studies: 4
Average Number of Seats: 13
Directional Distribution: 51% entering, 49% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
4.70	2.69 - 7.25	2.57

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: T = 3.68(X) + 13.54

R^2 = 0.70

Coffee/Donut Shop with Drive-Through Window
(937)

Average Vehicle Trip Ends vs: Seats
On a: Weekday,
P.M. Peak Hour of Generator

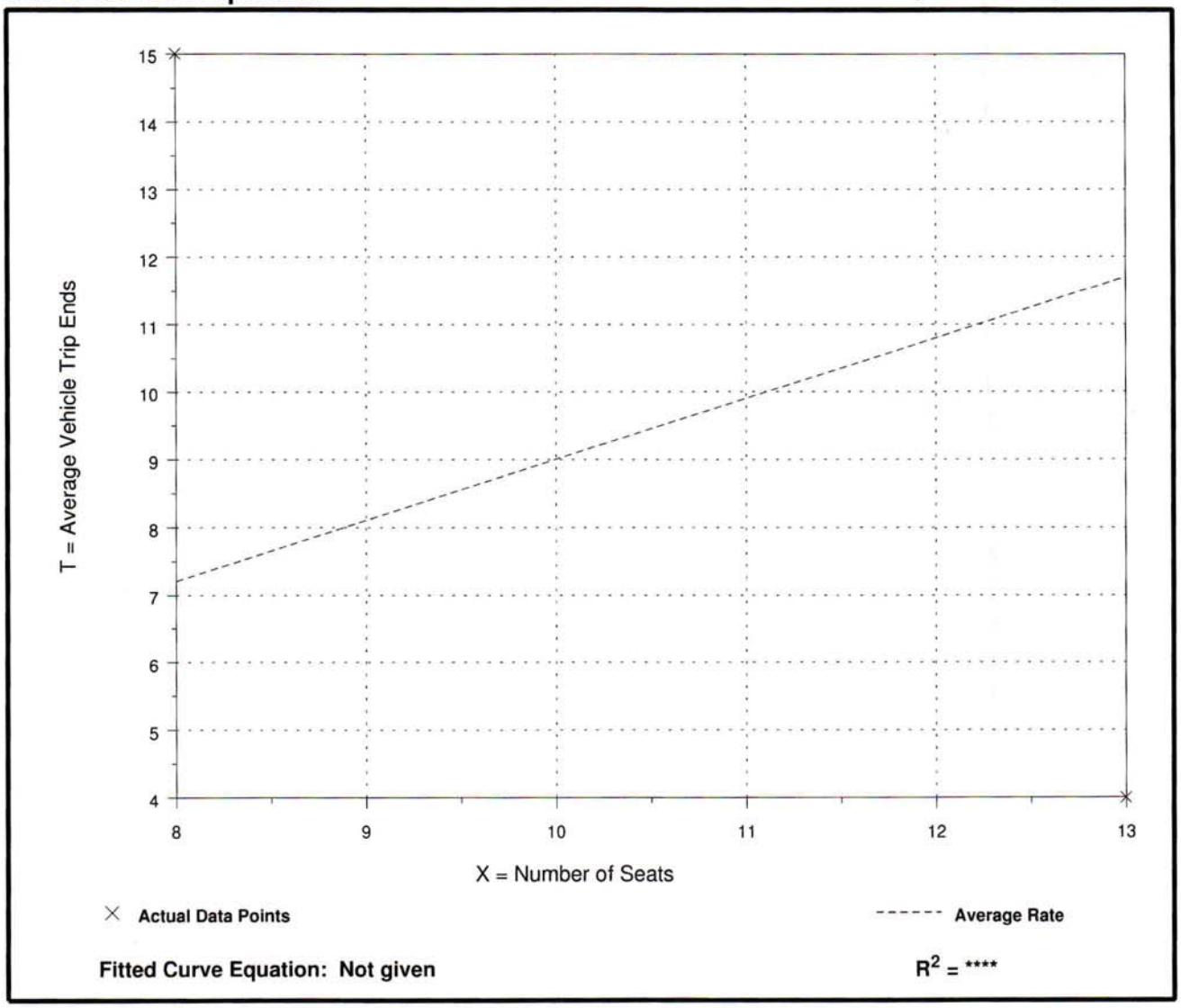
Number of Studies: 2
Average Number of Seats: 11
Directional Distribution: 53% entering, 47% exiting

Trip Generation per Seat

Average Rate	Range of Rates	Standard Deviation
0.90	0.31 - 1.88	*

Data Plot and Equation

Caution - Use Carefully - Small Sample Size



Fitted Curve Equation: Not given

R^2 = ****

DATA FROM THE ITE TRIP GENERATION HANDBOOK, THIRD EDITION

Appendix F. Database on Pass-By, Diverted, and Primary Trips

Listed in Table F.1 are the 25 land uses for which ITE has received and compiled pass-by and diverted trip data. The table denotes whether data are presented in this handbook in a table or a figure (in a data plot similar to those presented in *Trip Generation Manual* for vehicle trips data). Table F.1 also identifies the time periods for which data have been reported.

Tables F.2 through F.38 present the values for percentage of site generation that is accounted for as pass-by trips and non-pass-by trips (primary and diverted trips). For those surveys where data were available, the percentages for non-pass-by trips are further segregated by diverted trips and primary trips.

Figures F.1 through F.19 plot the average *pass-by* trip percentages associated with the various land uses. No plots are provided for *diverted* trips. These figures are provided to enable the user to visualize data scatter provided in Tables F.2 through F.38. Data plots are provided for each land use where nine or more data points are available for a specific independent variable.

For all land uses except shopping centers, data are plotted for only one independent variable. For shopping centers, data are plotted for both gross leasable area (GLA) and peak hour traffic on adjacent streets for the weekday evening peak period. GLA is also used as the independent variable for shopping centers during the mid-day Saturday time period.

A fitted curve equation is shown on the data plot if there are more than 10 points and the R^2 value is greater than 0.50 (which currently does not occur on any of the land use code data plots).

Recommended guidelines for using data presented in these figures and tables are provided in Chapter 10 of this *Handbook*. In particular, the guidelines recommend when to use data and how to select a pass-by percentage.

The pass-by data in this appendix were collected during *peak periods*. These pass-by relationships may differ from those during the *peak hour*.

Users of the data are cautioned that the number and geographic distribution of sites are limited. Little or no data on adjacent street traffic volumes have been collected for uses other than shopping centers. The actual pass-by and diverted trip percentages may vary by site due to the specific influences of the characteristics of passing traffic, area roadway network patterns, specific businesses in the site being analyzed, other nearby developments and so forth. Surveys of similar developments near the study site are encouraged.

Because data are limited for many of the land uses, the analyst is encouraged to collect pass-by trip data and transmit the data to ITE. Pass-by trips should be surveyed for the desired analysis hours. Adjacent street traffic volumes should also be determined for these hours. Chapter 12 of this *Handbook* provides guidance on conducting a pass-by and diverted trip survey, desirable sample sizes, and the suggested survey instrument.

Table F.1 Land Use Codes and Time Periods with Pass-By Data

Land Use Code and Title	Time Period	Table	Figure
565 Day Care Center	Weekday, PM Peak Period	F.2	—
813 Free-Standing Discount Superstore	Weekday, PM Peak Period	F.3	F.1/F.2
	Saturday, Mid-day Peak Period	F.4	F.3
814 Variety Store	Weekday, PM Peak Period	F.5	—
815 Free-Standing Discount Store	Weekday, PM Peak Period	F.6	F.4/F.5
	Saturday, Mid-day Peak Period	F.7	F.6
816 Hardware/Paint Store	Weekday, PM Peak Period	F.8	—
820 Shopping Center	Weekday, PM Peak Period	F.9	F.7/F.8
	Saturday, Mid-day Peak Period	F.10	F.9
843 Automobile Parts Sales	Weekday, PM Peak Period	F.11	—
848 Tire Store	Weekday, PM Peak Period	F.12	—
850 Supermarket	Weekday, PM Peak Period	F.13	F.10
851 Convenience Market (Open 24 Hours)	Weekday, PM Peak Period	F.14	—
853 Convenience Market with Gasoline Pumps	Weekday, AM Peak Period	F.15	F.11
	Weekday, PM Peak Period	F.16	F.12/F.13
854 Discount Supermarket	Weekday, PM Peak Period	F.17	F.14
857 Discount Club	Weekday, PM Peak Period	F.18	—
	Saturday, Mid-day Peak Period	F.19	—
862 Home Improvement Superstore	Weekday, PM Peak Period	F.20	—
863 Electronics Superstore	Weekday, PM Peak Period	F.21	—
880 Pharmacy/Drugstore without Drive-Through Window	Weekday, PM Peak Period	F.22	—
881 Pharmacy/Drugstore with Drive-Through Window	Weekday, PM Peak Period	F.23	—
890 Furniture Store	Weekday, PM Peak Period	F.24	—
912 Drive-In Bank	Weekday, AM Peak Period	F.25	—
	Weekday, Mid-day Peak Period Weekday, PM Peak Period	F.26 F.27	— F.15
	Saturday, Mid-day Peak Period	F.28	—
931 Quality Restaurant	Weekday, PM Peak Period	F.29	—
932 High-Turnover (Sit-Down) Restaurant	Weekday, PM Peak Period	F.30	F.16
934 Fast-Food Restaurant with Drive-Through Window	Weekday, AM Peak Period	F.31	—
	Weekday, PM Peak Period	F.32	F.17
938 Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (Coffee/Espresso Stand)	Weekday	F.33/F.34	—
944 Gasoline/Service Station	Weekday, AM Peak Period	F.35	—
	Weekday, PM Peak Period	F.36	—
945 Gasoline/Service Station with Convenience Market	Weekday, AM Peak Period	F.37	F.18
	Weekday, PM Peak Period	F.38	F.19

Table F.2 Pass-By and Non-Pass-By Trips
Weekday, PM Peak Period
Land Use Code 565—Day Care Center

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			SOURCE
						PRIMARY	DIVERTED	TOTAL	
6.5	Eugene, OR	May 2003	21	4:00–6:00 p.m.	0	42	58	100	633
8.3	Eugene, OR	May 2003	40	4:00–6:00 p.m.	0	46	54	100	633

Average Pass-By Trip Percentage: 0

Table F.3
Pass-By and Non-Pass-By Trips
Weekday, PM Peak Period
Land Use Code 813—Free-Standing Discount Superstore

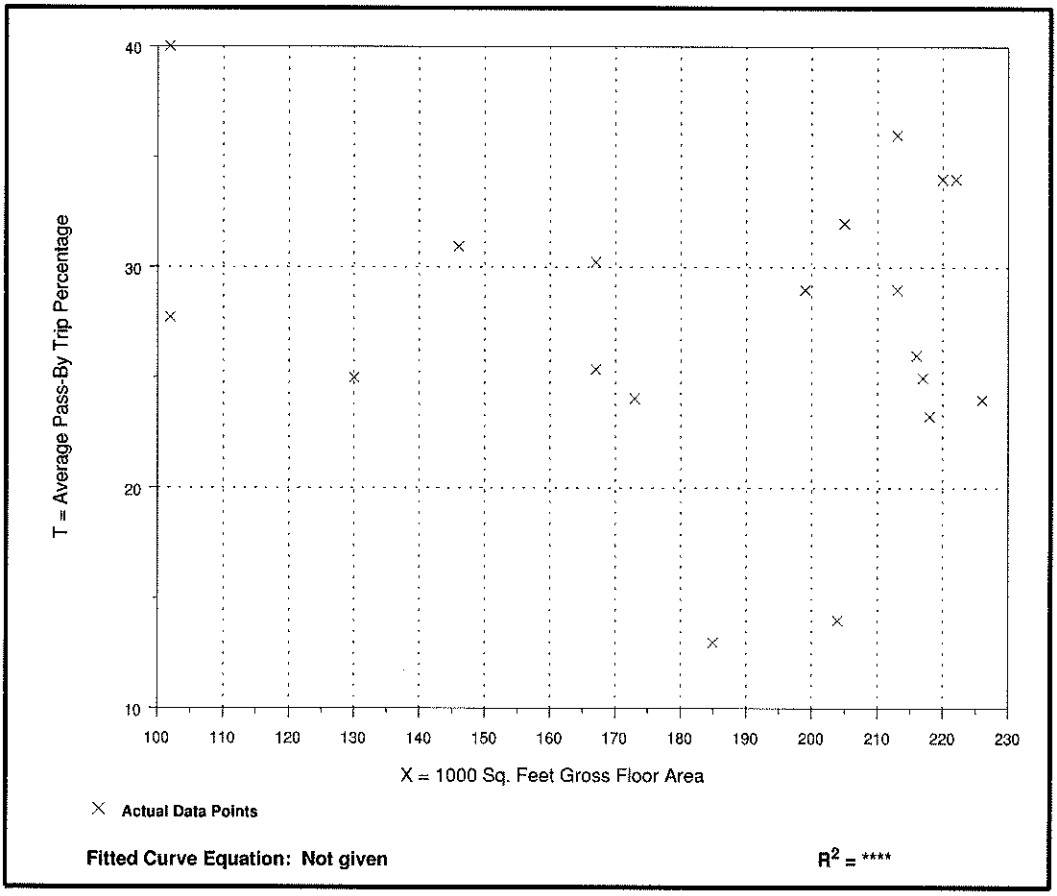
SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
146	North Olmstead, OH	Sept. 1996	210	2:45–6:45 p.m.	31	—	—	69	—	Mid-Ohio Regional Planning Commission
130	Ashtabula, OH	Sept. 1996	204	2:45–6:45 p.m.	25	—	—	75	—	Mid-Ohio Regional Planning Commission
102	Bryan, OH	Nov. 1996	100	2:45–6:45 p.m.	40	—	—	60	—	Mid-Ohio Regional Planning Commission
102	Oxford, OH	Oct. 1996	137	2:45–6:45 p.m.	28	—	—	72	—	Mid-Ohio Regional Planning Commission
218	Euclid, OH	Sept. 1996	185	2:45–6:45 p.m.	23	—	—	77	—	Mid-Ohio Regional Planning Commission
173	Mansfield, OH	Oct. 1996	158	2:45–6:45 p.m.	24	—	—	76	—	Mid-Ohio Regional Planning Commission
167	Hillsboro, OH	Oct. 1996	172	2:45–6:45 p.m.	30	—	—	70	—	Mid-Ohio Regional Planning Commission
167	Mentor, OH	Sept. 1996	205	2:45–6:45 p.m.	25	—	—	75	—	Mid-Ohio Regional Planning Commission
205	Louisville, KY	Sept.-Nov. 2007	196	3:00–7:00 p.m.	32	—	—	68	7,048	651-652
216	Pasadena, TX	Sept.-Nov. 2007	404	3:00–7:00 p.m.	26	—	—	74	10,832	651-652
213	Cedar Falls, IA	Sept.-Nov. 2007	197	3:00–7:00 p.m.	36	—	—	64	8,411	651-652
204	Pueblo, CO	Sept.-Nov. 2007	180	3:00–7:00 p.m.	14	—	—	86	3,524	651-652
185	Plano, IL	Sept.-Nov. 2007	182	3:00–7:00 p.m.	13	—	—	87	3,957	651-652
217	Sheboygan, WI	Sept.-Nov. 2007	490	3:00–7:00 p.m.	25	—	—	75	8,835	651-652
213	San Antonio, TX	Sept.-Nov. 2007	621	3:00–7:00 p.m.	29	—	—	71	12,523	651-652
226	Colonial Heights, VA	Sept.-Nov. 2007	286	3:00–7:00 p.m.	24	—	—	76	13,026	651-652
220	Milford, PA	Sept.-Nov. 2007	119	3:00–7:00 p.m.	34	—	—	66	5,809	651-652
222	Marysville, CA	Sept.-Nov. 2007	686	3:00–7:00 p.m.	34	—	—	66	6,910	651-652
199	Pensacola, FL	May 2010	341	3:00–6:00 p.m.	29	—	—	71	1,360	731

Average Pass-By Trip Percentage: 27
"—" means no data were provided

Figure F.1 Free-Standing Discount Superstore (813)

Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday, P.M. Peak Period
Number of Studies: 19
Average 1000 Sq. Feet GFA: 186

Data Plot

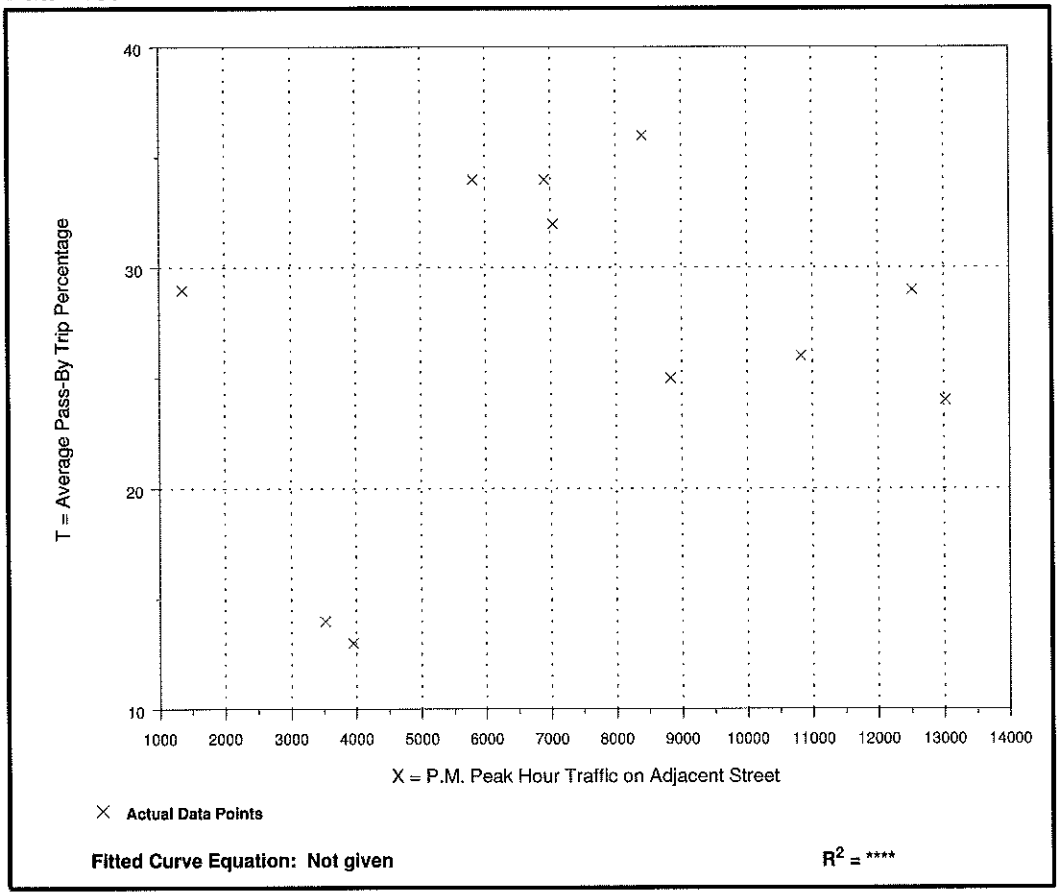


Fitted Curve Equation: Not given R^2 = ****

Figure F.2 Free-Standing Discount Superstore (813)

Average Pass-By Trip Percentage vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 11
Avg. P.M. Peak Hr. Traf. on Adj. Street: 7,476

Data Plot



Fitted Curve Equation: Not given R^2 = ****

Table F.4 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period
Land Use Code 813—Free-Standing Discount Superstore

SIZE (1,000 SQ FT GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
205	Louisville, KY	Sept.-Nov. 2007	360	12:00–4:00 p.m.	28	—	—	72	6,144	651-652
216	Pasadena, TX	Sept.-Nov. 2007	240	12:00–4:00 p.m.	16	—	—	84	11,898	651-652
213	Cedar Falls, IA	Sept.-Nov. 2007	156	12:00–4:00 p.m.	13	—	—	87	7,484	651-652
204	Pueblo, CO	Sept.-Nov. 2007	300	12:00–4:00 p.m.	11	—	—	89	4,764	651-652
185	Plano, IL	Sept.-Nov. 2007	162	12:00–4:00 p.m.	18	—	—	82	3,871	651-652
217	Sheboygan, WI	Sept.-Nov. 2007	441	12:00–4:00 p.m.	22	—	—	78	8,256	651-652
213	San Antonio, TX	Sept.-Nov. 2007	748	12:00–4:00 p.m.	28	—	—	72	12,332	651-652
226	Colonial Heights, VA	Sept.-Nov. 2007	270	12:00–4:00 p.m.	26	—	—	74	12,995	651-652
220	Milford, PA	Sept.-Nov. 2007	123	12:00–4:00 p.m.	26	—	—	74	7,024	651-652
222	Marysville, CA	Sept.-Nov. 2007	810	12:00–4:00 p.m.	25	—	—	75	5,429	651-652

Average Pass-By Trip Percentage: 21
"—" means no data were provided

Figure F.3 Free-Standing Discount Superstore (813)

Average Pass-By Trip Percentage vs: **1000 Sq. Feet Gross Floor Area**
On a: **Saturday, Midday Peak Period**
Number of Studies: 10
Average 1000 Sq. Feet GFA: 212

Data Plot

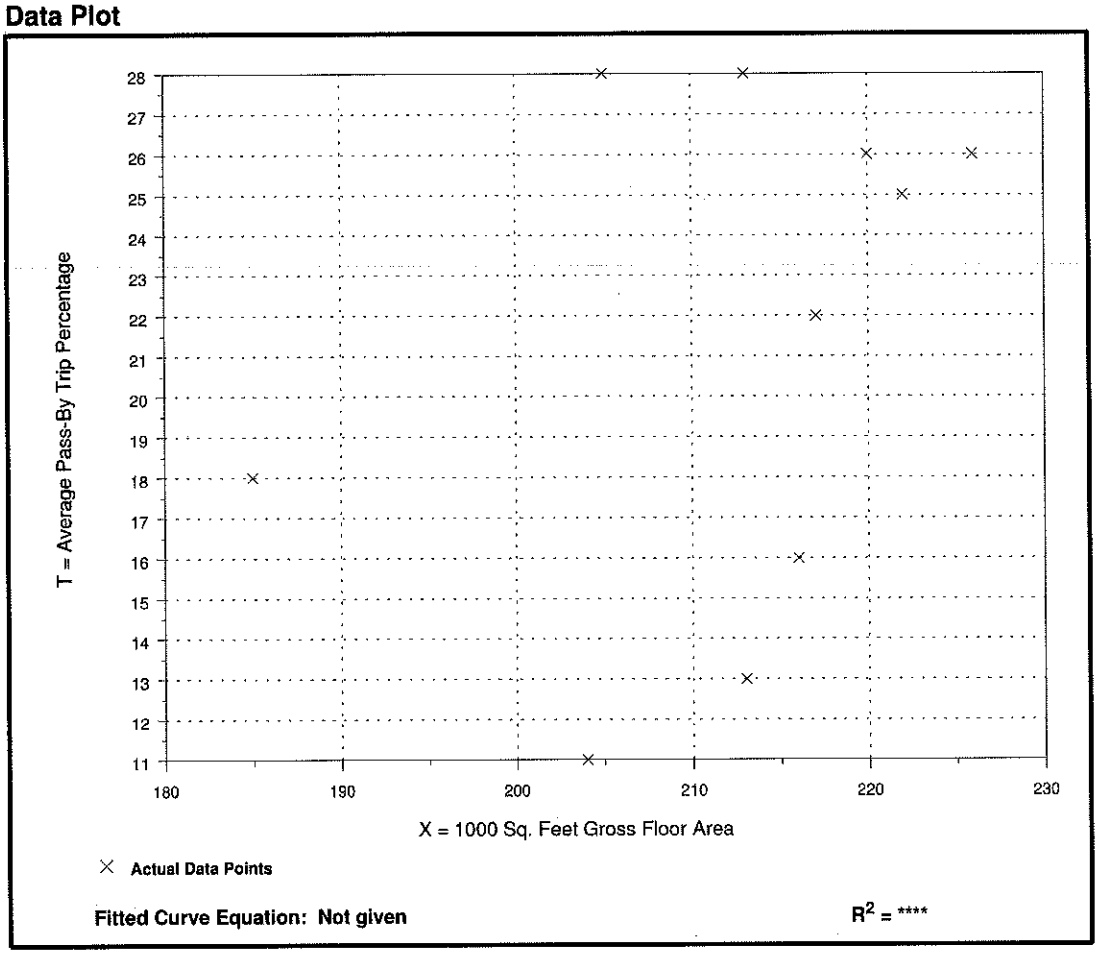


Table F.5 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 814—Variety Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
8	Tallahassee, FL	May 2010	145	3:00–7:00 p.m.	30	—	—	70	610	731
10	Jacksonville, FL	May 2010	127	3:00–7:00 p.m.	34	—	—	66	1,284	731
10	Tampa, FL	May 2010	247	3:00–7:00 p.m.	40	—	—	60	3,165	731
17	Tampa, FL	May 2010	50	3:00–7:00 p.m.	22	—	—	78	1,380	731
10	Daytona Beach, FL	May 2010	154	3:00–7:00 p.m.	44	—	—	56	1,573	731

Average Pass-By Trip Percentage: 34
"—" means no data were provided

Table F.6 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 815—Free-Standing Discount Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
116	Auburn, NY	Nov. 1994	80	4:00–6:00 p.m.	29	34	37	71	1,490	Bergmann Associates
116	Fredonia, NY	Nov. 1994	80	4:00–6:00 p.m.	24	46	30	76	1,620	Bergmann Associates
122	Marlton, NJ	Nov. 1994	73	4:15–5:15 p.m.	22	51	27	78	1,360	Raymond Keyes Assoc.
127	Marlton, NJ	Nov. 1994	23	4:00–5:00 p.m.	39	22	39	61	1,410	Raymond Keyes Assoc.
127	Toms River, NJ	Nov. 1994	137	4:00–5:00 p.m.	13	46	41	87	1,430	Raymond Keyes Assoc.
128	Toms River, NJ	Nov. 1994	89	4:00–5:00 p.m.	7	60	33	93	1,290	Raymond Keyes Assoc.
128	Brick, NJ	Nov. 1994	48	4:15–5:15 p.m.	8	42	50	92	2,560	Raymond Keyes Assoc.
128	Brick, NJ	Nov. 1994	56	4:00–5:00 p.m.	14	47	39	86	2,550	Raymond Keyes Assoc.
126	Berlin, NJ	Feb. 1994	45	4:30–5:30 p.m.	7	75	18	93	1,230	Raymond Keyes Assoc.
126	Berlin, NJ	Feb. 1994	95	4:00–5:00 p.m.	1	61	38	99	1,430	Raymond Keyes Assoc.
133	Mays Landing, NJ	Feb. 1994	22	4:00–5:00 p.m.	9	82	9	91	3,640	Raymond Keyes Assoc.
133	Mays Landing, NJ	Feb. 1994	40	4:00–5:00 p.m.	3	55	42	97	3,700	Raymond Keyes Assoc.
127	Toms River, NJ	Sept. 1994	58	4:00–5:00 p.m.	14	65	21	86	1,380	Raymond Keyes Assoc.
127	Toms River, NJ	Sept. 1994	83	4:15–5:15 p.m.	13	58	29	87	1,390	Raymond Keyes Assoc.
128	Brick, NJ	Sept. 1994	117	4:30–5:30 p.m.	27	47	26	73	2,640	Raymond Keyes Assoc.
128	Brick, NJ	Sept. 1994	98	4:00–5:00 p.m.	30	49	21	70	2,640	Raymond Keyes Assoc.
127	Berlin, NJ	Sept. 1994	35	4:00–5:00 p.m.	9	71	20	91	1,240	Raymond Keyes Assoc.
88	Omaha, NE	—	—	4:00–6:00 p.m.	23	26	51	77	—	University of Nebraska—Lincoln
100	Omaha, NE	—	—	4:00–6:00 p.m.	22	32	46	78	—	University of Nebraska—Lincoln
100	Omaha, NE	—	—	4:00–6:00 p.m.	29	22	49	71	—	University of Nebraska—Lincoln
88	Omaha, NE	—	—	4:00–6:00 p.m.	19	33	48	81	—	University of Nebraska—Lincoln
66	Omaha, NE	—	—	4:00–6:00 p.m.	19	21	60	81	—	University of Nebraska—Lincoln

Average Pass-By Trip Percentage: 17
"—" means no data were provided

Figure F.4 Free-Standing Discount Store (815)

Average Pass-By Trip Percentage vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 22
Average 1000 Sq. Feet GFA: 118

Data Plot

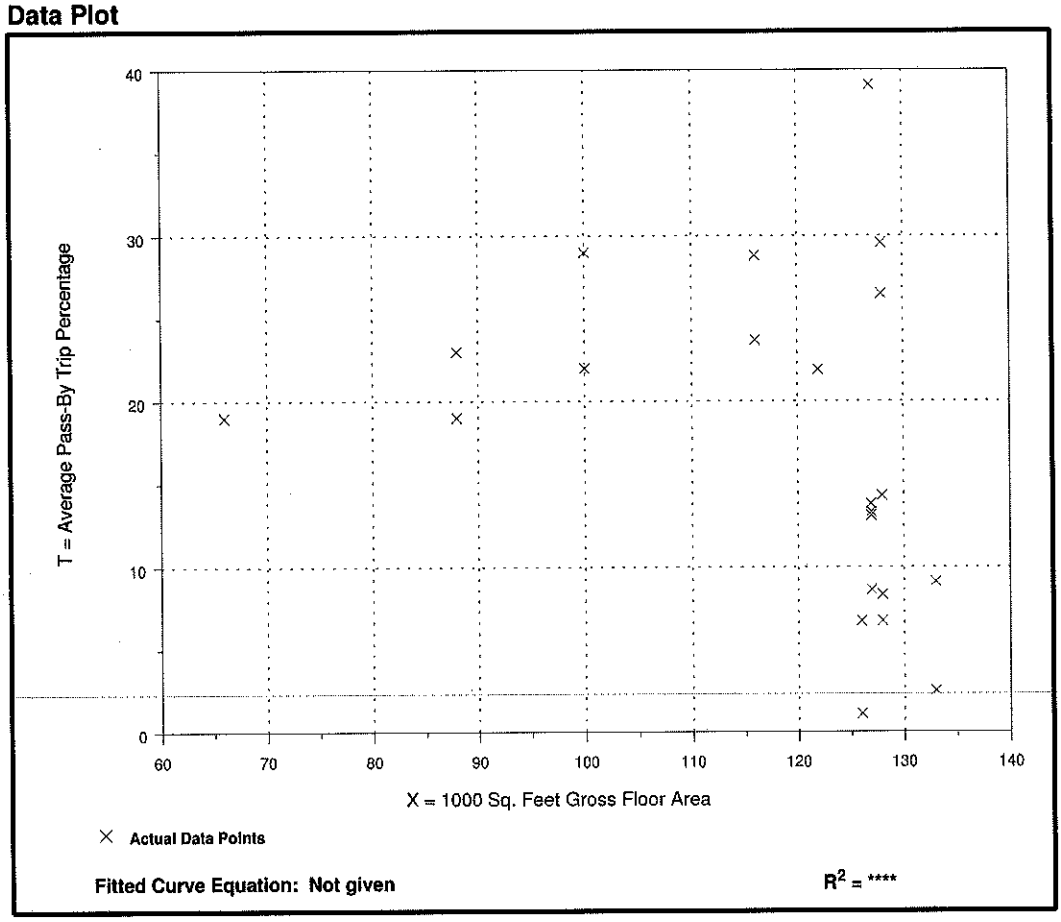


Figure F.5 Free-Standing Discount Store (815)

Average Pass-By Trip Percentage vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 17
Avg. P.M. Peak Hr. Traf. on Adj. Street: 1,941

Data Plot

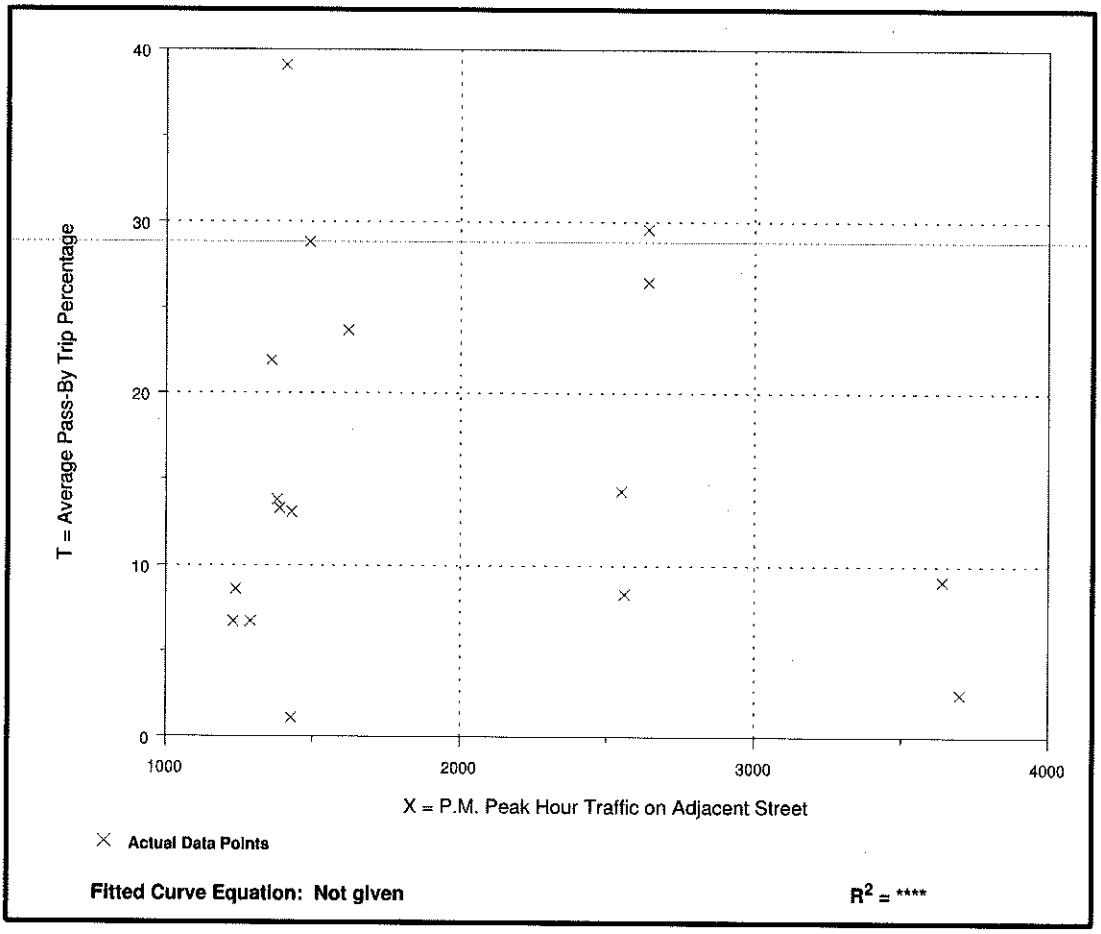


Figure F.6 Free-Standing Discount Store (815)

Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Floor Area
On a: Saturday, Midday Peak Period
Number of Studies: 9
Average 1000 Sq. Feet GFA: 125

Data Plot

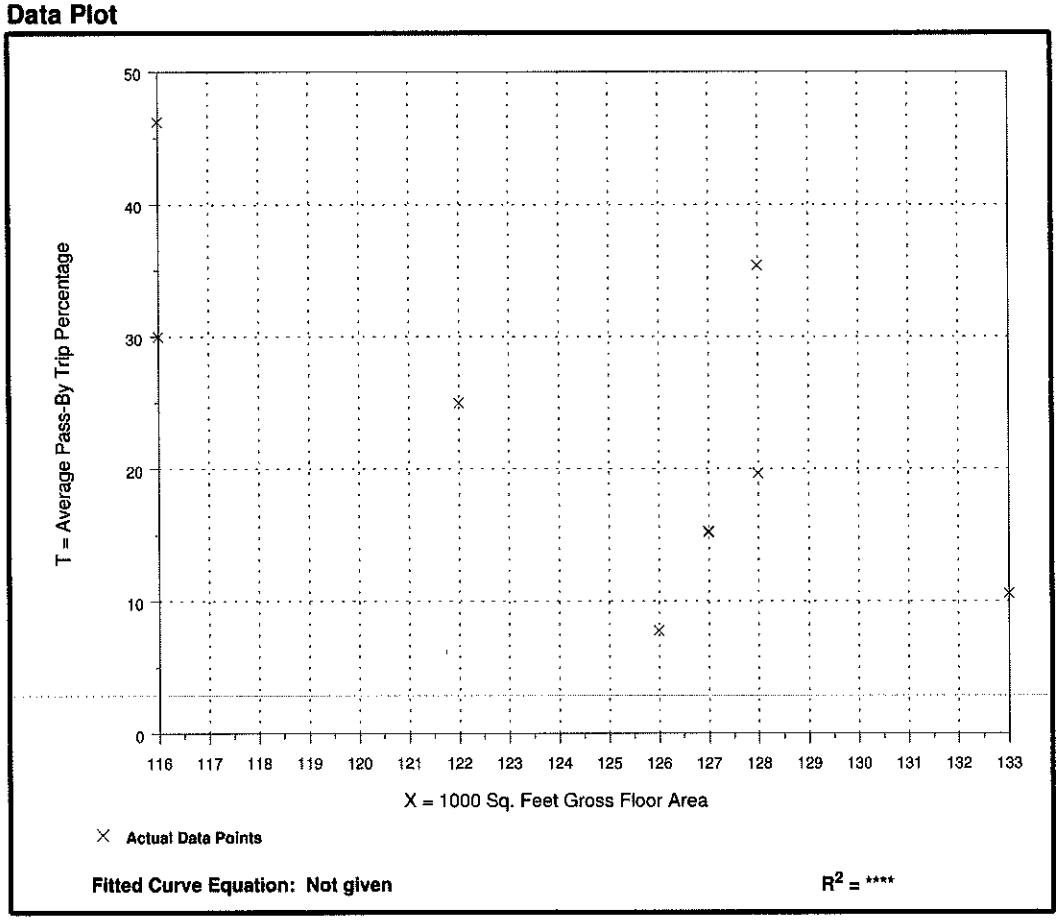


Table F.7 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 815—Free-Standing Discount Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
116	Auburn, NY	Oct.1994	80	11:30 a.m.–12:30 p.m.	30	40	30	70	1,660	Bergmann Associates
116	Fredonia, NY	Nov.1994	80	11:00 a.m.–12:00 p.m.	46	34	20	54	1,850	Bergmann Associates
122	Marlton, NJ	Nov.1994	36	1:45–2:45 p.m.	25	42	33	75	1,810	Raymond Keyes Assoc.
127	Toms River, NJ	Nov.1994	112	12:30–1:30 p.m.	15	74	11	85	1,560	Raymond Keyes Assoc.
128	Brick, NJ	Nov.1994	61	2:00–3:00 p.m.	20	41	39	80	2,500	Raymond Keyes Assoc.
126	Berlin, NJ	Feb.1994	90	12:30–1:30 p.m.	8	58	34	92	1,490	Raymond Keyes Assoc.
133	Mays Landing, NJ	Feb.1994	94	1:45–2:45 p.m.	11	88	1	89	3,230	Raymond Keyes Assoc.
127	Toms River, NJ	Sept.1994	131	11:30–12:30 p.m.	15	67	18	85	1,590	Raymond Keyes Assoc.
128	Brick, NJ	Sept.1994	96	1:15–2:15 p.m.	35	44	21	65	2,640	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 23

Table F.8 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 816—Hardware/Paint Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			SOURCE
						PRIMARY	DIVERTED	TOTAL	
11	Aloha, OR	Nov. 1999	64	4:00–6:00 p.m.	30	44	26	70	DKS Associates
7.5	Cedar Hills, OR	Nov. 1999	33	4:00–6:00 p.m.	21	46	33	79	DKS Associates

Average Pass-By Trip Percentage: 26

Table F.9 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ FT GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
53	Port Orange, FL	1993	162	2:00–6:00 p.m.	59	—	—	41	—	—	TPD Inc.
9	Kissimmee, FL	1994	107	2:00–6:00 p.m.	66	20	14	34	—	—	TPD Inc.
77	Edgewater, FL	1992	365	2:00–6:00 p.m.	46	—	—	54	—	—	TPD Inc.
82	Deltona, FL	1992	336	2:00–6:00 p.m.	34	—	—	66	—	—	TPD Inc.
78	Orlando, FL	1991	702	2:00–6:00 p.m.	55	23	22	45	—	—	TPD Inc.
45	Orlando, FL	1992	844	2:00–6:00 p.m.	56	24	20	44	—	—	TPD Inc.
50	Orlando, FL	1992	555	2:00–6:00 p.m.	41	41	18	59	—	—	TPD Inc.
52	Orlando, FL	1995	665	2:00–6:00 p.m.	42	33	25	58	—	—	TPD Inc.
17	Orlando, FL	1994	196	2:00–6:00 p.m.	66	—	—	34	—	—	TPD Inc.
60	Orlando, FL	1995	1,583	3:00–7:00 p.m.	40	38	22	60	—	—	TPD Inc.
158	Crestwood, KY	June 1993	129	4:00–6:00 p.m.	36	39	25	64	759	—	Barton-Aschman Assoc.
118	Louisville area, KY	June 1993	133	4:00–6:00 p.m.	22	51	27	78	3,555	—	Barton-Aschman Assoc.
74	Louisville, KY	June 1993	187	4:00–6:00 p.m.	30	43	27	70	922	—	Barton-Aschman Assoc.
59	Louisville area, KY	June 1993	247	4:00–6:00 p.m.	31	52	17	69	2,659	—	Barton-Aschman Assoc.
145	Louisville area, KY	June 1993	210	4:00–6:00 p.m.	53	30	17	47	2,636	—	Barton-Aschman Assoc.
104	Louisville area, KY	June 1993	281	4:00–6:00 p.m.	28	50	22	72	2,111	—	Barton-Aschman Assoc.
235	Louisville, KY	June 1993	211	4:00–6:00 p.m.	35	29	36	65	2,593	—	Barton-Aschman Assoc.
71	Louisville, KY	June 1993	109	4:00–6:00 p.m.	25	42	33	75	1,559	—	Barton-Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4:00–6:00 p.m.	18	45	37	82	2,112	—	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4:00–6:00 p.m.	14	79	7	86	8,059	—	ICSC
294	Philadelphia, PA	Apr. 1994	213	4:00–6:00 p.m.	25	51	24	75	4,055	—	ICSC
256	Hamden, CT	Apr. 1994	208	4:00–6:00 p.m.	27	51	22	73	3,422	—	ICSC
418	Glen Burnie, MD	Apr. 1994	281	4:00–6:00 p.m.	20	51	29	80	5,610	—	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4:00–6:00 p.m.	19	49	32	81	3,051	—	ICSC

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE DIRECTIONAL TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
361	Glen Allen, VA	Apr. 1994	315	4:00–6:00 p.m.	17	54	29	83	2,034	—	ICSC
375	Shelby, NC	May 1994	214	4:00–6:00 p.m.	30	48	22	70	3,053	—	ICSC
413	Texas City, TX	May 1994	228	4:00–6:00 p.m.	28	52	20	72	589	—	ICSC
488	Texas City, TX	May 1994	257	4:00–6:00 p.m.	12	75	13	88	1,094	—	ICSC
293	Berwyn, IL	May 1994	282	4:00–6:00 p.m.	24	70	6	76	4,606	—	ICSC
667	Bourbonais, IL	May 1994	200	4:00–6:00 p.m.	16	53	31	84	2,770	—	ICSC
225	Bellevue, IL	May 1994	264	4:00–6:00 p.m.	35	32	33	65	1,970	—	ICSC
255	Bettendorf, IA	May 1994	222	4:00–6:00 p.m.	24	37	39	76	3,706	—	ICSC
808	Laguna Hills, CA	June 1994	240	4:00–6:00 p.m.	13	73	14	87	4,035	—	ICSC
450	Hanford, CA	May 1994	321	4:00–6:00 p.m.	23	49	28	77	2,787	—	ICSC
800	San Jose, CA	May 1994	205	4:00–6:00 p.m.	21	51	28	79	7,474	—	ICSC
598	Greeley, CO	May 1994	205	4:00–6:00 p.m.	17	55	28	83	3,840	—	ICSC
581	Pueblo, CO	May 1994	296	4:00–6:00 p.m.	18	53	29	82	2,939	—	ICSC
476	Bellevue, WA	May 1994	234	4:00–6:00 p.m.	26	54	20	74	3,427	—	ICSC
720	Framingham, MA	Dec. 1982	92	3:30–7:00 p.m.	23	39	38	77	—	73,628	Raymond Keyes Assoc.
890	Newark, DE	July 1984	179	3:00–6:00 p.m.	12	49	39	88	—	—	Raymond Keyes Assoc.
402	Manassas, VA	June 1984	87	4:00–6:00 p.m.	48	25	27	52	—	—	Raymond Keyes Assoc.
462	Ross, PA	June 1980	175	5:30–7:00 p.m.	36	—	—	64	—	27,200	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	181	4:00–7:00 p.m.	46	21	33	54	—	34,630	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	243	3:00–6:00 p.m.	27	61	12	73	—	85,600	Raymond Keyes Assoc.
1,200	Washington, DC	1980	364	4:00–6:00 p.m.	25	35	40	75	—	—	Gorove-Slade
800	Southern CA	—	1,000	4:00–6:00 p.m.	12	45	43	88	—	—	Frischer
451	Portland, OR	—	—	5:00–6:00 p.m.	25	—	—	75	—	—	Buttke
113	Portland, OR	—	—	5:00–6:00 p.m.	17	—	—	83	—	—	Buttke

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 GROSS SQ.FT.)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
622	Ramsey, MN	Nov. 1985	46	4:00–9:00 p.m.	44	26	30	56	—	36,370	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	383	3:00–7:00 p.m.	26	35	39	74	—	—	Raymond Keyes Assoc.
84	Dover, DE	July 1985	218	3:30–7:00 p.m.	50	6	44	50	—	—	Raymond Keyes Assoc.
500	Meriden, CT	Apr. 1985	—	4:00–6:00 p.m.	8	—	—	92	—	—	Connecticut DOT
660	Enfield, CT	Apr. 1985	—	4:00–6:00 p.m.	22	—	—	78	—	—	Connecticut DOT
845	Waterford, CT	Apr. 1985	—	4:00–6:00 p.m.	14	—	—	86	—	—	Connecticut DOT
1,060	West Hartford, CT	Apr. 1985	—	4:00–6:00 p.m.	17	—	—	83	—	—	Connecticut DOT
131	Pr. Georges Co., MD	1982/83	88	4:00–6:00 p.m.	74	—	—	26	—	—	JHK
181	Pr. Georges Co., MD	1982/83	105	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
100	Pr. Georges Co., MD	1982/83	93	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
475	Pr. Georges Co., MD	1982/83	130	4:00–6:00 p.m.	20	—	—	80	—	—	JHK
60	Pr. Georges Co., MD	1982/83	72	4:00–6:00 p.m.	72	—	—	28	—	—	JHK
90	Pr. Georges Co., MD	1982/83	91	4:00–6:00 p.m.	58	—	—	42	—	—	JHK
78	Pr. Georges Co., MD	1982/83	113	4:00–6:00 p.m.	59	—	—	41	—	—	JHK
44	Pr. Georges Co., MD	1982/83	97	4:00–6:00 p.m.	51	—	—	49	—	—	JHK
467	Pr. Georges Co., MD	1982/83	99	4:00–6:00 p.m.	56	—	—	44	—	—	JHK
352	W. Orange, NJ	Mar. 1986	149	4:00–6:00 p.m.	38	19	43	62	—	21,520	Raymond Keyes Assoc.
176	Tarpon Springs, FL	May 1986	124	3:00–7:00 p.m.	37	28	35	63	—	34,080	Raymond Keyes Assoc.
762	Orlando, FL	Fall 1985	182	4:00–6:00 p.m.	25	52	23	75	—	—	Kimley-Horn and Assoc. Inc.
166	Orlando, FL	Fall 1985	124	4:00–6:00 p.m.	27	48	25	73	—	—	Kimley-Horn and Assoc. Inc.
129	Orlando, FL	Fall 1985	116	4:00–6:00 p.m.	28	50	22	72	—	—	Kimley-Horn and Assoc. Inc.
71	Orlando, FL	Fall 1985	81	4:00–6:00 p.m.	50	44	6	50	—	—	Kimley-Horn and Assoc. Inc.

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table F.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	46,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

"—" means no data were provided

Figure F.7 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Leasable Area
On a: Weekday, P.M. Peak Period
Number of Studies: 100
Average 1000 Sq. Feet GLA: 329

Data Plot

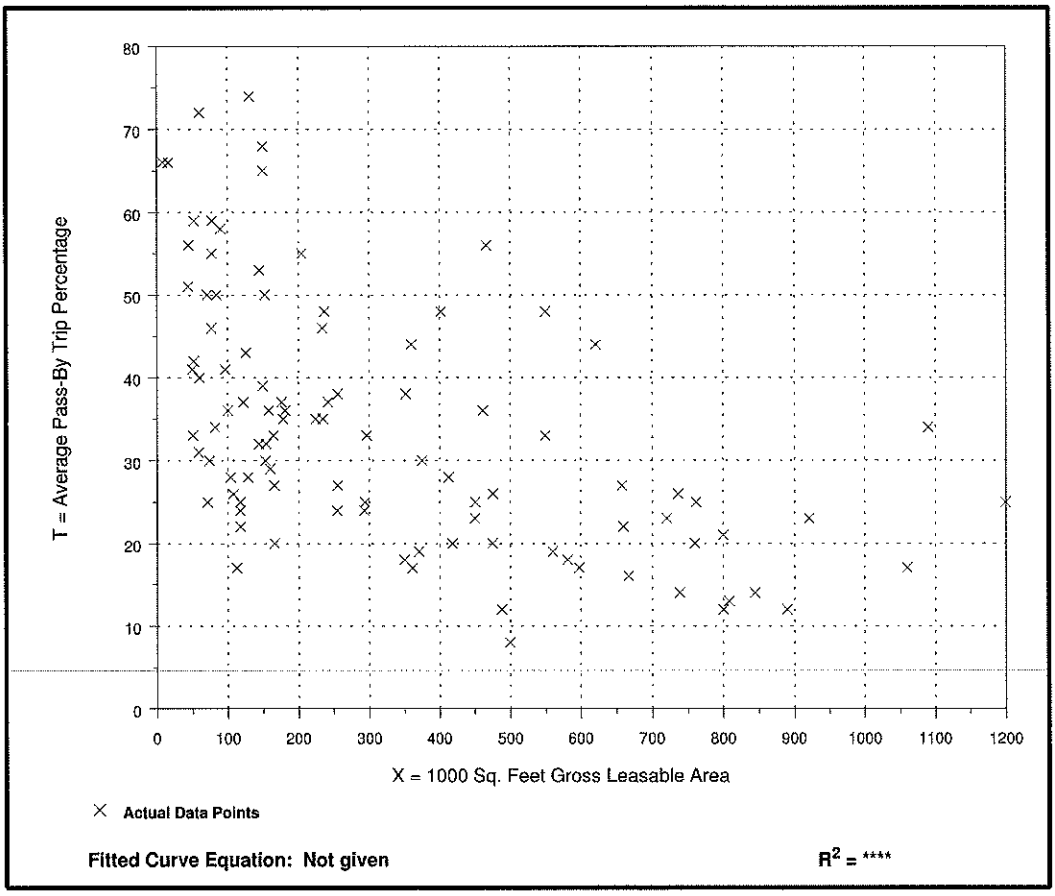


Figure F.8 Shopping Center (820)

Average Pass-By Trip Percentage vs: **PM Peak Hour Traffic on Adjacent Street**
On a: **Weekday, PM Peak Period**
Number of Studies: 28
Average PM Peak Hr. Traf. On Adj. Street: 3,122

Data Plot

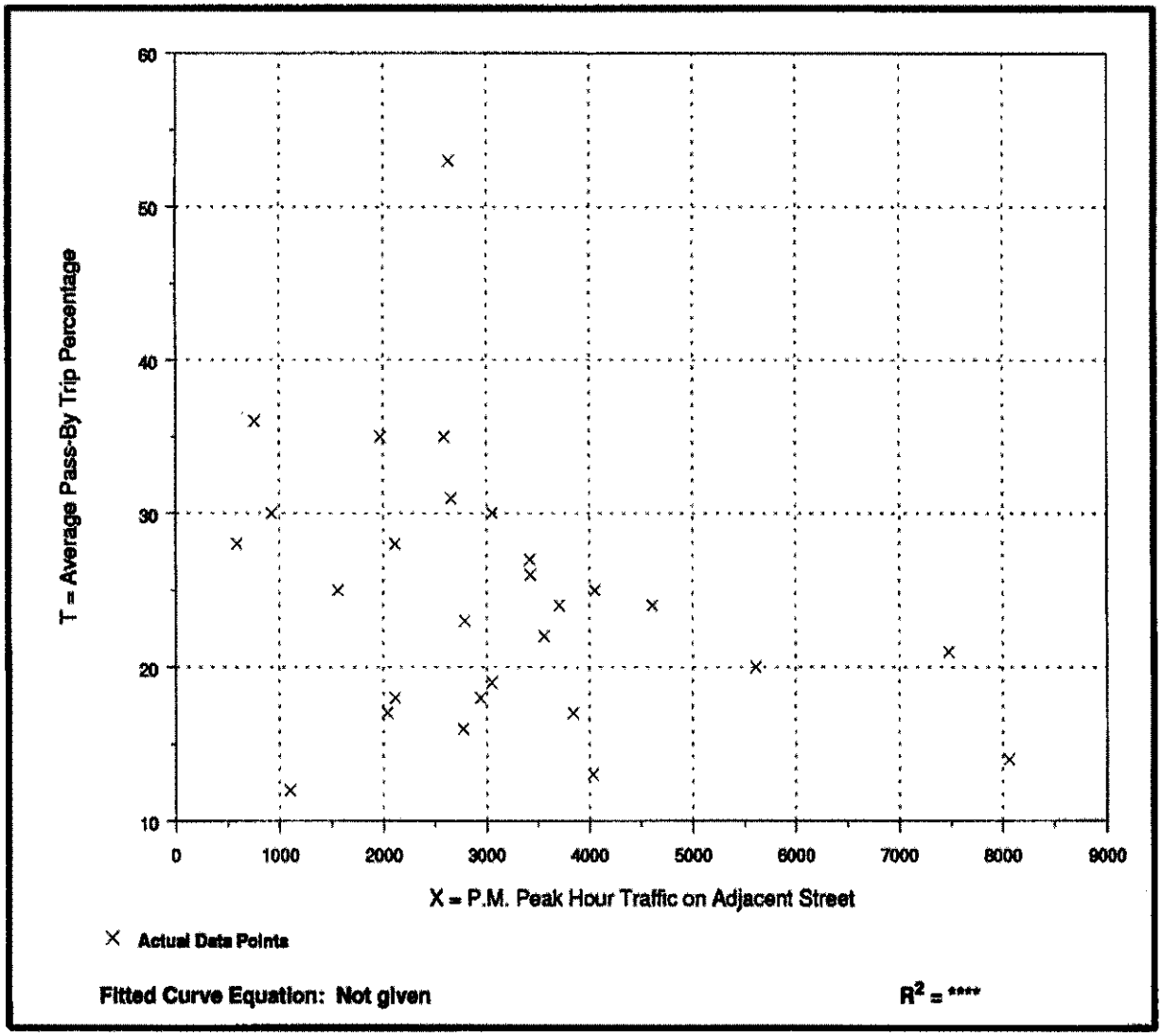


Table F.10 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 820—Shopping Center

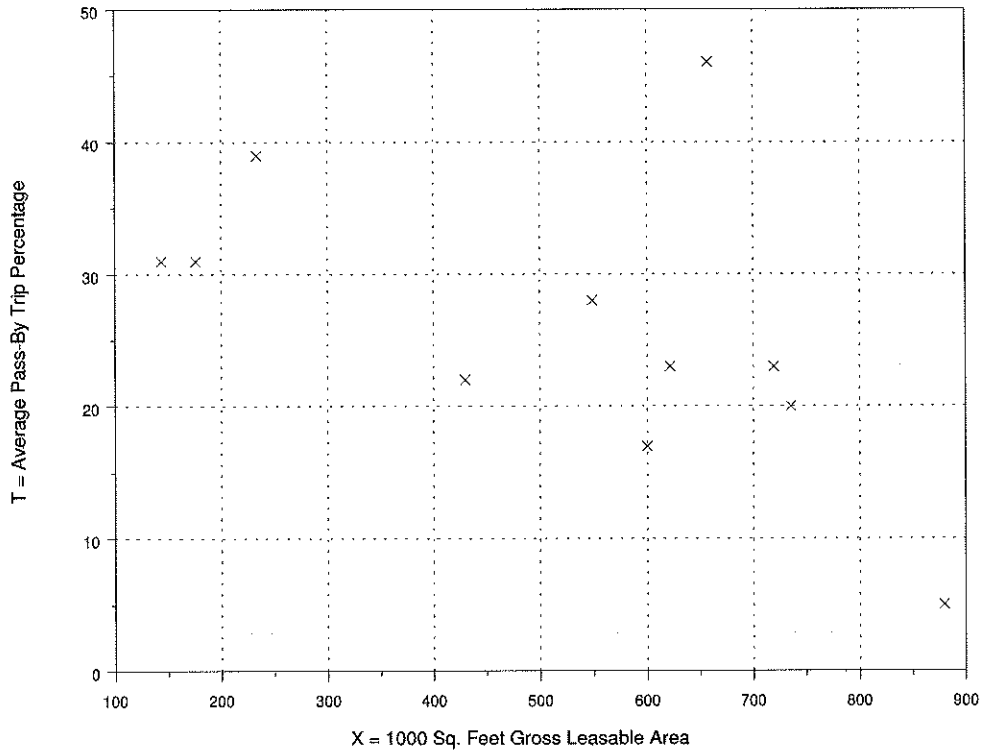
SIZE (1000 SQ. FT. GLA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIPS (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
720	Framingham, MA	Feb. 1984	258	11:00 a.m.–4:00 p.m.	23	34	43	77	—	Raymond Keyes Assoc.
600	Brandywine, DE	Apr. 1983	256	10:00 a.m.–3:00 p.m.	17	50	33	83	—	Raymond Keyes Assoc.
880	Christiana, DE	July 1984	198	11:00 a.m.–4:00 p.m.	5	55	40	95	—	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	223	11:00 a.m.–3:00 p.m.	39	22	39	61	—	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	329	11:00 a.m.–4:00 p.m.	46	44	10	54	—	Raymond Keyes Assoc.
622	Ramsey Cnty, MN	Nov. 1985	119	11:00 a.m.–3:00 p.m.	23	21	56	77	—	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	680	11:00 a.m.–3:00 p.m.	20	31	49	80	—	Raymond Keyes Assoc.
430	Ross, PA	June 1980	425	11:00 a.m.–4:00 p.m.	22	—	—	78	—	Raymond Keyes Assoc.
176	Tampa Springs, FL	May 1986	188	11:00 a.m.–3:00 p.m.	31	42	27	69	—	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	264	11:00 a.m.–3:15 p.m.	31	47	22	69	63,362	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	2:15–3:15 p.m.	28	39	33	72	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 26
"—" means no data were provided

Figure F.9 Shopping Center (820)

Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Leasable Area
On a: Saturday
Number of Studies: 11
Average 1000 Sq. Feet GLA: 523

Data Plot



Fitted Curve Equation: Not given

R^2 = ****

Table F.11 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 843—Automobile Parts Sales

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
15	Orlando, FL	1995	409	2:00–6:00 p.m.	43	44	13	57	—	TPD Inc.

"—" means no data were provided

Table F.12 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 848—Tire Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
4.9	Orlando, FL	1995	178	2:00–6:00 p.m.	23	67	10	77	—	TPD Inc.
2.8	Land O' Lakes, FL	1995	46	2:00–6:00 p.m.	26	—	—	74	—	TPD Inc.
4.7	Orlando, FL	1988	22	2:00–6:00 p.m.	36	—	—	64	—	TPD Inc.

Average Pass-By Trip Percentage: 28

"—" means no data were provided

Table F.13 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 850—Supermarket

SIZE (1,000 SQ. FT GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			AVERAGE DAILY TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL		
30	Overland Park, KS	1987	40	4:30–5:30 p.m.	32	48	20	68	—	—
<25	Chicago suburbs, IL	1987	155	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	191	3:00–6:00 p.m.	57	—	—	43	—	Kenig, O'Hara, Humes, Flock
<25	Chicago suburbs, IL	1987	113	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
34	Omaha, NE	—	—	4:00–6:00 p.m.	44	29	27	56	15,200	University of Nebraska–Lincoln
66	Omaha, NE	—	—	4:00–6:00 p.m.	23	30	47	77	63,000	University of Nebraska–Lincoln
70	Omaha, NE	—	—	4:00–6:00 p.m.	26	30	44	74	34,300	University of Nebraska–Lincoln
31	Omaha, NE	—	—	4:00–6:00 p.m.	19	36	45	81	48,700	University of Nebraska–Lincoln
31	Omaha, NE	—	—	4:00–6:00 p.m.	28	40	32	72	23,500	University of Nebraska–Lincoln
56	Omaha, NE	—	—	4:00–6:00 p.m.	27	35	38	73	27,200	University of Nebraska–Lincoln
65	Omaha, NE	—	—	4:00–6:00 p.m.	25	25	50	75	44,700	University of Nebraska–Lincoln
31	Orlando, FL	1993	440	2:00–6:00 p.m.	35	—	—	65	—	TPD Inc.

Average Pass-By Trip Percentage: 36
"—" means no data were provided

Figure F.10 Supermarket (850)

Average Pass-By Trip Percentage vs: **1,000 Sq. Ft. Gross Floor Area**
On a: **Weekday, PM Peak Period**
Number of Studies: 9
Average 1,000 Sq. Ft. GFA: 46

Data Plot

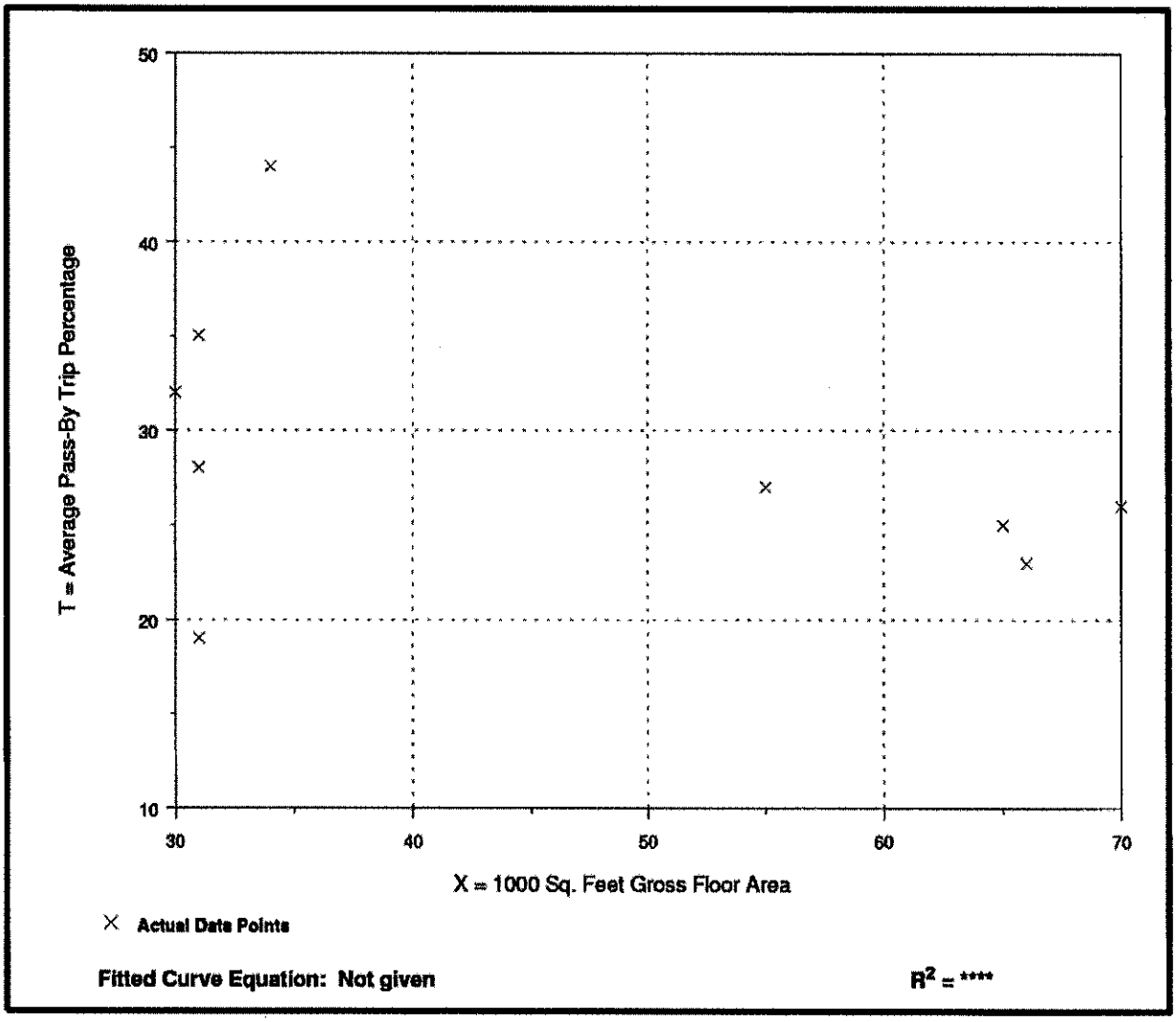


Table F.14 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 851—Convenience Market (Open 24 Hours)

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3	Overland Park, KS	Aug. 1987	68	4:30–5:30 p.m.	34	53	13	66	—	—
3	Overland Park, KS	July 1987	68	4:30–5:30 p.m.	28	50	22	72	—	—
~1.9	Billings, MT	1987	461	4:00–6:00 p.m.	62	13	25	38	—	ITE Montana Section Tech Comm
<50.0	Chicago suburbs, IL	1987	72	3:00–6:00 p.m.	28	—	—	72	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	54	3:00–6:00 p.m.	78	—	—	22	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	69	—	—	31	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	63	—	—	37	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	43	3:00–6:00 p.m.	43	—	—	57	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	135	3:00–6:00 p.m.	39	—	—	61	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	74	3:00–6:00 p.m.	53	—	—	47	—	Kenig, O'Hara, Humes, Flock
<50.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	64	—	—	36	—	Kenig, O'Hara, Humes, Flock

Average Pass-By Trip Percentage: 51
"—" means no data were provided

Table F.15 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 853—Convenience Market with Gasoline Pumps

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
2.8	Louisville area, KY	1993	—	7:00–9:00 a.m.	54	11	35	46	1,240	Barton-Aschman Assoc.
2.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	48	17	35	52	1,210	Barton-Aschman Assoc.
4.2	Louisville area, KY	1993	47	7:00–9:00 a.m.	62	19	19	38	1,705	Barton-Aschman Assoc.
2.6	Crestwood, KY	1993	—	7:00–9:00 a.m.	72	15	13	28	940	Barton-Aschman Assoc.
3.7	Louisville area, KY	1993	49	7:00–9:00 a.m.	66	16	18	34	990	Barton-Aschman Assoc.
3.0	New Albany, IN	1993	62	7:00–9:00 a.m.	74	10	16	26	790	Barton-Aschman Assoc.
2.3	Louisville, KY	1993	58	7:00–9:00 a.m.	64	5	31	36	1,255	Barton-Aschman Assoc.
2.2	New Albany, IN	1993	79	7:00–9:00 a.m.	56	6	38	44	635	Barton-Aschman Assoc.
3.6	Louisville area, KY	1993	49	7:00–9:00 a.m.	67	4	29	33	1,985	Barton-Aschman Assoc.

Average Pass-By Trip Percentage: 63
"—" means no data were provided

Figure F.11 Convenience Market with Gasoline Pumps (853)

Average Pass-By Trip Percentage vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday, A.M. Peak Period**
Number of Studies: 9
Average 1000 Sq. Feet GFA: 3

Data Plot

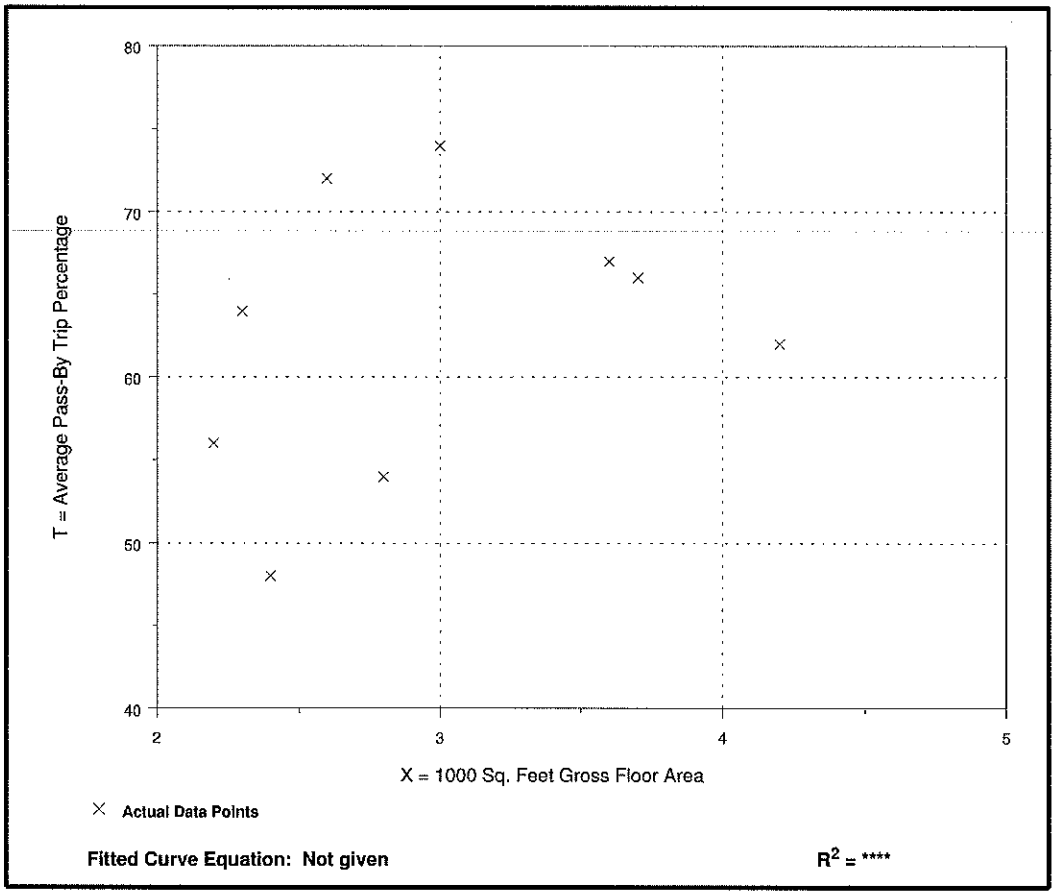


Table F.16 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 853—Convenience Market with Gasoline Pumps

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
2.8	Louisville area, KY	1993	—	4:00–6:00 p.m.	62	11	27	38	2,875	Barton-Aschman Assoc.
2.4	Louisville area, KY	1993	—	4:00–6:00 p.m.	58	13	29	42	2,655	Barton-Aschman Assoc.
4.2	Louisville area, KY	1993	61	4:00–6:00 p.m.	58	26	16	42	2,300	Barton-Aschman Assoc.
2.6	Crestwood, KY	1993	68	4:00–6:00 p.m.	67	15	18	33	950	Barton-Aschman Assoc.
3.7	Louisville area, KY	1993	70	4:00–6:00 p.m.	61	16	23	39	2,175	Barton-Aschman Assoc.
3.0	New Albany, IN	1993	80	4:00–6:00 p.m.	65	15	20	35	1,165	Barton-Aschman Assoc.
2.3	Louisville, KY	1993	67	4:00–6:00 p.m.	57	16	27	43	1,954	Barton-Aschman Assoc.
2.2	New Albany, IN	1993	115	4:00–6:00 p.m.	48	16	36	52	820	Barton-Aschman Assoc.
3.6	Louisville area, KY	1993	60	4:00–6:00 p.m.	56	17	27	44	2,505	Barton-Aschman Assoc.
2.6	Seminole Co., FL	1989	82	4:00–6:00 p.m.	73	20	7	27	—	Tipton Associates Inc.
2.6	Seminole Co., FL	1989	98	4:00–6:00 p.m.	81	15	4	19	—	Tipton Associates Inc.
2.6	Seminole Co., FL	1989	115	4:00–6:00 p.m.	69	16	15	31	—	Tipton Associates Inc.
2.6	Volusia Co., FL	1989	98	4:00–6:00 p.m.	74	15	11	26	—	Tipton Associates Inc.
2.4	Volusia Co., FL	1989	38	4:00–6:00 p.m.	74	24	2	26	—	Tipton Associates Inc.
2.7	Volusia Co., FL	1989	82	4:00–6:00 p.m.	87	8	5	13	—	Tipton Associates Inc.
2.6	Seminole Co., FL	1989	99	2:00–4:00 p.m.	64	28	8	36	—	Tipton Associates Inc.
2.4	Volusia Co., FL	1989	38	2:00–4:00 p.m.	68	21	11	32	—	Tipton Associates Inc.

Average Pass-By Trip Percentage: 66

"—" means no data were provided

Figure F.12 Convenience Market with Gasoline Pumps (853)

Average Pass-By Trip Percentage vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 17
Average 1000 Sq. Feet GFA: 3

Data Plot

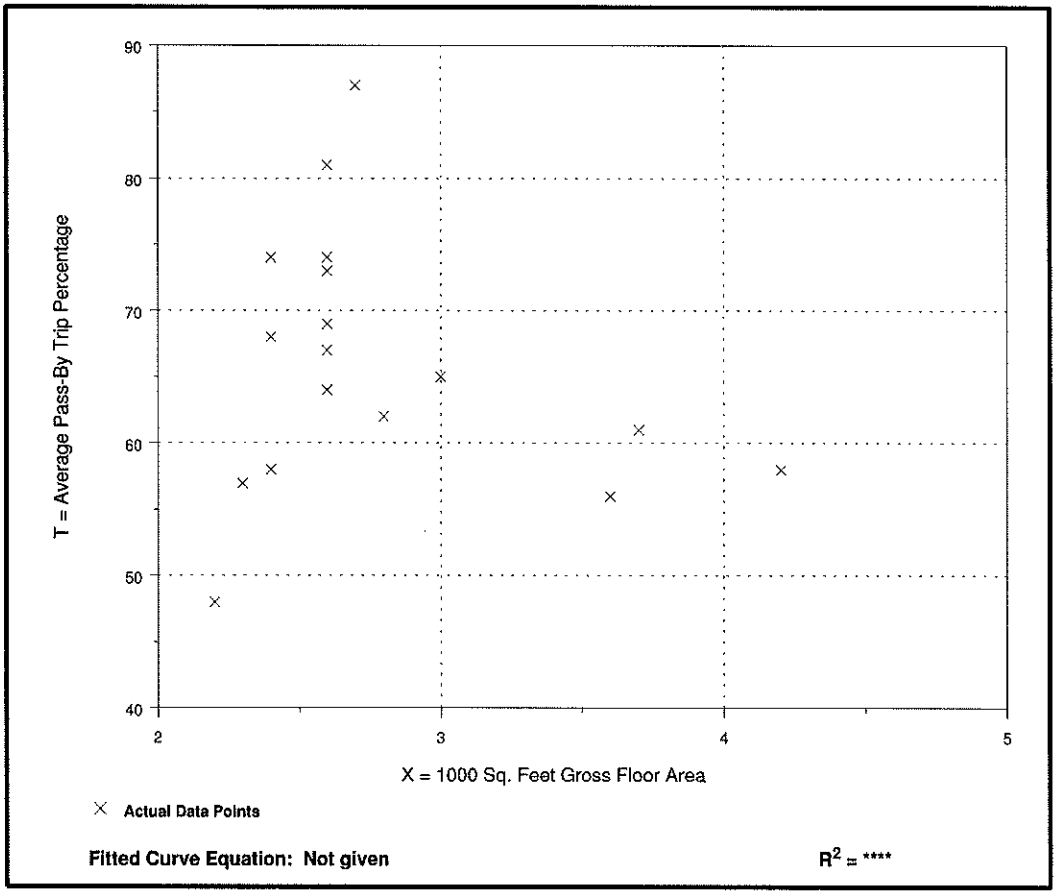


Figure F.13 Convenience Market with Gasoline Pumps (853)

Average Pass-By Trip Percentage vs: **P.M. Peak Hour Traffic on Adjacent Street**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 9
Avg. P.M. Peak Hr. Traf. on Adj. Street: 1,933

Data Plot

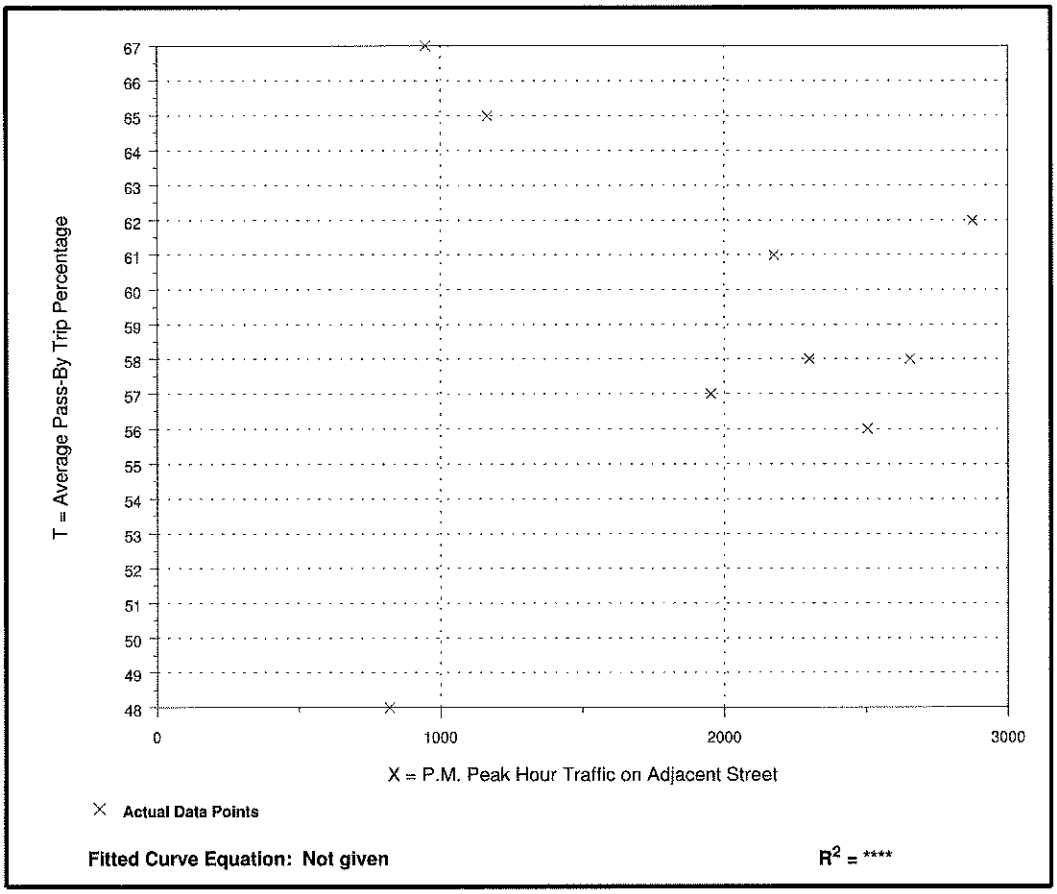


Table F.17 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 854—Discount Supermarket

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			SOURCE
						PRIMARY	DIVERTED	TOTAL	
50	Overland Park, KS	July 1998	33	4:30–5:30 p.m.	9	70	21	91	—
79	Clark Cnty., WA	Nov. 2001	884	4:00–6:00 p.m.	34	39	27	66	Kittelson & Associates Inc.
80	Reno, NV	Apr. 2002	478	4:00–6:00 p.m.	38	44	18	62	Kittelson & Associates Inc.
72	Salem, OR	Nov. 2001	827	4:00–6:00 p.m.	31	51	18	69	Kittelson & Associates Inc.
75	Hillsboro, OR	Nov. 2001	786	4:00–6:00 p.m.	33	40	27	67	Kittelson & Associates Inc.
79	Eugene, OR	Nov. 2001	637	4:00–6:00 p.m.	13	52	35	87	Kittelson & Associates Inc.
79	Yuba City, CA	Apr. 2002	547	4:00–6:00 p.m.	15	64	21	85	Kittelson & Associates Inc.
79	Chico, CA	Apr. 2002	798	4:00–6:00 p.m.	20	58	22	80	Kittelson & Associates Inc.
80	Antelope, CA	May 2002	617	4:00–6:00 p.m.	12	68	20	88	Kittelson & Associates Inc.
80	Elk Grove, CA	May 2002	538	4:00–6:00 p.m.	25	52	23	75	Kittelson & Associates Inc.
94	Gresham, OR	June 2010	536	4:00–6:00 p.m.	7	45	48	93	738
93	Kent, WA	Apr. 2010	440	4:00–6:00 p.m.	21	41	38	79	738
88	Orangevale, CA	Sept. 2010	497	4:00–6:00 p.m.	15	49	36	85	738
66	Portland, OR	June 2010	382	4:00–6:00 p.m.	18	47	35	82	738

Average Pass-By Trip Percentage: 21
"—" means no data were provided

Figure F.14 Discount Supermarket (854)

Average Pass-By Trip Percentage vs: 1000 Sq. Feet Gross Floor Area
On a: Weekday, P.M. Peak Period
Number of Studies: 14
Average 1000 Sq. Feet GFA: 78

Data Plot

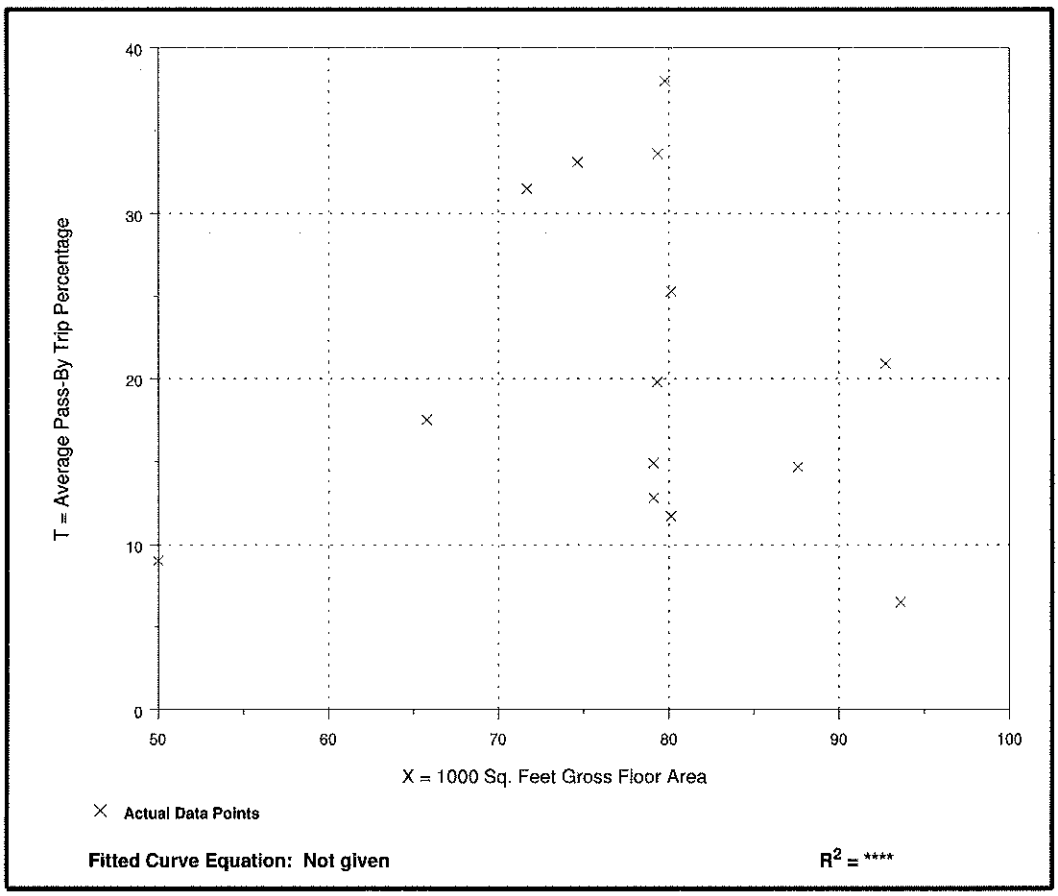


Table F.18 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 857—Discount Club

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			SOURCE
							PRIMARY	DIVERTED	TOTAL	
137	12	Lancaster, PA	June 2009	160	4:00–6:00 p.m.	38	—	—	62	719
149	12	Harrisburg, PA	June 2009	228	4:00–6:00 p.m.	33	—	—	67	719
149	12	Robinson, PA	June 2009	147	4:00–6:00 p.m.	29	—	—	71	719
149	12	Cranberry, PA	June 2009	218	4:00–6:00 p.m.	50	—	—	50	719
149	12	Frederick, MD	July 2010	255	4:00–6:00 p.m.	34	—	—	66	719

Average Pass-By Trip Percentage: 37
"—" means no data were provided

Table F.19 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 857—Discount Club

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			SOURCE
							PRIMARY	DIVERTED	TOTAL	
137	12	Lancaster, PA	June 2009	462	12:00–3:00 p.m.	26	—	—	74	719
149	12	Harrisburg, PA	June 2009	203	12:00–3:00 p.m.	16	—	—	84	719
149	12	Robinson, PA	June 2009	240	12:00–3:00 p.m.	37	—	—	63	719
149	12	Cranberry, PA	June 2009	267	12:00–3:00 p.m.	39	—	—	61	719
149	12	Frederick, MD	July 2010	209	12:00–3:00 p.m.	31	—	—	69	719

Average Pass-By Trip Percentage: 30
"—" means no data were provided

Table F.20 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 862—Home Improvement Superstore

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
107	Casselberry, FL	1992	488	2:00–6:00 p.m.	44	32	24	56	—	TPD Inc.
91	Daytona Beach, FL	1993	111	2:00–6:00 p.m.	46	—	—	54	—	TPD Inc.
100	Orlando, FL	1993	147	2:00–6:00 p.m.	54	—	—	46	—	TPD Inc.
142	Clearwater, FL	May 2010	153	2:00–6:00 p.m.	25	—	—	75	3,888	731

Average Pass-By Trip Percentage: 42
"—" means no data were provided

Table F.21 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 863—Electronics Superstore

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
46	Altamonte Springs, FL	1995	1,329	2:00–6:00 p.m.	40	27	33	60	—	TPD Inc.

"—" means no data were provided

Table F.22 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 880—Pharmacy/Drugstore without Drive-Through Window

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
10	Orange City, FL	1992	42	2:00–6:00 p.m.	65	—	—	35	—	TPD Inc.
10	Deltona, FL	1992	54	2:00–6:00 p.m.	60	—	—	40	—	TPD Inc.
9.6	Kissimmee, FL	1995	190	2:00–6:00 p.m.	30	57	13	70	—	TPD Inc.
8.6	Orlando, FL	1995	369	2:00–6:00 p.m.	60	25	15	40	—	TPD Inc.
13	New Smyrna Beach, FL	1993	55	2:00–6:00 p.m.	53	—	—	47	—	TPD Inc.
12	Apopka, FL	1993	365	2:00–6:00 p.m.	52	—	—	48	—	TPD Inc.

Average Pass-By Trip Percentage: 53
"—" means no data were provided

Table F.23 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 881—Pharmacy/Drugstore with Drive-Through Window

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
9.6	Orlando, FL	1995	370	2:00–6:00 p.m.	47	40	13	53	—	TPD Inc.
16	Orlando, FL	1995	385	2:00–6:00 p.m.	41	50	9	59	—	TPD Inc.
16	Orlando, FL	1995	522	2:00–6:00 p.m.	58	25	17	42	—	TPD Inc.

Average Pass-By Trip Percentage: 49
"—" means no data were provided

Table F.24 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 890—Furniture Store

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
41	Altamonte Springs, FL	1995	212	2:00–6:00 p.m.	49	20	31	51	—	TPD Inc.
17	Daytona Beach, FL	1994	39	2:00–6:00 p.m.	69	—	—	31	—	TPD Inc.
24	Orlando, FL	1991	103	2:00–6:00 p.m.	42	—	—	58	—	TPD Inc.

Average Pass-By Trip Percentage: 53
"—" means no data were provided

Table F.25 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3.8	Camp Hill Mall, PA	March 2005	11	7:45–8:45 a.m.	27	—	—	73	—	McMahon Associates, Inc.
3.8	Exeter Twp, PA	March 2005	9	8:00–9:00 a.m.	24	—	—	76	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	22	7:45–8:45 a.m.	34	—	—	66	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	30	8:00–9:00 a.m.	27	—	—	73	—	McMahon Associates, Inc.
3.8	Mountain Road, PA	March 2005	34	7:30–8:30 a.m.	40	—	—	60	—	McMahon Associates, Inc.
3.8	Muhlenberg, PA	March 2005	7	8:00–9:00 a.m.	27	—	—	73	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	15	8:00–9:00 a.m.	16	—	—	84	—	McMahon Associates, Inc.
3.8	Derry Street, PA	March 2005	27	8:00–9:00 a.m.	36	—	—	64	—	McMahon Associates, Inc.

Average Pass-By Trip Percentage: 29
"—" means no data were provided

Table F.26 Pass-By and Non-Pass-By Trips Weekday, Mid-Day Peak Period Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3.6	Arlington, WA	Sept. 2007	—	11:00 a.m.–2:00 p.m.	34	42	24	66	—	657
2.7	Lynnwood, WA	Sept. 2007	—	11:00 a.m.–2:00 p.m.	26	58	16	74	—	657
2.8	Redmond, WA	Sept. 2007	—	11:00 a.m.–2:00 p.m.	30	53	17	70	—	657
3.6	Snohomish, WA	July 2007	—	11:00 a.m.–2:00 p.m.	15	—	—	85	—	657

Average Pass-By Trip Percentage: 26
"—" means no data were provided

Table F.27 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIPS (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
16.0	Overland Park, KS	Dec. 1988	20	4:30–5:30 p.m.	15	55	30	85	—	—
3.3	Louisville area, KY	July 1993	—	4:00–6:00 p.m.	48	22	30	52	2,570	Barton-Aschman Assoc.
3.4	Louisville area, KY	July 1993	—	4:00–6:00 p.m.	64	22	14	36	2,266	Barton-Aschman Assoc.
3.4	Louisville area, KY	July 1993	75	4:00–6:00 p.m.	57	11	32	43	1,955	Barton-Aschman Assoc.
3.5	Louisville area, KY	June 1993	53	4:00–6:00 p.m.	47	32	21	53	2,785	Barton-Aschman Assoc.
6.4	Louisville area, KY	June 1993	66	4:00–6:00 p.m.	53	20	27	47	2,610	Barton-Aschman Assoc.
3.8	Colonial Park, PA	March 2005	56	4:00–5:00 p.m.	43	—	—	57	—	McMahon Associates, Inc.
3.8	Camp Hill Mall, PA	March 2005	38	4:15–5:15 p.m.	41	—	—	59	—	McMahon Associates, Inc.
3.8	Exeter Twp, PA	March 2005	14	4:00–5:00 p.m.	24	—	—	76	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	63	4:00–5:00 p.m.	29	—	—	71	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	70	4:00–5:00 p.m.	29	—	—	71	—	McMahon Associates, Inc.
3.8	Palmyra, PA	March 2005	29	4:15–5:15 p.m.	27	—	—	73	—	McMahon Associates, Inc.
3.8	Mountain Road, PA	March 2005	41	4:00–5:00 p.m.	25	—	—	75	—	McMahon Associates, Inc.
3.8	Hummelstown, PA	March 2005	37	4:00–6:00 p.m.	31	—	—	69	—	McMahon Associates, Inc.
3.8	Muhlenberg, PA	March 2005	19	4:00–6:00 p.m.	29	—	—	71	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	34	4:00–6:00 p.m.	21	—	—	79	—	McMahon Associates, Inc.
3.8	Derry Street, PA	March 2005	36	4:00–6:00 p.m.	29	—	—	71	—	McMahon Associates, Inc.
3.6	Arlington, WA	Sept. 2007	—	4:00–6:00 p.m.	42	50	8	58	—	657
2.7	Lynnwood, WA	Sept. 2007	—	4:00–6:00 p.m.	26	66	8	74	—	657
2.8	Redmond, WA	Sept. 2007	—	4:00–6:00 p.m.	21	55	24	79	—	657
3.6	Snohomish, WA	July 2007	—	4:00–6:00 p.m.	29	—	—	71	—	657

Average Pass-By Trip Percentage: 35
"—" means no data were provided

Figure F.15 Drive-in Bank (912)

Average Pass-By Trip Percentage vs: **1000 Sq. Feet Gross Floor Area**
On a: **Weekday, P.M. Peak Period**
Number of Studies: 21
Average 1000 Sq. Feet GFA: 4

Data Plot

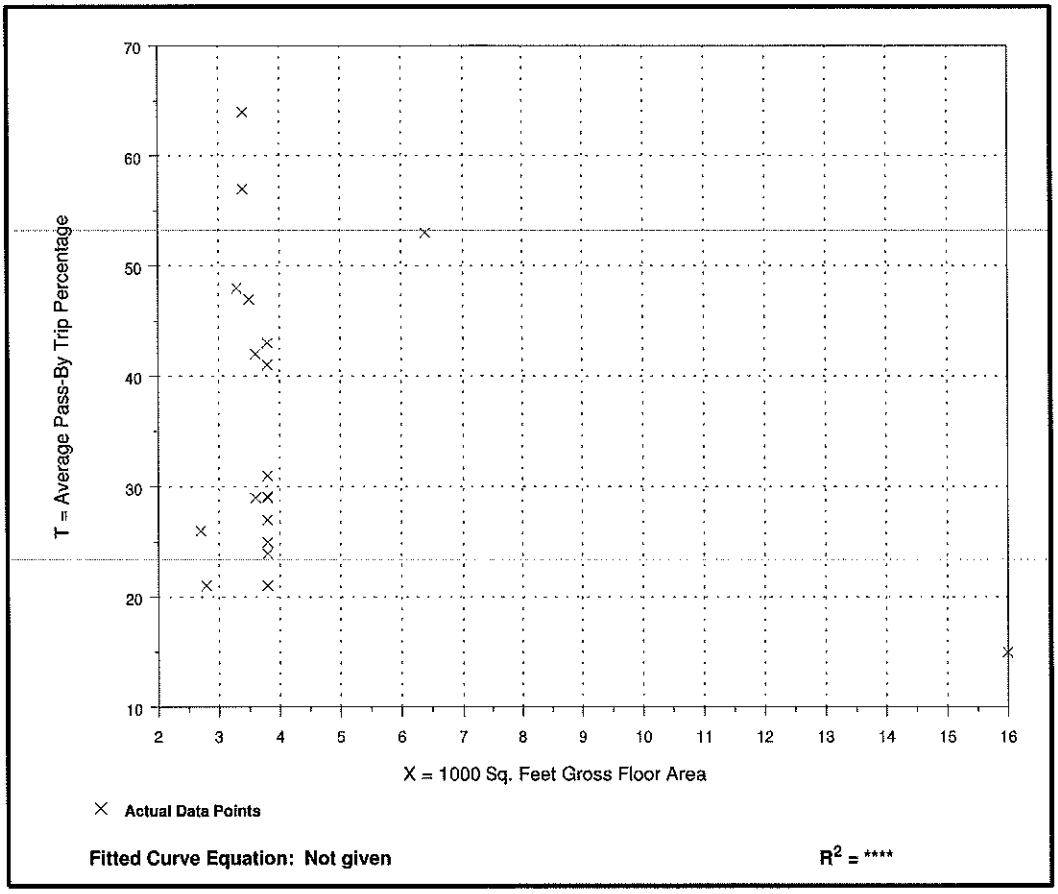


Table F.28 Pass-By and Non-Pass-By Trips Saturday, Mid-Day Peak Period Land Use Code 912—Drive-in Bank

SIZE (1,000 SQ. FT. GFA)	LOCATION	SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
						PRIMARY	DIVERTED	TOTAL		
3.8	Colonial Park, PA	March 2005	63	11:15 a.m.–12:15 p.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	Camp Hill Mall, PA	March 2005	103	11:00 a.m.–12:00 p.m.	77	—	—	23	—	McMahon Associates, Inc.
3.8	Exeter Twp, PA	March 2005	34	10:30–11:30 a.m.	37	—	—	63	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	53	10:15–11:15 a.m.	33	—	—	67	—	McMahon Associates, Inc.
3.8	York, PA	March 2005	25	10:45–11:45 a.m.	12	—	—	88	—	McMahon Associates, Inc.

Average Pass-By Trip Percentage: 38
"—" means no data were provided

Table F.29 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 931—Quality Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
240	12	Louisville area, KY	July 1993	38	4:00–6:00 p.m.	26	36	38	74	4,145	Barton-Aschman Assoc.
—	8	Orlando, FL	1992	168	4:00–8:00 p.m.	45	—	—	55	—	TPD Inc.
—	8.8	Orlando, FL	1992	84	2:00–6:00 p.m.	44	40	16	56	—	TPD Inc.
—	6.5	Orlando, FL	1995	173	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.

Average Pass-By Trip Percentage: 44
"—" means no data were provided

Table F.30 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 932—High-Turnover (Sit-Down) Restaurant

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	5.8	Orlando, FL	1992	150	2:00–6:00 p.m.	32	—	—	68	—	TPD Inc.
—	5	Casselberry, FL	1992	65	2:00–6:00 p.m.	58	—	—	42	—	TPD Inc.
168	5.3	Louisville area, KY	1993	24	4:00–6:00 p.m.	50	37	13	50	1,615	Barton-Aschman Assoc.
169	2.9	Louisville area, KY	1993	41	4:00–6:00 p.m.	37	27	36	63	3,935	Barton-Aschman Assoc.
150	3.1	Louisville area, KY	1993	21	4:00–6:00 p.m.	38	29	33	62	2,580	Barton-Aschman Assoc.
250	7.1	New Albany, IN	1993	—	4:00–6:00 p.m.	23	23	54	77	1,565	Barton-Aschman Assoc.
—	8	Kissimmee, FL	1995	664	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	11	Orlando, FL	1996	267	2:00–6:00 p.m.	38	43	19	62	—	TPD Inc.
—	12	Orlando, FL	1996	317	2:00–6:00 p.m.	29	51	20	71	—	TPD Inc.
—	4.6	Orlando, FL	1992	276	2:00–6:00 p.m.	63	—	—	37	—	TPD Inc.
—	5.7	Orlando, FL	1994	308	2:00–6:00 p.m.	57	—	—	43	—	TPD Inc.
—	6.2	Orlando, FL	1995	521	2:00–6:00 p.m.	46	43	11	54	—	TPD Inc.

Average Pass-By Trip Percentage: 43
"—" means no data were provided

Figure F.16 High-Turnover (Sit-Down) Restaurant (932)

Average Pass-ByTrip Percentage vs: **1,000 Sq. Ft. Gross Floor Area**
On a: **Weekday, PM Peak Period**
Number of Studies: 12
Average 1,000 Sq. Ft. GFA: 6.4

Data Plot

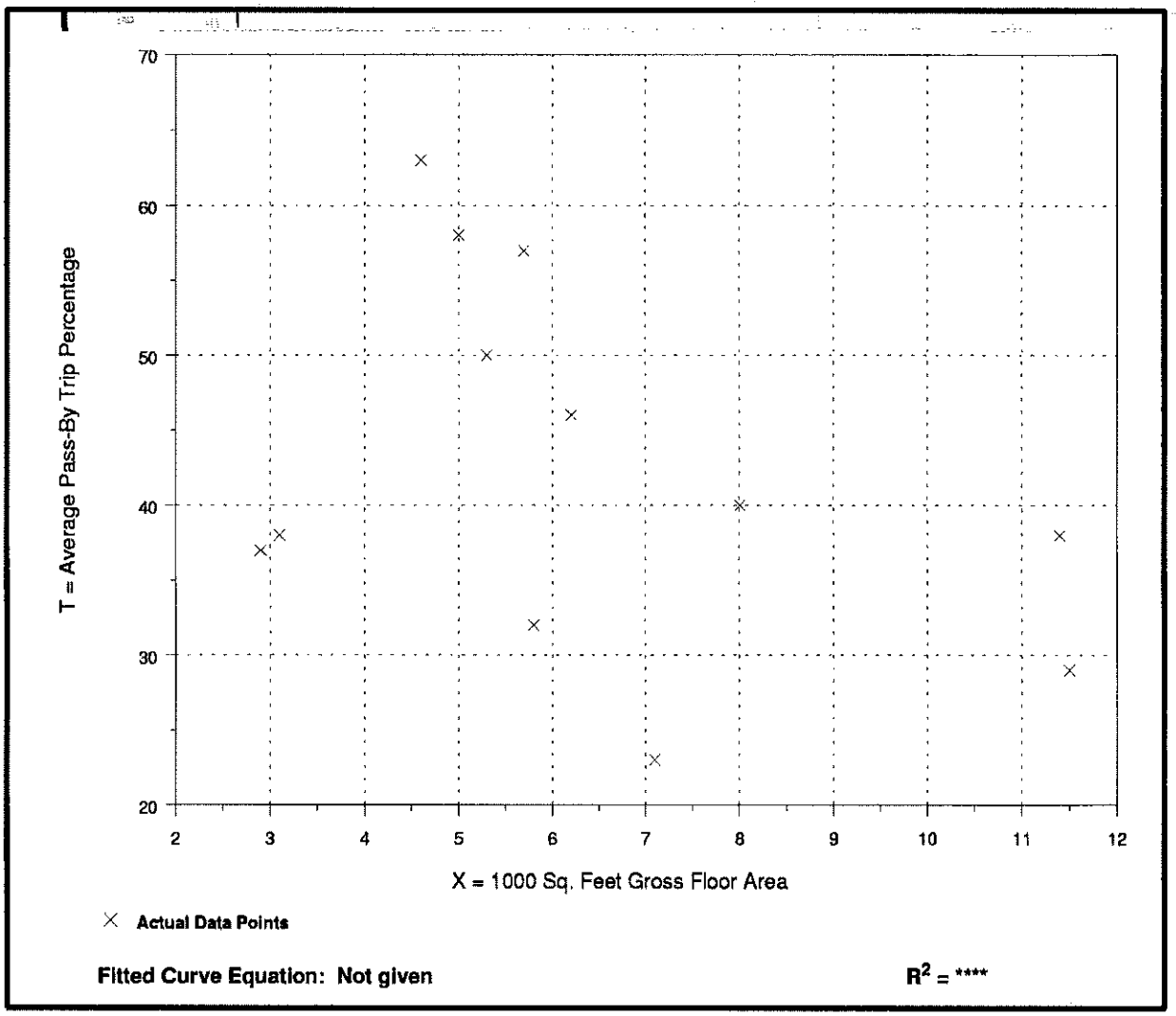


Table F.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000 SQ FT GFA)	LOCATION	WEEKDAY, SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIPS (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<5	Chicago suburbs, IL	1987	84	7:00–9:00 a.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	62	22	16	38	1,407	Barton-Aschman Assoc.
100	3.6	Louisville, KY	1993	—	7:00–9:00 a.m.	32	47	21	68	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00–9:00 a.m.	46	23	31	54	1,049	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	7:00–9:00 a.m.	43	14	43	57	2,903	Barton-Aschman Assoc.
—	3.3	varies	1996	—	6:00–9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49
"—" means no data were provided

Table F.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	1000 SQ. FT. GFA	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	~2.6	Minn-St. Paul, MN	1987	50	3:00–7:00 p.m.	25	27	48	75	—	—
—	<5.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	38	—	—	62	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	55	—	—	45	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	159	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	225	3:00–6:00 p.m.	48	—	—	52	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	88	3:00–6:00 p.m.	35	—	—	65	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	84	3:00–6:00 p.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.3	Louisville area, KY	1993	—	4:00–6:00 p.m.	68	22	10	32	2,055	Barton-Aschman Assoc.
120	1.9	Louisville area, KY	1993	33	4:00–6:00 p.m.	67	24	9	33	2,447	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	4:00–6:00 p.m.	56	25	19	44	1,632	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	4:00–6:00 p.m.	31	31	38	69	4,250	Barton-Aschman Assoc.
—	3.1	Kissimmee, FL	1995	28	2:00–6:00 p.m.	71	—	—	29	—	TPD Inc.
—	3.1	Apopka, FL	1996	29	2:00–6:00 p.m.	38	—	—	62	—	TPD Inc.
—	2.8	Winter Springs, FL	1995	47	2:00–6:00 p.m.	66	—	—	34	—	TPD Inc.
—	4.3	Longwood, FL	1994	304	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.
—	3.2	Altamonte Springs, FL	1996	202	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	2.9	Winter Park, FL	1996	271	2:00–6:00 p.m.	41	41	18	59	—	TPD Inc.
—	3.3*	several	1996	varies	4:00–6:00 p.m.	62	—	—	38	—	Oracle Engineering

*Average of several combined studies.

Average Pass-By Trip Percentage: 50

"—" means no data were provided

Figure F.17 Fast-Food Restaurant with Drive-Through Window (934)

Average Pass-By Trip Percentage vs: **1,000 Sq. Ft. Gross Floor Area**
On a: **Weekday, PM Peak Period**
Number of Studies: 12
Average 1,000 Sq. Ft. GFA: 3.0

Data Plot

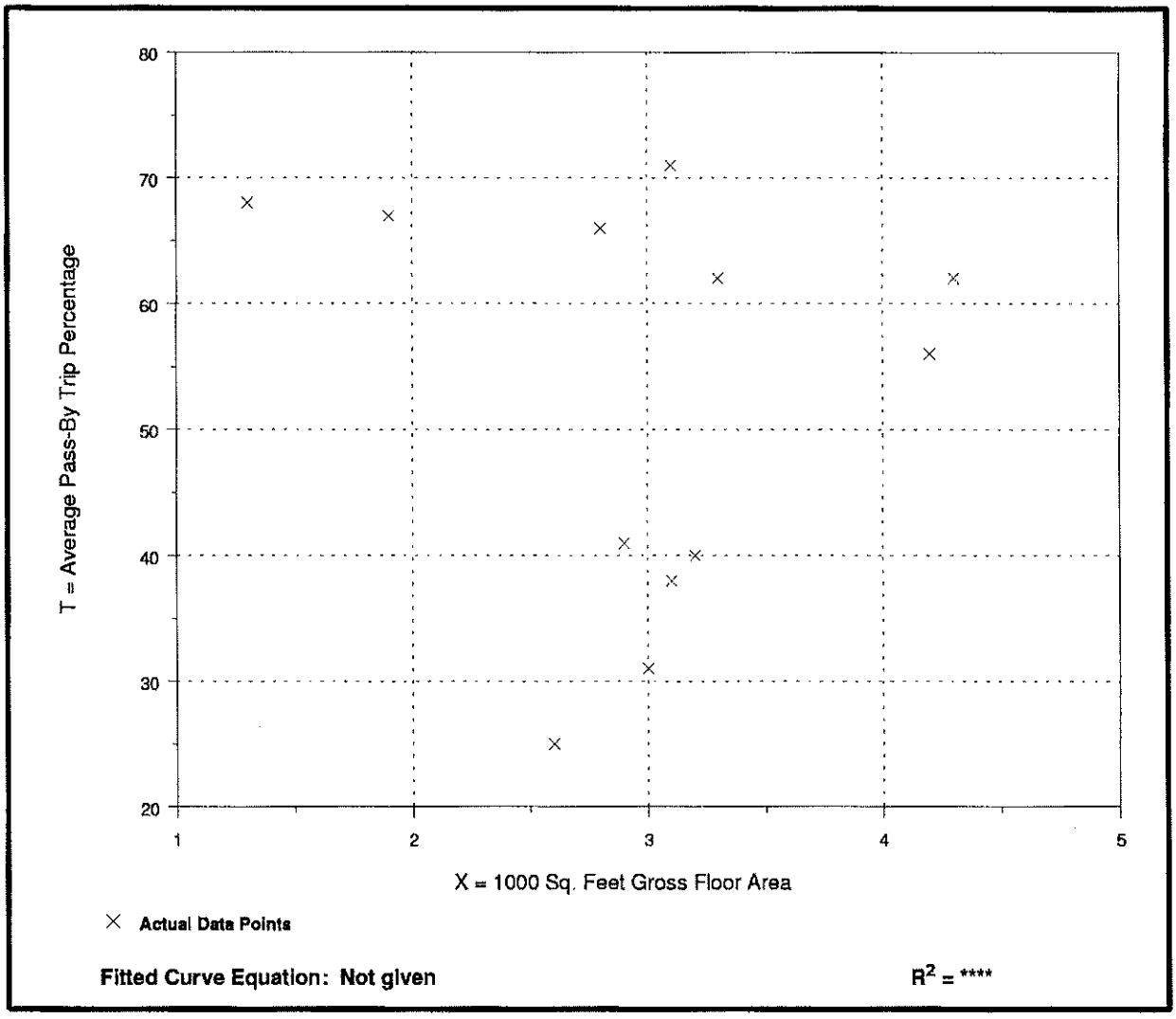


Table F.33 Pass-By and Non-Pass-By Trips Weekday
Land Use Code 938—Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (Coffee/Espresso Stand)

SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			SOURCE
						PRIMARY	DIVERTED	TOTAL	
0.1	Vancouver, WA	Nov. 1997	69	6:00 a.m.–6:00 p.m.	83	—	—	17	Kittelson & Associates Inc.

"—" means no data were provided

Table F.34 Pass-By and Non-Pass-By Trips Weekday
Land Use Code 938—Coffee/Donut Shop with Drive-Through Window and No Indoor Seating (Coffee/Espresso Stand)

EMPLOYEES	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			SOURCE
						PRIMARY	DIVERTED	TOTAL	
1	Vancouver, WA	Nov. 1997	70	6:00 a.m.–6:00 p.m.	83	—	—	17	Kittelson & Associates Inc.
1	Woodburn, OR	Feb. 1998	109	6:00 a.m.–6:00 p.m.	95	—	—	5	Kittelson & Associates Inc.
1	Vancouver, WA	Feb. 1998	83	6:00 a.m.–1:00 p.m.	89	—	—	11	Kittelson & Associates Inc.

Average Pass-By Trip Percentage: 89
"—" means no data were provided

Table F.35 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period
Land Use Code 944—Gasoline/Service Station

SIZE (1,000 SQ. FT. GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
2.3	6	Gaithersburg, MD	1992	37	7:00–9:00 a.m.	32	41	27	68	2,080	RBA
2.1	6	Bethesda, MD	1992	26	7:00–9:00 a.m.	58	23	19	42	2,080	RBA
1.7	6	Wheaton, MD	1992	21	7:00–9:00 a.m.	67	14	19	33	900	RBA
2.0	8	Gaithersburg, MD	1992	46	7:00–9:00 a.m.	87	13	0	13	2,235	RBA
1.2	6	Damascus, MD	1992	21	7:00–9:00 a.m.	43	28	29	57	870	RBA
0.3	12	Wheaton, MD	1992	36	7:00–9:00 a.m.	61	8	31	39	3,480	RBA

Average Pass-By Trip Percentage: 58
"—" means no data were provided

Table F.36 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 944—Gasoline/Service Station

SIZE (1000 SQ FT GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	—	Chicago suburbs, IL	1987	48	3:00–7:00 p.m.	21	—	—	79	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	34	3:00–6:00 p.m.	25	—	—	75	—	Kenig, O'Hara, Humes, Flock
—	—	Chicago suburbs, IL	1987	42	3:00–6:00 p.m.	20	—	—	80	—	Kenig, O'Hara, Humes, Flock
2.3	6	Gaithersburg, MD	1992	55	4:00–6:00 p.m.	40	11	49	60	2,760	RBA
2.1	6	Bethesda, MD	1992	30	4:00–6:00 p.m.	53	20	27	47	1,060	RBA
1.7	6	Wheaton, MD	1992	18	4:00–6:00 p.m.	61	6	33	39	2,510	RBA
2.0	8	Gaithersburg, MD	1992	47	4:00–6:00 p.m.	62	23	15	38	2,635	RBA
1.2	6	Damascus, MD	1992	26	4:00–6:00 p.m.	58	11	31	42	1,020	RBA
0.3	12	Wheaton, MD	1992	52	4:00–6:00 p.m.	38	10	52	62	3,835	RBA

Average Pass-By Trip Percentage: 42
"—" means no data were provided

Table F.37 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 945—Gasoline/Service Station with Convenience Market

SIZE (1000 SQ FT GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	61	7:00–9:00 a.m.	60	15	25	40	4,000	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	48	7:00–9:00 a.m.	68	13	19	32	1,307	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	47	7:00–9:00 a.m.	67	11	22	33	1,105	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	7:00–9:00 a.m.	56	22	22	44	1,211	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	7:00–9:00 a.m.	46	42	12	54	1,211	Barton-Aschman Assoc.
0.3	—	Louisville area, KY	1993	75	7:00–9:00 a.m.	72	15	13	28	—	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	7:00–9:00 a.m.	47	14	39	53	3,095	RBA
0.4	8	Derwood, MD	1992	46	7:00–9:00 a.m.	75	0	25	25	3,770	RBA
2.2	8	Kensington, MD	1992	31	7:00–9:00 a.m.	47	34	19	53	1,785	RBA
1	8	Silver Spring, MD	1992	35	7:00–9:00 a.m.	78	9	13	22	7,080	RBA

Average Pass-By Trip Percentage: 62
"—" means no data were provided

Figure F.18 Gasoline/Service Station with Convenience Market (945)

Average Pass-By Trip Percentage vs: **1,000 Sq. Ft. Gross Floor Area**
On a: **Weekday, AM Peak Period**
Number of Studies: 10
Average 1,000 Sq. Ft. GFA: 0.8

Data Plot

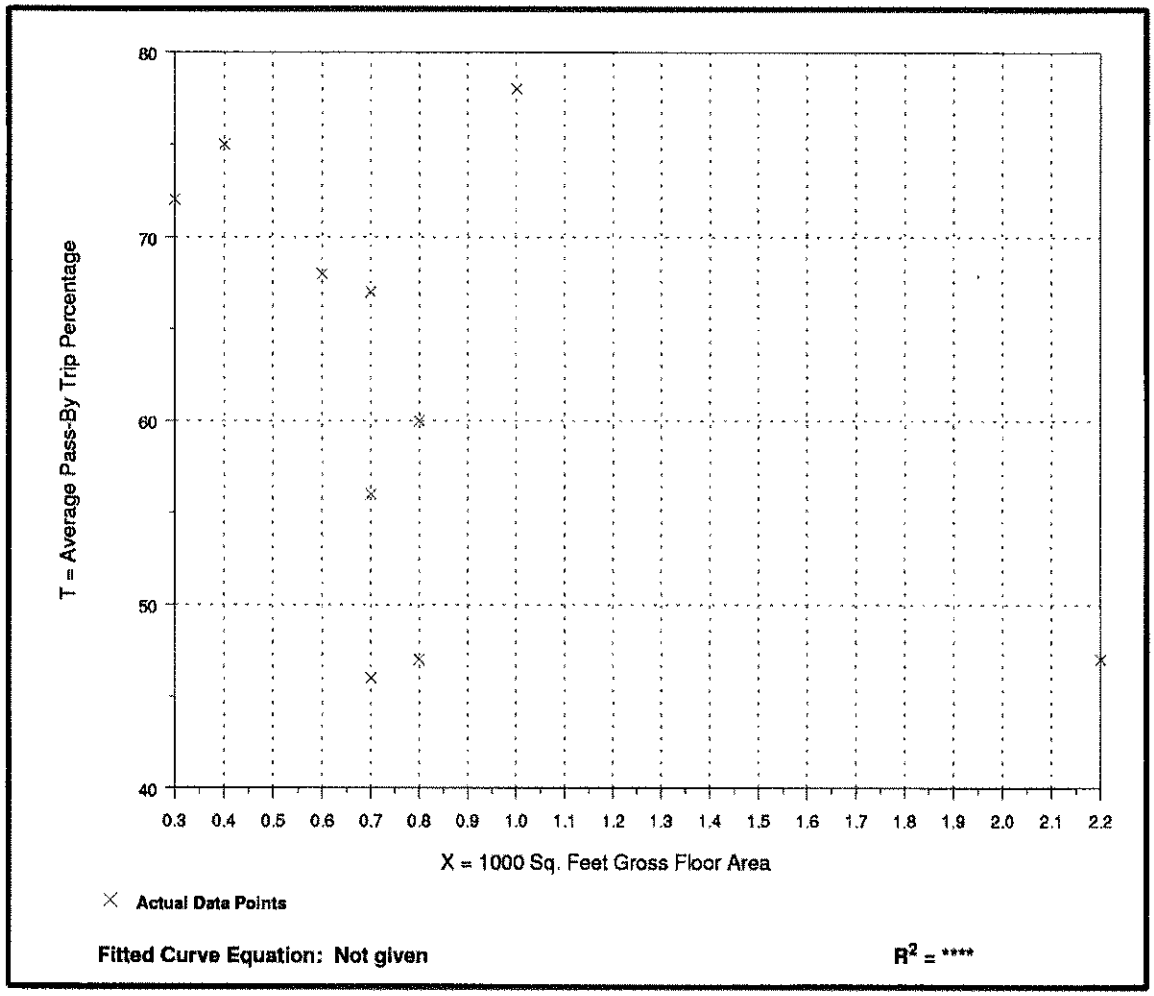


Table F.38 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 945—Gasoline/Service Station with Convenience Market

SIZE (1,000 SQ FT GFA)	VEHICLE FUELING POSITIONS	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
0.8	8	Louisville area, KY	1993	83	4:00–6:00 p.m.	52	8	40	48	4,955	Barton-Aschman Assoc.
0.6	8	Louisville, KY	1993	60	4:00–6:00 p.m.	53	20	27	47	1,491	Barton-Aschman Assoc.
0.7	10	Louisville, KY	1993	—	4:00–6:00 p.m.	57	19	24	43	1,812	Barton-Aschman Assoc.
0.7	8	Louisville area, KY	1993	—	4:00–6:00 p.m.	72	7	21	28	2,657	Barton-Aschman Assoc.
0.7	10	Louisville area, KY	1993	—	4:00–6:00 p.m.	55	16	29	45	2,657	Barton-Aschman Assoc.
0.8	8	Silver Spring, MD	1992	36	4:00–6:00 p.m.	67	14	19	33	3,095	RBA
0.4	8	Derwood, MD	1992	46	4:00–6:00 p.m.	46	11	43	54	3,770	RBA
2.1	8	Kensington, MD	1992	31	4:00–6:00 p.m.	52	13	35	48	1,785	RBA
1	8	Silver Spring, MD	1992	35	4:00–6:00 p.m.	54	3	43	46	7,080	RBA

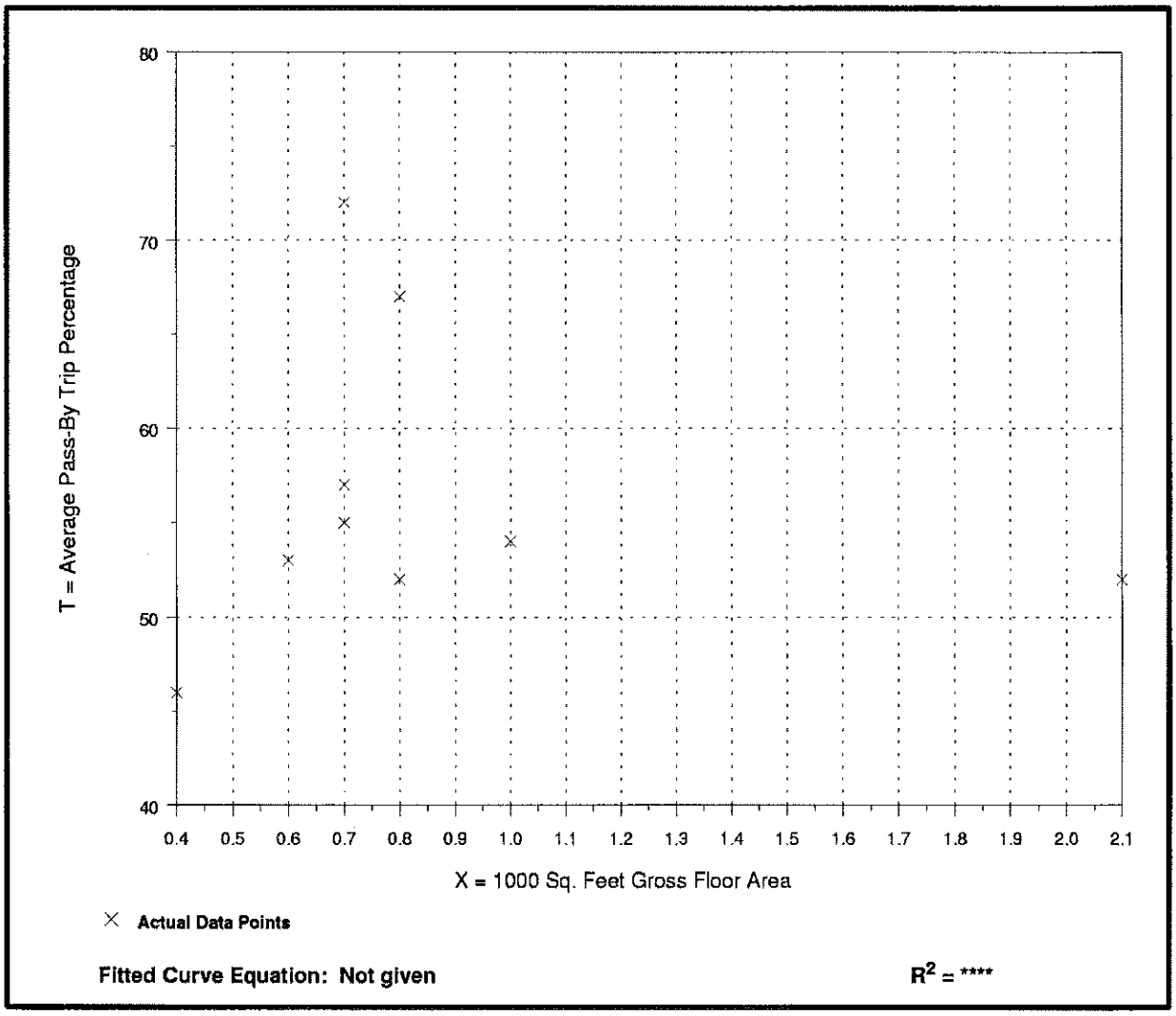
Average Pass-By Trip Percentage: 56

"—" means no data were provided

Figure F.19 Gasoline/Service Station with Convenience Market (945)

Average Pass-By Trip Percentage vs: **1,000 Sq. Ft. Gross Floor Area**
On a: **Weekday, PM Peak Period**
Number of Studies: 9
Average 1,000 Sq. Ft. GFA: 0.9

Data Plot



ELWOOD INTERNATIONAL PORT TRIP GENERATION STUDY

MEMORANDUM

To: Tom George
NorthPoint Development

From: Tim Sjogren, P.E., PTOE
Emma Albers, P.E.
Kimley-Horn and Associates, Inc.

Date: June 23, 2017

Subject: Elwood International Port Trip Generation Study

At the request of NorthPoint Development, Kimley-Horn has performed a trip generation analysis in the vicinity of the Elwood International Port in Elwood, Illinois. The purpose of this evaluation is to determine site-generated traffic characteristics for the intermodal facility and nearby industrial buildings in order to derive trip generation rates for use in a future traffic impact analysis for the proposed Compass Business Park.

Traffic Data Collection

To provide a basis for the trip generation study, turning movement count data was collected at the following intersections:

1. Arsenal Road at Elwood International Port (EIP) Road
2. Mississippi Road at Elwood International Port Road
3. Walter Strawn Drive at Elwood International Port Road
4. Mississippi Avenue at Walton Drive
5. Walter Strawn Drive at Walton Drive
6. Mississippi Avenue at Deer Run
7. Industrial Access Driveway at Deer Run
8. Walter Strawn Drive at Deer Run

A map of the study intersections is shown in **Exhibit 1**. The traffic counts were performed for a 72-hour period beginning at 12:00AM on Tuesday, June 6, 2017, and ending at 12:00AM on Friday, June 9, 2017. Vehicle classification was included in all counts to separate car, small/medium truck, and heavy truck volumes. A complete summary of the resulting count data is contained on a CD submitted along with this memorandum.



Kimley»Horn

EXHIBIT 1

TRIP GENERATION STUDY INTERSECTIONS

Trip Generation Summary

In order to understand the number of trips generated by the intermodal and industrial facilities, the number of vehicles entering and exiting the facilities was recorded continuously and tabulated in 15-minute intervals. With consideration for the respective access locations for the intermodal and industrial facilities, vehicular movements that are presumed to correspond to inbound and outbound traffic for each facility were identified. For example, inbound trips for the intermodal facility can be attributed to the westbound left turn, westbound through, southbound through, and southbound right turn at the intersection of EIP Road/Walter Strawn Drive. A map of the movements used to determine inbound and outbound trips generated by the industrial and intermodal facilities is shown in **Exhibit 2**. This exhibit shows three different categories considered in this trip generation analysis:

1. Trips generated by the intermodal facility
2. Trips generated by the industrial facility
3. Trips shared between the intermodal and industrial facilities (heavy trucks only)

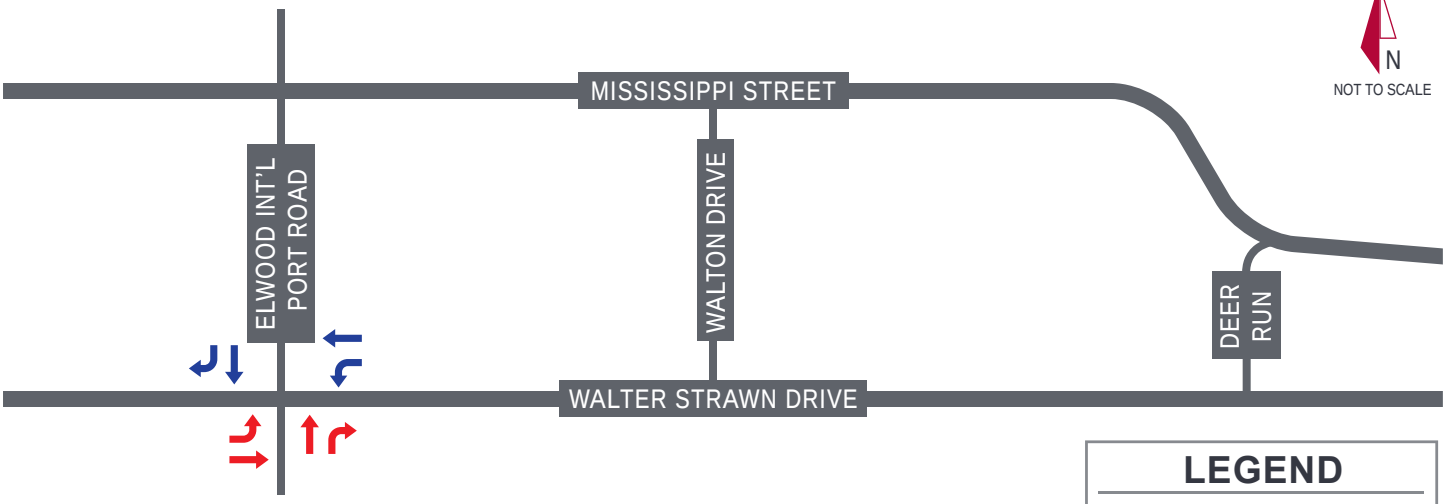
It should be noted that the total number of industrial trips correspond to the sum of the “Industrial” and “Industrial Shared with Intermodal” categories on Exhibit 2. Furthermore, an existing transload building on the east side of EIP Road south of Walter Strawn Road was included in intermodal trip generation for the purposes of this evaluation due to its location within the intermodal area.

The anticipated movement of intermodal traffic through the industrial area is also illustrated on Exhibit 2. Based on a review of traffic count data, it appears that a significant quantity of intermodal-related passenger vehicles use Mississippi Road to travel to and from the east. An effort was made to quantify these intermodal through trips on Deer Run. Given the assumption that intermodal through trips on Deer Run are traveling via the west leg at Walter Strawn Drive/Deer Run and the east leg at Mississippi Avenue/Deer Run, north- and southbound through traffic on Deer Run at the Industrial Access Driveway was reduced based on the proportional turning movements at these intersections. The arrow representing these through trips on Exhibit 2 mirror this routing pattern to further illustrate the presumed methodology. To avoid double-counting these through trips in the industrial trip generation analysis, the volumes derived from the Deer Run counts were subtracted from the inbound and outbound industrial trip generation totals.

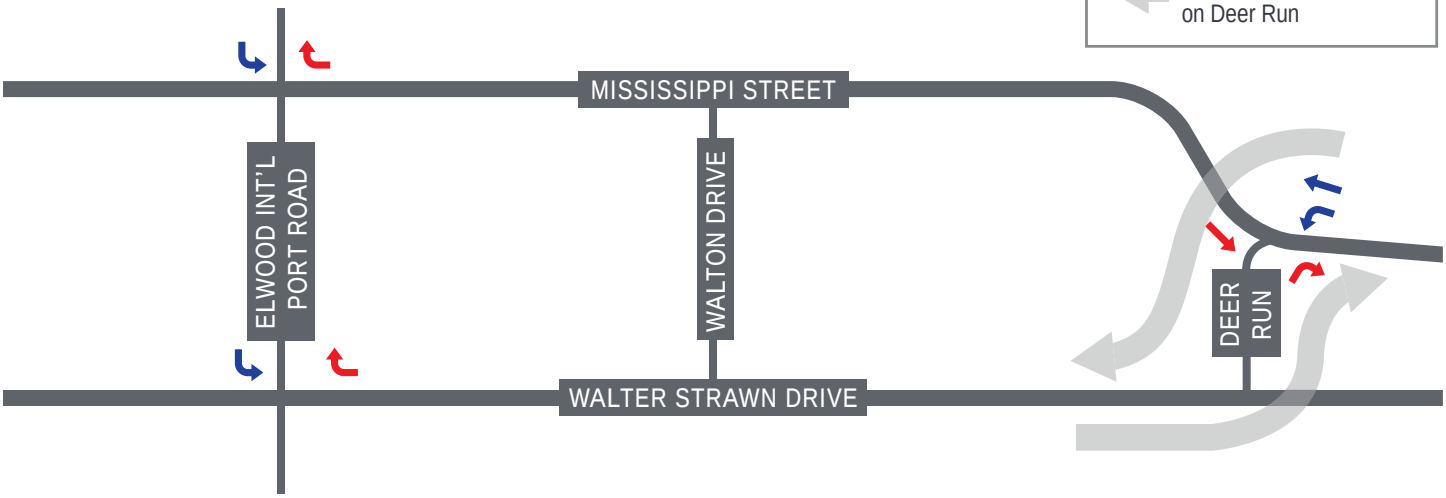
In addition to these site-specific movements, consideration was given to the potential for traffic that is passing through the study area today. The Village of Elwood is located east of the study area, and one of the most direct connections between the Village and I-55 would be to travel along Mississippi Road and through EIP Road/Arsenal Road intersection. In order to provide a conservative analysis regarding site-generated traffic volumes, however, no reduction was incorporated to account for this through traffic to/from the Village of Elwood and other locations to the east.

Using the methodology outlined herein, inbound and outbound trip generation characteristics were identified on a daily and peak hour basis for each of the three categories listed above. Based on the operational characteristics of the developments, passenger car trips were tabulated separately from the remaining vehicle types (medium and heavy trucks) for the purposes of distinguishing trip generation rates for each type. The resulting trip generation estimates were averaged across the three days of data collection and are presented in **Table 1** for each facility. Note that medium trucks,

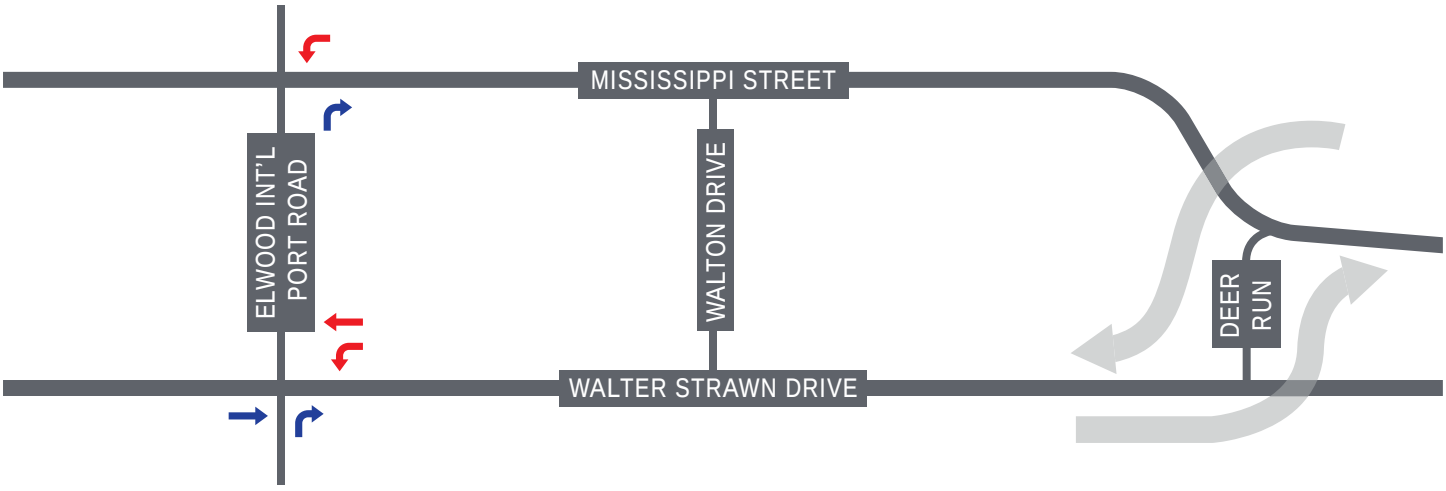
INTERMODAL FACILITY



INDUSTRIAL



INDUSTRIAL SHARED WITH INTERMODAL



Kimley»Horn

EXHIBIT 2
TRIP GENERATION MOVEMENTS

a classification which includes both box trucks (UPS, garbage, etc) and semi cabs without an attached trailer, have been combined with heavy trucks into a single category (Trucks) in this table.

Table 1. Average Weekday Trip Generation by Facility

Land Use	Daily			AM Peak Hour			PM Peak Hour		
	In	Out	Total	In	Out	Total	In	Out	Total
Intermodal Trips									
Cars	977	981	1,958	57	87	144	36	66	102
Trucks[1]	4,178	4,197	8,375	164	154	318	259	292	551
Total	5,155	5,178	10,333	221	241	462	295	358	653
Industrial Trips									
Cars	2,214	2,208	4,422	270	105	375	200	413	613
Trucks[2]	829	846	1,675	36	32	68	47	56	103
Total	3,043	3,054	6,097	306	137	443	247	469	716
Shared Industrial & Intermodal Truck Trips									
Trucks	219	212	431	10	12	22	13	15	28

[1]Medium trucks comprise roughly 27% of daily trips, 32% of AM peak hour trips, and 27% of PM peak hour trips at the intermodal facility.
[2]Medium trucks comprise roughly 16% of daily trips, 18% of AM peak hour trips, and 24% of PM peak hour trips from the industrial buildings.

The above data reveals good correlation between inbound and outbound daily trips, with the total intermodal and industrial trip generation estimates showing less than one percent difference between inbound and outbound volumes. Shared truck counts show a difference of less than four percent between inbound and outbound trips.

3. Trip Generation Rates

Based on the trip estimates detailed in Table 1, trip generation rates were calculated per 1,000 square feet of industrial space and per 1,000 lifts at the intermodal facility. Using on aerial measurements, the industrial park contains approximately 8,300,000 square feet in total size. The total number of lifts currently operating at the intermodal facility is approximately 1,000,000, based on information provided by NorthPoint Development. Using these variables, trip generation rates were calculated for the two facility types, as presented in **Table 2**.

Table 2. Trip Generation Rates by Land Use

Land Use	Unit	Weekday		
		Daily	AM Peak	PM Peak
Intermodal				
Cars	Per 1,000 lifts	1.958 50% in/50% out	0.144 40% in/60% out	0.102 35% in/65% out
Trucks	Per 1,000 lifts	8.375 50% in/50% out	0.318 52% in/48% out	0.551 47% in/53% out
Total	Per 1,000 lifts	10.333 50% in/50% out	0.462 48% in/52% out	0.653 45% in/55% out
Industrial				
Cars	Per 1,000 sq. ft.	0.533 50% in/50% out	0.045 72% in/28% out	0.074 33% in/67% out
Trucks	Per 1,000 sq. ft.	0.202 50% in/50% out	0.008 53% in/47% out	0.012 46% in/54% out
Total	Per 1,000 sq. ft.	0.735 50% in/50% out	0.053 69% in/31% out	0.086 34% in/66% out
Shared Industrial & Intermodal Truck Trips				
Trucks	Per 1,000 sq. ft.	0.052 50% in/50% out	0.0027 45% in/55% out	0.0034 46% in/54% out

For context, the industrial trip generation rates were compared to data in the Institute of Transportation Engineers (ITE) manual Trip Generation, Ninth Edition, for High Cube Warehouse/Distribution Center (Land Use Code 152). The ITE rates are presented in **Table 3** for total site traffic and for trucks. Note that trip generation data for intermodal facilities is not provided in Trip Generation.

Table 3. ITE Trip Generation Rates – Land Use Code 152

Vehicle Type	Unit	Weekday		
		Daily	AM Peak	PM Peak
Total	Per 1,000 sq. ft.	1.68 50% in/50% out	0.11 69% in/31% out	0.12 31% in/69% out
Trucks	Per 1,000 sq. ft.	0.64	0.03	0.04

As shown above, the trip generation rates resulting from the empirical analysis detailed herein yield lower trip generation rates per 1,000 square feet of industrial space than is presented in Trip Generation. Given this decrease, it is recommended that a future traffic impact study for the proposed Compass Business Park be based on these average trip generation rates developed from local data.

Please do not hesitate to contact this office with further questions on this matter.

ATTACHMENT A

Traffic Counts

Kimley»Horn

TABLE OF CONTENTS

Elwood International Port Road & Arsenal Road 1
Elwood International Port Road & Mississippi Road 12
Elwood International Port Road & Walter Strawn Drive 24
Mississippi Road & Walton Drive 35
Walter Strawn Drive & Walton Drive 53
Mississippi Road & Deer Run 71
Deer Run & Industrial Access 89
Walter Strawn Drive & Deer Run 107

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/6/2017	0	2	0	5	7	0	0	1	0	1	0	13	5	2	20	0	0	11	18	29	57
Lights	0	0	0	2	2	0	0	1	0	1	0	6	0	2	8	0	0	1	16	17	28
Mediums	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	2
Articulated Trucks	0	2	0	2	4	0	0	0	0	0	0	6	5	0	11	0	0	10	2	12	27
6/6/2017 0:15	0	7	0	11	18	0	2	1	0	3	0	29	10	0	39	0	0	6	12	18	78
Lights	0	0	0	2	2	0	2	1	0	3	0	7	1	0	8	0	0	2	9	11	24
Mediums	0	1	0	2	3	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	8
Articulated Trucks	0	6	0	7	13	0	0	0	0	0	0	22	7	0	29	0	0	1	3	4	46
6/6/2017 0:30	0	4	1	10	15	0	0	0	0	0	0	17	14	0	31	0	0	7	11	18	64
Lights	0	0	1	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	4
Mediums	0	0	0	5	5	0	0	0	0	0	0	2	7	0	9	0	0	1	3	4	18
Articulated Trucks	0	4	0	5	9	0	0	0	0	0	0	14	7	0	21	0	0	6	6	12	42
6/6/2017 0:45	0	3	0	8	11	0	0	1	0	1	0	12	2	0	14	0	0	4	8	12	38
Lights	0	0	0	2	2	0	0	1	0	1	0	0	0	0	0	0	0	0	2	2	5
Mediums	0	2	0	2	4	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	7
Articulated Trucks	0	1	0	4	5	0	0	0	0	0	0	11	2	0	13	0	0	2	6	8	26
6/6/2017 1:00	0	6	0	12	18	0	0	0	0	0	0	13	6	0	19	0	0	5	5	10	47
Lights	0	1	0	4	5	0	0	0	0	0	0	3	0	0	3	0	0	0	4	4	12
Mediums	0	2	0	1	3	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	7
Articulated Trucks	0	3	0	7	10	0	0	0	0	0	0	9	5	0	14	0	0	3	1	4	28
6/6/2017 1:15	0	4	0	6	10	0	0	0	0	0	0	6	7	0	13	0	0	8	6	14	37
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	1	1	0	0	0	0	0	0	3	3	0	6	0	0	4	2	6	13
Articulated Trucks	0	4	0	5	9	0	0	0	0	0	0	3	4	0	7	0	0	4	3	7	23
6/6/2017 1:30	0	3	0	10	13	0	2	0	0	2	0	4	7	0	11	0	0	5	8	13	39
Lights	0	1	0	4	5	0	2	0	0	2	0	0	1	0	1	0	0	0	2	2	10
Mediums	0	1	0	1	2	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	6
Articulated Trucks	0	1	0	5	6	0	0	0	0	0	0	4	5	0	9	0	0	2	6	8	23
6/6/2017 1:45	0	6	1	16	23	0	4	1	0	5	0	10	10	0	20	0	0	1	6	7	55
Lights	0	0	1	3	4	0	4	1	0	5	0	0	0	0	0	0	0	0	2	2	11
Mediums	0	2	0	2	4	0	0	0	0	0	0	2	2	0	4	0	0	0	1	1	9
Articulated Trucks	0	4	0	11	15	0	0	0	0	0	0	8	8	0	16	0	0	1	3	4	35
6/6/2017 2:00	0	9	0	16	25	0	2	1	0	3	0	7	5	0	12	0	0	5	8	13	53
Lights	0	1	0	2	3	0	2	1	0	3	0	0	0	0	0	0	0	0	3	3	9
Mediums	0	2	0	4	6	0	0	0	0	0	0	1	0	0	1	0	0	1	2	3	10
Articulated Trucks	0	6	0	10	16	0	0	0	0	0	0	6	5	0	11	0	0	4	3	7	34
6/6/2017 2:15	0	6	0	11	17	0	0	0	0	0	0	5	7	3	15	0	0	8	4	12	44
Lights	0	0	0	4	4	0	0	0	0	0	0	0	3	3	6	0	0	3	2	5	15
Mediums	0	0	0	5	5	0	0	0	0	0	0	1	2	0	3	0	0	2	1	3	11
Articulated Trucks	0	6	0	2	8	0	0	0	0	0	0	4	2	0	6	0	0	3	1	4	18
6/6/2017 2:30	0	4	0	8	12	0	0	0	0	0	0	14	8	1	23	0	0	4	6	10	45
Lights	0	1	0	4	5	0	0	0	0	0	0	2	2	1	5	0	0	1	3	4	14
Mediums	0	0	0	1	1	0	0	0	0	0	0	2	3	0	5	0	0	0	1	1	7
Articulated Trucks	0	3	0	3	6	0	0	0	0	0	0	10	3	0	13	0	0	3	2	5	24
6/6/2017 2:45	0	4	0	8	12	0	0	1	0	1	0	7	7	0	14	0	0	5	7	12	39
Lights	0	0	0	1	1	0	0	1	0	1	0	1	1	0	2	0	0	2	2	4	8
Mediums	0	1	0	3	4	0	0	0	0	0	0	2	1	0	3	0	0	0	0	0	7
Articulated Trucks	0	3	0	4	7	0	0	0	0	0	0	4	5	0	9	0	0	3	5	8	24
6/6/2017 3:00	0	11	0	10	21	0	0	0	1	1	0	7	8	0	15	0	0	8	6	14	51
Lights	0	2	0	3	5	0	0	0	1	1	0	1	0	0	1	0	0	1	1	2	9
Mediums	0	2	0	1	3	0	0	0	0	0	0	1	1	0	2	0	0	5	2	7	12
Articulated Trucks	0	7	0	6	13	0	0	0	0	0	0	5	7	0	12	0	0	2	3	5	30
6/6/2017 3:15	0	4	0	10	14	0	0	0	0	0	0	22	5	0	27	0	0	10	7	17	58
Lights	0	1	0	5	6	0	0	0	0	0	0	14	0	0	14	0	0	0	2	2	22
Mediums	0	3	0	2	5	0	0	0	0	0	0	1	0	0	1	0	0	6	1	7	13
Articulated Trucks	0	0	0	3	3	0	0	0	0	0	0	7	5	0	12	0	0	4	4	8	23
6/6/2017 3:30	0	9	1	17	27	0	0	1	0	1	0	12	5	0	17	0	1	6	8	15	60
Lights	0	2	1	7	10	0	0	1	0	1	0	2	0	0	2	0	1	0	1	2	15
Mediums	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	0	0	1	2	3	6
Articulated Trucks	0	7	0	9	16	0	0	0	0	0	0	10	3	0	13	0	0	5	5	10	39
6/6/2017 3:45	0	7	3	25	35	0	0	0	0	0	0	17	10	0	27	0	1	5	14	20	82
Lights	0	3	2	13	18	0	0	0	0	0	0	3	2	0	5	0	1	0	4	5	28
Mediums	0	1	0	3	4	0	0	0	0	0	0	1	3	0	4	0	0	0	2	2	10
Articulated Trucks	0	3	1	9	13	0	0	0	0	0	0	13	5	0	18	0	0	5	8	13	44
6/6/2017 4:00	0	3	0	23	26	0	1	0	0	1	0	9	3	1	13	0	1	4	5	10	50
Lights	0	1	0	10	11	0	1	0	0	1	0	1	1	1	3	0	1	0	0	1	16
Mediums	0	1	0	6	7	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	10
Articulated Trucks	0	1	0	7	8	0	0	0	0	0	0	8	2	0	10	0	0	1	5	6	24
6/6/2017 4:15	0	15	2	11	28	0	0	0	0	0	0	4	10	0	14	0	0	10	7	17	59
Lights	0	5	2	2	9	0	0	0	0	0	0	0	2	0	2	0	0	0	2	2	13
Mediums	0	4	0	2	6	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	13
Articulated Trucks	0	6	0	7	13	0	0	0	0	0	0	4	5	0	9	0	0	6	5	11	33
6/6/2017 4:30	0	10	2	34	46	0	2	1	0	3	0	12	13	1	26	0	1	8	16	25	100
Lights	0	5	2	12	19	0	2	1	0	3	0	7	2	1	10	0	1	0	13	14	46
Mediums	0	1	0	9	10	0	0	0	0	0	0	0	5	0	5	0	0	7	0	7	22
Articulated Trucks	0	4	0	13	17	0	0	0	0	0	0	5	6	0	11	0	0	1	3	4	32
6/6/2017 4:45	0	17	2	34	53	0	5	3	0	8	0	15	15	1	31	0	2	14	16	32	124
Lights	0	10	2	22	34	0	5	3	0	8	0	5	2	1	8	0	2	1	11	14	64
Mediums	0	2	0	4	6	0	0	0	0	0	0	0	6	0	6	0	0	5	1	6	18
Articulated Trucks	0	5	0	8	13	0	0	0	0	0	0	10	7	0	17	0	0	8	4	12	42
6/6/2017 5:00	0	13	6	47	66	0	2	4	0	6	0	16	11	0	27	0	0	13	8	21	120
Lights	0	6	6	22	34	0	2	4	0	6	0	2	0	0	2	0	0	2	2	4	46
Mediums	0	1	0	8	9	0	0	0	0	0	0	0	1	0	1	0	0	5	1	6	16
Articulated Trucks	0	6	0	17	23	0	0	0	0	0	0	14	10	0	24	0	0	6	5	11	58
6/6/2017 5:15	0	14	4	62	80	0	1	3	1	5	0	17	16	1	34	0	0	9	6	15	134
Lights	0	11	4	36	51	0	1	3	1	5	0	2	1	1	4	0	0	0	1	1	61
Mediums	0	0	0	14	14	0	0	0	0	0	0	2	8	0	10	0	0	5	1	6	30
Articulated Trucks	0	3	0	12	15	0	0	0	0	0	0	13	7	0	20	0	0	4	4	8	43
6/6/2017 5:30	0	33	6	105	144	0	11	8	2	21	0	23	17	2	42	0	0	16	19	35	242
Lights	0	26	6	78	110	0	11	8	2	21	0	10	4	2	16	0	0	2	12	14	161
Mediums	0	1	0	12	13	0	0	0	0	0	0	4	0	0	4	0	0	9	1	10	27
Articulated Trucks	0	6	0	15	21	0	0	0	0	0	0	9	13	0	22	0	0	5	6	11	54
6/6/2017 5:45	0	49	16	112	177	0	13	13	2	28	0	28	13	1	42	0	0	11	11	22	269
Lights	0	38	16	73	127	0	13	13	2	28	0	9	3	1	13	0	0	1	3	4	172
Mediums	0	4	0	15	19	0	0	0	0	0	0	1	2	0	3	0	0	6	1	7	29
Articulated Trucks	0	7	0	24	31	0	0	0	0	0	0	18	8	0	26	0	0	4	7	11	68
6/6/2017 6:00	0	43	12	60	115	0	3	12	1	16	0	28	13	0	41	0	0	10	14	24	196
Lights	0	31	12	14	57	0	3	12	1	16	0	8	3	0	11	0	0	2	5	7	91
Mediums	0	3	0	15	18	0	0	0	0	0	0	1	7	0	8	0	0	4	1	5	31
Articulated Trucks	0	9	0	31	40	0	0	0	0	0	0	19	3	0	22	0	0	4	8	12	74
6/6/2017 6:15	0	43	22	46	111	0	0	21	0	21	0	31	26	5	62	0	0	14	22	36	230
Lights	0	23	21	23	67	0	0	21	0	21	0	10	13	5	28	0	0	3	4	7	123
Mediums	0	10	1	6	17	0	0	0	0	0	0	3	3	0	6	0	0	5	4	9	32
Articulated Trucks	0	10	0	17	27	0	0	0	0	0	0	18	10	0	28	0	0	6	14	20	75
6/6/2017 6:30	0	87	18	68	173	0	0	43	2	45	0	26	31	0	57	1	0	25	32	58	333
Lights	0	64	18	26	108	0	0	43	2	45	0	6	14	0	20	1	0	10	9	20	193
Mediums	0	7	0	15	22	0	0	0	0	0	0	1	6	0	7	0	0	3	4	7	36

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	16	0	27	43	0	0	0	0	0	0	19	11	0	30	0	0	12	19	31	104
6/6/2017 6:45	0	70	24	63	157	0	1	19	0	20	0	33	21	0	54	0	0	24	31	55	286
Lights	0	58	24	29	111	0	1	19	0	20	0	12	7	0	19	0	0	11	11	22	172
Mediums	0	5	0	12	17	0	0	0	0	0	0	2	3	0	5	0	0	7	1	8	30
Articulated Trucks	0	7	0	22	29	0	0	0	0	0	0	19	11	0	30	0	0	6	19	25	84
6/6/2017 7:00	0	48	22	52	122	0	3	17	1	21	0	34	28	0	62	0	1	17	21	39	244
Lights	0	36	22	21	79	0	2	17	1	20	0	8	1	0	9	0	1	2	6	9	117
Mediums	0	6	0	10	16	0	0	0	0	0	0	4	2	0	6	0	0	7	1	8	30
Articulated Trucks	0	6	0	21	27	0	1	0	0	1	0	22	25	0	47	0	0	8	14	22	97
6/6/2017 7:15	0	74	20	55	149	0	1	12	2	15	0	45	24	0	69	0	0	12	20	32	265
Lights	0	59	20	24	103	0	1	12	2	15	0	21	2	0	23	0	0	1	6	7	148
Mediums	0	4	0	7	11	0	0	0	0	0	0	4	5	0	9	0	0	5	2	7	27
Articulated Trucks	0	11	0	24	35	0	0	0	0	0	0	20	17	0	37	0	0	6	12	18	90
6/6/2017 7:30	0	80	12	63	155	0	2	33	2	37	0	42	19	0	61	0	0	29	26	55	308
Lights	0	60	12	22	94	0	2	33	2	37	0	11	4	0	15	0	0	3	9	12	158
Mediums	0	8	0	8	16	0	0	0	0	0	0	5	5	0	10	0	0	18	2	20	46
Articulated Trucks	0	12	0	33	45	0	0	0	0	0	0	26	10	0	36	0	0	8	15	23	104
6/6/2017 7:45	0	85	8	74	167	0	3	20	4	27	0	27	25	0	52	1	1	16	35	53	299
Lights	0	62	8	23	93	0	3	20	4	27	0	4	1	0	5	1	1	4	16	22	147
Mediums	0	10	0	16	26	0	0	0	0	0	0	3	4	0	7	0	0	8	0	8	41
Articulated Trucks	0	13	0	35	48	0	0	0	0	0	0	20	20	0	40	0	0	4	19	23	111
6/6/2017 8:00	0	68	9	63	140	0	1	16	1	18	0	41	28	0	69	0	1	21	25	47	274
Lights	0	45	9	14	68	0	1	15	1	17	0	7	2	0	9	0	1	4	10	15	109
Mediums	0	14	0	7	21	0	0	1	0	1	0	4	8	0	12	0	0	8	1	9	43
Articulated Trucks	0	9	0	42	51	0	0	0	0	0	0	30	18	0	48	0	0	9	14	23	122
6/6/2017 8:15	0	44	6	37	87	0	0	15	1	16	0	38	40	1	79	0	0	19	16	35	217
Lights	0	30	5	4	39	0	0	15	1	16	0	5	3	1	9	0	0	5	5	10	74
Mediums	0	7	1	7	15	0	0	0	0	0	0	2	10	0	12	0	0	5	1	6	33
Articulated Trucks	0	7	0	26	33	0	0	0	0	0	0	31	27	0	58	0	0	9	10	19	110
6/6/2017 8:30	0	42	12	50	104	0	0	10	2	12	0	39	25	0	64	0	0	30	28	58	238
Lights	0	25	11	11	47	0	0	10	2	12	0	7	1	0	8	0	0	2	3	5	72
Mediums	0	10	1	10	21	0	0	0	0	0	0	7	4	0	11	0	0	11	2	13	45
Articulated Trucks	0	7	0	29	36	0	0	0	0	0	0	25	20	0	45	0	0	17	23	40	121
6/6/2017 8:45	0	74	10	58	142	0	0	12	0	12	0	30	20	0	50	0	2	23	26	51	255
Lights	0	38	10	13	61	0	0	10	0	10	0	5	3	0	8	0	2	1	3	6	85
Mediums	0	13	0	10	23	0	0	2	0	2	0	1	5	0	6	0	0	11	7	18	49
Articulated Trucks	0	23	0	35	58	0	0	0	0	0	0	24	12	0	36	0	0	11	16	27	121
6/6/2017 9:00	0	42	5	47	94	0	0	9	1	10	0	33	29	0	62	0	1	27	27	55	221
Lights	0	21	4	6	31	0	0	9	0	9	0	7	1	0	8	0	0	6	1	7	55
Mediums	0	4	1	10	15	0	0	0	0	0	0	1	11	0	12	0	1	4	4	9	36
Articulated Trucks	0	17	0	31	48	0	0	0	1	1	0	25	17	0	42	0	0	17	22	39	130
6/6/2017 9:15	0	45	7	62	114	0	0	15	0	15	0	49	28	0	77	0	2	15	22	39	245
Lights	0	16	7	9	32	0	0	13	0	13	0	2	0	0	2	0	2	0	1	3	50
Mediums	0	7	0	15	22	0	0	2	0	2	0	2	6	0	8	0	0	5	2	7	39
Articulated Trucks	0	22	0	38	60	0	0	0	0	0	0	45	22	0	67	0	0	10	19	29	156
6/6/2017 9:30	0	44	6	57	107	0	1	18	0	19	0	41	24	0	65	0	0	33	37	70	261
Lights	0	10	5	10	25	0	1	18	0	19	0	5	1	0	6	0	0	3	3	6	56
Mediums	0	11	0	12	23	0	0	0	0	0	0	3	9	0	12	0	0	10	6	16	51
Articulated Trucks	0	23	1	35	59	0	0	0	0	0	0	33	14	0	47	0	0	20	28	48	154
6/6/2017 9:45	0	45	6	57	108	0	1	12	0	13	0	45	34	1	80	0	0	17	28	45	246
Lights	0	13	6	10	29	0	1	12	0	13	0	5	2	1	8	0	0	1	2	3	53
Mediums	0	11	0	9	20	0	0	0	0	0	0	6	9	0	15	0	0	5	2	7	42
Articulated Trucks	0	21	0	38	59	0	0	0	0	0	0	34	23	0	57	0	0	11	24	35	151
6/6/2017 10:00	0	40	3	58	101	0	0	14	0	14	0	31	26	0	57	0	1	30	28	59	231
Lights	0	9	2	8	19	0	0	14	0	14	0	2	1	0	3	0	1	0	5	6	42
Mediums	0	10	1	4	15	0	0	0	0	0	0	5	8	0	13	0	0	12	3	15	43
Articulated Trucks	0	21	0	46	67	0	0	0	0	0	0	24	17	0	41	0	0	18	20	38	146
6/6/2017 10:15	0	32	11	65	108	0	0	9	0	9	0	34	43	9	86	0	0	26	27	53	256
Lights	0	3	11	6	20	0	0	9	0	9	0	4	4	9	17	0	0	1	4	5	51
Mediums	0	10	0	4	14	0	0	0	0	0	0	4	22	0	26	0	0	9	2	11	51
Articulated Trucks	0	19	0	55	74	0	0	0	0	0	0	26	17	0	43	0	0	16	21	37	154
6/6/2017 10:30	0	31	4	71	106	0	0	17	0	17	0	49	40	0	89	0	0	31	38	69	281
Lights	0	4	4	10	18	0	0	17	0	17	0	2	2	0	4	0	0	3	4	7	46
Mediums	0	9	0	3	12	0	0	0	0	0	0	7	16	0	23	0	0	13	4	17	52
Articulated Trucks	0	18	0	58	76	0	0	0	0	0	0	40	22	0	62	0	0	15	30	45	183
6/6/2017 10:45	0	58	7	79	144	0	2	7	1	10	0	34	24	2	60	0	0	30	25	55	269
Lights	0	17	7	7	31	0	2	6	1	9	0	3	0	1	4	0	0	0	3	3	47
Mediums	0	8	0	8	16	0	0	0	0	0	0	3	11	1	15	0	0	11	4	15	46
Articulated Trucks	0	33	0	64	97	0	0	1	0	1	0	28	13	0	41	0	0	19	18	37	176
6/6/2017 11:00	0	32	6	55	93	0	0	7	3	10	0	34	42	0	76	0	0	31	34	65	244
Lights	0	11	6	4	21	0	0	7	2	9	0	7	3	0	10	0	0	7	5	12	52
Mediums	0	2	0	4	6	0	0	0	1	1	0	4	14	0	18	0	0	7	6	13	38
Articulated Trucks	0	19	0	47	66	0	0	0	0	0	0	23	25	0	48	0	0	17	23	40	154
6/6/2017 11:15	0	31	6	68	105	0	0	6	2	8	0	60	45	1	106	0	3	29	31	63	282
Lights	0	5	6	6	17	0	0	6	2	8	0	9	6	1	16	0	3	3	5	11	52
Mediums	0	5	0	8	13	0	0	0	0	0	0	6	14	0	20	0	0	7	2	9	42
Articulated Trucks	0	21	0	54	75	0	0	0	0	0	0	45	25	0	70	0	0	19	24	43	188
6/6/2017 11:30	0	43	9	63	115	0	0	7	1	8	0	51	33	1	85	0	0	33	25	58	266
Lights	0	7	8	3	18	0	0	6	0	6	0	9	1	1	11	0	0	3	6	9	44
Mediums	0	4	1	5	10	0	0	1	0	1	0	6	12	0	18	0	0	9	3	12	41
Articulated Trucks	0	32	0	55	87	0	0	0	1	1	0	36	20	0	56	0	0	21	16	37	181
6/6/2017 11:45	1	41	12	52	106	1	1	9	0	11	0	47	39	1	87	0	1	40	29	70	274
Lights	1	7	12	4	24	1	1	7	0	9	0	3	6	0	9	0	1	3	6	10	52
Mediums	0	5	0	4	9	0	0	2	0	2	0	8	8	1	17	0	0	7	2	9	37
Articulated Trucks	0	29	0	44	73	0	0	0	0	0	0	36	25	0	61	0	0	30	21	51	185
6/6/2017 12:00	0	30	18	71	119	0	1	7	0	8	0	51	51	2	104	1	2	33	31	67	298
Lights	0	2	18	2	22	0	1	7	0	8	0	4	8	1	13	0	2	2	2	6	49
Mediums	0	1	0	7	8	0	0	0	0	0	0	9	21	0	30	0	0	11	4	15	53
Articulated Trucks	0	27	0	62	89	0	0	0	0	0	0	38	22	1	61	1	0	20	25	46	196
6/6/2017 12:15	0	38	9	65	112	0	1	9	0	10	0	60	36	1	97	0	1	33	33	67	286
Lights	0	7	9	7	23	0	1	8	0	9	0	6	4	1	11	0	1	4	6	11	54
Mediums	0	5	0	24	29	0	0	1	0	1	0	7	14	0	21	0	0	4	3	7	58
Articulated Trucks	0	26	0	34	60	0	0	0	0	0	0	47	18	0	65	0	0	25	24	49	174
6/6/2017 12:30	0	39	10	63	112	0	0	7	0	7	0	55	50	1	106	0	0	32	34	66	291
Lights	0	9	10	3	22	0	0	7	0	7	0	4	3	1	8	0	0	3	7	10	47
Mediums	0	7	0	24	31	0	0	0	0	0	0	5	23	0	28	0	0	7	2	9	68
Articulated Trucks	0	23	0	36	59	0	0	0	0	0	0	46	24	0	70	0	0	22	25	47	176
6/6/2017 12:45	0	40	12	73	125	0	1	14	0	15	0	59	38	2	99	0	0	40	41	81	320
Lights	0	5	11	14	30	0	1	14	0	15	0	2	2	1	5	0	0	2	10	12	62
Mediums	0	1	0	26	27	0	0	0	0	0	0	5	15	0	20	0	0	7	3	10	57
Articulated Trucks	0	34	1	33	68	0	0	0	0	0	0	52	21	1	74	0	0	31	28	59	201
6/6/2017 13:00	0	32	8	77	117	0	1	16	2	19	0	68	31	3	102	0	0	27	38	65	303
Lights	0	5	8	10	23	0	1	15	2	18	0	6	3	2	11	0	0	2	4	6	58
Mediums	0	5	0	4	9	0	0	1	0	1	0	9	13	1	23	0	0	4	4	8	41
Articulated Trucks	0	22	0	63	85	0	0	0	0	0	0	53	15	0	68	0	0	21	30	51	204
6/6/2017 13:15	0	55	10	69	134	0	2	8	0	10	0	64	46	1	111	0	0	44	42	86	341
Lights	0	9	8	12	29	0	1	8	0	9	0	5	4	0	9	0	0	2	8	10	57

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	8	2	4	14	0	0	0	0	0	0	6	17	0	23	0	0	8	6	14	51
Articulated Trucks	0	38	0	53	91	0	1	0	0	1	0	53	25	1	79	0	0	34	28	62	233
6/6/2017 13:30	0	42	18	69	129	1	2	8	0	11	0	58	48	1	107	0	0	28	37	65	312
Lights	0	10	17	17	44	1	1	7	0	9	0	8	8	1	17	0	0	3	6	9	79
Mediums	0	7	1	1	9	0	0	1	0	1	0	11	18	0	29	0	0	4	4	8	47
Articulated Trucks	0	25	0	51	76	0	1	0	0	1	0	39	22	0	61	0	0	21	27	48	186
6/6/2017 13:45	0	36	16	80	132	0	1	13	0	14	0	50	41	3	94	0	4	37	44	85	325
Lights	0	9	16	19	44	0	1	13	0	14	0	7	3	3	13	0	4	1	8	13	84
Mediums	0	4	0	6	10	0	0	0	0	0	0	8	17	0	25	0	0	8	5	13	48
Articulated Trucks	0	23	0	55	78	0	0	0	0	0	0	35	21	0	56	0	0	28	31	59	193
6/6/2017 14:00	0	41	11	78	130	0	0	7	0	7	0	58	34	4	96	0	0	52	41	93	326
Lights	0	9	11	8	28	0	0	7	0	7	0	4	2	4	10	0	0	3	13	16	61
Mediums	0	11	0	10	21	0	0	0	0	0	0	12	12	0	24	0	0	13	6	19	64
Articulated Trucks	0	21	0	60	81	0	0	0	0	0	0	42	20	0	62	0	0	36	22	58	201
6/6/2017 14:15	0	30	12	46	88	0	0	10	0	10	0	66	59	14	139	0	0	53	38	91	328
Lights	0	6	12	1	19	0	0	9	0	9	0	7	12	14	33	0	0	2	5	7	68
Mediums	0	6	0	6	12	0	0	1	0	1	0	10	16	0	26	0	0	20	8	28	67
Articulated Trucks	0	18	0	39	57	0	0	0	0	0	0	49	31	0	80	0	0	31	25	56	193
6/6/2017 14:30	0	41	16	74	131	0	1	9	1	11	0	69	38	4	111	0	2	42	61	105	358
Lights	0	12	15	8	35	0	1	8	0	9	0	6	7	4	17	0	2	0	14	16	77
Mediums	0	2	0	6	8	0	0	0	1	1	0	6	11	0	17	0	0	12	10	22	48
Articulated Trucks	0	27	1	60	88	0	0	1	0	1	0	57	20	0	77	0	0	30	37	67	233
6/6/2017 14:45	0	31	9	61	101	0	0	6	1	7	0	82	52	1	135	0	2	32	44	78	321
Lights	0	9	9	4	22	0	0	6	1	7	0	16	5	1	22	0	1	5	12	18	69
Mediums	0	10	0	3	13	0	0	0	0	0	0	15	13	0	28	0	0	11	4	15	56
Articulated Trucks	0	12	0	54	66	0	0	0	0	0	0	51	34	0	85	0	1	16	28	45	196
6/6/2017 15:00	0	39	31	55	125	0	0	17	1	18	0	73	45	0	118	0	0	38	60	98	359
Lights	0	16	31	7	54	0	0	17	1	18	0	17	4	0	21	0	0	3	32	35	128
Mediums	0	4	0	3	7	0	0	0	0	0	0	15	7	0	22	0	0	10	3	13	42
Articulated Trucks	0	19	0	45	64	0	0	0	0	0	0	41	34	0	75	0	0	25	25	50	189
6/6/2017 15:15	0	40	15	54	109	0	0	17	1	18	0	82	44	1	127	0	2	40	47	89	343
Lights	0	14	15	3	32	0	0	17	1	18	0	32	0	1	33	0	2	3	24	29	112
Mediums	0	4	0	1	5	0	0	0	0	0	0	15	22	0	37	0	0	11	3	14	56
Articulated Trucks	0	22	0	50	72	0	0	0	0	0	0	35	22	0	57	0	0	26	20	46	175
6/6/2017 15:30	0	29	29	60	118	0	0	12	1	13	0	62	48	1	111	0	0	22	50	72	314
Lights	0	8	28	6	42	0	0	12	1	13	0	31	0	1	32	0	0	2	22	24	111
Mediums	0	1	1	2	4	0	0	0	0	0	0	11	22	0	33	0	0	4	5	9	46
Articulated Trucks	0	20	0	52	72	0	0	0	0	0	0	20	26	0	46	0	0	16	23	39	157
6/6/2017 15:45	0	31	34	57	122	0	4	9	1	14	0	71	31	5	107	0	0	30	53	83	326
Lights	0	10	33	12	55	0	3	9	0	12	0	23	2	4	29	0	0	0	19	19	115
Mediums	0	3	1	5	9	0	1	0	0	1	0	8	8	0	16	0	0	4	6	10	36
Articulated Trucks	0	18	0	40	58	0	0	0	1	1	0	40	21	1	62	0	0	26	28	54	175
6/6/2017 16:00	0	26	25	54	105	0	1	24	0	25	0	70	37	2	109	0	0	41	79	120	359
Lights	0	4	25	13	42	0	0	23	0	23	0	13	5	2	20	0	0	4	53	57	142
Mediums	0	2	0	4	6	0	0	0	0	0	0	9	11	0	20	0	0	10	3	13	39
Articulated Trucks	0	20	0	37	57	0	1	1	0	2	0	48	21	0	69	0	0	27	23	50	178
6/6/2017 16:15	0	33	27	34	94	0	2	14	0	16	0	59	46	0	105	0	0	39	67	106	321
Lights	0	0	27	9	36	0	2	14	0	16	0	17	3	0	20	0	0	2	38	40	112
Mediums	0	3	0	5	8	0	0	0	0	0	0	7	14	0	21	0	0	16	4	20	49
Articulated Trucks	0	30	0	20	50	0	0	0	0	0	0	35	29	0	64	0	0	21	25	46	160
6/6/2017 16:30	0	37	80	48	165	0	2	27	1	30	0	75	52	5	132	0	3	27	86	116	443
Lights	0	8	80	11	99	0	2	27	1	30	0	15	10	4	29	0	3	1	54	58	216
Mediums	0	6	0	4	10	0	0	0	0	0	0	11	19	1	31	0	0	7	8	15	56
Articulated Trucks	0	23	0	33	56	0	0	0	0	0	0	49	23	0	72	0	0	19	24	43	171
6/6/2017 16:45	0	31	40	50	121	0	2	26	1	29	0	72	30	5	107	1	0	33	55	89	346
Lights	0	7	40	14	61	0	1	26	1	28	0	26	2	5	33	0	0	0	27	27	149
Mediums	0	3	0	6	9	0	0	0	0	0	0	4	14	0	18	0	0	13	6	19	46
Articulated Trucks	0	21	0	30	51	0	1	0	0	1	0	42	14	0	56	1	0	20	22	43	151
6/6/2017 17:00	0	40	28	45	113	0	2	26	0	28	0	62	22	6	90	0	2	37	43	82	313
Lights	0	14	27	6	47	0	2	26	0	28	0	30	0	6	36	0	1	2	23	26	137
Mediums	0	4	1	4	9	0	0	0	0	0	0	5	6	0	11	0	0	13	3	16	36
Articulated Trucks	0	22	0	35	57	0	0	0	0	0	0	27	16	0	43	0	1	22	17	40	140
6/6/2017 17:15	0	35	39	42	116	0	0	24	1	25	0	92	36	3	131	0	1	36	48	85	357
Lights	0	20	39	6	65	0	0	24	0	24	0	32	4	2	38	0	1	3	23	27	154
Mediums	0	0	0	4	4	0	0	0	1	1	0	9	4	0	13	0	0	10	3	13	31
Articulated Trucks	0	15	0	32	47	0	0	0	0	0	0	51	28	1	80	0	0	23	22	45	172
6/6/2017 17:30	0	35	24	53	112	1	3	14	2	20	0	95	27	5	127	0	3	36	96	135	394
Lights	0	23	23	22	68	1	3	14	2	20	0	42	3	5	50	0	2	13	75	90	228
Mediums	0	2	1	5	8	0	0	0	0	0	0	5	8	0	13	0	1	13	4	18	39
Articulated Trucks	0	10	0	26	36	0	0	0	0	0	0	48	16	0	64	0	0	10	17	27	127
6/6/2017 17:45	0	38	24	43	105	0	4	19	5	28	0	68	22	1	91	0	0	29	56	85	309
Lights	0	13	24	10	47	0	4	19	5	28	0	28	4	1	33	0	0	8	37	45	153
Mediums	0	4	0	13	17	0	0	0	0	0	0	5	3	0	8	0	0	8	2	10	35
Articulated Trucks	0	21	0	20	41	0	0	0	0	0	0	35	15	0	50	0	0	13	17	30	121
6/6/2017 18:00	0	19	12	37	68	0	0	20	0	20	0	54	18	1	73	0	0	25	49	74	235
Lights	0	5	11	8	24	0	0	19	0	19	0	15	3	1	19	0	0	2	31	33	95
Mediums	0	2	1	1	4	0	0	0	0	0	0	10	7	0	17	0	0	7	4	11	32
Articulated Trucks	0	12	0	28	40	0	0	1	0	1	0	29	8	0	37	0	0	16	14	30	108
6/6/2017 18:15	0	14	20	22	56	0	1	16	1	18	0	69	20	3	92	0	0	25	61	86	252
Lights	0	3	20	3	26	0	1	15	1	17	0	12	6	3	21	0	0	3	31	34	98
Mediums	0	0	0	1	1	0	0	0	0	0	0	12	10	0	22	0	0	8	10	18	41
Articulated Trucks	0	11	0	18	29	0	0	1	0	1	0	45	4	0	49	0	0	14	20	34	113
6/6/2017 18:30	0	23	17	27	67	0	1	23	1	25	0	60	30	0	90	0	0	26	32	58	240
Lights	0	8	16	5	29	0	1	22	1	24	0	20	4	0	24	0	0	3	18	21	98
Mediums	0	0	1	5	6	0	0	1	0	1	0	9	13	0	22	0	0	3	2	5	34
Articulated Trucks	0	15	0	17	32	0	0	0	0	0	0	31	13	0	44	0	0	20	12	32	108
6/6/2017 18:45	0	26	9	34	69	0	0	22	0	22	0	51	23	0	74	0	0	24	37	61	226
Lights	0	2	9	4	15	0	0	22	0	22	0	10	1	0	11	0	0	5	21	26	74
Mediums	0	3	0	4	7	0	0	0	0	0	0	6	6	0	12	0	0	6	1	7	26
Articulated Trucks	0	21	0	26	47	0	0	0	0	0	0	35	16	0	51	0	0	13	15	28	126
6/6/2017 19:00	0	26	7	21	54	0	0	10	0	10	0	54	35	0	89	0	0	26	21	47	200
Lights	0	7	7	5	19	0	0	10	0	10	0	8	0	0	8	0	0	1	7	8	45
Mediums	0	3	0	5	8	0	0	0	0	0	0	7	14	0	21	0	0	7	4	11	40
Articulated Trucks	0	16	0	11	27	0	0	0	0	0	0	39	21	0	60	0	0	18	10	28	115
6/6/2017 19:15	0	24	5	26	55	0	0	9	0	9	0	45	21	0	66	0	0	26	25	51	181
Lights	0	12	5	6	23	0	0	9	0	9	0	15	1	0	16	0	0	1	8	9	57
Mediums	0	2	0	6	8	0	0	0	0	0	0	6	11	0	17	0	0	8	3	11	36
Articulated Trucks	0	10	0	14	24	0	0	0	0	0	0	24	9	0	33	0	0	17	14	31	88
6/6/2017 19:30	0	32	7	30	69	0	0	11	0	11	0	59	17	2	78	0	0	15	23	38	196
Lights	0	10	6	9	25	0	0	11	0	11	0	16	2	1	19	0	0	1	7	8	63
Mediums	0	1	0	8	9	0	0	0	0	0	0	5	4	1	10	0	0	4	4	8	27
Articulated Trucks	0	21	1	13	35	0	0	0	0	0	0	38	11	0	49	0	0	10	12	22	106
6/6/2017 19:45	0	9	12	23	44	0	0	9	0	9	0	35	13	0	48	0	0	19	36	55	156
Lights	0	0	11	4	15	0	0	9	0	9	0	9	1	0	10	0	0	5	22	27	61
Mediums	0	2	0	1	3	0	0	0	0	0	0	4	8	0	12	0	0	4	2	6	21
Articulated Trucks	0	7	1	18	26	0	0	0	0	0	0	22	4	0	26	0	0	10	12	22	74
6/6/2017 20:00	0	9	4	20	33	0	0	5	0	5	0	41	9	0	50	0	0	17	31	48	136

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	1	4	1	6	0	0	5	0	5	0	4	1	0	5	0	0	2	16	18	34
Mediums	0	0	0	5	5	0	0	0	0	0	0	6	4	0	10	0	0	6	4	10	25
Articulated Trucks	0	8	0	14	22	0	0	0	0	0	0	31	4	0	35	0	0	9	11	20	77
6/6/2017 20:15	0	17	6	21	44	0	0	5	0	5	0	45	16	0	61	0	0	15	28	43	153
Lights	0	2	6	4	12	0	0	5	0	5	0	4	0	0	4	0	0	0	4	4	25
Mediums	0	2	0	2	4	0	0	0	0	0	0	6	9	0	15	0	0	4	5	9	28
Articulated Trucks	0	13	0	15	28	0	0	0	0	0	0	35	7	0	42	0	0	11	19	30	100
6/6/2017 20:30	0	23	8	16	47	0	2	5	0	7	0	34	13	1	48	0	0	7	19	26	128
Lights	0	3	8	3	14	0	2	5	0	7	0	5	1	1	7	0	0	0	5	5	33
Mediums	0	9	0	3	12	0	0	0	0	0	0	5	4	0	9	0	0	4	5	9	30
Articulated Trucks	0	11	0	10	21	0	0	0	0	0	0	24	8	0	32	0	0	3	9	12	65
6/6/2017 20:45	0	11	7	17	35	0	1	6	0	7	0	23	8	0	31	0	1	13	17	31	104
Lights	0	1	7	3	11	0	1	6	0	7	0	4	0	0	4	0	1	1	4	6	28
Mediums	0	1	0	2	3	0	0	0	0	0	0	3	2	0	5	0	0	4	1	5	13
Articulated Trucks	0	9	0	12	21	0	0	0	0	0	0	16	6	0	22	0	0	8	12	20	63
6/6/2017 21:00	0	17	9	19	45	0	4	2	0	6	0	30	9	1	40	0	0	5	10	15	106
Lights	0	2	9	7	18	0	4	2	0	6	0	3	0	0	3	0	0	1	2	3	30
Mediums	0	3	0	3	6	0	0	0	0	0	0	4	5	0	9	0	0	0	3	3	18
Articulated Trucks	0	12	0	9	21	0	0	0	0	0	0	23	4	1	28	0	0	4	5	9	58
6/6/2017 21:15	0	16	9	16	41	0	3	4	0	7	0	35	8	1	44	0	0	13	19	32	124
Lights	0	6	8	3	17	0	3	4	0	7	0	6	0	1	7	0	0	2	4	6	37
Mediums	0	2	0	0	2	0	0	0	0	0	0	4	4	0	8	0	0	2	3	5	15
Articulated Trucks	0	8	1	13	22	0	0	0	0	0	0	25	4	0	29	0	0	9	12	21	72
6/6/2017 21:30	0	15	5	20	40	0	3	1	0	4	0	15	14	2	31	0	0	9	14	23	98
Lights	0	0	5	8	13	0	3	1	0	4	0	1	0	2	3	0	0	1	6	7	27
Mediums	0	3	0	0	3	0	0	0	0	0	0	2	4	0	6	0	0	2	3	5	14
Articulated Trucks	0	12	0	12	24	0	0	0	0	0	0	12	10	0	22	0	0	6	5	11	57
6/6/2017 21:45	0	12	3	15	30	0	0	3	0	3	0	23	19	1	43	0	0	11	14	25	101
Lights	0	2	3	6	11	0	0	3	0	3	0	3	3	1	7	0	0	2	2	4	25
Mediums	0	2	0	1	3	0	0	0	0	0	0	1	5	0	6	0	0	1	1	2	11
Articulated Trucks	0	8	0	8	16	0	0	0	0	0	0	19	11	0	30	0	0	8	11	19	65
6/6/2017 22:00	0	12	6	11	29	0	0	5	0	5	0	10	8	2	20	0	0	10	16	26	80
Lights	0	1	6	3	10	0	0	5	0	5	0	1	0	2	3	0	0	2	5	7	25
Mediums	0	0	0	2	2	0	0	0	0	0	0	1	5	0	6	0	0	2	3	5	13
Articulated Trucks	0	11	0	6	17	0	0	0	0	0	0	8	3	0	11	0	0	6	8	14	42
6/6/2017 22:15	0	13	9	12	34	0	1	3	0	4	0	14	17	6	37	0	0	12	12	24	99
Lights	0	3	8	5	16	0	1	3	0	4	0	1	8	6	15	0	0	3	4	7	42
Mediums	0	2	0	0	2	0	0	0	0	0	0	1	3	0	4	0	0	2	1	3	9
Articulated Trucks	0	8	1	7	16	0	0	0	0	0	0	12	6	0	18	0	0	7	7	14	48
6/6/2017 22:30	0	10	8	8	26	0	0	3	0	3	0	20	5	0	25	0	0	5	16	21	75
Lights	0	3	8	1	12	0	0	3	0	3	0	2	1	0	3	0	0	0	6	6	24
Mediums	0	0	0	1	1	0	0	0	0	0	0	3	0	0	3	0	0	0	3	3	7
Articulated Trucks	0	7	0	6	13	0	0	0	0	0	0	15	4	0	19	0	0	5	7	12	44
6/6/2017 22:45	0	6	2	12	20	0	1	1	0	2	0	24	10	1	35	0	0	9	8	17	74
Lights	0	3	2	3	8	0	1	1	0	2	0	5	0	1	6	0	0	1	2	3	19
Mediums	0	0	0	1	1	0	0	0	0	0	0	5	5	0	10	0	0	4	0	4	15
Articulated Trucks	0	3	0	8	11	0	0	0	0	0	0	14	5	0	19	0	0	4	6	10	40
6/6/2017 23:00	0	8	4	10	22	0	0	5	0	5	0	17	9	0	26	0	0	7	21	28	81
Lights	0	3	4	2	9	0	0	4	0	4	0	8	1	0	9	0	0	1	9	10	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	3	4	7	12
Articulated Trucks	0	5	0	8	13	0	0	1	0	1	0	9	3	0	12	0	0	3	8	11	37
6/6/2017 23:15	0	13	1	15	29	0	2	4	1	7	0	34	8	0	42	0	0	6	11	17	95
Lights	0	4	1	4	9	0	0	4	0	4	0	25	0	0	25	0	0	1	4	5	43
Mediums	0	1	0	3	4	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	6
Articulated Trucks	0	8	0	8	16	0	2	0	1	3	0	9	7	0	16	0	0	4	7	11	46
6/6/2017 23:30	0	14	2	9	25	0	0	3	0	3	0	15	9	0	24	0	0	14	13	27	79
Lights	0	2	2	7	11	0	0	3	0	3	0	5	0	0	5	0	0	0	7	7	26
Mediums	0	0	0	1	1	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	6
Articulated Trucks	0	12	0	1	13	0	0	0	0	0	0	10	6	0	16	0	0	12	6	18	47
6/6/2017 23:45	0	14	2	9	25	0	0	2	1	3	0	11	2	1	14	0	0	7	2	9	51
Lights	0	1	2	1	4	0	0	2	1	3	0	3	0	1	4	0	0	0	1	1	12
Mediums	0	3	0	0	3	0	0	0	0	0	0	4	2	0	6	0	0	0	0	0	9
Articulated Trucks	0	10	0	8	18	0	0	0	0	0	0	4	0	0	4	0	0	7	1	8	30
6/7/2017	0	3	0	8	11	0	0	1	0	1	0	19	6	0	25	0	0	4	17	21	58
Lights	0	0	0	2	2	0	0	1	0	1	0	5	0	0	5	0	0	2	12	14	22
Mediums	0	0	0	6	6	0	0	0	0	0	0	1	3	0	4	0	0	2	1	3	13
Articulated Trucks	0	3	0	0	3	0	0	0	0	0	0	13	3	0	16	0	0	0	4	4	23
6/7/2017 0:15	0	5	3	7	15	0	0	1	0	1	0	12	9	1	22	0	1	5	16	22	60
Lights	0	0	3	3	6	0	0	1	0	1	0	3	0	1	4	0	1	0	10	11	22
Mediums	0	2	0	2	4	0	0	0	0	0	0	3	3	0	6	0	0	1	3	4	14
Articulated Trucks	0	3	0	2	5	0	0	0	0	0	0	6	6	0	12	0	0	4	3	7	24
6/7/2017 0:30	0	3	0	9	12	0	0	3	0	3	0	12	8	0	20	0	1	5	6	12	47
Lights	0	0	0	1	1	0	0	3	0	3	0	4	0	0	4	0	0	2	1	3	11
Mediums	0	1	0	6	7	0	0	0	0	0	0	0	3	0	3	0	1	0	1	2	12
Articulated Trucks	0	2	0	2	4	0	0	0	0	0	0	8	5	0	13	0	0	3	4	7	24
6/7/2017 0:45	0	9	0	8	17	0	0	1	0	1	0	9	8	0	17	0	0	13	14	27	62
Lights	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	0	0	1	8	9	12
Mediums	0	3	0	8	11	0	0	0	0	0	0	0	3	0	3	0	0	3	0	3	17
Articulated Trucks	0	6	0	0	6	0	0	0	0	0	0	8	4	0	12	0	0	9	6	15	33
6/7/2017 1:00	0	0	2	10	12	0	0	0	0	0	0	11	6	1	18	0	0	9	8	17	47
Lights	0	0	2	0	2	0	0	0	0	0	0	5	1	1	7	0	0	0	1	1	10
Mediums	0	0	0	3	3	0	0	0	0	0	0	0	2	0	2	0	0	2	4	6	11
Articulated Trucks	0	0	0	7	7	0	0	0	0	0	0	6	3	0	9	0	0	7	3	10	26
6/7/2017 1:15	0	6	0	7	13	0	0	1	0	1	0	12	8	0	20	0	0	5	12	17	51
Lights	0	0	0	3	3	0	0	1	0	1	0	4	0	0	4	0	0	0	3	3	11
Mediums	0	1	0	2	3	0	0	0	0	0	0	2	5	0	7	0	0	3	1	4	14
Articulated Trucks	0	5	0	2	7	0	0	0	0	0	0	6	3	0	9	0	0	2	8	10	26
6/7/2017 1:30	0	5	0	7	12	0	0	0	0	0	0	5	9	0	14	0	0	10	5	15	41
Lights	0	1	0	3	4	0	0	0	0	0	0	1	1	0	2	0	0	0	1	1	7
Mediums	0	0	0	4	4	0	0	0	0	0	0	1	1	0	2	0	0	2	0	2	8
Articulated Trucks	0	4	0	0	4	0	0	0	0	0	0	3	7	0	10	0	0	8	4	12	26
6/7/2017 1:45	0	6	0	11	17	0	1	0	0	1	0	4	5	0	9	0	0	8	6	14	41
Lights	0	1	0	3	4	0	0	0	0	0	0	0	0	0	0	0	0	1	4	5	9
Mediums	0	0	0	2	2	0	0	0	0	0	0	1	4	0	5	0	0	3	1	4	11
Articulated Trucks	0	5	0	6	11	0	1	0	0	1	0	3	1	0	4	0	0	4	1	5	21
6/7/2017 2:00	0	7	1	13	21	0	0	0	0	0	0	8	8	0	16	0	0	9	7	16	53
Lights	0	1	1	1	3	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	6
Mediums	0	1	0	6	7	0	0	0	0	0	0	1	1	0	2	0	0	1	1	2	11
Articulated Trucks	0	5	0	6	11	0	0	0	0	0	0	6	7	0	13	0	0	8	4	12	36
6/7/2017 2:15	0	6	0	10	16	0	0	0	0	0	0	6	6	0	12	0	0	10	4	14	42
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Mediums	0	0	0	7	7	0	0	0	0	0	0	1	4	0	5	0	0	2	0	2	14
Articulated Trucks	0	6	0	3	9	0	0	0	0	0	0	5	2	0	7	0	0	7	2	9	25
6/7/2017 2:30	0	5	0	12	17	0	0	1	0	1	0	9	10	0	19	0	0	13	6	19	56
Lights	0	1	0	1	2	0	0	1	0	1	0	1	1	0	2	0	0	1	2	3	8
Mediums	0	0	0	3	3	0	0	0	0	0	0	1	2	0	3	0	0	4	1	5	11
Articulated Trucks	0	4	0	8	12	0	0	0	0	0	0	7	7	0	14	0	0	8	3	11	37

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/7/2017 2:45	0	9	2	13	24	0	0	0	0	0	0	11	10	0	21	0	0	10	9	19	64
Lights	0	0	1	2	3	0	0	0	0	0	0	1	0	0	1	0	0	1	5	6	10
Mediums	0	2	0	8	10	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	15
Articulated Trucks	0	7	1	3	11	0	0	0	0	0	0	9	8	0	17	0	0	7	4	11	39
6/7/2017 3:00	0	3	0	9	12	0	0	0	0	0	0	16	10	0	26	0	0	7	5	12	50
Lights	0	1	0	3	4	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	7
Mediums	0	0	0	1	1	0	0	0	0	0	0	1	2	0	3	0	0	2	1	3	7
Articulated Trucks	0	2	0	5	7	0	0	0	0	0	0	12	8	0	20	0	0	5	4	9	36
6/7/2017 3:15	0	4	3	20	27	0	0	1	0	1	0	14	10	0	24	0	0	10	4	14	66
Lights	0	1	2	3	6	0	0	1	0	1	0	6	0	0	6	0	0	0	1	1	14
Mediums	0	1	0	9	10	0	0	0	0	0	0	0	4	0	4	0	0	4	0	4	18
Articulated Trucks	0	2	1	8	11	0	0	0	0	0	0	8	6	0	14	0	0	6	3	9	34
6/7/2017 3:30	0	11	0	19	30	0	0	1	0	1	0	9	10	0	19	0	0	7	5	12	62
Lights	0	3	0	8	11	0	0	1	0	1	0	0	2	0	2	0	0	0	0	0	14
Mediums	0	2	0	2	4	0	0	0	0	0	0	4	3	0	7	0	0	3	2	5	16
Articulated Trucks	0	6	0	9	15	0	0	0	0	0	0	5	5	0	10	0	0	4	3	7	32
6/7/2017 3:45	0	8	0	27	35	0	0	2	0	2	0	4	9	0	13	0	1	11	12	24	74
Lights	0	2	0	6	8	0	0	1	0	1	0	0	1	0	1	0	1	0	3	4	14
Mediums	0	1	0	1	2	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	8
Articulated Trucks	0	5	0	20	25	0	0	1	0	1	0	4	6	0	10	0	0	7	9	16	52
6/7/2017 4:00	0	9	2	12	23	0	1	2	0	3	0	21	14	0	35	0	0	8	5	13	74
Lights	0	2	2	7	11	0	1	2	0	3	0	4	3	0	7	0	0	0	2	2	23
Mediums	0	1	0	3	4	0	0	0	0	0	0	3	3	0	6	0	0	4	1	5	15
Articulated Trucks	0	6	0	2	8	0	0	0	0	0	0	14	8	0	22	0	0	4	2	6	36
6/7/2017 4:15	0	6	3	19	28	0	0	2	0	2	0	11	18	0	29	0	0	12	6	18	77
Lights	0	4	3	3	10	0	0	2	0	2	0	1	1	0	2	0	0	1	1	2	16
Mediums	0	0	0	5	5	0	0	0	0	0	0	1	5	0	6	0	0	7	0	7	18
Articulated Trucks	0	2	0	11	13	0	0	0	0	0	0	9	12	0	21	0	0	4	5	9	43
6/7/2017 4:30	0	20	0	35	55	0	1	1	1	3	0	22	9	2	33	0	1	11	19	31	122
Lights	0	10	0	12	22	0	1	1	1	3	0	7	4	2	13	0	1	1	16	18	56
Mediums	0	3	0	8	11	0	0	0	0	0	0	4	1	0	5	0	0	6	0	6	22
Articulated Trucks	0	7	0	15	22	0	0	0	0	0	0	11	4	0	15	0	0	4	3	7	44
6/7/2017 4:45	0	12	2	37	51	0	6	3	0	9	0	21	11	5	37	0	2	9	16	27	124
Lights	0	5	1	15	21	0	6	3	0	9	0	7	3	5	15	0	2	1	11	14	59
Mediums	0	2	0	8	10	0	0	0	0	0	0	5	2	0	7	0	0	3	2	5	22
Articulated Trucks	0	5	1	14	20	0	0	0	0	0	0	9	6	0	15	0	0	5	3	8	43
6/7/2017 5:00	0	12	5	54	71	0	2	4	3	9	0	17	10	4	31	0	0	8	6	14	125
Lights	0	9	5	26	40	0	2	4	2	8	0	4	1	4	9	0	0	0	4	4	61
Mediums	0	1	0	13	14	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	18
Articulated Trucks	0	2	0	15	17	0	0	0	1	1	0	13	8	0	21	0	0	5	2	7	46
6/7/2017 5:15	0	20	8	77	105	0	9	2	0	11	0	20	12	0	32	0	0	13	10	23	171
Lights	0	13	8	43	64	0	8	2	0	10	0	6	1	0	7	0	0	2	1	3	84
Mediums	0	2	0	18	20	0	0	0	0	0	0	4	3	0	7	0	0	9	0	9	36
Articulated Trucks	0	5	0	16	21	0	1	0	0	1	0	10	8	0	18	0	0	2	9	11	51
6/7/2017 5:30	0	31	10	116	157	0	10	10	2	22	0	31	16	1	48	0	1	12	14	27	254
Lights	0	20	10	85	115	0	10	10	2	22	0	13	4	1	18	0	1	2	9	12	167
Mediums	0	2	0	14	16	0	0	0	0	0	0	2	4	0	6	0	0	7	1	8	30
Articulated Trucks	0	9	0	17	26	0	0	0	0	0	0	16	8	0	24	0	0	3	4	7	57
6/7/2017 5:45	0	37	13	103	153	0	15	8	0	23	0	36	23	0	59	0	0	16	19	35	270
Lights	0	26	13	72	111	0	15	8	0	23	0	9	3	0	12	0	0	2	5	7	153
Mediums	0	4	0	8	12	0	0	0	0	0	0	2	6	0	8	0	0	5	5	10	30
Articulated Trucks	0	7	0	23	30	0	0	0	0	0	0	25	14	0	39	0	0	9	9	18	87
6/7/2017 6:00	0	42	7	58	107	0	4	9	2	15	0	18	10	2	30	0	2	12	14	28	180
Lights	0	31	7	18	56	0	4	9	2	15	0	4	1	2	7	0	2	3	7	12	90
Mediums	0	3	0	15	18	0	0	0	0	0	0	3	1	0	4	0	0	2	2	4	26
Articulated Trucks	0	8	0	25	33	0	0	0	0	0	0	11	8	0	19	0	0	7	5	12	64
6/7/2017 6:15	0	47	15	41	103	0	2	24	1	27	0	30	30	9	69	0	0	17	17	34	233
Lights	0	36	15	17	68	0	2	24	1	27	0	7	17	9	33	0	0	3	5	8	136
Mediums	0	4	0	10	14	0	0	0	0	0	0	1	2	0	3	0	0	6	2	8	25
Articulated Trucks	0	7	0	14	21	0	0	0	0	0	0	22	11	0	33	0	0	8	10	18	72
6/7/2017 6:30	0	68	18	53	139	0	2	42	1	45	0	37	26	2	65	0	0	32	21	53	302
Lights	0	52	18	24	94	0	2	42	1	45	0	9	9	2	20	0	0	11	13	24	183
Mediums	0	3	0	9	12	0	0	0	0	0	0	0	2	0	2	0	0	15	2	17	31
Articulated Trucks	0	13	0	20	33	0	0	0	0	0	0	28	15	0	43	0	0	6	6	12	88
6/7/2017 6:45	0	77	23	76	176	0	5	24	2	31	0	40	27	1	68	0	0	32	24	56	331
Lights	0	64	23	38	125	0	5	23	2	30	0	7	4	1	12	0	0	12	7	19	186
Mediums	0	4	0	13	17	0	0	1	0	1	0	2	5	0	7	0	0	16	2	18	43
Articulated Trucks	0	9	0	25	34	0	0	0	0	0	0	31	18	0	49	0	0	4	15	19	102
6/7/2017 7:00	0	48	19	69	136	0	2	15	2	19	0	31	33	1	65	0	1	13	27	41	261
Lights	0	29	19	24	72	0	2	14	1	17	0	8	3	1	12	0	1	0	7	8	109
Mediums	0	9	0	14	23	0	0	1	1	2	0	6	11	0	17	0	0	5	5	10	52
Articulated Trucks	0	10	0	31	41	0	0	0	0	0	0	17	19	0	36	0	0	8	15	23	100
6/7/2017 7:15	0	79	20	62	161	0	0	20	1	21	0	47	23	1	71	0	0	23	29	52	305
Lights	0	65	19	24	108	0	0	20	1	21	0	23	1	1	25	0	0	1	5	6	160
Mediums	0	5	0	11	16	0	0	0	0	0	0	3	6	0	9	0	0	8	3	11	36
Articulated Trucks	0	9	1	27	37	0	0	0	0	0	0	21	16	0	37	0	0	14	21	35	109
6/7/2017 7:30	0	75	15	46	136	0	3	28	3	34	0	34	22	0	56	0	0	26	24	50	276
Lights	0	61	14	21	96	0	2	28	3	33	0	11	4	0	15	0	0	4	5	9	153
Mediums	0	4	0	11	15	0	0	0	0	0	0	5	2	0	7	0	0	11	2	13	35
Articulated Trucks	0	10	1	14	25	0	1	0	0	1	0	18	16	0	34	0	0	11	17	28	88
6/7/2017 7:45	0	85	8	52	145	1	3	20	2	26	0	46	22	2	70	0	0	29	25	54	295
Lights	0	60	8	18	86	1	3	20	2	26	0	14	1	0	15	0	0	6	13	19	146
Mediums	0	10	0	12	22	0	0	0	0	0	0	2	3	0	5	0	0	10	1	11	38
Articulated Trucks	0	15	0	22	37	0	0	0	0	0	0	30	18	2	50	0	0	13	11	24	111
6/7/2017 8:00	0	69	8	66	143	0	2	19	1	22	0	37	28	1	66	0	0	11	31	42	273
Lights	0	45	7	11	63	0	2	19	1	22	0	8	2	1	11	0	0	2	14	16	112
Mediums	0	8	0	12	20	0	0	0	0	0	0	2	5	0	7	0	0	5	4	9	36
Articulated Trucks	0	16	1	43	60	0	0	0	0	0	0	27	21	0	48	0	0	4	13	17	125
6/7/2017 8:15	0	40	10	67	117	0	0	18	0	18	0	50	21	0	71	0	0	32	20	52	258
Lights	0	24	10	17	51	0	0	17	0	17	0	7	1	0	8	0	0	1	7	8	84
Mediums	0	7	0	6	13	0	0	1	0	1	0	1	2	0	3	0	0	17	2	19	36
Articulated Trucks	0	9	0	44	53	0	0	0	0	0	0	42	18	0	60	0	0	14	11	25	138
6/7/2017 8:30	0	49	10	61	120	0	1	22	2	25	0	47	30	1	78	0	0	17	28	45	268
Lights	0	28	10	11	49	0	1	21	0	22	0	3	2	1	6	0	0	4	2	6	83
Mediums	0	9	0	12	21	0	0	1	1	2	0	1	6	0	7	0	0	6	3	9	39
Articulated Trucks	0	12	0	38	50	0	0	0	1	1	0	43	22	0	65	0	0	7	23	30	146
6/7/2017 8:45	0	56	12	63	131	0	2	14	1	17	0	38	26	2	66	0	0	21	25	46	260
Lights	0	32	12	7	51	0	1	12	1	14	0	2	2	1	5	0	0	1	3	4	74
Mediums	0	9	0	5	14	0	1	2	0	3	0	3	4	1	8	0	0	5	3	8	33
Articulated Trucks	0	15	0	51	66	0	0	0	0	0	0	33	20	0	53	0	0	15	19	34	153
6/7/2017 9:00	0	42	12	37	91	0	2	13	1	16	0	41	33	2	76	0	0	20	24	44	227
Lights	0	16	11	4	31	0	2	13	0	15	0	3	0	1	4	0	0	1	2	3	53
Mediums	0	4	1	7	12	0	0	0	0	0	0	4	11	0	15	0	0	8	3	11	38
Articulated Trucks	0	22	0	26	48	0	0	0	1	1	0	34	22	1	57	0	0	11	19	30	136
6/7/2017 9:15	0	38	6	62	106	0	0	13	3	16	0	57	22	1	80	0	0	29	28	57	259
Lights	0	12	5	7	24	0	0	13	3	16	0	7	0	0	7	0	0	2	4	6	53
Mediums	0	8	0	11	19	0	0	0	0	0	0	2	7	1	10	0	0	9	0	9	38

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	18	1	44	63	0	0	0	0	0	0	48	15	0	63	0	0	18	24	42	168
6/7/2017 9:30	0	60	11	63	134	0	2	8	0	10	0	36	24	1	61	0	0	19	27	46	251
Lights	0	20	10	12	42	0	1	8	0	9	0	3	0	1	4	0	0	3	3	6	61
Mediums	0	5	0	8	13	0	0	0	0	0	0	5	5	0	10	0	0	4	4	8	31
Articulated Trucks	0	35	1	43	79	0	1	0	0	1	0	28	19	0	47	0	0	12	20	32	159
6/7/2017 9:45	0	35	6	79	120	0	0	12	1	13	0	46	40	1	87	0	1	25	19	45	265
Lights	0	10	6	4	20	0	0	12	1	13	0	3	1	0	4	0	1	1	3	5	42
Mediums	0	4	0	12	16	0	0	0	0	0	0	5	15	1	21	0	0	9	0	9	46
Articulated Trucks	0	21	0	63	84	0	0	0	0	0	0	38	24	0	62	0	0	15	16	31	177
6/7/2017 10:00	0	39	7	71	117	0	1	14	1	16	0	49	33	2	84	0	0	28	31	59	276
Lights	0	6	7	8	21	0	1	13	0	14	0	5	0	1	6	0	0	0	1	1	42
Mediums	0	8	0	14	22	0	0	1	1	2	0	6	11	0	17	0	0	11	2	13	54
Articulated Trucks	0	25	0	49	74	0	0	0	0	0	0	38	22	1	61	0	0	17	28	45	180
6/7/2017 10:15	0	34	7	63	104	0	1	10	0	11	0	59	42	4	105	0	0	45	28	73	293
Lights	0	6	6	5	17	0	0	9	0	9	0	4	3	4	11	0	0	2	4	6	43
Mediums	0	10	1	10	21	0	0	0	0	0	0	9	15	0	24	0	0	10	2	12	57
Articulated Trucks	0	18	0	48	66	0	1	1	0	2	0	46	24	0	70	0	0	33	22	55	193
6/7/2017 10:30	0	39	13	59	111	0	0	6	1	7	0	58	49	1	108	0	0	46	35	81	307
Lights	0	6	11	9	26	0	0	6	0	6	0	5	2	1	8	0	0	1	9	10	50
Mediums	0	3	1	8	12	0	0	0	1	1	0	8	16	0	24	0	0	11	3	14	51
Articulated Trucks	0	30	1	42	73	0	0	0	0	0	0	45	31	0	76	0	0	34	23	57	206
6/7/2017 10:45	0	46	4	61	111	0	4	8	0	12	0	48	40	2	90	0	0	28	29	57	270
Lights	0	13	3	8	24	0	4	8	0	12	0	4	3	2	9	0	0	1	3	4	49
Mediums	0	6	1	10	17	0	0	0	0	0	0	10	12	0	22	0	0	4	3	7	46
Articulated Trucks	0	27	0	43	70	0	0	0	0	0	0	34	25	0	59	0	0	23	23	46	175
6/7/2017 11:00	0	37	9	67	113	0	1	12	0	13	0	51	31	3	85	0	0	43	29	72	283
Lights	0	3	8	11	22	0	1	12	0	13	0	3	3	3	9	0	0	0	2	2	46
Mediums	0	5	1	6	12	0	0	0	0	0	0	4	9	0	13	0	0	9	4	13	38
Articulated Trucks	0	29	0	50	79	0	0	0	0	0	0	44	19	0	63	0	0	34	23	57	199
6/7/2017 11:15	0	34	10	77	121	0	0	7	0	7	0	70	29	0	99	0	1	38	32	71	298
Lights	0	0	10	11	21	0	0	6	0	6	0	7	4	0	11	0	0	2	3	5	43
Mediums	0	1	0	17	18	0	0	1	0	1	0	9	5	0	14	0	1	4	0	5	38
Articulated Trucks	0	33	0	49	82	0	0	0	0	0	0	54	20	0	74	0	0	32	29	61	217
6/7/2017 11:30	1	25	7	72	105	0	0	6	0	6	0	58	38	2	98	0	0	36	36	72	281
Lights	0	3	7	10	20	0	0	5	0	5	0	8	1	1	10	0	0	2	4	6	41
Mediums	1	3	0	15	19	0	0	1	0	1	0	4	11	1	16	0	0	15	3	18	54
Articulated Trucks	0	19	0	47	66	0	0	0	0	0	0	46	26	0	72	0	0	19	29	48	186
6/7/2017 11:45	0	29	12	58	99	0	0	10	1	11	0	57	49	1	107	0	0	31	41	72	289
Lights	0	6	12	6	24	0	0	10	0	10	0	3	2	1	6	0	0	2	3	5	45
Mediums	0	5	0	7	12	0	0	0	0	0	0	10	18	0	28	0	0	7	5	12	52
Articulated Trucks	0	18	0	45	63	0	0	0	1	1	0	44	29	0	73	0	0	22	33	55	192
6/7/2017 12:00	0	24	14	71	109	0	1	13	0	14	0	50	39	2	91	0	2	43	35	80	294
Lights	0	5	12	11	28	0	0	12	0	12	0	6	4	1	11	0	1	4	4	9	60
Mediums	0	2	0	11	13	0	0	1	0	1	0	10	11	1	22	0	0	7	1	8	44
Articulated Trucks	0	17	2	49	68	0	1	0	0	1	0	34	24	0	58	0	1	32	30	63	190
6/7/2017 12:15	0	35	2	69	106	0	1	8	1	10	0	44	34	0	78	0	1	38	37	76	270
Lights	0	8	2	7	17	0	1	7	1	9	0	4	2	0	6	0	1	1	10	12	44
Mediums	0	1	0	3	4	0	0	0	0	0	0	3	11	0	14	0	0	6	1	7	25
Articulated Trucks	0	26	0	59	85	0	0	1	0	1	0	37	21	0	58	0	0	31	26	57	201
6/7/2017 12:30	0	42	14	71	127	0	1	6	0	7	0	56	40	1	97	0	0	29	31	60	291
Lights	0	6	12	6	24	0	1	6	0	7	0	5	5	1	11	0	0	3	4	7	49
Mediums	0	4	1	14	19	0	0	0	0	0	0	5	16	0	21	0	0	9	5	14	54
Articulated Trucks	0	32	1	51	84	0	0	0	0	0	0	46	19	0	65	0	0	17	22	39	188
6/7/2017 12:45	0	35	12	73	120	0	1	8	0	9	0	74	45	0	119	0	2	40	31	73	321
Lights	0	8	12	13	33	0	1	7	0	8	0	4	6	0	10	0	2	4	3	9	60
Mediums	0	3	0	10	13	0	0	1	0	1	0	7	16	0	23	0	0	9	2	11	48
Articulated Trucks	0	24	0	50	74	0	0	0	0	0	0	63	23	0	86	0	0	27	26	53	213
6/7/2017 13:00	0	37	8	63	108	0	3	7	1	11	0	59	45	1	105	0	1	32	41	74	298
Lights	0	10	7	9	26	0	2	7	1	10	0	5	2	1	8	0	1	3	6	10	54
Mediums	0	3	0	6	9	0	1	0	0	1	0	15	12	0	27	0	0	10	3	13	50
Articulated Trucks	0	24	1	48	73	0	0	0	0	0	0	39	31	0	70	0	0	19	32	51	194
6/7/2017 13:15	0	34	16	79	129	2	2	5	0	9	0	61	53	1	115	0	2	42	33	77	330
Lights	0	6	16	21	43	2	2	4	0	8	0	7	6	1	14	0	2	3	10	15	80
Mediums	0	6	0	5	11	0	0	0	0	0	0	9	15	0	24	0	0	11	1	12	47
Articulated Trucks	0	22	0	53	75	0	0	1	0	1	0	45	32	0	77	0	0	28	22	50	203
6/7/2017 13:30	0	41	13	92	146	0	3	6	2	11	0	66	45	3	114	0	1	37	39	77	348
Lights	0	11	12	16	39	0	3	6	1	10	0	8	2	2	12	0	1	2	9	12	73
Mediums	0	3	0	6	9	0	0	0	0	0	0	10	12	0	22	0	0	11	5	16	47
Articulated Trucks	0	27	1	70	98	0	0	0	1	1	0	48	31	1	80	0	0	24	25	49	228
6/7/2017 13:45	0	41	8	76	125	0	2	11	0	13	0	66	64	8	138	0	2	53	44	99	375
Lights	0	11	7	17	35	0	2	11	0	13	0	7	5	7	19	0	2	2	3	7	74
Mediums	0	5	0	3	8	0	0	0	0	0	0	13	15	0	28	0	0	16	6	22	58
Articulated Trucks	0	25	1	56	82	0	0	0	0	0	0	46	44	1	91	0	0	35	35	70	243
6/7/2017 14:00	0	45	14	68	127	0	0	4	0	4	0	59	44	1	104	0	2	38	34	74	309
Lights	0	9	14	6	29	0	0	4	0	4	0	7	7	1	15	0	1	6	9	16	64
Mediums	0	8	0	8	16	0	0	0	0	0	0	7	18	0	25	0	1	11	3	15	56
Articulated Trucks	0	28	0	54	82	0	0	0	0	0	0	45	19	0	64	0	0	21	22	43	189
6/7/2017 14:15	0	36	10	71	117	0	1	12	1	14	0	58	50	14	122	0	0	44	31	75	328
Lights	0	5	10	6	21	0	1	12	0	13	0	9	6	14	29	0	0	4	4	8	71
Mediums	0	4	0	13	17	0	0	0	0	0	0	7	19	0	26	0	0	8	3	11	54
Articulated Trucks	0	27	0	52	79	0	0	0	1	1	0	42	25	0	67	0	0	32	24	56	203
6/7/2017 14:30	0	48	14	83	145	0	2	6	0	8	0	53	47	3	103	0	0	35	34	69	325
Lights	0	12	13	12	37	0	1	5	0	6	0	7	8	3	18	0	0	6	8	14	75
Mediums	0	4	1	8	13	0	0	0	0	0	0	6	18	0	24	0	0	8	5	13	50
Articulated Trucks	0	32	0	63	95	0	1	1	0	2	0	40	21	0	61	0	0	21	21	42	200
6/7/2017 14:45	0	38	12	65	115	0	1	15	0	16	0	67	38	6	111	0	0	36	38	74	316
Lights	0	8	12	19	39	0	1	14	0	15	0	11	6	5	22	0	0	4	12	16	92
Mediums	0	3	0	6	9	0	0	0	0	0	0	8	12	1	21	0	0	7	7	14	44
Articulated Trucks	0	27	0	40	67	0	0	1	0	1	0	48	20	0	68	0	0	25	19	44	180
6/7/2017 15:00	0	44	17	83	144	0	0	8	2	10	0	72	50	1	123	0	1	26	70	97	374
Lights	0	14	16	9	39	0	0	8	2	10	0	19	4	1	24	0	0	3	35	38	111
Mediums	0	7	0	18	25	0	0	0	0	0	0	16	16	0	32	0	0	12	6	18	75
Articulated Trucks	0	23	1	56	80	0	0	0	0	0	0	37	30	0	67	0	1	11	29	41	188
6/7/2017 15:15	0	44	24	62	130	0	2	22	0	24	0	75	28	7	110	0	3	38	52	93	357
Lights	0	10	23	6	39	0	1	21	0	22	0	21	2	6	29	0	3	3	27	33	123
Mediums	0	2	0	11	13	0	1	0	0	1	0	8	6	1	15	0	0	8	1	9	38
Articulated Trucks	0	32	1	45	78	0	0	1	0	1	0	46	20	0	66	0	0	27	24	51	196
6/7/2017 15:30	0	26	30	61	117	0	0	21	0	21	0	93	46	2	141	0	0	48	61	109	388
Lights	0	7	30	10	47	0	0	20	0	20	0	46	1	2	49	0	0	3	24	27	143
Mediums	0	6	0	9	15	0	0	0	0	0	0	8	21	0	29	0	0	9	6	15	59
Articulated Trucks	0	13	0	42	55	0	0	1	0	1	0	39	24	0	63	0	0	36	31	67	186
6/7/2017 15:45	0	32	34	53	119	0	1	6	0	7	0	74	49	1	124	0	1	49	52	102	352
Lights	0	10	33	16	59	0	1	6	0	7	0	13	4	1	18	0	1	0	27	28	112
Mediums	0	1	1	1	3	0	0	0	0	0	0	10	17	0	27	0	0	15	3	18	48
Articulated Trucks	0	21	0	36	57	0	0	0	0	0	0	51	28	0	79	0	0	34	22	56	192
6/7/2017 16:00	0	25	27	65	117	0	1	18	0	19	0	71	52	0	123	0	0	26	92	118	377
Lights	0	2	27	16	45	0	1	16	0	17	0	21	5	0	26	0	0	3	61	64	152

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	9	0	17	26	0	0	0	0	0	0	13	17	0	30	0	0	6	11	17	73
Articulated Trucks	0	14	0	32	46	0	0	2	0	2	0	37	30	0	67	0	0	17	20	37	152
6/7/2017 16:15	0	35	39	57	131	0	1	16	0	17	0	70	48	2	120	0	2	18	71	91	359
Lights	0	5	38	18	61	0	1	16	0	17	0	17	5	2	24	0	2	2	36	40	142
Mediums	0	3	0	12	15	0	0	0	0	0	0	11	9	0	20	0	0	3	6	9	44
Articulated Trucks	0	27	1	27	55	0	0	0	0	0	0	42	34	0	76	0	0	13	29	42	173
6/7/2017 16:30	1	25	65	62	153	1	3	21	1	26	0	82	36	3	121	0	3	43	69	115	415
Lights	0	4	65	21	90	1	2	21	1	25	0	19	7	3	29	0	3	5	41	49	193
Mediums	0	6	0	6	12	0	0	0	0	0	0	12	10	0	22	0	0	9	4	13	47
Articulated Trucks	1	15	0	35	51	0	1	0	0	1	0	51	19	0	70	0	0	29	24	53	175
6/7/2017 16:45	0	42	36	57	135	1	2	41	1	45	0	75	36	3	114	0	1	23	53	77	371
Lights	0	11	36	16	63	1	2	41	0	44	0	24	6	3	33	0	1	1	30	32	172
Mediums	0	5	0	6	11	0	0	0	0	0	0	9	11	0	20	0	0	8	5	13	44
Articulated Trucks	0	26	0	35	61	0	0	0	1	1	0	42	19	0	61	0	0	14	18	32	155
6/7/2017 17:00	0	39	25	51	115	0	0	20	1	21	0	97	25	4	126	0	1	36	30	67	329
Lights	0	12	25	14	51	0	0	20	1	21	0	46	2	4	52	0	1	1	20	22	146
Mediums	0	5	0	15	20	0	0	0	0	0	0	11	14	0	25	0	0	17	0	17	62
Articulated Trucks	0	22	0	22	44	0	0	0	0	0	0	40	9	0	49	0	0	18	10	28	121
6/7/2017 17:15	0	39	36	47	122	0	0	20	0	20	0	79	35	1	115	0	1	37	60	98	355
Lights	0	13	34	15	62	0	0	18	0	18	0	26	3	1	30	0	1	3	35	39	149
Mediums	0	3	2	14	19	0	0	0	0	0	0	7	16	0	23	0	0	14	7	21	63
Articulated Trucks	0	23	0	18	41	0	0	2	0	2	0	46	16	0	62	0	0	20	18	38	143
6/7/2017 17:30	0	38	24	52	114	0	3	25	5	33	0	87	31	1	119	0	1	29	86	116	382
Lights	0	24	24	25	73	0	3	25	5	33	0	45	1	0	46	0	1	8	64	73	225
Mediums	0	0	0	8	8	0	0	0	0	0	0	10	11	0	21	0	0	6	5	11	40
Articulated Trucks	0	14	0	19	33	0	0	0	0	0	0	32	19	1	52	0	0	15	17	32	117
6/7/2017 17:45	0	35	11	54	100	0	1	23	1	25	0	95	32	1	128	0	0	30	61	91	344
Lights	0	16	11	12	39	0	1	23	1	25	0	33	2	0	35	0	0	5	30	35	134
Mediums	0	3	0	4	7	0	0	0	0	0	0	14	10	0	24	0	0	6	8	14	45
Articulated Trucks	0	16	0	38	54	0	0	0	0	0	0	48	20	1	69	0	0	19	23	42	165
6/7/2017 18:00	0	19	13	30	62	0	2	11	0	13	0	70	30	1	101	0	0	28	58	86	262
Lights	0	4	13	5	22	0	0	11	0	11	0	23	3	1	27	0	0	4	40	44	104
Mediums	0	4	0	4	8	0	0	0	0	0	0	10	3	0	13	0	0	9	1	10	31
Articulated Trucks	0	11	0	21	32	0	2	0	0	2	0	37	24	0	61	0	0	15	17	32	127
6/7/2017 18:15	0	24	11	34	69	0	0	21	0	21	0	58	32	2	92	1	0	17	45	63	245
Lights	0	4	11	5	20	0	0	21	0	21	0	17	4	2	23	0	0	4	23	27	91
Mediums	0	2	0	4	6	0	0	0	0	0	0	12	11	0	23	0	0	2	6	8	37
Articulated Trucks	0	18	0	25	43	0	0	0	0	0	0	29	17	0	46	1	0	11	16	28	117
6/7/2017 18:30	0	22	12	30	64	0	1	16	0	17	0	54	27	2	83	0	0	34	34	68	232
Lights	0	9	11	2	22	0	0	15	0	15	0	10	5	2	17	0	0	5	16	21	75
Mediums	0	3	1	2	6	0	1	0	0	1	0	17	8	0	25	0	0	14	2	16	48
Articulated Trucks	0	10	0	26	36	0	0	1	0	1	0	27	14	0	41	0	0	15	16	31	109
6/7/2017 18:45	0	21	7	40	68	0	0	19	0	19	0	48	16	1	65	0	0	21	29	50	202
Lights	0	3	6	7	16	0	0	19	0	19	0	8	1	1	10	0	0	6	14	20	65
Mediums	0	2	0	5	7	0	0	0	0	0	0	8	7	0	15	0	0	4	4	8	30
Articulated Trucks	0	16	1	28	45	0	0	0	0	0	0	32	8	0	40	0	0	11	11	22	107
6/7/2017 19:00	0	29	17	32	78	0	0	5	0	5	1	37	20	0	58	0	0	26	27	53	194
Lights	0	10	16	2	28	0	0	5	0	5	1	9	1	0	11	0	0	5	10	15	59
Mediums	0	4	0	3	7	0	0	0	0	0	0	3	5	0	8	0	0	6	5	11	26
Articulated Trucks	0	15	1	27	43	0	0	0	0	0	0	25	14	0	39	0	0	15	12	27	109
6/7/2017 19:15	0	28	11	33	72	0	2	13	1	16	0	63	18	0	81	0	0	11	22	33	202
Lights	0	12	11	4	27	0	2	13	1	16	0	29	0	0	29	0	0	0	8	8	80
Mediums	0	2	0	4	6	0	0	0	0	0	0	9	6	0	15	0	0	5	3	8	29
Articulated Trucks	0	14	0	25	39	0	0	0	0	0	0	25	12	0	37	0	0	6	11	17	93
6/7/2017 19:30	0	21	15	26	62	0	0	5	0	5	0	56	14	1	71	0	0	16	24	40	178
Lights	0	8	15	4	27	0	0	5	0	5	0	17	1	1	19	0	0	1	6	7	58
Mediums	0	3	0	1	4	0	0	0	0	0	0	5	6	0	11	0	0	5	8	13	28
Articulated Trucks	0	10	0	21	31	0	0	0	0	0	0	34	7	0	41	0	0	10	10	20	92
6/7/2017 19:45	0	12	6	23	41	0	0	6	0	6	0	29	23	0	52	0	0	25	33	58	157
Lights	0	2	6	4	12	0	0	6	0	6	0	5	0	0	5	0	0	4	16	20	43
Mediums	0	1	0	2	3	0	0	0	0	0	0	4	6	0	10	0	0	6	4	10	23
Articulated Trucks	0	9	0	17	26	0	0	0	0	0	0	20	17	0	37	0	0	15	13	28	91
6/7/2017 20:00	0	14	8	33	55	0	1	4	0	5	0	44	15	0	59	0	0	10	38	48	167
Lights	0	4	8	3	15	0	0	4	0	4	0	9	3	0	12	0	0	3	19	22	53
Mediums	0	4	0	3	7	0	0	0	0	0	0	7	5	0	12	0	0	0	3	3	22
Articulated Trucks	0	6	0	27	33	0	1	0	0	1	0	28	7	0	35	0	0	7	16	23	92
6/7/2017 20:15	0	16	13	19	48	0	1	7	0	8	0	30	15	0	45	0	0	20	20	40	141
Lights	0	0	13	6	19	0	1	7	0	8	0	4	0	0	4	0	0	0	3	3	34
Mediums	0	3	0	1	4	0	0	0	0	0	0	5	6	0	11	0	0	5	5	10	25
Articulated Trucks	0	13	0	12	25	0	0	0	0	0	0	21	9	0	30	0	0	15	12	27	82
6/7/2017 20:30	0	23	9	31	63	0	1	10	0	11	0	35	16	0	51	0	0	13	13	26	151
Lights	0	4	9	6	19	0	1	10	0	11	0	5	1	0	6	0	0	1	7	8	44
Mediums	0	3	0	3	6	0	0	0	0	0	0	1	5	0	6	0	0	3	1	4	16
Articulated Trucks	0	16	0	22	38	0	0	0	0	0	0	29	10	0	39	0	0	9	5	14	91
6/7/2017 20:45	0	17	11	20	48	0	3	5	0	8	0	33	13	0	46	0	0	14	14	28	130
Lights	0	7	11	3	21	0	3	5	0	8	0	6	0	0	6	0	0	0	7	7	42
Mediums	0	3	0	1	4	0	0	0	0	0	0	8	4	0	12	0	0	4	1	5	21
Articulated Trucks	0	7	0	16	23	0	0	0	0	0	0	19	9	0	28	0	0	10	6	16	67
6/7/2017 21:00	0	6	6	20	32	0	1	4	0	5	0	34	12	0	46	0	0	11	12	23	106
Lights	0	1	6	12	19	0	1	4	0	5	0	8	0	0	8	0	0	1	5	6	38
Mediums	0	0	0	3	3	0	0	0	0	0	0	3	6	0	9	0	0	1	4	5	17
Articulated Trucks	0	5	0	5	10	0	0	0	0	0	0	23	6	0	29	0	0	9	3	12	51
6/7/2017 21:15	0	11	3	23	37	0	1	3	0	4	0	30	18	0	48	0	0	12	17	29	118
Lights	0	1	3	6	10	0	1	3	0	4	0	3	2	0	5	0	0	0	8	8	27
Mediums	0	1	0	3	4	0	0	0	0	0	0	4	2	0	6	0	0	6	1	7	17
Articulated Trucks	0	9	0	14	23	0	0	0	0	0	0	23	14	0	37	0	0	6	8	14	74
6/7/2017 21:30	0	12	3	20	35	0	2	3	0	5	0	33	9	0	42	0	0	14	19	33	115
Lights	0	3	3	7	13	0	2	3	0	5	0	7	1	0	8	0	0	1	6	7	33
Mediums	0	1	0	5	6	0	0	0	0	0	0	4	1	0	5	0	0	2	2	4	15
Articulated Trucks	0	8	0	8	16	0	0	0	0	0	0	22	7	0	29	0	0	11	11	22	67
6/7/2017 21:45	0	14	7	14	35	0	1	6	0	7	1	32	14	2	49	0	0	13	11	24	115
Lights	0	6	7	6	19	0	1	6	0	7	1	9	3	2	15	0	0	0	2	2	43
Mediums	0	0	0	1	1	0	0	0	0	0	0	3	2	0	5	0	0	4	2	6	12
Articulated Trucks	0	8	0	7	15	0	0	0	0	0	0	20	9	0	29	0	0	9	7	16	60
6/7/2017 22:00	0	6	8	20	34	0	0	2	0	2	0	19	10	1	30	0	0	7	17	24	90
Lights	0	0	8	9	17	0	0	2	0	2	0	4	0	1	5	0	0	2	3	5	29
Mediums	0	1	0	5	6	0	0	0	0	0	0	0	0	0	0	0	0	3	3	6	12
Articulated Trucks	0	5	0	6	11	0	0	0	0	0	0	15	10	0	25	0	0	2	11	13	49
6/7/2017 22:15	0	18	2	14	34	0	0	4	0	4	0	23	11	7	41	0	0	19	8	27	106
Lights	0	4	2	5	11	0	0	4	0	4	0	3	5	7	15	0	0	1	5	6	36
Mediums	0	2	0	1	3	0	0	0	0	0	0	1	3	0	4	0	0	3	1	4	11
Articulated Trucks	0	12	0	8	20	0	0	0	0	0	0	19	3	0	22	0	0	15	2	17	59
6/7/2017 22:30	0	14	5	14	33	0	0	2	0	2	0	21	6	1	28	0	1	9	14	24	87
Lights	0	5	5	5	15	0	0	2	0	2	0	3	2	1	6	0	0	2	6	8	31
Mediums	0	1	0	1	2	0	0	0	0	0	0	5	0	0	5	0	1	2	2	5	12
Articulated Trucks	0	8	0	8	16	0	0	0	0	0	0	13	4	0	17	0	0	5	6	11	44
6/7/2017 22:45	0	6	3	15	24	0	1	2	0	3	0	22	10	0	32	0	0	9	15	24	83

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	1	3	2	6	0	1	2	0	3	0	7	0	0	7	0	0	3	5	8	24
Mediums	0	3	0	2	5	0	0	0	0	0	0	5	2	0	7	0	0	3	6	9	21
Articulated Trucks	0	2	0	11	13	0	0	0	0	0	0	10	8	0	18	0	0	3	4	7	38
6/7/2017 23:00	0	11	3	11	25	0	0	1	0	1	0	22	8	1	31	0	0	5	19	24	81
Lights	0	0	3	2	5	0	0	1	0	1	0	9	1	1	11	0	0	1	6	7	24
Mediums	0	1	0	4	5	0	0	0	0	0	0	1	4	0	5	0	0	1	2	3	13
Articulated Trucks	0	10	0	5	15	0	0	0	0	0	0	12	3	0	15	0	0	3	11	14	44
6/7/2017 23:15	0	6	3	11	20	0	0	6	0	6	0	39	8	0	47	0	0	11	15	26	99
Lights	0	3	3	3	9	0	0	6	0	6	0	26	0	0	26	0	0	3	10	13	54
Mediums	0	0	0	3	3	0	0	0	0	0	0	4	2	0	6	0	0	3	1	4	13
Articulated Trucks	0	3	0	5	8	0	0	0	0	0	0	9	6	0	15	0	0	5	4	9	32
6/7/2017 23:30	0	9	1	10	20	0	0	3	0	3	0	26	7	0	33	0	0	5	8	13	69
Lights	0	2	1	4	7	0	0	2	0	2	0	12	0	0	12	0	0	1	4	5	26
Mediums	0	0	0	3	3	0	0	0	0	0	0	2	3	0	5	0	0	1	0	1	9
Articulated Trucks	0	7	0	3	10	0	0	1	0	1	0	12	4	0	16	0	0	3	4	7	34
6/7/2017 23:45	0	9	1	14	24	0	2	3	0	5	0	10	4	2	16	0	0	6	13	19	64
Lights	0	0	1	7	8	0	1	3	0	4	0	4	0	2	6	0	0	1	7	8	26
Mediums	0	0	0	3	3	0	1	0	0	1	0	0	0	0	0	0	0	0	4	4	8
Articulated Trucks	0	9	0	4	13	0	0	0	0	0	0	6	4	0	10	0	0	5	2	7	30
6/8/2017	0	3	1	7	11	0	0	2	0	2	1	29	6	0	36	0	0	5	18	23	72
Lights	0	0	1	4	5	0	0	2	0	2	0	6	2	0	8	0	0	0	14	14	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	4	1	0	5	0	0	1	1	2	7
Articulated Trucks	0	3	0	3	6	0	0	0	0	0	1	19	3	0	23	0	0	4	3	7	36
6/8/2017 0:15	0	5	2	5	12	0	0	0	0	0	0	10	4	0	14	0	0	6	17	23	49
Lights	0	0	2	1	3	0	0	0	0	0	0	2	2	0	4	0	0	1	12	13	20
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	4	0	4	8	0	0	0	0	0	0	8	2	0	10	0	0	3	5	8	26
6/8/2017 0:30	0	2	1	10	13	0	0	2	0	2	0	10	2	0	12	0	0	6	9	15	42
Lights	0	1	1	4	6	0	0	2	0	2	0	0	0	0	0	0	0	0	1	1	9
Mediums	0	1	0	3	4	0	0	0	0	0	0	2	1	0	3	0	0	3	4	7	14
Articulated Trucks	0	0	0	3	3	0	0	0	0	0	0	8	1	0	9	0	0	3	4	7	19
6/8/2017 0:45	1	5	0	5	11	0	0	0	0	0	0	18	6	0	24	0	0	2	13	15	50
Lights	1	1	0	2	4	0	0	0	0	0	0	3	0	0	3	0	0	0	4	4	11
Mediums	0	0	0	2	2	0	0	0	0	0	0	2	1	0	3	0	0	0	4	4	9
Articulated Trucks	0	4	0	1	5	0	0	0	0	0	0	13	5	0	18	0	0	2	5	7	30
6/8/2017 1:00	0	2	0	6	8	0	0	0	0	0	0	7	8	0	15	0	0	8	4	12	35
Lights	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	4
Mediums	0	0	0	2	2	0	0	0	0	0	0	1	4	0	5	0	0	2	0	2	9
Articulated Trucks	0	2	0	3	5	0	0	0	0	0	0	5	4	0	9	0	0	5	3	8	22
6/8/2017 1:15	0	4	1	10	15	0	0	0	0	0	0	11	4	2	17	0	0	6	6	12	44
Lights	0	0	1	4	5	0	0	0	0	0	0	0	0	1	1	0	0	0	3	3	9
Mediums	0	0	0	2	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	4	0	4	8	0	0	0	0	0	0	11	4	1	16	0	0	4	3	7	31
6/8/2017 1:30	0	7	0	18	25	0	1	2	0	3	0	13	7	0	20	0	0	7	8	15	63
Lights	0	2	0	11	13	0	1	2	0	3	0	4	2	0	6	0	0	2	6	8	30
Mediums	0	1	0	1	2	0	0	0	0	0	0	3	1	0	4	0	0	0	0	0	6
Articulated Trucks	0	4	0	6	10	0	0	0	0	0	0	6	4	0	10	0	0	5	2	7	27
6/8/2017 1:45	0	8	0	12	20	0	0	0	0	0	0	3	1	0	4	0	0	6	7	13	37
Lights	0	1	0	4	5	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	8
Mediums	0	0	0	2	2	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	5
Articulated Trucks	0	7	0	6	13	0	0	0	0	0	0	2	1	0	3	0	0	6	2	8	24
6/8/2017 2:00	0	6	0	6	12	0	0	1	0	1	0	11	8	0	19	0	1	5	5	11	43
Lights	0	0	0	2	2	0	0	1	0	1	0	1	0	0	1	0	1	1	5	7	11
Mediums	0	0	0	1	1	0	0	0	0	0	0	1	2	0	3	0	0	2	0	2	6
Articulated Trucks	0	6	0	3	9	0	0	0	0	0	0	9	6	0	15	0	0	2	0	2	26
6/8/2017 2:15	0	3	0	9	12	0	0	0	1	1	0	7	8	1	16	0	0	7	5	12	41
Lights	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2	0	0	1	4	5	8
Mediums	0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	5
Articulated Trucks	0	3	0	7	10	0	0	0	1	1	0	7	7	0	14	0	0	2	1	3	28
6/8/2017 2:30	0	6	1	9	16	0	0	1	0	1	0	12	4	0	16	0	0	7	7	14	47
Lights	0	1	1	1	3	0	0	1	0	1	0	1	1	0	2	0	0	0	1	1	7
Mediums	0	0	0	4	4	0	0	0	0	0	0	2	1	0	3	0	0	2	2	4	11
Articulated Trucks	0	5	0	4	9	0	0	0	0	0	0	9	2	0	11	0	0	5	4	9	29
6/8/2017 2:45	0	5	0	14	19	0	0	1	0	1	1	17	5	0	23	0	0	5	5	10	53
Lights	0	0	0	3	3	0	0	1	0	1	1	2	0	0	3	0	0	1	2	3	10
Mediums	0	1	0	3	4	0	0	0	0	0	0	2	3	0	5	0	0	0	0	0	9
Articulated Trucks	0	4	0	8	12	0	0	0	0	0	0	13	2	0	15	0	0	4	3	7	34
6/8/2017 3:00	0	2	2	13	17	0	1	0	0	1	0	7	4	0	11	0	0	1	6	7	36
Lights	0	0	2	3	5	0	1	0	0	1	0	2	0	0	2	0	0	0	3	3	11
Mediums	0	0	0	8	8	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	10
Articulated Trucks	0	2	0	2	4	0	0	0	0	0	0	4	3	0	7	0	0	1	3	4	15
6/8/2017 3:15	0	5	3	12	20	0	0	0	0	0	0	15	2	0	17	0	0	9	2	11	48
Lights	0	1	2	4	7	0	0	0	0	0	0	9	0	0	9	0	0	0	0	0	16
Mediums	0	0	0	2	2	0	0	0	0	0	0	0	1	0	1	0	0	3	1	4	7
Articulated Trucks	0	4	1	6	11	0	0	0	0	0	0	6	1	0	7	0	0	6	1	7	25
6/8/2017 3:30	0	6	0	12	18	0	0	2	0	2	0	7	5	0	12	0	2	10	5	17	49
Lights	0	1	0	6	7	0	0	2	0	2	0	2	0	0	2	0	2	0	1	3	14
Mediums	0	1	0	4	5	0	0	0	0	0	0	1	2	0	3	0	0	4	1	5	13
Articulated Trucks	0	4	0	2	6	0	0	0	0	0	0	4	3	0	7	0	0	6	3	9	22
6/8/2017 3:45	0	10	1	20	31	0	0	0	0	0	0	8	13	1	22	0	0	4	5	9	62
Lights	0	4	1	3	8	0	0	0	0	0	0	1	1	1	3	0	0	1	1	2	13
Mediums	0	0	0	3	3	0	0	0	0	0	0	0	2	0	2	0	0	3	1	4	9
Articulated Trucks	0	6	0	14	20	0	0	0	0	0	0	7	10	0	17	0	0	0	3	3	40
6/8/2017 4:00	0	9	2	22	33	0	0	1	0	1	0	9	12	0	21	0	0	8	6	14	69
Lights	0	2	2	8	12	0	0	1	0	1	0	2	1	0	3	0	0	2	1	3	19
Mediums	0	2	0	4	6	0	0	0	0	0	0	1	3	0	4	0	0	0	3	3	13
Articulated Trucks	0	5	0	10	15	0	0	0	0	0	0	6	8	0	14	0	0	6	2	8	37
6/8/2017 4:15	0	5	1	24	30	0	0	2	1	3	0	15	8	0	23	0	1	16	5	22	78
Lights	0	3	1	8	12	0	0	2	1	3	0	2	1	0	3	0	1	4	2	7	25
Mediums	0	1	0	5	6	0	0	0	0	0	0	0	1	0	1	0	0	6	0	6	13
Articulated Trucks	0	1	0	11	12	0	0	0	0	0	0	13	6	0	19	0	0	6	3	9	40
6/8/2017 4:30	0	15	0	34	49	0	3	3	1	7	0	22	12	3	37	0	0	8	24	32	125
Lights	0	7	0	14	21	0	3	3	0	6	0	12	3	3	18	0	0	1	18	19	64
Mediums	0	3	0	7	10	0	0	0	0	0	0	1	2	0	3	0	0	3	0	3	16
Articulated Trucks	0	5	0	13	18	0	0	0	1	1	0	9	7	0	16	0	0	4	6	10	45
6/8/2017 4:45	0	15	2	29	46	0	0	5	0	5	0	20	11	5	36	0	0	8	8	16	103
Lights	0	6	2	15	23	0	0	5	0	5	0	8	1	5	14	0	0	2	7	9	51
Mediums	0	2	0	1	3	0	0	0	0	0	0	1	3	0	4	0	0	2	0	2	9
Articulated Trucks	0	7	0	13	20	0	0	0	0	0	0	11	7	0	18	0	0	4	1	5	43
6/8/2017 5:00	0	18	5	40	63	0	3	3	1	7	0	11	18	0	29	0	1	5	4	10	109
Lights	0	12	5	18	35	0	3	3	1	7	0	3	2	0	5	0	1	0	1	2	49
Mediums	0	2	0	6	8	0	0	0	0	0	0	1	2	0	3	0	0	4	0	4	15
Articulated Trucks	0	4	0	16	20	0	0	0	0	0	0	7	14	0	21	0	0	1	3	4	45
6/8/2017 5:15	0	14	11	70	95	0	6	4	1	11	0	13	18	0	31	0	0	12	8	20	157
Lights	0	10	11	47	68	0	6	4	1	11	0	0	4	0	4	0	0	1	1	2	85
Mediums	0	0	0	11	11	0	0	0	0	0	0	2	4	0	6	0	0	4	0	4	21
Articulated Trucks	0	4	0	12	16	0	0	0	0	0	0	11	10	0	21	0	0	7	7	14	51

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/8/2017 5:30	0	25	4	82	111	0	14	8	0	22	0	23	21	3	47	0	0	9	15	24	204
Lights	0	17	4	65	86	0	14	8	0	22	0	12	4	3	19	0	0	0	7	7	134
Mediums	0	7	0	3	10	0	0	0	0	0	0	3	6	0	9	0	0	4	1	5	24
Articulated Trucks	0	1	0	14	15	0	0	0	0	0	0	8	11	0	19	0	0	5	7	12	46
6/8/2017 5:45	0	48	18	116	182	0	14	11	1	26	0	20	20	2	42	0	0	16	14	30	280
Lights	0	30	18	89	137	0	14	11	1	26	0	9	6	1	16	0	0	2	4	6	185
Mediums	0	3	0	4	7	0	0	0	0	0	0	4	3	1	8	0	0	9	1	10	25
Articulated Trucks	0	15	0	23	38	0	0	0	0	0	0	7	11	0	18	0	0	5	9	14	70
6/8/2017 6:00	0	45	10	50	105	0	1	13	1	15	0	28	26	2	56	0	0	16	13	29	205
Lights	0	31	9	22	62	0	1	12	1	14	0	8	3	2	13	0	0	2	7	9	98
Mediums	0	4	0	5	9	0	0	1	0	1	0	2	9	0	11	0	0	7	1	8	29
Articulated Trucks	0	10	1	23	34	0	0	0	0	0	0	18	14	0	32	0	0	7	5	12	78
6/8/2017 6:15	0	56	20	44	120	0	1	33	2	36	0	28	32	8	68	0	0	13	19	32	256
Lights	0	36	19	17	72	0	1	33	2	36	0	5	21	8	34	0	0	4	3	7	149
Mediums	0	4	0	7	11	0	0	0	0	0	0	6	4	0	10	0	0	4	2	6	27
Articulated Trucks	0	16	1	20	37	0	0	0	0	0	0	17	7	0	24	0	0	5	14	19	80
6/8/2017 6:30	0	59	8	26	93	0	1	24	3	28	0	25	27	1	53	0	0	43	27	70	244
Lights	0	47	8	11	66	0	1	24	3	28	0	8	2	1	11	0	0	20	13	33	138
Mediums	0	5	0	5	10	0	0	0	0	0	0	0	5	0	5	0	0	10	2	12	27
Articulated Trucks	0	7	0	10	17	0	0	0	0	0	0	17	20	0	37	0	0	13	12	25	79
6/8/2017 6:45	0	66	19	42	127	0	3	23	1	27	0	25	26	0	51	0	0	36	21	57	262
Lights	0	52	18	18	88	0	3	23	0	26	0	11	6	0	17	0	0	13	6	19	150
Mediums	0	2	1	6	9	0	0	0	1	1	0	3	4	0	7	0	0	9	6	15	32
Articulated Trucks	0	12	0	18	30	0	0	0	0	0	0	11	16	0	27	0	0	14	9	23	80
6/8/2017 7:00	0	45	26	45	116	0	3	15	0	18	0	35	25	2	62	0	0	17	25	42	238
Lights	0	31	26	19	76	0	3	13	0	16	0	11	2	1	14	0	0	0	7	7	113
Mediums	0	5	0	7	12	0	0	2	0	2	0	4	8	0	12	0	0	4	1	5	31
Articulated Trucks	0	9	0	19	28	0	0	0	0	0	0	20	15	1	36	0	0	13	17	30	94
6/8/2017 7:15	0	66	24	51	141	0	0	18	2	20	0	40	20	0	60	0	3	17	16	36	257
Lights	0	60	23	21	104	0	0	18	2	20	0	23	2	0	25	0	3	1	5	9	158
Mediums	0	2	0	12	14	0	0	0	0	0	0	5	5	0	10	0	0	8	2	10	34
Articulated Trucks	0	4	1	18	23	0	0	0	0	0	0	12	13	0	25	0	0	8	9	17	65
6/8/2017 7:30	0	45	17	59	121	0	0	32	1	33	0	38	18	2	58	0	0	23	21	44	256
Lights	0	42	17	21	80	0	0	31	1	32	0	15	1	2	18	0	0	0	3	3	133
Mediums	0	1	0	11	12	0	0	1	0	1	0	1	3	0	4	0	0	9	1	10	27
Articulated Trucks	0	2	0	27	29	0	0	0	0	0	0	22	14	0	36	0	0	14	17	31	96
6/8/2017 7:45	0	35	5	33	73	0	3	19	3	25	0	40	27	0	67	0	0	16	26	42	207
Lights	0	31	5	11	47	0	3	19	3	25	0	10	4	0	14	0	0	4	12	16	102
Mediums	0	0	0	9	9	0	0	0	0	0	0	3	8	0	11	0	0	5	1	6	26
Articulated Trucks	0	4	0	13	17	0	0	0	0	0	0	27	15	0	42	0	0	7	13	20	79
6/8/2017 8:00	0	51	9	62	122	0	0	19	4	23	0	30	24	1	55	0	0	26	29	55	255
Lights	0	47	9	27	83	0	0	18	4	22	0	6	0	1	7	0	0	9	14	23	135
Mediums	0	1	0	14	15	0	0	1	0	1	0	0	5	0	5	0	0	7	1	8	29
Articulated Trucks	0	3	0	21	24	0	0	0	0	0	0	24	19	0	43	0	0	10	14	24	91
6/8/2017 8:15	0	33	3	39	75	0	3	21	0	24	0	25	20	0	45	0	1	19	10	30	174
Lights	0	24	3	9	36	0	3	21	0	24	0	5	1	0	6	0	0	3	4	7	73
Mediums	0	3	0	4	7	0	0	0	0	0	0	1	3	0	4	0	0	6	0	6	17
Articulated Trucks	0	6	0	26	32	0	0	0	0	0	0	19	16	0	35	0	1	10	6	17	84
6/8/2017 8:30	0	46	10	49	105	0	1	15	0	16	0	32	28	1	61	0	0	26	18	44	226
Lights	0	31	10	15	56	0	1	15	0	16	0	5	3	0	8	0	0	4	3	7	87
Mediums	0	3	0	3	6	0	0	0	0	0	0	6	6	0	12	0	0	7	4	11	29
Articulated Trucks	0	12	0	31	43	0	0	0	0	0	0	21	19	1	41	0	0	15	11	26	110
6/8/2017 8:45	0	25	11	59	95	0	1	16	1	18	0	24	24	0	48	0	2	28	18	48	209
Lights	0	15	10	15	40	0	1	16	0	17	0	0	1	0	1	0	0	4	2	6	64
Mediums	0	2	1	4	7	0	0	0	0	0	0	3	4	0	7	0	0	7	1	8	22
Articulated Trucks	0	8	0	40	48	0	0	0	1	1	0	21	19	0	40	0	2	17	15	34	123
6/8/2017 9:00	0	59	7	45	111	0	0	8	0	8	0	32	25	2	59	0	0	29	30	59	237
Lights	0	37	7	8	52	0	0	8	0	8	0	3	3	2	8	0	0	0	11	11	79
Mediums	0	4	0	4	8	0	0	0	0	0	0	3	6	0	9	0	0	9	3	12	29
Articulated Trucks	0	18	0	33	51	0	0	0	0	0	0	26	16	0	42	0	0	20	16	36	129
6/8/2017 9:15	0	31	6	38	75	0	1	15	1	17	0	31	30	0	61	0	0	34	18	52	205
Lights	0	13	6	7	26	0	1	15	0	16	0	3	1	0	4	0	0	3	6	9	55
Mediums	0	4	0	2	6	0	0	0	1	1	0	3	8	0	11	0	0	8	3	11	29
Articulated Trucks	0	14	0	29	43	0	0	0	0	0	0	25	21	0	46	0	0	23	9	32	121
6/8/2017 9:30	0	36	5	46	87	0	3	14	1	18	0	39	36	0	75	0	0	39	26	65	245
Lights	0	13	5	19	37	0	2	14	1	17	0	6	1	0	7	0	0	2	2	4	65
Mediums	0	5	0	5	10	0	1	0	0	1	0	4	9	0	13	0	0	9	6	15	39
Articulated Trucks	0	18	0	22	40	0	0	0	0	0	0	29	26	0	55	0	0	28	18	46	141
6/8/2017 9:45	0	34	10	57	101	0	0	9	0	9	0	35	26	2	63	0	0	44	31	75	248
Lights	0	12	10	12	34	0	0	9	0	9	0	1	1	2	4	0	0	3	4	7	54
Mediums	0	1	0	9	10	0	0	0	0	0	0	3	8	0	11	0	0	11	4	15	36
Articulated Trucks	0	21	0	36	57	0	0	0	0	0	0	31	17	0	48	0	0	30	23	53	158
6/8/2017 10:00	0	30	7	47	84	0	1	9	0	10	0	44	26	3	73	0	0	49	23	72	239
Lights	0	8	7	5	20	0	1	9	0	10	0	2	2	1	5	0	0	0	3	3	38
Mediums	0	2	0	4	6	0	0	0	0	0	0	8	8	0	16	0	0	15	2	17	39
Articulated Trucks	0	20	0	38	58	0	0	0	0	0	0	34	16	2	52	0	0	34	18	52	162
6/8/2017 10:15	0	26	4	24	54	0	1	10	0	11	0	42	36	0	78	0	1	36	28	65	208
Lights	0	10	4	5	19	0	1	9	0	10	0	5	3	0	8	0	1	1	1	3	40
Mediums	0	1	0	1	2	0	0	1	0	1	0	7	10	0	17	0	0	5	2	7	27
Articulated Trucks	0	15	0	18	33	0	0	0	0	0	0	30	23	0	53	0	0	30	25	55	141
6/8/2017 10:30	0	29	7	46	82	0	1	11	0	12	0	45	35	0	80	0	0	39	26	65	239
Lights	0	5	7	6	18	0	1	11	0	12	0	6	4	0	10	0	0	2	5	7	47
Mediums	0	6	0	7	13	0	0	0	0	0	0	5	8	0	13	0	0	11	3	14	40
Articulated Trucks	0	18	0	33	51	0	0	0	0	0	0	34	23	0	57	0	0	26	18	44	152
6/8/2017 10:45	0	34	15	56	105	0	1	13	0	14	0	43	38	0	81	0	0	44	24	68	268
Lights	0	5	14	7	26	0	1	13	0	14	0	5	2	0	7	0	0	3	2	5	52
Mediums	0	4	1	4	9	0	0	0	0	0	0	7	10	0	17	0	0	12	2	14	40
Articulated Trucks	0	25	0	45	70	0	0	0	0	0	0	31	26	0	57	0	0	29	20	49	176
6/8/2017 11:00	0	35	3	25	63	0	1	10	1	12	0	45	40	1	86	0	0	36	26	62	223
Lights	0	7	3	7	17	0	1	9	0	10	0	4	5	1	10	0	0	1	6	7	44
Mediums	0	6	0	2	8	0	0	0	0	0	0	4	14	0	18	0	0	6	0	6	32
Articulated Trucks	0	22	0	16	38	0	0	1	1	2	0	37	21	0	58	0	0	29	20	49	147
6/8/2017 11:15	0	18	6	52	76	0	0	5	1	6	0	61	37	3	101	0	1	39	33	73	256
Lights	0	9	6	6	21	0	0	5	0	5	0	13	5	2	20	0	1	3	4	8	54
Mediums	0	1	0	5	6	0	0	0	0	0	0	8	8	1	17	0	0	7	4	11	34
Articulated Trucks	0	8	0	41	49	0	0	0	1	1	0	40	24	0	64	0	0	29	25	54	168
6/8/2017 11:30	0	39	6	61	106	0	0	8	0	8	0	65	46	1	112	0	1	37	36	74	300
Lights	0	8	5	11	24	0	0	7	0	7	0	7	3	1	11	0	1	1	8	10	52
Mediums	0	6	0	7	13	0	0	0	0	0	0	10	18	0	28	0	0	10	2	12	53
Articulated Trucks	0	25	1	43	69	0	0	1	0	1	0	48	25	0	73	0	0	26	26	52	195
6/8/2017 11:45	3	29	6	64	102	1	4	5	0	10	0	41	29	2	72	0	0	44	24	68	252
Lights	1	11	6	11	29	1	3	5	0	9	0	4	2	2	8	0	0	4	2	6	52
Mediums	2	5	0	4	11	0	0	0	0	0	0	4	9	0	13	0	0	12	2	14	38
Articulated Trucks	0	13	0	49	62	0	1	0	0	1	0	33	18	0	51	0	0	28	20	48	162
6/8/2017 12:00	4	24	10	62	100	0	2	11	1	14	0	59	42	3	104	0	0	33	30	63	281
Lights	0	4	9	7	20	0	1	11	1	13	0	7	4	2	13	0	0	1	8	9	55
Mediums	4	5	1	8	18	0	1	0	0	1	0	8	14	1	23	0	0	9	7	16	58

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Southbound			Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	15	0	47	62	0	0	0	0	0	0	44	24	0	68	0	0	23	15	38	168
6/8/2017 12:15	0	26	12	58	96	1	2	4	0	7	0	42	35	2	79	0	0	44	33	77	259
Lights	0	3	12	3	18	1	1	4	0	6	0	8	2	0	10	0	0	1	10	11	45
Mediums	0	3	0	6	9	0	1	0	0	1	0	6	14	0	20	0	0	8	4	12	42
Articulated Trucks	0	20	0	49	69	0	0	0	0	0	0	28	19	2	49	0	0	35	19	54	172
6/8/2017 12:30	0	26	9	54	89	0	4	5	1	10	0	48	32	1	81	0	2	45	24	71	251
Lights	0	10	8	10	28	0	4	5	1	10	0	3	3	1	7	0	2	2	4	8	53
Mediums	0	4	1	6	11	0	0	0	0	0	0	5	10	0	15	0	0	8	2	10	36
Articulated Trucks	0	12	0	38	50	0	0	0	0	0	0	40	19	0	59	0	0	35	18	53	162
6/8/2017 12:45	0	30	16	56	102	0	0	10	0	10	0	66	39	4	109	0	0	48	38	86	307
Lights	0	6	16	6	28	0	0	10	0	10	0	10	3	4	17	0	0	4	8	12	67
Mediums	0	1	0	5	6	0	0	0	0	0	0	6	16	0	22	0	0	13	5	18	46
Articulated Trucks	0	23	0	45	68	0	0	0	0	0	0	50	20	0	70	0	0	31	25	56	194
6/8/2017 13:00	0	39	41	78	158	0	0	11	0	11	0	58	44	0	102	0	1	44	34	79	350
Lights	0	5	38	20	63	0	0	10	0	10	0	8	3	0	11	0	1	2	6	9	93
Mediums	0	1	1	4	6	0	0	1	0	1	0	8	12	0	20	0	0	11	4	15	42
Articulated Trucks	0	33	2	54	89	0	0	0	0	0	0	42	29	0	71	0	0	31	24	55	215
6/8/2017 13:15	0	31	29	85	145	0	1	14	1	16	0	62	47	3	112	0	3	50	34	87	360
Lights	0	11	27	21	59	0	1	13	1	15	0	13	4	2	19	0	2	2	4	8	101
Mediums	0	5	1	2	8	0	0	0	0	0	0	7	19	1	27	0	1	12	4	17	52
Articulated Trucks	0	15	1	62	78	0	0	1	0	1	0	42	24	0	66	0	0	36	26	62	207
6/8/2017 13:30	0	34	18	70	122	0	2	15	0	17	0	56	33	7	96	0	0	41	40	81	316
Lights	0	8	17	22	47	0	2	14	0	16	0	1	2	6	9	0	0	4	13	17	89
Mediums	0	3	0	7	10	0	0	0	0	0	0	3	16	0	19	0	0	14	5	19	48
Articulated Trucks	0	23	1	41	65	0	0	1	0	1	0	52	15	1	68	0	0	23	22	45	179
6/8/2017 13:45	0	44	12	58	114	0	1	8	1	10	0	52	32	3	87	0	0	38	39	77	288
Lights	0	9	12	15	36	0	1	8	1	10	0	4	2	2	8	0	0	1	10	11	65
Mediums	0	7	0	4	11	0	0	0	0	0	0	12	10	0	22	0	0	5	5	10	43
Articulated Trucks	0	28	0	39	67	0	0	0	0	0	0	36	20	1	57	0	0	32	24	56	180
6/8/2017 14:00	0	46	35	56	137	0	2	8	0	10	0	58	59	3	120	0	1	54	28	83	350
Lights	0	11	34	5	50	0	1	8	0	9	0	6	9	3	18	0	1	2	4	7	84
Mediums	0	3	1	9	13	0	0	0	0	0	0	7	15	0	22	0	0	16	6	22	57
Articulated Trucks	0	32	0	42	74	0	1	0	0	1	0	45	35	0	80	0	0	36	18	54	209
6/8/2017 14:15	0	40	13	75	128	0	2	5	2	9	0	56	52	7	115	0	1	33	39	73	325
Lights	0	19	12	11	42	0	2	5	1	8	0	7	10	7	24	0	1	1	5	7	81
Mediums	0	2	1	12	15	0	0	0	0	0	0	7	18	0	25	0	0	11	2	13	53
Articulated Trucks	0	19	0	52	71	0	0	0	1	1	0	42	24	0	66	0	0	21	32	53	191
6/8/2017 14:30	0	36	19	64	119	0	3	7	0	10	0	47	39	3	89	0	0	31	37	68	286
Lights	0	11	18	2	31	0	3	6	0	9	0	4	10	2	16	0	0	1	13	14	70
Mediums	0	6	1	5	12	0	0	0	0	0	0	15	10	0	25	0	0	10	3	13	50
Articulated Trucks	0	19	0	57	76	0	0	1	0	1	0	28	19	1	48	0	0	20	21	41	166
6/8/2017 14:45	0	34	7	75	116	0	1	13	0	14	0	66	34	6	106	0	0	49	37	86	322
Lights	0	8	7	6	21	0	1	13	0	14	0	8	6	4	18	0	0	4	10	14	67
Mediums	0	4	0	7	11	0	0	0	0	0	0	9	9	1	19	0	0	13	5	18	48
Articulated Trucks	0	22	0	62	84	0	0	0	0	0	0	49	19	1	69	0	0	32	22	54	207
6/8/2017 15:00	0	29	42	66	137	0	1	9	1	11	0	71	43	3	117	0	1	42	46	89	354
Lights	0	11	39	6	56	0	0	9	0	9	0	14	3	1	18	0	0	4	19	23	106
Mediums	0	4	2	3	9	0	0	0	1	1	0	9	15	0	24	0	0	10	1	11	45
Articulated Trucks	0	14	1	57	72	0	1	0	0	1	0	48	25	2	75	0	1	28	26	55	203
6/8/2017 15:15	0	35	20	58	113	0	3	8	0	11	0	86	53	3	142	0	4	37	52	93	359
Lights	0	16	20	10	46	0	1	8	0	9	0	36	3	3	42	0	4	5	18	27	124
Mediums	0	4	0	5	9	0	0	0	0	0	0	14	23	0	37	0	0	8	11	19	65
Articulated Trucks	0	15	0	43	58	0	2	0	0	2	0	36	27	0	63	0	0	24	23	47	170
6/8/2017 15:30	0	29	37	46	112	0	0	16	0	16	0	75	50	3	128	0	1	46	37	84	340
Lights	0	7	37	7	51	0	0	16	0	16	0	29	3	3	35	0	1	2	21	24	126
Mediums	0	1	0	7	8	0	0	0	0	0	0	8	21	0	29	0	0	12	2	14	51
Articulated Trucks	0	21	0	32	53	0	0	0	0	0	0	38	26	0	64	0	0	32	14	46	163
6/8/2017 15:45	0	39	38	42	119	0	0	6	0	6	0	62	49	1	112	0	0	38	59	97	334
Lights	0	6	37	7	50	0	0	6	0	6	0	17	4	1	22	0	0	4	29	33	111
Mediums	0	2	0	1	3	0	0	0	0	0	0	8	21	0	29	0	0	7	6	13	45
Articulated Trucks	0	31	1	34	66	0	0	0	0	0	0	37	24	0	61	0	0	27	24	51	178
6/8/2017 16:00	0	25	35	52	112	0	1	26	0	27	0	52	37	4	93	0	2	38	73	113	345
Lights	0	4	35	11	50	0	1	26	0	27	0	14	9	4	27	0	2	2	51	55	159
Mediums	0	2	0	16	18	0	0	0	0	0	0	5	16	0	21	0	0	10	2	12	51
Articulated Trucks	0	19	0	25	44	0	0	0	0	0	0	33	12	0	45	0	0	26	20	46	135
6/8/2017 16:15	0	24	36	55	115	0	2	15	0	17	0	93	36	4	133	0	1	42	67	110	375
Lights	0	3	36	16	55	0	2	15	0	17	0	15	2	4	21	0	1	7	48	56	149
Mediums	0	0	0	12	12	0	0	0	0	0	0	14	18	0	32	0	0	11	6	17	61
Articulated Trucks	0	21	0	27	48	0	0	0	0	0	0	64	16	0	80	0	0	24	13	37	165
6/8/2017 16:30	0	31	62	52	145	0	2	22	0	24	0	81	38	5	124	0	3	26	82	111	404
Lights	0	2	62	16	80	0	2	22	0	24	0	19	11	5	35	0	3	3	44	50	189
Mediums	0	1	0	17	18	0	0	0	0	0	0	16	15	0	31	0	0	7	7	14	63
Articulated Trucks	0	28	0	19	47	0	0	0	0	0	0	46	12	0	58	0	0	16	31	47	152
6/8/2017 16:45	0	18	44	57	119	0	1	25	1	27	0	80	33	1	114	0	2	46	49	97	357
Lights	0	6	44	13	63	0	1	25	1	27	0	23	4	1	28	0	2	3	28	33	151
Mediums	0	2	0	24	26	0	0	0	0	0	0	17	15	0	32	0	0	10	4	14	72
Articulated Trucks	0	10	0	20	30	0	0	0	0	0	0	40	14	0	54	0	0	33	17	50	134
6/8/2017 17:00	0	23	26	48	97	0	2	19	1	22	0	86	33	3	122	0	1	28	58	87	328
Lights	0	11	26	10	47	0	2	19	0	21	0	30	2	3	35	0	1	2	31	34	137
Mediums	0	1	0	6	7	0	0	0	0	0	0	15	14	0	29	0	0	7	6	13	49
Articulated Trucks	0	11	0	32	43	0	0	0	1	1	0	41	17	0	58	0	0	19	21	40	142
6/8/2017 17:15	0	29	40	38	107	1	2	24	0	27	0	67	39	0	106	0	1	34	57	92	332
Lights	0	14	38	10	62	1	2	23	0	26	0	19	1	0	20	0	1	5	28	34	142
Mediums	0	1	1	4	6	0	0	0	0	0	0	10	15	0	25	0	0	9	12	21	52
Articulated Trucks	0	14	1	24	39	0	0	1	0	1	0	38	23	0	61	0	0	20	17	37	138
6/8/2017 17:30	0	36	33	45	114	0	1	18	1	20	0	91	32	1	124	0	0	29	64	93	351
Lights	0	23	33	11	67	0	1	18	1	20	0	47	2	0	49	0	0	9	48	57	193
Mediums	0	1	0	4	5	0	0	0	0	0	0	6	14	1	21	0	0	7	5	12	38
Articulated Trucks	0	12	0	30	42	0	0	0	0	0	0	38	16	0	54	0	0	13	11	24	120
6/8/2017 17:45	0	41	21	43	105	1	3	24	0	28	0	63	35	1	99	0	2	44	75	121	353
Lights	0	13	21	12	46	1	3	23	0	27	0	23	4	1	28	0	1	12	50	63	164
Mediums	0	5	0	3	8	0	0	0	0	0	0	10	12	0	22	0	0	8	6	14	44
Articulated Trucks	0	23	0	28	51	0	0	1	0	1	0	30	19	0	49	0	1	24	19	44	145
6/8/2017 18:00	0	25	19	31	75	0	0	18	0	18	0	61	21	1	83	0	0	13	39	52	228
Lights	0	10	19	2	31	0	0	18	0	18	0	21	1	1	23	0	0	3	25	28	100
Mediums	0	3	0	4	7	0	0	0	0	0	0	6	8	0	14	0	0	3	5	8	29
Articulated Trucks	0	12	0	25	37	0	0	0	0	0	0	34	12	0	46	0	0	7	9	16	99
6/8/2017 18:15	0	29	10	24	63	1	0	16	0	17	0	59	31	8	98	0	0	19	52	71	249
Lights	0	8	10	3	21	1	0	16	0	17	0	14	8	8	30	0	0	2	33	35	103
Mediums	0	5	0	1	6	0	0	0	0	0	0	14	8	0	22	0	0	9	4	13	41
Articulated Trucks	0	16	0	20	36	0	0	0	0	0	0	31	15	0	46	0	0	8	15	23	105
6/8/2017 18:30	0	15	22	29	66	0	1	13	0	14	0	71	37	1	109	0	0	22	31	53	242
Lights	0	4	22	3	29	0	0	13	0	13	0	20	7	1	28	0	0	3	19	22	92
Mediums	0	1	0	3	4	0	1	0	0	1	0	5	15	0	20	0	0	6	3	9	34
Articulated Trucks	0	10	0	23	33	0	0	0	0	0	0	46	15	0	61	0	0	13	9	22	116
6/8/2017 18:45	0	19	11	30	60	0	0	17	0	17	0	43	20	3	66	0	1	26	31	58	201
Lights	0	6	10	5	21	0	0	16	0	16	0	15	2	2	19	0	0	5	16	21	77

Study Name 01 Elwood International & Arsenal
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	3	0	0	3	0	0	0	0	0	0	4	6	0	10	0	1	7	3	11	24
Articulated Trucks	0	10	1	25	36	0	0	1	0	1	0	24	12	1	37	0	0	14	12	26	100
6/8/2017 19:00	0	13	12	25	50	0	0	9	0	9	0	56	20	2	78	0	1	16	35	52	189
Lights	0	6	12	6	24	0	0	9	0	9	0	17	1	2	20	0	1	2	7	10	63
Mediums	0	1	0	10	11	0	0	0	0	0	0	6	8	0	14	0	0	6	8	14	39
Articulated Trucks	0	6	0	9	15	0	0	0	0	0	0	33	11	0	44	0	0	8	20	28	87
6/8/2017 19:15	0	26	6	20	52	0	2	12	2	16	0	55	19	0	74	0	0	20	23	43	185
Lights	0	9	6	4	19	0	1	12	2	15	0	20	0	0	20	0	0	0	10	10	64
Mediums	0	3	0	1	4	0	0	0	0	0	0	8	8	0	16	0	0	6	1	7	27
Articulated Trucks	0	14	0	15	29	0	1	0	0	1	0	27	11	0	38	0	0	14	12	26	94
6/8/2017 19:30	0	25	5	26	56	0	1	9	1	11	0	50	14	1	65	0	0	22	16	38	170
Lights	0	7	5	4	16	0	1	9	0	10	0	21	0	1	22	0	0	0	6	6	54
Mediums	0	3	0	4	7	0	0	0	0	0	0	5	8	0	13	0	0	6	1	7	27
Articulated Trucks	0	15	0	18	33	0	0	0	1	1	0	24	6	0	30	0	0	16	9	25	89
6/8/2017 19:45	0	14	2	28	44	0	0	8	0	8	0	42	10	0	52	0	0	26	37	63	167
Lights	0	3	2	3	8	0	0	8	0	8	0	9	1	0	10	0	0	3	21	24	50
Mediums	0	1	0	5	6	0	0	0	0	0	0	8	4	0	12	0	0	5	2	7	25
Articulated Trucks	0	10	0	20	30	0	0	0	0	0	0	25	5	0	30	0	0	18	14	32	92
6/8/2017 20:00	0	14	9	26	49	0	0	7	0	7	0	22	16	0	38	0	0	15	23	38	132
Lights	0	3	9	5	17	0	0	6	0	6	0	3	3	0	6	0	0	0	13	13	42
Mediums	0	1	0	2	3	0	0	1	0	1	0	4	8	0	12	0	0	7	2	9	25
Articulated Trucks	0	10	0	19	29	0	0	0	0	0	0	15	5	0	20	0	0	8	8	16	65
6/8/2017 20:15	0	15	12	26	53	0	0	7	0	7	0	35	20	2	57	0	1	27	12	40	157
Lights	0	2	12	2	16	0	0	7	0	7	0	4	0	2	6	0	1	1	2	4	33
Mediums	0	5	0	2	7	0	0	0	0	0	0	8	6	0	14	0	0	5	1	6	27
Articulated Trucks	0	8	0	22	30	0	0	0	0	0	0	23	14	0	37	0	0	21	9	30	97
6/8/2017 20:30	0	17	4	22	43	0	1	7	1	9	0	22	9	2	33	0	0	14	9	23	108
Lights	0	4	4	8	16	0	0	7	1	8	0	4	0	2	6	0	0	0	6	6	36
Mediums	0	1	0	1	2	0	0	0	0	0	0	3	4	0	7	0	0	6	1	7	16
Articulated Trucks	0	12	0	13	25	0	1	0	0	1	0	15	5	0	20	0	0	8	2	10	56
6/8/2017 20:45	0	23	11	34	68	0	1	5	0	6	0	29	17	1	47	0	0	13	22	35	156
Lights	0	6	11	6	23	0	1	5	0	6	0	5	1	1	7	0	0	2	11	13	49
Mediums	0	2	0	5	7	0	0	0	0	0	0	5	3	0	8	0	0	4	2	6	21
Articulated Trucks	0	15	0	23	38	0	0	0	0	0	0	19	13	0	32	0	0	7	9	16	86
6/8/2017 21:00	0	6	9	17	32	0	1	4	0	5	0	27	12	0	39	0	0	18	16	34	110
Lights	0	0	9	6	15	0	1	4	0	5	0	3	1	0	4	0	0	0	3	3	27
Mediums	0	1	0	3	4	0	0	0	0	0	0	3	5	0	8	0	0	5	4	9	21
Articulated Trucks	0	5	0	8	13	0	0	0	0	0	0	21	6	0	27	0	0	13	9	22	62
6/8/2017 21:15	0	15	9	19	43	0	1	5	0	6	0	33	11	0	44	0	0	13	11	24	117
Lights	0	3	9	7	19	0	1	5	0	6	0	2	0	0	2	0	0	1	4	5	32
Mediums	0	2	0	1	3	0	0	0	0	0	0	7	6	0	13	0	0	8	2	10	26
Articulated Trucks	0	10	0	11	21	0	0	0	0	0	0	24	5	0	29	0	0	4	5	9	59
6/8/2017 21:30	0	7	5	22	34	0	3	4	0	7	0	23	16	1	40	0	1	13	16	30	111
Lights	0	1	5	12	18	0	2	4	0	6	0	4	2	1	7	0	1	1	5	7	38
Mediums	0	1	0	0	1	0	0	0	0	0	0	4	6	0	10	0	0	3	3	6	17
Articulated Trucks	0	5	0	10	15	0	1	0	0	1	0	15	8	0	23	0	0	9	8	17	56
6/8/2017 21:45	0	16	3	19	38	0	1	3	0	4	0	30	12	0	42	0	1	15	11	27	111
Lights	0	4	3	6	13	0	1	3	0	4	0	7	2	0	9	0	1	1	2	4	30
Mediums	0	4	0	0	4	0	0	0	0	0	0	5	3	0	8	0	0	2	2	4	16
Articulated Trucks	0	8	0	13	21	0	0	0	0	0	0	18	7	0	25	0	0	12	7	19	65
6/8/2017 22:00	0	9	3	11	23	0	0	4	2	6	0	20	8	0	28	0	0	8	16	24	81
Lights	0	3	3	3	9	0	0	4	2	6	0	8	0	0	8	0	0	2	3	5	28
Mediums	0	0	0	1	1	0	0	0	0	0	0	3	2	0	5	0	0	2	2	4	10
Articulated Trucks	0	6	0	7	13	0	0	0	0	0	0	9	6	0	15	0	0	4	11	15	43
6/8/2017 22:15	0	12	5	17	34	0	2	2	1	5	0	27	11	9	47	0	0	15	19	34	120
Lights	0	4	5	5	14	0	1	2	1	4	0	6	7	9	22	0	0	0	3	3	43
Mediums	0	0	0	2	2	0	0	0	0	0	0	6	1	0	7	0	0	4	1	5	14
Articulated Trucks	0	8	0	10	18	0	1	0	0	1	0	15	3	0	18	0	0	11	15	26	63
6/8/2017 22:30	0	8	8	15	31	0	0	0	0	0	0	15	12	0	27	0	0	7	11	18	76
Lights	0	3	7	2	12	0	0	0	0	0	0	1	3	0	4	0	0	4	4	8	24
Mediums	0	3	0	0	3	0	0	0	0	0	0	5	3	0	8	0	0	1	0	1	12
Articulated Trucks	0	2	1	13	16	0	0	0	0	0	0	9	6	0	15	0	0	2	7	9	40
6/8/2017 22:45	0	16	7	20	43	0	2	3	0	5	0	29	9	1	39	0	0	12	10	22	109
Lights	0	4	7	5	16	0	2	3	0	5	0	9	0	1	10	0	0	2	0	2	33
Mediums	0	0	0	1	1	0	0	0	0	0	0	4	3	0	7	0	0	6	4	10	18
Articulated Trucks	0	12	0	14	26	0	0	0	0	0	0	16	6	0	22	0	0	4	6	10	58
6/8/2017 23:00	0	3	8	10	21	0	0	1	0	1	0	20	7	0	27	0	0	6	19	25	74
Lights	0	0	7	1	8	0	0	1	0	1	0	9	0	0	9	0	0	1	9	10	28
Mediums	0	0	0	6	6	0	0	0	0	0	0	2	3	0	5	0	0	2	1	3	14
Articulated Trucks	0	3	1	3	7	0	0	0	0	0	0	9	4	0	13	0	0	3	9	12	32
6/8/2017 23:15	0	7	1	8	16	0	1	5	0	6	0	30	14	0	44	0	0	8	9	17	83
Lights	0	1	1	0	2	0	0	5	0	5	0	15	1	0	16	0	0	0	3	3	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	2	6	0	8	0	0	4	1	5	13
Articulated Trucks	0	6	0	8	14	0	1	0	0	1	0	13	7	0	20	0	0	4	5	9	44
6/8/2017 23:30	0	9	2	8	19	0	1	3	0	4	0	19	2	0	21	0	0	1	10	11	55
Lights	0	0	2	3	5	0	1	3	0	4	0	7	0	0	7	0	0	0	4	4	20
Mediums	0	0	0	2	2	0	0	0	0	0	0	2	1	0	3	0	0	0	2	2	7
Articulated Trucks	0	9	0	3	12	0	0	0	0	0	0	10	1	0	11	0	0	1	4	5	28
6/8/2017 23:45	0	10	4	12	26	0	0	2	0	2	0	16	9	0	25	0	0	8	10	18	71
Lights	0	0	4	5	9	0	0	2	0	2	0	4	1	0	5	0	0	2	5	7	23
Mediums	0	2	0	1	3	0	0	0	0	0	0	0	5	0	5	0	0	3	3	6	14
Articulated Trucks	0	8	0	6	14	0	0	0	0	0	0	12	3	0	15	0	0	3	2	5	34
Grand Total	11	7737	3167	11750	22665	13	374	2740	146	3273	4	11278	6798	421	18501	5	127	6319	7607	14058	58497

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/6/2017	0	0	0	0	0	0	0	0	3	3	0	0	16	0	16	0	1	8	0	9	28
Lights	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	1	0	0	1	9
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	0	5	0	5	14
6/6/2017 0:15	0	0	0	0	0	0	0	0	4	4	0	0	15	0	15	0	5	16	0	21	40
Lights	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	3	0	4	7
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	1	4	0	5	10
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	8	0	8	0	3	9	0	12	23
6/6/2017 0:30	0	0	0	0	0	0	1	0	0	1	0	0	15	1	16	0	3	10	0	13	30
Lights	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	5
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	1	5	0	6	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	2	5	0	7	16
6/6/2017 0:45	0	0	0	0	0	0	0	0	3	3	0	0	9	0	9	0	0	11	0	11	23
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	7	0	7	0	0	8	0	8	17
6/6/2017 1:00	0	0	0	0	0	0	0	0	1	1	0	0	11	0	11	0	3	17	0	20	32
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	1	12	0	13	24
6/6/2017 1:15	0	0	0	0	0	0	0	0	2	2	0	0	11	0	11	0	2	10	0	12	25
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	4
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	1	0	1	5
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	2	6	0	8	16
6/6/2017 1:30	0	0	0	0	0	0	1	0	5	6	0	0	15	0	15	0	1	18	0	19	40
Lights	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	7	0	7	10
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	1	0	1	5
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	10	0	10	0	1	10	0	11	25
6/6/2017 1:45	0	0	0	0	0	0	1	0	1	2	0	0	16	1	17	0	6	21	0	27	46
Lights	0	0	0	0	0	0	1	0	1	2	0	0	4	1	5	0	1	9	0	10	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	5	10	0	15	25
6/6/2017 2:00	0	0	0	0	0	0	0	0	1	1	0	0	12	0	12	0	6	19	0	25	38
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	5	0	5	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	2	4	0	6	9
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	4	10	0	14	22
6/6/2017 2:15	0	0	0	0	0	0	1	0	3	4	0	0	27	2	29	0	2	18	0	20	53
Lights	0	0	0	0	0	0	0	0	0	0	0	0	20	1	21	0	0	2	0	2	23
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	1	3	0	0	8	0	8	12
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	2	8	0	10	18
6/6/2017 2:30	0	0	0	0	0	0	0	0	4	4	0	0	20	0	20	0	2	12	0	14	38
Lights	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	1	2	0	3	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	1	8	0	9	24
6/6/2017 2:45	0	0	0	0	0	0	0	0	2	2	0	0	18	0	18	0	0	14	0	14	34
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	14	0	14	0	0	11	0	11	27
6/6/2017 3:00	0	0	0	0	0	0	1	0	4	5	0	0	11	0	11	0	3	11	0	14	30
Lights	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	1	0	0	1	2
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	1	4	0	5	11
Articulated Trucks	0	0	0	0	0	0	1	0	2	3	0	0	6	0	6	0	1	7	0	8	17
6/6/2017 3:15	0	0	0	0	0	0	0	0	2	2	0	0	10	1	11	0	1	19	0	20	33
Lights	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	2	0	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	9	0	10	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	5	1	6	0	0	8	0	8	15
6/6/2017 3:30	0	0	0	0	0	0	2	0	9	11	0	0	13	0	13	0	2	22	0	24	48
Lights	0	0	0	0	0	0	0	0	8	8	0	0	3	0	3	0	0	4	0	4	15
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	7	0	7	10
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	8	0	8	0	2	11	0	13	23
6/6/2017 3:45	0	0	0	0	0	0	1	0	6	7	0	0	19	3	22	0	3	35	0	38	67
Lights	0	0	0	0	0	0	1	0	6	7	0	0	1	1	2	0	1	8	0	9	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	6	0	6	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	13	1	14	0	2	21	0	23	37
6/6/2017 4:00	0	0	0	0	0	0	2	0	4	6	0	0	15	0	15	0	5	30	0	35	56
Lights	0	0	0	0	0	0	2	0	1	3	0	0	5	0	5	0	3	4	0	7	15
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	8	0	8	11
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	8	0	8	0	2	18	0	20	30
6/6/2017 4:15	0	0	0	0	0	0	0	0	6	6	0	0	25	0	25	0	5	22	0	27	58
Lights	0	0	0	0	0	0	0	0	3	3	0	0	4	0	4	0	3	2	0	5	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	10	0	11	16
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	16	0	16	0	1	10	0	11	30
6/6/2017 4:30	0	0	0	0	0	0	2	0	16	18	0	0	22	0	22	0	7	36	0	43	83
Lights	0	0	0	0	0	0	1	0	11	12	0	0	3	0	3	0	5	6	0	11	26
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	0	13	0	13	19
Articulated Trucks	0	0	0	0	0	0	1	0	4	5	0	0	14	0	14	0	2	17	0	19	38
6/6/2017 4:45	0	0	0	0	0	0	2	0	10	12	0	0	33	1	34	0	19	41	0	60	106
Lights	0	0	0	0	0	0	2	0	6	8	0	0	4	0	4	0	13	19	0	32	44
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	1	6	0	3	13	0	16	23
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	24	0	24	0	3	9	0	12	39
6/6/2017 5:00	0	0	0	0	0	0	0	0	10	10	0	0	25	1	26	0	16	40	0	56	92
Lights	0	0	0	0	0	0	0	0	7	7	0	0	2	0	2	0	13	10	0	23	32
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	12	0	12	17
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	19	1	20	0	3	18	0	21	43
6/6/2017 5:15	0	0	0	0	0	0	0	0	15	15	0	0	36	0	36	0	25	52	0	77	128
Lights	0	0	0	0	0	0	0	0	10	10	0	0	2	0	2	0	23	20	0	43	55
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	19	0	19	28
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	25	0	25	0	2	13	0	15	45
6/6/2017 5:30	0	0	0	0	0	0	2	0	12	14	0	0	30	4	34	0	53	77	0	130	178
Lights	0	0	0	0	0	0	2	0	10	12	0	0	3	0	3	0	50	36	0	86	101
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	0	1	18	0	19	22
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	26	2	28	0	2	23	0	25	55
6/6/2017 5:45	0	0	0	0	0	0	0	0	10	10	0	0	38	1	39	0	65	94	0	159	208
Lights	0	0	0	0	0	0	0	0	5	5	0	0	7	1	8	0	54	50	0	104	117
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	2	0	2	0	2	19	0	21	25
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	29	0	29	0	9	25	0	34	66
6/6/2017 6:00	0	0	0	0	0	0	1	0	10	11	0	0	34	2	36	0	17	64	0	81	128
Lights	0	0	0	0	0	0	0	0	8	8	0	0	6	1	7	0	9	14	0	23	38
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	8	1	9	0	1	18	0	19	29
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	20	0	20	0	7	32	0	39	61
6/6/2017 6:15	0	0	0	0	0	0	1	0	22	23	0	0	51	2	53	0	11	46	0	57	133
Lights	0	0	0	0	0	0	0	0	17	17	0	0	21	1	22	0	10	11	0	21	60
Mediums	0	0	0	0	0	0	1	0	2	3	0	0	6	0	6	0	0	10	0	10	19
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	24	1	25	0	1	25	0	26	54
6/6/2017 6:30	0	0	0	0	0	0	1	0	32	33	0	0	42	3	45	0	20	70	0	90	168
Lights	0	0	0	0	0	0	0	0	24	24	0	0	4	1	5	0	13	10	0	23	52
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	10	0	10	0	0	31	0	31	43

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks		0	0	0	0	0	0	0	0	7	7	0	0	28	2	30	0	7	29	0	36	73
6/6/2017 6:45		0	0	0	0	0	0	2	0	13	15	0	0	37	0	37	0	33	54	0	87	139
Lights		0	0	0	0	0	0	0	0	6	6	0	0	2	0	2	0	26	14	0	40	48
Mediums		0	0	0	0	0	0	2	0	1	3	0	0	4	0	4	0	1	17	0	18	25
Articulated Trucks		0	0	0	0	0	0	0	0	6	6	0	0	31	0	31	0	6	23	0	29	66
6/6/2017 7:00		0	0	0	0	0	0	0	1	14	15	0	0	57	2	59	0	31	37	0	68	142
Lights		0	0	0	0	0	0	0	1	6	7	0	0	5	1	6	0	21	4	0	25	38
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	3	13	0	16	19
Articulated Trucks		0	0	0	0	0	0	0	0	7	7	0	0	50	1	51	0	7	20	0	27	85
6/6/2017 7:15		0	0	0	0	0	0	0	0	18	18	0	0	35	5	40	0	28	47	0	75	133
Lights		0	0	0	0	0	0	0	0	7	7	0	0	0	1	1	0	19	8	0	27	35
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	1	10	0	11	18
Articulated Trucks		0	0	0	0	0	0	0	0	10	10	0	0	29	4	33	0	8	29	0	37	80
6/6/2017 7:30		0	0	0	0	0	0	1	0	13	14	0	0	44	0	44	0	29	55	0	84	142
Lights		0	0	0	0	0	0	0	0	8	8	0	0	0	0	0	0	17	8	0	25	33
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	6	0	6	0	5	8	0	13	22
Articulated Trucks		0	0	0	0	0	0	0	0	3	3	0	0	38	0	38	0	7	39	0	46	87
6/6/2017 7:45		0	0	0	0	0	0	3	0	14	17	0	0	49	2	51	0	30	65	0	95	163
Lights		0	0	0	0	0	0	1	0	6	7	0	0	2	1	3	0	19	6	0	25	35
Mediums		0	0	0	0	0	0	2	0	2	4	0	0	6	0	6	0	2	15	0	17	27
Articulated Trucks		0	0	0	0	0	0	0	0	6	6	0	0	41	1	42	0	9	44	0	53	101
6/6/2017 8:00		0	0	0	0	0	0	1	0	12	13	0	0	47	2	49	0	23	58	0	81	143
Lights		0	0	0	0	0	0	0	0	5	5	0	0	4	0	4	0	11	6	0	17	26
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	7	0	7	0	1	14	0	15	23
Articulated Trucks		0	0	0	0	0	0	0	0	7	7	0	0	36	2	38	0	11	38	0	49	94
6/6/2017 8:15		0	0	0	0	0	0	1	0	15	16	0	0	62	2	64	0	14	46	0	60	140
Lights		0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	3	4	0	7	10
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	9	0	9	0	2	6	0	8	18
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	52	2	54	0	9	36	0	45	112
6/6/2017 8:30		0	0	0	0	0	0	3	0	15	18	0	0	53	3	56	0	20	70	0	90	164
Lights		0	0	0	0	0	0	0	0	4	4	0	0	4	0	4	0	10	5	0	15	23
Mediums		0	0	0	0	0	0	3	0	0	3	0	0	8	1	9	0	1	15	0	16	28
Articulated Trucks		0	0	0	0	0	0	0	0	11	11	0	0	41	2	43	0	9	50	0	59	113
6/6/2017 8:45		0	0	0	0	0	0	0	0	11	11	0	0	53	3	56	0	17	50	0	67	134
Lights		0	0	0	0	0	0	0	0	4	4	0	0	4	1	5	0	9	6	0	15	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	1	10	0	11	19
Articulated Trucks		0	0	0	0	0	0	0	0	7	7	0	0	41	2	43	0	7	34	0	41	91
6/6/2017 9:00		0	0	0	0	0	0	1	0	18	19	0	0	43	1	44	0	11	60	0	71	134
Lights		0	0	0	0	0	0	0	0	2	2	0	0	0	1	1	0	3	2	0	5	8
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	1	23	0	24	39
Articulated Trucks		0	0	0	0	0	0	1	0	13	14	0	0	31	0	31	0	7	35	0	42	87
6/6/2017 9:15		0	0	0	0	0	0	0	0	7	7	0	0	55	2	57	0	16	68	0	84	148
Lights		0	0	0	0	0	0	0	0	3	3	0	0	2	0	2	0	4	7	0	11	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	1	7	0	8	18
Articulated Trucks		0	0	0	0	0	0	0	0	4	4	0	0	44	1	45	0	11	54	0	65	114
6/6/2017 9:30		0	0	0	0	0	0	3	0	13	16	0	0	59	5	64	0	15	69	0	84	164
Lights		0	0	0	0	0	0	2	0	2	4	0	0	3	5	8	0	2	2	0	4	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	13	0	13	27
Articulated Trucks		0	0	0	0	0	0	1	0	11	12	0	0	42	0	42	0	13	54	0	67	121
6/6/2017 9:45		0	0	0	0	0	0	0	0	16	16	0	0	50	3	53	0	16	69	0	85	154
Lights		0	0	0	0	0	0	0	0	7	7	0	0	4	3	7	0	5	5	0	10	24
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	9	0	9	0	3	17	0	20	30
Articulated Trucks		0	0	0	0	0	0	0	0	8	8	0	0	37	0	37	0	8	47	0	55	100
6/6/2017 10:00		0	0	0	0	0	0	0	0	4	4	0	0	12	0	12	0	7	21	0	28	44
Lights		0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	2	0	0	2	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
Articulated Trucks		0	0	0	0	0	0	0	0	3	3	0	0	9	0	9	0	5	19	0	24	36
6/6/2017 10:15		0	0	0	0	0	0	4	0	10	14	0	0	43	1	44	0	14	36	0	50	108
Lights		0	0	0	0	0	0	0	0	1	1	0	0	8	1	9	0	3	2	0	5	15
Mediums		0	0	0	0	0	0	1	0	1	2	0	0	7	0	7	0	2	2	0	4	13
Articulated Trucks		0	0	0	0	0	0	3	0	8	11	0	0	28	0	28	0	9	32	0	41	80
6/6/2017 10:30		0	0	1	0	1	0	4	1	18	23	0	0	60	3	63	0	13	72	0	85	172
Lights		0	0	1	0	1	0	2	1	4	7	0	0	3	1	4	0	6	5	0	11	23
Mediums		0	0	0	0	0	0	1	0	1	2	0	0	17	2	19	0	0	8	0	8	29
Articulated Trucks		0	0	0	0	0	0	1	0	13	14	0	0	40	0	40	0	7	59	0	66	120
6/6/2017 10:45		0	0	0	1	1	0	2	0	15	17	0	0	56	1	57	0	24	88	0	112	187
Lights		0	0	0	1	1	0	1	0	4	5	0	0	2	0	2	0	9	4	0	13	21
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	16	1	17	0	3	7	0	10	30
Articulated Trucks		0	0	0	0	0	0	0	0	9	9	0	0	38	0	38	0	12	77	0	89	136
6/6/2017 11:00		0	0	0	1	1	0	0	0	11	11	0	0	77	2	79	0	14	72	0	86	177
Lights		0	0	0	1	1	0	0	0	2	2	0	0	3	0	3	0	3	4	0	7	13
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	21	0	21	0	2	14	0	16	38
Articulated Trucks		0	0	0	0	0	0	0	0	8	8	0	0	53	2	55	0	9	54	0	63	126
6/6/2017 11:15		0	0	0	0	0	0	0	1	19	20	0	0	86	1	87	0	19	77	0	96	203
Lights		0	0	0	0	0	0	0	1	5	6	0	0	7	1	8	0	5	3	0	8	22
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	19	0	19	0	1	11	0	12	32
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	60	0	60	0	13	63	0	76	149
6/6/2017 11:30		0	0	0	0	0	0	1	0	20	21	0	0	74	2	76	0	17	77	0	94	191
Lights		0	0	0	0	0	0	0	0	7	7	0	0	1	1	2	0	6	2	0	8	17
Mediums		0	0	0	0	0	0	0	0	5	5	0	0	11	0	11	0	5	13	0	18	34
Articulated Trucks		0	0	0	0	0	0	1	0	8	9	0	0	62	1	63	0	6	62	0	68	140
6/6/2017 11:45		0	0	0	0	0	0	5	0	18	23	0	0	80	1	81	0	14	81	0	95	199
Lights		0	0	0	0	0	0	0	0	4	4	0	0	3	0	3	0	1	4	0	5	12
Mediums		0	0	0	0	0	0	4	0	3	7	0	0	14	1	15	0	2	10	0	12	34
Articulated Trucks		0	0	0	0	0	0	1	0	11	12	0	0	63	0	63	0	11	67	0	78	153
6/6/2017 12:00		0	0	0	0	0	0	5	0	21	26	0	0	94	1	95	0	20	79	0	99	220
Lights		0	0	0	0	0	0	2	0	9	11	0	0	3	0	3	0	4	1	0	5	19
Mediums		0	0	0	0	0	0	1	0	6	7	0	0	27	0	27	0	1	7	0	8	42
Articulated Trucks		0	0	0	0	0	0	2	0	6	8	0	0	64	1	65	0	15	71	0	86	159
6/6/2017 12:15		0	0	0	0	0	0	2	0	27	29	0	0	77	3	80	0	16	88	0	104	213
Lights		0	0	0	0	0	0	2	0	8	10	0	0	2	0	2	0	5	3	0	8	20
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	16	2	18	0	2	13	0	15	34
Articulated Trucks		0	0	0	0	0	0	0	0	18	18	0	0	59	1	60	0	9	72	0	81	159
6/6/2017 12:30		0	0	0	0	0	0	6	0	20	26	0	0	78	3	81	0	12	79	0	91	198
Lights		0	0	0	0	0	0	1	0	7	8	0	0	4	0	4	0	1	4	0	5	17
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	24	2	26	0	0	11	0	11	40
Articulated Trucks		0	0	0	0	0	0	4	0	11	15	0	0	50	1	51	0	11	64	0	75	141
6/6/2017 12:45		0	0	0	0	0	0	4	0	18	22	0	1	78	4	83	0	18	93	0	111	216
Lights		0	0	0	0	0	0	2	0	7	9	0	0	2	1	3	0	9	4	0	13	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	21	2	23	0	0	11	0	11	34
Articulated Trucks		0	0	0	0	0	0	2	0	11	13	0	1	55	1	57	0	9	78	0	87	157
6/6/2017 13:00		0	0	0	0	0	0	2	0	18	20	0	0	84	3	87	0	17	108	0	125	232
Lights		0	0	0	0	0	0	1	0	6	7	0	0	3	3	6	0	5	6	0	11	24
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	19	0	19	0	1	14	0	15	38
Articulated Trucks		0	0	0	0	0	0	1	0	8	9	0	0	62	0	62	0	11	88	0	99	170
6/6/2017 13:15		0	0	0	0	0	0	1	0	24	25	0	0	84	2	86	0	14	99	0	113	224
Lights		0	0	0	0	0	0	1	0	10	11	0	0	1	0	1	0	5	9	0	14	26

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	21	2	23	0	1	21	0	22	45
	Articulated Trucks	0	0	0	0	0	0	0	0	14	14	0	0	62	0	62	0	8	69	0	77	153
6/6/2017 13:30		0	1	0	0	1	0	1	0	24	25	0	0	86	4	90	0	22	100	0	122	238
	Lights	0	1	0	0	1	0	0	0	8	8	0	0	8	2	10	0	7	13	0	20	39
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	17	2	19	0	3	16	0	19	39
	Articulated Trucks	0	0	0	0	0	0	1	0	15	16	0	0	61	0	61	0	12	71	0	83	160
6/6/2017 13:45		0	0	0	0	0	0	4	0	29	33	0	0	98	4	102	0	20	86	0	106	241
	Lights	0	0	0	0	0	0	2	0	11	13	0	0	16	0	16	0	11	9	0	20	49
	Mediums	0	0	0	0	0	0	1	0	1	2	0	0	26	2	28	0	0	11	0	11	41
	Articulated Trucks	0	0	0	0	0	0	1	0	17	18	0	0	56	2	58	0	9	66	0	75	151
6/6/2017 14:00		0	0	0	0	0	0	1	0	34	35	0	0	83	1	84	0	21	97	0	118	237
	Lights	0	0	0	0	0	0	0	0	18	18	0	0	9	0	9	0	6	6	0	12	39
	Mediums	0	0	0	0	0	0	0	0	7	7	0	0	18	1	19	0	3	12	0	15	41
	Articulated Trucks	0	0	0	0	0	0	1	0	9	10	0	0	56	0	56	0	12	79	0	91	157
6/6/2017 14:15		0	0	0	0	0	0	0	0	20	20	0	0	120	5	125	0	11	77	0	88	233
	Lights	0	0	0	0	0	0	0	0	7	7	0	0	55	4	59	0	3	1	0	4	70
	Mediums	0	0	0	0	0	0	0	0	4	4	0	0	27	0	27	0	0	13	0	13	44
	Articulated Trucks	0	0	0	0	0	0	0	0	9	9	0	0	38	1	39	0	8	63	0	71	119
6/6/2017 14:30		0	0	0	0	0	0	1	0	28	29	0	0	75	4	79	0	11	74	0	85	193
	Lights	0	0	0	0	0	0	0	0	16	16	0	0	22	3	25	0	1	3	0	4	45
	Mediums	0	0	0	0	0	0	1	0	3	4	0	0	18	1	19	0	2	8	0	10	33
	Articulated Trucks	0	0	0	0	0	0	0	0	9	9	0	0	35	0	35	0	8	63	0	71	115
6/6/2017 14:45		0	0	0	0	0	0	3	0	32	35	0	0	86	1	87	0	11	82	0	93	215
	Lights	0	0	0	0	0	0	0	0	16	16	0	0	4	1	5	0	2	4	0	6	27
	Mediums	0	0	0	0	0	0	0	0	3	3	0	0	17	0	17	0	0	6	0	6	26
	Articulated Trucks	0	0	0	0	0	0	3	0	13	16	0	0	65	0	65	0	9	72	0	81	162
6/6/2017 15:00		0	0	0	0	0	0	0	0	19	19	0	0	83	4	87	0	18	78	0	96	202
	Lights	0	0	0	0	0	0	0	0	9	9	0	0	7	1	8	0	6	1	0	7	24
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	22	0	22	0	1	14	0	15	38
	Articulated Trucks	0	0	0	0	0	0	0	0	9	9	0	0	54	3	57	0	11	63	0	74	140
6/6/2017 15:15		0	0	0	0	0	0	1	0	26	27	0	0	89	4	93	0	11	80	0	91	211
	Lights	0	0	0	0	0	0	0	0	16	16	0	0	6	2	8	0	4	3	0	7	31
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	31	0	31	0	0	10	0	10	42
	Articulated Trucks	0	0	0	0	0	0	1	0	9	10	0	0	52	2	54	0	7	67	0	74	138
6/6/2017 15:30		0	0	0	0	0	0	1	0	24	25	0	0	103	3	106	0	17	64	0	81	212
	Lights	0	0	0	0	0	0	0	0	14	14	0	0	13	2	15	0	6	1	0	7	36
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	25	0	25	0	2	10	0	12	38
	Articulated Trucks	0	0	0	0	0	0	1	0	9	10	0	0	65	1	66	0	9	53	0	62	138
6/6/2017 15:45		0	0	0	0	0	0	2	0	27	29	0	0	71	0	71	0	20	72	0	92	192
	Lights	0	0	0	0	0	0	1	0	13	14	0	0	13	0	13	0	6	6	0	12	39
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	4	10	0	14	28
	Articulated Trucks	0	0	0	0	0	0	1	0	14	15	0	0	44	0	44	0	10	56	0	66	125
6/6/2017 16:00		0	0	0	0	0	0	4	0	32	36	0	0	77	2	79	0	21	70	0	91	206
	Lights	0	0	0	0	0	0	0	0	23	23	0	0	17	1	18	0	10	4	0	14	55
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	16	0	16	0	4	20	0	24	41
	Articulated Trucks	0	0	0	0	0	0	4	0	8	12	0	0	44	1	45	0	7	46	0	53	110
6/6/2017 16:15		0	0	0	0	0	0	1	0	38	39	0	0	95	1	96	0	20	58	0	78	213
	Lights	0	0	0	0	0	0	0	0	24	24	0	0	3	0	3	0	12	4	0	16	43
	Mediums	0	0	0	0	0	0	0	0	2	2	0	0	21	0	21	0	2	7	0	9	32
	Articulated Trucks	0	0	0	0	0	0	1	0	12	13	0	0	71	1	72	0	6	47	0	53	138
6/6/2017 16:30		0	0	0	0	0	0	4	0	59	63	0	0	76	2	78	0	28	63	0	91	232
	Lights	0	0	0	0	0	0	3	0	47	50	0	0	8	2	10	0	20	6	0	26	86
	Mediums	0	0	0	0	0	0	0	0	5	5	0	0	22	0	22	0	1	21	0	22	49
	Articulated Trucks	0	0	0	0	0	0	1	0	7	8	0	0	46	0	46	0	7	36	0	43	97
6/6/2017 16:45		0	0	0	0	0	0	2	0	36	38	0	0	57	1	58	0	24	59	0	83	179
	Lights	0	0	0	0	0	0	1	0	23	24	0	0	7	0	7	0	17	8	0	25	56
	Mediums	0	0	0	0	0	0	0	0	4	4	0	0	17	0	17	0	0	15	0	15	36
	Articulated Trucks	0	0	0	0	0	0	1	0	9	10	0	0	33	1	34	0	7	36	0	43	87
6/6/2017 17:00		0	0	0	0	0	0	0	0	24	24	0	0	73	2	75	0	12	56	0	68	167
	Lights	0	0	0	0	0	0	0	0	10	10	0	0	11	0	11	0	7	4	0	11	32
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	1	11	0	12	25
	Articulated Trucks	0	0	0	0	0	0	0	0	14	14	0	0	51	0	51	0	4	41	0	45	110
6/6/2017 17:15		0	0	0	0	0	0	5	0	20	25	0	0	67	2	69	0	18	51	0	69	163
	Lights	0	0	0	0	0	0	2	0	12	14	0	0	12	1	13	0	9	2	0	11	38
	Mediums	0	0	0	0	0	0	1	0	1	2	0	0	11	0	11	0	1	7	0	8	21
	Articulated Trucks	0	0	0	0	0	0	2	0	7	9	0	0	44	1	45	0	8	42	0	50	104
6/6/2017 17:30		0	0	0	0	0	0	4	0	22	26	0	0	68	0	68	0	23	51	0	74	168
	Lights	0	0	0	0	0	0	2	0	16	18	0	0	11	0	11	0	14	8	0	22	51
	Mediums	0	0	0	0	0	0	1	0	1	2	0	0	15	0	15	0	1	6	0	7	24
	Articulated Trucks	0	0	0	0	0	0	1	0	5	6	0	0	42	0	42	0	8	37	0	45	93
6/6/2017 17:45		0	0	0	0	0	0	1	0	14	15	0	0	61	3	64	0	14	56	0	70	149
	Lights	0	0	0	0	0	0	1	0	9	10	0	0	4	2	6	0	10	5	0	15	31
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	1	7	0	8	20
	Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	45	1	46	0	3	44	0	47	98
6/6/2017 18:00		0	0	0	0	0	0	1	0	15	16	0	0	48	1	49	0	11	49	0	60	125
	Lights	0	0	0	0	0	0	0	0	8	8	0	0	7	0	7	0	4	1	0	5	20
	Mediums	0	0	0	0	0	0	0	0	3	3	0	0	9	0	9	0	0	8	0	8	20
	Articulated Trucks	0	0	0	0	0	0	1	0	4	5	0	0	32	1	33	0	7	40	0	47	85
6/6/2017 18:15		0	0	0	0	0	0	0	0	17	17	0	0	70	1	71	0	10	44	0	54	142
	Lights	0	0	0	0	0	0	0	0	8	8	0	0	15	0	15	0	5	4	0	9	32
	Mediums	0	0	0	0	0	0	0	0	2	2	0	0	16	0	16	0	1	9	0	10	28
	Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	39	1	40	0	4	31	0	35	82
6/6/2017 18:30		0	0	0	0	0	0	3	0	23	26	0	0	47	1	48	0	16	38	0	54	128
	Lights	0	0	0	0	0	0	0	0	17	17	0	0	3	1	4	0	8	1	0	9	30
	Mediums	0	0	0	0	0	0	2	0	0	2	0	0	13	0	13	0	0	6	0	6	21
	Articulated Trucks	0	0	0	0	0	0	1	0	6	7	0	0	31	0	31	0	8	31	0	39	77
6/6/2017 18:45		0	0	0	0	0	0	0	0	14	14	0	0	58	2	60	0	18	32	0	50	124
	Lights	0	0	0	0	0	0	0	0	6	6	0	0	3	0	3	0	5	1	0	6	15
	Mediums	0	0	0	0	0	0	0	0	1	1	0	0	11	1	12	0	1	7	0	8	21
	Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	44	1	45	0	12	24	0	36	88
6/6/2017 19:00		0	0	0	0	0	0	3	0	13	16	0	0	51	2	53	0	9	31	0	40	109
	Lights	0	0	0	0	0	0	1	0	3	4	0	0	2	2	4	0	5	0	0	5	13
	Mediums	0	0	0	0	0	0	1	0	0	1	0	0	15	0	15	0	2	12	0	14	30
	Articulated Trucks	0	0	0	0	0	0	1	0	10	11	0	0	34	0	34	0	2	19	0	21	66
6/6/2017 19:15		0	0	0	0	0	0	1	0	13	14	0	0	53	0	53	0	8	41	0	49	116
	Lights	0	0	0	0	0	0	1	0	2	3	0	0	5	0	5	0	4	1	0	5	13
	Mediums	0	0	0	0	0	0	0	0	4	4	0	0	10	0	10	0	0	8	0	8	22
	Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	38	0	38	0	4	32	0	36	81
6/6/2017 19:30		0	0	0	0	0	0	0	0	10	10	0	0	35	0	35	0	12	31	0	43	88
	Lights	0	0	0	0	0	0	0	0	6	6	0	0	3	0	3	0	5	1	0	6	15
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	1	6	0	7	14
	Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	25	0	25	0	6	24	0	30	59
6/6/2017 19:45		0	0	0	0	0	0	0	0	7	7	0	0	23	0	23	0	8	26	0	34	64
	Lights	0	0	0	0	0	0	0	0	2	2	0	0	0	0	0	0	5	1	0	6	8
	Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	3	0	3	11
	Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	15	0	15	0	3	22	0	25	45
6/6/2017 20:00		0	0	0	0	0	0	1	0	12	13	0	0	34	0	34	0	6	23	0	29	76

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	0	0	0	0	0	0	0	2	2	0	0	2	0	2	0	0	2	0	2	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	0	1	9
Articulated Trucks	0	0	0	0	0	0	1	0	10	11	0	0	24	0	24	0	6	20	0	26	61
6/6/2017 20:15	0	0	0	0	0	0	1	0	11	12	0	0	33	0	33	0	8	27	0	35	80
Lights	0	0	0	0	0	0	0	0	5	5	0	0	1	0	1	0	5	3	0	8	14
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	9	0	9	0	2	3	0	5	16
Articulated Trucks	0	0	0	0	0	0	1	0	4	5	0	0	23	0	23	0	1	21	0	22	50
6/6/2017 20:30	0	0	0	0	0	0	0	0	2	2	0	0	23	2	25	0	3	24	0	27	54
Lights	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	1	2	0	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	5	0	5	9
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	17	2	19	0	2	17	0	19	39
6/6/2017 20:45	0	0	0	0	0	0	0	0	5	5	0	0	30	1	31	0	6	21	0	27	63
Lights	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	3	4	0	7	10
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	1	5	0	0	2	0	2	8
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	25	0	25	0	3	15	0	18	45
6/6/2017 21:00	0	0	0	0	0	0	3	0	2	5	0	0	16	1	17	0	4	27	0	31	53
Lights	0	0	0	0	0	0	1	0	0	1	0	0	1	1	2	0	3	4	0	7	10
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	3	0	3	0	0	9	0	9	14
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	12	0	12	0	1	14	0	15	29
6/6/2017 21:15	0	0	0	0	0	0	0	0	4	4	0	0	22	2	24	0	4	26	0	30	58
Lights	0	0	0	0	0	0	0	0	2	2	0	0	5	1	6	0	1	9	0	10	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	15	1	16	0	3	14	0	17	35
6/6/2017 21:30	0	0	0	0	0	0	0	0	4	4	0	0	33	5	38	0	2	19	0	21	63
Lights	0	0	0	0	0	0	0	0	1	1	0	0	6	2	8	0	1	6	0	7	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	25	3	28	0	1	10	0	11	42
6/6/2017 21:45	0	0	0	0	0	0	1	0	9	10	0	0	20	0	20	0	3	27	0	30	60
Lights	0	0	0	0	0	0	1	0	3	4	0	0	5	0	5	0	1	8	0	9	18
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	0	5	0	5	11
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	10	0	10	0	2	14	0	16	31
6/6/2017 22:00	0	0	0	0	0	0	0	1	11	12	0	0	17	1	18	0	6	9	0	15	45
Lights	0	0	0	0	0	0	0	1	7	8	0	0	3	1	4	0	3	0	0	3	15
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	3	0	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	3	6	0	9	24
6/6/2017 22:15	0	0	0	0	0	0	1	0	6	7	0	0	47	0	47	0	9	14	0	23	77
Lights	0	0	0	0	0	0	1	0	5	6	0	0	38	0	38	0	5	4	0	9	53
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	4	7	0	11	19
6/6/2017 22:30	0	0	0	0	0	0	0	0	9	9	0	0	10	1	11	0	4	15	0	19	39
Lights	0	0	0	0	0	0	0	0	2	2	0	0	6	1	7	0	3	0	0	3	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	3	0	3	0	1	13	0	14	24
6/6/2017 22:45	0	0	0	0	0	0	0	0	4	4	0	0	19	0	19	0	5	23	0	28	51
Lights	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	4	0	5	10
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	0	4	0	4	12
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	9	0	9	0	4	15	0	19	29
6/6/2017 23:00	0	0	0	0	0	0	0	0	3	3	0	0	26	0	26	0	8	10	0	18	47
Lights	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	4	0	0	4	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	4	0	4	11
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	4	6	0	10	25
6/6/2017 23:15	0	0	0	0	0	0	1	0	5	6	0	0	10	0	10	0	5	18	0	23	39
Lights	0	0	0	0	0	0	1	0	2	3	0	0	1	0	1	0	3	2	0	5	9
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	0	8	0	8	11
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	2	8	0	10	19
6/6/2017 23:30	0	0	0	0	0	0	1	0	4	5	0	0	15	1	16	0	2	11	0	13	34
Lights	0	0	0	0	0	0	1	0	1	2	0	0	4	1	5	0	1	6	0	7	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	10	0	10	0	1	4	0	5	18
6/6/2017 23:45	0	0	0	0	0	0	0	0	3	3	0	0	7	0	7	0	4	15	0	19	29
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	3	0	5	7
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	4	0	4	0	2	10	0	12	18
6/7/2017	0	0	0	0	0	0	0	0	6	6	0	0	11	0	11	0	2	15	0	17	34
Lights	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	0	1	0	1	9
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	2	0	2	6
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	3	0	3	0	2	12	0	14	19
6/7/2017 0:15	0	0	0	0	0	0	0	0	3	3	0	0	16	0	16	0	1	13	0	14	33
Lights	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	0	0	0	0	8
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	4	0	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	1	9	0	10	17
6/7/2017 0:30	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	5	17	0	22	34
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	1	4	0	5	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	3	13	0	16	23
6/7/2017 0:45	0	0	0	0	0	0	0	0	1	1	0	0	12	0	12	0	1	14	0	15	28
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	0	1	3
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	5	0	5	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	9	0	9	19
6/7/2017 1:00	0	0	0	0	0	0	1	0	0	1	0	0	15	1	16	0	2	17	0	19	36
Lights	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	10	0	10	0	2	16	0	18	29
6/7/2017 1:15	0	0	0	0	0	0	0	0	4	4	0	0	10	0	10	0	1	16	0	17	31
Lights	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	1	2	0	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	5	0	5	8
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	4	0	4	0	0	9	0	9	17
6/7/2017 1:30	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	1	21	0	22	39
Lights	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	5	0	5	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	11	0	11	0	1	13	0	14	26
6/7/2017 1:45	0	0	0	0	0	0	1	0	2	3	0	0	14	1	15	0	1	19	0	20	38
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	0	5	0	5	7
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	1	2	0	3	8
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	9	0	9	0	0	12	0	12	23
6/7/2017 2:00	0	0	0	0	0	0	0	0	1	1	0	0	25	0	25	0	5	17	0	22	48
Lights	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	0	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	0	5	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	4	12	0	16	35
6/7/2017 2:15	0	0	0	0	0	0	0	0	2	2	0	0	17	0	17	0	1	16	0	17	36
Lights	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	0	1	7
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	3	0	3	7
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	1	12	0	13	22
6/7/2017 2:30	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	3	19	0	22	39
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	8	0	9	14
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	9	0	9	0	2	9	0	11	22

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/7/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	2	23	0	25	39
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	2	15	0	17	28
6/7/2017 3:00	0	0	0	0	0	0	0	0	3	3	0	0	28	0	28	0	2	18	0	20	51
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	1	5	0	6	13
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	22	0	22	0	1	11	0	12	36
6/7/2017 3:15	0	0	0	0	0	0	0	0	4	4	0	0	18	0	18	0	1	30	0	31	53
Lights	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	0	0	3	0	3	4
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	13	0	13	17
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	1	14	0	15	32
6/7/2017 3:30	0	0	0	0	0	0	0	0	10	10	0	0	24	0	24	0	2	27	0	29	63
Lights	0	0	0	0	0	0	0	0	8	8	0	0	3	0	3	0	1	2	0	3	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	1	11	0	12	18
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	0	14	0	14	31
6/7/2017 3:45	0	0	0	0	0	0	1	0	7	8	0	0	25	0	25	0	2	35	0	37	70
Lights	0	0	0	0	0	0	1	0	4	5	0	0	4	0	4	0	1	7	0	8	17
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	1	5	0	6	10
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	18	0	18	0	0	23	0	23	43
6/7/2017 4:00	0	0	0	0	0	0	1	0	1	2	0	0	28	0	28	0	1	23	0	24	54
Lights	0	0	0	0	0	0	1	0	1	2	0	0	2	0	2	0	0	4	0	4	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	1	6	0	7	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	13	0	13	33
6/7/2017 4:15	0	0	0	0	0	0	1	0	5	6	0	0	24	0	24	0	8	35	0	43	73
Lights	0	0	0	0	0	0	0	0	5	5	0	0	4	0	4	0	5	1	0	6	15
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	15	0	15	18
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	3	19	0	22	40
6/7/2017 4:30	0	0	0	0	0	0	0	0	19	19	0	0	32	1	33	0	7	37	0	44	96
Lights	0	0	0	0	0	0	0	0	15	15	0	0	7	0	7	0	5	7	0	12	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	16	0	16	21
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	20	1	21	0	2	14	0	16	41
6/7/2017 4:45	0	0	0	0	0	0	1	0	9	10	0	0	39	1	40	0	11	49	0	60	110
Lights	0	0	0	0	0	0	1	0	9	10	0	0	8	0	8	0	7	14	0	21	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	15	0	15	18
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	28	1	29	0	4	20	0	24	53
6/7/2017 5:00	0	0	0	0	0	0	3	0	8	11	0	0	27	0	27	0	20	49	0	69	107
Lights	0	0	0	0	0	0	1	0	5	6	0	0	5	0	5	0	17	13	0	30	41
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	18	0	18	21
Articulated Trucks	0	0	0	0	0	0	1	0	3	4	0	0	20	0	20	0	3	18	0	21	45
6/7/2017 5:15	0	0	0	0	0	1	0	0	14	15	0	0	30	2	32	0	26	65	0	91	138
Lights	0	0	0	0	0	1	0	0	7	8	0	0	2	1	3	0	23	26	0	49	60
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	2	20	0	22	26
Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	24	1	25	0	1	19	0	20	52
6/7/2017 5:30	0	0	0	0	0	0	2	0	12	14	0	0	41	0	41	0	54	102	0	156	211
Lights	0	0	0	0	0	0	1	0	8	9	0	0	3	0	3	0	44	58	0	102	114
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	3	25	0	28	34
Articulated Trucks	0	0	0	0	0	0	1	0	3	4	0	0	33	0	33	0	7	19	0	26	63
6/7/2017 5:45	0	0	0	0	0	0	0	0	12	12	0	0	52	2	54	0	58	92	0	150	216
Lights	0	0	0	0	0	0	0	0	9	9	0	0	4	0	4	0	52	50	0	102	115
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	1	8	0	0	20	0	20	29
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	41	1	42	0	6	22	0	28	72
6/7/2017 6:00	0	0	0	0	0	0	3	0	3	6	1	0	38	1	40	0	16	57	0	73	119
Lights	0	0	0	0	0	0	0	0	2	2	0	0	5	1	6	0	9	15	0	24	32
Mediums	0	0	0	0	0	0	3	0	0	3	0	0	12	0	12	0	3	11	0	14	29
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	1	0	21	0	22	0	4	31	0	35	58
6/7/2017 6:15	0	0	0	0	0	0	1	0	19	20	0	0	72	3	75	1	13	47	0	61	156
Lights	0	0	0	0	0	0	0	0	13	13	0	0	38	2	40	1	8	4	0	13	66
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	6	0	6	0	2	12	0	14	22
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	28	1	29	0	3	31	0	34	68
6/7/2017 6:30	0	0	0	0	0	0	0	0	23	23	0	0	38	1	39	0	20	62	0	82	144
Lights	0	0	0	0	0	0	0	0	19	19	0	0	5	1	6	0	13	18	0	31	56
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	1	19	0	20	24
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	29	0	29	0	6	25	0	31	64
6/7/2017 6:45	0	0	0	0	0	0	1	0	20	21	0	0	48	0	48	0	38	56	0	94	163
Lights	0	0	0	0	0	0	0	0	12	12	0	0	1	0	1	0	28	10	0	38	51
Mediums	0	0	0	0	0	0	1	0	2	3	0	0	5	0	5	0	0	16	0	16	24
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	42	0	42	0	10	30	0	40	88
6/7/2017 7:00	0	0	0	0	0	0	1	0	17	18	0	0	58	3	61	0	36	63	0	99	178
Lights	0	0	0	0	0	0	0	0	7	7	0	0	5	1	6	0	23	11	0	34	47
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	1	15	0	16	24
Articulated Trucks	0	0	0	0	0	0	1	0	7	8	0	0	48	2	50	0	12	37	0	49	107
6/7/2017 7:15	0	0	0	0	0	0	2	0	17	19	0	0	55	1	56	0	32	57	1	90	165
Lights	0	0	0	0	0	0	1	0	6	7	0	0	7	0	7	0	19	4	1	24	38
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	2	21	0	23	30
Articulated Trucks	0	0	0	0	0	0	0	0	11	11	0	0	42	1	43	0	11	32	0	43	97
6/7/2017 7:30	0	0	0	0	0	0	0	0	20	20	0	0	47	2	49	0	18	44	0	62	131
Lights	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	11	7	0	18	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	16	0	16	18
Articulated Trucks	0	0	0	0	0	0	0	0	17	17	0	0	40	2	42	0	7	21	0	28	87
6/7/2017 7:45	0	0	0	0	0	0	3	0	16	19	0	0	44	2	46	0	21	55	0	76	141
Lights	0	0	0	0	0	0	1	0	2	3	0	0	0	1	1	0	11	12	0	23	27
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	7	0	7	0	1	12	0	13	22
Articulated Trucks	0	0	0	0	0	0	1	0	13	14	0	0	37	1	38	0	9	31	0	40	92
6/7/2017 8:00	0	0	0	0	0	0	0	0	15	15	0	0	53	3	56	0	25	65	0	90	161
Lights	0	0	0	0	0	0	0	0	4	4	0	0	4	1	5	0	10	5	0	15	24
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	1	14	0	15	23
Articulated Trucks	0	0	0	0	0	0	0	0	10	10	0	0	42	2	44	0	14	46	0	60	114
6/7/2017 8:15	0	0	0	0	0	0	0	0	23	23	0	0	51	2	53	0	32	62	0	94	170
Lights	0	0	0	0	0	0	0	0	9	9	0	0	0	0	0	0	9	8	0	17	26
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	7	10	0	17	23
Articulated Trucks	0	0	0	0	0	0	0	0	13	13	0	0	46	2	48	0	16	44	0	60	121
6/7/2017 8:30	0	1	0	0	1	0	2	0	13	15	0	1	49	0	50	0	15	69	0	84	150
Lights	0	1	0	0	1	0	0	0	3	3	0	1	2	0	3	0	8	9	0	17	24
Mediums	0	0	0	0	0	0	2	0	0	2	0	0	8	0	8	0	3	12	0	15	25
Articulated Trucks	0	0	0	0	0	0	0	0	10	10	0	0	39	0	39	0	4	48	0	52	101
6/7/2017 8:45	0	0	1	0	1	0	3	0	23	26	0	0	57	1	58	0	18	66	0	84	169
Lights	0	0	1	0	1	0	0	0	4	4	0	0	3	0	3	0	4	5	0	9	17
Mediums	0	0	0	0	0	0	2	0	2	4	0	0	9	1	10	0	2	15	0	17	31
Articulated Trucks	0	0	0	0	0	0	1	0	17	18	0	0	45	0	45	0	12	46	0	58	121
6/7/2017 9:00	0	0	0	0	0	0	0	0	16	16	0	0	56	2	58	0	16	52	0	68	142
Lights	0	0	0	0	0	0	0	0	4	4	0	0	1	0	1	0	1	3	0	4	9
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	6	10	0	16	31
Articulated Trucks	0	0	0	0	0	0	0	0	9	9	0	0	43	2	45	0	9	39	0	48	102
6/7/2017 9:15	0	0	0	0	0	0	1	0	19	20	0	0	51	3	54	0	24	76	0	100	174
Lights	0	0	0	0	0	0	1	0	3	4	0	0	1	1	2	0	7	3	0	10	16
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	9	0	9	0	1	14	0	15	27

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	41	2	43	0	16	59	0	75	131
6/7/2017 9:30		0	0	0	0	0	0	0	0	19	19	0	0	73	2	75	0	19	88	0	107	201
Lights		0	0	0	0	0	0	0	0	4	4	0	0	6	1	7	0	5	11	0	16	27
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	13	0	13	0	0	10	0	10	24
Articulated Trucks		0	0	0	0	0	0	0	0	14	14	0	0	54	1	55	0	14	67	0	81	150
6/7/2017 9:45		0	0	0	0	0	0	4	0	20	24	0	0	65	1	66	0	21	89	0	110	200
Lights		0	0	0	0	0	0	0	0	4	4	0	0	3	0	3	0	2	4	0	6	13
Mediums		0	0	0	0	0	0	0	0	2	2	0	0	16	0	16	0	2	11	0	13	31
Articulated Trucks		0	0	0	0	0	0	4	0	14	18	0	0	46	1	47	0	17	74	0	91	156
6/7/2017 10:00		0	0	0	0	0	0	2	0	12	14	0	0	71	5	76	0	26	85	1	112	202
Lights		0	0	0	0	0	0	0	0	1	1	0	0	4	3	7	0	4	4	1	9	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	14	0	14	28
Articulated Trucks		0	0	0	0	0	0	2	0	11	13	0	0	53	2	55	0	22	67	0	89	157
6/7/2017 10:15		0	0	1	0	1	0	0	0	22	22	0	0	81	4	85	0	20	78	0	98	206
Lights		0	0	1	0	1	0	0	0	3	3	0	0	7	0	7	0	3	3	0	6	17
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	19	1	20	0	1	9	0	10	34
Articulated Trucks		0	0	0	0	0	0	0	0	15	15	0	0	55	3	58	0	16	66	0	82	155
6/7/2017 10:30		0	0	0	1	1	0	1	0	21	22	0	0	93	3	96	0	19	78	0	97	216
Lights		0	0	0	1	1	0	0	0	4	4	0	0	7	1	8	0	7	4	0	11	24
Mediums		0	0	0	0	0	0	0	0	2	2	0	0	13	1	14	0	2	22	0	24	40
Articulated Trucks		0	0	0	0	0	0	1	0	15	16	0	0	73	1	74	0	10	52	0	62	152
6/7/2017 10:45		0	0	0	0	0	0	0	0	19	19	0	0	77	4	81	0	19	83	0	102	202
Lights		0	0	0	0	0	0	0	0	4	4	0	0	7	2	9	0	5	5	0	10	23
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	18	1	19	0	1	13	0	14	33
Articulated Trucks		0	0	0	0	0	0	0	0	15	15	0	0	52	1	53	0	13	65	0	78	146
6/7/2017 11:00		0	0	0	0	0	0	1	0	20	21	0	0	57	0	57	0	27	66	0	93	171
Lights		0	0	0	0	0	0	1	0	6	7	0	0	5	0	5	0	7	3	0	10	22
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	10	0	10	0	1	10	0	11	22
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	42	0	42	0	19	53	0	72	127
6/7/2017 11:15		0	0	0	0	0	0	4	0	9	13	0	0	57	2	59	0	18	90	0	108	180
Lights		0	0	0	0	0	0	2	0	3	5	0	0	4	2	6	0	6	5	0	11	22
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	8	0	8	0	1	15	0	16	25
Articulated Trucks		0	0	0	0	0	0	1	0	6	7	0	0	45	0	45	0	11	70	0	81	133
6/7/2017 11:30		0	0	0	0	0	0	1	0	25	26	0	0	89	0	89	0	19	82	0	101	216
Lights		0	0	0	0	0	0	0	0	4	4	0	0	3	0	3	0	6	4	0	10	17
Mediums		0	0	0	0	0	0	1	0	3	4	0	0	15	0	15	0	1	12	0	13	32
Articulated Trucks		0	0	0	0	0	0	0	0	18	18	0	0	71	0	71	0	12	66	0	78	167
6/7/2017 11:45		0	0	0	0	0	0	1	0	22	23	0	0	97	0	97	1	19	71	0	91	211
Lights		0	0	0	0	0	0	0	0	6	6	0	0	4	0	4	0	6	1	0	7	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	24	0	24	0	2	10	0	12	36
Articulated Trucks		0	0	0	0	0	0	1	0	16	17	0	0	69	0	69	1	11	60	0	72	158
6/7/2017 12:00		0	0	1	0	1	0	1	0	27	28	0	0	74	5	79	0	15	93	0	108	216
Lights		0	0	1	0	1	0	1	0	8	9	0	0	3	1	4	0	5	4	0	9	23
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	18	2	20	0	4	14	0	18	42
Articulated Trucks		0	0	0	0	0	0	0	0	15	15	0	0	53	2	55	0	6	75	0	81	151
6/7/2017 12:15		0	0	1	0	1	0	3	0	18	21	0	0	80	3	83	0	14	90	0	104	209
Lights		0	0	0	0	0	0	2	0	6	8	0	0	6	3	9	0	6	3	0	9	26
Mediums		0	0	1	0	1	0	0	0	0	0	0	0	27	0	27	0	0	9	0	9	37
Articulated Trucks		0	0	0	0	0	0	1	0	12	13	0	0	47	0	47	0	8	78	0	86	146
6/7/2017 12:30		0	0	0	0	0	0	1	1	20	22	1	0	83	1	85	0	15	103	0	118	225
Lights		0	0	0	0	0	0	1	1	8	10	0	0	7	0	7	0	4	7	0	11	28
Mediums		0	0	0	0	0	0	0	0	2	2	1	0	31	0	32	0	1	13	0	14	48
Articulated Trucks		0	0	0	0	0	0	0	0	10	10	0	0	45	1	46	0	10	83	0	93	149
6/7/2017 12:45		0	0	0	0	0	0	3	0	17	20	0	0	90	3	93	0	23	93	0	116	229
Lights		0	0	0	0	0	0	2	0	10	12	0	0	7	2	9	0	5	7	0	12	33
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	37	1	38	0	2	18	0	20	58
Articulated Trucks		0	0	0	0	0	0	1	0	7	8	0	0	46	0	46	0	16	68	0	84	138
6/7/2017 13:00		0	0	0	0	0	0	4	0	20	24	0	0	82	2	84	0	12	86	0	98	206
Lights		0	0	0	0	0	0	0	0	3	3	0	0	4	1	5	0	7	7	0	14	22
Mediums		0	0	0	0	0	0	2	0	3	5	0	0	24	0	24	0	0	21	0	21	50
Articulated Trucks		0	0	0	0	0	0	2	0	14	16	0	0	54	1	55	0	5	58	0	63	134
6/7/2017 13:15		0	0	0	0	0	0	0	0	18	18	0	0	87	1	88	0	16	102	0	118	224
Lights		0	0	0	0	0	0	0	0	9	9	0	0	6	1	7	0	7	17	0	24	40
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	1	12	0	13	38
Articulated Trucks		0	0	0	0	0	0	0	0	9	9	0	0	56	0	56	0	8	73	0	81	146
6/7/2017 13:30		0	0	0	0	0	0	0	0	13	13	2	0	84	5	91	0	27	101	2	130	234
Lights		0	0	0	0	0	0	0	0	3	3	0	0	6	3	9	0	10	20	2	32	44
Mediums		0	0	0	0	0	0	0	0	1	1	2	0	21	1	24	0	2	15	0	17	42
Articulated Trucks		0	0	0	0	0	0	0	0	9	9	0	0	57	1	58	0	15	66	0	81	148
6/7/2017 13:45		0	0	0	1	1	0	0	0	22	22	0	1	109	3	113	0	15	102	0	117	253
Lights		0	0	0	1	1	0	0	0	9	9	0	1	19	1	21	0	7	17	0	24	55
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	20	2	22	0	0	11	0	11	34
Articulated Trucks		0	0	0	0	0	0	0	0	12	12	0	0	70	0	70	0	8	74	0	82	164
6/7/2017 14:00		0	0	0	0	0	0	0	0	22	22	0	0	97	0	97	0	14	73	0	87	206
Lights		0	0	0	0	0	0	0	0	11	11	0	0	14	0	14	0	2	5	0	7	32
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	27	0	27	0	1	14	0	15	43
Articulated Trucks		0	0	0	0	0	0	0	0	10	10	0	0	56	0	56	0	11	54	0	65	131
6/7/2017 14:15		0	1	0	0	1	0	0	0	27	27	0	0	126	4	130	0	23	89	0	112	270
Lights		0	1	0	0	1	0	0	0	16	16	0	0	43	3	46	0	8	2	0	10	73
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	19	1	20	0	1	16	0	17	38
Articulated Trucks		0	0	0	0	0	0	0	0	10	10	0	0	64	0	64	0	14	71	0	85	159
6/7/2017 14:30		0	0	0	0	0	0	2	0	33	35	0	0	93	3	96	0	15	105	0	120	251
Lights		0	0	0	0	0	0	0	0	18	18	0	0	30	2	32	0	2	5	0	7	57
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	22	0	22	0	1	18	0	19	42
Articulated Trucks		0	0	0	0	0	0	2	0	14	16	0	0	41	1	42	0	12	82	0	94	152
6/7/2017 14:45		0	0	0	0	0	0	1	0	19	20	0	0	84	3	87	1	18	109	0	128	235
Lights		0	0	0	0	0	0	0	0	7	7	0	0	12	1	13	1	5	7	0	13	33
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	16	1	17	0	1	20	0	21	39
Articulated Trucks		0	0	0	0	0	0	1	0	11	12	0	0	56	1	57	0	12	82	0	94	163
6/7/2017 15:00		0	0	0	0	0	0	2	0	24	26	0	0	102	5	107	0	15	102	0	117	250
Lights		0	0	0	0	0	0	0	0	10	10	0	0	18	0	18	0	7	2	0	9	37
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	20	1	21	0	0	8	0	8	33
Articulated Trucks		0	0	0	0	0	0	2	0	10	12	0	0	64	4	68	0	8	92	0	100	180
6/7/2017 15:15		0	0	0	0	0	0	2	0	16	18	0	0	89	0	89	1	20	76	0	97	204
Lights		0	0	0	0	0	0	0	0	6	6	0	0	19	0	19	1	9	1	0	11	36
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	16	0	16	0	2	10	0	12	31
Articulated Trucks		0	0	0	0	0	0	1	0	8	9	0	0	54	0	54	0	9	65	0	74	137
6/7/2017 15:30		0	0	0	0	0	0	2	0	32	34	0	0	102	6	108	0	21	81	0	102	244
Lights		0	0	0	0	0	0	0	0	15	15	0	0	10	3	13	0	10	2	0	12	40
Mediums		0	0	0	0	0	0	1	0	5	6	0	0	27	2	29	0	0	17	0	17	52
Articulated Trucks		0	0	0	0	0	0	1	0	12	13	0	0	65	1	66	0	11	62	0	73	152
6/7/2017 15:45		0	0	0	0	0	0	1	0	17	18	0	0	103	2	105	0	18	60	0	78	201
Lights		0	0	0	0	0	0	0	0	6	6	0	0	14	1	15	0	9	6	0	15	36
Mediums		0	0	0	0	0	0	0	0	2	2	0	0	31	0	31	0	1	12	0	13	46
Articulated Trucks		0	0	0	0	0	0	1	0	9	10	0	0	58	1	59	0	8	42	0	50	119
6/7/2017 16:00		0	0	0	0	0	0	3	0	51	54	0	0	109	7	116	0	24	77	0	101	271
Lights		0	0	0	0	0	0	0	0	38	38	0	0	18	1	19	0	13	3	0	16	73

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	0	0	0	0	0	1	0	3	4	0	0	27	3	30	0	1	25	0	26	60
Articulated Trucks	0	0	0	0	0	0	2	0	10	12	0	0	64	3	67	0	10	49	0	59	138
6/7/2017 16:15	0	0	0	0	0	0	7	0	38	45	0	0	84	1	85	0	23	71	0	94	224
Lights	0	0	0	0	0	0	1	0	26	27	0	0	9	0	9	0	17	5	0	22	58
Mediums	0	0	0	0	0	0	2	0	1	3	0	0	16	0	16	0	3	20	0	23	42
Articulated Trucks	0	0	0	0	0	0	4	0	11	15	0	0	59	1	60	0	3	46	0	49	124
6/7/2017 16:30	0	0	0	0	0	0	1	0	50	51	0	0	90	4	94	0	31	58	0	89	234
Lights	0	0	0	0	0	0	0	0	44	44	0	0	13	1	14	0	21	7	0	28	86
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	19	2	21	0	0	11	0	11	35
Articulated Trucks	0	0	0	0	0	0	1	0	3	4	0	0	58	1	59	0	10	40	0	50	113
6/7/2017 16:45	0	0	0	0	0	0	3	0	33	36	0	0	97	1	98	0	19	77	0	96	230
Lights	0	0	0	0	0	0	2	0	22	24	0	0	15	1	16	0	13	7	0	20	60
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	27	0	27	0	1	11	0	12	42
Articulated Trucks	0	0	0	0	0	0	1	0	8	9	0	0	55	0	55	0	5	59	0	64	128
6/7/2017 17:00	0	0	1	0	1	0	2	0	19	21	0	0	81	2	83	0	18	58	0	76	181
Lights	0	0	1	0	1	0	2	0	13	15	0	0	15	2	17	0	12	5	0	17	50
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	16	0	16	0	3	10	0	13	31
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	50	0	50	0	3	43	0	46	100
6/7/2017 17:15	0	0	0	0	0	0	3	1	23	27	0	0	69	4	73	0	20	49	0	69	169
Lights	0	0	0	0	0	0	2	1	13	16	0	0	5	0	5	0	15	5	0	20	41
Mediums	0	0	0	0	0	0	1	0	2	3	0	0	18	0	18	0	0	3	0	3	24
Articulated Trucks	0	0	0	0	0	0	0	0	8	8	0	0	46	4	50	0	5	41	0	46	104
6/7/2017 17:30	0	0	0	0	0	0	2	1	15	18	0	1	68	2	71	0	30	52	1	83	172
Lights	0	0	0	0	0	0	1	1	7	9	0	1	3	0	4	0	26	8	1	35	48
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	16	1	17	0	2	10	0	12	31
Articulated Trucks	0	0	0	0	0	0	1	0	6	7	0	0	49	1	50	0	2	34	0	36	93
6/7/2017 17:45	0	0	0	0	0	0	0	0	16	16	0	0	60	1	61	0	17	66	0	83	160
Lights	0	0	0	0	0	0	0	0	5	5	0	0	5	1	6	0	12	10	0	22	33
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	12	0	12	0	1	11	0	12	27
Articulated Trucks	0	0	0	0	0	0	0	0	8	8	0	0	43	0	43	0	4	45	0	49	100
6/7/2017 18:00	0	0	0	0	0	0	1	0	16	17	0	1	57	2	60	0	15	50	0	65	142
Lights	0	0	0	0	0	0	0	0	10	10	0	1	5	2	8	0	8	3	0	11	29
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	9	0	9	0	0	10	0	10	20
Articulated Trucks	0	0	0	0	0	0	1	0	5	6	0	0	43	0	43	0	7	37	0	44	93
6/7/2017 18:15	0	0	0	0	0	0	3	0	35	38	0	1	70	2	73	0	12	36	0	48	159
Lights	0	0	0	0	0	0	2	0	26	28	0	1	14	0	15	0	5	2	0	7	50
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	20	1	21	0	1	11	0	12	36
Articulated Trucks	0	0	0	0	0	0	1	0	6	7	0	0	36	1	37	0	6	23	0	29	73
6/7/2017 18:30	0	0	0	0	0	0	0	0	20	20	1	1	53	1	56	0	9	36	0	45	121
Lights	0	0	0	0	0	0	0	0	13	13	1	1	6	1	9	0	3	2	0	5	27
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	0	7	0	7	16
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	39	0	39	0	6	27	0	33	78
6/7/2017 18:45	0	0	0	0	0	0	0	0	4	4	0	1	31	1	33	0	4	21	0	25	62
Lights	0	0	0	0	0	0	0	0	3	3	0	1	3	1	5	0	2	0	0	2	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	4	0	4	11
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	21	0	21	0	2	17	0	19	41
6/7/2017 19:00	0	0	0	0	0	0	1	0	9	10	0	0	37	1	38	0	7	29	0	36	84
Lights	0	0	0	0	0	0	0	0	4	4	0	0	1	0	1	0	5	2	0	7	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	5	0	5	15
Articulated Trucks	0	0	0	0	0	0	1	0	5	6	0	0	27	0	27	0	2	22	0	24	57
6/7/2017 19:15	0	0	0	0	0	0	0	0	3	3	0	0	39	2	41	0	14	37	0	51	95
Lights	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	3	2	0	5	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	2	6	0	8	18
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	27	2	29	0	9	29	0	38	69
6/7/2017 19:30	0	0	1	0	1	0	0	0	14	14	0	0	34	0	34	0	14	28	0	42	91
Lights	0	0	1	0	1	0	0	0	2	2	0	0	3	0	3	0	3	3	0	6	12
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	6	0	6	0	1	2	0	3	11
Articulated Trucks	0	0	0	0	0	0	0	0	10	10	0	0	25	0	25	0	10	23	0	33	68
6/7/2017 19:45	0	0	0	0	0	0	0	0	17	17	0	1	41	1	43	0	8	24	0	32	92
Lights	0	0	0	0	0	0	0	0	6	6	0	1	0	1	2	0	3	1	0	4	12
Mediums	0	0	0	0	0	0	0	0	5	5	0	0	13	0	13	0	0	5	0	5	23
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	28	0	28	0	5	18	0	23	57
6/7/2017 20:00	0	0	1	1	2	0	0	0	11	11	0	0	38	0	38	0	9	39	0	48	99
Lights	0	0	1	1	2	0	0	0	7	7	0	0	3	0	3	0	2	1	0	3	15
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	1	5	0	6	14
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	28	0	28	0	6	33	0	39	70
6/7/2017 20:15	0	0	1	0	1	0	0	0	8	8	0	0	36	3	39	0	5	28	0	33	81
Lights	0	0	1	0	1	0	0	0	1	1	0	0	1	2	3	0	1	5	0	6	11
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	9	0	9	0	0	7	0	7	17
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	26	1	27	0	4	16	0	20	53
6/7/2017 20:30	0	0	0	0	0	0	0	0	11	11	0	0	40	0	40	0	8	34	0	42	93
Lights	0	0	0	0	0	0	0	0	2	2	0	0	3	0	3	0	6	2	0	8	13
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	10	0	10	0	0	4	0	4	15
Articulated Trucks	0	0	0	0	0	0	0	0	8	8	0	0	27	0	27	0	2	28	0	30	65
6/7/2017 20:45	0	0	0	0	0	0	0	1	8	9	0	0	34	0	34	0	5	29	0	34	77
Lights	0	0	0	0	0	0	0	1	2	3	0	0	4	0	4	0	1	7	0	8	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	3	0	3	12
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	21	0	21	0	4	19	0	23	50
6/7/2017 21:00	0	0	0	0	0	0	0	0	5	5	0	0	32	0	32	0	5	18	0	23	60
Lights	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	3	6	0	9	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	4	0	5	10
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	24	0	24	0	1	8	0	9	37
6/7/2017 21:15	0	1	0	0	1	0	3	0	5	8	0	0	29	0	29	1	5	39	0	45	83
Lights	0	1	0	0	1	0	2	0	0	2	0	0	2	0	2	1	0	12	0	13	18
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	0	7	0	7	15
Articulated Trucks	0	0	0	0	0	0	1	0	4	5	0	0	20	0	20	0	5	20	0	25	50
6/7/2017 21:30	0	0	0	0	0	0	2	0	3	5	0	0	27	4	31	0	4	28	0	32	68
Lights	0	0	0	0	0	0	2	0	1	3	0	0	3	4	7	0	1	12	0	13	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	6	0	6	10
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	20	0	20	0	3	10	0	13	35
6/7/2017 21:45	0	0	0	0	0	0	0	0	4	4	0	0	38	0	38	0	4	19	0	23	65
Lights	0	0	0	0	0	0	0	0	2	2	0	0	12	0	12	0	3	10	0	13	27
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	0	5	0	5	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	19	0	19	0	1	4	0	5	25
6/7/2017 22:00	0	0	0	0	0	0	0	0	11	11	0	0	13	2	15	0	7	23	0	30	56
Lights	0	0	0	0	0	0	0	0	8	8	0	0	0	2	2	0	5	3	0	8	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	12
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	13	0	13	0	2	8	0	10	26
6/7/2017 22:15	0	0	0	0	0	0	0	0	10	10	0	0	52	1	53	0	5	19	0	24	87
Lights	0	0	0	0	0	0	0	0	4	4	0	0	39	1	40	0	3	2	0	5	49
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	4	0	4	9
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	9	0	9	0	2	13	0	15	29
6/7/2017 22:30	0	0	0	0	0	0	1	0	4	5	0	0	24	1	25	0	6	11	0	17	47
Lights	0	0	0	0	0	0	0	0	3	3	0	0	9	1	10	0	5	0	0	5	18
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	14	0	14	0	1	9	0	10	25
6/7/2017 22:45	0	0	0	0	0	0	1	0	4	5	0	0	21	0	21	0	3	18	0	21	47

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	0	0	0	0	0	1	0	1	2	0	0	3	0	3	0	0	2	0	2	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	17	0	17	0	2	15	0	17	37
6/7/2017 23:00	0	0	0	0	0	0	0	0	6	6	0	0	28	0	28	0	0	16	0	16	50
Lights	0	0	0	0	0	0	0	0	4	4	0	0	7	0	7	0	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	4	0	4	10
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	0	12	0	12	29
6/7/2017 23:15	0	0	0	0	0	0	0	0	2	2	0	0	15	2	17	0	3	15	0	18	37
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	3	0	0	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	4	0	4	7
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	11	1	12	0	0	11	0	11	25
6/7/2017 23:30	0	0	0	0	0	0	1	1	2	4	0	0	16	0	16	0	3	14	0	17	37
Lights	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	3	0	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	5	0	5	9
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	12	0	12	0	3	6	0	9	23
6/7/2017 23:45	0	0	0	0	0	0	0	0	3	3	0	0	15	0	15	1	3	17	1	22	40
Lights	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	1	2	3	1	7	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	4
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	11	0	11	0	1	11	0	12	25
6/8/2017	0	0	0	0	0	0	0	0	3	3	0	0	9	0	9	0	2	11	0	13	25
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	3	0	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	7	0	7	0	2	7	0	9	19
6/8/2017 0:15	0	0	0	0	0	0	1	0	1	2	0	0	16	0	16	0	1	10	0	11	29
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	14	0	14	0	1	7	0	8	24
6/8/2017 0:30	0	0	0	0	0	0	2	0	1	3	0	0	14	0	14	0	2	16	0	18	35
Lights	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	4	0	4	7
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	0	2	0	2	9
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	6	0	6	0	2	10	0	12	19
6/8/2017 0:45	0	0	0	0	0	0	0	0	1	1	0	0	10	1	11	0	2	9	0	11	23
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	1	1	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	1	9	0	0	7	0	7	17
6/8/2017 1:00	0	0	0	0	0	0	0	0	3	3	0	0	15	1	16	0	2	10	0	12	31
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	1	0	1	4
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	3	0	3	0	0	2	0	2	6
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	10	0	10	0	2	7	0	9	21
6/8/2017 1:15	0	0	0	0	0	0	0	0	4	4	0	0	9	0	9	0	3	14	0	17	30
Lights	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	4	0	4	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2	3	0	5	5
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	8	0	8	0	1	7	0	8	19
6/8/2017 1:30	0	0	0	0	0	0	0	0	6	6	0	0	14	0	14	0	5	26	0	31	51
Lights	0	0	0	0	0	0	0	0	2	2	0	0	2	0	2	0	1	11	0	12	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	2	2	0	4	6
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	10	0	10	0	2	13	0	15	29
6/8/2017 1:45	0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	2	13	0	15	32
Lights	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	3	0	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	10	0	10	0	1	10	0	11	23
6/8/2017 2:00	0	0	0	0	0	0	0	0	2	2	0	0	13	0	13	0	1	8	0	9	24
Lights	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	4	0	4	7
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	1	2	0	3	13
6/8/2017 2:15	0	0	0	0	0	0	0	0	2	2	0	0	19	0	19	0	2	14	0	16	37
Lights	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	1	0	0	1	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	6
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	7	0	7	0	1	8	0	9	18
6/8/2017 2:30	0	0	0	0	0	0	1	0	2	3	0	0	10	0	10	0	2	18	0	20	33
Lights	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	5
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	0	8	0	8	10
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	5	0	5	0	2	9	0	11	18
6/8/2017 2:45	0	0	0	0	0	0	0	0	2	2	0	0	12	0	12	0	1	16	0	17	31
Lights	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	2	0	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	9	0	9	12
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	0	5	0	5	14
6/8/2017 3:00	0	0	0	0	0	0	1	0	2	3	0	0	9	0	9	0	1	21	0	22	34
Lights	0	0	0	0	0	0	0	0	1	1	0	0	1	0	1	0	1	3	0	4	6
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	2	0	2	0	0	7	0	7	10
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	0	11	0	11	18
6/8/2017 3:15	0	0	0	0	0	0	1	0	0	1	0	0	17	0	17	0	2	27	0	29	47
Lights	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	2	1	0	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	11	0	11	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	15	0	15	26
6/8/2017 3:30	0	0	0	0	0	0	0	0	12	12	0	0	16	1	17	0	2	20	0	22	51
Lights	0	0	0	0	0	0	0	0	9	9	0	0	0	1	1	0	1	3	0	4	14
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	0	6	0	6	9
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	14	0	14	0	1	11	0	12	28
6/8/2017 3:45	0	0	0	0	0	0	0	0	1	1	0	0	27	0	27	0	4	18	0	22	50
Lights	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	3	0	0	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	0	1	17	0	18	41
6/8/2017 4:00	0	0	0	0	0	0	1	0	4	5	0	0	21	0	21	0	3	23	0	26	52
Lights	0	0	0	0	0	0	1	0	2	3	0	0	3	0	3	0	2	0	0	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	1	8	0	9	19
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	8	0	8	0	0	15	0	15	25
6/8/2017 4:15	0	0	0	0	0	0	1	0	4	5	0	0	19	1	20	0	4	35	0	39	64
Lights	0	0	0	0	0	0	1	0	2	3	0	0	3	1	4	0	3	6	0	9	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	11	0	11	16
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	11	0	11	0	1	18	0	19	32
6/8/2017 4:30	0	0	0	0	0	0	0	0	14	14	0	0	29	2	31	0	6	34	0	40	85
Lights	0	0	0	0	0	0	0	0	13	13	0	0	7	1	8	0	4	10	0	14	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	7	0	8	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	17	1	18	0	1	17	0	18	37
6/8/2017 4:45	0	0	0	0	0	0	1	0	11	12	0	0	30	0	30	0	10	38	0	48	90
Lights	0	0	0	0	0	0	1	0	8	9	0	0	6	0	6	0	5	12	0	17	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	2	12	0	14	20
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	18	0	18	0	3	14	0	17	38
6/8/2017 5:00	0	0	0	0	0	0	1	0	12	13	0	0	29	1	30	0	14	44	0	58	101
Lights	0	0	0	0	0	0	1	0	8	9	0	0	2	0	2	0	12	12	0	24	35
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	1	11	0	12	18
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	22	1	23	0	1	21	0	22	48
6/8/2017 5:15	0	0	0	0	0	0	0	0	11	11	0	0	42	2	44	0	34	50	0	84	139
Lights	0	0	0	0	0	0	0	0	7	7	0	0	4	0	4	0	32	20	0	52	63
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	7	2	9	0	1	15	0	16	27
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	31	0	31	0	1	15	0	16	49

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/8/2017 5:30	0	0	0	0	0	0	2	0	7	9	0	0	29	0	29	0	41	88	0	129	167
Lights	0	0	0	0	0	0	2	0	6	8	0	0	4	0	4	0	37	57	0	94	106
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	2	12	0	14	21
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	18	0	18	0	2	19	0	21	40
6/8/2017 5:45	0	0	0	0	0	0	1	0	11	12	0	0	33	0	33	0	70	101	0	171	216
Lights	0	0	0	0	0	0	0	0	10	10	0	0	7	0	7	0	64	62	0	126	143
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	1	11	0	12	16
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	23	0	23	0	5	28	0	33	57
6/8/2017 6:00	0	0	0	0	0	0	1	0	13	14	0	0	43	2	45	0	12	61	0	73	132
Lights	0	0	0	0	0	0	0	0	10	10	0	0	7	2	9	0	7	16	0	23	42
Mediums	0	0	0	0	0	0	1	0	3	4	0	0	8	0	8	0	0	10	0	10	22
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	28	0	28	0	5	35	0	40	68
6/8/2017 6:15	0	0	0	0	0	0	2	0	28	30	0	0	48	2	50	0	17	44	0	61	141
Lights	0	0	0	0	0	0	1	0	20	21	0	0	26	1	27	0	11	6	0	17	65
Mediums	0	0	0	0	0	0	1	0	3	4	0	0	7	0	7	0	2	13	0	15	26
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	15	1	16	0	4	25	0	29	50
6/8/2017 6:30	0	0	0	0	0	0	3	0	23	26	0	0	38	2	40	0	15	35	0	50	116
Lights	0	0	0	0	0	0	1	0	15	16	0	0	4	0	4	0	11	2	0	13	33
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	1	14	0	15	20
Articulated Trucks	0	0	0	0	0	0	1	0	8	9	0	0	30	2	32	0	3	19	0	22	63
6/8/2017 6:45	0	0	0	0	0	0	1	0	16	17	0	0	40	3	43	0	22	34	0	56	116
Lights	0	0	0	0	0	0	0	0	10	10	0	0	3	0	3	0	16	10	0	26	39
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	1	9	0	10	15
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	33	3	36	0	5	15	0	20	62
6/8/2017 7:00	0	0	0	0	0	0	1	0	14	15	0	0	46	1	47	0	29	42	0	71	133
Lights	0	0	0	0	0	0	1	0	7	8	0	0	5	0	5	0	20	9	0	29	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	2	7	0	9	14
Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	36	1	37	0	7	26	0	33	77
6/8/2017 7:15	0	0	0	0	0	0	2	0	10	12	0	0	32	3	35	0	16	56	0	72	119
Lights	0	0	0	0	0	0	1	0	3	4	0	0	1	0	1	0	10	10	0	20	25
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	6	1	7	0	1	18	0	19	28
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	25	2	27	0	5	28	0	33	66
6/8/2017 7:30	0	0	0	0	0	0	0	0	18	18	0	0	34	5	39	0	28	56	0	84	141
Lights	0	0	0	0	0	0	0	0	7	7	0	0	1	2	3	0	14	11	0	25	35
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	3	14	0	17	25
Articulated Trucks	0	0	0	0	0	0	0	0	10	10	0	0	26	3	29	0	11	31	0	42	81
6/8/2017 7:45	0	0	0	0	0	0	5	0	9	14	0	0	38	1	39	0	19	47	0	66	119
Lights	0	0	0	0	0	0	2	0	3	5	0	0	2	0	2	0	9	9	0	18	25
Mediums	0	0	0	0	0	0	2	0	1	3	0	0	8	0	8	0	0	14	0	14	25
Articulated Trucks	0	0	0	0	0	0	1	0	5	6	0	0	28	1	29	0	10	24	0	34	69
6/8/2017 8:00	0	0	0	0	0	0	1	0	9	10	0	0	44	4	48	0	24	59	0	83	141
Lights	0	0	0	0	0	0	1	0	4	5	0	0	2	1	3	0	13	8	0	21	29
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	2	20	0	22	28
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	37	3	40	0	9	31	0	40	84
6/8/2017 8:15	0	0	0	0	0	0	2	0	21	23	0	0	34	0	34	0	20	56	0	76	133
Lights	0	0	0	0	0	0	1	0	4	5	0	0	0	0	0	0	11	6	0	17	22
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	5	0	5	0	0	13	0	13	21
Articulated Trucks	0	0	0	0	0	0	1	0	14	15	0	0	29	0	29	0	9	37	0	46	90
6/8/2017 8:30	0	0	0	0	0	0	2	0	17	19	0	0	46	4	50	0	16	64	0	80	149
Lights	0	0	0	0	0	0	0	0	7	7	0	0	0	1	1	0	7	6	0	13	21
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	9	1	10	0	2	11	0	13	24
Articulated Trucks	0	0	0	0	0	0	2	0	9	11	0	0	37	2	39	0	7	47	0	54	104
6/8/2017 8:45	0	0	0	0	0	0	0	1	6	7	0	0	49	2	51	0	27	76	0	103	161
Lights	0	0	0	0	0	0	0	1	3	4	0	0	2	1	3	0	10	6	0	16	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	3	11	0	14	23
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	38	1	39	0	14	59	0	73	115
6/8/2017 9:00	0	0	0	0	0	0	5	0	18	23	0	0	51	2	53	0	20	71	0	91	167
Lights	0	0	0	0	0	0	1	0	6	7	0	0	0	1	1	0	3	3	0	6	14
Mediums	0	0	0	0	0	0	2	0	3	5	0	0	21	0	21	0	2	17	0	19	45
Articulated Trucks	0	0	0	0	0	0	2	0	9	11	0	0	30	1	31	0	15	51	0	66	108
6/8/2017 9:15	0	0	0	0	0	0	1	0	19	20	0	0	57	2	59	0	13	59	0	72	151
Lights	0	0	0	0	0	0	0	0	4	4	0	0	1	2	3	0	3	5	0	8	15
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	22	0	22	0	2	12	0	14	38
Articulated Trucks	0	0	0	0	0	0	1	0	13	14	0	0	34	0	34	0	8	42	0	50	98
6/8/2017 9:30	0	0	0	0	0	0	3	1	19	23	0	0	54	3	57	0	13	78	0	91	171
Lights	0	0	0	0	0	0	0	0	7	7	0	0	1	0	1	0	3	16	0	19	27
Mediums	0	0	0	0	0	0	3	0	0	3	0	0	12	3	15	0	1	14	0	15	33
Articulated Trucks	0	0	0	0	0	0	0	1	12	13	0	0	41	0	41	0	9	48	0	57	111
6/8/2017 9:45	0	0	0	0	0	0	2	0	15	17	0	0	52	4	56	0	19	77	0	96	169
Lights	0	0	0	0	0	0	1	0	2	3	0	0	3	0	3	0	5	10	0	15	21
Mediums	0	0	0	0	0	0	1	0	5	6	0	0	17	2	19	0	1	20	0	21	46
Articulated Trucks	0	0	0	0	0	0	0	0	8	8	0	0	32	2	34	0	13	47	0	60	102
6/8/2017 10:00	0	0	0	0	0	0	3	1	16	20	0	0	59	5	64	0	18	67	0	85	169
Lights	0	0	0	0	0	0	0	1	3	4	0	0	5	5	10	0	2	4	0	6	20
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	12	0	12	0	0	8	0	8	21
Articulated Trucks	0	0	0	0	0	0	2	0	13	15	0	0	42	0	42	0	16	55	0	71	128
6/8/2017 10:15	0	0	0	0	0	0	1	0	17	18	0	0	81	2	83	0	9	58	0	67	168
Lights	0	0	0	0	0	0	1	0	3	4	0	0	16	1	17	0	4	4	0	8	29
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	15	0	15	0	0	13	0	13	31
Articulated Trucks	0	0	0	0	0	0	0	0	11	11	0	0	50	1	51	0	5	41	0	46	108
6/8/2017 10:30	0	0	0	0	0	0	1	0	17	18	0	0	70	2	72	0	16	60	0	76	166
Lights	0	0	0	0	0	0	0	0	4	4	0	0	8	1	9	0	2	6	0	8	21
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	14	1	15	0	2	12	0	14	31
Articulated Trucks	0	0	0	0	0	0	1	0	11	12	0	0	48	0	48	0	12	42	0	54	114
6/8/2017 10:45	0	0	0	0	0	0	0	0	12	12	0	0	70	3	73	0	23	77	0	100	185
Lights	0	0	0	0	0	0	0	0	2	2	0	0	3	2	5	0	6	6	0	12	19
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	15	0	15	0	2	17	0	19	35
Articulated Trucks	0	0	0	0	0	0	0	0	9	9	0	0	52	1	53	0	15	54	0	69	131
6/8/2017 11:00	0	0	0	0	0	0	6	0	17	23	0	1	72	2	75	0	12	57	0	69	167
Lights	0	0	0	0	0	0	5	0	7	12	0	1	6	2	9	0	2	6	0	8	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	4	8	0	12	29
Articulated Trucks	0	0	0	0	0	0	1	0	10	11	0	0	49	0	49	0	6	43	0	49	109
6/8/2017 11:15	0	0	0	0	0	0	2	0	22	24	0	0	73	2	75	0	22	68	0	90	189
Lights	0	0	0	0	0	0	1	0	6	7	0	0	7	1	8	0	4	2	0	6	21
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	15	0	15	0	3	10	0	13	29
Articulated Trucks	0	0	0	0	0	0	1	0	15	16	0	0	51	1	52	0	15	56	0	71	139
6/8/2017 11:30	0	0	0	0	0	0	2	0	27	29	0	0	63	4	67	0	24	79	0	103	199
Lights	0	0	0	0	0	0	0	0	5	5	0	0	3	0	3	0	9	3	0	12	20
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	19	2	21	0	3	10	0	13	37
Articulated Trucks	0	0	0	0	0	0	2	0	19	21	0	0	41	2	43	0	12	66	0	78	142
6/8/2017 11:45	0	0	0	0	0	0	5	0	18	23	0	0	69	0	69	0	25	93	0	118	210
Lights	0	0	0	0	0	0	3	0	2	5	0	0	10	0	10	0	13	3	0	16	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	21	0	21	35
Articulated Trucks	0	0	0	0	0	0	2	0	16	18	0	0	45	0	45	0	12	69	0	81	144
6/8/2017 12:00	0	0	0	0	0	0	4	0	28	32	0	0	79	0	79	0	22	79	0	101	212
Lights	0	0	0	0	0	0	1	0	12	13	0	0	7	0	7	0	3	3	0	6	26
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	21	0	21	0	0	18	0	18	41

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks		0	0	0	0	0	0	3	0	14	17	0	0	51	0	51	0	19	58	0	77	145
6/8/2017 12:15		0	0	0	0	0	0	5	0	25	30	0	0	74	0	74	1	15	90	0	106	210
Lights		0	0	0	0	0	0	1	0	11	12	0	0	4	0	4	1	5	4	0	10	26
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	19	0	19	0	1	14	0	15	37
Articulated Trucks		0	0	0	0	0	0	4	0	11	15	0	0	51	0	51	0	9	72	0	81	147
6/8/2017 12:30		0	0	0	1	1	0	3	0	16	19	0	0	69	0	69	0	26	79	0	105	194
Lights		0	0	0	0	0	0	0	0	4	4	0	0	3	0	3	0	10	4	0	14	21
Mediums		0	0	0	0	0	0	2	0	0	2	0	0	11	0	11	0	2	17	0	19	32
Articulated Trucks		0	0	0	1	1	0	1	0	12	13	0	0	55	0	55	0	14	58	0	72	141
6/8/2017 12:45		0	0	0	0	0	0	5	0	19	24	0	0	74	0	74	0	18	72	0	90	188
Lights		0	0	0	0	0	0	3	0	10	13	0	0	3	0	3	0	4	6	0	10	26
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	24	0	24	0	3	7	0	10	37
Articulated Trucks		0	0	0	0	0	0	2	0	6	8	0	0	47	0	47	0	11	59	0	70	125
6/8/2017 13:00		0	0	0	0	0	0	3	0	20	23	0	0	81	0	81	0	19	103	2	124	228
Lights		0	0	0	0	0	0	0	0	5	5	0	0	5	0	5	0	5	10	2	17	27
Mediums		0	0	0	0	0	0	0	0	2	2	0	0	19	0	19	0	4	21	0	25	46
Articulated Trucks		0	0	0	0	0	0	3	0	13	16	0	0	57	0	57	0	10	72	0	82	155
6/8/2017 13:15		0	0	0	0	0	0	3	0	16	19	0	0	85	1	86	0	14	114	0	128	233
Lights		0	0	0	0	0	0	2	0	5	7	0	0	7	0	7	0	6	17	0	23	37
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	27	1	28	0	1	12	0	13	45
Articulated Trucks		0	0	0	0	0	0	1	0	7	8	0	0	51	0	51	0	7	85	0	92	151
6/8/2017 13:30		0	0	0	0	0	0	2	0	16	18	0	0	68	4	72	0	20	85	0	105	195
Lights		0	0	0	0	0	0	0	0	5	5	0	0	8	2	10	0	13	12	0	25	40
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	24	2	26	0	2	16	0	18	47
Articulated Trucks		0	0	0	0	0	0	1	0	9	10	0	0	36	0	36	0	5	57	0	62	108
6/8/2017 13:45		0	0	0	0	0	0	3	0	31	34	0	0	78	3	81	0	19	87	0	106	221
Lights		0	0	0	0	0	0	2	0	10	12	0	0	5	2	7	0	7	12	0	19	38
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	16	1	17	0	2	14	0	16	36
Articulated Trucks		0	0	0	0	0	0	1	0	18	19	0	0	57	0	57	0	10	61	0	71	147
6/8/2017 14:00		0	0	0	0	0	0	1	0	38	39	0	0	94	4	98	0	24	82	0	106	243
Lights		0	0	0	0	0	0	0	0	16	16	0	0	16	4	20	0	5	7	0	12	48
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	20	0	20	0	1	10	0	11	34
Articulated Trucks		0	0	0	0	0	0	1	0	19	20	0	0	58	0	58	0	18	65	0	83	161
6/8/2017 14:15		0	0	0	0	0	0	1	0	25	26	0	0	106	5	111	0	20	83	0	103	240
Lights		0	0	0	0	0	0	0	0	12	12	0	0	37	3	40	0	9	7	0	16	68
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	26	1	27	0	1	13	0	14	42
Articulated Trucks		0	0	0	0	0	0	1	0	12	13	0	0	43	1	44	0	10	63	0	73	130
6/8/2017 14:30		0	0	0	0	0	0	2	0	31	33	0	0	88	3	91	0	17	91	0	108	232
Lights		0	0	0	0	0	0	0	0	19	19	0	0	20	1	21	0	2	5	0	7	47
Mediums		0	0	0	0	0	0	0	0	2	2	0	0	15	0	15	0	1	14	0	15	32
Articulated Trucks		0	0	0	0	0	0	2	0	10	12	0	0	53	2	55	0	14	72	0	86	153
6/8/2017 14:45		0	0	0	0	0	0	1	0	27	28	0	0	72	1	73	0	24	94	0	118	219
Lights		0	0	0	0	0	0	0	0	14	14	0	0	16	1	17	0	7	5	0	12	43
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	18	0	18	0	1	13	0	14	33
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	38	0	38	0	16	76	0	92	143
6/8/2017 15:00		0	0	0	0	0	0	3	0	23	26	0	0	96	1	97	0	22	83	0	105	228
Lights		0	0	0	0	0	0	0	0	8	8	0	0	11	1	12	0	4	4	0	8	28
Mediums		0	0	0	0	0	0	1	0	3	4	0	0	21	0	21	0	1	11	0	12	37
Articulated Trucks		0	0	0	0	0	0	2	0	12	14	0	0	64	0	64	0	17	68	0	85	163
6/8/2017 15:15		0	0	0	0	0	0	1	0	26	27	0	0	94	0	94	0	25	77	0	102	223
Lights		0	0	0	0	0	0	0	0	8	8	0	0	10	0	10	0	10	7	0	17	35
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	28	0	28	0	2	16	0	18	47
Articulated Trucks		0	0	0	0	0	0	1	0	17	18	0	0	56	0	56	0	13	54	0	67	141
6/8/2017 15:30		0	0	0	0	0	0	2	0	27	29	0	0	116	4	120	0	17	49	0	66	215
Lights		0	0	0	0	0	0	0	0	12	12	0	0	14	3	17	0	7	6	0	13	42
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	37	1	38	0	5	7	0	12	53
Articulated Trucks		0	0	0	0	0	0	2	0	12	14	0	0	65	0	65	0	5	36	0	41	120
6/8/2017 15:45		0	0	0	0	0	0	1	0	34	35	0	0	93	2	95	0	21	76	0	97	227
Lights		0	0	0	0	0	0	0	0	16	16	0	0	15	1	16	0	7	2	0	9	41
Mediums		0	0	0	0	0	0	0	0	4	4	0	0	33	0	33	0	1	10	0	11	48
Articulated Trucks		0	0	0	0	0	0	1	0	14	15	0	0	45	1	46	0	13	64	0	77	138
6/8/2017 16:00		0	0	0	0	0	0	2	0	48	50	0	0	76	2	78	0	14	65	0	79	207
Lights		0	0	0	0	0	0	0	0	33	33	0	0	12	1	13	0	8	4	0	12	58
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	23	0	23	0	3	13	0	16	42
Articulated Trucks		0	0	0	0	0	0	1	0	13	14	0	0	41	1	42	0	3	48	0	51	107
6/8/2017 16:15		0	0	0	0	0	0	1	0	30	31	0	0	85	1	86	0	19	78	0	97	214
Lights		0	0	0	0	0	0	0	0	14	14	0	0	12	0	12	0	10	9	0	19	45
Mediums		0	0	0	0	0	0	1	0	3	4	0	0	25	0	25	0	2	24	0	26	55
Articulated Trucks		0	0	0	0	0	0	0	0	13	13	0	0	48	1	49	0	7	45	0	52	114
6/8/2017 16:30		0	0	0	0	0	0	2	0	57	59	0	0	78	1	79	0	28	52	0	80	218
Lights		0	0	0	0	0	0	1	0	42	43	0	0	23	0	23	0	18	5	0	23	89
Mediums		0	0	0	0	0	0	0	0	5	5	0	0	16	0	16	0	6	6	0	12	33
Articulated Trucks		0	0	0	0	0	0	1	0	10	11	0	0	39	1	40	0	4	41	0	45	96
6/8/2017 16:45		0	0	0	0	0	0	2	0	33	35	0	0	60	2	62	0	24	74	0	98	195
Lights		0	0	0	0	0	0	0	0	23	23	0	0	10	1	11	0	11	7	0	18	52
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	22	0	22	0	4	13	0	17	42
Articulated Trucks		0	0	0	0	0	0	2	0	7	9	0	0	28	1	29	0	9	54	0	63	101
6/8/2017 17:00		0	0	0	0	0	0	2	0	22	24	0	0	80	0	80	0	20	46	0	66	170
Lights		0	0	0	0	0	0	0	0	12	12	0	0	11	0	11	0	13	3	0	16	39
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	23	0	23	0	0	7	0	7	33
Articulated Trucks		0	0	0	0	0	0	1	0	8	9	0	0	46	0	46	0	7	36	0	43	98
6/8/2017 17:15		0	0	0	0	0	0	4	0	23	27	0	0	77	1	78	0	13	43	0	56	161
Lights		0	0	0	0	0	0	4	0	12	16	0	0	5	1	6	0	7	6	0	13	35
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	3	10	0	13	40
Articulated Trucks		0	0	0	0	0	0	0	0	11	11	0	0	45	0	45	0	3	27	0	30	86
6/8/2017 17:30		0	0	0	0	0	0	0	0	28	28	0	0	65	0	65	0	17	50	0	67	160
Lights		0	0	0	0	0	0	0	0	16	16	0	0	8	0	8	0	12	2	0	14	38
Mediums		0	0	0	0	0	0	0	0	3	3	0	0	14	0	14	0	2	7	0	9	26
Articulated Trucks		0	0	0	0	0	0	0	0	9	9	0	0	43	0	43	0	3	41	0	44	96
6/8/2017 17:45		0	0	0	0	0	0	3	0	20	23	0	0	56	3	59	0	19	48	0	67	149
Lights		0	0	0	0	0	0	0	0	11	11	0	0	8	1	9	0	12	9	0	21	41
Mediums		0	0	0	0	0	0	2	0	2	4	0	0	12	2	14	0	1	7	0	8	26
Articulated Trucks		0	0	0	0	0	0	1	0	7	8	0	0	36	0	36	0	6	32	0	38	82
6/8/2017 18:00		0	0	0	0	0	0	0	0	22	22	0	0	46	0	46	0	11	43	0	54	122
Lights		0	0	0	0	0	0	0	0	13	13	0	0	3	0	3	0	6	1	0	7	23
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	0	12	0	12	19
Articulated Trucks		0	0	0	0	0	0	0	0	8	8	0	0	37	0	37	0	5	30	0	35	80
6/8/2017 18:15		0	0	0	0	0	0	0	0	29	29	0	0	72	1	73	0	7	35	0	42	144
Lights		0	0	0	0	0	0	0	0	20	20	0	0	23	0	23	0	3	2	0	5	48
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	16	1	17	0	0	6	0	6	23
Articulated Trucks		0	0	0	0	0	0	0	0	9	9	0	0	33	0	33	0	4	27	0	31	73
6/8/2017 18:30		0	0	0	0	0	0	0	0	26	26	0	0	54	1	55	0	10	46	0	56	137
Lights		0	0	0	0	0	0	0	0	23	23	0	0	5	0	5	0	3	2	0	5	33
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	3	7	0	10	29
Articulated Trucks		0	0	0	0	0	0	0	0	3	3	0	0	30	1	31	0	4	37	0	41	75
6/8/2017 18:45		0	0	0	0	0	0	0	0	9	9	0	0	49	1	50	0	14	36	0	50	109
Lights		0	0	0	0	0	0	0	0	5	5	0	0	5	0	5	0	6	1	0	7	17

Study Name 02 Elwood International & Mississippi
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Thursday, June 08, 2017 9:00 PM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound To	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	12	0	12	0	0	5	0	5	18
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	32	1	33	0	8	30	0	38	74
6/8/2017 19:00	0	0	0	0	0	0	0	0	11	11	0	0	44	0	44	0	13	29	0	42	97
Lights	0	0	0	0	0	0	0	0	2	2	0	0	4	0	4	0	4	1	0	5	11
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	11	0	11	0	2	6	0	8	21
Articulated Trucks	0	0	0	0	0	0	0	0	7	7	0	0	29	0	29	0	7	22	0	29	65
6/8/2017 19:15	0	0	0	0	0	0	0	0	9	9	0	0	40	0	40	0	8	34	0	42	91
Lights	0	0	0	0	0	0	0	0	2	2	0	0	3	0	3	0	4	0	0	4	9
Mediums	0	0	0	0	0	0	0	0	3	3	0	0	13	0	13	0	0	6	0	6	22
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	24	0	24	0	4	28	0	32	60
6/8/2017 19:30	0	0	0	0	0	0	2	0	12	14	0	0	25	1	26	0	11	35	0	46	86
Lights	0	0	0	0	0	0	0	0	4	4	0	0	2	0	2	0	5	1	0	6	12
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	10	0	10	0	2	9	0	11	22
Articulated Trucks	0	0	0	0	0	0	2	0	7	9	0	0	13	1	14	0	4	25	0	29	52
6/8/2017 19:45	0	0	0	0	0	0	1	0	7	8	0	0	27	0	27	0	9	27	0	36	71
Lights	0	0	0	0	0	0	0	0	2	2	0	0	1	0	1	0	1	2	0	3	6
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	5	4	0	9	18
Articulated Trucks	0	0	0	0	0	0	1	0	4	5	0	0	18	0	18	0	3	21	0	24	47
6/8/2017 20:00	0	0	0	0	0	0	0	0	7	7	0	0	40	0	40	0	7	36	0	43	90
Lights	0	0	0	0	0	0	0	0	2	2	0	0	3	0	3	0	5	3	0	8	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	1	6	0	7	19
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	25	0	25	0	1	27	0	28	58
6/8/2017 20:15	0	0	0	0	0	0	0	0	9	9	0	0	36	1	37	0	11	32	0	43	89
Lights	0	0	0	0	0	0	0	0	2	2	0	0	3	0	3	0	3	1	0	4	9
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	10	0	10	0	2	7	0	9	20
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	23	1	24	0	6	24	0	30	60
6/8/2017 20:30	0	0	0	0	0	0	0	0	12	12	0	0	27	0	27	0	9	21	0	30	69
Lights	0	0	0	0	0	0	0	0	5	5	0	0	2	0	2	0	4	4	0	8	15
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	1	2	0	3	11
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	18	0	18	0	4	15	0	19	43
6/8/2017 20:45	0	0	0	0	0	0	1	0	5	6	0	0	17	0	17	0	5	28	0	33	56
Lights	0	0	0	0	0	0	1	0	1	2	0	0	3	0	3	0	2	2	0	4	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	0	5	10
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	9	0	9	0	3	21	0	24	37
Grand Total	0	4	9	6	19	1	344	12	4038	4395	5	10	13556	399	13970	7	3914	13877	8	17806	36190

Study Name 02 Elwood International & Mississippi Supplement
Start Date Thursday, June 08, 2017 9:00 PM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV Movement	Eastbound					Westbound					Northbound					Southbound					
Interval	U	L	T	R	Eastbound Tot	U	L	T	R	Westbound To	U	L	T	R	Northbound Tc	U	L	T	R	Southbound Tc	Grand Total
6/8/2017 21:00	0	0	0	0	0	0	0	0	3	3	0	0	30	2	32	0	6	20	0	26	61
Lights	0	0	0	0	0	0	0	0	1	1	0	0	6	0	6	0	3	3	0	6	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	6	0	6	16
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	14	2	16	0	3	11	0	14	32
6/8/2017 21:15	0	0	0	0	0	0	1	0	12	13	0	0	26	0	26	0	5	30	0	35	74
Lights	0	0	0	0	0	0	0	0	3	3	0	0	4	0	4	0	1	7	0	8	15
Mediums	0	0	0	0	0	0	0	0	2	2	0	0	8	0	8	0	0	4	0	4	14
Articulated Trucks	0	0	0	0	0	0	1	0	7	8	0	0	14	0	14	0	4	19	0	23	45
6/8/2017 21:30	0	0	0	0	0	0	0	0	5	5	0	0	31	0	31	0	7	27	0	34	70
Lights	0	0	0	0	0	0	0	0	3	3	0	0	3	0	3	0	3	14	0	17	23
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	12	0	12	0	0	4	0	4	17
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	16	0	16	0	4	9	0	13	30
6/8/2017 21:45	0	0	0	0	0	0	4	0	6	10	0	0	33	2	35	0	7	28	0	35	80
Lights	0	0	0	0	0	0	2	0	3	5	0	0	6	2	8	0	3	11	0	14	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	1	6	0	7	13
Articulated Trucks	0	0	0	0	0	0	2	0	3	5	0	0	21	0	21	0	3	11	0	14	40
6/8/2017 22:00	0	0	0	0	0	0	1	0	9	10	0	0	22	1	23	0	4	15	0	19	52
Lights	0	0	0	0	0	0	0	0	6	6	0	0	2	1	3	0	3	1	0	4	13
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	3	0	3	8
Articulated Trucks	0	0	0	0	0	0	1	0	2	3	0	0	16	0	16	0	1	11	0	12	31
6/8/2017 22:15	0	0	0	0	0	0	1	0	6	7	0	0	36	2	38	0	4	24	0	28	73
Lights	0	0	0	0	0	0	1	0	2	3	0	0	28	2	30	0	2	4	0	6	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	0	4	6
Articulated Trucks	0	0	0	0	0	0	0	0	4	4	0	0	6	0	6	0	2	16	0	18	28
6/8/2017 22:30	0	0	0	0	0	0	1	0	2	3	0	0	33	2	35	0	4	14	0	18	56
Lights	0	0	0	0	0	0	0	0	0	0	0	0	9	2	11	0	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	2	0	2	8
Articulated Trucks	0	0	0	0	0	0	1	0	2	3	0	0	18	0	18	0	4	12	0	16	37
6/8/2017 22:45	0	0	0	0	0	0	0	0	6	6	0	0	15	3	18	0	6	20	0	26	50
Lights	0	0	0	0	0	0	0	0	0	0	0	0	5	2	7	0	2	5	0	7	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	6	6	0	0	7	1	8	0	4	13	0	17	31
6/8/2017 23:00	0	0	0	0	0	0	0	0	5	5	0	0	19	0	19	0	8	17	0	25	49
Lights	0	0	0	0	0	0	0	0	3	3	0	0	4	0	4	0	3	1	0	4	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	0	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	12	0	12	0	5	14	0	19	33
6/8/2017 23:15	0	0	0	0	0	0	1	0	7	8	0	0	22	0	22	0	1	13	0	14	44
Lights	0	0	0	0	0	0	1	0	2	3	0	0	3	0	3	0	0	1	0	1	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	0	1	5
Articulated Trucks	0	0	0	0	0	0	0	0	5	5	0	0	15	0	15	0	1	11	0	12	32
6/8/2017 23:30	0	0	0	0	0	0	3	0	0	3	0	0	10	0	10	0	3	15	0	18	31
Lights	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	4	0	4	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	3	0	3	4
Articulated Trucks	0	0	0	0	0	0	2	0	0	2	0	0	9	0	9	0	3	8	0	11	22
6/8/2017 23:45	0	0	0	0	0	0	0	0	2	2	0	0	12	0	12	0	6	16	0	22	36
Lights	0	0	0	0	0	0	0	0	1	1	0	0	2	0	2	0	3	2	0	5	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	3	13	0	16	24
Grand Total	0	0	0	0	0	0	12	0	63	75	0	0	289	12	301	0	61	239	0	300	676

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/6/2017		0	1	1	0	2	0	0	0	1	1	0	0	16	1	17	0	0	1	8	9	29
Lights		0	1	1	0	2	0	0	0	1	1	0	0	1	1	2	0	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	3	4
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	1	5	6	20
6/6/2017 0:15		0	0	0	0	0	0	0	1	0	1	0	0	17	0	17	0	0	3	11	14	32
Lights		0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	4	4	11
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	9	0	9	0	0	3	7	10	20
6/6/2017 0:30		0	0	0	0	0	0	0	0	0	0	0	0	15	3	18	0	0	2	9	11	29
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	2	3	5	12
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	0	6	6	16
6/6/2017 0:45		0	0	0	1	1	0	0	0	0	0	0	0	8	0	8	0	0	1	6	7	16
Lights		0	0	0	1	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	0	0	2
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	6	7	13
6/6/2017 1:00		0	0	0	0	0	0	3	1	0	4	0	0	12	0	12	0	0	5	14	19	35
Lights		0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	2	1	3	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	3	3	5
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	10	0	10	0	0	3	10	13	24
6/6/2017 1:15		0	0	0	0	0	0	4	1	0	5	0	0	12	2	14	0	0	7	4	11	30
Lights		0	0	0	0	0	0	4	1	0	5	0	0	1	1	2	0	0	3	0	3	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	2	2	6
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	4	2	6	14
6/6/2017 1:30		0	0	1	0	1	0	0	0	0	0	0	0	15	0	15	0	0	7	9	16	32
Lights		0	0	1	0	1	0	0	0	0	0	0	0	1	0	1	0	0	6	0	6	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	2	6
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	8	8	18
6/6/2017 1:45		0	0	0	1	1	0	3	1	0	4	0	0	11	0	11	0	0	10	15	25	41
Lights		0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	8	3	11	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	3	4	7
Articulated Trucks		0	0	0	1	1	0	0	1	0	1	0	0	8	0	8	0	0	1	9	10	20
6/6/2017 2:00		0	1	0	0	1	0	0	0	0	0	0	0	11	0	11	0	0	7	11	18	30
Lights		0	1	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3	3	6
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	3	7	10	18
6/6/2017 2:15		0	3	0	0	3	0	1	1	0	2	0	1	30	15	46	0	0	2	17	19	70
Lights		0	3	0	0	3	0	1	0	0	1	0	1	20	14	35	0	0	1	2	3	42
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	7	8	12
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	0	8	8	16
6/6/2017 2:30		0	1	0	0	1	0	0	1	0	1	0	0	20	3	23	0	1	2	8	11	36
Lights		0	1	0	0	1	0	0	1	0	1	0	0	4	2	6	0	0	1	0	1	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	1	2	6
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	1	0	7	8	21
6/6/2017 2:45		0	0	2	0	2	0	0	1	0	1	0	0	16	0	16	0	0	3	13	16	35
Lights		0	0	2	0	2	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	2	3	7
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	11	0	11	0	0	2	11	13	25
6/6/2017 3:00		0	0	0	0	0	0	0	0	0	0	0	0	13	1	14	0	1	2	9	12	26
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	3	3	6
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	1	1	6	8	19
6/6/2017 3:15		0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	5	15	20	31
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	6	8	11
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	9	9	17
6/6/2017 3:30		0	0	1	0	1	0	0	0	0	0	0	0	15	2	17	0	2	4	15	21	39
Lights		0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	0	2	1	0	3	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	7	7	13
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	3	8	11	20
6/6/2017 3:45		0	0	0	0	0	0	0	2	1	3	0	0	18	1	19	0	4	8	21	33	55
Lights		0	0	0	0	0	0	0	0	0	0	0	0	1	1	2	0	4	2	1	7	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	2	5	7	12
Articulated Trucks		0	0	0	0	0	0	0	2	1	3	0	0	12	0	12	0	0	4	15	19	34
6/6/2017 4:00		0	1	1	0	2	0	2	0	0	2	0	0	11	2	13	0	1	7	20	28	45
Lights		0	1	1	0	2	0	2	0	0	2	0	0	1	0	1	0	1	1	1	3	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	4	5	9	14
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	2	14	16	23
6/6/2017 4:15		0	1	1	1	3	0	2	1	0	3	0	0	22	0	22	0	0	4	18	22	50
Lights		0	1	1	1	3	0	2	0	0	2	0	0	0	0	0	0	0	2	0	2	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	2	8	10	16
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	16	0	16	0	0	0	10	10	27
6/6/2017 4:30		0	1	0	0	1	0	5	0	1	6	0	1	27	4	32	0	2	6	24	32	71
Lights		0	1	0	0	1	0	5	0	0	5	0	1	3	3	7	0	0	4	0	4	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	1	9	0	0	2	11	13	22
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	16	0	16	0	2	0	13	15	32
6/6/2017 4:45		0	0	1	1	2	0	7	3	0	10	0	0	31	4	35	0	0	12	24	36	83
Lights		0	0	1	1	2	0	7	3	0	10	0	0	5	4	9	0	0	11	5	16	37
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	9	10	16
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	0	10	10	30
6/6/2017 5:00		0	2	1	2	5	0	2	2	0	4	0	1	22	3	26	0	4	10	21	35	70
Lights		0	2	1	2	5	0	2	2	0	4	0	1	0	3	4	0	1	8	2	11	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	8	9	13
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	3	1	11	15	33
6/6/2017 5:15		0	3	0	1	4	0	17	4	0	21	0	1	29	1	31	0	3	15	35	53	109
Lights		0	3	0	1	4	0	17	4	0	21	0	1	0	1	2	0	3	14	5	22	49
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	17	18	24
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	0	0	0	13	13	36
6/6/2017 5:30		0	1	0	2	3	0	27	3	4	34	0	1	25	1	27	0	6	34	36	76	140
Lights		0	1	0	2	3	0	27	2	1	30	0	0	2	1	3	0	4	28	6	38	74
Mediums		0	0	0	0	0	0	0	0	1	1	0	1	1	0	2	0	0	4	14	18	21
Articulated Trucks		0	0	0	0	0	0	0	1	2	3	0	0	22	0	22	0	2	2	16	20	45
6/6/2017 5:45		0	4	2	0	6	0	25	8	1	34	0	2	24	4	30	0	10	48	35	93	163
Lights		0	4	2	0	6	0	25	7	1	33	0	2	2	3	7	0	6	43	6	55	101
Mediums		0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	0	0	4	14	18	21
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	20	1	21	0	4	1	15	20	41
6/6/2017 6:00		0	6	2	2	10	0	4	2	1	7	0	1	31	0	32	0	3	13	32	48	97
Lights		0	5	2	2	9	0	4	0	0	4	0	1	2	0	3	0	1	8	3	12	28
Mediums		0	1	0	0	1	0	0	1	1	2	0	0	9	0	9	0	0	2	12	14	26
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	20	0	20	0	2	3	17	22	43
6/6/2017 6:15		0	1	3	2	6	0	2	3	3	8	0	0	51	35	86	1	2	11	35	49	149
Lights		0	1	3	2	6	0	2	2	0	4	0	0	24	33	57	0	1	5	1	7	74
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	2	10	0	0	3	13	16	26
Articulated Trucks		0	0	0	0	0	0	0	1	3	4	0	0	19	0	19	1	1	3	21	26	49
6/6/2017 6:30		0	0	1	1	2	0	4	5	1	10	0	1	36	5	42	0	5	13	43	61	115
Lights		0	0	1	1	2	0	3	2	1	6	0	1	4	3	8	0	3	2	4	9	25
Mediums		0	0	0	0	0	0	1	3	0	4	0	0	8	0	8	0	0	9	22	31	43

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	24	2	26	0	2	2	17	21	47
6/6/2017 6:45	0	0	1	2	3	0	6	2	0	8	0	1	38	0	39	0	5	19	30	54	104
Lights	0	0	1	2	3	0	6	0	0	6	0	1	1	0	2	0	3	8	4	15	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	8	17	25	33
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	29	0	29	0	2	3	9	14	45
6/6/2017 7:00	0	5	2	0	7	0	5	10	2	17	0	1	48	4	53	0	1	13	26	40	117
Lights	0	4	2	0	6	0	5	6	0	11	0	1	2	1	4	0	0	5	1	6	27
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	3	0	3	0	0	4	11	15	19
Articulated Trucks	0	0	0	0	0	0	0	4	2	6	0	0	43	3	46	0	1	4	14	19	71
6/6/2017 7:15	0	0	1	0	1	0	3	3	1	7	0	3	40	3	46	0	3	18	27	48	102
Lights	0	0	1	0	1	0	3	0	0	3	0	2	0	0	2	0	0	7	0	7	13
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	6	0	6	0	0	3	9	12	19
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	1	34	3	38	0	3	8	18	29	70
6/6/2017 7:30	0	1	2	2	5	0	3	4	2	9	0	3	33	3	39	0	4	13	32	49	102
Lights	0	0	2	2	4	0	3	1	1	5	0	1	1	0	2	0	0	3	1	4	15
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	10	1	11	0	2	2	5	9	21
Articulated Trucks	0	0	0	0	0	0	0	3	1	4	0	2	22	2	26	0	2	8	26	36	66
6/6/2017 7:45	0	0	0	5	5	0	3	7	0	10	0	2	46	3	51	0	1	17	43	61	127
Lights	0	0	0	5	5	0	2	2	0	4	0	1	1	0	2	0	0	6	3	9	20
Mediums	0	0	0	0	0	0	1	1	0	2	0	1	7	0	8	0	0	6	11	17	27
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	38	3	41	0	1	5	29	35	80
6/6/2017 8:00	0	3	1	1	5	0	3	2	3	8	0	0	38	4	42	0	1	14	36	51	106
Lights	0	3	1	1	5	0	3	0	0	3	0	0	0	1	1	0	0	5	0	5	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	3	10	13	20
Articulated Trucks	0	0	0	0	0	0	0	2	3	5	0	0	31	3	34	0	1	6	26	33	72
6/6/2017 8:15	0	0	1	0	1	0	0	7	3	10	0	0	49	3	52	0	2	9	37	48	111
Lights	0	0	1	0	1	0	0	1	0	1	0	0	1	1	2	0	1	2	1	4	8
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	0	4	12	16	25
Articulated Trucks	0	0	0	0	0	0	0	6	2	8	0	0	40	2	42	0	1	3	24	28	78
6/6/2017 8:30	0	1	1	0	2	0	1	1	3	5	0	0	39	5	44	0	8	6	35	49	100
Lights	0	1	1	0	2	0	1	1	0	2	0	0	2	1	3	0	2	2	1	5	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	4	13	17	25
Articulated Trucks	0	0	0	0	0	0	0	0	3	3	0	0	29	4	33	0	6	0	21	27	63
6/6/2017 8:45	0	1	0	2	3	0	3	7	4	14	0	0	40	4	44	0	2	9	31	42	103
Lights	0	1	0	2	3	0	3	1	1	5	0	0	3	0	3	0	0	5	1	6	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	4	8	12	20
Articulated Trucks	0	0	0	0	0	0	0	6	3	9	0	0	30	3	33	0	2	0	22	24	66
6/6/2017 9:00	0	1	0	0	1	0	5	4	2	11	0	0	35	4	39	0	4	7	43	54	105
Lights	0	1	0	0	1	0	4	1	1	6	0	0	0	1	1	0	1	0	0	1	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	5	16	21	30
Articulated Trucks	0	0	0	0	0	0	1	3	1	5	0	0	26	3	29	0	3	2	27	32	66
6/6/2017 9:15	0	0	0	1	1	0	6	4	2	12	0	0	46	7	53	0	2	11	51	64	130
Lights	0	0	0	1	1	0	6	0	0	6	0	0	2	0	2	0	0	4	0	4	13
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	7	0	7	0	0	2	9	11	19
Articulated Trucks	0	0	0	0	0	0	0	4	1	5	0	0	37	7	44	0	2	5	42	49	98
6/6/2017 9:30	0	0	1	0	1	0	6	6	3	15	0	1	56	4	61	0	2	21	55	78	155
Lights	0	0	1	0	1	0	6	1	0	7	0	0	2	1	3	0	0	5	2	7	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	10	1	12	0	1	7	12	20	32
Articulated Trucks	0	0	0	0	0	0	0	5	3	8	0	0	44	2	46	0	1	9	41	51	105
6/6/2017 9:45	0	1	1	2	4	0	8	6	1	15	0	3	45	11	59	0	1	19	46	66	144
Lights	0	1	1	2	4	0	8	1	0	9	0	2	4	4	10	0	1	7	0	8	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	3	10	13	24
Articulated Trucks	0	0	0	0	0	0	0	5	1	6	0	1	31	6	38	0	0	9	36	45	89
6/6/2017 10:00	0	0	0	2	2	0	5	7	2	14	0	2	57	5	64	0	3	11	55	69	149
Lights	0	0	0	2	2	0	4	1	0	5	0	1	1	1	3	0	1	2	0	3	13
Mediums	0	0	0	0	0	0	1	0	1	2	0	0	16	3	19	0	0	3	8	11	32
Articulated Trucks	0	0	0	0	0	0	0	6	1	7	0	1	40	1	42	0	2	6	47	55	104
6/6/2017 10:15	0	1	1	1	3	0	6	5	0	11	0	0	82	16	98	0	3	8	57	68	180
Lights	0	1	1	1	3	0	6	0	0	6	0	0	15	11	26	0	2	2	0	4	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	23	5	28	0	1	1	7	9	37
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	44	0	44	0	0	5	50	55	104
6/6/2017 10:30	0	0	0	1	1	0	3	3	2	8	0	0	66	14	80	0	4	14	60	78	167
Lights	0	0	0	1	1	0	2	0	0	2	0	0	2	8	10	0	1	1	1	3	16
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	22	6	28	0	0	3	8	11	40
Articulated Trucks	0	0	0	0	0	0	0	3	2	5	0	0	42	0	42	0	3	10	51	64	111
6/6/2017 10:45	0	0	0	2	2	0	6	1	2	9	0	2	45	6	53	0	3	8	75	86	150
Lights	0	0	0	2	2	0	6	0	1	7	0	1	0	4	5	0	0	1	1	2	16
Mediums	0	0	0	0	0	0	0	1	1	2	0	0	13	2	15	0	0	4	8	12	29
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	32	0	33	0	3	3	66	72	105
6/6/2017 11:00	0	0	3	0	3	0	2	4	1	7	0	0	86	13	99	0	1	13	59	73	182
Lights	0	0	3	0	3	0	2	1	0	3	0	0	3	8	11	0	0	0	0	0	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	29	1	30	0	0	9	12	21	51
Articulated Trucks	0	0	0	0	0	0	0	3	1	4	0	0	54	4	58	0	1	4	47	52	114
6/6/2017 11:15	0	3	1	0	4	0	8	2	4	14	0	1	62	7	70	0	2	18	54	74	162
Lights	0	3	1	0	4	0	8	0	1	9	0	1	2	4	7	0	1	3	0	4	24
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	21	1	22	0	1	5	11	17	40
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	39	2	41	0	0	10	43	53	98
6/6/2017 11:30	0	1	0	0	1	0	3	2	1	6	0	0	77	5	82	0	6	9	60	75	164
Lights	0	1	0	0	1	0	3	1	0	4	0	0	1	3	4	0	0	3	0	3	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	1	10	11	25
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	62	2	64	0	6	5	50	61	127
6/6/2017 11:45	0	0	1	1	2	0	4	1	2	7	0	1	84	5	90	0	5	12	67	84	183
Lights	0	0	1	0	1	0	4	0	0	4	0	1	4	5	10	0	1	0	1	2	17
Mediums	0	0	0	1	1	0	0	0	0	0	0	0	23	0	23	0	1	7	11	19	43
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	57	0	57	0	3	5	55	63	123
6/6/2017 12:00	1	1	0	1	3	0	7	1	4	12	0	0	79	12	91	0	4	8	67	79	185
Lights	1	1	0	1	3	0	7	0	1	8	0	0	2	8	10	0	1	1	0	2	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	28	2	30	0	0	3	5	8	38
Articulated Trucks	0	0	0	0	0	0	0	1	3	4	0	0	49	2	51	0	3	4	62	69	124
6/6/2017 12:15	2	0	1	0	3	0	8	2	2	12	0	1	77	5	83	0	3	14	70	87	185
Lights	2	0	1	0	3	0	8	0	0	8	0	1	1	3	5	0	1	3	0	4	20
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	26	0	26	0	1	3	5	9	36
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	0	50	2	52	0	1	8	65	74	129
6/6/2017 12:30	0	0	0	3	3	0	8	1	2	11	0	2	61	5	68	0	5	15	63	83	165
Lights	0	0	0	2	2	0	7	0	0	7	0	1	3	5	9	0	1	4	0	5	23
Mediums	0	0	0	1	1	0	1	0	0	1	0	0	22	0	22	0	0	5	7	12	36
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	1	36	0	37	0	4	6	56	66	106
6/6/2017 12:45	0	1	1	0	2	0	0	1	2	3	0	2	78	2	82	0	3	13	59	75	162
Lights	0	1	1	0	2	0	0	1	1	2	0	1	1	1	3	0	0	4	0	4	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	1	2	5	8	35
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	1	50	1	52	0	2	7	54	63	116
6/6/2017 13:00	1	4	0	1	6	0	6	3	1	10	0	0	85	7	92	0	2	16	87	105	213
Lights	1	3	0	1	5	0	6	2	0	8	0	0	6	3	9	0	0	3	0	3	25
Mediums	0	1	0	0	1	0	0	1	0	1	0	0	25	3	28	0	1	4	12	17	47
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	54	1	55	0	1	9	75	85	141
6/6/2017 13:15	0	1	1	0	2	0	12	2	5	19	0	2	78	1	81	0	3	20	76	99	201
Lights	0	1	1	0	2	0	12	2	0	14	0	2	2	1	5	0	1	7	3	11	32

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	27	0	27	0	1	5	17	23	51
Articulated Trucks		0	0	0	0	0	0	0	0	4	4	0	0	49	0	49	0	1	8	56	65	118
6/6/2017 13:30		0	2	1	2	5	0	13	4	6	23	0	3	74	4	81	0	3	16	82	101	210
Lights		0	2	1	2	5	0	13	2	1	16	0	2	3	3	8	0	1	6	1	8	37
Mediums		0	0	0	0	0	0	0	0	1	1	0	1	20	0	21	0	0	5	8	13	35
Articulated Trucks		0	0	0	0	0	0	0	2	4	6	0	0	51	1	52	0	2	5	73	80	138
6/6/2017 13:45		1	9	5	1	16	0	26	3	3	32	0	0	89	2	91	0	4	17	63	84	223
Lights		1	9	5	1	16	0	26	3	2	31	0	0	5	2	7	0	1	9	0	10	64
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	34	0	34	0	1	2	10	13	47
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	50	0	50	0	2	6	53	61	112
6/6/2017 14:00		0	3	7	2	12	0	2	4	3	9	0	2	77	5	84	0	4	20	68	92	197
Lights		0	3	7	2	12	0	2	3	0	5	0	2	1	4	7	0	3	4	1	8	32
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	29	1	30	0	0	13	8	21	52
Articulated Trucks		0	0	0	0	0	0	0	1	2	3	0	0	47	0	47	0	1	3	59	63	113
6/6/2017 14:15		0	5	2	0	7	0	0	0	1	1	0	2	120	35	157	0	4	12	78	94	259
Lights		0	5	2	0	7	0	0	0	0	0	0	2	50	34	86	0	1	1	2	4	97
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	27	0	27	0	0	8	10	18	45
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	43	1	44	0	3	3	66	72	117
6/6/2017 14:30		0	4	0	0	4	0	1	0	2	3	0	2	77	18	97	0	0	14	56	70	174
Lights		0	4	0	0	4	0	1	0	1	2	0	2	19	17	38	0	0	3	1	4	48
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	0	0	8	3	11	40
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	29	1	30	0	0	3	52	55	86
6/6/2017 14:45		0	0	3	0	3	0	0	2	2	4	0	0	87	7	94	0	5	9	63	77	178
Lights		0	0	3	0	3	0	0	1	1	2	0	0	4	6	10	0	0	0	0	0	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	5	6	11	37
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	0	57	1	58	0	5	4	57	66	126
6/6/2017 15:00		0	2	0	0	2	0	1	0	4	5	0	0	91	4	95	0	3	13	67	83	185
Lights		0	2	0	0	2	0	0	0	3	3	0	0	3	4	7	0	0	0	0	0	12
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	6	10	16	37
Articulated Trucks		0	0	0	0	0	0	1	0	1	2	0	0	67	0	67	0	3	7	57	67	136
6/6/2017 15:15		0	3	1	0	4	0	0	0	4	4	0	1	85	6	92	1	3	12	65	81	181
Lights		0	3	1	0	4	0	0	0	1	1	0	1	6	5	12	0	2	3	0	5	22
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	29	0	29	0	0	2	13	15	44
Articulated Trucks		0	0	0	0	0	0	0	0	3	3	0	0	50	1	51	1	1	7	52	61	115
6/6/2017 15:30		0	0	0	0	0	0	0	1	3	4	0	1	111	11	123	0	2	12	56	70	197
Lights		0	0	0	0	0	0	0	1	1	2	0	1	8	10	19	0	0	1	0	1	22
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	0	6	9	15	45
Articulated Trucks		0	0	0	0	0	0	0	0	2	2	0	0	73	1	74	0	2	5	47	54	130
6/6/2017 15:45		0	1	0	0	1	0	1	6	3	10	0	0	69	14	83	0	2	12	58	72	166
Lights		0	1	0	0	1	0	1	4	1	6	0	0	17	13	30	0	0	1	3	4	41
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	2	11	13	29
Articulated Trucks		0	0	0	0	0	0	0	2	2	4	0	0	36	1	37	0	2	9	44	55	96
6/6/2017 16:00		0	3	0	1	4	0	1	1	8	10	0	3	71	3	77	0	2	13	53	68	159
Lights		0	3	0	1	4	0	1	0	6	7	0	1	7	2	10	0	0	2	2	4	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	0	4	12	16	38
Articulated Trucks		0	0	0	0	0	0	0	1	2	3	0	2	42	1	45	0	2	7	39	48	96
6/6/2017 16:15		0	1	1	1	3	0	2	2	7	11	0	0	98	5	103	0	4	10	54	68	185
Lights		0	1	1	1	3	0	1	1	5	7	0	0	7	2	9	0	2	5	0	7	26
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	21	1	22	0	0	1	14	15	37
Articulated Trucks		0	0	0	0	0	0	1	1	2	4	0	0	70	2	72	0	2	4	40	46	122
6/6/2017 16:30		0	1	1	1	3	0	6	0	2	8	0	2	76	7	85	0	5	12	56	73	169
Lights		0	1	1	1	3	0	6	0	1	7	0	1	8	5	14	0	1	2	5	8	32
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	19	1	20	0	0	4	14	18	38
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	1	49	1	51	0	4	6	37	47	99
6/6/2017 16:45		1	2	1	1	5	0	3	5	2	10	0	0	61	1	62	0	1	14	40	55	132
Lights		1	2	1	1	5	0	3	1	1	5	0	0	4	1	5	0	0	5	1	6	21
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	2	8	10	26
Articulated Trucks		0	0	0	0	0	0	0	4	1	5	0	0	41	0	41	0	1	7	31	39	85
6/6/2017 17:00		0	3	2	0	5	0	3	2	2	7	0	2	64	7	73	0	3	9	43	55	140
Lights		0	3	2	0	5	0	3	2	1	6	0	2	5	6	13	0	1	4	0	5	29
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	2	9	11	24
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	46	1	47	0	2	3	34	39	87
6/6/2017 17:15		0	0	1	2	3	0	9	1	4	14	0	0	68	10	78	0	1	9	43	53	148
Lights		0	0	1	2	3	0	8	1	2	11	0	0	4	5	9	0	0	4	0	4	27
Mediums		0	0	0	0	0	0	1	0	2	3	0	0	14	1	15	0	0	0	7	7	25
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	50	4	54	0	1	5	36	42	96
6/6/2017 17:30		0	4	0	0	4	0	11	1	0	12	0	1	66	2	69	0	1	15	42	58	143
Lights		0	4	0	0	4	0	11	0	0	11	0	1	11	2	14	0	0	9	2	11	40
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	2	7	9	25
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	39	0	39	0	1	4	33	38	78
6/6/2017 17:45		0	1	2	0	3	0	5	3	2	10	0	0	63	4	67	0	1	15	37	53	133
Lights		0	1	2	0	3	0	5	1	2	8	0	0	4	3	7	0	0	9	0	9	27
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	1	13	14	28
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	0	45	1	46	0	1	5	24	30	78
6/6/2017 18:00		0	0	3	2	5	0	2	1	2	5	0	1	49	3	53	0	3	11	41	55	118
Lights		0	0	3	2	5	0	2	1	1	4	0	1	4	1	6	0	1	0	0	1	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	4	12	16	26
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	35	2	37	0	2	7	29	38	76
6/6/2017 18:15		0	1	1	0	2	0	2	2	2	6	0	1	63	12	76	0	2	9	38	49	133
Lights		0	1	1	0	2	0	1	1	1	3	0	1	12	12	25	0	0	0	3	3	33
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	16	0	16	0	0	5	5	10	27
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	0	35	0	35	0	2	4	30	36	73
6/6/2017 18:30		0	0	1	1	2	0	1	1	2	4	0	0	64	2	66	0	3	9	34	46	118
Lights		0	0	1	1	2	0	1	0	1	2	0	0	3	2	5	0	1	0	0	1	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	0	1	6	7	28
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	0	40	0	40	0	2	8	28	38	80
6/6/2017 18:45		0	1	0	0	1	0	6	2	1	9	0	0	51	4	55	0	1	4	30	35	100
Lights		0	1	0	0	1	0	6	1	0	7	0	0	2	2	4	0	0	0	0	0	12
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	1	7	8	18
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	0	39	2	41	0	1	3	23	27	70
6/6/2017 19:00		0	2	1	0	3	0	0	1	0	1	0	1	58	2	61	0	1	11	16	28	93
Lights		0	2	1	0	3	0	0	0	0	0	0	1	0	1	2	0	0	2	1	3	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	4	5	9	25
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	42	1	43	0	1	5	10	16	60
6/6/2017 19:15		0	0	0	1	1	0	1	2	1	4	0	0	51	2	53	0	1	7	31	39	97
Lights		0	0	0	1	1	0	1	0	0	1	0	0	1	1	2	0	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	2	5	7	20
Articulated Trucks		0	0	0	0	0	0	0	2	1	3	0	0	37	1	38	0	1	5	26	32	73
6/6/2017 19:30		0	2	2	0	4	0	1	0	0	1	0	1	31	6	38	0	0	5	29	34	77
Lights		0	2	2	0	4	0	1	0	0	1	0	1	1	4	6	0	0	1	0	1	12
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	2	4	6	18
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	18	2	20	0	0	2	25	27	47
6/6/2017 19:45		0	1	1	0	2	0	2	2	2	6	0	0	27	4	31	1	1	5	18	25	64
Lights		0	1	1	0	2	0	2	0	0	2	0	0	1	2	3	0	0	0	1	1	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	3	3	11
Articulated Trucks		0	0	0	0	0	0	0	2	2	4	0	0	18	2	20	1	1	5	14	21	45
6/6/2017 20:00		0	0	1	0	1	0	3	1	0	4	0	0	26	3	29	0	1	3	24	28	62

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	0	1	0	1	0	3	0	0	3	0	0	1	0	1	0	0	1	1	2	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	0	1	1	8
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	18	3	21	0	1	2	22	25	47
6/6/2017 20:15	0	0	0	0	0	0	2	1	0	3	0	0	37	1	38	0	3	8	16	27	68
Lights	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	0	0	2	1	3	4
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	12	0	12	0	0	0	2	2	15
Articulated Trucks	0	0	0	0	0	0	1	0	0	1	0	0	25	1	26	0	3	6	13	22	49
6/6/2017 20:30	0	0	1	0	1	0	2	3	2	7	0	1	22	1	24	0	0	7	18	25	57
Lights	0	0	1	0	1	0	2	2	0	4	0	1	0	0	1	0	0	4	0	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	3	3	11
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	14	1	15	0	0	3	15	18	36
6/6/2017 20:45	0	0	0	1	1	0	2	1	4	7	0	0	23	2	25	0	0	7	14	21	54
Lights	0	0	0	1	1	0	2	0	0	2	0	0	0	1	1	0	0	2	1	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	2	3	7
Articulated Trucks	0	0	0	0	0	0	0	1	4	5	0	0	19	1	20	0	0	4	11	15	40
6/6/2017 21:00	0	0	0	2	2	0	3	0	0	3	0	0	16	2	18	0	0	11	15	26	49
Lights	0	0	0	2	2	0	3	0	0	3	0	0	2	1	3	0	0	5	0	5	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	3	5	8	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	3	10	13	23
6/6/2017 21:15	0	0	1	0	1	0	7	3	0	10	0	0	20	2	22	0	2	10	10	22	55
Lights	0	0	1	0	1	0	7	2	0	9	0	0	0	1	1	0	1	6	1	8	19
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	1	0	1	9
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	13	1	14	0	1	3	9	13	27
6/6/2017 21:30	0	1	0	0	1	0	14	3	0	17	0	0	35	3	38	0	0	12	11	23	79
Lights	0	1	0	0	1	0	14	2	0	16	0	0	1	2	3	0	0	5	2	7	27
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	9	0	9	0	0	1	0	1	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	25	1	26	0	0	6	9	15	41
6/6/2017 21:45	0	6	3	0	9	0	18	5	0	23	0	2	21	3	26	0	1	14	15	30	88
Lights	0	6	3	0	9	0	18	5	0	23	0	2	1	2	5	0	0	10	2	12	49
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	4	4	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	14	1	15	0	1	4	9	14	29
6/6/2017 22:00	0	1	0	1	2	0	2	1	0	3	0	0	18	2	20	0	0	1	8	9	34
Lights	0	1	0	1	2	0	2	0	0	2	0	0	2	1	3	0	0	0	0	0	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	3	3	8
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	11	1	12	0	0	1	5	6	19
6/6/2017 22:15	0	1	1	0	2	0	1	2	0	3	0	1	48	37	86	0	1	3	6	10	101
Lights	0	1	1	0	2	0	1	2	0	3	0	1	36	37	74	0	0	2	1	3	82
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	2	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	1	1	3	5	16
6/6/2017 22:30	0	1	1	0	2	0	0	0	0	0	0	1	11	7	19	0	0	2	13	15	36
Lights	0	1	1	0	2	0	0	0	0	0	0	1	3	6	10	0	0	0	0	0	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	2	2	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	2	11	13	20
6/6/2017 22:45	0	1	1	0	2	0	0	0	0	0	0	0	20	3	23	0	1	4	18	23	48
Lights	0	1	1	0	2	0	0	0	0	0	0	0	2	3	5	0	1	1	2	4	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	2	2	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	3	14	17	25
6/6/2017 23:00	0	1	0	2	3	0	1	3	3	7	0	1	17	0	18	0	0	2	6	8	36
Lights	0	1	0	2	3	0	1	1	3	5	0	1	2	0	3	0	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	1	2	7
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	10	0	10	0	0	1	5	6	18
6/6/2017 23:15	0	0	0	1	1	0	0	0	1	1	0	0	11	1	12	0	1	6	12	19	33
Lights	0	0	0	1	1	0	0	0	1	1	0	0	0	0	0	0	1	0	2	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	5	9	14	25
6/6/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	0	1	6	7	25
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	1	3	4	18
6/6/2017 23:45	0	1	0	0	1	0	0	1	0	1	0	1	8	1	10	0	1	1	12	14	26
Lights	0	1	0	0	1	0	0	0	0	0	0	1	0	0	1	0	0	0	2	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	1	1	3
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	6	1	7	0	1	1	9	11	19
6/7/2017	0	0	1	0	1	0	0	1	4	5	0	0	10	3	13	0	0	3	10	13	32
Lights	0	0	1	0	1	0	0	1	4	5	0	0	0	1	1	0	0	1	0	1	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	0	1	1	2	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	0	1	9	10	18
6/7/2017 0:15	0	0	0	0	0	0	0	1	0	1	0	1	13	0	14	0	0	3	11	14	29
Lights	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	4	0	5	0	0	1	3	4	9
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	0	0	2	8	10	19
6/7/2017 0:30	0	0	2	0	2	0	0	0	0	0	0	0	12	1	13	0	0	8	10	18	33
Lights	0	0	2	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	1	2	3	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	7	8	15	23
6/7/2017 0:45	0	0	0	0	0	0	0	0	1	1	0	1	10	0	11	0	0	1	12	13	25
Lights	0	0	0	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	0	4	4	6
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	8	0	8	0	0	1	8	9	18
6/7/2017 1:00	0	1	0	0	1	0	0	1	0	1	0	0	11	0	11	0	0	1	9	10	23
Lights	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	1	4
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	1	8	9	17
6/7/2017 1:15	0	0	0	0	0	0	1	0	0	1	0	0	9	1	10	0	0	4	16	20	31
Lights	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	0	5	5	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	2	11	13	16
6/7/2017 1:30	0	0	1	0	1	0	0	2	0	2	0	0	13	1	14	0	0	8	11	19	36
Lights	0	0	1	0	1	0	0	1	0	1	0	0	0	1	1	0	0	3	0	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	2	2	4	7
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	10	0	10	0	0	3	9	12	23
6/7/2017 1:45	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	1	8	11	20	37
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	4	1	5	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	2	2	4	8
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	1	2	8	11	22
6/7/2017 2:00	0	0	0	1	1	0	0	0	0	0	0	0	20	1	21	0	0	3	13	16	38
Lights	0	0	0	1	1	0	0	0	0	0	0	0	1	1	2	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	5	6	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	15	0	15	0	0	2	8	10	25
6/7/2017 2:15	0	0	0	0	0	0	0	1	0	1	0	1	17	10	28	0	0	1	18	19	48
Lights	0	0	0	0	0	0	0	0	0	0	0	0	6	10	16	0	0	1	0	1	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	5	5	10
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	1	6	0	7	0	0	0	13	13	21
6/7/2017 2:30	0	0	0	0	0	0	0	1	0	1	0	0	16	2	18	0	1	5	10	16	35
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	2	2	0	0	1	1	2	4
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	2	4	6	14
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	1	2	5	8	17

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/7/2017 2:45		0	0	0	0	0	0	0	0	0	0	0	1	18	1	20	0	0	3	24	27	47
Lights		0	0	0	0	0	0	0	0	0	0	0	1	2	1	4	0	0	0	1	1	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	8	9	11
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	2	15	17	31
6/7/2017 3:00		0	0	0	0	0	0	0	1	0	1	0	0	22	0	22	0	0	4	10	14	37
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums		0	0	0	0	0	0	0	1	0	1	0	0	5	0	5	0	0	0	3	3	9
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	3	7	10	27
6/7/2017 3:15		0	1	0	0	1	0	0	0	1	1	0	0	22	3	25	0	0	4	17	21	48
Lights		0	1	0	0	1	0	0	0	0	0	0	0	0	1	1	0	0	1	1	2	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	2	5	7	13
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	16	2	18	0	0	1	11	12	31
6/7/2017 3:30		0	1	0	0	1	0	1	0	0	1	0	0	15	0	15	0	3	2	23	28	45
Lights		0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	3	0	0	3	5
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	3	0	3	0	0	2	12	14	18
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	11	11	22
6/7/2017 3:45		0	4	0	0	4	0	1	1	0	2	0	0	15	0	15	0	4	4	21	29	50
Lights		0	4	0	0	4	0	1	0	0	1	0	0	0	0	0	0	4	0	1	5	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	2	2	4	8
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	11	0	11	0	0	2	18	20	32
6/7/2017 4:00		0	3	0	0	3	0	1	0	0	1	0	0	26	2	28	0	1	5	18	24	56
Lights		0	3	0	0	3	0	1	0	0	1	0	0	0	0	0	0	0	2	0	2	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	3	12	15	21
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	20	2	22	0	1	0	6	7	29
6/7/2017 4:15		0	0	0	0	0	0	4	0	0	4	0	0	21	0	21	0	0	4	24	28	53
Lights		0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	0	1	0	1	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	1	12	13	20
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	2	12	14	28
6/7/2017 4:30		0	0	0	0	0	0	3	4	0	7	0	0	39	3	42	0	1	7	26	34	83
Lights		0	0	0	0	0	0	3	2	0	5	0	0	9	3	12	0	0	6	0	6	23
Mediums		0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	1	13	14	22
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	23	0	23	0	1	0	13	14	38
6/7/2017 4:45		0	1	0	2	3	0	6	1	0	7	0	1	33	5	39	1	0	14	30	45	94
Lights		0	1	0	2	3	0	6	1	0	7	0	1	7	5	13	0	0	7	3	10	33
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	4	13	17	21
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	1	0	3	14	18	40
6/7/2017 5:00		0	1	2	0	3	0	3	1	1	5	0	1	23	4	28	0	0	16	31	47	83
Lights		0	1	2	0	3	0	3	1	0	4	0	1	2	3	6	0	0	10	2	12	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	3	14	17	20
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	18	1	19	0	0	3	15	18	38
6/7/2017 5:15		0	2	0	2	4	0	13	3	0	16	0	1	24	0	25	0	2	24	37	63	108
Lights		0	2	0	2	4	0	13	3	0	16	0	1	1	0	2	0	2	16	7	25	47
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	5	17	22	27
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	0	3	13	16	34
6/7/2017 5:30		0	3	0	1	4	0	30	3	0	33	0	1	40	3	44	0	4	53	35	92	173
Lights		0	3	0	1	4	0	29	3	0	32	0	1	2	2	5	0	3	45	5	53	94
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	5	0	5	0	0	3	16	19	25
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	33	1	34	0	1	5	14	20	54
6/7/2017 5:45		0	3	6	3	12	0	29	6	2	37	0	1	40	0	41	0	8	50	42	100	190
Lights		0	3	6	3	12	0	29	5	1	35	0	1	0	0	1	0	7	43	4	54	102
Mediums		0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	0	1	5	15	21	30
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	32	0	32	0	0	2	23	25	58
6/7/2017 6:00		0	4	3	2	9	0	7	5	1	13	0	1	32	3	36	0	1	22	35	58	116
Lights		0	4	3	2	9	0	7	3	0	10	0	1	3	2	6	0	0	10	1	11	36
Mediums		0	0	0	0	0	0	0	1	1	2	0	0	9	1	10	0	1	8	13	22	34
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	20	0	20	0	0	4	21	25	46
6/7/2017 6:15		0	0	0	2	2	0	1	5	1	7	0	1	74	41	116	0	5	13	35	53	178
Lights		0	0	0	2	2	0	0	2	1	3	0	1	39	40	80	0	1	9	1	11	96
Mediums		0	0	0	0	0	0	1	1	0	2	0	0	12	0	12	0	0	4	11	15	29
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	0	23	1	24	0	4	0	23	27	53
6/7/2017 6:30		0	1	0	3	4	0	5	4	1	10	0	1	36	5	42	0	3	22	40	65	121
Lights		0	1	0	3	4	0	4	3	0	7	0	1	5	3	9	0	2	8	6	16	36
Mediums		0	0	0	0	0	0	1	1	0	2	0	0	5	0	5	0	0	7	11	18	25
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	26	2	28	0	1	7	23	31	60
6/7/2017 6:45		0	1	0	2	3	0	6	5	0	11	0	1	44	3	48	0	5	19	35	59	121
Lights		0	1	0	2	3	0	5	2	0	7	0	0	0	2	2	0	3	7	2	12	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	4	12	16	22
Articulated Trucks		0	0	0	0	0	0	1	3	0	4	0	1	39	0	40	0	2	8	21	31	75
6/7/2017 7:00		0	4	2	0	6	0	4	3	2	9	0	1	60	1	62	0	2	15	36	53	130
Lights		0	4	2	0	6	0	4	3	0	7	0	0	3	0	3	0	1	5	4	10	26
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	2	12	14	26
Articulated Trucks		0	0	0	0	0	0	0	0	2	2	0	1	45	1	47	0	1	8	20	29	78
6/7/2017 7:15		0	2	0	0	2	0	2	5	0	7	0	5	43	3	51	0	2	10	39	51	111
Lights		0	2	0	0	2	0	2	2	0	4	0	5	3	0	8	0	0	5	1	6	20
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	2	3	10	15	25
Articulated Trucks		0	0	0	0	0	0	0	3	0	3	0	0	31	2	33	0	0	2	28	30	66
6/7/2017 7:30		0	0	0	0	0	0	2	3	3	8	0	2	43	2	47	0	1	5	42	48	103
Lights		0	0	0	0	0	0	2	2	1	5	0	2	0	1	3	0	0	2	2	4	12
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	1	9	0	0	2	19	21	30
Articulated Trucks		0	0	0	0	0	0	0	1	2	3	0	0	35	0	35	0	1	1	21	23	61
6/7/2017 7:45		0	0	0	0	0	0	8	3	2	13	0	0	42	1	43	0	1	12	35	48	104
Lights		0	0	0	0	0	0	8	1	0	9	0	0	1	0	1	0	1	8	6	15	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	1	3	4	11
Articulated Trucks		0	0	0	0	0	0	0	2	2	4	0	0	34	1	35	0	0	3	26	29	68
6/7/2017 8:00		0	3	0	0	3	0	2	3	3	8	0	1	45	3	49	0	4	12	41	57	117
Lights		0	3	0	0	3	0	2	1	0	3	0	1	3	1	5	0	0	3	1	4	15
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	4	0	4	0	0	6	9	15	20
Articulated Trucks		0	0	0	0	0	0	0	2	2	4	0	0	38	2	40	0	4	3	31	38	82
6/7/2017 8:15		0	0	2	0	2	0	2	3	1	6	0	1	46	1	48	0	0	11	41	52	108
Lights		0	0	2	0	2	0	2	1	1	4	0	0	0	0	0	0	0	6	1	7	13
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	6	7	13
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	1	40	1	42	0	0	4	34	38	82
6/7/2017 8:30		0	0	1	0	1	0	1	1	2	4	0	1	52	3	56	1	3	15	48	67	128
Lights		0	0	1	0	1	0	1	0	0	1	0	0	4	1	5	0	2	4	2	8	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	1	0	4	14	19	28
Articulated Trucks		0	0	0	0	0	0	0	1	2	3	0	1	39	2	42	0	1	7	32	40	85
6/7/2017 8:45		0	1	0	0	1	0	5	5	2	12	0	0	49	2	51	0	3	20	43	66	130
Lights		0	1	0	0	1	0	5	1	0	6	0	0	1	0	1	0	1	3	0	4	12
Mediums		0	0	0	0	0	0	0	2	1	3	0	0	6	0	6	0	0	7	12	19	28
Articulated Trucks		0	0	0	0	0	0	0	2	1	3	0	0	42	2	44	0	2	10	31	43	90
6/7/2017 9:00		0	0	0	1	1	0	1	2	2	5	0	0	60	4	64	0	2	7	38	47	117
Lights		0	0	0	1	1	0	1	0	0	1	0	0	1	1	2	0	1	1	1	3	7
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	18	0	18	0	0	3	8	11	30
Articulated Trucks		0	0	0	0	0	0	0	2	1	3	0	0	41	3	44	0	1	3	29	33	80
6/7/2017 9:15		0	0	1	0	1	0	7	2	1	10	0	2	46	3	51	0	2	11	50	63	125
Lights		0	0	1	0	1	0	7	0	0	7	0	1	1	0	2	0	0	4	1	5	15
Mediums		0	0	0	0	0	0	0	1	0	1	0	1	12	2	15	0	0	2	7	9	25

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	33	1	34	0	2	5	42	49	85
6/7/2017 9:30	0	1	0	0	1	0	5	6	0	11	0	2	73	3	78	0	2	14	71	87	177
Lights	0	1	0	0	1	0	5	1	0	6	0	2	2	1	5	0	0	7	1	8	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	20	1	21	0	0	0	14	14	35
Articulated Trucks	0	0	0	0	0	0	0	5	0	5	0	0	51	1	52	0	2	7	56	65	122
6/7/2017 9:45	0	3	0	1	4	0	4	7	0	11	0	1	57	5	63	0	5	18	71	94	172
Lights	0	2	0	1	3	0	4	3	0	7	0	1	3	1	5	0	1	5	2	8	23
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	13	1	14	0	1	3	10	14	29
Articulated Trucks	0	0	0	0	0	0	0	4	0	4	0	0	41	3	44	0	3	10	59	72	120
6/7/2017 10:00	0	2	0	2	4	0	1	0	3	4	0	2	80	7	89	0	2	23	66	91	188
Lights	0	1	0	2	3	0	1	0	1	2	0	1	4	4	9	0	0	2	0	2	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	0	5	5	10	29
Articulated Trucks	0	1	0	0	1	0	0	0	2	2	0	1	57	3	61	0	2	16	61	79	143
6/7/2017 10:15	0	6	0	0	6	0	2	4	2	8	0	1	81	8	90	0	5	13	61	79	183
Lights	0	6	0	0	6	0	2	1	0	3	0	1	6	7	14	0	3	1	0	4	27
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	26	0	26	0	0	4	7	11	38
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	49	1	50	0	2	8	54	64	118
6/7/2017 10:30	0	1	1	1	3	0	2	3	3	8	0	1	86	13	100	0	0	15	60	75	186
Lights	0	1	1	1	3	0	2	0	0	2	0	1	7	9	17	0	0	2	3	5	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	0	9	12	21	39
Articulated Trucks	0	0	0	0	0	0	0	3	3	6	0	0	61	4	65	0	0	4	45	49	120
6/7/2017 10:45	0	2	2	1	5	0	5	3	3	11	0	0	73	12	85	0	7	10	63	80	181
Lights	0	2	2	1	5	0	5	0	0	5	0	0	3	8	11	0	2	5	1	8	29
Mediums	0	0	0	0	0	0	0	1	1	2	0	0	20	0	20	0	0	3	13	16	38
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	50	4	54	0	5	2	49	56	114
6/7/2017 11:00	0	2	1	0	3	0	7	4	0	11	0	0	58	16	74	0	5	17	61	83	171
Lights	0	2	1	0	3	0	7	1	0	8	0	0	2	10	12	0	1	2	1	4	27
Mediums	0	0	0	0	0	0	0	2	0	2	0	0	19	4	23	0	0	13	10	23	48
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	37	2	39	0	4	2	50	56	96
6/7/2017 11:15	0	1	2	1	4	0	8	3	3	14	0	3	55	9	67	1	3	18	76	98	183
Lights	0	1	2	1	4	0	7	1	1	9	0	3	3	7	13	1	1	3	0	5	31
Mediums	0	0	0	0	0	0	1	1	0	2	0	0	18	1	19	0	0	7	20	27	48
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	34	1	35	0	2	8	56	66	104
6/7/2017 11:30	0	1	2	0	3	0	8	3	2	13	0	0	80	4	84	0	5	11	56	72	172
Lights	0	1	2	0	3	0	8	1	0	9	0	0	0	3	3	0	0	4	5	9	24
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	26	0	26	0	0	3	7	10	37
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	54	1	55	0	5	4	44	53	111
6/7/2017 11:45	0	3	0	0	3	0	6	1	2	9	0	0	81	4	85	0	3	9	62	74	171
Lights	0	2	0	0	2	0	6	0	1	7	0	0	0	2	2	0	2	1	3	6	17
Mediums	0	1	0	0	1	0	0	0	0	0	0	0	35	0	35	0	0	3	12	15	51
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	46	2	48	0	1	5	47	53	103
6/7/2017 12:00	0	0	2	3	5	0	3	1	2	6	0	4	76	3	83	0	5	13	69	87	181
Lights	0	0	2	2	4	0	3	0	1	4	0	4	2	1	7	0	1	2	2	5	20
Mediums	0	0	0	1	1	0	0	1	0	1	0	0	25	1	26	0	0	6	6	12	40
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	49	1	50	0	4	5	61	70	121
6/7/2017 12:15	0	0	1	0	1	0	8	2	5	15	0	1	80	10	91	0	4	11	78	93	200
Lights	0	0	1	0	1	0	8	0	2	10	0	1	1	8	10	0	1	2	1	4	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	0	6	7	13	39
Articulated Trucks	0	0	0	0	0	0	0	2	3	5	0	0	53	2	55	0	3	3	70	76	136
6/7/2017 12:30	0	1	0	1	2	0	2	5	3	10	0	2	76	4	82	0	1	17	77	95	189
Lights	0	1	0	1	2	0	1	3	0	4	0	1	4	2	7	0	0	2	3	5	18
Mediums	0	0	0	0	0	0	1	1	1	3	0	1	21	0	22	0	0	8	12	20	45
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	51	2	53	0	1	7	62	70	126
6/7/2017 12:45	0	5	2	4	11	0	3	2	3	8	0	0	98	4	102	0	4	22	75	101	222
Lights	0	5	2	4	11	0	3	1	0	4	0	0	3	4	7	0	1	6	0	7	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	33	0	33	0	1	12	11	24	57
Articulated Trucks	0	0	0	0	0	0	0	1	3	4	0	0	62	0	62	0	2	4	64	70	136
6/7/2017 13:00	0	1	0	0	1	0	7	2	4	13	0	0	77	5	82	0	3	21	72	96	192
Lights	0	1	0	0	1	0	7	1	0	8	0	0	4	0	4	0	1	2	0	3	16
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	24	2	26	0	0	13	17	30	57
Articulated Trucks	0	0	0	0	0	0	0	1	3	4	0	0	49	3	52	0	2	6	55	63	119
6/7/2017 13:15	0	3	1	2	6	0	15	4	1	20	0	0	87	3	90	0	2	27	80	109	225
Lights	0	1	1	2	4	0	15	1	0	16	0	0	8	3	11	0	0	14	1	15	46
Mediums	0	2	0	0	2	0	0	0	0	0	0	0	27	0	27	0	0	7	8	15	44
Articulated Trucks	0	0	0	0	0	0	0	3	1	4	0	0	52	0	52	0	2	6	71	79	135
6/7/2017 13:30	0	3	2	0	5	0	19	3	4	26	0	0	84	3	87	0	2	29	72	103	221
Lights	0	3	2	0	5	0	18	2	1	21	0	0	6	0	6	0	0	15	2	17	49
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	20	0	20	0	0	6	8	14	35
Articulated Trucks	0	0	0	0	0	0	1	0	3	4	0	0	58	3	61	0	2	8	62	72	137
6/7/2017 13:45	0	13	10	1	24	0	15	4	3	22	0	3	88	5	96	0	3	29	68	100	242
Lights	0	13	10	1	24	0	15	3	2	20	0	3	5	4	12	0	1	12	2	15	71
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	26	0	26	0	1	7	10	18	44
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	57	1	58	0	1	10	56	67	127
6/7/2017 14:00	0	2	2	2	6	0	4	4	2	10	0	1	88	5	94	0	2	11	65	78	188
Lights	0	2	2	2	6	0	4	1	2	7	0	1	6	2	9	0	2	2	1	5	27
Mediums	0	0	0	0	0	0	0	2	0	2	0	0	34	0	34	0	0	4	11	15	51
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	48	3	51	0	0	5	53	58	110
6/7/2017 14:15	0	4	3	0	7	0	2	0	2	4	0	2	131	42	175	0	1	15	68	84	270
Lights	0	4	3	0	7	0	2	0	0	2	0	1	50	41	92	0	0	4	1	5	106
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	26	0	27	0	0	7	10	17	44
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	55	1	56	0	1	4	57	62	120
6/7/2017 14:30	0	6	3	1	10	0	2	4	1	7	0	2	88	10	100	0	2	9	80	91	208
Lights	0	6	3	1	10	0	2	1	0	3	0	1	17	10	28	0	2	2	0	4	45
Mediums	0	0	0	0	0	0	0	1	0	1	0	1	28	0	29	0	0	6	17	23	53
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	0	43	0	43	0	0	1	63	64	110
6/7/2017 14:45	0	0	0	0	0	0	0	0	2	2	0	2	90	14	106	0	3	27	89	119	227
Lights	0	0	0	0	0	0	0	0	2	2	0	1	11	10	22	0	1	5	0	6	30
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	11	12	23	40
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	62	4	67	0	2	11	77	90	157
6/7/2017 15:00	0	4	2	0	6	0	1	2	3	6	0	1	98	9	108	0	3	15	80	98	218
Lights	0	4	2	0	6	0	0	1	1	2	0	1	11	9	21	0	0	1	0	1	30
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	24	0	24	0	0	6	5	11	36
Articulated Trucks	0	0	0	0	0	0	1	0	2	3	0	0	63	0	63	0	3	8	75	86	152
6/7/2017 15:15	0	4	1	0	5	0	0	3	4	7	0	0	81	10	91	0	3	17	69	89	192
Lights	0	4	1	0	5	0	0	1	3	4	0	0	11	7	18	0	1	0	1	2	29
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	15	0	15	0	0	6	6	12	28
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	55	3	58	0	2	11	62	75	135
6/7/2017 15:30	0	3	1	0	4	0	1	2	2	5	0	1	116	8	125	0	2	14	73	89	223
Lights	0	3	1	0	4	0	1	1	2	4	0	0	6	7	13	0	0	2	0	2	23
Mediums	0	0	0	0	0	0	0	1	0	1	0	1	36	0	37	0	0	4	14	18	56
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	74	1	75	0	2	8	59	69	144
6/7/2017 15:45	0	0	0	1	1	0	2	5	1	8	0	1	105	5	111	0	2	10	53	65	185
Lights	0	0	0	1	1	0	2	4	0	6	0	0	13	3	16	0	0	1	4	5	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	33	1	34	0	0	3	8	11	45
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	1	59	1	61	0	2	6	41	49	112
6/7/2017 16:00	0	3	0	0	3	0	3	7	5	15	0	0	108	5	113	0	2	16	62	80	211
Lights	0	3	0	0	3	0	3	4	5	12	0	0	14	5	19	0	1	1	0	2	36

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																					
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound To	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	29	0	29	0	0	11	15	26	56
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	65	0	65	0	1	4	47	52	119
6/7/2017 16:15	0	2	0	1	3	0	2	0	3	5	0	0	85	8	93	0	2	18	64	84	185
Lights	0	2	0	1	3	0	2	0	2	4	0	0	5	5	10	0	0	3	2	5	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	6	14	20	40
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	60	3	63	0	2	9	48	59	123
6/7/2017 16:30	0	2	0	0	2	0	3	3	4	10	0	0	96	2	98	0	5	13	46	64	174
Lights	0	2	0	0	2	0	3	0	2	5	0	0	13	2	15	0	0	4	1	5	27
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	25	0	25	0	0	5	7	12	38
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	58	0	58	0	5	4	38	47	109
6/7/2017 16:45	1	2	3	0	6	0	3	4	4	11	0	1	96	6	103	0	2	15	60	77	197
Lights	1	2	3	0	6	0	3	2	2	7	0	1	20	4	25	0	0	4	2	6	44
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	23	1	24	0	0	5	8	13	37
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	53	1	54	0	2	6	50	58	116
6/7/2017 17:00	0	3	1	2	6	0	1	2	2	5	0	1	73	14	88	0	3	18	42	63	162
Lights	0	3	1	2	6	0	1	1	1	3	0	0	8	10	18	0	2	6	0	8	35
Mediums	0	0	0	0	0	0	0	1	0	1	0	1	18	0	19	0	0	5	10	15	35
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	47	4	51	0	1	7	32	40	92
6/7/2017 17:15	0	0	2	0	2	0	6	1	2	9	0	1	75	2	78	0	2	15	39	56	145
Lights	0	0	2	0	2	0	6	1	1	8	0	0	3	1	4	0	0	3	1	4	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	5	9	14	34
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	1	52	1	54	0	2	7	29	38	93
6/7/2017 17:30	0	0	2	1	3	0	8	1	1	10	0	3	69	3	75	0	1	18	37	56	144
Lights	0	0	2	1	3	0	8	0	0	8	0	2	1	2	5	0	1	10	1	12	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	13	0	14	0	0	3	15	18	32
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	55	1	56	0	0	5	21	26	84
6/7/2017 17:45	0	2	1	1	4	0	6	0	2	8	0	1	57	4	62	0	1	17	50	68	142
Lights	0	2	1	1	4	0	6	0	1	7	0	1	2	3	6	0	0	5	0	5	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	5	17	22	36
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	41	1	42	0	1	7	33	41	84
6/7/2017 18:00	0	2	1	0	3	0	1	0	1	2	0	2	65	2	69	0	1	11	36	48	122
Lights	0	2	1	0	3	0	1	0	0	1	0	1	2	1	4	0	0	1	1	2	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	14	0	15	0	0	4	8	12	27
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	49	1	50	0	1	6	27	34	85
6/7/2017 18:15	0	3	0	1	4	0	0	2	1	3	0	0	67	6	73	0	1	6	42	49	129
Lights	0	3	0	1	4	0	0	1	0	1	0	0	13	6	19	0	0	1	1	2	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	17	0	17	0	0	3	13	16	33
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	37	0	37	0	1	2	28	31	70
6/7/2017 18:30	0	1	2	0	3	0	3	0	2	5	0	0	42	3	45	0	0	8	30	38	91
Lights	0	1	2	0	3	0	2	0	0	2	0	0	3	1	4	0	0	0	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	2	9	11	21
Articulated Trucks	0	0	0	0	0	0	1	0	2	3	0	0	30	1	31	0	0	6	21	27	61
6/7/2017 18:45	0	1	1	0	2	0	2	1	0	3	0	0	47	5	52	0	2	13	34	49	106
Lights	0	1	1	0	2	0	2	1	0	3	0	0	2	4	6	0	0	5	0	5	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	4	9	13	25
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	33	1	34	0	2	4	25	31	65
6/7/2017 19:00	0	0	0	0	0	0	2	0	4	6	0	0	45	3	48	0	2	5	29	36	90
Lights	0	0	0	0	0	0	2	0	2	4	0	0	1	1	2	0	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	3	4	7	21
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	30	2	32	0	2	2	25	29	63
6/7/2017 19:15	0	0	1	0	1	0	2	0	2	4	0	1	39	2	42	1	1	8	26	36	83
Lights	0	0	1	0	1	0	2	0	0	2	0	1	0	2	3	0	0	0	2	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	0	5	5	16
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	28	0	28	1	1	8	19	29	59
6/7/2017 19:30	0	0	0	0	0	0	1	3	1	5	0	1	32	1	34	0	2	4	27	33	72
Lights	0	0	0	0	0	0	1	1	0	2	0	0	3	1	4	0	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	2	5	7	16
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	1	20	0	21	0	2	2	22	26	50
6/7/2017 19:45	0	1	1	0	2	0	1	1	3	5	0	1	40	3	44	0	3	6	16	25	76
Lights	0	1	1	0	2	0	1	1	0	2	0	1	0	3	4	0	0	0	1	1	9
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	15	0	15	0	0	4	1	5	21
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	0	25	0	25	0	3	2	14	19	46
6/7/2017 20:00	0	0	0	0	0	0	4	0	2	6	0	2	36	2	40	0	3	6	26	35	81
Lights	0	0	0	0	0	0	3	0	1	4	0	2	2	2	6	0	0	2	1	3	13
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	8	0	8	0	0	0	4	4	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	26	0	26	0	3	4	21	28	55
6/7/2017 20:15	0	1	1	0	2	0	3	1	1	5	0	0	38	1	39	0	1	9	20	30	76
Lights	0	1	1	0	2	0	2	1	0	3	0	0	0	0	0	0	0	4	1	5	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	15	1	16	0	0	3	4	7	23
Articulated Trucks	0	0	0	0	0	0	1	0	1	2	0	0	23	0	23	0	1	2	15	18	43
6/7/2017 20:30	0	0	0	0	0	0	1	1	1	3	0	0	30	1	31	0	1	5	33	39	73
Lights	0	0	0	0	0	0	1	1	1	3	0	0	0	0	0	0	1	1	1	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	1	8	9	20
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	19	1	20	0	0	3	24	27	47
6/7/2017 20:45	0	3	0	1	4	0	2	2	2	6	0	1	29	1	31	0	3	7	25	35	76
Lights	0	3	0	1	4	0	2	1	0	3	0	0	1	1	2	0	1	5	1	7	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	8	0	9	0	0	0	5	5	14
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	20	0	20	0	2	2	19	23	46
6/7/2017 21:00	0	2	1	0	3	0	5	0	1	6	0	1	34	1	36	0	2	6	12	20	65
Lights	0	2	1	0	3	0	5	0	1	6	0	1	1	1	3	0	0	4	1	5	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	2	6	8	16
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	25	0	25	0	2	0	5	7	32
6/7/2017 21:15	0	2	0	0	2	0	6	1	1	8	0	2	28	1	31	0	3	13	22	38	79
Lights	0	2	0	0	2	0	6	1	0	7	0	2	0	0	2	0	1	10	0	11	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	1	3	4	14
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	19	0	19	0	2	2	19	23	43
6/7/2017 21:30	0	4	1	1	6	0	13	4	0	17	0	0	25	1	26	0	0	14	17	31	80
Lights	0	4	1	1	6	0	13	4	0	17	0	0	1	1	2	0	0	12	4	16	41
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	0	3	3	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	16	0	16	0	0	2	10	12	28
6/7/2017 21:45	0	7	2	0	9	1	13	3	1	18	0	2	25	1	28	0	1	14	8	23	78
Lights	0	7	2	0	9	1	13	3	0	17	0	1	1	1	3	0	0	11	0	11	40
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	1	2	8
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	1	18	0	19	0	1	2	7	10	30
6/7/2017 22:00	0	0	2	0	2	0	1	1	1	3	0	0	17	1	18	0	1	6	15	22	45
Lights	0	0	2	0	2	0	1	1	1	3	0	0	1	0	1	0	0	4	0	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	9	10	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	13	1	14	0	1	1	6	8	22
6/7/2017 22:15	0	2	0	0	2	0	0	1	1	2	0	0	49	37	86	0	1	4	15	20	110
Lights	0	2	0	0	2	0	0	0	0	0	0	0	38	36	74	0	0	0	1	1	77
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	2	5	7	13
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	5	1	6	0	1	2	9	12	20
6/7/2017 22:30	0	0	3	0	3	0	1	6	4	11	0	1	16	3	20	0	0	3	5	8	42
Lights	0	0	3	0	3	0	1	5	1	7	0	1	5	3	9	0	0	0	0	0	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	1	2	4
Articulated Trucks	0	0	0	0	0	0	0	1	3	4	0	0	9	0	9	0	0	2	4	6	19
6/7/2017 22:45	0	1	1	0	2	0	0	2	2	4	0	0	20	3	23	0	0	4	11	15	44

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound To	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Lights	0	1	1	0	2	0	0	1	0	1	0	0	3	2	5	0	0	2	0	2	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	1	1	2	6
Articulated Trucks	0	0	0	0	0	0	0	1	2	3	0	0	13	1	14	0	0	1	10	11	28
6/7/2017 23:00	0	0	0	2	2	0	0	0	6	6	0	0	23	0	23	0	0	4	15	19	50
Lights	0	0	0	2	2	0	0	0	5	5	0	0	4	0	4	0	0	1	0	1	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	0	6	0	0	1	6	7	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	13	0	13	0	0	2	9	11	25
6/7/2017 23:15	0	0	0	1	1	0	0	2	0	2	0	1	17	0	18	0	0	3	12	15	36
Lights	0	0	0	1	1	0	0	2	0	2	0	1	0	0	1	0	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	4	5	13
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	2	8	10	19
6/7/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	14	1	15	0	0	2	9	11	26
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	2	3	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	1	2	3	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	1	12	0	0	0	5	5	17
6/7/2017 23:45	0	1	1	0	2	0	0	0	0	0	0	0	17	2	19	0	0	4	13	17	38
Lights	0	1	1	0	2	0	0	0	0	0	0	0	1	0	1	0	0	2	1	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	6	7	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	11	2	13	0	0	1	6	7	20
6/8/2017	0	0	1	0	1	0	0	3	0	3	0	0	10	2	12	0	0	1	7	8	24
Lights	0	0	1	0	1	0	0	2	0	2	0	0	0	2	2	0	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	3	3	6
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	7	0	7	0	0	1	3	4	12
6/8/2017 0:15	0	1	0	0	1	0	0	1	0	1	0	0	10	1	11	0	0	4	8	12	25
Lights	0	1	0	0	1	0	0	0	0	0	0	0	1	0	1	0	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	1	1	2	0	0	0	2	2	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	2	6	8	16
6/8/2017 0:30	0	0	0	0	0	1	0	0	0	1	0	1	12	1	14	0	1	3	10	14	29
Lights	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	0	1	3
Mediums	0	0	0	0	0	1	0	0	0	1	0	1	5	1	7	0	0	0	3	3	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	1	2	7	10	15
6/8/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	2	8	10	21
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	0	3	0	0	0	1	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	7	8	16
6/8/2017 1:00	0	0	0	1	1	0	1	1	0	2	0	0	14	1	15	0	0	1	8	9	27
Lights	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	0	0	0	1	1	3
Mediums	0	0	0	1	1	0	0	0	0	0	0	0	7	1	8	0	0	1	1	2	11
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	6	0	6	0	0	0	6	6	13
6/8/2017 1:15	0	0	0	0	0	0	1	2	1	4	0	0	8	1	9	0	0	4	8	12	25
Lights	0	0	0	0	0	0	1	1	0	2	0	0	0	0	0	0	0	3	0	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	1	3	0	0	0	3	3	6
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	6	0	6	0	0	1	5	6	14
6/8/2017 1:30	0	0	0	0	0	0	3	1	1	5	0	0	10	2	12	0	0	13	10	23	40
Lights	0	0	0	0	0	0	3	0	0	3	0	0	0	0	0	0	0	9	0	9	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	2	4	0	0	1	2	3	7
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	8	0	8	0	0	3	8	11	21
6/8/2017 1:45	0	1	0	0	1	0	1	0	0	1	0	0	15	2	17	0	0	5	9	14	33
Lights	0	1	0	0	1	0	1	0	0	1	0	0	1	1	2	0	0	4	0	4	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	0	0	0	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	1	9	10	19
6/8/2017 2:00	0	0	0	0	0	0	1	1	0	2	0	0	7	2	9	0	0	6	3	9	20
Lights	0	0	0	0	0	0	1	1	0	2	0	0	0	1	1	0	0	3	0	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	1	2	3	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	2	1	3	9
6/8/2017 2:15	0	1	0	0	1	0	0	1	0	1	0	0	17	12	29	0	1	1	8	10	41
Lights	0	1	0	0	1	0	0	0	0	0	0	0	9	12	21	0	0	0	0	0	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5	5	5
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	0	1	1	3	5	14
6/8/2017 2:30	0	1	0	0	1	0	0	1	1	2	0	1	11	4	16	0	0	5	15	20	39
Lights	0	1	0	0	1	0	0	0	0	0	0	1	1	4	6	0	0	2	0	2	9
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	5	0	5	0	0	0	7	7	13
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	5	0	5	0	0	3	8	11	17
6/8/2017 2:45	0	0	0	0	0	0	1	1	0	2	0	1	9	1	11	0	0	0	12	12	25
Lights	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	5	5	9
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	5	0	5	0	0	0	7	7	13
6/8/2017 3:00	0	0	0	0	0	0	0	2	0	2	0	0	9	3	12	1	0	2	19	22	36
Lights	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	0	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	0	4	0	0	0	7	7	11
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	5	2	7	1	0	1	12	14	22
6/8/2017 3:15	0	1	1	1	3	0	0	2	1	3	0	0	15	2	17	0	0	4	21	25	48
Lights	0	1	1	1	3	0	0	0	0	0	0	0	1	2	3	0	0	1	3	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	1	7	8	13
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	0	9	0	9	0	0	2	11	13	25
6/8/2017 3:30	0	2	0	0	2	0	0	0	0	0	0	0	16	2	18	0	0	1	14	15	35
Lights	0	2	0	0	2	0	0	0	0	0	0	0	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	0	3	3	10
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	1	11	0	0	1	10	11	22
6/8/2017 3:45	0	1	2	2	5	0	0	2	0	2	0	1	21	1	23	0	1	4	11	16	46
Lights	0	1	2	2	5	0	0	0	0	0	0	1	0	0	1	0	0	1	0	1	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	4	1	5	0	0	1	3	4	9
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	17	0	17	0	1	2	8	11	30
6/8/2017 4:00	0	1	1	1	3	0	1	2	0	3	0	1	15	1	17	0	0	7	16	23	46
Lights	0	1	1	1	3	0	1	0	0	1	0	1	0	0	1	0	0	1	0	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	4	4	8	15
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	9	0	9	0	0	2	12	14	25
6/8/2017 4:15	0	2	0	0	2	0	3	2	0	5	0	0	16	3	19	0	0	10	23	33	59
Lights	0	2	0	0	2	0	3	0	0	3	0	0	1	2	3	0	0	4	0	4	12
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	7	1	8	0	0	2	12	14	23
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	0	0	4	11	15	24
6/8/2017 4:30	0	0	0	2	2	0	4	5	0	9	0	0	31	6	37	0	1	13	24	38	86
Lights	0	0	0	2	2	0	4	2	0	6	0	0	11	5	16	0	0	8	2	10	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	1	8	0	1	1	7	9	17
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	0	0	13	0	13	0	0	4	15	19	35
6/8/2017 4:45	0	1	0	1	2	0	9	5	1	15	0	0	26	7	33	0	2	12	20	34	84
Lights	0	1	0	1	2	0	9	4	0	13	0	0	4	5	9	0	1	7	1	9	33
Mediums	0	0	0	0	0	0	0	1	1	2	0	0	8	1	9	0	0	3	8	11	22
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	14	1	15	0	1	2	11	14	29
6/8/2017 5:00	0	0	2	2	4	0	6	5	0	11	0	1	28	2	31	0	2	10	26	38	84
Lights	0	0	2	2	4	0	6	1	0	7	0	1	1	1	3	0	1	5	5	11	25
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	8	0	8	0	0	2	7	9	18
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	0	0	19	1	20	0	1	3	14	18	41
6/8/2017 5:15	0	2	1	0	3	0	9	2	0	11	0	2	35	4	41	0	3	14	27	44	99
Lights	0	2	1	0	3	0	9	1	0	10	0	2	0	4	6	0	2	8	5	15	34
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	13	0	13	0	0	1	11	12	26
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	22	0	22	0	1	5	11	17	39

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval		U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
6/8/2017 5:30		0	2	0	0	2	0	20	2	1	23	0	3	24	3	30	0	9	48	30	87	142
Lights		0	2	0	0	2	0	20	0	0	20	0	3	2	1	6	0	7	43	11	61	89
Mediums		0	0	0	0	0	0	0	2	0	2	0	0	9	1	10	0	0	2	9	11	23
Articulated Trucks		0	0	0	0	0	0	0	0	1	1	0	0	13	1	14	0	2	3	10	15	30
6/8/2017 5:45		0	5	6	3	14	0	22	9	1	32	0	0	26	4	30	0	9	45	40	94	170
Lights		0	5	6	3	14	0	22	8	0	30	0	0	2	3	5	0	7	41	8	56	105
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	6	1	7	0	0	1	8	9	16
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	0	18	0	18	0	2	3	24	29	49
6/8/2017 6:00		0	3	1	1	5	0	4	1	3	8	0	0	40	3	43	0	3	20	42	65	121
Lights		0	3	1	1	5	0	4	0	1	5	0	0	3	1	4	0	1	11	5	17	31
Mediums		0	0	0	0	0	0	0	1	0	1	0	0	16	1	17	0	1	5	11	17	35
Articulated Trucks		0	0	0	0	0	0	0	0	2	2	0	0	21	1	22	0	1	4	26	31	55
6/8/2017 6:15		0	0	0	1	1	0	3	3	0	6	0	3	49	30	82	0	2	10	41	53	142
Lights		0	0	0	1	1	0	1	1	0	2	0	2	30	28	60	0	0	6	2	8	71
Mediums		0	0	0	0	0	0	2	0	0	2	0	0	8	2	10	0	0	3	11	14	26
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	1	11	0	12	0	2	1	28	31	45
6/8/2017 6:30		0	1	0	1	2	0	5	3	0	8	0	1	42	5	48	0	1	7	19	27	85
Lights		0	1	0	1	2	0	5	3	0	8	0	1	4	5	10	0	0	3	0	3	23
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	2	6	8	16
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	30	0	30	0	1	2	13	16	46
6/8/2017 6:45		0	1	1	3	5	0	9	2	0	11	0	2	45	7	54	0	3	10	32	45	115
Lights		0	1	1	3	5	0	8	1	0	9	0	2	2	4	8	0	2	7	3	12	34
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	7	1	8	0	1	2	9	12	21
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	36	2	38	0	0	1	20	21	60
6/8/2017 7:00		0	2	0	1	3	0	3	6	0	9	0	2	36	1	39	0	3	7	28	38	89
Lights		0	2	0	1	3	0	3	3	0	6	0	2	2	0	4	0	3	1	3	7	20
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	3	6	9	16
Articulated Trucks		0	0	0	0	0	0	0	3	0	3	0	0	27	1	28	0	0	3	19	22	53
6/8/2017 7:15		0	0	1	1	2	0	8	5	0	13	0	1	28	2	31	0	2	12	35	49	95
Lights		0	0	1	1	2	0	6	3	0	9	0	1	2	0	3	0	1	4	2	7	21
Mediums		0	0	0	0	0	0	2	0	0	2	0	0	5	2	7	0	0	5	10	15	24
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	0	21	0	21	0	1	3	23	27	50
6/8/2017 7:30		0	1	0	3	4	0	6	3	0	9	0	1	39	3	43	0	0	15	33	48	104
Lights		0	1	0	3	4	0	5	1	0	6	0	1	3	0	4	0	0	9	3	12	26
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	10	2	12	0	0	1	10	11	24
Articulated Trucks		0	0	0	0	0	0	0	2	0	2	0	0	26	1	27	0	0	5	20	25	54
6/8/2017 7:45		0	0	0	5	5	0	2	4	1	7	0	0	31	4	35	0	1	11	36	48	95
Lights		0	0	0	5	5	0	2	2	0	4	0	0	0	0	0	0	0	4	4	8	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	10	4	14	0	0	5	15	20	34
Articulated Trucks		0	0	0	0	0	0	0	2	1	3	0	0	21	0	21	0	1	2	17	20	44
6/8/2017 8:00		0	0	0	1	1	0	5	8	4	17	0	1	36	4	41	0	1	15	40	56	115
Lights		0	0	0	1	1	0	5	4	1	10	0	0	1	1	2	0	0	5	4	9	22
Mediums		0	0	0	0	0	0	0	0	0	0	0	1	9	0	10	0	0	7	16	23	33
Articulated Trucks		0	0	0	0	0	0	0	4	3	7	0	0	26	3	29	0	1	3	20	24	60
6/8/2017 8:15		0	1	2	1	4	0	3	5	0	8	0	1	34	2	37	0	1	6	45	52	101
Lights		0	1	2	1	4	0	2	1	0	3	0	1	0	1	2	0	1	2	3	6	15
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	4	0	4	0	0	1	12	13	18
Articulated Trucks		0	0	0	0	0	0	0	4	0	4	0	0	30	1	31	0	0	3	30	33	68
6/8/2017 8:30		0	0	1	2	3	0	3	7	0	10	0	1	48	6	55	0	3	14	42	59	127
Lights		0	0	1	2	3	0	3	4	0	7	0	1	0	3	4	0	1	7	2	10	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	11	0	11	0	0	3	4	7	18
Articulated Trucks		0	0	0	0	0	0	0	3	0	3	0	0	37	3	40	0	2	4	36	42	85
6/8/2017 8:45		0	1	2	2	5	0	5	3	0	8	0	1	47	3	51	1	3	13	49	66	130
Lights		0	1	2	2	5	0	5	0	0	5	0	1	0	0	1	0	1	2	1	4	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	4	8	12	26
Articulated Trucks		0	0	0	0	0	0	0	3	0	3	0	0	33	3	36	1	2	7	40	50	89
6/8/2017 9:00		0	0	0	0	0	0	4	4	2	10	0	1	51	6	58	0	3	12	54	69	137
Lights		0	0	0	0	0	0	4	1	2	7	0	1	2	0	3	0	2	3	1	6	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	15	1	16	0	0	2	12	14	30
Articulated Trucks		0	0	0	0	0	0	0	3	0	3	0	0	34	5	39	0	1	7	41	49	91
6/8/2017 9:15		0	1	0	1	2	0	7	7	2	16	0	1	56	6	63	0	2	11	44	57	138
Lights		0	1	0	1	2	0	7	1	1	9	0	1	1	3	5	0	0	2	1	3	19
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	0	7	10	17	35
Articulated Trucks		0	0	0	0	0	0	0	6	1	7	0	0	37	3	40	0	2	2	33	37	84
6/8/2017 9:30		0	1	0	0	1	0	11	6	3	20	0	1	49	6	56	0	4	15	63	82	159
Lights		0	1	0	0	1	0	11	0	0	11	0	1	0	3	4	0	4	7	2	13	29
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	13	1	14	0	0	5	11	16	30
Articulated Trucks		0	0	0	0	0	0	0	6	3	9	0	0	36	2	38	0	0	3	50	53	100
6/8/2017 9:45		0	2	1	2	5	0	6	7	3	16	0	1	48	10	59	0	4	18	58	80	160
Lights		0	2	1	2	5	0	4	2	1	7	0	1	2	6	9	0	2	6	1	9	30
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	15	0	15	0	0	6	12	18	34
Articulated Trucks		0	0	0	0	0	0	1	5	2	8	0	0	31	4	35	0	2	6	45	53	96
6/8/2017 10:00		0	3	0	1	4	0	2	6	2	10	0	4	68	8	80	0	1	5	55	61	155
Lights		0	3	0	1	4	0	2	1	0	3	0	4	8	2	14	0	0	2	1	3	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	23	3	26	0	0	2	13	15	41
Articulated Trucks		0	0	0	0	0	0	0	5	2	7	0	0	37	3	40	0	1	1	41	43	90
6/8/2017 10:15		0	3	0	1	4	0	1	4	1	6	0	1	77	16	94	0	1	10	43	54	158
Lights		0	3	0	1	4	0	1	0	0	1	0	1	15	13	29	0	1	2	1	4	38
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	18	0	18	0	0	3	10	13	31
Articulated Trucks		0	0	0	0	0	0	0	4	1	5	0	0	44	3	47	0	0	5	32	37	89
6/8/2017 10:30		0	1	0	1	2	0	1	0	5	6	0	2	64	10	76	0	2	7	47	56	140
Lights		0	1	0	1	2	0	1	0	1	2	0	1	9	6	16	0	0	1	1	2	22
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	18	1	19	0	1	2	13	16	35
Articulated Trucks		0	0	0	0	0	0	0	0	4	4	0	1	37	3	41	0	1	4	33	38	83
6/8/2017 10:45		0	4	3	0	7	0	2	2	2	6	0	4	67	4	75	0	6	21	52	79	167
Lights		0	4	3	0	7	0	2	0	0	2	0	4	0	3	7	0	4	5	0	9	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	19	0	19	0	0	7	16	23	42
Articulated Trucks		0	0	0	0	0	0	0	2	2	4	0	0	48	1	49	0	2	9	36	47	100
6/8/2017 11:00		0	4	1	0	5	0	6	4	4	14	0	3	69	14	86	0	6	8	52	66	171
Lights		0	4	1	0	5	0	5	2	2	9	0	2	3	9	14	0	3	1	4	8	36
Mediums		0	0	0	0	0	0	1	1	1	3	0	0	24	0	24	0	0	4	11	15	42
Articulated Trucks		0	0	0	0	0	0	0	1	1	2	0	1	42	5	48	0	3	3	37	43	93
6/8/2017 11:15		0	5	1	2	8	0	7	2	0	9	0	1	68	7	76	0	2	12	48	62	155
Lights		0	5	1	2	8	0	6	1	0	7	0	1	1	6	8	0	1	1	0	2	25
Mediums		0	0	0	0	0	0	1	0	0	1	0	0	21	0	21	0	0	2	6	8	30
Articulated Trucks		0	0	0	0	0	0	0	1	0	1	0	0	46	1	47	0	1	9	42	52	100
6/8/2017 11:30		0	4	1	2	7	0	6	4	0	10	0	1	61	6	68	0	3	11	64	78	163
Lights		0	4	1	2	7	0	6	0	0	6	0	1	1	3	5	0	0	3	0	3	21
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	20	0	20	0	0	3	10	13	33
Articulated Trucks		0	0	0	0	0	0	0	4	0	4	0	0	40	3	43	0	3	5	54	62	109
6/8/2017 11:45		0	5	1	1	7	0	4	3	1	8	0	1	61	10	72	0	3	12	76	91	178
Lights		0	5	1	1	7	0	4	3	1	8	0	1	5	6	12	0	2	4	1	7	34
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	15	1	16	0	0	4	15	19	35
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	41	3	44	0	1	4	60	65	109
6/8/2017 12:00		0	2	0	0	2	0	1	3	4	8	0	1	82	14	97	0	3	13	67	83	190
Lights		0	2	0	0	2	0	0	0	1	1	0	1	2	10	13	0	1	3	0	4	20
Mediums		0	0	0	0	0	0	0	0	1	1	0	0	31	0	31	0	1	5	10	16	48

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Articulated Trucks	0	0	0	0	0	0	1	3	2	6	0	0	49	4	53	0	1	5	57	63	122
6/8/2017 12:15	0	2	2	0	4	0	9	3	1	13	0	2	75	12	89	0	1	12	80	93	199
Lights	0	2	2	0	4	0	9	0	0	9	0	2	4	7	13	0	0	2	1	3	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	19	3	22	0	1	7	10	18	40
Articulated Trucks	0	0	0	0	0	0	0	3	1	4	0	0	52	2	54	0	0	3	69	72	130
6/8/2017 12:30	0	2	0	0	2	0	6	4	2	12	0	2	67	8	77	0	5	19	67	91	182
Lights	0	2	0	0	2	0	5	1	1	7	0	1	1	1	3	0	0	6	2	8	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	26	3	29	0	1	6	15	22	51
Articulated Trucks	0	0	0	0	0	0	1	3	1	5	0	1	40	4	45	0	4	7	50	61	111
6/8/2017 12:45	0	2	1	0	3	0	9	3	2	14	0	0	80	4	84	0	1	13	60	74	175
Lights	0	1	1	0	2	0	8	1	0	9	0	0	4	1	5	0	0	4	1	5	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	31	1	32	0	0	6	6	12	44
Articulated Trucks	0	1	0	0	1	0	1	2	2	5	0	0	45	2	47	0	1	3	53	57	110
6/8/2017 13:00	0	1	1	2	4	0	6	2	2	10	0	0	73	4	77	0	5	16	80	101	192
Lights	0	1	1	2	4	0	5	0	0	5	0	0	4	3	7	0	2	8	0	10	26
Mediums	0	0	0	0	0	0	1	1	1	3	0	0	19	1	20	0	0	2	14	16	39
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	50	0	50	0	3	6	66	75	127
6/8/2017 13:15	0	2	0	1	3	0	18	3	1	22	0	3	90	11	104	0	6	24	83	113	242
Lights	0	2	0	1	3	0	18	1	0	19	0	3	5	8	16	0	1	16	0	17	55
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	37	1	38	0	0	2	7	9	48
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	48	2	50	0	5	6	76	87	139
6/8/2017 13:30	0	1	1	1	3	0	13	5	1	19	0	1	60	11	72	0	5	21	65	91	185
Lights	0	1	1	1	3	0	13	2	0	15	0	1	4	3	8	0	1	11	2	14	40
Mediums	0	0	0	0	0	0	0	1	0	1	0	0	28	1	29	0	0	3	13	16	46
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	0	28	7	35	0	4	7	50	61	99
6/8/2017 13:45	0	8	5	3	16	0	12	4	6	22	0	1	76	6	83	0	4	18	65	87	208
Lights	0	8	5	2	15	0	12	1	0	13	0	1	2	4	7	0	1	11	1	13	48
Mediums	0	0	0	1	1	0	0	1	0	1	0	0	24	1	25	0	0	0	11	11	38
Articulated Trucks	0	0	0	0	0	0	0	2	6	8	0	0	50	1	51	0	3	7	53	63	122
6/8/2017 14:00	0	11	8	2	21	0	5	2	3	10	0	1	93	10	104	0	2	10	65	77	212
Lights	0	11	8	2	21	0	5	1	1	7	0	1	9	9	19	0	0	2	1	3	50
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	33	0	33	0	0	3	5	8	42
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	51	1	52	0	2	5	59	66	120
6/8/2017 14:15	0	3	2	0	5	0	4	1	6	11	0	4	117	29	150	0	6	10	50	66	232
Lights	0	3	2	0	5	0	3	0	6	9	0	2	39	26	67	0	2	4	1	7	88
Mediums	0	0	0	0	0	0	1	0	0	1	0	0	36	2	38	0	1	2	6	9	48
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	2	42	1	45	0	3	4	43	50	96
6/8/2017 14:30	0	6	1	1	8	0	1	2	3	6	0	1	78	21	100	0	1	18	92	111	225
Lights	0	6	1	1	8	0	1	0	0	1	0	1	14	18	33	0	1	6	0	7	49
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	23	0	23	0	0	4	11	15	38
Articulated Trucks	0	0	0	0	0	0	0	2	3	5	0	0	41	3	44	0	0	8	81	89	138
6/8/2017 14:45	0	3	0	0	3	0	1	1	2	4	0	0	68	9	77	0	1	12	84	97	181
Lights	0	3	0	0	3	0	1	0	1	2	0	0	10	7	17	0	0	1	1	2	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	19	1	20	0	0	3	9	12	32
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	39	1	40	0	1	8	74	83	125
6/8/2017 15:00	1	0	0	0	1	0	3	5	9	17	0	1	99	6	106	0	3	21	69	93	217
Lights	1	0	0	0	1	0	2	1	5	8	0	1	7	6	14	0	0	4	0	4	27
Mediums	0	0	0	0	0	0	0	1	1	2	0	0	33	0	33	0	0	6	8	14	49
Articulated Trucks	0	0	0	0	0	0	1	3	3	7	0	0	59	0	59	0	3	11	61	75	141
6/8/2017 15:15	0	0	0	2	2	0	0	4	4	8	0	1	94	8	103	0	2	9	65	76	189
Lights	0	0	0	2	2	0	0	2	2	4	0	1	8	5	14	0	0	3	5	8	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	40	1	41	0	0	1	11	12	53
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	0	46	2	48	0	2	5	49	56	108
6/8/2017 15:30	0	0	2	0	2	0	0	2	2	4	0	1	116	6	123	0	0	14	43	57	186
Lights	0	0	2	0	2	0	0	0	0	0	0	1	7	3	11	0	0	4	1	5	18
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	53	0	53	0	0	0	13	13	67
Articulated Trucks	0	0	0	0	0	0	0	2	1	3	0	0	56	3	59	0	0	10	29	39	101
6/8/2017 15:45	0	0	2	1	3	0	2	6	3	11	0	2	88	5	95	0	3	11	59	73	182
Lights	0	0	2	1	3	0	2	4	2	8	0	2	11	2	15	0	0	0	1	1	27
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	35	2	37	0	0	5	8	13	51
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	42	1	43	0	3	6	50	59	104
6/8/2017 16:00	0	2	1	2	5	0	2	5	2	9	0	1	70	8	79	0	3	12	56	71	164
Lights	0	2	1	2	5	0	2	2	2	6	0	0	5	5	10	0	0	2	1	3	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	23	1	24	0	0	6	5	11	35
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	0	1	42	2	45	0	3	4	50	57	105
6/8/2017 16:15	0	2	1	0	3	0	1	2	5	8	0	0	73	11	84	0	2	18	58	78	173
Lights	0	2	1	0	3	0	1	1	0	2	0	0	7	8	15	0	0	7	0	7	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	24	1	25	0	0	6	13	19	44
Articulated Trucks	0	0	0	0	0	0	0	1	5	6	0	0	42	2	44	0	2	5	45	52	102
6/8/2017 16:30	0	0	0	0	0	0	6	4	0	10	0	0	80	10	90	0	1	7	44	52	152
Lights	0	0	0	0	0	0	6	1	0	7	0	0	19	6	25	0	0	5	1	6	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	20	4	24	0	0	0	2	2	26
Articulated Trucks	0	0	0	0	0	0	0	3	0	3	0	0	41	0	41	0	1	2	41	44	88
6/8/2017 16:45	1	2	1	2	6	0	3	2	3	8	0	2	54	7	63	0	3	10	64	77	154
Lights	1	2	1	2	6	0	3	2	2	7	0	2	7	5	14	0	0	3	2	5	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	23	1	24	0	0	2	5	7	31
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	24	1	25	0	3	5	57	65	91
6/8/2017 17:00	0	4	4	0	8	0	4	1	4	9	0	0	78	4	82	0	0	16	37	53	152
Lights	0	4	4	0	8	0	4	1	2	7	0	0	7	2	9	0	0	6	1	7	31
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	23	1	24	0	0	2	7	9	34
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	48	1	49	0	0	8	29	37	87
6/8/2017 17:15	0	0	3	0	3	0	9	1	3	13	0	0	75	3	78	0	1	12	36	49	143
Lights	0	0	3	0	3	0	7	0	2	9	0	0	4	2	6	0	0	7	1	8	26
Mediums	0	0	0	0	0	0	2	0	0	2	0	0	27	0	27	0	0	2	9	11	40
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	44	1	45	0	1	3	26	30	77
6/8/2017 17:30	0	1	0	0	1	0	12	3	2	17	0	6	63	5	74	0	2	13	30	45	137
Lights	0	1	0	0	1	0	12	1	0	13	0	5	2	3	10	0	0	1	0	1	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	16	1	17	0	0	5	6	11	28
Articulated Trucks	0	0	0	0	0	0	0	2	2	4	0	1	45	1	47	0	2	7	24	33	84
6/8/2017 17:45	0	3	2	0	5	0	10	2	1	13	0	1	53	3	57	0	1	14	32	47	122
Lights	0	3	2	0	5	0	10	1	1	12	0	0	5	2	7	0	1	7	0	8	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	0	2	6	8	22
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	1	34	1	36	0	0	5	26	31	68
6/8/2017 18:00	0	0	0	1	1	0	2	1	2	5	0	1	47	5	53	0	1	11	38	50	109
Lights	0	0	0	1	1	0	2	1	1	4	0	1	3	3	7	0	0	1	0	1	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	1	10	0	0	4	7	11	21
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	35	1	36	0	1	6	31	38	75
6/8/2017 18:15	0	0	1	1	2	0	0	1	0	1	0	0	75	12	87	0	0	5	26	31	121
Lights	0	0	1	1	2	0	0	0	0	0	0	0	20	10	30	0	0	1	0	1	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	17	1	18	0	0	1	5	6	24
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	38	1	39	0	0	3	21	24	64
6/8/2017 18:30	0	0	1	0	1	0	1	2	1	4	0	0	49	4	53	0	2	0	39	41	99
Lights	0	0	1	0	1	0	1	1	1	3	0	0	2	4	6	0	0	0	1	1	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	14	0	14	0	1	0	10	11	25
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	33	0	33	0	1	0	28	29	63
6/8/2017 18:45	0	0	3	0	3	0	1	4	0	5	0	0	47	7	54	0	4	9	22	35	97
Lights	0	0	3	0	3	0	1	3	0	4	0	0	5	6	11	0	0	1	0	1	19

Study Name 03 Elwood International & Walter Strawn
Start Date Tuesday, June 06, 2017 12:00 AM
End Date Friday, June 09, 2017 12:00 AM
Site Code

Road Volumes

TMV	Movement																				
	Eastbound				Eastbound Tot	Westbound				Westbound To	Northbound				Northbound Tc	Southbound				Southbound To	Grand Total
Interval	U	L	T	R		U	L	T	R		U	L	T	R		U	L	T	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	13	0	13	0	0	2	4	6	19
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	29	1	30	0	4	6	18	28	59
6/8/2017 19:00	0	0	0	1	1	0	0	1	2	3	0	0	41	5	46	0	1	4	27	32	82
Lights	0	0	0	1	1	0	0	0	0	0	0	0	1	4	5	0	0	1	0	1	7
Mediums	0	0	0	0	0	0	0	0	1	1	0	0	12	0	12	0	0	0	9	9	22
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	28	1	29	0	1	3	18	22	53
6/8/2017 19:15	0	1	0	0	1	0	5	1	0	6	0	0	39	4	43	0	0	7	27	34	84
Lights	0	1	0	0	1	0	5	0	0	5	0	0	1	2	3	0	0	1	0	1	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	11	1	12	0	0	1	6	7	19
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	27	1	28	0	0	5	21	26	55
6/8/2017 19:30	0	0	2	0	2	0	0	0	2	2	0	2	23	6	31	0	2	9	28	39	74
Lights	0	0	2	0	2	0	0	0	1	1	0	1	0	3	4	0	0	1	0	1	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	11	1	12	0	0	2	7	9	21
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	1	12	2	15	0	2	6	21	29	45
6/8/2017 19:45	0	1	0	0	1	0	1	1	1	3	0	1	27	2	30	0	0	5	22	27	61
Lights	0	1	0	0	1	0	1	1	0	2	0	0	1	2	3	0	0	1	1	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	1	5	6	15
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	1	17	0	18	0	0	3	16	19	38
6/8/2017 20:00	0	0	2	0	2	0	2	2	0	4	0	0	34	2	36	0	5	7	21	33	75
Lights	0	0	2	0	2	0	2	0	0	2	0	0	1	1	2	0	0	2	0	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	3	5	8	20
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	21	1	22	0	5	2	16	23	47
6/8/2017 20:15	0	0	0	1	1	0	2	0	0	2	0	1	36	1	38	0	0	6	30	36	77
Lights	0	0	0	1	1	0	2	0	0	2	0	0	3	0	3	0	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	1	7	8	17
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	1	24	1	26	0	0	5	23	28	54
6/8/2017 20:30	0	0	0	0	0	0	2	1	2	5	0	1	30	3	34	0	0	6	17	23	62
Lights	0	0	0	0	0	0	2	1	0	3	0	0	4	2	6	0	0	3	2	5	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	0	3	3	13
Articulated Trucks	0	0	0	0	0	0	0	0	2	2	0	1	16	1	18	0	0	3	12	15	35
6/8/2017 20:45	0	3	0	0	3	0	2	1	0	3	0	0	29	7	36	0	2	10	26	38	80
Lights	0	3	0	0	3	0	1	0	0	1	0	0	7	6	13	0	0	3	2	5	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	2	2	4	9
Articulated Trucks	0	0	0	0	0	0	1	1	0	2	0	0	17	1	18	0	2	5	22	29	49
6/8/2017 21:00	0	0	2	1	3	0	0	2	1	3	0	0	29	2	31	0	1	7	13	21	58
Lights	0	0	2	1	3	0	0	1	0	1	0	0	6	1	7	0	0	2	0	2	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	2	4	6	15
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	14	1	15	0	1	3	9	13	30
6/8/2017 21:15	0	0	1	0	1	0	4	2	0	6	0	1	25	0	26	1	1	7	19	28	61
Lights	0	0	1	0	1	0	4	1	0	5	0	1	0	0	1	1	1	4	2	8	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	12	0	12	0	0	1	2	3	15
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	13	0	13	0	0	2	15	17	31
6/8/2017 21:30	0	0	2	0	2	0	16	4	0	20	0	1	25	2	28	0	1	9	17	27	77
Lights	0	0	2	0	2	0	16	2	0	18	0	1	1	1	3	0	1	7	4	12	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	8	0	8	0	0	1	3	4	12
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	16	1	17	0	0	1	10	11	30
6/8/2017 21:45	0	0	2	0	2	0	11	1	0	12	0	2	29	2	33	0	1	15	8	24	71
Lights	0	0	2	0	2	0	11	1	0	12	0	2	1	2	5	0	0	12	3	15	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	7	0	7	0	0	2	2	4	11
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	21	0	21	0	1	1	3	5	26
6/8/2017 22:00	0	2	1	1	4	0	3	3	1	7	0	0	16	2	18	0	0	5	13	18	47
Lights	0	2	1	1	4	0	3	2	0	5	0	0	1	1	2	0	0	0	2	2	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	2	1	3	4
Articulated Trucks	0	0	0	0	0	0	0	1	1	2	0	0	14	1	15	0	0	3	10	13	30
6/8/2017 22:15	0	1	2	0	3	0	0	2	0	2	0	0	38	27	65	0	2	5	16	23	93
Lights	0	1	2	0	3	0	0	1	0	1	0	0	31	26	57	0	0	2	2	4	65
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	3	1	4	0	1	0	5	6	10
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	4	0	4	0	1	3	9	13	18
6/8/2017 22:30	0	2	0	0	2	0	1	2	3	6	0	1	23	7	31	0	0	4	11	15	54
Lights	0	2	0	0	2	0	1	1	0	2	0	1	5	5	11	0	0	0	0	0	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	1	6	0	0	1	2	3	9
Articulated Trucks	0	0	0	0	0	0	0	1	3	4	0	0	13	1	14	0	0	3	9	12	30
6/8/2017 22:45	0	3	0	0	3	0	0	3	0	3	0	0	13	2	15	0	0	7	13	20	41
Lights	0	3	0	0	3	0	0	1	0	1	0	0	4	2	6	0	0	3	2	5	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	2	0	2	0	0	2	0	2	4
Articulated Trucks	0	0	0	0	0	0	0	2	0	2	0	0	7	0	7	0	0	2	11	13	22
6/8/2017 23:00	0	0	0	0	0	0	0	0	4	4	0	1	17	1	19	0	0	4	13	17	40
Lights	0	0	0	0	0	0	0	0	4	4	0	0	1	0	1	0	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	1	6	1	8	0	0	3	1	4	12
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	10	0	10	0	0	1	11	12	22
6/8/2017 23:15	0	0	0	0	0	0	0	1	1	2	0	0	27	1	28	0	0	6	8	14	44
Lights	0	0	0	0	0	0	0	1	0	1	0	0	0	0	0	0	0	1	1	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	9	0	9	0	0	1	0	1	10
Articulated Trucks	0	0	0	0	0	0	0	0	1	1	0	0	18	1	19	0	0	4	7	11	31
6/8/2017 23:30	0	0	0	0	0	0	0	1	0	1	0	0	8	2	10	0	0	3	9	12	23
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3	3	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	7	2	9	0	0	3	5	8	18
6/8/2017 23:45	0	1	0	0	1	0	0	3	0	3	0	0	11	2	13	0	2	4	10	16	33
Lights	0	1	0	0	1	0	0	2	0	2	0	0	0	1	1	0	0	2	1	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	5	0	5	0	0	0	1	1	6
Articulated Trucks	0	0	0	0	0	0	0	1	0	1	0	0	6	1	7	0	2	2	8	12	20
Grand Total	9	402	254	183	848	2	1147	668	428	2245	0	233	13360	1517	15110	10	557	3138	10513	14218	32421

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound		Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/6/2017	0	22	0	22	0	3	0	3	0	1	1	2	27
Lights	0	22	0	22	0	3	0	3	0	1	0	1	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 0:15	0	9	2	11	0	0	0	0	0	1	4	5	16
Lights	0	9	0	9	0	0	0	0	0	1	0	1	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	4	4	6
6/6/2017 0:30	0	4	1	5	0	1	0	1	0	0	0	0	6
Lights	0	4	0	4	0	1	0	1	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 0:45	0	2	0	2	0	1	0	1	0	0	3	3	6
Lights	0	2	0	2	0	1	0	1	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3
6/6/2017 1:00	0	1	1	2	0	0	0	0	0	0	4	4	6
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 1:15	0	3	1	4	0	1	0	1	0	0	1	1	6
Lights	0	3	0	3	0	1	0	1	0	0	1	1	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 1:30	0	3	0	3	0	0	0	0	0	0	0	0	3
Lights	0	3	0	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:45	0	0	1	1	0	0	0	0	0	0	1	1	2
Lights	0	0	1	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 2:00	0	1	0	1	0	0	0	0	0	2	1	3	4
Lights	0	1	0	1	0	0	0	0	0	2	0	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 2:15	0	2	0	2	0	0	0	0	0	0	3	3	5
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
6/6/2017 2:30	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:00	0	1	1	2	0	1	0	1	0	0	1	1	4
Lights	0	1	0	1	0	1	0	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:30	0	0	0	0	0	1	1	2	0	0	1	1	3
Lights	0	0	0	0	0	1	1	2	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 3:45	0	1	0	1	0	1	0	1	0	0	0	0	2
Lights	0	1	0	1	0	1	0	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:00	0	0	4	4	0	0	0	0	0	2	1	3	7

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Lights		0	0	0	0	0	0	0	0	0	2	0	2	2
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	1	1	4
6/6/2017 4:15		0	2	1	3	0	0	0	0	0	0	0	0	3
Lights		0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 4:30		0	0	1	1	0	1	0	1	0	0	1	1	3
Lights		0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 4:45		0	0	1	1	0	0	0	0	0	0	1	1	2
Lights		0	0	1	1	0	0	0	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 5:00		0	0	1	1	0	1	0	1	0	0	3	3	5
Lights		0	0	1	1	0	1	0	1	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	3	3	3
6/6/2017 5:15		0	0	1	1	0	1	0	1	0	0	1	1	3
Lights		0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 5:30		0	0	0	0	0	9	1	10	0	0	0	0	10
Lights		0	0	0	0	0	9	1	10	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:45		0	1	0	1	0	8	2	10	0	0	0	0	11
Lights		0	1	0	1	0	7	2	9	0	0	0	0	10
Mediums		0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:00		0	1	2	3	0	2	0	2	0	0	2	2	7
Lights		0	1	2	3	0	2	0	2	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	2	2	2
6/6/2017 6:15		1	2	3	6	0	1	0	1	0	0	2	2	9
Lights		0	2	1	3	0	1	0	1	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		1	0	2	3	0	0	0	0	0	0	2	2	5
6/6/2017 6:30		0	8	1	9	0	12	1	13	0	0	1	1	23
Lights		0	8	1	9	0	12	1	13	0	0	0	0	22
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 6:45		0	6	5	11	0	9	3	12	0	0	2	2	25
Lights		0	6	2	8	0	9	3	12	0	0	0	0	20
Mediums		0	0	2	2	0	0	0	0	0	0	1	1	3
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 7:00		0	1	1	2	0	11	2	13	0	0	0	0	15
Lights		0	1	0	1	0	11	2	13	0	0	0	0	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 7:15		0	7	6	13	0	30	3	33	0	0	1	1	47
Lights		0	7	5	12	0	30	3	33	0	0	0	0	45
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 7:30		0	8	11	19	0	67	5	72	0	2	2	4	95
Lights		0	8	7	15	0	67	5	72	0	2	0	2	89
Mediums		0	0	3	3	0	0	0	0	0	0	1	1	4
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 7:45		0	34	13	47	1	57	21	79	0	0	3	3	129
Lights		0	33	9	42	1	57	21	79	0	0	0	0	121
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	3	3	7
6/6/2017 8:00		0	6	7	13	0	14	5	19	0	2	1	3	35
Lights		0	6	2	8	0	14	5	19	0	2	1	3	30

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	0	0	4
6/6/2017 8:15	0	10	1	11	0	12	3	15	0	0	4	4	30
Lights	0	10	0	10	0	12	3	15	0	0	0	0	25
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	3	4
6/6/2017 8:30	0	28	3	31	0	16	4	20	0	0	6	6	57
Lights	0	28	0	28	0	16	4	20	0	0	0	0	48
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	6	6	9
6/6/2017 8:45	0	12	9	21	0	11	8	19	0	1	6	7	47
Lights	0	12	5	17	0	11	8	19	0	1	0	1	37
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	6	6	8
6/6/2017 9:00	0	19	4	23	0	12	4	16	0	0	5	5	44
Lights	0	17	1	18	0	12	4	16	0	0	0	0	34
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	5	5	8
6/6/2017 9:15	0	9	6	15	0	11	4	15	0	0	6	6	36
Lights	0	9	2	11	0	11	4	15	0	0	1	1	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	5	5	9
6/6/2017 9:30	0	12	12	24	0	15	0	15	0	1	3	4	43
Lights	0	12	1	13	0	14	0	14	0	1	1	2	29
Mediums	0	0	6	6	0	1	0	1	0	0	0	0	7
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	2	2	7
6/6/2017 9:45	0	11	9	20	0	12	1	13	0	3	4	7	40
Lights	0	10	4	14	0	12	0	12	0	3	0	3	29
Mediums	0	1	1	2	0	0	1	1	0	0	2	2	5
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	2	2	6
6/6/2017 10:00	0	4	2	6	0	7	3	10	0	0	4	4	20
Lights	0	4	1	5	0	7	3	10	0	0	0	0	15
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	4	4	4
6/6/2017 10:15	0	3	5	8	0	6	0	6	0	0	5	5	19
Lights	0	3	1	4	0	5	0	5	0	0	0	0	9
Mediums	0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	4	4	8
6/6/2017 10:30	0	7	10	17	0	2	0	2	0	0	6	6	25
Lights	0	5	0	5	0	2	0	2	0	0	0	0	7
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	10	11	0	0	0	0	0	0	6	6	17
6/6/2017 10:45	0	7	7	14	0	6	1	7	1	1	8	10	31
Lights	0	7	2	9	0	5	1	6	0	1	1	2	17
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	5	5	0	0	0	0	1	0	7	8	13
6/6/2017 11:00	0	3	4	7	0	3	2	5	0	1	6	7	19
Lights	0	3	0	3	0	3	1	4	0	1	0	1	8
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	3	3	0	0	1	1	0	0	6	6	10
6/6/2017 11:15	0	6	3	9	0	6	0	6	0	1	3	4	19
Lights	0	5	0	5	0	6	0	6	0	1	0	1	12
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	3	3	6
6/6/2017 11:30	0	9	10	19	0	6	1	7	0	1	6	7	33
Lights	0	9	2	11	0	6	1	7	0	1	0	1	19
Mediums	0	0	2	2	0	0	0	0	0	0	2	2	4
Articulated Trucks	0	0	6	6	0	0	0	0	0	0	4	4	10
6/6/2017 11:45	0	5	2	7	0	9	4	13	0	1	1	2	22
Lights	0	5	0	5	0	9	4	13	0	1	0	1	19
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 12:00	0	4	4	8	0	11	0	11	0	3	4	7	26
Lights	0	4	0	4	0	10	0	10	0	3	0	3	17
Mediums	0	0	2	2	0	1	0	1	0	0	0	0	3

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	4	4	6
6/6/2017 12:15		0	3	11	14	0	5	3	8	0	4	7	11	33
Lights		0	3	2	5	0	5	3	8	0	4	0	4	17
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	9	9	0	0	0	0	0	0	6	6	15
6/6/2017 12:30		0	11	6	17	0	10	3	13	0	2	11	13	43
Lights		0	9	3	12	0	10	3	13	0	2	0	2	27
Mediums		0	2	0	2	0	0	0	0	0	0	1	1	3
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	10	10	13
6/6/2017 12:45		0	11	11	22	0	6	0	6	0	1	13	14	42
Lights		0	11	3	14	0	6	0	6	0	1	0	1	21
Mediums		0	0	2	2	0	0	0	0	0	0	5	5	7
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	8	8	14
6/6/2017 13:00		1	6	11	18	0	0	1	1	0	0	3	3	22
Lights		1	6	2	9	0	0	1	1	0	0	1	1	11
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	8	8	0	0	0	0	0	0	2	2	10
6/6/2017 13:15		0	9	8	17	0	10	1	11	0	2	9	11	39
Lights		0	8	0	8	0	9	1	10	0	2	1	3	21
Mediums		0	1	1	2	0	1	0	1	0	0	1	1	4
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	7	7	14
6/6/2017 13:30		0	11	4	15	1	14	1	16	0	0	9	9	40
Lights		0	10	0	10	1	14	1	16	0	0	0	0	26
Mediums		0	1	1	2	0	0	0	0	0	0	4	4	6
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	5	5	8
6/6/2017 13:45		0	6	5	11	0	12	2	14	0	2	12	14	39
Lights		0	6	0	6	0	11	2	13	0	2	3	5	24
Mediums		0	0	1	1	0	1	0	1	0	0	2	2	4
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	7	7	11
6/6/2017 14:00		0	10	9	19	0	12	3	15	0	3	8	11	45
Lights		0	10	0	10	0	12	3	15	0	3	2	5	30
Mediums		0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks		0	0	9	9	0	0	0	0	0	0	3	3	12
6/6/2017 14:15		0	12	7	19	0	11	4	15	0	1	10	11	45
Lights		0	12	1	13	0	11	3	14	0	1	1	2	29
Mediums		0	0	1	1	0	0	1	1	0	0	1	1	3
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	8	8	13
6/6/2017 14:30		0	4	7	11	0	14	3	17	0	7	12	19	47
Lights		0	4	0	4	0	14	3	17	0	6	3	9	30
Mediums		0	0	0	0	0	0	0	0	0	1	2	3	3
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	7	7	14
6/6/2017 14:45		0	11	6	17	0	11	1	12	0	2	6	8	37
Lights		0	11	1	12	0	9	1	10	0	2	0	2	24
Mediums		0	0	0	0	0	2	0	2	0	0	1	1	3
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	5	5	10
6/6/2017 15:00		0	8	4	12	0	12	0	12	0	9	5	14	38
Lights		0	8	1	9	0	11	0	11	0	9	1	10	30
Mediums		0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	3	3	6
6/6/2017 15:15		1	4	5	10	0	17	0	17	0	9	11	20	47
Lights		0	4	0	4	0	17	0	17	0	9	3	12	33
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		1	0	4	5	0	0	0	0	0	0	8	8	13
6/6/2017 15:30		0	6	9	15	0	21	1	22	0	3	13	16	53
Lights		0	6	2	8	0	20	1	21	0	3	3	6	35
Mediums		0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	10	10	16
6/6/2017 15:45		0	12	9	21	0	12	2	14	0	3	13	16	51
Lights		0	12	1	13	0	12	2	14	0	3	5	8	35
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	8	8	15
6/6/2017 16:00		0	36	9	45	0	4	1	5	0	3	7	10	60
Lights		0	33	0	33	0	4	1	5	0	3	3	6	44
Mediums		0	2	2	4	0	0	0	0	0	0	1	1	5
Articulated Trucks		0	1	7	8	0	0	0	0	0	0	3	3	11

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/6/2017 16:15	0	11	4	15	0	7	1	8	0	3	10	13	36
Lights	0	11	0	11	0	7	0	7	0	3	2	5	23
Mediums	0	0	0	0	0	0	1	1	0	0	1	1	2
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	7	7	11
6/6/2017 16:30	0	21	7	28	0	10	0	10	0	3	4	7	45
Lights	0	21	0	21	0	10	0	10	0	3	0	3	34
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	7	7	0	0	0	0	0	0	2	2	9
6/6/2017 16:45	0	7	4	11	0	10	0	10	0	1	11	12	33
Lights	0	7	0	7	0	10	0	10	0	1	0	1	18
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	10	10	13
6/6/2017 17:00	0	11	4	15	0	7	0	7	0	2	8	10	32
Lights	0	10	1	11	0	7	0	7	0	2	1	3	21
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	2	3	0	0	0	0	0	0	7	7	10
6/6/2017 17:15	0	16	7	23	0	11	2	13	0	4	5	9	45
Lights	0	16	1	17	0	11	2	13	0	4	0	4	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	6	6	0	0	0	0	0	0	5	5	11
6/6/2017 17:30	0	11	4	15	0	7	3	10	0	1	5	6	31
Lights	0	11	0	11	0	7	3	10	0	1	1	2	23
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	4	4	7
6/6/2017 17:45	0	12	9	21	0	2	0	2	0	7	12	19	42
Lights	0	12	0	12	0	1	0	1	0	7	0	7	20
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	8	8	0	0	0	0	0	0	12	12	20
6/6/2017 18:00	0	44	6	50	0	6	1	7	0	6	10	16	73
Lights	0	43	0	43	0	5	1	6	0	6	3	9	58
Mediums	0	1	2	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	4	4	0	1	0	1	0	0	7	7	12
6/6/2017 18:15	0	15	8	23	0	11	0	11	0	5	15	20	54
Lights	0	15	0	15	0	11	0	11	0	5	7	12	38
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	7	7	0	0	0	0	0	0	7	7	14
6/6/2017 18:30	0	38	2	40	0	33	0	33	0	5	4	9	82
Lights	0	38	1	39	0	32	0	32	0	5	3	8	79
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 18:45	0	26	4	30	1	11	0	12	0	0	5	5	47
Lights	0	26	0	26	1	10	0	11	0	0	0	0	37
Mediums	0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	4	4	8
6/6/2017 19:00	0	12	3	15	0	12	1	13	0	0	7	7	35
Lights	0	11	0	11	0	12	1	13	0	0	2	2	26
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	5	5	7
6/6/2017 19:15	0	5	3	8	0	15	1	16	0	0	5	5	29
Lights	0	5	0	5	0	15	1	16	0	0	2	2	23
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	2	2	4
6/6/2017 19:30	0	16	4	20	0	29	0	29	0	3	4	7	56
Lights	0	15	0	15	0	29	0	29	0	3	1	4	48
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	1	4	5	0	0	0	0	0	0	2	2	7
6/6/2017 19:45	0	11	6	17	0	23	0	23	0	1	3	4	44
Lights	0	10	1	11	0	22	0	22	0	1	0	1	34
Mediums	0	1	1	2	0	1	0	1	0	0	0	0	3
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	3	3	7
6/6/2017 20:00	0	10	5	15	0	6	0	6	0	1	3	4	25
Lights	0	10	0	10	0	6	0	6	0	1	0	1	17
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	2	2	7
6/6/2017 20:15	0	16	1	17	0	7	0	7	0	0	7	7	31

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Lights		0	16	0	16	0	7	0	7	0	0	0	0	23
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	6	6	7
6/6/2017 20:30		0	29	1	30	0	5	0	5	0	0	4	4	39
Lights		0	29	0	29	0	5	0	5	0	0	0	0	34
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	4	4	5
6/6/2017 20:45		0	8	7	15	0	2	1	3	0	1	5	6	24
Lights		0	8	1	9	0	2	1	3	0	1	0	1	13
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	5	5	11
6/6/2017 21:00		0	12	3	15	0	6	0	6	0	0	3	3	24
Lights		0	12	0	12	0	6	0	6	0	0	0	0	18
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	3	3	5
6/6/2017 21:15		0	8	3	11	0	6	0	6	0	0	6	6	23
Lights		0	8	0	8	0	6	0	6	0	0	0	0	14
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	4	4	7
6/6/2017 21:30		0	7	3	10	0	2	0	2	0	0	2	2	14
Lights		0	7	0	7	0	2	0	2	0	0	1	1	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	1	1	4
6/6/2017 21:45		0	6	1	7	0	4	0	4	0	0	6	6	17
Lights		0	6	0	6	0	4	0	4	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	6	6	7
6/6/2017 22:00		0	1	2	3	0	3	0	3	0	1	4	5	11
Lights		0	1	0	1	0	3	0	3	0	1	1	2	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	3	3	5
6/6/2017 22:15		0	6	0	6	0	3	0	3	0	0	5	5	14
Lights		0	6	0	6	0	3	0	3	0	0	2	2	11
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	3	3	3
6/6/2017 22:30		0	3	0	3	0	3	0	3	0	0	0	0	6
Lights		0	3	0	3	0	3	0	3	0	0	0	0	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:45		0	4	0	4	0	3	0	3	0	1	0	1	8
Lights		0	4	0	4	0	3	0	3	0	1	0	1	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:00		0	5	0	5	0	0	0	0	0	0	0	0	5
Lights		0	5	0	5	0	0	0	0	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:15		0	4	1	5	0	2	0	2	0	1	1	2	9
Lights		0	4	0	4	0	2	0	2	0	1	0	1	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/6/2017 23:30		0	3	4	7	0	2	1	3	0	0	1	1	11
Lights		0	3	0	3	0	2	1	3	0	0	0	0	6
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	1	1	4
6/6/2017 23:45		0	2	0	2	0	5	0	5	0	0	1	1	8
Lights		0	2	0	2	0	5	0	5	0	0	0	0	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017		0	13	3	16	0	2	0	2	0	1	1	2	20
Lights		0	13	1	14	0	2	0	2	0	1	0	1	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	1	1	3
6/7/2017 0:15		0	9	0	9	0	2	2	4	0	0	2	2	15
Lights		0	9	0	9	0	2	2	4	0	0	0	0	13

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
6/7/2017 0:30	0	8	1	9	0	0	0	0	0	0	2	2	11
Lights	0	8	0	8	0	0	0	0	0	0	0	0	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	2	2	3
6/7/2017 0:45	0	1	1	2	0	0	0	0	0	0	1	1	3
Lights	0	1	1	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:00	0	3	2	5	0	0	0	0	0	0	2	2	7
Lights	0	3	0	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	1	1	3
6/7/2017 1:15	0	6	1	7	0	2	0	2	0	0	1	1	10
Lights	0	6	0	6	0	2	0	2	0	0	0	0	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/7/2017 1:30	0	1	0	1	0	1	0	1	0	0	0	0	2
Lights	0	1	0	1	0	1	0	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:45	0	2	1	3	0	0	0	0	0	0	0	0	3
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 2:00	0	0	1	1	0	2	0	2	0	0	4	4	7
Lights	0	0	0	0	0	2	0	2	0	0	4	4	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 2:15	0	0	0	0	0	0	1	1	0	0	0	0	1
Lights	0	0	0	0	0	0	1	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:30	0	0	3	3	0	0	0	0	0	0	0	0	3
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	0	0	3
6/7/2017 2:45	0	1	1	2	0	0	0	0	0	0	1	1	3
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 3:00	0	0	1	1	0	0	0	0	0	1	2	3	4
Lights	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
6/7/2017 3:15	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 3:30	0	0	1	1	0	0	0	0	0	0	1	1	2
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/7/2017 3:45	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 4:00	0	1	1	2	0	1	0	1	0	2	1	3	6
Lights	0	1	0	1	0	1	0	1	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/7/2017 4:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:30	0	0	1	1	0	0	0	0	0	0	1	1	2
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/7/2017 4:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:00	0	0	1	1	0	0	0	0	1	0	0	1	2
Lights	0	0	0	0	0	0	0	0	1	0	0	1	1
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:15	0	0	0	0	1	2	0	3	0	1	1	2	5
Lights	0	0	0	0	1	2	0	3	0	1	0	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 5:30	0	0	1	1	0	8	1	9	0	0	1	1	11
Lights	0	0	1	1	0	8	1	9	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 5:45	0	2	0	2	0	5	2	7	0	0	1	1	10
Lights	0	2	0	2	0	5	2	7	0	0	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 6:00	0	0	0	0	0	4	0	4	0	0	0	0	4
Lights	0	0	0	0	0	4	0	4	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:15	0	3	3	6	0	6	0	6	0	0	0	0	12
Lights	0	3	1	4	0	6	0	6	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/7/2017 6:30	0	18	0	18	0	13	1	14	0	0	1	1	33
Lights	0	18	0	18	0	13	1	14	0	0	0	0	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 6:45	0	2	5	7	0	8	3	11	0	0	1	1	19
Lights	0	2	3	5	0	8	3	11	0	0	1	1	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/7/2017 7:00	0	5	2	7	0	6	0	6	0	0	2	2	15
Lights	0	5	2	7	0	6	0	6	0	0	0	0	13
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 7:15	0	6	6	12	0	28	0	28	0	0	6	6	46
Lights	0	6	5	11	0	28	0	28	0	0	0	0	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	6	6	7
6/7/2017 7:30	0	14	7	21	0	64	6	70	0	1	1	2	93
Lights	0	13	5	18	0	64	6	70	0	1	0	1	89
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	1	1	3
6/7/2017 7:45	0	28	6	34	0	63	25	88	0	1	1	2	124
Lights	0	28	5	33	0	62	23	85	0	1	0	1	119
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	2	2	0	0	1	1	4
6/7/2017 8:00	0	6	14	20	0	10	7	17	0	1	3	4	41
Lights	0	6	11	17	0	10	7	17	0	1	2	3	37
Mediums	0	0	2	2	0	0	0	0	0	0	1	1	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 8:15	0	14	6	20	0	17	4	21	0	1	6	7	48
Lights	0	13	2	15	0	17	4	21	0	1	1	2	38
Mediums	0	1	2	3	0	0	0	0	0	0	1	1	4
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	4	4	6

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/7/2017 8:30	0	22	4	26	0	17	5	22	1	0	4	5	53
Lights	0	22	2	24	0	16	5	21	1	0	1	2	47
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	3	3	5
6/7/2017 8:45	0	22	6	28	0	11	14	25	0	0	9	9	62
Lights	0	21	3	24	0	10	14	24	0	0	0	0	48
Mediums	0	0	0	0	0	1	0	1	0	0	4	4	5
Articulated Trucks	0	1	3	4	0	0	0	0	0	0	5	5	9
6/7/2017 9:00	0	11	7	18	0	14	5	19	0	0	6	6	43
Lights	0	11	5	16	0	14	5	19	0	0	1	1	36
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	5	5	6
6/7/2017 9:15	0	5	6	11	0	12	1	13	0	0	8	8	32
Lights	0	4	4	8	0	12	1	13	0	0	0	0	21
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	8	8	9
6/7/2017 9:30	0	6	3	9	0	12	0	12	0	0	12	12	33
Lights	0	6	0	6	0	12	0	12	0	0	2	2	20
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	10	10	12
6/7/2017 9:45	0	8	4	12	0	11	2	13	0	1	6	7	32
Lights	0	8	2	10	0	11	2	13	0	0	0	0	23
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	1	5	6	7
6/7/2017 10:00	0	8	4	12	0	5	0	5	0	1	8	9	26
Lights	0	8	0	8	0	4	0	4	0	1	1	2	14
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	7	7	11
6/7/2017 10:15	0	3	14	17	0	10	2	12	0	2	4	6	35
Lights	0	3	6	9	0	8	2	10	0	2	1	3	22
Mediums	0	0	6	6	0	1	0	1	0	0	0	0	7
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	3	3	6
6/7/2017 10:30	0	3	4	7	0	7	0	7	0	0	4	4	18
Lights	0	2	0	2	0	6	0	6	0	0	0	0	8
Mediums	0	1	3	4	0	1	0	1	0	0	1	1	6
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	3	4
6/7/2017 10:45	0	5	5	10	0	5	0	5	0	0	11	11	26
Lights	0	4	1	5	0	5	0	5	0	0	0	0	10
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	11	11	15
6/7/2017 11:00	0	2	5	7	0	7	0	7	0	0	5	5	19
Lights	0	2	1	3	0	7	0	7	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	5	5	9
6/7/2017 11:15	0	10	7	17	0	5	3	8	0	1	11	12	37
Lights	0	10	1	11	0	4	1	5	0	1	0	1	17
Mediums	0	0	3	3	0	1	2	3	0	0	4	4	10
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	7	7	10
6/7/2017 11:30	0	8	2	10	0	6	4	10	0	0	8	8	28
Lights	0	8	0	8	0	6	4	10	0	0	0	0	18
Mediums	0	0	1	1	0	0	0	0	0	0	2	2	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	6	6	7
6/7/2017 11:45	0	1	8	9	0	8	1	9	0	1	10	11	29
Lights	0	1	0	1	0	6	1	7	0	1	0	1	9
Mediums	0	0	3	3	0	2	0	2	0	0	1	1	6
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	9	9	14
6/7/2017 12:00	0	6	13	19	0	0	0	0	0	1	13	14	33
Lights	0	5	1	6	0	0	0	0	0	1	1	2	8
Mediums	0	1	1	2	0	0	0	0	0	0	1	1	3
Articulated Trucks	0	0	11	11	0	0	0	0	0	0	11	11	22
6/7/2017 12:15	0	4	12	16	0	5	1	6	0	2	9	11	33
Lights	0	4	0	4	0	5	1	6	0	2	1	3	13
Mediums	0	0	2	2	0	0	0	0	0	0	1	1	3
Articulated Trucks	0	0	10	10	0	0	0	0	0	0	7	7	17
6/7/2017 12:30	0	10	12	22	0	6	2	8	0	2	10	12	42

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Lights		0	9	3	12	0	6	2	8	0	2	1	3	23
Mediums		0	1	2	3	0	0	0	0	0	0	1	1	4
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	8	8	15
6/7/2017 12:45		0	5	13	18	0	5	0	5	0	3	8	11	34
Lights		0	5	2	7	0	5	0	5	0	3	1	4	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	11	11	0	0	0	0	0	0	7	7	18
6/7/2017 13:00		0	6	13	19	0	7	3	10	0	1	7	8	37
Lights		0	6	2	8	0	6	2	8	0	1	1	2	18
Mediums		0	0	0	0	0	1	1	2	0	0	1	1	3
Articulated Trucks		0	0	11	11	0	0	0	0	0	0	5	5	16
6/7/2017 13:15		0	13	7	20	0	13	1	14	1	2	9	12	46
Lights		0	13	2	15	0	11	1	12	1	2	2	5	32
Mediums		0	0	2	2	0	2	0	2	0	0	2	2	6
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	5	5	8
6/7/2017 13:30		0	13	7	20	0	15	1	16	0	0	10	10	46
Lights		0	12	0	12	0	15	1	16	0	0	0	0	28
Mediums		0	1	2	3	0	0	0	0	0	0	1	1	4
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	9	9	14
6/7/2017 13:45		1	7	9	17	0	13	2	15	0	3	14	17	49
Lights		0	7	4	11	0	13	2	15	0	3	2	5	31
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		1	0	5	6	0	0	0	0	0	0	11	11	17
6/7/2017 14:00		0	16	5	21	0	7	1	8	0	7	11	18	47
Lights		0	16	0	16	0	7	1	8	0	6	2	8	32
Mediums		0	0	2	2	0	0	0	0	0	1	0	1	3
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	9	9	12
6/7/2017 14:15		0	14	6	20	0	12	2	14	1	7	5	13	47
Lights		0	12	1	13	0	12	2	14	0	7	1	8	35
Mediums		0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	0	5	5	0	0	0	0	1	0	4	5	10
6/7/2017 14:30		0	8	6	14	0	12	0	12	0	7	6	13	39
Lights		0	8	2	10	0	12	0	12	0	7	2	9	31
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	3	3	6
6/7/2017 14:45		0	2	9	11	0	13	1	14	0	6	11	17	42
Lights		0	2	1	3	0	13	1	14	0	6	5	11	28
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	5	5	12
6/7/2017 15:00		0	9	3	12	1	10	3	14	0	9	6	15	41
Lights		0	8	0	8	1	9	2	12	0	9	0	9	29
Mediums		0	1	1	2	0	1	0	1	0	0	1	1	4
Articulated Trucks		0	0	2	2	0	0	1	1	0	0	5	5	8
6/7/2017 15:15		0	10	3	13	0	10	1	11	0	1	5	6	30
Lights		0	10	0	10	0	10	1	11	0	1	1	2	23
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	4	4	7
6/7/2017 15:30		0	11	16	27	0	19	0	19	0	4	5	9	55
Lights		0	10	1	11	0	19	0	19	0	3	0	3	33
Mediums		0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated Trucks		0	0	15	15	0	0	0	0	0	0	5	5	20
6/7/2017 15:45		0	6	10	16	0	12	1	13	0	3	10	13	42
Lights		0	6	3	9	0	12	1	13	0	1	3	4	26
Mediums		0	0	1	1	0	0	0	0	0	2	0	2	3
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	7	7	13
6/7/2017 16:00		0	29	8	37	0	7	1	8	0	2	9	11	56
Lights		0	29	0	29	0	7	1	8	0	2	3	5	42
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	6	6	13
6/7/2017 16:15		0	15	7	22	0	4	0	4	0	3	9	12	38
Lights		0	15	1	16	0	4	0	4	0	3	1	4	24
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	7	7	12
6/7/2017 16:30		0	19	6	25	0	12	2	14	0	2	9	11	50
Lights		0	18	0	18	0	11	2	13	0	2	0	2	33

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	6	7	0	1	0	1	0	0	9	9	17
6/7/2017 16:45	0	10	8	18	0	5	0	5	0	2	7	9	32
Lights	0	10	0	10	0	5	0	5	0	2	1	3	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	8	8	0	0	0	0	0	0	6	6	14
6/7/2017 17:00	0	21	6	27	0	3	2	5	0	2	10	12	44
Lights	0	20	2	22	0	3	0	3	0	2	2	4	29
Mediums	0	0	0	0	0	0	1	1	0	0	3	3	4
Articulated Trucks	0	1	4	5	0	0	1	1	0	0	5	5	11
6/7/2017 17:15	0	14	8	22	0	4	0	4	0	2	8	10	36
Lights	0	14	0	14	0	4	0	4	0	2	3	5	23
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	8	8	0	0	0	0	0	0	4	4	12
6/7/2017 17:30	0	23	5	28	0	10	1	11	0	2	11	13	52
Lights	0	23	0	23	0	7	1	8	0	2	1	3	34
Mediums	0	0	0	0	0	3	0	3	0	0	3	3	6
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	7	7	12
6/7/2017 17:45	0	14	7	21	0	5	2	7	0	0	9	9	37
Lights	0	13	1	14	0	5	2	7	0	0	2	2	23
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	6	6	0	0	0	0	0	0	6	6	12
6/7/2017 18:00	0	51	5	56	0	11	0	11	0	3	12	15	82
Lights	0	51	0	51	0	11	0	11	0	3	5	8	70
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	7	7	12
6/7/2017 18:15	0	29	3	32	0	14	0	14	0	9	8	17	63
Lights	0	26	0	26	0	14	0	14	0	9	4	13	53
Mediums	0	2	0	2	0	0	0	0	0	0	1	1	3
Articulated Trucks	0	1	3	4	0	0	0	0	0	0	3	3	7
6/7/2017 18:30	0	37	7	44	0	34	0	34	0	10	9	19	97
Lights	0	37	0	37	0	33	0	33	0	9	6	15	85
Mediums	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks	0	0	7	7	0	0	0	0	0	0	3	3	10
6/7/2017 18:45	0	17	1	18	0	16	1	17	0	2	9	11	46
Lights	0	17	0	17	0	15	1	16	0	2	2	4	37
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	7	7	7
6/7/2017 19:00	0	22	4	26	0	14	0	14	0	1	4	5	45
Lights	0	21	0	21	0	13	0	13	0	1	1	2	36
Mediums	0	1	3	4	0	1	0	1	0	0	0	0	5
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	3	4
6/7/2017 19:15	1	18	6	25	0	17	1	18	0	0	6	6	49
Lights	0	18	0	18	0	17	1	18	0	0	1	1	37
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	1	0	6	7	0	0	0	0	0	0	4	4	11
6/7/2017 19:30	0	14	5	19	0	23	0	23	0	0	7	7	49
Lights	0	13	1	14	0	23	0	23	0	0	0	0	37
Mediums	0	0	1	1	0	0	0	0	0	0	2	2	3
Articulated Trucks	0	1	3	4	0	0	0	0	0	0	5	5	9
6/7/2017 19:45	0	6	3	9	0	19	1	20	0	4	6	10	39
Lights	0	6	2	8	0	19	1	20	0	4	0	4	32
Mediums	0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	3	4
6/7/2017 20:00	0	11	7	18	0	10	0	10	0	0	6	6	34
Lights	0	11	2	13	0	10	0	10	0	0	4	4	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	2	2	7
6/7/2017 20:15	0	26	5	31	0	12	0	12	0	0	6	6	49
Lights	0	26	0	26	0	12	0	12	0	0	2	2	40
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	3	3	7
6/7/2017 20:30	0	22	2	24	0	4	0	4	0	0	7	7	35
Lights	0	22	0	22	0	4	0	4	0	0	2	2	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	5	5	7
6/7/2017 20:45		0	12	4	16	0	2	0	2	0	3	2	5	23
Lights		0	12	1	13	0	2	0	2	0	3	0	3	18
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	2	2	5
6/7/2017 21:00		0	9	4	13	0	5	0	5	0	1	3	4	22
Lights		0	9	0	9	0	5	0	5	0	1	0	1	15
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	3	3	6
6/7/2017 21:15		0	2	7	9	0	5	0	5	0	0	4	4	18
Lights		0	2	0	2	0	5	0	5	0	0	0	0	7
Mediums		0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	4	4	9
6/7/2017 21:30		0	2	4	6	0	1	0	1	0	0	8	8	15
Lights		0	2	0	2	0	1	0	1	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	8	8	12
6/7/2017 21:45		0	4	3	7	0	10	0	10	0	0	4	4	21
Lights		0	4	0	4	0	10	0	10	0	0	0	0	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	4	4	7
6/7/2017 22:00		0	6	2	8	0	3	0	3	0	0	2	2	13
Lights		0	6	0	6	0	3	0	3	0	0	1	1	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	1	1	3
6/7/2017 22:15		0	6	3	9	0	2	0	2	0	0	3	3	14
Lights		0	6	0	6	0	2	0	2	0	0	0	0	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	3	3	6
6/7/2017 22:30		0	6	0	6	0	5	0	5	0	2	4	6	17
Lights		0	6	0	6	0	5	0	5	0	2	0	2	13
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	2	2	2
6/7/2017 22:45		0	5	2	7	0	3	0	3	0	0	3	3	13
Lights		0	5	0	5	0	3	0	3	0	0	0	0	8
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	3	3	4
6/7/2017 23:00		0	6	2	8	0	2	1	3	0	0	3	3	14
Lights		0	6	1	7	0	2	1	3	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	3	3	4
6/7/2017 23:15		0	2	3	5	0	2	0	2	0	0	2	2	9
Lights		0	2	0	2	0	2	0	2	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	2	2	5
6/7/2017 23:30		0	6	1	7	0	4	0	4	0	0	1	1	12
Lights		0	6	0	6	0	4	0	4	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/7/2017 23:45		0	2	2	4	0	2	0	2	0	0	1	1	7
Lights		0	2	1	3	0	2	0	2	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017		0	19	0	19	0	2	0	2	0	1	2	3	24
Lights		0	19	0	19	0	2	0	2	0	1	1	2	23
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 0:15		0	8	0	8	0	1	0	1	0	0	2	2	11
Lights		0	8	0	8	0	1	0	1	0	0	0	0	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	2	2	2
6/8/2017 0:30		0	6	0	6	0	1	0	1	0	0	0	0	7
Lights		0	6	0	6	0	1	0	1	0	0	0	0	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
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Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
6/8/2017 0:45		0	0	0	0	0	2	0	2	0	0	1	1	3
Lights		0	0	0	0	0	2	0	2	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 1:00		0	2	0	2	0	0	0	0	0	0	2	2	4
Lights		0	2	0	2	0	0	0	0	0	0	2	2	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:15		0	3	1	4	0	0	0	0	0	0	0	0	4
Lights		0	3	1	4	0	0	0	0	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:30		0	0	0	0	0	3	0	3	0	0	1	1	4
Lights		0	0	0	0	0	2	0	2	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	1	0	1	0	0	1	1	2
6/8/2017 1:45		0	1	1	2	0	2	0	2	0	0	1	1	5
Lights		0	1	1	2	0	2	0	2	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 2:00		0	1	0	1	0	0	0	0	0	1	1	2	3
Lights		0	1	0	1	0	0	0	0	0	1	0	1	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 2:15		0	0	1	1	0	0	0	0	0	0	1	1	2
Lights		0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 2:30		0	0	0	0	0	1	0	1	0	0	1	1	2
Lights		0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 2:45		0	1	0	1	0	0	0	0	0	0	0	0	1
Lights		0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:00		0	1	0	1	0	0	0	0	0	0	1	1	2
Lights		0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 3:15		0	0	1	1	0	1	0	1	0	0	1	1	3
Lights		0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/8/2017 3:30		0	1	2	3	0	2	0	2	0	0	0	0	5
Lights		0	1	0	1	0	2	0	2	0	0	0	0	3
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 3:45		0	0	0	0	0	0	0	0	0	0	0	0	0
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:00		0	0	1	1	0	1	0	1	0	2	2	4	6
Lights		0	0	0	0	0	1	0	1	0	2	0	2	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	2	2	3
6/8/2017 4:15		0	1	1	2	0	1	0	1	0	0	1	1	4
Lights		0	1	0	1	0	1	0	1	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/8/2017 4:30		0	0	0	0	0	1	0	1	0	0	1	1	2
Lights		0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 4:45		0	1	0	1	0	1	0	1	0	0	0	0	2

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Lights		0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 5:00		0	1	0	1	0	2	0	2	0	0	0	0	3
Lights		0	1	0	1	0	2	0	2	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:15		0	1	1	2	0	1	0	1	0	0	0	0	3
Lights		0	1	1	2	0	1	0	1	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:30		0	1	0	1	0	8	2	10	0	0	2	2	13
Lights		0	1	0	1	0	8	2	10	0	0	0	0	11
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 5:45		0	3	2	5	0	6	2	8	0	0	0	0	13
Lights		0	2	1	3	0	6	2	8	0	0	0	0	11
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 6:00		0	0	1	1	0	3	1	4	0	0	0	0	5
Lights		0	0	1	1	0	3	1	4	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:15		0	5	0	5	0	4	1	5	0	0	1	1	11
Lights		0	5	0	5	0	4	1	5	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 6:30		0	9	1	10	0	6	1	7	0	0	0	0	17
Lights		0	9	1	10	0	6	1	7	0	0	0	0	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:45		0	8	3	11	0	13	0	13	0	1	4	5	29
Lights		0	8	0	8	0	12	0	12	0	1	0	1	21
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	3	3	0	1	0	1	0	0	3	3	7
6/8/2017 7:00		0	2	5	7	0	10	2	12	0	0	1	1	20
Lights		0	2	2	4	0	10	2	12	0	0	0	0	16
Mediums		0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/8/2017 7:15		0	4	4	8	0	26	0	26	0	1	1	2	36
Lights		0	4	3	7	0	26	0	26	0	1	0	1	34
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:30		0	10	7	17	0	46	4	50	0	0	2	2	69
Lights		0	9	5	14	0	46	4	50	0	0	0	0	64
Mediums		0	1	1	2	0	0	0	0	0	0	1	1	3
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	1	1	2
6/8/2017 7:45		0	29	13	42	0	62	24	86	0	0	4	4	132
Lights		0	29	9	38	0	61	24	85	0	0	1	1	124
Mediums		0	0	0	0	0	1	0	1	0	0	2	2	3
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	1	1	5
6/8/2017 8:00		0	10	4	14	0	13	2	15	0	2	2	4	33
Lights		0	9	3	12	0	12	2	14	0	2	1	3	29
Mediums		0	1	0	1	0	1	0	1	0	0	1	1	3
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 8:15		0	8	3	11	0	16	2	18	0	1	8	9	38
Lights		0	8	2	10	0	16	1	17	0	1	0	1	28
Mediums		0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks		0	0	1	1	0	0	1	1	0	0	5	5	7
6/8/2017 8:30		0	17	1	18	0	8	5	13	0	0	4	4	35
Lights		0	17	1	18	0	8	5	13	0	0	0	0	31
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	4	4	4
6/8/2017 8:45		0	13	8	21	0	15	11	26	0	1	5	6	53
Lights		0	13	3	16	0	15	11	26	0	1	0	1	43

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	4	4	8
6/8/2017 9:00		1	18	9	28	0	21	7	28	0	0	4	4	60
Lights		0	16	2	18	0	21	7	28	0	0	0	0	46
Mediums		0	2	3	5	0	0	0	0	0	0	0	0	5
Articulated Trucks		1	0	4	5	0	0	0	0	0	0	4	4	9
6/8/2017 9:15		0	2	4	6	0	13	3	16	0	0	3	3	25
Lights		0	2	2	4	0	13	3	16	0	0	0	0	20
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	3	3	5
6/8/2017 9:30		0	12	8	20	0	19	2	21	0	0	8	8	49
Lights		0	11	0	11	0	19	2	21	0	0	0	0	32
Mediums		0	1	2	3	0	0	0	0	0	0	2	2	5
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	6	6	12
6/8/2017 9:45		0	6	6	12	0	15	2	17	0	0	4	4	33
Lights		0	5	1	6	0	13	2	15	0	0	0	0	21
Mediums		0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks		0	1	5	6	0	1	0	1	0	0	4	4	11
6/8/2017 10:00		0	10	6	16	0	9	2	11	0	1	5	6	33
Lights		0	8	1	9	0	8	1	9	0	1	0	1	19
Mediums		0	1	1	2	0	1	1	2	0	0	0	0	4
Articulated Trucks		0	1	4	5	0	0	0	0	0	0	5	5	10
6/8/2017 10:15		0	6	10	16	0	10	1	11	0	0	8	8	35
Lights		0	6	2	8	0	9	1	10	0	0	1	1	19
Mediums		0	0	3	3	0	1	0	1	0	0	0	0	4
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	7	7	12
6/8/2017 10:30		0	5	5	10	0	4	2	6	0	1	7	8	24
Lights		0	5	1	6	0	4	2	6	0	1	0	1	13
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	7	7	11
6/8/2017 10:45		0	5	8	13	0	6	2	8	0	0	5	5	26
Lights		0	3	1	4	0	6	2	8	0	0	2	2	14
Mediums		0	2	1	3	0	0	0	0	0	0	0	0	3
Articulated Trucks		0	0	6	6	0	0	0	0	0	0	3	3	9
6/8/2017 11:00		1	5	9	15	0	4	1	5	1	2	5	8	28
Lights		1	5	1	7	0	4	1	5	0	2	0	2	14
Mediums		0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	0	6	6	0	0	0	0	1	0	5	6	12
6/8/2017 11:15		0	6	2	8	0	4	1	5	0	0	10	10	23
Lights		0	6	0	6	0	2	1	3	0	0	1	1	10
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	2	2	0	2	0	2	0	0	8	8	12
6/8/2017 11:30		0	3	5	8	0	6	0	6	0	2	6	8	22
Lights		0	2	0	2	0	4	0	4	0	2	1	3	9
Mediums		0	0	1	1	0	2	0	2	0	0	0	0	3
Articulated Trucks		0	1	4	5	0	0	0	0	0	0	5	5	10
6/8/2017 11:45		0	3	10	13	0	7	3	10	0	1	9	10	33
Lights		0	2	1	3	0	7	2	9	0	0	0	0	12
Mediums		0	1	0	1	0	0	0	0	0	0	3	3	4
Articulated Trucks		0	0	9	9	0	0	1	1	0	1	6	7	17
6/8/2017 12:00		0	6	8	14	1	2	0	3	0	1	6	7	24
Lights		0	6	0	6	1	2	0	3	0	1	0	1	10
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	6	6	13
6/8/2017 12:15		0	8	4	12	0	8	2	10	0	0	8	8	30
Lights		0	6	1	7	0	6	1	7	0	0	0	0	14
Mediums		0	1	0	1	0	1	0	1	0	0	0	0	2
Articulated Trucks		0	1	3	4	0	1	1	2	0	0	8	8	14
6/8/2017 12:30		0	12	9	21	0	10	1	11	0	1	10	11	43
Lights		0	12	1	13	0	10	1	11	0	1	2	3	27
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	8	8	0	0	0	0	0	0	8	8	16
6/8/2017 12:45		0	8	11	19	0	6	2	8	0	5	5	10	37
Lights		0	8	1	9	0	5	1	6	0	5	0	5	20
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Articulated Trucks		0	0	9	9	0	1	1	2	0	0	5	5	16
6/8/2017 13:00		0	12	3	15	0	13	3	16	0	3	8	11	42
Lights		0	12	1	13	0	12	3	15	0	2	1	3	31
Mediums		0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	7	7	9
6/8/2017 13:15		0	4	8	12	0	13	0	13	0	2	9	11	36
Lights		0	4	1	5	0	13	0	13	0	2	1	3	21
Mediums		0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	8	8	13
6/8/2017 13:30		0	7	6	13	0	16	0	16	0	3	7	10	39
Lights		0	7	0	7	0	14	0	14	0	3	0	3	24
Mediums		0	0	1	1	0	2	0	2	0	0	0	0	3
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	7	7	12
6/8/2017 13:45		0	14	5	19	0	6	2	8	0	3	8	11	38
Lights		0	14	1	15	0	6	1	7	0	2	0	2	24
Mediums		0	0	2	2	0	0	1	1	0	1	1	2	5
Articulated Trucks		0	0	2	2	0	0	0	0	0	0	7	7	9
6/8/2017 14:00		0	9	12	21	0	12	3	15	0	3	12	15	51
Lights		0	9	1	10	0	12	3	15	0	3	0	3	28
Mediums		0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks		0	0	11	11	0	0	0	0	0	0	9	9	20
6/8/2017 14:15		0	12	6	18	0	12	2	14	0	2	3	5	37
Lights		0	11	0	11	0	12	2	14	0	1	0	1	26
Mediums		0	1	1	2	0	0	0	0	0	1	0	1	3
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	3	3	8
6/8/2017 14:30		0	15	7	22	0	11	4	15	0	3	8	11	48
Lights		0	15	0	15	0	10	3	13	0	3	2	5	33
Mediums		0	0	2	2	0	1	0	1	0	0	1	1	4
Articulated Trucks		0	0	5	5	0	0	1	1	0	0	5	5	11
6/8/2017 14:45		0	6	10	16	1	20	2	23	0	1	6	7	46
Lights		0	6	2	8	1	20	1	22	0	0	2	2	32
Mediums		0	0	0	0	0	0	1	1	0	1	1	2	3
Articulated Trucks		0	0	8	8	0	0	0	0	0	0	3	3	11
6/8/2017 15:00		0	12	9	21	0	8	0	8	0	2	6	8	37
Lights		0	12	1	13	0	8	0	8	0	2	1	3	24
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	5	5	12
6/8/2017 15:15		0	8	4	12	0	12	1	13	0	1	9	10	35
Lights		0	8	1	9	0	12	1	13	0	1	0	1	23
Mediums		0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks		0	0	3	3	0	0	0	0	0	0	6	6	9
6/8/2017 15:30		0	9	11	20	0	15	0	15	1	2	6	9	44
Lights		0	9	4	13	0	15	0	15	1	2	3	6	34
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	2	2	9
6/8/2017 15:45		0	12	6	18	0	15	0	15	0	1	17	18	51
Lights		0	12	1	13	0	15	0	15	0	1	1	2	30
Mediums		0	0	1	1	0	0	0	0	0	0	4	4	5
Articulated Trucks		0	0	4	4	0	0	0	0	0	0	12	12	16
6/8/2017 16:00		0	30	6	36	0	4	0	4	0	2	17	19	59
Lights		0	29	1	30	0	4	0	4	0	2	4	6	40
Mediums		0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	12	12	17
6/8/2017 16:15		0	15	10	25	0	5	2	7	0	4	8	12	44
Lights		0	15	2	17	0	5	2	7	0	4	1	5	29
Mediums		0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	0	7	7	0	0	0	0	0	0	6	6	13
6/8/2017 16:30		0	18	5	23	0	11	1	12	0	5	8	13	48
Lights		0	18	0	18	0	11	1	12	0	5	1	6	36
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	0	5	5	0	0	0	0	0	0	5	5	10
6/8/2017 16:45		0	12	10	22	0	5	0	5	0	3	8	11	38
Lights		0	11	1	12	0	5	0	5	0	2	2	4	21
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	1	8	9	0	0	0	0	0	1	6	7	16

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound		Eastbound Tot	Westbound			Westbound To	Northbound			Northbound To	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/8/2017 17:00	0	10	10	20	0	7	1	8	0	7	9	16	44
Lights	0	10	0	10	0	7	0	7	0	7	2	9	26
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	9	9	0	0	1	1	0	0	7	7	17
6/8/2017 17:15	0	16	6	22	0	4	0	4	0	13	13	26	52
Lights	0	16	0	16	0	4	0	4	0	13	3	16	36
Mediums	0	0	3	3	0	0	0	0	0	0	1	1	4
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	9	9	12
6/8/2017 17:30	0	11	7	18	0	4	1	5	0	12	12	24	47
Lights	0	11	1	12	0	4	1	5	0	12	5	17	34
Mediums	0	0	1	1	0	0	0	0	0	0	2	2	3
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	5	5	10
6/8/2017 17:45	0	12	6	18	0	10	1	11	0	8	9	17	46
Lights	0	12	1	13	0	10	1	11	0	8	2	10	34
Mediums	0	0	0	0	0	0	0	0	0	0	3	3	3
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	4	4	9
6/8/2017 18:00	0	45	4	49	0	9	0	9	0	4	9	13	71
Lights	0	43	1	44	0	8	0	8	0	4	4	8	60
Mediums	0	2	0	2	0	1	0	1	0	0	0	0	3
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	5	5	8
6/8/2017 18:15	0	21	3	24	0	14	0	14	0	6	9	15	53
Lights	0	21	1	22	0	13	0	13	0	6	2	8	43
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	5	5	8
6/8/2017 18:30	0	36	4	40	0	25	0	25	0	2	15	17	82
Lights	0	36	0	36	0	23	0	23	0	2	9	11	70
Mediums	0	0	2	2	0	2	0	2	0	0	0	0	4
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	6	6	8
6/8/2017 18:45	0	16	5	21	0	6	0	6	0	5	7	12	39
Lights	0	15	0	15	0	6	0	6	0	5	1	6	27
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	6	6	10
6/8/2017 19:00	0	23	7	30	0	11	1	12	0	0	5	5	47
Lights	0	22	0	22	0	11	1	12	0	0	0	0	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	7	8	0	0	0	0	0	0	5	5	13
6/8/2017 19:15	0	4	1	5	0	15	0	15	0	0	7	7	27
Lights	0	3	0	3	0	15	0	15	0	0	1	1	19
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	5	5	6
6/8/2017 19:30	0	5	3	8	0	28	0	28	0	2	3	5	41
Lights	0	5	0	5	0	28	0	28	0	2	3	5	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	0	0	3
6/8/2017 19:45	0	9	3	12	0	24	0	24	0	1	5	6	42
Lights	0	9	0	9	0	24	0	24	0	1	1	2	35
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	4	4	5
6/8/2017 20:00	0	7	5	12	0	9	0	9	0	1	4	5	26
Lights	0	7	0	7	0	9	0	9	0	1	0	1	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	5	5	0	0	0	0	0	0	4	4	9
6/8/2017 20:15	0	11	1	12	0	10	0	10	0	0	5	5	27
Lights	0	11	0	11	0	10	0	10	0	0	0	0	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	5	5	6
6/8/2017 20:30	0	22	4	26	0	7	0	7	0	0	1	1	34
Lights	0	22	0	22	0	7	0	7	0	0	0	0	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	1	1	5
6/8/2017 20:45	0	7	4	11	0	5	1	6	0	1	2	3	20
Lights	0	7	0	7	0	5	1	6	0	1	0	1	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	4	4	0	0	0	0	0	0	2	2	6
6/8/2017 21:00	0	11	2	13	0	1	0	1	0	0	4	4	18

Study Name	04 Mississippi & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound		Eastbound Tot	Westbound			Westbound To	Northbound			Northbound To	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Lights	0	11	0	11	0	1	0	1	0	0	0	0	12
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	4	4	5
6/8/2017 21:15	0	2	4	6	0	6	0	6	0	0	5	5	17
Lights	0	2	1	3	0	6	0	6	0	0	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	5	5	8
6/8/2017 21:30	0	3	2	5	0	2	0	2	0	0	6	6	13
Lights	0	3	0	3	0	2	0	2	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	4	4	6
6/8/2017 21:45	0	2	4	6	0	2	0	2	0	1	3	4	12
Lights	0	2	0	2	0	2	0	2	0	1	1	2	6
Mediums	0	0	3	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	2	2	3
6/8/2017 22:00	0	6	1	7	0	2	0	2	0	1	4	5	14
Lights	0	6	0	6	0	2	0	2	0	1	0	1	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	4	4	5
6/8/2017 22:15	0	5	3	8	0	2	0	2	0	1	4	5	15
Lights	0	5	0	5	0	2	0	2	0	1	0	1	8
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	4	4	6
6/8/2017 22:30	1	5	3	9	0	4	0	4	0	0	4	4	17
Lights	0	5	0	5	0	4	0	4	0	0	0	0	9
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	1	0	1	2	0	0	0	0	0	0	4	4	6
6/8/2017 22:45	0	4	1	5	0	2	0	2	0	0	5	5	12
Lights	0	4	0	4	0	2	0	2	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	5	5	6
6/8/2017 23:00	0	4	0	4	0	2	0	2	0	0	1	1	7
Lights	0	4	0	4	0	2	0	2	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 23:15	0	1	1	2	0	2	0	2	0	0	0	0	4
Lights	0	1	0	1	0	2	0	2	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 23:30	0	2	2	4	0	3	0	3	0	0	1	1	8
Lights	0	2	0	2	0	3	0	3	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	1	1	3
6/8/2017 23:45	0	4	2	6	1	5	1	7	0	0	1	1	14
Lights	0	4	0	4	1	5	1	7	0	0	1	1	12
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
Grand Total	8	2460	1206	3674	8	2405	350	2763	7	372	1353	1732	8169

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/6/2017	0	2	0	2	0	1	1	2	0	0	0	0	4
Lights	0	1	0	1	0	1	1	2	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 0:15	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 0:30	0	1	1	2	0	0	0	0	0	0	0	0	2
Lights	0	0	1	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 0:45	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 1:00	0	0	0	0	0	3	0	3	0	1	1	2	5
Lights	0	0	0	0	0	3	0	3	0	1	0	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 1:15	0	1	1	2	0	5	0	5	0	0	0	0	7
Lights	0	0	1	1	0	5	0	5	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 1:30	0	0	1	1	0	1	0	1	0	0	0	0	2
Lights	0	0	1	1	0	1	0	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:45	0	0	0	0	0	2	1	3	0	0	1	1	4
Lights	0	0	0	0	0	2	1	3	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:15	0	1	13	14	0	1	0	1	0	0	1	1	16
Lights	0	0	13	13	0	1	0	1	0	0	0	0	14
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 2:30	0	1	4	5	0	1	1	2	0	0	0	0	7
Lights	0	0	3	3	0	1	1	2	0	0	0	0	5
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 2:45	0	0	2	2	0	0	0	0	0	2	1	3	5
Lights	0	0	2	2	0	0	0	0	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 3:00	0	2	0	2	0	0	1	1	0	0	0	0	3
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	1	1	0	0	0	0	2
6/6/2017 3:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:30	0	1	3	4	0	0	0	0	0	0	0	0	4
Lights	0	0	3	3	0	0	0	0	0	0	0	0	3
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:45	0	0	6	6	0	0	0	0	0	0	3	3	9
Lights	0	0	6	6	0	0	0	0	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	3	3	3
6/6/2017 4:00	0	2	2	4	0	2	0	2	0	0	0	0	6

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	0	2	2	0	2	0	2	0	0	0	0	4
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 4:15	0	0	1	1	0	2	0	2	0	0	1	1	4
Lights	0	0	1	1	0	2	0	2	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 4:30	0	1	5	6	0	6	0	6	0	0	0	0	12
Lights	0	0	3	3	0	5	0	5	0	0	0	0	8
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/6/2017 4:45	0	0	3	3	0	9	0	9	0	0	1	1	13
Lights	0	0	3	3	0	9	0	9	0	0	1	1	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:00	0	1	7	8	0	5	0	5	0	1	0	1	14
Lights	0	0	7	7	0	4	0	4	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	1	0	1	0	1	0	1	3
6/6/2017 5:15	0	0	7	7	0	24	0	24	0	1	1	2	33
Lights	0	0	5	5	0	24	0	24	0	0	0	0	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	1	1	2	4
6/6/2017 5:30	0	0	7	7	0	33	2	35	0	2	1	3	45
Lights	0	0	5	5	0	30	1	31	0	1	0	1	37
Mediums	0	0	0	0	0	2	1	3	0	1	0	1	4
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	1	1	4
6/6/2017 5:45	0	3	13	16	0	34	2	36	0	3	2	5	57
Lights	0	0	11	11	0	34	0	34	0	1	0	1	46
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	3	2	5	0	0	2	2	0	2	1	3	10
6/6/2017 6:00	0	1	3	4	0	4	1	5	0	2	2	4	13
Lights	0	0	3	3	0	3	1	4	0	1	1	2	9
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	1	1	2	3
6/6/2017 6:15	0	1	37	38	0	7	2	9	0	1	2	3	50
Lights	0	1	35	36	0	4	1	5	0	1	0	1	42
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	3	0	3	0	0	2	2	6
6/6/2017 6:30	0	4	11	15	0	9	2	11	0	2	3	5	31
Lights	0	0	10	10	0	7	1	8	0	0	0	0	18
Mediums	0	0	0	0	0	2	0	2	0	0	2	2	4
Articulated Trucks	0	4	1	5	0	0	1	1	0	2	1	3	9
6/6/2017 6:45	0	3	3	6	0	6	3	9	0	0	2	2	17
Lights	0	0	3	3	0	5	3	8	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	3	0	3	0	1	0	1	0	0	2	2	6
6/6/2017 7:00	0	3	5	8	0	12	0	12	0	0	5	5	25
Lights	0	0	4	4	0	11	0	11	0	0	0	0	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	3	1	4	0	1	0	1	0	0	5	5	10
6/6/2017 7:15	0	3	4	7	0	4	0	4	0	2	3	5	16
Lights	0	0	1	1	0	4	0	4	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	3	3	6	0	0	0	0	0	2	2	4	10
6/6/2017 7:30	0	2	7	9	0	7	2	9	0	2	4	6	24
Lights	0	0	2	2	0	6	1	7	0	1	0	1	10
Mediums	0	0	3	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	2	2	4	0	1	1	2	0	1	4	5	11
6/6/2017 7:45	0	2	1	3	0	6	1	7	0	2	5	7	17
Lights	0	0	0	0	0	4	1	5	0	0	0	0	5
Mediums	0	0	0	0	0	2	0	2	0	1	0	1	3
Articulated Trucks	0	2	1	3	0	0	0	0	0	1	5	6	9
6/6/2017 8:00	0	4	2	6	0	7	0	7	0	0	2	2	15
Lights	0	0	1	1	0	3	0	3	0	0	0	0	4

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	4	1	5	0	4	0	4	0	0	2	2	11
6/6/2017 8:15	0	0	6	6	0	2	2	4	0	0	7	7	17
Lights	0	0	4	4	0	1	0	1	0	0	0	0	5
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	0	2	2	0	0	7	7	11
6/6/2017 8:30	0	6	8	14	0	6	1	7	0	2	0	2	23
Lights	0	0	4	4	0	2	0	2	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	6	4	10	0	4	1	5	0	2	0	2	17
6/6/2017 8:45	0	5	2	7	0	5	2	7	0	1	7	8	22
Lights	0	0	0	0	0	4	1	5	0	0	1	1	6
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	4	2	6	0	1	1	2	0	1	6	7	15
6/6/2017 9:00	0	3	3	6	0	7	0	7	0	1	2	3	16
Lights	0	1	1	2	0	6	0	6	0	0	0	0	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	2	4	0	1	0	1	0	1	2	3	8
6/6/2017 9:15	0	9	1	10	0	11	0	11	0	2	3	5	26
Lights	0	0	0	0	0	7	0	7	0	0	0	0	7
Mediums	0	1	0	1	0	2	0	2	0	2	0	2	5
Articulated Trucks	0	8	1	9	0	2	0	2	0	0	3	3	14
6/6/2017 9:30	0	4	3	7	0	10	3	13	0	2	5	7	27
Lights	0	0	2	2	0	7	0	7	0	0	0	0	9
Mediums	0	1	0	1	0	0	1	1	0	1	0	1	3
Articulated Trucks	0	3	1	4	0	3	2	5	0	1	5	6	15
6/6/2017 9:45	0	4	9	13	0	10	4	14	0	2	7	9	36
Lights	0	0	5	5	0	8	1	9	0	1	1	2	16
Mediums	0	2	0	2	0	1	3	4	0	1	0	1	7
Articulated Trucks	0	2	4	6	0	1	0	1	0	0	6	6	13
6/6/2017 10:00	0	7	5	12	0	8	0	8	0	3	5	8	28
Lights	0	1	4	5	0	5	0	5	0	1	0	1	11
Mediums	0	1	0	1	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	5	1	6	0	3	0	3	0	0	5	5	14
6/6/2017 10:15	0	4	16	20	0	7	1	8	0	2	4	6	34
Lights	0	0	14	14	0	5	0	5	0	1	0	1	20
Mediums	0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	3	2	5	0	2	1	3	0	0	3	3	11
6/6/2017 10:30	0	1	14	15	0	6	2	8	0	4	3	7	30
Lights	0	0	10	10	0	2	0	2	0	3	0	3	15
Mediums	0	0	0	0	0	0	2	2	0	1	2	3	5
Articulated Trucks	0	1	4	5	0	4	0	4	0	0	1	1	10
6/6/2017 10:45	0	4	10	14	0	8	2	10	0	5	1	6	30
Lights	0	0	4	4	0	6	0	6	0	2	1	3	13
Mediums	0	1	0	1	0	1	1	2	0	1	0	1	4
Articulated Trucks	0	3	6	9	0	1	1	2	0	2	0	2	13
6/6/2017 11:00	0	4	12	16	0	6	1	7	0	3	3	6	29
Lights	0	0	11	11	0	4	0	4	0	1	0	1	16
Mediums	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks	0	4	1	5	0	1	1	2	0	1	3	4	11
6/6/2017 11:15	0	2	9	11	0	11	4	15	0	2	1	3	29
Lights	0	0	9	9	0	8	2	10	0	0	0	0	19
Mediums	0	1	0	1	0	1	1	2	0	0	0	0	3
Articulated Trucks	0	1	0	1	0	2	1	3	0	2	1	3	7
6/6/2017 11:30	0	4	6	10	0	5	3	8	0	1	0	1	19
Lights	0	0	2	2	0	3	0	3	0	1	0	1	6
Mediums	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	4	4	8	0	2	1	3	0	0	0	0	11
6/6/2017 11:45	0	2	11	13	0	7	2	9	0	1	2	3	25
Lights	0	0	9	9	0	5	0	5	0	1	0	1	15
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	2	2	4	0	2	1	3	0	0	2	2	9
6/6/2017 12:00	0	3	13	16	0	10	2	12	0	4	0	4	32
Lights	0	1	10	11	0	7	2	9	0	1	0	1	21
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Articulated Trucks		0	1	3	4	0	3	0	3	0	3	0	3	10
6/6/2017 12:15		0	3	6	9	0	11	2	13	0	1	2	3	25
Lights		0	0	4	4	0	8	1	9	0	1	0	1	14
Mediums		0	0	1	1	0	1	0	1	0	0	1	1	3
Articulated Trucks		0	3	1	4	0	2	1	3	0	0	1	1	8
6/6/2017 12:30		0	4	4	8	0	9	1	10	0	3	1	4	22
Lights		0	0	4	4	0	6	0	6	0	1	1	2	12
Mediums		0	2	0	2	0	1	1	2	0	0	0	0	4
Articulated Trucks		0	2	0	2	0	2	0	2	0	2	0	2	6
6/6/2017 12:45		0	1	8	9	0	1	0	1	0	3	2	5	15
Lights		0	0	4	4	0	1	0	1	0	2	1	3	8
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	1	3	4	0	0	0	0	0	1	1	2	6
6/6/2017 13:00		0	2	5	7	0	10	4	14	0	1	1	2	23
Lights		0	0	2	2	0	8	2	10	0	1	0	1	13
Mediums		0	2	0	2	0	0	0	0	0	0	1	1	3
Articulated Trucks		0	0	3	3	0	2	2	4	0	0	0	0	7
6/6/2017 13:15		0	1	6	7	0	18	1	19	0	3	1	4	30
Lights		0	0	5	5	0	15	0	15	0	2	0	2	22
Mediums		0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks		0	1	1	2	0	2	1	3	0	0	1	1	6
6/6/2017 13:30		0	3	4	7	0	23	1	24	0	3	0	3	34
Lights		0	1	3	4	0	17	0	17	0	2	0	2	23
Mediums		0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks		0	2	1	3	0	4	1	5	0	1	0	1	9
6/6/2017 13:45		0	0	9	9	0	32	2	34	0	3	1	4	47
Lights		0	0	7	7	0	30	0	30	0	1	1	2	39
Mediums		0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks		0	0	1	1	0	2	1	3	0	2	0	2	6
6/6/2017 14:00		0	4	13	17	0	7	3	10	0	2	0	2	29
Lights		0	3	11	14	0	4	1	5	0	1	0	1	20
Mediums		0	1	0	1	0	1	1	2	0	1	0	1	4
Articulated Trucks		0	0	2	2	0	2	1	3	0	0	0	0	5
6/6/2017 14:15		0	2	35	37	0	2	1	3	0	1	0	1	41
Lights		0	0	33	33	0	1	0	1	0	0	0	0	34
Mediums		0	0	0	0	0	0	1	1	0	1	0	1	2
Articulated Trucks		0	2	2	4	0	1	0	1	0	0	0	0	5
6/6/2017 14:30		0	0	24	24	0	3	0	3	0	0	0	0	27
Lights		0	0	22	22	0	2	0	2	0	0	0	0	24
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	2	2	0	1	0	1	0	0	0	0	3
6/6/2017 14:45		0	3	10	13	0	4	0	4	0	1	0	1	18
Lights		0	0	8	8	0	2	0	2	0	0	0	0	10
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	2	2	4	0	2	0	2	0	1	0	1	7
6/6/2017 15:00		0	3	8	11	0	6	0	6	1	3	0	4	21
Lights		0	0	6	6	0	3	0	3	1	1	0	2	11
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	3	1	4	0	3	0	3	0	2	0	2	9
6/6/2017 15:15		0	2	6	8	0	6	1	7	0	0	1	1	16
Lights		0	1	5	6	0	2	0	2	0	0	0	0	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	1	2	0	4	1	5	0	0	1	1	8
6/6/2017 15:30		0	3	10	13	0	5	0	5	0	3	1	4	22
Lights		0	0	9	9	0	3	0	3	0	3	1	4	16
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	2	1	3	0	2	0	2	0	0	0	0	5
6/6/2017 15:45		0	1	20	21	0	7	2	9	0	2	2	4	34
Lights		0	0	17	17	0	5	0	5	0	0	0	0	22
Mediums		0	0	1	1	0	0	1	1	0	1	0	1	3
Articulated Trucks		0	1	2	3	0	2	1	3	0	1	2	3	9
6/6/2017 16:00		0	2	3	5	0	8	2	10	0	1	1	2	17
Lights		0	0	2	2	0	7	0	7	0	0	0	0	9
Mediums		0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks		0	2	1	3	0	1	2	3	0	0	1	1	7

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/6/2017 16:15	0	4	7	11	0	11	2	13	0	3	2	5	29
Lights	0	0	5	5	0	9	1	10	0	1	0	1	16
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	3	2	5	0	2	0	2	0	2	2	4	11
6/6/2017 16:30	0	3	12	15	0	9	1	10	0	0	0	0	25
Lights	0	1	9	10	0	8	0	8	0	0	0	0	18
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	2	4	0	1	1	2	0	0	0	0	6
6/6/2017 16:45	0	2	3	5	0	7	1	8	0	0	3	3	16
Lights	0	0	3	3	0	5	0	5	0	0	0	0	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	2	1	3	0	0	3	3	8
6/6/2017 17:00	0	1	11	12	0	5	1	6	0	1	1	2	20
Lights	0	0	9	9	0	5	0	5	0	0	0	0	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	2	3	0	0	1	1	0	1	1	2	6
6/6/2017 17:15	0	3	4	7	0	14	2	16	0	1	1	2	25
Lights	0	0	4	4	0	11	1	12	0	0	1	1	17
Mediums	0	0	0	0	0	3	0	3	0	0	0	0	3
Articulated Trucks	0	3	0	3	0	0	1	1	0	1	0	1	5
6/6/2017 17:30	0	2	6	8	0	11	1	12	0	0	1	1	21
Lights	0	0	4	4	0	10	1	11	0	0	0	0	15
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	1	3	0	1	0	1	0	0	1	1	5
6/6/2017 17:45	0	1	9	10	0	8	0	8	0	2	3	5	23
Lights	0	0	8	8	0	8	0	8	0	0	1	1	17
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	1	1	2	0	0	0	0	0	1	2	3	5
6/6/2017 18:00	0	3	6	9	0	4	3	7	0	0	0	0	16
Lights	0	0	4	4	0	4	1	5	0	0	0	0	9
Mediums	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	3	2	5	0	0	0	0	0	0	0	0	5
6/6/2017 18:15	0	0	14	14	0	5	0	5	0	0	1	1	20
Lights	0	0	14	14	0	4	0	4	0	0	0	0	18
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 18:30	0	2	10	12	0	3	0	3	0	0	1	1	16
Lights	0	0	8	8	0	2	0	2	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	2	4	0	1	0	1	0	0	1	1	6
6/6/2017 18:45	0	2	1	3	0	8	1	9	0	0	1	1	13
Lights	0	0	1	1	0	7	0	7	0	0	0	0	8
Mediums	0	2	0	2	0	1	0	1	0	0	1	1	4
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/6/2017 19:00	0	2	4	6	0	0	0	0	0	0	2	2	8
Lights	0	0	3	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	1	3	0	0	0	0	0	0	2	2	5
6/6/2017 19:15	0	1	1	2	0	2	0	2	0	1	1	2	6
Lights	0	0	1	1	0	1	0	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	1	0	1	0	1	1	2	4
6/6/2017 19:30	0	2	6	8	0	1	0	1	0	0	0	0	9
Lights	0	0	6	6	0	1	0	1	0	0	0	0	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
6/6/2017 19:45	0	2	3	5	0	4	0	4	0	0	2	2	11
Lights	0	0	2	2	0	2	0	2	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	1	3	0	2	0	2	0	0	2	2	7
6/6/2017 20:00	0	4	2	6	0	3	0	3	0	0	1	1	10
Lights	0	0	2	2	0	3	0	3	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	4	0	4	0	0	0	0	0	0	1	1	5
6/6/2017 20:15	0	4	2	6	0	1	1	2	0	0	2	2	10

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Lights		0	0	1	1	0	1	0	1	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	4	1	5	0	0	1	1	0	0	1	1	7
6/6/2017 20:30		0	1	1	2	0	6	1	7	0	0	2	2	11
Lights		0	0	1	1	0	4	1	5	0	0	0	0	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	2	0	2	0	0	2	2	5
6/6/2017 20:45		0	1	1	2	0	6	0	6	0	1	0	1	9
Lights		0	0	1	1	0	2	0	2	0	1	0	1	4
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	4	0	4	0	0	0	0	5
6/6/2017 21:00		0	1	1	2	0	3	0	3	0	0	1	1	6
Lights		0	0	1	1	0	3	0	3	0	0	1	1	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 21:15		0	0	4	4	0	11	1	12	0	0	0	0	16
Lights		0	0	3	3	0	11	1	12	0	0	0	0	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 21:30		0	2	1	3	0	16	1	17	0	1	3	4	24
Lights		0	1	0	1	0	16	0	16	0	0	1	1	18
Mediums		0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks		0	1	1	2	0	0	1	1	0	0	1	1	4
6/6/2017 21:45		0	2	4	6	0	20	0	20	0	1	0	1	27
Lights		0	0	4	4	0	20	0	20	0	1	0	1	25
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	2	0	2	0	0	0	0	0	0	0	0	2
6/6/2017 22:00		0	1	3	4	0	2	2	4	0	1	1	2	10
Lights		0	0	3	3	0	2	1	3	0	0	0	0	6
Mediums		0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks		0	1	0	1	0	0	1	1	0	0	1	1	3
6/6/2017 22:15		0	0	33	33	0	4	0	4	0	2	0	2	39
Lights		0	0	32	32	0	3	0	3	0	2	0	2	37
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	1	0	1	0	0	0	0	2
6/6/2017 22:30		0	0	11	11	0	0	2	2	0	1	0	1	14
Lights		0	0	11	11	0	0	0	0	0	0	0	0	11
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	2	2	0	1	0	1	3
6/6/2017 22:45		0	1	6	7	0	0	0	0	0	0	0	0	7
Lights		0	0	6	6	0	0	0	0	0	0	0	0	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 23:00		0	0	0	0	0	5	1	6	1	1	2	4	10
Lights		0	0	0	0	0	5	0	5	0	1	0	1	6
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	0	0	0	0	1	1	1	0	1	2	3
6/6/2017 23:15		0	1	2	3	0	2	0	2	0	0	0	0	5
Lights		0	0	2	2	0	2	0	2	0	0	0	0	4
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:30		0	0	0	0	0	0	0	0	0	0	1	1	1
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 23:45		0	1	1	2	0	0	0	0	0	0	0	0	2
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017		0	1	3	4	0	5	3	8	0	0	0	0	12
Lights		0	0	2	2	0	5	3	8	0	0	0	0	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	1	2	0	0	0	0	0	0	0	0	2
6/7/2017 0:15		0	0	0	0	0	0	1	1	0	0	1	1	2
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	1	1	2
6/7/2017 0:30	0	1	2	3	0	0	0	0	0	0	0	0	3
Lights	0	0	2	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 0:45	0	0	0	0	0	1	0	1	0	0	0	0	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 1:00	0	0	0	0	0	0	1	1	0	2	1	3	4
Lights	0	0	0	0	0	0	1	1	0	1	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 1:15	0	1	0	1	0	1	0	1	0	0	0	0	2
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 1:30	0	0	2	2	0	1	1	2	0	0	1	1	5
Lights	0	0	2	2	0	1	0	1	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	1	1	2
6/7/2017 1:45	0	1	0	1	0	0	1	1	0	0	0	0	2
Lights	0	0	0	0	0	0	1	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:15	0	0	11	11	0	0	0	0	0	0	1	1	12
Lights	0	0	11	11	0	0	0	0	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 2:30	0	1	2	3	0	0	0	0	0	0	1	1	4
Lights	0	0	2	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 2:45	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 3:00	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:15	0	2	1	3	0	0	0	0	1	0	1	2	5
Lights	0	0	1	1	0	0	0	0	1	0	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	1	1	3
6/7/2017 3:30	0	0	2	2	0	0	0	0	0	0	1	1	3
Lights	0	0	2	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:45	0	0	5	5	0	1	0	1	0	0	1	1	7
Lights	0	0	5	5	0	1	0	1	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 4:00	0	2	0	2	0	1	0	1	0	0	0	0	3
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	0	0	2
6/7/2017 4:15	0	1	0	1	0	4	0	4	0	0	0	0	5
Lights	0	0	0	0	0	4	0	4	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 4:30		0	1	3	4	0	6	0	6	0	0	2	2	12
Lights		0	0	3	3	0	6	0	6	0	0	0	0	9
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	1	1	2
6/7/2017 4:45		0	1	4	5	0	7	1	8	0	0	0	0	13
Lights		0	1	4	5	0	7	1	8	0	0	0	0	13
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:00		0	1	6	7	0	7	0	7	0	1	0	1	15
Lights		0	0	6	6	0	6	0	6	0	0	0	0	12
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	1	0	1	0	1	0	1	3
6/7/2017 5:15		0	0	3	3	0	17	2	19	0	1	0	1	23
Lights		0	0	3	3	0	17	0	17	0	0	0	0	20
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	2	2	0	1	0	1	3
6/7/2017 5:30		0	2	5	7	0	33	2	35	0	3	0	3	45
Lights		0	0	4	4	0	33	2	35	0	2	0	2	41
Mediums		0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	2	0	2	0	0	0	0	0	1	0	1	3
6/7/2017 5:45		0	0	15	15	0	37	0	37	0	2	3	5	57
Lights		0	0	15	15	0	36	0	36	0	0	1	1	52
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	0	0	0	0	1	0	1	0	2	0	2	3
6/7/2017 6:00		0	2	5	7	0	6	1	7	0	0	3	3	17
Lights		0	0	4	4	0	6	0	6	0	0	0	0	10
Mediums		0	1	1	2	0	0	1	1	0	0	1	1	4
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	2	2	3
6/7/2017 6:15		0	3	42	45	0	4	1	5	0	1	2	3	53
Lights		0	0	41	41	0	4	0	4	0	1	0	1	46
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	3	1	4	0	0	1	1	0	0	1	1	6
6/7/2017 6:30		0	4	5	9	0	9	0	9	0	1	1	2	20
Lights		0	0	5	5	0	7	0	7	0	0	0	0	12
Mediums		0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks		0	4	0	4	0	1	0	1	0	1	0	1	6
6/7/2017 6:45		0	3	5	8	0	7	2	9	0	1	6	7	24
Lights		0	0	5	5	0	7	1	8	0	0	1	1	14
Mediums		0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks		0	3	0	3	0	0	0	0	0	1	5	6	9
6/7/2017 7:00		0	2	4	6	0	8	0	8	0	2	1	3	17
Lights		0	0	3	3	0	7	0	7	0	0	0	0	10
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	1	1	2	0	1	0	1	0	2	1	3	6
6/7/2017 7:15		0	2	2	4	0	4	1	5	0	1	3	4	13
Lights		0	0	0	0	0	4	1	5	0	0	0	0	5
Mediums		0	0	2	2	0	0	0	0	0	1	0	1	3
Articulated Trucks		0	2	0	2	0	0	0	0	0	0	3	3	5
6/7/2017 7:30		0	3	2	5	0	7	1	8	0	1	2	3	16
Lights		0	0	2	2	0	6	1	7	0	0	0	0	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	3	0	3	0	1	0	1	0	1	2	3	7
6/7/2017 7:45		0	1	1	2	0	9	3	12	0	0	2	2	16
Lights		0	0	1	1	0	8	0	8	0	0	0	0	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	1	3	4	0	0	2	2	7
6/7/2017 8:00		0	3	4	7	0	7	1	8	0	0	3	3	18
Lights		0	0	1	1	0	4	0	4	0	0	0	0	5
Mediums		0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks		0	3	3	6	0	2	1	3	0	0	3	3	12
6/7/2017 8:15		0	1	3	4	0	3	0	3	0	1	2	3	10
Lights		0	0	3	3	0	3	0	3	0	0	1	1	7
Mediums		0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	1	1	2

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/7/2017 8:30	0	3	3	6	0	3	0	3	0	3	2	5	14
Lights	0	0	3	3	0	1	0	1	0	0	0	0	4
Mediums	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks	0	3	0	3	0	1	0	1	0	2	2	4	8
6/7/2017 8:45	0	2	2	4	0	8	2	10	0	1	4	5	19
Lights	0	0	1	1	0	7	0	7	0	1	1	2	10
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	2	1	3	0	0	2	2	0	0	3	3	8
6/7/2017 9:00	0	4	3	7	0	2	1	3	0	0	4	4	14
Lights	0	0	2	2	0	1	1	2	0	0	0	0	4
Mediums	0	1	0	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	3	1	4	0	0	0	0	0	0	4	4	8
6/7/2017 9:15	0	4	0	4	0	8	1	9	0	0	3	3	16
Lights	0	0	0	0	0	7	0	7	0	0	0	0	7
Mediums	0	0	0	0	0	0	1	1	0	0	1	1	2
Articulated Trucks	0	4	0	4	0	1	0	1	0	0	2	2	7
6/7/2017 9:30	0	4	2	6	0	7	0	7	0	2	3	5	18
Lights	0	0	2	2	0	6	0	6	0	0	0	0	8
Mediums	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks	0	4	0	4	0	0	0	0	0	1	3	4	8
6/7/2017 9:45	0	5	6	11	0	8	1	9	0	3	5	8	28
Lights	0	0	2	2	0	8	1	9	0	0	1	1	12
Mediums	0	1	1	2	0	0	0	0	0	1	0	1	3
Articulated Trucks	0	4	3	7	0	0	0	0	0	2	4	6	13
6/7/2017 10:00	0	3	5	8	0	4	0	4	0	1	0	1	13
Lights	0	0	3	3	0	1	0	1	0	0	0	0	4
Mediums	0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	2	2	4	0	3	0	3	0	0	0	0	7
6/7/2017 10:15	0	1	12	13	0	6	0	6	0	3	4	7	26
Lights	0	0	10	10	0	4	0	4	0	0	0	0	14
Mediums	0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks	0	1	2	3	0	2	0	2	0	2	3	5	10
6/7/2017 10:30	0	3	12	15	0	5	2	7	1	4	3	8	30
Lights	0	0	11	11	0	2	0	2	0	2	0	2	15
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	3	1	4	0	3	2	5	1	2	2	5	14
6/7/2017 10:45	1	6	12	19	0	7	2	9	0	3	3	6	34
Lights	0	0	9	9	0	5	0	5	0	3	0	3	17
Mediums	0	0	1	1	0	1	1	2	0	0	2	2	5
Articulated Trucks	1	6	2	9	0	1	1	2	0	0	1	1	12
6/7/2017 11:00	0	6	14	20	0	8	3	11	0	4	3	7	38
Lights	0	1	10	11	0	8	0	8	0	2	0	2	21
Mediums	0	1	0	1	0	0	1	1	0	0	2	2	4
Articulated Trucks	0	4	4	8	0	0	2	2	0	2	1	3	13
6/7/2017 11:15	0	2	11	13	0	12	0	12	0	1	4	5	30
Lights	0	1	10	11	0	10	0	10	0	0	0	0	21
Mediums	0	0	0	0	0	1	0	1	0	1	2	3	4
Articulated Trucks	0	1	1	2	0	1	0	1	0	0	2	2	5
6/7/2017 11:30	0	2	12	14	0	11	1	12	0	2	3	5	31
Lights	0	0	7	7	0	10	0	10	0	1	0	1	18
Mediums	0	1	0	1	0	0	1	1	0	0	1	1	3
Articulated Trucks	0	1	5	6	0	1	0	1	0	1	2	3	10
6/7/2017 11:45	0	2	5	7	0	7	0	7	0	0	2	2	16
Lights	0	0	4	4	0	6	0	6	0	0	1	1	11
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	2	1	3	0	0	0	0	0	0	1	1	4
6/7/2017 12:00	0	2	10	12	0	3	3	6	0	2	1	3	21
Lights	0	0	7	7	0	2	0	2	0	1	0	1	10
Mediums	0	1	2	3	0	1	0	1	0	0	1	1	5
Articulated Trucks	0	1	1	2	0	0	3	3	0	1	0	1	6
6/7/2017 12:15	1	5	11	17	0	14	1	15	0	0	1	1	33
Lights	1	0	10	11	0	9	1	10	0	0	0	0	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	5	1	6	0	5	0	5	0	0	1	1	12
6/7/2017 12:30	0	3	4	7	0	7	0	7	0	1	2	3	17

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Lights		0	0	3	3	0	4	0	4	0	0	0	0	7
Mediums		0	0	1	1	0	2	0	2	0	0	2	2	5
Articulated Trucks		0	3	0	3	0	1	0	1	0	1	0	1	5
6/7/2017 12:45		0	2	7	9	0	8	2	10	0	4	1	5	24
Lights		0	1	5	6	0	5	0	5	0	2	0	2	13
Mediums		0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks		0	1	1	2	0	3	1	4	0	2	1	3	9
6/7/2017 13:00		0	5	5	10	0	12	2	14	0	1	1	2	26
Lights		0	0	2	2	0	7	1	8	0	0	0	0	10
Mediums		0	1	0	1	0	1	0	1	0	1	0	1	3
Articulated Trucks		0	4	3	7	0	4	1	5	0	0	1	1	13
6/7/2017 13:15		0	0	6	6	0	17	1	18	0	2	5	7	31
Lights		0	0	4	4	0	17	0	17	0	0	1	1	22
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	2	2	0	0	1	1	0	2	3	5	8
6/7/2017 13:30		0	4	3	7	0	24	0	24	0	3	2	5	36
Lights		0	0	2	2	0	21	0	21	0	1	0	1	24
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	4	1	5	0	3	0	3	0	2	1	3	11
6/7/2017 13:45		0	2	13	15	0	22	2	24	0	4	3	7	46
Lights		0	0	13	13	0	21	0	21	0	2	0	2	36
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	2	0	2	0	1	2	3	0	2	2	4	9
6/7/2017 14:00		0	4	10	14	0	7	3	10	0	2	0	2	26
Lights		0	1	9	10	0	7	2	9	0	1	0	1	20
Mediums		0	0	1	1	0	0	0	0	0	1	0	1	2
Articulated Trucks		0	3	0	3	0	0	1	1	0	0	0	0	4
6/7/2017 14:15		0	3	33	36	0	5	4	9	0	1	1	2	47
Lights		0	1	33	34	0	3	1	4	0	0	0	0	38
Mediums		0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks		0	1	0	1	0	2	2	4	0	1	1	2	7
6/7/2017 14:30		0	0	22	22	0	2	0	2	0	3	5	8	32
Lights		0	0	22	22	0	1	0	1	0	0	1	1	24
Mediums		0	0	0	0	0	1	0	1	0	0	2	2	3
Articulated Trucks		0	0	0	0	0	0	0	0	0	3	2	5	5
6/7/2017 14:45		0	6	11	17	0	1	1	2	0	3	2	5	24
Lights		0	1	11	12	0	1	0	1	0	1	1	2	15
Mediums		0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks		0	5	0	5	0	0	1	1	0	1	0	1	7
6/7/2017 15:00		0	2	13	15	0	4	4	8	0	3	2	5	28
Lights		0	0	12	12	0	2	0	2	0	0	0	0	14
Mediums		0	0	0	0	0	0	2	2	0	2	1	3	5
Articulated Trucks		0	2	1	3	0	2	2	4	0	1	1	2	9
6/7/2017 15:15		0	3	11	14	0	6	2	8	0	1	2	3	25
Lights		0	0	7	7	0	4	1	5	0	0	0	0	12
Mediums		0	0	1	1	0	1	1	2	0	0	1	1	4
Articulated Trucks		0	3	3	6	0	1	0	1	0	1	1	2	9
6/7/2017 15:30		0	4	14	18	0	5	1	6	0	2	0	2	26
Lights		0	1	12	13	0	5	1	6	0	0	0	0	19
Mediums		0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks		0	2	1	3	0	0	0	0	0	2	0	2	5
6/7/2017 15:45		0	3	5	8	0	5	3	8	0	2	2	4	20
Lights		0	0	4	4	0	4	0	4	0	1	1	2	10
Mediums		0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks		0	3	1	4	0	1	2	3	0	1	1	2	9
6/7/2017 16:00		0	1	8	9	0	14	3	17	0	0	3	3	29
Lights		0	0	8	8	0	14	3	17	0	0	0	0	25
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	1	1	2
6/7/2017 16:15		0	5	5	10	0	3	1	4	0	1	0	1	15
Lights		0	1	4	5	0	2	1	3	0	1	0	1	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	4	1	5	0	1	0	1	0	0	0	0	6
6/7/2017 16:30		0	0	7	7	0	8	0	8	0	1	3	4	19
Lights		0	0	3	3	0	6	0	6	0	1	0	1	10

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	4	4	0	2	0	2	0	0	2	2	8
6/7/2017 16:45		0	3	9	12	0	9	0	9	0	1	0	1	22
Lights		0	0	7	7	0	6	0	6	0	0	0	0	13
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	2	2	4	0	3	0	3	0	1	0	1	8
6/7/2017 17:00		0	6	15	21	0	4	0	4	0	1	1	2	27
Lights		0	0	15	15	0	3	0	3	0	0	0	0	18
Mediums		0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks		0	5	0	5	0	1	0	1	0	0	0	0	6
6/7/2017 17:15		0	2	5	7	0	8	1	9	0	0	2	2	18
Lights		0	0	3	3	0	7	0	7	0	0	1	1	11
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	2	2	4	0	1	1	2	0	0	1	1	7
6/7/2017 17:30		0	0	6	6	0	9	2	11	0	0	1	1	18
Lights		0	0	6	6	0	8	0	8	0	0	0	0	14
Mediums		0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	1	1	2	0	0	1	1	3
6/7/2017 17:45		0	3	6	9	0	4	1	5	0	1	3	4	18
Lights		0	1	5	6	0	4	1	5	0	0	1	1	12
Mediums		0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks		0	2	1	3	0	0	0	0	0	0	1	1	4
6/7/2017 18:00		0	2	2	4	0	2	1	3	0	2	0	2	9
Lights		0	0	2	2	0	1	1	2	0	0	0	0	4
Mediums		0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks		0	2	0	2	0	1	0	1	0	1	0	1	4
6/7/2017 18:15		0	0	7	7	0	2	0	2	0	0	1	1	10
Lights		0	0	6	6	0	1	0	1	0	0	0	0	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	1	0	1	0	0	1	1	3
6/7/2017 18:30		0	1	3	4	0	5	0	5	0	0	1	1	10
Lights		0	0	3	3	0	3	0	3	0	0	0	0	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	2	0	2	0	0	1	1	4
6/7/2017 18:45		0	2	6	8	0	3	0	3	0	0	1	1	12
Lights		0	0	4	4	0	2	0	2	0	0	0	0	6
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	1	2	3	0	1	0	1	0	0	1	1	5
6/7/2017 19:00		0	4	3	7	0	5	1	6	0	0	0	0	13
Lights		0	0	3	3	0	4	1	5	0	0	0	0	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	4	0	4	0	1	0	1	0	0	0	0	5
6/7/2017 19:15		0	0	4	4	0	4	2	6	0	1	0	1	11
Lights		0	0	3	3	0	2	0	2	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	2	2	4	0	1	0	1	6
6/7/2017 19:30		1	0	0	1	0	4	1	5	0	0	1	1	7
Lights		0	0	0	0	0	3	0	3	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		1	0	0	1	0	1	1	2	0	0	1	1	4
6/7/2017 19:45		1	1	4	6	0	2	0	2	0	0	1	1	9
Lights		0	0	2	2	0	1	0	1	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		1	1	2	4	0	1	0	1	0	0	0	0	5
6/7/2017 20:00		0	1	7	8	0	6	0	6	0	0	0	0	14
Lights		0	0	5	5	0	4	0	4	0	0	0	0	9
Mediums		0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks		0	1	2	3	0	1	0	1	0	0	0	0	4
6/7/2017 20:15		0	1	1	2	0	3	1	4	0	0	2	2	8
Lights		0	0	1	1	0	2	0	2	0	0	0	0	3
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	1	1	2	0	0	2	2	4
6/7/2017 20:30		0	2	0	2	0	2	0	2	0	1	0	1	5
Lights		0	0	0	0	0	2	0	2	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Articulated Trucks		0	2	0	2	0	0	0	0	0	1	0	1	3
6/7/2017 20:45		0	1	3	4	0	5	0	5	0	1	1	2	11
Lights		0	0	2	2	0	3	0	3	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks		0	1	1	2	0	2	0	2	0	0	1	1	5
6/7/2017 21:00		0	1	2	3	0	6	0	6	0	3	0	3	12
Lights		0	0	1	1	0	6	0	6	0	1	0	1	8
Mediums		0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated Trucks		0	0	1	1	0	0	0	0	0	1	0	1	2
6/7/2017 21:15		0	2	3	5	0	8	2	10	0	0	1	1	16
Lights		0	0	1	1	0	7	0	7	0	0	0	0	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	2	2	4	0	1	2	3	0	0	1	1	8
6/7/2017 21:30		0	0	2	2	0	18	1	19	0	0	0	0	21
Lights		0	0	2	2	0	18	0	18	0	0	0	0	20
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	1	1	0	0	0	0	1
6/7/2017 21:45		0	2	3	5	0	16	1	17	0	2	2	4	26
Lights		0	0	3	3	0	15	1	16	0	2	0	2	21
Mediums		0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks		0	1	0	1	0	1	0	1	0	0	1	1	3
6/7/2017 22:00		0	2	2	4	0	3	1	4	0	0	0	0	8
Lights		0	0	2	2	0	3	0	3	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	2	0	2	0	0	1	1	0	0	0	0	3
6/7/2017 22:15		0	1	32	33	0	1	0	1	0	0	1	1	35
Lights		0	0	31	31	0	0	0	0	0	0	0	0	31
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	1	2	0	1	0	1	0	0	1	1	4
6/7/2017 22:30		0	0	8	8	0	9	0	9	0	0	2	2	19
Lights		0	0	8	8	0	7	0	7	0	0	0	0	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	2	0	2	0	0	2	2	4
6/7/2017 22:45		0	0	3	3	0	2	0	2	0	0	1	1	6
Lights		0	0	3	3	0	0	0	0	0	0	0	0	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	2	0	2	0	0	1	1	3
6/7/2017 23:00		0	1	0	1	0	6	2	8	0	0	0	0	9
Lights		0	0	0	0	0	5	2	7	0	0	0	0	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	1	0	1	0	0	0	0	2
6/7/2017 23:15		0	0	0	0	0	2	0	2	0	0	0	0	2
Lights		0	0	0	0	0	2	0	2	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:30		0	1	0	1	0	0	0	0	0	0	0	0	1
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 23:45		0	2	1	3	0	0	0	0	0	0	0	0	3
Lights		0	0	1	1	0	0	0	0	0	0	0	0	1
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/8/2017		0	1	2	3	0	2	0	2	0	0	2	2	7
Lights		0	1	2	3	0	2	0	2	0	0	0	0	5
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 0:15		0	1	0	1	0	0	0	0	0	0	0	0	1
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:30		0	0	0	0	0	0	0	0	0	0	0	0	0
Lights		0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/8/2017 0:45	0	2	0	2	0	0	0	0	0	0	1	1	3
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 1:00	0	1	0	1	0	1	0	1	0	0	1	1	3
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 1:15	0	1	0	1	0	4	0	4	0	1	1	2	7
Lights	0	0	0	0	0	2	0	2	0	0	0	0	2
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	2	0	2	0	1	1	2	4
6/8/2017 1:30	0	2	1	3	0	3	1	4	0	0	1	1	8
Lights	0	0	1	1	0	3	1	4	0	0	0	0	5
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 1:45	0	1	1	2	0	1	0	1	0	0	0	0	3
Lights	0	0	1	1	0	1	0	1	0	0	0	0	2
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:00	0	1	1	2	0	1	1	2	0	0	1	1	5
Lights	0	0	1	1	0	1	1	2	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 2:15	0	2	13	15	0	0	0	0	0	1	1	2	17
Lights	0	0	13	13	0	0	0	0	0	1	0	1	14
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 2:30	0	1	3	4	0	0	0	0	0	0	2	2	6
Lights	0	0	3	3	0	0	0	0	0	0	0	0	3
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 2:45	0	1	0	1	0	1	0	1	0	0	1	1	3
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 3:00	0	3	0	3	0	1	0	1	0	0	1	1	5
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	1	1	3
6/8/2017 3:15	0	1	2	3	0	1	0	1	0	0	2	2	6
Lights	0	0	2	2	0	0	0	0	0	0	0	0	2
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	2	2	3
6/8/2017 3:30	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 3:45	0	3	1	4	0	0	0	0	0	0	1	1	5
Lights	0	0	1	1	0	0	0	0	0	0	0	0	1
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	1	1	3
6/8/2017 4:00	0	1	2	3	0	1	0	1	0	0	2	2	6
Lights	0	0	2	2	0	1	0	1	0	0	0	0	3
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
6/8/2017 4:15	0	3	0	3	0	3	0	3	0	0	2	2	8
Lights	0	0	0	0	0	3	0	3	0	0	0	0	3
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	1	1	3
6/8/2017 4:30	0	0	7	7	0	6	0	6	0	0	3	3	16
Lights	0	0	5	5	0	6	0	6	0	0	0	0	11
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	3	3	4
6/8/2017 4:45	0	5	4	9	0	15	1	16	0	1	1	2	27

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	1	3	4	0	14	1	15	0	0	0	0	19
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	3	1	4	0	1	0	1	0	1	0	1	6
6/8/2017 5:00	0	1	6	7	0	8	0	8	0	0	3	3	18
Lights	0	0	5	5	0	7	0	7	0	0	0	0	12
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	1	1	2	0	1	0	1	0	0	2	2	5
6/8/2017 5:15	0	2	5	7	0	13	0	13	0	0	1	1	21
Lights	0	0	4	4	0	12	0	12	0	0	0	0	16
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	1	1	2	0	1	0	1	0	0	0	0	3
6/8/2017 5:30	0	2	11	13	0	22	1	23	0	2	2	4	40
Lights	0	0	9	9	0	21	1	22	0	1	0	1	32
Mediums	0	0	0	0	0	0	0	0	0	1	2	3	3
Articulated Trucks	0	2	2	4	0	1	0	1	0	0	0	0	5
6/8/2017 5:45	0	1	22	23	0	33	0	33	0	2	1	3	59
Lights	0	0	19	19	0	31	0	31	0	1	1	2	52
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	3	4	0	2	0	2	0	1	0	1	7
6/8/2017 6:00	0	2	6	8	0	6	1	7	0	1	2	3	18
Lights	0	0	4	4	0	4	0	4	0	0	0	0	8
Mediums	0	1	1	2	0	0	1	1	0	0	1	1	4
Articulated Trucks	0	1	1	2	0	2	0	2	0	1	1	2	6
6/8/2017 6:15	0	3	30	33	0	7	1	8	0	1	1	2	43
Lights	0	0	30	30	0	4	0	4	0	0	0	0	34
Mediums	0	2	0	2	0	2	0	2	0	0	0	0	4
Articulated Trucks	0	1	0	1	0	1	1	2	0	1	1	2	5
6/8/2017 6:30	0	1	7	8	0	9	2	11	0	0	3	3	22
Lights	0	0	6	6	0	9	1	10	0	0	0	0	16
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	1	1	2	0	0	1	1	0	0	2	2	5
6/8/2017 6:45	0	2	9	11	0	7	4	11	0	3	1	4	26
Lights	0	0	6	6	0	6	3	9	0	2	1	3	18
Mediums	0	1	2	3	0	1	0	1	0	0	0	0	4
Articulated Trucks	0	1	1	2	0	0	1	1	0	1	0	1	4
6/8/2017 7:00	0	1	4	5	0	7	2	9	0	2	4	6	20
Lights	0	0	4	4	0	7	0	7	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	2	2	0	2	4	6	9
6/8/2017 7:15	0	3	2	5	0	10	1	11	0	1	1	2	18
Lights	0	0	2	2	0	7	0	7	0	1	0	1	10
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	3	0	3	0	1	1	2	0	0	1	1	6
6/8/2017 7:30	0	1	2	3	0	8	1	9	0	3	2	5	17
Lights	0	0	0	0	0	7	0	7	0	0	0	0	7
Mediums	0	1	0	1	0	1	1	2	0	1	0	1	4
Articulated Trucks	0	0	2	2	0	0	0	0	0	2	2	4	6
6/8/2017 7:45	0	4	1	5	0	4	2	6	0	0	3	3	14
Lights	0	0	0	0	0	3	1	4	0	0	0	0	4
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	2	1	3	0	1	1	2	0	0	3	3	8
6/8/2017 8:00	1	2	2	5	0	13	0	13	0	1	4	5	23
Lights	0	0	1	1	0	10	0	10	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks	1	2	1	4	0	3	0	3	0	0	3	3	10
6/8/2017 8:15	0	2	4	6	0	4	1	5	0	1	4	5	16
Lights	0	1	4	5	0	3	0	3	0	0	0	0	8
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	1	1	0	1	4	5	7
6/8/2017 8:30	0	3	6	9	0	8	0	8	0	4	1	5	22
Lights	0	0	5	5	0	7	0	7	0	1	0	1	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	3	1	4	0	1	0	1	0	3	1	4	9
6/8/2017 8:45	0	4	5	9	0	6	4	10	0	1	4	5	24
Lights	0	0	3	3	0	6	3	9	0	0	0	0	12

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	4	2	6	0	0	1	1	0	1	4	5	12
6/8/2017 9:00	0	4	4	8	0	5	2	7	0	1	2	3	18
Lights	0	0	2	2	0	5	2	7	0	0	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	4	2	6	0	0	0	0	0	1	2	3	9
6/8/2017 9:15	0	5	4	9	0	11	3	14	0	4	5	9	32
Lights	0	0	1	1	0	9	0	9	0	0	0	0	10
Mediums	0	3	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	2	3	5	0	2	3	5	0	4	5	9	19
6/8/2017 9:30	0	6	2	8	0	17	1	18	0	1	3	4	30
Lights	0	3	1	4	0	11	0	11	0	1	0	1	16
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	1	1	2	0	6	1	7	0	0	3	3	12
6/8/2017 9:45	0	4	11	15	0	10	3	13	0	2	8	10	38
Lights	0	0	7	7	0	6	2	8	0	0	1	1	16
Mediums	0	3	1	4	0	1	0	1	0	0	0	0	5
Articulated Trucks	0	1	3	4	0	3	1	4	0	2	7	9	17
6/8/2017 10:00	0	6	4	10	0	5	0	5	0	2	3	5	20
Lights	0	0	2	2	0	3	0	3	0	0	0	0	5
Mediums	0	2	1	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	4	1	5	0	2	0	2	0	2	3	5	12
6/8/2017 10:15	0	0	20	20	0	3	1	4	0	2	4	6	30
Lights	0	0	16	16	0	1	0	1	0	1	0	1	18
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	3	3	0	2	1	3	0	1	4	5	11
6/8/2017 10:30	0	2	7	9	0	6	7	13	0	1	0	1	23
Lights	0	0	6	6	0	2	3	5	0	0	0	0	11
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	1	2	0	4	4	8	0	1	0	1	11
6/8/2017 10:45	0	1	5	6	0	5	4	9	0	3	1	4	19
Lights	0	0	4	4	0	2	2	4	0	1	0	1	9
Mediums	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated Trucks	0	1	1	2	0	3	2	5	0	0	1	1	8
6/8/2017 11:00	1	4	17	22	0	11	1	12	0	0	2	2	36
Lights	1	0	12	13	0	7	0	7	0	0	1	1	21
Mediums	0	1	0	1	0	3	0	3	0	0	1	1	5
Articulated Trucks	0	3	5	8	0	1	1	2	0	0	0	0	10
6/8/2017 11:15	0	3	8	11	0	9	4	13	0	2	1	3	27
Lights	0	0	6	6	0	7	2	9	0	0	0	0	15
Mediums	0	0	2	2	0	1	0	1	0	0	0	0	3
Articulated Trucks	0	3	0	3	0	1	2	3	0	2	1	3	9
6/8/2017 11:30	0	1	8	9	0	10	2	12	0	0	1	1	22
Lights	0	0	5	5	0	7	0	7	0	0	0	0	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	3	4	0	3	2	5	0	0	1	1	10
6/8/2017 11:45	0	6	10	16	0	6	2	8	0	2	1	3	27
Lights	0	0	8	8	0	6	0	6	0	0	0	0	14
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	4	2	6	0	0	2	2	0	2	1	3	11
6/8/2017 12:00	1	2	14	17	0	4	2	6	0	2	4	6	29
Lights	0	0	11	11	0	1	1	2	0	2	0	2	15
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	1	2	2	5	0	2	1	3	0	0	4	4	12
6/8/2017 12:15	0	5	8	13	0	11	2	13	0	0	1	1	27
Lights	0	0	6	6	0	9	2	11	0	0	0	0	17
Mediums	0	3	2	5	0	0	0	0	0	0	0	0	5
Articulated Trucks	0	2	0	2	0	2	0	2	0	0	1	1	5
6/8/2017 12:30	0	3	8	11	1	9	1	11	0	3	2	5	27
Lights	0	0	3	3	1	7	0	8	0	0	0	0	11
Mediums	0	0	2	2	0	0	0	0	0	2	0	2	4
Articulated Trucks	0	3	3	6	0	2	1	3	0	1	2	3	12
6/8/2017 12:45	0	4	4	8	0	10	2	12	0	2	4	6	26
Lights	0	0	2	2	0	9	2	11	0	1	0	1	14
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Articulated Trucks	0	2	2	4	0	1	0	1	0	1	4	5	10
6/8/2017 13:00	0	3	3	6	0	10	1	11	0	2	0	2	19
Lights	0	0	2	2	0	5	1	6	0	0	0	0	8
Mediums	0	1	0	1	0	3	0	3	0	0	0	0	4
Articulated Trucks	0	2	1	3	0	2	0	2	0	2	0	2	7
6/8/2017 13:15	0	6	13	19	0	22	1	23	0	2	2	4	46
Lights	0	0	10	10	0	21	0	21	0	0	0	0	31
Mediums	0	0	2	2	0	1	0	1	0	1	0	1	4
Articulated Trucks	0	6	1	7	0	0	1	1	0	1	2	3	11
6/8/2017 13:30	0	7	8	15	0	16	3	19	0	6	2	8	42
Lights	0	0	5	5	0	14	2	16	0	4	0	4	25
Mediums	0	1	2	3	0	0	1	1	0	2	1	3	7
Articulated Trucks	0	6	1	7	0	2	0	2	0	0	1	1	10
6/8/2017 13:45	0	4	13	17	0	19	4	23	0	4	5	9	49
Lights	0	0	11	11	0	14	0	14	0	3	0	3	28
Mediums	0	1	0	1	0	0	1	1	0	1	1	2	4
Articulated Trucks	0	3	2	5	0	5	3	8	0	0	4	4	17
6/8/2017 14:00	0	5	16	21	0	10	3	13	0	1	0	1	35
Lights	0	1	15	16	0	7	3	10	0	0	0	0	26
Mediums	0	2	0	2	0	1	0	1	0	1	0	1	4
Articulated Trucks	0	2	1	3	0	2	0	2	0	0	0	0	5
6/8/2017 14:15	0	3	32	35	0	8	1	9	0	1	5	6	50
Lights	0	0	30	30	0	7	1	8	0	0	2	2	40
Mediums	0	2	0	2	0	0	0	0	0	0	1	1	3
Articulated Trucks	0	1	2	3	0	1	0	1	0	1	2	3	7
6/8/2017 14:30	0	1	23	24	0	4	3	7	0	1	3	4	35
Lights	0	0	21	21	0	1	1	2	0	0	0	0	23
Mediums	0	1	0	1	0	0	2	2	0	1	0	1	4
Articulated Trucks	0	0	2	2	0	3	0	3	0	0	3	3	8
6/8/2017 14:45	0	2	7	9	0	4	0	4	0	2	0	2	15
Lights	0	0	6	6	0	3	0	3	0	1	0	1	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	1	3	0	1	0	1	0	1	0	1	5
6/8/2017 15:00	0	3	11	14	0	12	3	15	0	4	4	8	37
Lights	0	0	8	8	0	7	0	7	0	1	0	1	16
Mediums	0	2	1	3	0	1	1	2	0	0	1	1	6
Articulated Trucks	0	1	2	3	0	4	2	6	0	3	3	6	15
6/8/2017 15:15	0	3	5	8	0	6	3	9	0	1	2	3	20
Lights	0	0	4	4	0	4	2	6	0	0	0	0	10
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	1	3	0	2	1	3	0	1	2	3	9
6/8/2017 15:30	0	1	10	11	0	2	1	3	0	4	2	6	20
Lights	0	0	7	7	0	0	1	1	0	2	0	2	10
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	1	3	4	0	1	0	1	0	2	2	4	9
6/8/2017 15:45	0	4	7	11	0	11	1	12	0	3	1	4	27
Lights	0	0	6	6	0	9	0	9	0	1	0	1	16
Mediums	0	1	0	1	0	1	1	2	0	0	0	0	3
Articulated Trucks	0	3	1	4	0	1	0	1	0	2	1	3	8
6/8/2017 16:00	0	6	5	11	0	8	3	11	0	0	1	1	23
Lights	0	0	5	5	0	6	3	9	0	0	0	0	14
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	4	0	4	0	2	0	2	0	0	1	1	7
6/8/2017 16:15	0	5	10	15	0	10	1	11	0	2	0	2	28
Lights	0	0	9	9	0	4	0	4	0	2	0	2	15
Mediums	0	2	0	2	0	0	1	1	0	0	0	0	3
Articulated Trucks	0	3	1	4	0	6	0	6	0	0	0	0	10
6/8/2017 16:30	0	0	10	10	0	6	1	7	0	1	3	4	21
Lights	0	0	6	6	0	5	0	5	0	0	0	0	11
Mediums	0	0	3	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	0	0	1	1	0	1	1	2	0	1	3	4	7
6/8/2017 16:45	0	4	7	11	0	7	1	8	0	2	0	2	21
Lights	0	0	6	6	0	7	0	7	0	0	0	0	13
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	3	0	3	0	0	1	1	0	2	0	2	6

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/8/2017 17:00	0	3	5	8	0	7	1	8	0	1	3	4	20
Lights	0	0	5	5	0	6	0	6	0	0	1	1	12
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	2	0	2	0	1	1	2	0	1	1	2	6
6/8/2017 17:15	0	1	9	10	0	13	1	14	0	0	1	1	25
Lights	0	0	8	8	0	10	0	10	0	0	0	0	18
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	1	1	2	0	1	1	2	0	0	1	1	5
6/8/2017 17:30	0	4	3	7	0	14	1	15	0	0	2	2	24
Lights	0	1	3	4	0	12	1	13	0	0	0	0	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	3	0	3	0	2	0	2	0	0	2	2	7
6/8/2017 17:45	0	2	3	5	0	11	1	12	0	1	1	2	19
Lights	0	0	2	2	0	11	0	11	0	0	0	0	13
Mediums	0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	1	1	2	0	0	1	1	0	0	1	1	4
6/8/2017 18:00	0	1	6	7	0	5	0	5	0	0	2	2	14
Lights	0	0	4	4	0	4	0	4	0	0	0	0	8
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	1	0	1	0	1	0	1	0	0	2	2	4
6/8/2017 18:15	0	1	11	12	0	0	0	0	0	0	1	1	13
Lights	0	0	11	11	0	0	0	0	0	0	0	0	11
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 18:30	0	2	4	6	0	3	0	3	0	1	0	1	10
Lights	0	0	3	3	0	3	0	3	0	0	0	0	6
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	0	2	0	0	0	0	0	1	0	1	3
6/8/2017 18:45	0	5	8	13	0	3	0	3	0	0	1	1	17
Lights	0	0	8	8	0	3	0	3	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	5	0	5	0	0	0	0	0	0	1	1	6
6/8/2017 19:00	0	2	5	7	0	3	0	3	0	0	1	1	11
Lights	0	0	5	5	0	1	0	1	0	0	0	0	6
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	2	0	2	0	0	0	0	0	0	1	1	3
6/8/2017 19:15	0	2	2	4	0	4	0	4	0	0	1	1	9
Lights	0	0	2	2	0	4	0	4	0	0	0	0	6
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 19:30	0	2	7	9	0	2	0	2	0	0	0	0	11
Lights	0	0	5	5	0	1	0	1	0	0	0	0	6
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	2	3	0	1	0	1	0	0	0	0	4
6/8/2017 19:45	0	1	2	3	0	3	0	3	0	1	0	1	7
Lights	0	0	2	2	0	2	0	2	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	1	0	1	0	1	0	1	0	0	0	0	2
6/8/2017 20:00	0	5	4	9	0	3	0	3	0	0	2	2	14
Lights	0	0	3	3	0	3	0	3	0	0	0	0	6
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	5	0	5	0	0	0	0	0	0	2	2	7
6/8/2017 20:15	0	1	0	1	0	1	2	3	0	1	0	1	5
Lights	0	0	0	0	0	1	1	2	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	1	1	0	1	0	1	3
6/8/2017 20:30	0	0	2	2	0	5	0	5	0	0	0	0	7
Lights	0	0	2	2	0	3	0	3	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 20:45	0	3	6	9	0	1	1	2	0	0	2	2	13
Lights	0	0	5	5	0	1	0	1	0	0	0	0	6
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	2	1	3	0	0	1	1	0	0	2	2	6
6/8/2017 21:00	0	2	3	5	0	2	0	2	0	0	1	1	8

Study Name	05 Walter Strawn & Walton
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	0	3	3	0	1	0	1	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	0	2	0	1	0	1	0	0	1	1	4
6/8/2017 21:15	0	0	3	3	0	6	1	7	0	1	1	2	12
Lights	0	0	3	3	0	6	1	7	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	1	2	2
6/8/2017 21:30	0	2	3	5	0	18	0	18	0	0	3	3	26
Lights	0	0	3	3	0	18	0	18	0	0	0	0	21
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	2	2	3
6/8/2017 21:45	0	2	4	6	0	12	0	12	0	1	1	2	20
Lights	0	0	3	3	0	12	0	12	0	1	0	1	16
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	1	2	0	0	0	0	0	0	1	1	3
6/8/2017 22:00	0	1	1	2	0	5	1	6	0	0	1	1	9
Lights	0	0	1	1	0	4	1	5	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	1	0	1	0	0	1	1	3
6/8/2017 22:15	0	2	29	31	0	1	1	2	0	0	1	1	34
Lights	0	0	28	28	0	1	1	2	0	0	0	0	30
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 22:30	0	2	5	7	0	5	0	5	0	0	1	1	13
Lights	0	0	5	5	0	2	0	2	0	0	0	0	7
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	1	0	1	0	3	0	3	0	0	1	1	5
6/8/2017 22:45	0	0	2	2	0	1	1	2	0	0	2	2	6
Lights	0	0	2	2	0	1	0	1	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	2	2	3
6/8/2017 23:00	0	1	0	1	0	4	2	6	0	0	0	0	7
Lights	0	0	0	0	0	4	2	6	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/8/2017 23:15	0	1	0	1	0	1	0	1	0	0	1	1	3
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 23:30	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 23:45	0	2	2	4	0	2	0	2	0	0	1	1	7
Lights	0	0	1	1	0	2	0	2	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	2	1	3	0	0	0	0	0	0	1	1	4
Grand Total	7	596	1790	2393	1	1856	277	2134	4	290	441	735	5262

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/6/2017	0	3	0	3	0	0	0	0	0	1	0	1	4
Lights	0	3	0	3	0	0	0	0	0	1	0	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:15	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:30	0	2	0	2	0	0	0	0	0	1	0	1	3
Lights	0	2	0	2	0	0	0	0	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:45	0	0	0	0	0	0	2	2	0	0	0	0	2
Lights	0	0	0	0	0	0	1	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/6/2017 1:00	0	0	1	1	0	1	3	4	0	0	0	0	5
Lights	0	0	1	1	0	1	3	4	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:15	0	0	0	0	0	0	5	5	0	1	0	1	6
Lights	0	0	0	0	0	0	5	5	0	1	0	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:30	0	0	0	0	0	2	3	5	0	2	0	2	7
Lights	0	0	0	0	0	2	3	5	0	2	0	2	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:45	0	1	0	1	0	1	2	3	0	1	0	1	5
Lights	0	1	0	1	0	1	2	3	0	1	0	1	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:00	0	2	0	2	0	0	1	1	0	2	0	2	5
Lights	0	2	0	2	0	0	1	1	0	2	0	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:15	0	2	0	2	0	0	1	1	0	15	0	15	18
Lights	0	2	0	2	0	0	1	1	0	15	0	15	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:30	0	0	0	0	0	0	0	0	0	4	1	5	5
Lights	0	0	0	0	0	0	0	0	0	4	1	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:45	0	0	0	0	0	0	2	2	0	6	1	7	9
Lights	0	0	0	0	0	0	2	2	0	6	1	7	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:00	0	0	0	0	0	0	1	1	0	5	0	5	6
Lights	0	0	0	0	0	0	1	1	0	5	0	5	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:15	0	0	0	0	0	1	4	5	0	13	1	14	19
Lights	0	0	0	0	0	1	3	4	0	13	1	14	18
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:30	0	0	0	0	0	2	8	10	0	55	8	63	73
Lights	0	0	0	0	0	2	8	10	0	55	8	63	73
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:45	0	1	0	1	0	4	18	22	0	12	5	17	40
Lights	0	1	0	1	0	4	18	22	0	12	4	16	39
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:00	0	0	1	1	0	2	6	8	0	11	0	11	20

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Lights	0	0	1	1	0	2	6	8	0	11	0	11	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:15	0	0	2	2	0	1	4	5	0	11	1	12	19
Lights	0	0	2	2	0	1	4	5	0	11	1	12	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:30	0	7	1	8	0	10	14	24	0	37	5	42	74
Lights	0	7	1	8	0	10	14	24	0	37	5	42	74
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:45	0	4	1	5	0	8	22	30	0	6	1	7	42
Lights	0	4	1	5	0	8	22	30	0	6	1	7	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:00	0	0	2	2	0	12	21	33	0	17	3	20	55
Lights	0	0	2	2	0	12	21	33	0	17	3	20	55
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:15	0	3	3	6	0	35	51	86	0	8	0	8	100
Lights	0	3	3	6	0	35	51	86	0	8	0	8	100
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:30	0	2	8	10	0	71	90	161	0	4	2	6	177
Lights	0	2	8	10	0	71	89	160	0	4	2	6	176
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:45	0	10	24	34	0	74	137	211	0	15	2	17	262
Lights	0	10	22	32	0	74	137	211	0	14	2	16	259
Mediums	0	0	2	2	0	0	0	0	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:00	0	5	6	11	0	15	26	41	0	15	2	17	69
Lights	0	5	6	11	0	15	26	41	0	14	2	16	68
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:15	0	7	2	9	0	17	30	47	0	38	0	38	94
Lights	0	7	2	9	0	17	30	47	0	38	0	38	94
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:30	0	25	2	27	0	19	47	66	0	7	0	7	100
Lights	0	25	2	27	0	19	46	65	0	7	0	7	99
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:45	0	7	7	14	0	20	50	70	0	2	0	2	86
Lights	0	6	7	13	0	20	50	70	0	2	0	2	85
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:00	0	12	8	20	0	14	27	41	0	7	1	8	69
Lights	0	11	7	18	0	14	27	41	0	7	1	8	67
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:15	0	8	1	9	0	16	15	31	0	1	0	1	41
Lights	0	8	1	9	0	16	15	31	0	1	0	1	41
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:30	0	7	6	13	0	18	35	53	0	3	0	3	69
Lights	0	7	6	13	0	16	35	51	0	2	0	2	66
Mediums	0	0	0	0	0	2	0	2	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:45	0	6	6	12	0	12	13	25	0	0	0	0	37
Lights	0	5	6	11	0	12	12	24	0	0	0	0	35
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:00	0	3	3	6	0	9	4	13	0	1	0	1	20
Lights	0	3	3	6	0	9	4	13	0	1	0	1	20

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:15	0	3	1	4	0	6	9	15	0	6	1	7	26
Lights	0	3	1	4	0	6	9	15	0	6	1	7	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:30	0	1	6	7	0	4	6	10	0	9	1	10	27
Lights	0	1	4	5	0	4	6	10	0	9	0	9	24
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 8:45	0	5	3	8	0	5	12	17	0	3	1	4	29
Lights	0	3	3	6	0	5	11	16	0	2	1	3	25
Mediums	0	2	0	2	0	0	1	1	0	1	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:00	0	4	1	5	0	5	13	18	0	7	1	8	31
Lights	0	4	1	5	0	4	12	16	0	6	1	7	28
Mediums	0	0	0	0	0	0	1	1	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 9:15	0	6	0	6	0	3	13	16	0	2	2	4	26
Lights	0	5	0	5	0	3	13	16	0	2	2	4	25
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:30	0	8	4	12	0	8	10	18	0	6	0	6	36
Lights	0	8	4	12	0	8	10	18	0	6	0	6	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:45	0	3	2	5	0	13	10	23	0	3	0	3	31
Lights	0	3	2	5	0	13	10	23	0	3	0	3	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:00	0	6	1	7	0	9	10	19	0	10	4	14	40
Lights	0	6	1	7	0	8	10	18	0	10	4	14	39
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:15	0	7	1	8	0	3	8	11	0	15	2	17	36
Lights	0	7	1	8	0	3	8	11	0	15	2	17	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:30	0	8	2	10	0	12	11	23	0	11	1	12	45
Lights	0	8	2	10	0	12	11	23	0	11	1	12	45
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:45	0	13	0	13	0	5	8	13	0	9	1	10	36
Lights	0	13	0	13	0	5	8	13	0	9	1	10	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:00	0	8	0	8	0	3	11	14	0	20	0	20	42
Lights	0	8	0	8	0	3	11	14	0	18	0	18	40
Mediums	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:15	0	6	3	9	0	9	11	20	0	16	0	16	45
Lights	0	6	3	9	0	7	11	18	0	16	0	16	43
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:30	0	11	1	12	0	19	16	35	0	27	3	30	77
Lights	0	10	1	11	0	18	15	33	0	27	3	30	74
Mediums	0	1	0	1	0	1	1	2	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:45	0	9	0	9	0	10	23	33	0	19	2	21	63
Lights	0	9	0	9	0	10	23	33	0	19	2	21	63
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:00	0	13	0	13	0	12	11	23	0	20	2	22	58
Lights	0	13	0	13	0	12	11	23	0	19	2	21	57
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:15	0	11	2	13	0	15	9	24	0	14	0	14	51
Lights	0	11	2	13	0	14	9	23	0	14	0	14	50
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:30	0	10	1	11	0	17	13	30	0	17	1	18	59
Lights	0	9	1	10	0	17	12	29	0	17	1	18	57
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:45	0	10	2	12	0	9	17	26	0	16	4	20	58
Lights	0	10	2	12	0	7	17	24	0	16	4	20	56
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:00	0	16	0	16	0	11	15	26	0	8	0	8	50
Lights	0	16	0	16	0	10	15	25	0	8	0	8	49
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:15	0	13	0	13	0	18	21	39	0	10	0	10	62
Lights	0	13	0	13	0	18	21	39	0	10	0	10	62
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:30	0	9	1	10	0	17	20	37	0	6	3	9	56
Lights	0	9	1	10	0	17	20	37	0	6	2	8	55
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:45	0	14	1	15	0	14	35	49	0	13	1	14	78
Lights	0	14	1	15	0	14	35	49	0	13	1	14	78
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:00	0	36	3	39	0	4	6	10	0	20	0	20	69
Lights	0	34	2	36	0	4	6	10	0	19	0	19	65
Mediums	0	2	0	2	0	0	0	0	0	1	0	1	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 14:15	0	13	2	15	0	6	7	13	0	36	3	39	67
Lights	0	13	2	15	0	5	6	11	0	36	3	39	65
Mediums	0	0	0	0	0	1	1	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:30	0	23	0	23	0	3	5	8	0	68	7	75	106
Lights	0	23	0	23	0	3	5	8	0	68	7	75	106
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:45	0	9	0	9	0	5	8	13	0	30	5	35	57
Lights	0	9	0	9	0	5	8	13	0	30	5	35	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:00	0	11	1	12	0	3	2	5	0	14	3	17	34
Lights	0	11	0	11	0	3	2	5	0	13	3	16	32
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 15:15	0	17	2	19	0	9	6	15	0	13	5	18	52
Lights	0	17	2	19	0	9	6	15	0	13	5	18	52
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:30	0	13	0	13	0	4	3	7	0	32	5	37	57
Lights	0	13	0	13	0	4	3	7	0	32	5	37	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:45	0	15	2	17	0	3	15	18	0	32	1	33	68
Lights	0	15	2	17	0	1	15	16	0	31	1	32	65
Mediums	0	0	0	0	0	1	0	1	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 16:00	0	47	4	51	0	4	15	19	0	28	1	29	99
Lights	0	47	3	50	0	4	15	19	0	28	1	29	98
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/6/2017 16:15	0	16	4	20	0	4	27	31	0	49	11	60	111
Lights	0	16	4	20	0	4	26	30	0	49	11	60	110
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 16:30	0	38	7	45	0	13	46	59	0	119	19	138	242
Lights	0	38	7	45	0	13	45	58	0	119	17	136	239
Mediums	0	0	0	0	0	0	1	1	0	0	2	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 16:45	0	18	4	22	0	7	46	53	0	23	2	25	100
Lights	0	18	4	22	0	7	46	53	0	23	2	25	100
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:00	0	14	3	17	0	10	14	24	0	24	3	27	68
Lights	0	14	2	16	0	10	13	23	0	23	3	26	65
Mediums	0	0	1	1	0	0	1	1	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:15	0	4	1	5	0	16	21	37	0	22	1	23	65
Lights	0	4	1	5	0	16	21	37	0	22	1	23	65
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:30	0	14	5	19	0	21	27	48	0	77	8	85	152
Lights	0	14	4	18	0	21	27	48	0	76	8	84	150
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 17:45	0	7	3	10	0	22	20	42	0	16	1	17	69
Lights	0	7	2	9	0	21	20	41	0	16	1	17	67
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:00	0	10	0	10	0	5	11	16	0	7	1	8	34
Lights	0	10	0	10	0	5	11	16	0	6	1	7	33
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:15	0	14	0	14	0	4	4	8	0	17	2	19	41
Lights	0	14	0	14	0	4	4	8	0	17	2	19	41
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:30	0	31	1	32	0	2	5	7	0	14	2	16	55
Lights	0	31	1	32	0	2	5	7	0	14	2	16	55
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:45	0	9	1	10	0	2	6	8	0	2	1	3	21
Lights	0	9	1	10	0	2	6	8	0	2	1	3	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:00	0	11	0	11	0	4	1	5	0	8	2	10	26
Lights	0	11	0	11	0	4	1	5	0	8	2	10	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:15	0	8	0	8	0	5	4	9	0	8	1	9	26
Lights	0	7	0	7	0	5	4	9	0	8	1	9	25
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:30	0	8	0	8	0	1	6	7	0	11	2	13	28
Lights	0	8	0	8	0	1	6	7	0	11	2	13	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:45	0	5	0	5	0	3	1	4	0	7	0	7	16
Lights	0	5	0	5	0	3	1	4	0	7	0	7	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:00	0	3	0	3	0	3	5	8	0	6	0	6	17
Lights	0	3	0	3	0	3	5	8	0	6	0	6	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:15	0	6	0	6	0	3	6	9	0	3	0	3	18

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Lights	0	6	0	6	0	3	6	9	0	3	0	3	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:30	0	3	0	3	0	4	4	8	0	0	0	0	11
Lights	0	3	0	3	0	4	4	8	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:45	0	5	0	5	0	2	5	7	0	3	0	3	15
Lights	0	5	0	5	0	2	5	7	0	3	0	3	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:00	0	5	0	5	0	0	2	2	0	1	0	1	8
Lights	0	5	0	5	0	0	2	2	0	1	0	1	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:15	0	3	3	6	0	3	11	14	0	3	0	3	23
Lights	0	3	3	6	0	3	11	14	0	3	0	3	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:30	0	3	0	3	0	3	24	27	0	1	0	1	31
Lights	0	3	0	3	0	3	24	27	0	1	0	1	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:45	0	2	0	2	0	6	20	26	0	5	0	5	33
Lights	0	2	0	2	0	6	20	26	0	5	0	5	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:00	0	11	0	11	0	1	1	2	0	10	0	10	23
Lights	0	11	0	11	0	1	1	2	0	10	0	10	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:15	0	8	1	9	0	3	9	12	0	35	1	36	57
Lights	0	8	1	9	0	3	9	12	0	35	1	36	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:30	0	7	0	7	0	0	0	0	0	14	0	14	21
Lights	0	7	0	7	0	0	0	0	0	14	0	14	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:45	0	3	0	3	0	0	4	4	0	6	0	6	13
Lights	0	3	0	3	0	0	4	4	0	6	0	6	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:00	0	3	0	3	0	0	2	2	0	3	0	3	8
Lights	0	3	0	3	0	0	2	2	0	3	0	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:15	0	6	0	6	0	1	1	2	0	2	1	3	11
Lights	0	6	0	6	0	1	1	2	0	2	1	3	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:30	0	1	0	1	0	1	0	1	0	1	0	1	3
Lights	0	1	0	1	0	1	0	1	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:45	0	2	0	2	0	0	1	1	0	0	0	0	3
Lights	0	2	0	2	0	0	1	1	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017	0	0	0	0	0	2	0	2	0	6	0	6	8
Lights	0	0	0	0	0	2	0	2	0	6	0	6	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:15	0	0	0	0	0	0	1	1	0	3	1	4	5
Lights	0	0	0	0	0	0	1	1	0	3	1	4	5

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:30	0	0	0	0	0	0	0	0	0	2	0	2	2
Lights	0	0	0	0	0	0	0	0	0	2	0	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:45	0	1	0	1	0	0	1	1	0	0	0	0	2
Lights	0	1	0	1	0	0	1	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:00	0	0	1	1	0	0	1	1	0	0	0	0	2
Lights	0	0	1	1	0	0	1	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:15	0	1	0	1	0	0	1	1	0	1	0	1	3
Lights	0	1	0	1	0	0	1	1	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:30	0	0	0	0	0	0	2	2	0	2	0	2	4
Lights	0	0	0	0	0	0	2	2	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:45	0	1	0	1	0	0	0	0	0	1	0	1	2
Lights	0	1	0	1	0	0	0	0	0	1	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:00	0	3	0	3	0	0	1	1	0	2	1	3	7
Lights	0	3	0	3	0	0	1	1	0	2	1	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:15	0	0	0	0	0	0	1	1	0	13	0	13	14
Lights	0	0	0	0	0	0	1	1	0	13	0	13	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:30	0	0	0	0	0	0	0	0	0	5	0	5	5
Lights	0	0	0	0	0	0	0	0	0	5	0	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:45	0	0	0	0	0	0	2	2	0	2	0	2	4
Lights	0	0	0	0	0	0	2	2	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:00	0	0	0	0	0	0	3	3	0	3	0	3	6
Lights	0	0	0	0	0	0	3	3	0	3	0	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:15	0	2	0	2	0	1	2	3	0	21	2	23	28
Lights	0	2	0	2	0	1	2	3	0	21	2	23	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:30	0	0	0	0	0	3	12	15	0	63	6	69	84
Lights	0	0	0	0	0	3	12	15	0	63	6	69	84
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:45	0	2	0	2	0	4	18	22	0	9	3	12	36
Lights	0	2	0	2	0	4	18	22	0	9	3	12	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:00	0	0	0	0	0	5	2	7	0	14	0	14	21
Lights	0	0	0	0	0	5	2	7	0	14	0	14	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:15	0	0	3	3	0	3	5	8	0	7	3	10	21
Lights	0	0	3	3	0	3	5	8	0	7	3	10	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:30	0	12	2	14	0	8	15	23	0	31	5	36	73
Lights	0	12	2	14	0	8	15	23	0	31	5	36	73
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:45	0	5	0	5	0	10	17	27	0	9	1	10	42
Lights	0	5	0	5	0	10	17	27	0	9	1	10	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:00	0	4	2	6	0	5	19	24	0	6	1	7	37
Lights	0	4	2	6	0	5	19	24	0	6	1	7	37
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:15	0	2	4	6	0	28	51	79	0	9	2	11	96
Lights	0	2	4	6	0	28	51	79	0	9	2	11	96
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:30	0	5	9	14	0	70	96	166	0	4	0	4	184
Lights	0	5	9	14	0	70	96	166	0	4	0	4	184
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:45	0	7	22	29	0	78	129	207	0	13	3	16	252
Lights	0	7	21	28	0	77	129	206	0	13	1	14	248
Mediums	0	0	1	1	0	1	0	1	0	0	1	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 6:00	0	2	6	8	0	15	26	41	0	18	2	20	69
Lights	0	2	5	7	0	15	26	41	0	17	2	19	67
Mediums	0	0	1	1	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:15	0	10	4	14	0	17	32	49	0	41	1	42	105
Lights	0	10	3	13	0	17	31	48	0	41	1	42	103
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:30	0	17	4	21	0	24	52	76	0	5	0	5	102
Lights	0	17	4	21	0	23	52	75	0	5	0	5	101
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:45	0	16	8	24	0	24	51	75	0	5	2	7	106
Lights	0	16	7	23	0	24	51	75	0	5	2	7	105
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 7:00	0	7	4	11	0	17	16	33	0	5	0	5	49
Lights	0	7	4	11	0	17	16	33	0	5	0	5	49
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:15	0	2	4	6	0	13	10	23	0	1	0	1	30
Lights	0	1	4	5	0	13	10	23	0	1	0	1	29
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:30	0	1	4	5	0	9	31	40	0	4	1	5	50
Lights	0	1	4	5	0	9	31	40	0	4	1	5	50
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:45	0	5	4	9	0	13	23	36	0	1	0	1	46
Lights	0	4	4	8	0	13	22	35	0	1	0	1	44
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	1	1	0	0	0	0	2
6/7/2017 8:00	0	6	2	8	0	4	3	7	0	3	1	4	19
Lights	0	6	2	8	0	4	3	7	0	2	0	2	17
Mediums	0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 8:15	0	2	3	5	0	12	9	21	0	3	0	3	29
Lights	0	2	3	5	0	10	9	19	0	3	0	3	27
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
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Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/7/2017 8:30	0	2	1	3	0	6	6	12	0	5	1	6	21
Lights	0	2	0	2	0	6	5	11	0	5	1	6	19
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 8:45	0	6	1	7	0	5	10	15	0	4	0	4	26
Lights	0	5	1	6	0	5	10	15	0	4	0	4	25
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:00	0	1	1	2	0	9	2	11	0	4	0	4	17
Lights	0	1	1	2	0	9	2	11	0	4	0	4	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:15	0	7	2	9	0	4	16	20	1	6	2	9	38
Lights	0	7	2	9	0	2	16	18	1	6	1	8	35
Mediums	0	0	0	0	0	2	0	2	0	0	1	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:30	0	5	5	10	0	9	10	19	0	3	3	6	35
Lights	0	5	5	10	0	9	10	19	0	3	3	6	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:45	0	2	2	4	1	8	11	20	0	4	0	4	28
Lights	0	2	2	4	1	6	11	18	0	4	0	4	26
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:00	0	6	1	7	0	3	5	8	0	7	0	7	22
Lights	0	6	1	7	0	3	5	8	0	7	0	7	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:15	0	6	0	6	0	5	7	12	0	9	1	10	28
Lights	0	6	0	6	0	5	7	12	0	9	1	10	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:30	0	10	2	12	0	8	7	15	0	14	0	14	41
Lights	0	8	2	10	0	8	7	15	0	14	0	14	39
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:45	0	7	0	7	0	6	8	14	0	13	1	14	35
Lights	0	7	0	7	0	6	8	14	0	13	1	14	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:00	0	8	1	9	0	10	15	25	0	23	0	23	57
Lights	0	8	1	9	0	8	15	23	0	23	0	23	55
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:15	0	16	1	17	0	15	19	34	0	15	1	16	67
Lights	0	16	1	17	0	14	19	33	0	15	1	16	66
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:30	0	8	2	10	0	11	20	31	0	30	3	33	74
Lights	0	7	2	9	0	11	20	31	0	30	3	33	73
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:45	0	12	1	13	0	15	20	35	0	5	1	6	54
Lights	0	12	1	13	0	15	19	34	0	5	1	6	53
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:00	0	19	2	21	0	6	7	13	0	22	0	22	56
Lights	0	18	2	20	0	6	7	13	0	22	0	22	55
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:15	0	18	1	19	0	13	13	26	0	19	1	20	65
Lights	0	17	1	18	0	13	12	25	0	19	1	20	63
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:30	0	14	0	14	0	13	16	29	0	15	1	16	59

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Lights	0	13	0	13	0	13	16	29	0	15	1	16	58
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:45	0	12	1	13	0	14	16	30	0	15	0	15	58
Lights	0	12	1	13	0	14	16	30	0	15	0	15	58
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 13:00	0	17	1	18	0	14	10	24	0	5	1	6	48
Lights	0	17	1	18	0	12	9	21	0	5	1	6	45
Mediums	0	0	0	0	0	1	1	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 13:15	0	11	0	11	0	9	17	26	0	7	0	7	44
Lights	0	9	0	9	0	9	17	26	0	5	0	5	40
Mediums	0	2	0	2	0	0	0	0	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
6/7/2017 13:30	0	15	0	15	0	17	24	41	0	13	2	15	71
Lights	0	14	0	14	0	17	24	41	0	13	2	15	70
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 13:45	0	9	0	9	0	11	23	34	0	19	1	20	63
Lights	0	7	0	7	0	11	23	34	0	19	1	20	61
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:00	0	30	0	30	0	7	12	19	0	23	2	25	74
Lights	0	30	0	30	0	7	12	19	0	21	2	23	72
Mediums	0	0	0	0	0	0	0	0	0	2	0	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:15	0	18	0	18	0	5	6	11	0	42	0	42	71
Lights	0	18	0	18	0	5	6	11	0	42	0	42	71
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:30	0	20	2	22	0	6	7	13	0	49	7	56	91
Lights	0	20	2	22	0	6	7	13	0	49	7	56	91
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:45	0	12	0	12	0	3	7	10	0	32	2	34	56
Lights	0	12	0	12	0	3	7	10	0	32	2	34	56
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:00	0	22	1	23	0	3	2	5	0	26	2	28	56
Lights	0	22	0	22	0	1	2	3	0	26	2	28	53
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/7/2017 15:15	0	10	1	11	0	3	5	8	0	22	1	23	42
Lights	0	10	1	11	0	3	5	8	0	21	1	22	41
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:30	0	28	0	28	0	7	9	16	0	32	3	35	79
Lights	0	28	0	28	0	4	9	13	0	31	3	34	75
Mediums	0	0	0	0	0	3	0	3	0	1	0	1	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:45	0	11	5	16	0	6	15	21	0	13	2	15	52
Lights	0	11	5	16	0	6	15	21	0	13	2	15	52
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:00	0	45	4	49	0	8	17	25	0	45	4	49	123
Lights	0	45	4	49	0	8	17	25	0	45	4	49	123
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:15	0	36	3	39	0	6	19	25	0	38	7	45	109
Lights	0	33	3	36	0	6	18	24	0	38	7	45	105
Mediums	0	3	0	3	0	0	1	1	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:30	0	45	5	50	0	15	53	68	0	100	21	121	239
Lights	0	45	5	50	0	14	53	67	0	100	20	120	237

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:45	0	16	4	20	0	10	50	60	1	39	7	47	127
Lights	0	16	4	20	0	10	50	60	1	39	7	47	127
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:00	0	17	6	23	0	13	16	29	0	36	3	39	91
Lights	0	17	6	23	0	12	16	28	0	36	3	39	90
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:15	0	16	1	17	0	15	21	36	0	14	0	14	67
Lights	0	16	1	17	0	15	21	36	0	14	0	14	67
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:30	0	10	4	14	0	19	27	46	0	71	8	79	139
Lights	0	9	4	13	0	19	27	46	0	71	8	79	138
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 17:45	0	9	1	10	0	14	15	29	0	23	1	24	63
Lights	0	9	1	10	0	14	15	29	0	23	1	24	63
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:00	0	9	1	10	0	4	4	8	0	11	10	21	39
Lights	0	9	1	10	0	4	4	8	0	11	10	21	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:15	0	23	2	25	0	9	3	12	0	9	0	9	46
Lights	0	23	2	25	0	9	3	12	0	9	0	9	46
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:30	0	25	0	25	0	4	2	6	0	9	0	9	40
Lights	0	25	0	25	0	4	2	6	0	9	0	9	40
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:45	0	11	0	11	0	1	7	8	0	10	1	11	30
Lights	0	11	0	11	0	1	7	8	0	10	1	11	30
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:00	0	11	1	12	0	6	6	12	0	9	0	9	33
Lights	0	11	1	12	0	6	6	12	0	8	0	8	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
6/7/2017 19:15	0	2	0	2	0	3	4	7	0	7	1	8	17
Lights	0	2	0	2	0	3	4	7	0	7	1	8	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:30	0	1	0	1	0	2	5	7	0	4	1	5	13
Lights	0	1	0	1	0	2	4	6	0	4	1	5	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/7/2017 19:45	0	4	1	5	0	2	2	4	0	17	7	24	33
Lights	0	4	1	5	0	2	2	4	0	17	7	24	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:00	0	6	0	6	0	2	9	11	0	7	0	7	24
Lights	0	6	0	6	0	2	9	11	0	7	0	7	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:15	0	6	0	6	0	3	3	6	0	2	0	2	14
Lights	0	6	0	6	0	3	3	6	0	2	0	2	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:30	0	7	1	8	0	5	3	8	0	0	0	0	16
Lights	0	7	1	8	0	5	3	8	0	0	0	0	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:45	0	5	0	5	0	2	4	6	0	3	0	3	14
Lights	0	5	0	5	0	2	4	6	0	3	0	3	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:00	0	2	0	2	0	3	6	9	0	9	0	9	20
Lights	0	2	0	2	0	3	6	9	0	9	0	9	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:15	0	6	0	6	0	2	14	16	0	2	0	2	24
Lights	0	6	0	6	0	2	14	16	0	2	0	2	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:30	0	4	0	4	0	2	23	25	0	3	0	3	32
Lights	0	4	0	4	0	2	23	25	0	3	0	3	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:45	0	3	0	3	0	5	14	19	0	4	0	4	26
Lights	0	3	0	3	0	5	14	19	0	4	0	4	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:00	0	16	1	17	0	1	6	7	0	9	1	10	34
Lights	0	16	1	17	0	1	6	7	0	9	1	10	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:15	0	8	1	9	0	2	1	3	0	37	0	37	49
Lights	0	8	1	9	0	2	1	3	0	37	0	37	49
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:30	0	6	1	7	0	0	6	6	0	8	0	8	21
Lights	0	6	1	7	0	0	6	6	0	8	0	8	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:45	0	0	0	0	0	2	2	4	0	3	0	3	7
Lights	0	0	0	0	0	2	2	4	0	3	0	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:00	0	2	0	2	0	0	0	0	0	3	0	3	5
Lights	0	2	0	2	0	0	0	0	0	3	0	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:15	0	3	0	3	0	0	3	3	0	3	0	3	9
Lights	0	3	0	3	0	0	3	3	0	3	0	3	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:30	0	0	0	0	0	3	0	3	0	1	0	1	4
Lights	0	0	0	0	0	2	0	2	0	1	0	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 23:45	0	1	0	1	0	2	0	2	0	2	0	2	5
Lights	0	1	0	1	0	2	0	2	0	2	0	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017	0	2	0	2	0	0	2	2	0	1	0	1	5
Lights	0	2	0	2	0	0	2	2	0	1	0	1	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:15	0	0	0	0	0	0	0	0	0	2	0	2	2
Lights	0	0	0	0	0	0	0	0	0	2	0	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:30	0	0	0	0	0	1	0	1	0	0	0	0	1
Lights	0	0	0	0	0	1	0	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/8/2017 0:45	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:00	0	1	0	1	0	0	1	1	0	0	0	0	2
Lights	0	1	0	1	0	0	1	1	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:15	0	0	0	0	0	0	3	3	0	1	1	2	5
Lights	0	0	0	0	0	0	3	3	0	1	1	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:30	0	1	0	1	0	1	3	4	0	2	1	3	8
Lights	0	1	0	1	0	1	3	4	0	2	1	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:45	0	0	0	0	0	0	3	3	0	4	0	4	7
Lights	0	0	0	0	0	0	3	3	0	4	0	4	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:00	0	2	0	2	0	0	0	0	0	7	1	8	10
Lights	0	2	0	2	0	0	0	0	0	7	1	8	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:15	0	1	0	1	0	0	1	1	0	20	1	21	23
Lights	0	1	0	1	0	0	1	1	0	20	1	21	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:30	0	0	0	0	0	0	0	0	0	11	1	12	12
Lights	0	0	0	0	0	0	0	0	0	11	1	12	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:45	0	0	1	1	0	1	2	3	0	1	0	1	5
Lights	0	0	1	1	0	0	2	2	0	1	0	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 3:00	0	1	0	1	0	1	1	2	0	1	1	2	5
Lights	0	1	0	1	0	1	1	2	0	1	1	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:15	0	1	0	1	0	0	3	3	0	18	1	19	23
Lights	0	1	0	1	0	0	3	3	0	18	1	19	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:30	0	0	0	0	0	2	0	2	0	49	8	57	59
Lights	0	0	0	0	0	2	0	2	0	49	8	57	59
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:45	0	1	3	4	0	4	3	7	0	12	4	16	27
Lights	0	1	2	3	0	4	3	7	0	12	4	16	26
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:00	0	0	0	0	0	4	3	7	0	18	1	19	26
Lights	0	0	0	0	0	4	3	7	0	17	1	18	25
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:15	0	1	2	3	0	3	6	9	0	15	0	15	27
Lights	0	1	2	3	0	3	6	9	0	15	0	15	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:30	0	7	2	9	0	6	18	24	0	18	4	22	55
Lights	0	7	2	9	0	6	18	24	0	18	4	22	55
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:45	0	8	2	10	0	9	23	32	0	5	1	6	48

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound		Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Lights	0	8	2	10	0	8	23	31	0	5	1	6	47
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 5:00	0	0	1	1	0	13	16	29	0	7	1	8	38
Lights	0	0	1	1	0	13	16	29	0	7	1	8	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:15	0	3	2	5	0	26	39	65	0	7	1	8	78
Lights	0	3	2	5	0	26	39	65	0	7	1	8	78
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:30	0	2	9	11	0	52	78	130	0	4	0	4	145
Lights	0	2	9	11	0	52	78	130	0	4	0	4	145
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:45	0	6	24	30	0	81	135	216	0	18	1	19	265
Lights	0	6	23	29	0	80	135	215	0	18	1	19	263
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 6:00	0	9	4	13	0	14	23	37	0	15	0	15	65
Lights	0	8	4	12	0	12	23	35	0	15	0	15	62
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 6:15	0	6	1	7	0	16	33	49	0	32	2	34	90
Lights	0	6	1	7	0	15	31	46	0	32	2	34	87
Mediums	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 6:30	0	16	4	20	0	17	50	67	0	5	0	5	92
Lights	0	16	4	20	0	16	50	66	0	5	0	5	91
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 6:45	0	9	4	13	0	26	53	79	0	9	0	9	101
Lights	0	9	4	13	0	25	52	77	0	7	0	7	97
Mediums	0	0	0	0	0	0	1	1	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 7:00	0	10	7	17	0	25	17	42	0	3	1	4	63
Lights	0	9	6	15	0	25	16	41	0	3	1	4	60
Mediums	0	1	1	2	0	0	1	1	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:15	0	1	3	4	0	15	16	31	0	3	0	3	38
Lights	0	1	3	4	0	15	14	29	0	3	0	3	36
Mediums	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:30	0	9	2	11	0	22	25	47	0	2	0	2	60
Lights	0	8	2	10	0	22	25	47	0	2	0	2	59
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:45	1	3	4	8	0	15	23	38	0	1	0	1	47
Lights	0	2	4	6	0	15	23	38	0	1	0	1	45
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	1	0	2	0	0	0	0	0	0	0	0	2
6/8/2017 8:00	0	7	2	9	0	9	10	19	0	2	2	4	32
Lights	0	5	2	7	0	8	10	18	0	2	1	3	28
Mediums	0	1	0	1	0	1	0	1	0	0	1	1	3
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/8/2017 8:15	0	5	3	8	0	13	8	21	0	6	0	6	35
Lights	0	4	3	7	0	13	7	20	0	6	0	6	33
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:30	0	6	0	6	0	5	14	19	0	12	0	12	37
Lights	0	6	0	6	0	5	14	19	0	12	0	12	37
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:45	0	4	1	5	0	8	16	24	0	4	0	4	33
Lights	0	3	0	3	0	8	14	22	0	4	0	4	29

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2
6/8/2017 9:00	0	6	1	7	0	3	11	14	0	6	1	7	28
Lights	0	6	1	7	0	3	11	14	0	5	1	6	27
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 9:15	0	5	2	7	0	5	13	18	0	2	1	3	28
Lights	0	5	2	7	0	3	13	16	0	2	0	2	25
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	1	1	2
6/8/2017 9:30	0	5	0	5	0	6	19	25	0	4	0	4	34
Lights	0	4	0	4	0	4	19	23	0	4	0	4	31
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	0	0	1
6/8/2017 9:45	0	3	0	3	0	10	16	26	0	6	1	7	36
Lights	0	1	0	1	0	8	15	23	0	6	1	7	31
Mediums	0	1	0	1	0	1	1	2	0	0	0	0	3
Articulated Trucks	0	1	0	1	0	1	0	1	0	0	0	0	2
6/8/2017 10:00	0	8	1	9	0	3	5	8	0	5	0	5	22
Lights	0	8	1	9	0	3	5	8	0	5	0	5	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:15	0	7	0	7	0	9	9	18	0	16	1	17	42
Lights	0	5	0	5	0	5	9	14	0	16	1	17	36
Mediums	0	2	0	2	0	2	0	2	0	0	0	0	4
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 10:30	0	12	1	13	0	12	3	15	0	6	0	6	34
Lights	0	12	1	13	0	12	3	15	0	6	0	6	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:45	0	11	1	12	0	6	11	17	0	12	0	12	41
Lights	0	11	1	12	0	4	11	15	0	12	0	12	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 11:00	0	11	4	15	0	16	15	31	0	17	2	19	65
Lights	0	11	3	14	0	15	14	29	0	17	2	19	62
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 11:15	0	8	0	8	0	12	18	30	0	17	2	19	57
Lights	0	8	0	8	0	12	18	30	0	17	2	19	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 11:30	0	9	1	10	0	13	11	24	0	28	1	29	63
Lights	0	9	1	10	0	10	11	21	0	28	1	29	60
Mediums	0	0	0	0	0	3	0	3	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 11:45	0	16	0	16	0	9	17	26	0	15	0	15	57
Lights	0	15	0	15	0	9	17	26	0	15	0	15	56
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:00	0	11	2	13	0	13	3	16	0	18	4	22	51
Lights	0	11	2	13	0	13	2	15	0	18	4	22	50
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:15	0	14	1	15	0	12	17	29	0	20	0	20	64
Lights	0	14	1	15	0	12	17	29	0	19	0	19	63
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:30	0	13	2	15	0	16	13	29	0	20	0	20	64
Lights	0	13	2	15	0	13	13	26	0	19	0	19	60
Mediums	0	0	0	0	0	2	0	2	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 12:45	0	8	1	9	0	17	21	38	0	8	4	12	59
Lights	0	7	1	8	0	17	21	38	0	8	4	12	58
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:00	0	16	0	16	0	6	13	19	0	8	1	9	44
Lights	0	16	0	16	0	6	13	19	0	7	1	8	43
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:15	0	9	0	9	0	14	23	37	0	12	0	12	58
Lights	0	9	0	9	0	14	23	37	0	12	0	12	58
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:30	0	10	1	11	0	17	20	37	0	10	0	10	58
Lights	0	10	1	11	0	17	20	37	0	10	0	10	58
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:45	0	12	0	12	0	12	21	33	0	13	0	13	58
Lights	0	11	0	11	0	12	21	33	0	12	0	12	56
Mediums	0	1	0	1	0	0	0	0	0	1	0	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:00	0	30	2	32	0	4	10	14	0	23	0	23	69
Lights	0	30	1	31	0	4	10	14	0	23	0	23	68
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:15	0	17	1	18	0	9	6	15	0	51	1	52	85
Lights	0	17	1	18	0	9	6	15	0	50	1	51	84
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:30	0	25	1	26	0	6	7	13	0	66	5	71	110
Lights	0	25	1	26	0	6	7	13	0	65	5	70	109
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:45	0	9	3	12	0	2	8	10	0	25	2	27	49
Lights	0	9	2	11	0	2	8	10	0	25	2	27	48
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 15:00	0	16	2	18	0	6	5	11	0	17	3	20	49
Lights	0	16	1	17	0	6	5	11	0	17	2	19	47
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	1	1	2
6/8/2017 15:15	0	26	0	26	0	2	7	9	0	18	3	21	56
Lights	0	26	0	26	0	2	7	9	0	18	3	21	56
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 15:30	0	26	0	26	0	3	3	6	0	30	2	32	64
Lights	0	26	0	26	0	3	2	5	0	30	2	32	63
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 15:45	0	14	2	16	0	8	14	22	0	20	4	24	62
Lights	0	14	2	16	0	8	14	22	0	20	4	24	62
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:00	0	50	1	51	0	7	11	18	0	21	3	24	93
Lights	0	49	0	49	0	6	11	17	0	21	3	24	90
Mediums	0	1	1	2	0	1	0	1	0	0	0	0	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:15	0	20	8	28	0	9	30	39	0	41	4	45	112
Lights	0	20	8	28	0	8	29	37	0	41	4	45	110
Mediums	0	0	0	0	0	1	1	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:30	0	34	1	35	0	4	35	39	0	92	19	111	185
Lights	0	34	1	35	0	4	34	38	0	89	17	106	179
Mediums	0	0	0	0	0	0	1	1	0	3	2	5	6
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:45	0	19	4	23	0	4	52	56	0	27	3	30	109
Lights	0	19	4	23	0	4	52	56	0	27	3	30	109
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval	U	T	R		U	T	L		U	R	L		
6/8/2017 17:00	0	21	3	24	0	12	12	24	0	25	2	27	75
Lights	0	21	2	23	0	12	11	23	0	24	2	26	72
Mediums	0	0	1	1	0	0	1	1	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:15	0	4	0	4	0	14	22	36	0	27	2	29	69
Lights	0	4	0	4	0	14	21	35	0	27	2	29	68
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:30	0	7	1	8	0	22	24	46	0	69	4	73	127
Lights	0	6	1	7	0	22	24	46	0	69	4	73	126
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:45	0	6	4	10	0	21	25	46	0	15	2	17	73
Lights	0	6	4	10	0	21	25	46	0	14	2	16	72
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:00	0	8	0	8	0	8	5	13	0	13	2	15	36
Lights	0	8	0	8	0	8	5	13	0	13	2	15	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:15	0	11	0	11	0	6	5	11	0	20	5	25	47
Lights	0	11	0	11	0	6	5	11	0	19	5	24	46
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:30	0	23	0	23	0	6	10	16	0	13	1	14	53
Lights	0	23	0	23	0	6	10	16	0	13	1	14	53
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:45	0	11	0	11	0	5	5	10	0	14	1	15	36
Lights	0	11	0	11	0	5	5	10	0	14	1	15	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:00	0	9	0	9	0	2	8	10	0	12	1	13	32
Lights	0	9	0	9	0	2	8	10	0	12	1	13	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:15	0	4	0	4	0	4	5	9	0	4	0	4	17
Lights	0	4	0	4	0	4	5	9	0	4	0	4	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:30	0	3	0	3	0	2	2	4	0	5	0	5	12
Lights	0	3	0	3	0	2	1	3	0	5	0	5	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 19:45	0	3	0	3	0	1	5	6	0	5	1	6	15
Lights	0	3	0	3	0	1	5	6	0	5	1	6	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:00	0	7	0	7	0	1	6	7	0	9	1	10	24
Lights	0	7	0	7	0	1	6	7	0	9	1	10	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:15	0	6	1	7	0	2	4	6	0	2	1	3	16
Lights	0	6	1	7	0	2	4	6	0	2	1	3	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:30	0	5	0	5	0	3	4	7	0	2	1	3	15
Lights	0	5	0	5	0	3	4	7	0	2	1	3	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:45	0	4	0	4	0	2	1	3	0	5	0	5	12
Lights	0	4	0	4	0	2	1	3	0	5	0	5	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:00	0	4	0	4	0	1	1	2	0	8	1	9	15

Study Name	06 Mississippi & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Northbound			Northbound Tc	Grand Total
Interval		U	T	R		U	T	L		U	R	L		
Lights		0	4	0	4	0	1	1	2	0	8	1	9	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:15		0	1	0	1	0	3	8	11	0	4	0	4	16
Lights		0	1	0	1	0	3	8	11	0	4	0	4	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:30		0	2	0	2	0	4	24	28	0	2	0	2	32
Lights		0	2	0	2	0	4	24	28	0	2	0	2	32
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:45		0	3	1	4	0	4	14	18	0	5	1	6	28
Lights		0	3	1	4	0	4	14	18	0	5	1	6	28
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:00		0	22	1	23	0	2	5	7	0	7	0	7	37
Lights		0	22	1	23	0	2	5	7	0	7	0	7	37
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:15		0	3	2	5	0	1	3	4	0	28	0	28	37
Lights		0	3	2	5	0	1	3	4	0	28	0	28	37
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:30		0	2	0	2	0	0	4	4	0	9	0	9	15
Lights		0	2	0	2	0	0	4	4	0	9	0	9	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:45		0	4	0	4	0	0	2	2	0	3	0	3	9
Lights		0	4	0	4	0	0	2	2	0	3	0	3	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:00		0	2	0	2	0	0	1	1	0	12	0	12	15
Lights		0	2	0	2	0	0	1	1	0	12	0	12	15
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:15		0	1	0	1	0	1	3	4	0	4	0	4	9
Lights		0	1	0	1	0	1	3	4	0	4	0	4	9
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:30		0	1	0	1	0	1	0	1	0	0	0	0	2
Lights		0	1	0	1	0	1	0	1	0	0	0	0	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:45		0	4	0	4	0	1	3	4	0	0	0	0	8
Lights		0	4	0	4	0	1	3	4	0	0	0	0	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total		1	2388	457	2846	1	2355	3983	6339	2	3995	422	4419	13604

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
6/6/2017	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:30	0	0	0	0	0	0	1	1	0	0	0	0	1
Lights	0	0	0	0	0	0	1	1	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:45	0	0	0	0	0	1	0	1	0	1	1	2	3
Lights	0	0	0	0	0	1	0	1	0	1	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 1:00	0	0	0	0	0	1	0	1	0	1	3	4	5
Lights	0	0	0	0	0	1	0	1	0	1	3	4	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:15	0	0	0	0	0	0	0	0	0	0	5	5	5
Lights	0	0	0	0	0	0	0	0	0	0	5	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:30	0	1	0	1	0	0	1	1	0	1	2	3	5
Lights	0	1	0	1	0	0	1	1	0	1	2	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:45	0	1	1	2	0	0	0	0	0	1	1	2	4
Lights	0	1	1	2	0	0	0	0	0	1	1	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:00	0	2	0	2	0	0	0	0	0	0	1	1	3
Lights	0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:15	0	2	0	2	0	0	13	13	0	0	1	1	16
Lights	0	2	0	2	0	0	13	13	0	0	1	1	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:30	0	1	1	2	0	0	4	4	0	0	0	0	6
Lights	0	1	1	2	0	0	4	4	0	0	0	0	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:45	0	4	0	4	0	1	3	4	0	2	0	2	10
Lights	0	4	0	4	0	1	3	4	0	2	0	2	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:00	0	6	0	6	0	0	0	0	0	1	0	1	7
Lights	0	6	0	6	0	0	0	0	0	1	0	1	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:15	0	13	0	13	0	0	0	0	0	3	1	4	17
Lights	0	13	0	13	0	0	0	0	0	2	1	3	16
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:30	0	61	0	61	0	0	2	2	0	1	6	7	70
Lights	0	61	0	61	0	0	2	2	0	1	6	7	70
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:45	0	16	0	16	0	0	1	1	0	3	13	16	33
Lights	0	15	0	15	0	0	1	1	0	3	13	16	32
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:00	0	10	0	10	0	1	1	2	0	2	5	7	19

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Lights	0	10	0	10	0	1	1	2	0	2	5	7	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:15	0	11	0	11	0	1	1	2	0	3	3	6	19
Lights	0	11	0	11	0	1	1	2	0	3	3	6	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:30	0	39	0	39	0	0	3	3	0	9	6	15	57
Lights	0	39	0	39	0	0	3	3	0	9	6	15	57
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:45	0	3	0	3	0	0	4	4	0	12	11	23	30
Lights	0	3	0	3	0	0	4	4	0	12	11	23	30
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:00	0	14	0	14	0	0	6	6	0	19	4	23	43
Lights	0	14	0	14	0	0	6	6	0	19	4	23	43
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:15	0	5	0	5	0	0	3	3	0	24	30	54	62
Lights	0	5	0	5	0	0	3	3	0	24	30	54	62
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:30	0	8	0	8	0	0	1	1	0	60	36	96	105
Lights	0	8	0	8	0	0	1	1	0	60	35	95	104
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:45	0	11	0	11	0	0	8	8	0	111	43	154	173
Lights	0	10	0	10	0	0	8	8	0	110	42	152	170
Mediums	0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:00	0	5	0	5	0	0	12	12	0	27	6	33	50
Lights	0	5	0	5	0	0	11	11	0	27	6	33	49
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:15	0	2	0	2	0	0	36	36	0	27	5	32	70
Lights	0	2	0	2	0	0	36	36	0	27	5	32	70
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:30	0	0	0	0	0	0	7	7	0	37	11	48	55
Lights	0	0	0	0	0	0	7	7	0	37	10	47	54
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:45	0	2	0	2	0	0	0	0	0	43	14	57	59
Lights	0	2	0	2	0	0	0	0	0	43	14	57	59
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:00	0	1	0	1	0	0	7	7	0	21	14	35	43
Lights	0	1	0	1	0	0	7	7	0	20	14	34	42
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:15	0	0	0	0	0	1	1	2	0	6	10	16	18
Lights	0	0	0	0	0	1	1	2	0	6	10	16	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:30	0	0	1	1	0	2	2	4	0	26	15	41	46
Lights	0	0	1	1	0	2	1	3	0	26	15	41	45
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:45	0	0	1	1	0	0	0	0	0	7	12	19	20
Lights	0	0	1	1	0	0	0	0	0	7	11	18	19
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:00	0	0	0	0	0	0	1	1	0	5	2	7	8
Lights	0	0	0	0	0	0	1	1	0	5	2	7	8

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:15	0	1	0	1	0	0	5	5	0	6	4	10	16
Lights	0	0	0	0	0	0	4	4	0	6	4	10	14
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/6/2017 8:30	0	6	1	7	0	0	3	3	0	9	2	11	21
Lights	0	6	1	7	0	0	3	3	0	8	2	10	20
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:45	0	3	0	3	0	1	1	2	0	3	10	13	18
Lights	0	2	0	2	0	1	1	2	0	3	9	12	16
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:00	0	4	0	4	0	0	3	3	0	5	9	14	21
Lights	0	4	0	4	0	0	2	2	0	5	8	13	19
Mediums	0	0	0	0	0	0	1	1	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:15	0	4	0	4	0	0	0	0	0	4	9	13	17
Lights	0	4	0	4	0	0	0	0	0	4	9	13	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:30	0	4	0	4	0	0	2	2	0	7	6	13	19
Lights	0	4	0	4	0	0	2	2	0	7	6	13	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 9:45	0	0	0	0	0	0	4	4	0	5	8	13	17
Lights	0	0	0	0	0	0	4	4	0	5	8	13	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:00	0	5	1	6	0	0	8	8	0	2	9	11	25
Lights	0	5	1	6	0	0	8	8	0	2	9	11	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:15	0	3	0	3	0	0	13	13	0	3	6	9	25
Lights	0	3	0	3	0	0	13	13	0	3	6	9	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:30	0	2	0	2	0	1	11	12	0	3	10	13	27
Lights	0	2	0	2	0	1	11	12	0	2	10	12	26
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 10:45	0	5	0	5	0	0	4	4	0	1	7	8	17
Lights	0	5	0	5	0	0	4	4	0	1	7	8	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:00	0	10	1	11	0	0	10	10	0	4	8	12	33
Lights	0	9	1	10	0	0	10	10	0	4	8	12	32
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:15	0	6	1	7	0	1	11	12	0	7	7	14	33
Lights	0	6	1	7	0	1	11	12	0	7	7	14	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:30	0	22	1	23	0	0	7	7	0	9	8	17	47
Lights	0	22	1	23	0	0	7	7	0	9	8	17	47
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:45	0	11	0	11	0	2	11	13	0	11	12	23	47
Lights	0	11	0	11	0	2	11	13	0	11	12	23	47
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:00	0	10	0	10	0	0	12	12	0	4	7	11	33
Lights	0	10	0	10	0	0	11	11	0	4	7	11	32
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:15	0	5	1	6	0	0	8	8	0	5	7	12	26
Lights	0	5	1	6	0	0	8	8	0	5	7	12	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:30	0	10	0	10	0	1	8	9	0	5	9	14	33
Lights	0	10	0	10	0	1	8	9	0	5	8	13	32
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 12:45	0	11	0	11	0	0	7	7	0	12	4	16	34
Lights	0	11	0	11	0	0	7	7	0	12	4	16	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:00	0	5	0	5	0	0	3	3	0	2	12	14	22
Lights	0	5	0	5	0	0	3	3	0	2	12	14	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:15	0	3	0	3	0	0	7	7	0	2	21	23	33
Lights	0	3	0	3	0	0	7	7	0	2	20	22	32
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:30	0	1	0	1	0	0	8	8	0	4	16	20	29
Lights	0	1	0	1	0	0	7	7	0	4	16	20	28
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:45	0	5	0	5	0	0	9	9	0	6	31	37	51
Lights	0	5	0	5	0	0	9	9	0	6	31	37	51
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:00	0	3	0	3	0	0	17	17	0	3	6	9	29
Lights	0	3	0	3	0	0	16	16	0	3	5	8	27
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 14:15	0	6	0	6	0	0	36	36	0	7	2	9	51
Lights	0	6	0	6	0	0	36	36	0	7	1	8	50
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:30	0	50	0	50	0	0	24	24	0	2	2	4	78
Lights	0	50	0	50	0	0	24	24	0	2	2	4	78
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:45	0	19	0	19	0	0	17	17	0	3	6	9	45
Lights	0	19	0	19	0	0	17	17	0	3	6	9	45
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:00	0	7	0	7	0	0	10	10	0	1	2	3	20
Lights	0	7	0	7	0	0	9	9	0	1	1	2	18
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 15:15	0	11	0	11	0	0	6	6	0	5	3	8	25
Lights	0	11	0	11	0	0	6	6	0	5	3	8	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:30	0	17	0	17	0	0	21	21	0	2	1	3	41
Lights	0	17	0	17	0	0	21	21	0	2	1	3	41
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:45	0	10	0	10	0	0	22	22	0	7	9	16	48
Lights	0	10	0	10	0	0	21	21	0	7	9	16	47
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 16:00	0	14	0	14	0	0	15	15	0	14	5	19	48
Lights	0	14	0	14	0	0	15	15	0	14	4	18	47
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
6/6/2017 16:15	0	49	0	49	0	0	14	14	0	26	5	31	94
Lights	0	49	0	49	0	0	14	14	0	25	5	30	93
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 16:30	0	91	0	91	0	0	41	41	0	46	7	53	185
Lights	0	90	0	90	0	0	41	41	0	46	6	52	183
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 16:45	0	19	0	19	0	0	5	5	0	47	4	51	75
Lights	0	19	0	19	0	0	5	5	0	47	4	51	75
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:00	0	20	0	20	0	0	9	9	0	11	6	17	46
Lights	0	19	0	19	0	0	9	9	0	10	5	15	43
Mediums	0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:15	0	14	0	14	0	0	9	9	0	10	12	22	45
Lights	0	14	0	14	0	0	9	9	0	10	12	22	45
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:30	0	77	1	78	0	1	6	7	0	19	12	31	116
Lights	0	77	1	78	0	1	5	6	0	19	11	30	114
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 17:45	0	7	0	7	0	1	11	12	0	13	10	23	42
Lights	0	7	0	7	0	1	11	12	0	12	10	22	41
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:00	0	1	1	2	0	0	7	7	0	4	7	11	20
Lights	0	1	0	1	0	0	6	6	0	4	7	11	18
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:15	0	3	0	3	0	0	16	16	0	1	3	4	23
Lights	0	3	0	3	0	0	16	16	0	1	2	3	22
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:30	0	2	0	2	0	0	12	12	0	4	2	6	20
Lights	0	2	0	2	0	0	12	12	0	4	2	6	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:45	0	0	0	0	0	0	3	3	0	1	6	7	10
Lights	0	0	0	0	0	0	3	3	0	1	6	7	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:00	0	5	0	5	0	0	4	4	0	0	0	0	9
Lights	0	5	0	5	0	0	4	4	0	0	0	0	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:15	0	6	0	6	0	0	3	3	0	0	4	4	13
Lights	0	6	0	6	0	0	3	3	0	0	4	4	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:30	0	2	0	2	0	0	11	11	0	0	6	6	19
Lights	0	2	0	2	0	0	11	11	0	0	6	6	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:45	0	3	0	3	0	0	3	3	0	0	1	1	7
Lights	0	3	0	3	0	0	3	3	0	0	1	1	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:00	0	0	0	0	0	0	6	6	0	3	1	4	10
Lights	0	0	0	0	0	0	6	6	0	3	1	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:15	0	1	0	1	0	0	2	2	0	1	5	6	9

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Lights	0	1	0	1	0	0	2	2	0	1	5	6	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:30	0	0	0	0	0	0	0	0	0	1	2	3	3
Lights	0	0	0	0	0	0	0	0	0	1	2	3	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:45	0	0	0	0	0	0	3	3	0	0	5	5	8
Lights	0	0	0	0	0	0	3	3	0	0	5	5	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:00	0	0	0	0	0	0	1	1	0	0	2	2	3
Lights	0	0	0	0	0	0	1	1	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:15	0	1	0	1	0	0	2	2	0	1	12	13	16
Lights	0	1	0	1	0	0	2	2	0	1	12	13	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:30	0	1	0	1	0	0	0	0	0	1	23	24	25
Lights	0	1	0	1	0	0	0	0	0	1	23	24	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:45	0	0	0	0	0	0	5	5	0	0	19	19	24
Lights	0	0	0	0	0	0	5	5	0	0	19	19	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:00	0	7	1	8	0	0	3	3	0	1	0	1	12
Lights	0	7	1	8	0	0	3	3	0	1	0	1	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:15	0	1	0	1	0	1	36	37	0	7	3	10	48
Lights	0	1	0	1	0	1	36	37	0	7	3	10	48
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:30	0	2	0	2	0	0	12	12	0	0	0	0	14
Lights	0	2	0	2	0	0	12	12	0	0	0	0	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:45	0	1	1	2	0	0	6	6	0	1	3	4	12
Lights	0	1	1	2	0	0	6	6	0	1	3	4	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:00	0	0	0	0	0	1	2	3	0	1	1	2	5
Lights	0	0	0	0	0	1	2	3	0	1	1	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:15	0	2	0	2	0	0	1	1	0	0	1	1	4
Lights	0	2	0	2	0	0	1	1	0	0	1	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:30	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:45	0	0	0	0	0	1	0	1	0	0	1	1	2
Lights	0	0	0	0	0	1	0	1	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017	0	0	0	0	0	1	6	7	0	0	0	0	7
Lights	0	0	0	0	0	1	6	7	0	0	0	0	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:15	0	3	0	3	0	0	1	1	0	1	0	1	5
Lights	0	3	0	3	0	0	1	1	0	1	0	1	5

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:30	0	0	0	0	0	0	2	2	0	0	0	0	2
Lights	0	0	0	0	0	0	2	2	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:45	0	0	0	0	0	0	0	0	0	1	0	1	1
Lights	0	0	0	0	0	0	0	0	0	1	0	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:00	0	0	1	1	0	2	0	2	0	1	1	2	5
Lights	0	0	1	1	0	2	0	2	0	1	1	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:15	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:30	0	1	0	1	0	0	2	2	0	1	1	2	5
Lights	0	1	0	1	0	0	2	2	0	1	1	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:45	0	2	1	3	0	0	0	0	0	0	0	0	3
Lights	0	2	1	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:00	0	1	0	1	0	0	0	0	0	1	0	1	2
Lights	0	1	0	1	0	0	0	0	0	1	0	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:15	0	2	0	2	0	0	11	11	0	0	0	0	13
Lights	0	2	0	2	0	0	11	11	0	0	0	0	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:30	0	2	0	2	0	0	3	3	0	1	0	1	6
Lights	0	2	0	2	0	0	3	3	0	1	0	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:45	0	2	0	2	0	0	0	0	0	2	0	2	4
Lights	0	2	0	2	0	0	0	0	0	2	0	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:00	0	4	0	4	0	0	0	0	0	1	2	3	7
Lights	0	4	0	4	0	0	0	0	0	1	2	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:15	0	21	0	21	0	0	1	1	0	2	0	2	24
Lights	0	21	0	21	0	0	1	1	0	2	0	2	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:30	0	69	0	69	0	0	0	0	0	2	9	11	80
Lights	0	69	0	69	0	0	0	0	0	2	9	11	80
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:45	0	12	0	12	0	0	0	0	0	3	16	19	31
Lights	0	12	0	12	0	0	0	0	0	3	16	19	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:00	0	12	0	12	0	0	0	0	1	0	1	2	14
Lights	0	12	0	12	0	0	0	0	1	0	1	2	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:15	0	10	0	10	0	1	0	1	0	3	5	8	19
Lights	0	10	0	10	0	1	0	1	0	3	5	8	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:30	1	34	0	35	0	0	3	3	0	9	8	17	55
Lights	1	34	0	35	0	0	3	3	0	9	8	17	55
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:45	0	7	1	8	0	0	3	3	0	9	8	17	28
Lights	0	7	1	8	0	0	3	3	0	9	8	17	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:00	0	2	0	2	0	0	5	5	0	13	7	20	27
Lights	0	2	0	2	0	0	5	5	0	13	7	20	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:15	0	8	0	8	0	0	3	3	0	30	25	55	66
Lights	0	8	0	8	0	0	3	3	0	30	25	55	66
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:30	0	2	0	2	0	0	2	2	0	62	39	101	105
Lights	0	2	0	2	0	0	2	2	0	62	39	101	105
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:45	0	8	1	9	0	0	7	7	0	111	45	156	172
Lights	0	7	1	8	0	0	6	6	0	110	45	155	169
Mediums	0	1	0	1	0	0	1	1	0	1	0	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:00	0	4	0	4	0	0	14	14	0	24	7	31	49
Lights	0	4	0	4	0	0	13	13	0	24	7	31	48
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:15	0	1	0	1	0	0	41	41	0	29	7	36	78
Lights	0	1	0	1	0	0	41	41	0	29	6	35	77
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:30	0	1	0	1	0	0	4	4	0	46	10	56	61
Lights	0	1	0	1	0	0	4	4	0	46	10	56	61
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:45	0	4	0	4	0	0	2	2	0	39	19	58	64
Lights	0	4	0	4	0	0	2	2	0	39	18	57	63
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 7:00	0	0	0	0	0	0	5	5	0	11	9	20	25
Lights	0	0	0	0	0	0	5	5	0	11	9	20	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:15	0	1	1	2	0	0	0	0	0	10	4	14	16
Lights	0	1	1	2	0	0	0	0	0	10	4	14	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:30	0	2	0	2	0	0	3	3	0	22	12	34	39
Lights	0	2	0	2	0	0	2	2	0	22	12	34	38
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:45	0	1	0	1	0	0	0	0	0	7	20	27	28
Lights	0	1	0	1	0	0	0	0	0	7	18	25	26
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 8:00	0	2	1	3	0	0	2	2	0	2	2	4	9
Lights	0	1	1	2	0	0	1	1	0	2	2	4	7
Mediums	0	1	0	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 8:15	0	0	0	0	0	0	3	3	0	6	6	12	15
Lights	0	0	0	0	0	0	3	3	0	6	6	12	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
6/7/2017 8:30	0	3	0	3	0	0	3	3	0	5	2	7	13
Lights	0	3	0	3	0	0	3	3	0	4	1	5	11
Mediums	0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 8:45	0	2	1	3	0	0	2	2	0	1	9	10	15
Lights	0	2	1	3	0	0	2	2	0	1	9	10	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:00	0	3	0	3	0	0	1	1	0	1	2	3	7
Lights	0	3	0	3	0	0	1	1	0	1	2	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:15	0	4	1	5	0	0	5	5	0	7	12	19	29
Lights	0	3	1	4	0	0	5	5	0	7	12	19	28
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:30	0	3	0	3	0	0	3	3	0	6	9	15	21
Lights	0	3	0	3	0	0	3	3	0	6	9	15	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:45	0	2	0	2	0	0	2	2	0	4	8	12	16
Lights	0	2	0	2	0	0	2	2	0	4	8	12	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:00	0	2	0	2	0	0	4	4	0	2	2	4	10
Lights	0	2	0	2	0	0	4	4	0	2	2	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:15	0	2	0	2	0	0	8	8	0	2	5	7	17
Lights	0	2	0	2	0	0	8	8	0	2	5	7	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:30	0	0	0	0	0	0	14	14	0	4	4	8	22
Lights	0	0	0	0	0	0	14	14	0	4	4	8	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 10:45	0	2	0	2	1	0	12	13	0	2	7	9	24
Lights	0	2	0	2	1	0	12	13	0	2	7	9	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:00	0	10	1	11	0	0	13	13	0	6	10	16	40
Lights	0	10	1	11	0	0	13	13	0	6	10	16	40
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:15	0	5	0	5	0	2	11	13	0	7	13	20	38
Lights	0	5	0	5	0	2	11	13	0	7	13	20	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:30	0	24	1	25	0	1	9	10	0	12	11	23	58
Lights	0	24	1	25	0	1	9	10	0	12	11	23	58
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 11:45	0	4	0	4	0	0	3	3	0	16	6	22	29
Lights	0	4	0	4	0	0	3	3	0	16	5	21	28
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:00	0	10	0	10	0	0	10	10	0	6	3	9	29
Lights	0	10	0	10	0	0	10	10	0	6	3	9	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:15	0	8	2	10	0	0	10	10	0	5	8	13	33
Lights	0	8	2	10	0	0	10	10	0	5	7	12	32
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:30	0	10	0	10	0	0	6	6	0	8	8	16	32

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Lights	0	10	0	10	0	0	6	6	0	8	8	16	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:45	0	5	1	6	0	0	10	10	0	10	7	17	33
Lights	0	5	1	6	0	0	10	10	0	10	7	17	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 13:00	0	4	1	5	0	0	2	2	0	1	10	11	18
Lights	0	4	1	5	0	0	2	2	0	1	9	10	17
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 13:15	0	1	0	1	0	0	6	6	0	0	17	17	24
Lights	0	1	0	1	0	0	4	4	0	0	17	17	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	2	2	0	0	0	0	2
6/7/2017 13:30	0	14	0	14	0	0	1	1	0	2	22	24	39
Lights	0	14	0	14	0	0	1	1	0	2	22	24	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 13:45	0	6	0	6	0	0	14	14	0	0	23	23	43
Lights	0	6	0	6	0	0	14	14	0	0	23	23	43
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:00	0	7	0	7	0	0	18	18	0	6	6	12	37
Lights	0	7	0	7	0	0	16	16	0	6	6	12	35
Mediums	0	0	0	0	0	0	2	2	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:15	0	4	0	4	0	0	38	38	0	4	2	6	48
Lights	0	4	0	4	0	0	38	38	0	4	2	6	48
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:30	0	31	0	31	0	0	27	27	0	5	3	8	66
Lights	0	31	0	31	0	0	27	27	0	5	3	8	66
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:45	0	19	0	19	0	0	13	13	0	5	3	8	40
Lights	0	19	0	19	0	0	13	13	0	5	3	8	40
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:00	0	11	0	11	0	0	18	18	0	0	2	2	31
Lights	0	11	0	11	0	0	18	18	0	0	1	1	30
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 15:15	0	13	0	13	0	0	10	10	0	2	4	6	29
Lights	0	13	0	13	0	0	10	10	0	2	4	6	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:30	0	15	0	15	0	0	20	20	0	4	5	9	44
Lights	0	15	0	15	0	0	19	19	0	4	5	9	43
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 15:45	0	11	0	11	0	1	4	5	0	13	7	20	36
Lights	0	11	0	11	0	1	4	5	0	13	6	19	35
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:00	0	23	2	25	0	1	25	26	1	10	10	21	72
Lights	0	23	2	25	0	1	25	26	1	10	10	21	72
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:15	0	39	0	39	0	0	9	9	0	22	1	23	71
Lights	0	39	0	39	0	0	9	9	0	21	1	22	70
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:30	0	79	0	79	0	0	37	37	0	57	4	61	177
Lights	0	78	0	78	0	0	37	37	0	57	4	61	176

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:45	0	36	0	36	0	0	11	11	0	45	10	55	102
Lights	0	36	0	36	0	0	11	11	0	45	10	55	102
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:00	0	21	0	21	0	0	18	18	0	9	13	22	61
Lights	0	21	0	21	0	0	17	17	0	9	12	21	59
Mediums	0	0	0	0	0	0	1	1	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:15	0	13	0	13	0	1	3	4	0	11	11	22	39
Lights	0	13	0	13	0	1	3	4	0	11	11	22	39
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:30	0	70	2	72	0	1	7	8	0	17	13	30	110
Lights	0	70	2	72	0	1	7	8	0	17	13	30	110
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:45	0	16	0	16	0	0	8	8	0	12	5	17	41
Lights	0	16	0	16	0	0	7	7	0	12	5	17	40
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:00	0	17	0	17	0	0	4	4	0	3	2	5	26
Lights	0	17	0	17	0	0	4	4	0	3	2	5	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:15	0	0	0	0	0	0	9	9	0	0	6	6	15
Lights	0	0	0	0	0	0	9	9	0	0	6	6	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:30	0	5	1	6	0	0	4	4	0	0	2	2	12
Lights	0	5	1	6	0	0	4	4	0	0	2	2	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:45	0	5	0	5	0	0	6	6	0	2	5	7	18
Lights	0	5	0	5	0	0	6	6	0	2	5	7	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:00	0	4	0	4	0	0	9	9	0	4	3	7	20
Lights	0	4	0	4	0	0	8	8	0	4	3	7	19
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:15	0	3	0	3	0	0	8	8	0	0	4	4	15
Lights	0	3	0	3	0	0	8	8	0	0	4	4	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:30	0	0	0	0	0	0	4	4	0	1	4	5	9
Lights	0	0	0	0	0	0	4	4	0	1	3	4	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/7/2017 19:45	0	3	0	3	0	0	24	24	0	1	2	3	30
Lights	0	3	0	3	0	0	24	24	0	1	2	3	30
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:00	0	1	0	1	0	0	6	6	0	3	6	9	16
Lights	0	1	0	1	0	0	6	6	0	3	6	9	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:15	0	0	0	0	0	0	2	2	0	2	1	3	5
Lights	0	0	0	0	0	0	2	2	0	2	1	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:30	0	0	0	0	0	0	0	0	0	1	3	4	4
Lights	0	0	0	0	0	0	0	0	0	1	3	4	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:45	0	0	0	0	0	0	3	3	0	0	4	4	7
Lights	0	0	0	0	0	0	3	3	0	0	4	4	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:00	0	1	0	1	0	0	9	9	0	0	6	6	16
Lights	0	1	0	1	0	0	9	9	0	0	6	6	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:15	0	1	0	1	0	0	0	0	0	0	13	13	14
Lights	0	1	0	1	0	0	0	0	0	0	13	13	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:30	0	0	0	0	0	0	3	3	0	2	22	24	27
Lights	0	0	0	0	0	0	3	3	0	2	22	24	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:45	0	0	0	0	0	0	4	4	0	0	14	14	18
Lights	0	0	0	0	0	0	4	4	0	0	14	14	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:00	0	5	0	5	0	0	6	6	0	5	2	7	18
Lights	0	5	0	5	0	0	6	6	0	5	2	7	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:15	0	1	0	1	0	0	35	35	0	1	1	2	38
Lights	0	1	0	1	0	0	35	35	0	1	1	2	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:30	0	0	0	0	0	0	8	8	0	1	6	7	15
Lights	0	0	0	0	0	0	8	8	0	1	6	7	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:45	0	0	1	1	0	0	3	3	0	0	2	2	6
Lights	0	0	1	1	0	0	3	3	0	0	2	2	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:00	0	0	0	0	0	1	3	4	0	0	0	0	4
Lights	0	0	0	0	0	1	3	4	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:15	0	2	0	2	0	0	1	1	0	0	3	3	6
Lights	0	2	0	2	0	0	1	1	0	0	3	3	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:30	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:45	0	0	0	0	0	1	2	3	0	0	0	0	3
Lights	0	0	0	0	0	1	2	3	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017	0	0	0	0	0	0	1	1	0	0	2	2	3
Lights	0	0	0	0	0	0	1	1	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
6/8/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:00	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:15	0	2	0	2	0	0	0	0	0	0	3	3	5
Lights	0	2	0	2	0	0	0	0	0	0	3	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:30	0	2	1	3	0	0	1	1	0	1	2	3	7
Lights	0	2	1	3	0	0	1	1	0	1	2	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:45	0	3	0	3	0	0	1	1	0	1	1	2	6
Lights	0	3	0	3	0	0	1	1	0	1	1	2	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:00	0	7	1	8	0	0	1	1	0	0	1	1	10
Lights	0	7	1	8	0	0	1	1	0	0	1	1	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:15	0	10	0	10	0	0	12	12	0	1	0	1	23
Lights	0	10	0	10	0	0	12	12	0	1	0	1	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:30	0	8	0	8	0	1	3	4	0	0	0	0	12
Lights	0	8	0	8	0	1	3	4	0	0	0	0	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:45	0	1	0	1	0	0	0	0	0	2	1	3	4
Lights	0	1	0	1	0	0	0	0	0	2	0	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:00	0	2	0	2	0	0	0	0	0	0	1	1	3
Lights	0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:15	0	17	0	17	0	0	2	2	0	3	0	3	22
Lights	0	17	0	17	0	0	2	2	0	3	0	3	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:30	0	56	1	57	0	0	1	1	0	0	0	0	58
Lights	0	56	1	57	0	0	1	1	0	0	0	0	58
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:45	0	15	0	15	0	0	1	1	0	6	0	6	22
Lights	0	15	0	15	0	0	1	1	0	6	0	6	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:00	0	16	0	16	0	0	3	3	0	1	2	3	22
Lights	0	15	0	15	0	0	3	3	0	1	2	3	21
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:15	0	16	0	16	0	0	0	0	0	4	4	8	24
Lights	0	16	0	16	0	0	0	0	0	4	4	8	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:30	0	16	0	16	0	0	5	5	0	13	8	21	42
Lights	0	16	0	16	0	0	5	5	0	13	8	21	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:45	0	4	2	6	0	0	2	2	0	12	13	25	33

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Lights	0	4	2	6	0	0	2	2	0	12	13	25	33
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:00	0	4	0	4	0	0	4	4	0	11	5	16	24
Lights	0	4	0	4	0	0	4	4	0	11	5	16	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:15	0	4	0	4	0	0	4	4	0	26	16	42	50
Lights	0	4	0	4	0	0	4	4	0	26	16	42	50
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:30	0	3	0	3	0	0	2	2	0	52	34	86	91
Lights	0	3	0	3	0	0	2	2	0	51	34	85	90
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:45	0	7	0	7	0	0	9	9	0	98	51	149	165
Lights	0	6	0	6	0	0	9	9	0	96	51	147	162
Mediums	0	1	0	1	0	0	0	0	0	2	0	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:00	0	4	0	4	0	0	11	11	0	21	4	25	40
Lights	0	4	0	4	0	0	10	10	0	21	4	25	39
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:15	0	2	0	2	0	0	31	31	0	23	10	33	66
Lights	0	2	0	2	0	0	31	31	0	23	8	31	64
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:30	0	0	1	1	0	0	5	5	0	40	15	55	61
Lights	0	0	1	1	0	0	5	5	0	40	15	55	61
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:45	0	2	0	2	0	0	7	7	0	42	15	57	66
Lights	0	2	0	2	0	0	5	5	0	42	14	56	63
Mediums	0	0	0	0	0	0	2	2	0	0	1	1	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:00	0	2	0	2	0	0	2	2	0	14	10	24	28
Lights	0	2	0	2	0	0	2	2	0	13	9	22	26
Mediums	0	0	0	0	0	0	0	0	0	1	1	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:15	0	0	0	0	0	0	3	3	0	6	13	19	22
Lights	0	0	0	0	0	0	3	3	0	6	11	17	20
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:30	0	1	0	1	0	0	0	0	0	12	15	27	28
Lights	0	1	0	1	0	0	0	0	0	12	15	27	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:45	0	0	0	0	0	0	0	0	1	10	16	27	27
Lights	0	0	0	0	0	0	0	0	1	10	16	27	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:00	0	2	0	2	0	0	2	2	0	6	6	12	16
Lights	0	2	0	2	0	0	1	1	0	6	6	12	15
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:15	0	0	0	0	0	0	6	6	0	6	5	11	17
Lights	0	0	0	0	0	0	6	6	0	6	4	10	16
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:30	0	8	1	9	0	1	4	5	0	4	10	14	28
Lights	0	8	1	9	0	1	4	5	0	4	10	14	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:45	0	0	0	0	0	0	4	4	0	4	13	17	21
Lights	0	0	0	0	0	0	4	4	0	3	11	14	18

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	2	2	2
6/8/2017 9:00	0	5	1	6	0	0	2	2	0	3	8	11	19
Lights	0	4	1	5	0	0	2	2	0	3	8	11	18
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 9:15	0	1	1	2	0	0	2	2	0	4	12	16	20
Lights	0	1	1	2	0	0	1	1	0	4	12	16	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 9:30	0	4	0	4	0	0	1	1	0	5	14	19	24
Lights	0	4	0	4	0	0	1	1	0	5	14	19	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 9:45	0	1	0	1	0	0	5	5	0	3	11	14	20
Lights	0	1	0	1	0	0	5	5	0	3	10	13	19
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:00	0	2	0	2	0	0	3	3	0	3	5	8	13
Lights	0	2	0	2	0	0	3	3	0	3	5	8	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:15	0	1	0	1	0	0	17	17	0	3	5	8	26
Lights	0	1	0	1	0	0	17	17	0	3	5	8	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:30	0	0	2	2	0	0	6	6	0	2	1	3	11
Lights	0	0	2	2	0	0	6	6	0	2	1	3	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 10:45	0	4	0	4	0	0	8	8	0	5	7	12	24
Lights	0	4	0	4	0	0	8	8	0	5	7	12	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 11:00	0	9	0	9	0	0	10	10	0	8	11	19	38
Lights	0	9	0	9	0	0	10	10	0	8	9	17	36
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 11:15	0	6	2	8	0	0	12	12	0	6	12	18	38
Lights	0	6	2	8	0	0	12	12	0	6	12	18	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 11:30	0	22	0	22	0	0	8	8	0	5	7	12	42
Lights	0	22	0	22	0	0	8	8	0	5	7	12	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 11:45	0	4	0	4	0	1	10	11	0	9	8	17	32
Lights	0	4	0	4	0	1	10	11	0	9	8	17	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:00	0	6	2	8	0	0	16	16	0	3	3	6	30
Lights	0	6	2	8	0	0	16	16	0	3	2	5	29
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:15	0	11	1	12	0	0	9	9	0	9	9	18	39
Lights	0	11	1	12	0	0	8	8	0	9	9	18	38
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:30	0	10	0	10	0	0	10	10	0	4	11	15	35
Lights	0	10	0	10	0	0	9	9	0	4	11	15	34
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:45	0	6	0	6	0	0	6	6	0	8	14	22	34
Lights	0	6	0	6	0	0	6	6	0	8	14	22	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:00	0	3	0	3	0	0	6	6	0	4	9	13	22
Lights	0	3	0	3	0	0	5	5	0	4	9	13	21
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:15	0	3	0	3	0	0	9	9	0	2	21	23	35
Lights	0	3	0	3	0	0	9	9	0	2	21	23	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:30	0	4	1	5	0	0	6	6	0	2	19	21	32
Lights	0	4	1	5	0	0	6	6	0	2	19	21	32
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:45	0	0	0	0	0	0	14	14	0	2	19	21	35
Lights	0	0	0	0	0	0	14	14	0	2	19	21	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:00	0	2	0	2	0	0	20	20	0	2	10	12	34
Lights	0	2	0	2	0	0	20	20	0	2	9	11	33
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 14:15	0	5	0	5	0	0	47	47	0	2	6	8	60
Lights	0	5	0	5	0	0	46	46	0	2	6	8	59
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 14:30	0	40	0	40	0	0	32	32	0	6	2	8	80
Lights	0	40	0	40	0	0	31	31	0	6	2	8	79
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	1	1	0	0	0	0	1
6/8/2017 14:45	0	13	2	15	0	0	13	13	1	5	3	9	37
Lights	0	13	2	15	0	0	13	13	1	4	3	8	36
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
6/8/2017 15:00	0	5	0	5	0	0	14	14	0	3	6	9	28
Lights	0	4	0	4	0	0	14	14	0	3	5	8	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	0	1	0	0	0	0	0	0	1	1	2
6/8/2017 15:15	0	9	0	9	0	0	12	12	0	3	4	7	28
Lights	0	9	0	9	0	0	12	12	0	3	4	7	28
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 15:30	0	17	0	17	0	0	15	15	0	2	1	3	35
Lights	0	17	0	17	0	0	15	15	0	2	0	2	34
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 15:45	0	16	0	16	0	0	9	9	0	7	9	16	41
Lights	0	16	0	16	0	0	9	9	0	7	9	16	41
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:00	0	12	0	12	0	0	11	11	0	6	6	12	35
Lights	0	12	0	12	0	0	11	11	0	6	5	11	34
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:15	0	33	0	33	0	0	14	14	0	32	6	38	85
Lights	0	33	0	33	0	0	14	14	0	31	6	37	84
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:30	0	86	0	86	0	0	26	26	0	28	6	34	146
Lights	0	86	0	86	0	0	22	22	0	28	5	33	141
Mediums	0	0	0	0	0	0	4	4	0	0	1	1	5
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:45	0	20	0	20	0	0	10	10	0	48	5	53	83
Lights	0	20	0	20	0	0	10	10	0	48	5	53	83
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
6/8/2017 17:00	0	18	0	18	0	0	9	9	0	13	5	18	45
Lights	0	17	0	17	0	0	9	9	0	12	4	16	42
Mediums	0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:15	0	19	0	19	0	0	11	11	0	11	11	22	52
Lights	0	19	0	19	0	0	11	11	0	11	10	21	51
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:30	0	72	1	73	0	1	5	6	0	11	13	24	103
Lights	0	72	1	73	0	1	5	6	0	11	13	24	103
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:45	0	13	0	13	0	0	3	3	0	17	13	30	46
Lights	0	13	0	13	0	0	2	2	0	17	13	30	45
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:00	0	10	0	10	0	0	5	5	0	2	3	5	20
Lights	0	10	0	10	0	0	5	5	0	2	3	5	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:15	0	8	0	8	0	0	16	16	0	4	1	5	29
Lights	0	8	0	8	0	0	15	15	0	4	1	5	28
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:30	0	7	0	7	0	0	7	7	0	2	7	9	23
Lights	0	7	0	7	0	0	7	7	0	2	7	9	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:45	0	6	0	6	0	0	9	9	0	2	4	6	21
Lights	0	6	0	6	0	0	9	9	0	2	4	6	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:00	0	7	0	7	0	1	7	8	0	4	3	7	22
Lights	0	7	0	7	0	1	7	8	0	4	3	7	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:15	0	1	0	1	0	0	2	2	0	1	4	5	8
Lights	0	1	0	1	0	0	2	2	0	1	4	5	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:30	0	0	0	0	0	0	5	5	0	0	2	2	7
Lights	0	0	0	0	0	0	5	5	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/8/2017 19:45	0	4	0	4	0	0	2	2	0	3	2	5	11
Lights	0	4	0	4	0	0	2	2	0	3	2	5	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:00	0	4	0	4	0	0	6	6	0	2	4	6	16
Lights	0	4	0	4	0	0	6	6	0	2	4	6	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:15	0	0	0	0	0	0	3	3	0	2	3	5	8
Lights	0	0	0	0	0	0	3	3	0	2	3	5	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:30	0	0	0	0	0	0	3	3	0	1	3	4	7
Lights	0	0	0	0	0	0	3	3	0	1	3	4	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:45	0	0	0	0	0	0	5	5	0	0	1	1	6
Lights	0	0	0	0	0	0	5	5	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:00	0	2	0	2	0	0	7	7	0	0	1	1	10

Study Name	07 Deer Run & Industrial Access
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Northbound			Northbound Tc	Southbound			Southbound Tc	Grand Total
Interval	U	L	R		U	L	T		U	R	T		
Lights	0	2	0	2	0	0	7	7	0	0	1	1	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:15	0	2	1	3	0	0	2	2	0	0	8	8	13
Lights	0	2	1	3	0	0	2	2	0	0	8	8	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:30	0	0	0	0	0	0	2	2	0	1	22	23	25
Lights	0	0	0	0	0	0	2	2	0	1	22	23	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:45	0	2	0	2	0	0	4	4	0	2	14	16	22
Lights	0	2	0	2	0	0	4	4	0	2	14	16	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:00	0	5	0	5	0	0	2	2	0	2	4	6	13
Lights	0	5	0	5	0	0	2	2	0	2	4	6	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:15	0	0	1	1	0	0	28	28	0	3	2	5	34
Lights	0	0	1	1	0	0	28	28	0	3	2	5	34
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:30	0	1	0	1	0	0	8	8	0	1	3	4	13
Lights	0	1	0	1	0	0	8	8	0	1	3	4	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:45	0	0	1	1	0	0	4	4	0	0	2	2	7
Lights	0	0	1	1	0	0	4	4	0	0	2	2	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:00	0	2	0	2	0	1	9	10	0	1	0	1	13
Lights	0	2	0	2	0	1	9	10	0	1	0	1	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:15	0	4	0	4	0	0	0	0	0	2	1	3	7
Lights	0	4	0	4	0	0	0	0	0	2	1	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:45	0	0	0	0	0	0	0	0	0	1	2	3	3
Lights	0	0	0	0	0	0	0	0	0	1	2	3	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	1	2368	57	2426	1	38	2039	2078	4	2360	2039	4403	8907

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/6/2017	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:30	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 0:45	0	0	0	0	0	0	0	0	0	1	0	1	1
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	1	0	1	1
6/6/2017 1:00	0	1	0	1	0	0	0	0	0	0	3	3	4
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:15	0	1	0	1	0	0	0	0	0	0	5	5	6
Lights	0	1	0	1	0	0	0	0	0	0	5	5	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:30	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 1:45	0	0	0	0	0	0	0	0	0	0	3	3	3
Lights	0	0	0	0	0	0	0	0	0	0	3	3	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:00	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:15	0	14	0	14	0	0	0	0	0	0	1	1	15
Lights	0	14	0	14	0	0	0	0	0	0	1	1	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:30	0	4	0	4	0	0	0	0	0	0	1	1	5
Lights	0	4	0	4	0	0	0	0	0	0	1	1	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 2:45	0	3	1	4	0	0	1	1	0	0	0	0	5
Lights	0	3	1	4	0	0	1	1	0	0	0	0	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:15	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:30	0	2	0	2	0	0	0	0	0	0	5	5	7
Lights	0	2	0	2	0	0	0	0	0	0	5	5	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 3:45	0	1	0	1	0	0	0	0	0	0	17	17	18
Lights	0	1	0	1	0	0	0	0	0	0	17	17	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:00	0	1	0	1	0	0	0	0	0	0	4	4	5

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	1	0	1	0	0	0	0	0	0	4	4	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:15	0	1	0	1	0	0	0	0	0	0	2	2	3
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 4:30	0	3	0	3	1	1	0	2	0	0	6	6	11
Lights	0	3	0	3	1	0	0	1	0	0	6	6	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 4:45	0	4	0	4	0	0	0	0	0	0	11	11	15
Lights	0	4	0	4	0	0	0	0	0	0	11	11	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:00	0	6	0	6	0	0	0	0	0	0	4	4	10
Lights	0	6	0	6	0	0	0	0	0	0	4	4	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:15	0	3	0	3	0	0	0	0	0	0	28	28	31
Lights	0	3	0	3	0	0	0	0	0	0	28	28	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 5:30	1	1	1	3	0	0	0	0	0	0	32	32	35
Lights	0	1	0	1	0	0	0	0	0	0	31	31	32
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	1	0	1	2	0	0	0	0	0	0	0	0	2
6/6/2017 5:45	0	5	1	6	0	1	0	1	0	0	44	44	51
Lights	0	5	1	6	0	1	0	1	0	0	44	44	51
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:00	0	11	0	11	0	0	0	0	0	0	4	4	15
Lights	0	11	0	11	0	0	0	0	0	0	4	4	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:15	0	35	1	36	0	0	0	0	0	1	6	7	43
Lights	0	35	0	35	0	0	0	0	0	1	6	7	42
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:30	0	7	2	9	0	0	0	0	0	1	9	10	19
Lights	0	7	2	9	0	0	0	0	0	1	8	9	18
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 6:45	0	0	1	1	0	0	0	0	0	4	10	14	15
Lights	0	0	1	1	0	0	0	0	0	4	10	14	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:00	0	7	1	8	0	0	0	0	0	4	12	16	24
Lights	0	7	0	7	0	0	0	0	0	4	12	16	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 7:15	0	1	0	1	0	0	0	0	0	1	7	8	9
Lights	0	1	0	1	0	0	0	0	0	1	7	8	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 7:30	0	3	3	6	0	1	0	1	0	6	6	12	19
Lights	0	2	2	4	0	1	0	1	0	6	6	12	17
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 7:45	0	0	2	2	0	1	0	1	0	7	8	15	18
Lights	0	0	0	0	0	0	0	0	0	7	7	14	14
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/6/2017 8:00	0	1	0	1	0	0	0	0	0	0	2	2	3
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 8:15	0	3	0	3	0	1	1	2	0	0	4	4	9
Lights	0	3	0	3	0	0	0	0	0	0	4	4	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	1	2	0	0	0	0	2
6/6/2017 8:30	0	3	2	5	0	3	0	3	0	0	2	2	10
Lights	0	3	1	4	0	0	0	0	0	0	2	2	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	3	0	3	0	0	0	0	4
6/6/2017 8:45	0	0	2	2	0	0	0	0	0	0	5	5	7
Lights	0	0	0	0	0	0	0	0	0	0	5	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/6/2017 9:00	0	1	0	1	0	1	0	1	0	0	10	10	12
Lights	0	1	0	1	0	0	0	0	0	0	9	9	10
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 9:15	0	0	3	3	0	2	0	2	0	0	10	10	15
Lights	0	0	1	1	0	0	0	0	0	0	10	10	11
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/6/2017 9:30	0	2	1	3	0	2	0	2	0	0	7	7	12
Lights	0	2	0	2	0	0	0	0	0	0	7	7	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	2	0	2	0	0	0	0	3
6/6/2017 9:45	0	5	2	7	0	4	0	4	0	1	8	9	20
Lights	0	5	0	5	0	2	0	2	0	1	8	9	16
Mediums	0	0	0	0	0	2	0	2	0	0	0	0	2
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/6/2017 10:00	0	5	3	8	0	2	1	3	0	1	6	7	18
Lights	0	5	1	6	0	1	1	2	0	1	6	7	15
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 10:15	0	14	2	16	0	2	0	2	0	0	6	6	24
Lights	0	14	0	14	0	0	0	0	0	0	6	6	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	2	0	2	0	0	0	0	4
6/6/2017 10:30	0	12	3	15	0	3	0	3	0	0	10	10	28
Lights	0	12	0	12	0	0	0	0	0	0	10	10	22
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	3	3	0	2	0	2	0	0	0	0	5
6/6/2017 10:45	0	4	2	6	0	2	0	2	0	0	7	7	15
Lights	0	4	0	4	0	0	0	0	0	0	7	7	11
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/6/2017 11:00	0	10	4	14	0	1	2	3	0	1	8	9	26
Lights	0	10	0	10	0	0	2	2	0	1	8	9	21
Mediums	0	0	2	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/6/2017 11:15	0	9	0	9	0	1	0	1	1	0	6	7	17
Lights	0	9	0	9	0	0	0	0	1	0	6	7	16
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 11:30	0	4	1	5	0	2	3	5	0	2	6	8	18
Lights	0	4	0	4	0	0	3	3	0	2	5	7	14
Mediums	0	0	0	0	0	2	0	2	0	0	1	1	3
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 11:45	0	5	1	6	0	0	2	2	0	0	9	9	17
Lights	0	5	0	5	0	0	2	2	0	0	9	9	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 12:00	0	10	2	12	0	2	2	4	0	2	5	7	23
Lights	0	9	1	10	0	0	2	2	0	2	5	7	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Articulated Trucks	0	1	1	2	0	2	0	2	0	0	0	0	4
6/6/2017 12:15	0	8	0	8	0	2	0	2	0	1	8	9	19
Lights	0	8	0	8	0	1	0	1	0	1	8	9	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 12:30	0	7	1	8	0	1	1	2	0	0	8	8	18
Lights	0	7	0	7	0	1	1	2	0	0	8	8	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 12:45	0	7	3	10	0	0	0	0	0	2	2	4	14
Lights	0	7	1	8	0	0	0	0	0	2	2	4	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/6/2017 13:00	0	2	1	3	0	2	1	3	0	1	9	10	16
Lights	0	2	0	2	0	1	1	2	0	1	9	10	14
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:15	0	6	1	7	0	0	0	0	0	0	20	20	27
Lights	0	6	0	6	0	0	0	0	0	0	20	20	26
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/6/2017 13:30	0	5	0	5	0	0	0	0	0	0	13	13	18
Lights	0	5	0	5	0	0	0	0	0	0	13	13	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 13:45	0	9	2	11	0	2	0	2	0	0	33	33	46
Lights	0	9	0	9	0	0	0	0	0	0	33	33	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	2	0	2	0	0	0	0	4
6/6/2017 14:00	0	16	2	18	0	4	2	6	0	1	5	6	30
Lights	0	16	0	16	0	0	2	2	0	0	5	5	23
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	4	0	4	0	1	0	1	6
6/6/2017 14:15	0	33	1	34	0	0	0	0	0	0	1	1	35
Lights	0	33	0	33	0	0	0	0	0	0	0	0	33
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:30	0	23	0	23	0	0	1	1	0	0	3	3	27
Lights	0	23	0	23	0	0	1	1	0	0	3	3	27
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 14:45	0	14	0	14	0	0	3	3	1	1	4	6	23
Lights	0	14	0	14	0	0	3	3	1	1	4	6	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:00	0	10	0	10	0	0	0	0	0	0	1	1	11
Lights	0	8	0	8	0	0	0	0	0	0	0	0	8
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 15:15	1	4	0	5	0	1	0	1	0	0	3	3	9
Lights	0	4	0	4	0	1	0	1	0	0	3	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 15:30	0	10	1	11	0	0	11	11	0	0	1	1	23
Lights	0	10	1	11	0	0	11	11	0	0	1	1	23
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 15:45	1	21	0	22	0	1	1	2	0	0	7	7	31
Lights	0	20	0	20	0	0	1	1	0	0	7	7	28
Mediums	0	1	0	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 16:00	0	15	0	15	0	1	2	3	0	1	4	5	23
Lights	0	15	0	15	0	0	2	2	0	0	4	4	21
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/6/2017 16:15	0	10	1	11	0	2	0	2	0	0	5	5	18
Lights	0	10	0	10	0	0	0	0	0	0	5	5	15
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/6/2017 16:30	0	24	2	26	0	0	14	14	0	0	7	7	47
Lights	0	24	2	26	0	0	14	14	0	0	6	6	46
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 16:45	0	5	0	5	0	2	0	2	0	0	3	3	10
Lights	0	5	0	5	0	2	0	2	0	0	3	3	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:00	0	9	0	9	0	1	0	1	0	0	5	5	15
Lights	0	9	0	9	0	0	0	0	0	0	4	4	13
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/6/2017 17:15	0	9	0	9	0	0	0	0	0	0	10	10	19
Lights	0	9	0	9	0	0	0	0	0	0	10	10	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 17:30	0	5	0	5	0	1	0	1	0	2	11	13	19
Lights	0	4	0	4	0	1	0	1	0	2	10	12	17
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	1	1	1
6/6/2017 17:45	0	10	0	10	0	0	1	1	0	0	6	6	17
Lights	0	10	0	10	0	0	1	1	0	0	6	6	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:00	0	6	0	6	0	0	0	0	0	1	7	8	14
Lights	0	5	0	5	0	0	0	0	0	0	6	6	11
Mediums	0	1	0	1	0	0	0	0	0	1	1	2	3
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:15	0	15	0	15	0	0	0	0	0	0	2	2	17
Lights	0	15	0	15	0	0	0	0	0	0	1	1	16
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:30	0	8	0	8	0	0	0	0	0	0	2	2	10
Lights	0	8	0	8	0	0	0	0	0	0	2	2	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 18:45	1	1	0	2	0	0	0	0	0	0	6	6	8
Lights	0	1	0	1	0	0	0	0	0	0	6	6	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 19:00	0	4	0	4	0	0	0	0	0	0	0	0	4
Lights	0	4	0	4	0	0	0	0	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:15	0	2	0	2	0	0	0	0	0	0	3	3	5
Lights	0	2	0	2	0	0	0	0	0	0	3	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:30	0	5	0	5	0	0	0	0	0	0	1	1	6
Lights	0	5	0	5	0	0	0	0	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 19:45	0	3	0	3	0	0	0	0	0	0	0	0	3
Lights	0	3	0	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:00	0	5	0	5	0	0	0	0	0	0	3	3	8
Lights	0	5	0	5	0	0	0	0	0	0	3	3	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:15	0	2	0	2	0	0	0	0	0	0	5	5	7

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	2	0	2	0	0	0	0	0	0	5	5	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:30	0	1	0	1	0	0	0	0	0	0	3	3	4
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 20:45	0	2	0	2	0	0	0	0	0	0	5	5	7
Lights	0	2	0	2	0	0	0	0	0	0	5	5	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:00	0	1	0	1	0	0	0	0	0	0	2	2	3
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:15	0	2	0	2	0	0	1	1	0	1	12	13	16
Lights	0	2	0	2	0	0	1	1	0	1	12	13	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 21:30	1	0	1	2	0	0	0	0	0	0	23	23	25
Lights	0	0	1	1	0	0	0	0	0	0	23	23	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/6/2017 21:45	0	5	0	5	0	0	0	0	0	0	20	20	25
Lights	0	5	0	5	0	0	0	0	0	0	20	20	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:00	0	3	0	3	0	0	0	0	0	0	2	2	5
Lights	0	3	0	3	0	0	0	0	0	0	2	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:15	0	38	0	38	0	0	0	0	0	0	4	4	42
Lights	0	37	0	37	0	0	0	0	0	0	4	4	41
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 22:30	0	11	1	12	0	1	0	1	0	0	0	0	13
Lights	0	11	0	11	0	0	0	0	0	0	0	0	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/6/2017 22:45	0	6	0	6	0	0	0	0	0	0	2	2	8
Lights	0	6	0	6	0	0	0	0	0	0	2	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:00	0	3	0	3	0	0	0	0	0	0	2	2	5
Lights	0	3	0	3	0	0	0	0	0	0	2	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:15	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/6/2017 23:45	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017	0	7	1	8	0	0	0	0	0	0	0	0	8
Lights	0	7	0	7	0	0	0	0	0	0	0	0	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 0:15	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:30	0	2	0	2	0	0	0	0	0	0	0	0	2
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:00	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:15	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:30	0	2	0	2	0	0	0	0	0	0	1	1	3
Lights	0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 1:45	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:00	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:15	0	10	0	10	0	0	0	0	0	0	0	0	10
Lights	0	10	0	10	0	0	0	0	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:30	0	2	0	2	0	0	0	0	0	0	0	0	2
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 2:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:00	0	0	0	0	0	0	0	0	0	0	2	2	2
Lights	0	0	0	0	0	0	0	0	0	0	2	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:15	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:30	0	0	0	0	0	0	0	0	0	0	7	7	7
Lights	0	0	0	0	0	0	0	0	0	0	7	7	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 3:45	0	0	0	0	0	0	0	0	0	0	18	18	18
Lights	0	0	0	0	0	0	0	0	0	0	18	18	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:00	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:15	0	0	0	0	0	0	0	0	0	0	4	4	4
Lights	0	0	0	0	0	0	0	0	0	0	4	4	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:30	0	3	0	3	0	0	0	0	0	0	8	8	11
Lights	0	3	0	3	0	0	0	0	0	0	8	8	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 4:45	0	4	0	4	0	0	0	0	0	0	9	9	13
Lights	0	4	0	4	0	0	0	0	0	0	9	9	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:00	0	6	0	6	0	0	0	0	0	0	5	5	11
Lights	0	6	0	6	0	0	0	0	0	0	5	5	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 5:15	1	1	1	3	0	0	0	0	0	0	23	23	26
Lights	1	1	0	2	0	0	0	0	0	0	23	23	25
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 5:30	1	2	1	4	0	0	0	0	0	0	40	40	44
Lights	0	2	0	2	0	0	0	0	0	0	40	40	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	1	2	0	0	0	0	0	0	0	0	2
6/7/2017 5:45	0	8	1	9	0	0	0	0	0	0	47	47	56
Lights	0	7	0	7	0	0	0	0	0	0	47	47	54
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	1	1	2	0	0	0	0	0	0	0	0	2
6/7/2017 6:00	0	13	0	13	0	1	0	1	0	0	7	7	21
Lights	0	12	0	12	0	0	0	0	0	0	7	7	19
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 6:15	0	40	0	40	0	0	0	0	0	1	7	8	48
Lights	0	40	0	40	0	0	0	0	0	1	5	6	46
Mediums	0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:30	0	4	1	5	0	0	0	0	0	0	8	8	13
Lights	0	4	1	5	0	0	0	0	0	0	8	8	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 6:45	0	1	2	3	0	1	0	1	0	7	11	18	22
Lights	0	1	2	3	0	0	0	0	0	6	11	17	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	1	0	1	2
6/7/2017 7:00	0	5	2	7	0	0	0	0	0	3	8	11	18
Lights	0	5	0	5	0	0	0	0	0	3	8	11	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	0	0	0	0	0	0	0	2
6/7/2017 7:15	0	0	0	0	0	0	0	0	0	1	4	5	5
Lights	0	0	0	0	0	0	0	0	0	1	4	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 7:30	0	3	0	3	0	1	0	1	0	5	6	11	15
Lights	0	3	0	3	0	0	0	0	0	5	6	11	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 7:45	0	0	1	1	0	1	0	1	0	9	11	20	22
Lights	0	0	0	0	0	0	0	0	0	9	10	19	19
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	1	1	2
6/7/2017 8:00	1	1	1	3	0	1	1	2	0	0	3	3	8
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	1	0	1	2	0	1	0	1	0	0	0	0	3
6/7/2017 8:15	0	3	0	3	0	0	0	0	0	0	6	6	9
Lights	0	3	0	3	0	0	0	0	0	0	6	6	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/7/2017 8:30	1	2	0	3	0	0	0	0	0	0	2	2	5
Lights	0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 8:45	0	1	1	2	0	0	0	0	0	0	9	9	11
Lights	0	1	0	1	0	0	0	0	0	0	9	9	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 9:00	0	1	0	1	0	1	0	1	0	0	2	2	4
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 9:15	0	3	0	3	0	0	0	0	1	1	10	12	15
Lights	0	3	0	3	0	0	0	0	1	1	10	12	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 9:30	0	3	1	4	0	2	0	2	0	1	8	9	15
Lights	0	3	0	3	0	1	0	1	0	1	8	9	13
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 9:45	0	2	3	5	0	1	0	1	0	1	8	9	15
Lights	0	2	0	2	0	0	0	0	0	1	8	9	11
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/7/2017 10:00	0	4	1	5	0	3	0	3	0	0	0	0	8
Lights	0	4	0	4	0	0	0	0	0	0	0	0	4
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	2	0	2	0	0	0	0	3
6/7/2017 10:15	0	8	1	9	0	0	0	0	0	0	8	8	17
Lights	0	8	0	8	0	0	0	0	0	0	8	8	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 10:30	0	14	3	17	0	2	0	2	0	0	3	3	22
Lights	0	14	0	14	0	0	0	0	0	0	3	3	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	2	0	2	0	0	0	0	5
6/7/2017 10:45	0	11	2	13	0	2	0	2	1	0	7	8	23
Lights	0	11	0	11	0	0	0	0	1	0	7	8	19
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/7/2017 11:00	0	12	3	15	0	2	0	2	0	0	9	9	26
Lights	0	12	0	12	0	0	0	0	0	0	9	9	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	2	0	2	0	0	0	0	5
6/7/2017 11:15	0	9	2	11	0	1	1	2	1	0	11	12	25
Lights	0	9	1	10	0	1	1	2	1	0	11	12	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 11:30	0	8	1	9	0	2	1	3	1	1	7	9	21
Lights	0	8	0	8	0	0	1	1	1	1	7	9	18
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	2	0	2	0	0	0	0	3
6/7/2017 11:45	0	3	0	3	0	0	0	0	0	0	7	7	10
Lights	0	3	0	3	0	0	0	0	0	0	6	6	9
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:00	0	10	2	12	0	3	0	3	0	0	3	3	18
Lights	0	10	0	10	0	0	0	0	0	0	3	3	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	3	0	3	0	0	0	0	5
6/7/2017 12:15	0	10	1	11	0	3	0	3	0	0	9	9	23
Lights	0	10	0	10	0	0	0	0	0	0	9	9	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	3	0	3	0	0	0	0	4
6/7/2017 12:30	0	5	0	5	0	0	1	1	0	0	6	6	12

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	4	0	4	0	0	1	1	0	0	5	5	10
Mediums	0	1	0	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 12:45	0	7	4	11	0	1	1	2	0	2	5	7	20
Lights	0	7	1	8	0	0	1	1	0	2	5	7	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	1	0	1	0	0	0	0	4
6/7/2017 13:00	1	1	4	6	0	3	0	3	0	0	10	10	19
Lights	0	1	0	1	0	0	0	0	0	0	9	9	10
Mediums	0	0	1	1	0	0	0	0	0	0	1	1	2
Articulated Trucks	1	0	3	4	0	3	0	3	0	0	0	0	7
6/7/2017 13:15	0	5	3	8	0	1	1	2	0	0	18	18	28
Lights	0	4	0	4	0	0	0	0	0	0	18	18	22
Mediums	0	0	0	0	0	0	1	1	0	0	0	0	1
Articulated Trucks	0	1	3	4	0	1	0	1	0	0	0	0	5
6/7/2017 13:30	0	1	0	1	0	4	0	4	0	0	21	21	26
Lights	0	1	0	1	0	0	0	0	0	0	21	21	22
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	4	0	4	0	0	0	0	4
6/7/2017 13:45	0	13	4	17	0	2	1	3	0	1	21	22	42
Lights	0	13	1	14	0	1	1	2	0	1	21	22	38
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	1	0	1	0	0	0	0	4
6/7/2017 14:00	0	17	0	17	0	0	1	1	0	0	6	6	24
Lights	0	15	0	15	0	0	1	1	0	0	6	6	22
Mediums	0	2	0	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 14:15	0	37	0	37	0	2	2	4	0	0	3	3	44
Lights	0	37	0	37	0	0	2	2	0	0	3	3	42
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/7/2017 14:30	0	26	3	29	0	0	0	0	0	0	3	3	32
Lights	0	26	0	26	0	0	0	0	0	0	3	3	29
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	0	0	3
6/7/2017 14:45	0	12	0	12	0	2	2	4	0	0	2	2	18
Lights	0	12	0	12	0	0	2	2	0	0	2	2	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/7/2017 15:00	0	17	1	18	0	3	0	3	0	0	3	3	24
Lights	0	17	0	17	0	0	0	0	0	0	2	2	19
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	3	0	3	0	0	1	1	4
6/7/2017 15:15	0	9	1	10	0	1	1	2	0	0	3	3	15
Lights	0	8	0	8	0	0	1	1	0	0	3	3	12
Mediums	0	1	0	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 15:30	0	13	1	14	0	1	8	9	0	1	4	5	28
Lights	0	12	0	12	0	1	8	9	0	1	4	5	26
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/7/2017 15:45	0	4	1	5	0	2	0	2	0	1	4	5	12
Lights	0	4	0	4	0	0	0	0	0	0	4	4	8
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	1	1	0	2	0	2	0	0	0	0	3
6/7/2017 16:00	0	24	0	24	0	0	0	0	1	0	10	11	35
Lights	0	24	0	24	0	0	0	0	1	0	10	11	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 16:15	0	6	0	6	0	2	1	3	0	0	1	1	10
Lights	0	6	0	6	0	0	1	1	0	0	1	1	8
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 16:30	1	21	0	22	0	0	14	14	1	0	3	4	40
Lights	0	21	0	21	0	0	14	14	1	0	3	4	39

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound To	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		1	0	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 16:45		0	10	0	10	0	2	1	3	0	0	5	5	18
Lights		0	10	0	10	0	0	1	1	0	0	5	5	16
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	2	0	2	0	0	0	0	2
6/7/2017 17:00		0	17	0	17	0	0	0	0	0	0	4	4	21
Lights		0	17	0	17	0	0	0	0	0	0	4	4	21
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:15		0	3	1	4	0	1	0	1	0	0	7	7	12
Lights		0	3	0	3	0	0	0	0	0	0	7	7	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	1	1	0	1	0	1	0	0	0	0	2
6/7/2017 17:30		0	6	0	6	0	0	0	0	0	0	8	8	14
Lights		0	6	0	6	0	0	0	0	0	0	8	8	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 17:45		0	6	0	6	0	0	1	1	0	1	5	6	13
Lights		0	5	0	5	0	0	1	1	0	1	5	6	12
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:00		0	4	0	4	0	0	0	0	0	0	1	1	5
Lights		0	4	0	4	0	0	0	0	0	0	1	1	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:15		0	9	0	9	0	1	0	1	0	0	2	2	12
Lights		0	9	0	9	0	0	0	0	0	0	2	2	11
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	1	0	1	0	0	0	0	1
6/7/2017 18:30		0	3	0	3	0	0	0	0	1	0	2	3	6
Lights		0	3	0	3	0	0	0	0	1	0	2	3	6
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 18:45		0	5	0	5	0	0	0	0	0	0	3	3	8
Lights		0	5	0	5	0	0	0	0	0	0	3	3	8
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:00		0	4	0	4	0	0	0	0	1	0	3	4	8
Lights		0	3	0	3	0	0	0	0	1	0	3	4	7
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	1	0	1	0	0	0	0	0	0	0	0	1
6/7/2017 19:15		0	3	0	3	0	0	0	0	0	0	2	2	5
Lights		0	3	0	3	0	0	0	0	0	0	2	2	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 19:30		0	0	0	0	0	2	0	2	0	1	3	4	6
Lights		0	0	0	0	0	0	0	0	0	0	3	3	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	2	0	2	0	1	0	1	3
6/7/2017 19:45		0	2	0	2	0	0	0	0	0	0	1	1	3
Lights		0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:00		0	6	0	6	0	0	0	0	0	0	4	4	10
Lights		0	6	0	6	0	0	0	0	0	0	4	4	10
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:15		0	1	0	1	0	0	0	0	1	0	3	4	5
Lights		0	1	0	1	0	0	0	0	1	0	3	4	5
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:30		0	0	0	0	0	0	0	0	0	0	2	2	2
Lights		0	0	0	0	0	0	0	0	0	0	2	2	2
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 20:45	0	4	0	4	0	0	0	0	0	0	3	3	7
Lights	0	4	0	4	0	0	0	0	0	0	3	3	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:00	0	6	0	6	0	0	0	0	0	0	6	6	12
Lights	0	6	0	6	0	0	0	0	0	0	6	6	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:15	1	0	0	1	0	0	0	0	0	0	12	12	13
Lights	1	0	0	1	0	0	0	0	0	0	12	12	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:30	0	3	0	3	0	0	0	0	0	0	21	21	24
Lights	0	3	0	3	0	0	0	0	0	0	21	21	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 21:45	0	4	0	4	0	0	0	0	0	0	15	15	19
Lights	0	4	0	4	0	0	0	0	0	0	15	15	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:00	0	6	0	6	0	0	0	0	0	0	2	2	8
Lights	0	6	0	6	0	0	0	0	0	0	2	2	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:15	0	35	0	35	0	0	0	0	0	0	0	0	35
Lights	0	35	0	35	0	0	0	0	0	0	0	0	35
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:30	0	8	0	8	0	0	0	0	0	0	7	7	15
Lights	0	8	0	8	0	0	0	0	0	0	7	7	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 22:45	0	3	0	3	0	0	0	0	0	0	2	2	5
Lights	0	3	0	3	0	0	0	0	0	0	2	2	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:00	0	4	0	4	0	0	0	0	0	0	0	0	4
Lights	0	4	0	4	0	0	0	0	0	0	0	0	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:15	0	1	0	1	0	0	0	0	0	0	3	3	4
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/7/2017 23:45	0	2	0	2	0	0	0	0	0	0	0	0	2
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017	0	1	0	1	0	0	0	0	0	0	2	2	3
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:15	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 0:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/8/2017 0:45	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:00	0	1	0	1	0	0	0	0	0	0	1	1	2
Lights	0	1	0	1	0	0	0	0	0	0	1	1	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:15	0	0	1	1	0	1	0	1	0	0	3	3	5
Lights	0	0	0	0	0	0	0	0	0	0	3	3	3
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 1:30	0	1	0	1	0	0	0	0	0	0	3	3	4
Lights	0	1	0	1	0	0	0	0	0	0	3	3	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 1:45	0	0	1	1	0	0	1	1	0	0	1	1	3
Lights	0	0	1	1	0	0	1	1	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:00	0	1	0	1	0	0	0	0	0	0	2	2	3
Lights	0	1	0	1	0	0	0	0	0	0	2	2	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:15	0	13	0	13	0	0	0	0	0	0	0	0	13
Lights	0	13	0	13	0	0	0	0	0	0	0	0	13
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:30	0	3	0	3	0	0	0	0	0	0	0	0	3
Lights	0	3	0	3	0	0	0	0	0	0	0	0	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 2:45	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:00	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:15	0	2	0	2	0	0	0	0	0	0	0	0	2
Lights	0	2	0	2	0	0	0	0	0	0	0	0	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 3:45	0	1	0	1	0	0	0	0	0	0	0	0	1
Lights	0	1	0	1	0	0	0	0	0	0	0	0	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:00	0	2	0	2	0	0	0	0	0	0	1	1	3
Lights	0	2	0	2	0	0	0	0	0	0	1	1	3
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:15	0	0	0	0	0	0	0	0	0	0	5	5	5
Lights	0	0	0	0	0	0	0	0	0	0	5	5	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:30	0	5	0	5	0	0	0	0	0	0	5	5	10
Lights	0	5	0	5	0	0	0	0	0	0	5	5	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 4:45	0	2	0	2	0	1	0	1	0	0	15	15	18

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval		U	L	T		U	T	R		U	L	R		
Lights		0	2	0	2	0	0	0	0	0	0	15	15	17
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 5:00		0	3	0	3	0	0	0	0	0	0	8	8	11
Lights		0	3	0	3	0	0	0	0	0	0	8	8	11
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:15		0	4	0	4	0	0	0	0	0	0	14	14	18
Lights		0	4	0	4	0	0	0	0	0	0	14	14	18
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:30		0	2	0	2	0	0	0	0	0	0	29	29	31
Lights		0	2	0	2	0	0	0	0	0	0	29	29	31
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 5:45		0	10	0	10	0	0	0	0	0	0	59	59	69
Lights		0	10	0	10	0	0	0	0	0	0	59	59	69
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:00		0	10	0	10	0	0	0	0	0	0	4	4	14
Lights		0	10	0	10	0	0	0	0	0	0	4	4	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:15		0	31	0	31	0	0	0	0	0	2	8	10	41
Lights		0	31	0	31	0	0	0	0	0	2	6	8	39
Mediums		0	0	0	0	0	0	0	0	0	0	2	2	2
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:30		0	5	1	6	0	0	0	0	0	0	15	15	21
Lights		0	5	1	6	0	0	0	0	0	0	15	15	21
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 6:45		0	7	2	9	0	0	0	0	0	5	10	15	24
Lights		0	5	2	7	0	0	0	0	0	5	9	14	21
Mediums		0	2	0	2	0	0	0	0	0	0	1	1	3
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:00		0	2	1	3	0	1	0	1	0	1	9	10	14
Lights		0	2	0	2	0	0	0	0	0	1	8	9	11
Mediums		0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 7:15		0	3	0	3	0	0	0	0	0	1	10	11	14
Lights		0	3	0	3	0	0	0	0	0	1	9	10	13
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 7:30		0	0	1	1	0	0	0	0	0	8	9	17	18
Lights		0	0	0	0	0	0	0	0	0	8	8	16	16
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 7:45		0	0	0	0	0	0	0	0	0	6	8	14	14
Lights		0	0	0	0	0	0	0	0	0	6	8	14	14
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:00		0	2	0	2	0	0	0	0	0	2	6	8	10
Lights		0	1	0	1	0	0	0	0	0	2	6	8	9
Mediums		0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:15		0	6	0	6	0	1	0	1	0	0	4	4	11
Lights		0	6	0	6	0	0	0	0	0	0	3	3	9
Mediums		0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks		0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 8:30		0	4	0	4	0	0	0	0	0	1	8	9	13
Lights		0	4	0	4	0	0	0	0	0	1	8	9	13
Mediums		0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks		0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 8:45		0	3	1	4	0	0	1	1	0	1	12	13	18
Lights		0	3	0	3	0	0	1	1	0	1	10	11	15

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	2	2	3
6/8/2017 9:00	0	1	3	4	0	1	0	1	0	0	7	7	12
Lights	0	1	0	1	0	1	0	1	0	0	7	7	9
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	0	0	3
6/8/2017 9:15	0	1	5	6	0	4	1	5	0	0	11	11	22
Lights	0	1	1	2	0	1	0	1	0	0	11	11	14
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	0	0	4	4	0	2	1	3	0	0	0	0	7
6/8/2017 9:30	1	0	1	2	0	3	0	3	0	0	13	13	18
Lights	0	0	0	0	0	0	0	0	0	0	13	13	13
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	1	0	1	2	0	2	0	2	0	0	0	0	4
6/8/2017 9:45	0	5	1	6	0	3	0	3	0	0	12	12	21
Lights	0	5	1	6	0	0	0	0	0	0	11	11	17
Mediums	0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 10:00	0	3	2	5	0	3	0	3	0	2	3	5	13
Lights	0	3	0	3	0	2	0	2	0	2	3	5	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	0	0	3
6/8/2017 10:15	0	17	2	19	0	2	0	2	0	1	4	5	26
Lights	0	17	1	18	0	1	0	1	0	1	4	5	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/8/2017 10:30	0	6	1	7	0	5	0	5	0	1	2	3	15
Lights	0	6	0	6	0	2	0	2	0	1	2	3	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	3	0	3	0	0	0	0	4
6/8/2017 10:45	0	7	0	7	0	2	1	3	0	0	8	8	18
Lights	0	7	0	7	0	0	1	1	0	0	8	8	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 11:00	0	9	3	12	0	2	0	2	0	0	8	8	22
Lights	0	9	1	10	0	0	0	0	0	0	6	6	16
Mediums	0	0	0	0	0	1	0	1	0	0	1	1	2
Articulated Trucks	0	0	2	2	0	1	0	1	0	0	1	1	4
6/8/2017 11:15	0	7	4	11	0	2	3	5	0	1	10	11	27
Lights	0	7	2	9	0	0	3	3	0	1	10	11	23
Mediums	0	0	1	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	1	1	0	2	0	2	0	0	0	0	3
6/8/2017 11:30	0	5	1	6	0	1	2	3	0	2	6	8	17
Lights	0	5	0	5	0	0	2	2	0	2	6	8	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/8/2017 11:45	1	8	1	10	0	2	2	4	0	0	8	8	22
Lights	0	8	1	9	0	1	2	3	0	0	8	8	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
6/8/2017 12:00	0	13	3	16	0	3	3	6	0	0	2	2	24
Lights	0	13	2	15	0	1	3	4	0	0	1	1	20
Mediums	0	0	1	1	0	1	0	1	0	0	1	1	3
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 12:15	0	10	1	11	0	1	0	1	0	0	10	10	22
Lights	0	9	1	10	0	1	0	1	0	0	10	10	21
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 12:30	0	7	2	9	0	0	1	1	0	2	6	8	18
Lights	0	6	0	6	0	0	1	1	0	2	6	8	15
Mediums	0	1	1	2	0	0	0	0	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 12:45	0	3	1	4	0	3	1	4	0	1	13	14	22
Lights	0	3	1	4	0	2	1	3	0	1	13	14	21
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 13:00	0	3	1	4	0	1	0	1	0	0	6	6	11
Lights	0	2	1	3	0	1	0	1	0	0	6	6	10
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:15	0	9	4	13	0	1	0	1	0	0	25	25	39
Lights	0	9	0	9	0	0	0	0	0	0	25	25	34
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	3	3	0	0	0	0	0	0	0	0	3
6/8/2017 13:30	0	6	3	9	0	1	2	3	0	0	19	19	31
Lights	0	6	2	8	0	0	2	2	0	0	19	19	29
Mediums	0	0	1	1	0	1	0	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 13:45	0	12	1	13	0	1	0	1	0	0	18	18	32
Lights	0	12	1	13	0	0	0	0	0	0	18	18	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 14:00	0	18	0	18	0	1	1	2	0	0	10	10	30
Lights	0	18	0	18	0	0	1	1	0	0	9	9	28
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1
6/8/2017 14:15	0	46	2	48	0	0	2	2	1	0	4	5	55
Lights	0	46	0	46	0	0	1	1	1	0	4	5	52
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 14:30	0	28	1	29	0	2	2	4	0	0	1	1	34
Lights	0	28	0	28	0	0	1	1	0	0	1	1	30
Mediums	0	0	1	1	0	0	1	1	0	0	0	0	2
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 14:45	0	10	1	11	0	1	1	2	0	0	5	5	18
Lights	0	10	0	10	0	0	1	1	0	0	5	5	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/8/2017 15:00	0	14	3	17	0	3	0	3	0	0	5	5	25
Lights	0	14	1	15	0	1	0	1	0	0	4	4	20
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	2	2	0	2	0	2	0	0	1	1	5
6/8/2017 15:15	0	9	0	9	0	2	2	4	0	0	3	3	16
Lights	0	9	0	9	0	0	2	2	0	0	3	3	14
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	2	0	2	0	0	0	0	2
6/8/2017 15:30	0	9	1	10	0	2	6	8	0	1	0	1	19
Lights	0	9	0	9	0	1	6	7	0	0	0	0	16
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	1	1	0	1	0	1	0	0	0	0	2
6/8/2017 15:45	0	8	1	9	0	0	1	1	0	0	8	8	18
Lights	0	8	0	8	0	0	1	1	0	0	8	8	17
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	1	1	0	0	0	0	0	0	0	0	1
6/8/2017 16:00	0	11	0	11	0	0	0	0	0	1	4	5	16
Lights	0	11	0	11	0	0	0	0	0	0	4	4	15
Mediums	0	0	0	0	0	0	0	0	0	1	0	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 16:15	1	12	0	13	0	2	0	2	0	0	6	6	21
Lights	0	12	0	12	0	0	0	0	0	0	6	6	18
Mediums	0	0	0	0	0	1	0	1	0	0	0	0	1
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
6/8/2017 16:30	1	10	0	11	0	1	13	14	0	0	5	5	30
Lights	0	7	0	7	0	0	13	13	0	0	5	5	25
Mediums	0	3	0	3	0	0	0	0	0	0	0	0	3
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	0	0	2
6/8/2017 16:45	0	10	0	10	0	1	0	1	0	0	5	5	16
Lights	0	10	0	10	0	0	0	0	0	0	5	5	15
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	1	0	1	0	0	0	0	1

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
6/8/2017 17:00	0	9	2	11	0	2	0	2	0	0	5	5	18
Lights	0	9	0	9	0	0	0	0	0	0	4	4	13
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	2	2	0	2	0	2	0	0	0	0	4
6/8/2017 17:15	0	11	0	11	0	0	0	0	0	0	10	10	21
Lights	0	11	0	11	0	0	0	0	0	0	9	9	20
Mediums	0	0	0	0	0	0	0	0	0	0	1	1	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:30	0	4	0	4	0	0	0	0	0	0	12	12	16
Lights	0	4	0	4	0	0	0	0	0	0	12	12	16
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 17:45	0	3	0	3	0	0	0	0	0	0	11	11	14
Lights	0	2	0	2	0	0	0	0	0	0	11	11	13
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:00	0	5	0	5	0	0	0	0	0	0	2	2	7
Lights	0	5	0	5	0	0	0	0	0	0	2	2	7
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:15	0	16	0	16	0	0	0	0	0	0	1	1	17
Lights	0	15	0	15	0	0	0	0	0	0	1	1	16
Mediums	0	1	0	1	0	0	0	0	0	0	0	0	1
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:30	0	6	0	6	0	0	0	0	0	0	5	5	11
Lights	0	6	0	6	0	0	0	0	0	0	5	5	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 18:45	0	9	0	9	0	0	0	0	1	0	2	3	12
Lights	0	9	0	9	0	0	0	0	1	0	2	3	12
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:00	0	7	0	7	0	0	0	0	0	0	1	1	8
Lights	0	7	0	7	0	0	0	0	0	0	1	1	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:15	0	2	0	2	0	0	0	0	0	0	4	4	6
Lights	0	2	0	2	0	0	0	0	0	0	4	4	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 19:30	1	4	0	5	0	1	0	1	0	0	2	2	8
Lights	0	4	0	4	0	0	0	0	0	0	1	1	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	1	0	1	0	0	1	1	3
6/8/2017 19:45	0	2	0	2	0	0	0	0	0	0	2	2	4
Lights	0	2	0	2	0	0	0	0	0	0	2	2	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:00	0	4	0	4	0	0	0	0	0	0	4	4	8
Lights	0	4	0	4	0	0	0	0	0	0	4	4	8
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:15	0	0	0	0	0	0	0	0	0	0	2	2	2
Lights	0	0	0	0	0	0	0	0	0	0	2	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:30	0	2	0	2	0	0	0	0	0	0	3	3	5
Lights	0	2	0	2	0	0	0	0	0	0	3	3	5
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 20:45	1	5	0	6	0	0	0	0	0	0	1	1	7
Lights	0	5	0	5	0	0	0	0	0	0	1	1	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	1	0	0	1	0	0	0	0	0	0	0	0	1
6/8/2017 21:00	0	3	0	3	0	0	0	0	0	0	1	1	4

Study Name	08 Walter Strawn & Deer Run
Start Date	Tuesday, June 06, 2017 12:00 AM
End Date	Friday, June 09, 2017 12:00 AM
Site Code	

Road Volumes

TMV	Movement												
	Eastbound			Eastbound Tot	Westbound			Westbound To	Southbound			Southbound Tc	Grand Total
Interval	U	L	T		U	T	R		U	L	R		
Lights	0	3	0	3	0	0	0	0	0	0	1	1	4
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:15	0	2	0	2	0	0	0	0	0	0	8	8	10
Lights	0	2	0	2	0	0	0	0	0	0	8	8	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:30	0	2	0	2	0	0	0	0	0	0	22	22	24
Lights	0	2	0	2	0	0	0	0	0	0	22	22	24
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 21:45	0	4	0	4	0	0	0	0	0	0	15	15	19
Lights	0	4	0	4	0	0	0	0	0	0	15	15	19
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:00	0	2	0	2	0	0	0	0	0	0	4	4	6
Lights	0	2	0	2	0	0	0	0	0	0	4	4	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:15	0	28	0	28	0	0	0	0	0	0	3	3	31
Lights	0	28	0	28	0	0	0	0	0	0	3	3	31
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:30	0	8	0	8	0	0	0	0	0	0	3	3	11
Lights	0	8	0	8	0	0	0	0	0	0	3	3	11
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 22:45	0	4	0	4	0	0	0	0	0	0	2	2	6
Lights	0	4	0	4	0	0	0	0	0	0	2	2	6
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:00	0	10	0	10	0	0	0	0	0	0	0	0	10
Lights	0	10	0	10	0	0	0	0	0	0	0	0	10
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:15	0	0	0	0	0	0	0	0	0	0	1	1	1
Lights	0	0	0	0	0	0	0	0	0	0	1	1	1
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:30	0	0	0	0	0	0	0	0	0	0	0	0	0
Lights	0	0	0	0	0	0	0	0	0	0	0	0	0
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
6/8/2017 23:45	0	0	0	0	0	0	0	0	0	0	2	2	2
Lights	0	0	0	0	0	0	0	0	0	0	2	2	2
Mediums	0	0	0	0	0	0	0	0	0	0	0	0	0
Articulated Trucks	0	0	0	0	0	0	0	0	0	0	0	0	0
Grand Total	18	1777	172	1967	1	173	134	308	13	119	1836	1968	4243

APPROVED IDS FOR IL 53/HOFF ROAD

SIGNALIZED CAPACITY DESIGN ANALYSIS

PROGRAM USED: HCS 2010 STREETS , **VERSION:** 6.65 **SIGNAL TYPE:** ACTUATED **AREA TYPE:** NON-CBD
NUMBER OF PHASES: (A.M.) 4 **(P.M.)** 4 **CYCLE LENGTH: (A.M.)** 110 **SEC. (P.M.)** 110 **SEC. PEAK HOUR FACTOR:** 0.91/0.89 (AM/PM)
INTERSECTION DELAY/LEVEL-OF-SERVICE A.M. 14.2 **SECONDS LOS** B **P.M.** 10.6 **SECONDS LOS** B

APPROACH		SOUTHBOUND (A)			NORTHBOUND (B)		EASTBOUND (C)	WESTBOUND (D)
LANE GROUP		L	T	R	L	TR	LTR	LTR
NUMBER OF LANES		1	2	1	1	2	1	1
2035 30TH MAX. HOUR TRAFFIC (veh/h)	A.M.	2	342	13	11	823	37	28
	P.M.	2	676	5	2	511	33	8
BASE SATURATION FLOW RATE (veh/h)		1900	2000	1900	1900	1900	1900	1900
LANE WIDTH (FT)		12	12	12	12	12	11	11
VOLUME OF RIGHT TURN ON RED (veh/h)		A.M. 0		P.M. 0	A.M. 0	P.M. 0	A.M. 0 / P.M. 0	A.M. 0 / P.M. 0
PEDESTRIANS/HOUR (ped/h)		A.M. 0		P.M. 0	A.M. 0	P.M. 0	A.M. 0 / P.M. 0	A.M. 0 / P.M. 0
ARRIVAL TYPE		3			3		3	3
LANE UTILIZATION ADJ. FACTOR		1.00	0.95	1.00	1.00	1.00	1.00	1.00
GREEN TIME (SECONDS)	A.M.	0.5	67.8	67.8	2.2	69.5	5.7	4.9
	P.M.	0.5	72.7	72.7	0.5	72.7	5.4	1.9
GREEN RATIO (g/C)	A.M.	0.00	0.62	0.62	0.02	0.63	0.05	0.04
	P.M.	0.00	0.66	0.66	0.00	0.66	0.05	0.02
CAPACITY (c)	A.M.	7	1805	973	35	1942	95	77
	P.M.	8	2013	1043	8	1937	83	30
v/c RATIO (X)	A.M.	0.30	0.21	0.02	0.35	0.47	0.43	0.40
	P.M.	0.30	0.38	0.01	0.30	0.30	0.45	0.31
STORAGE QUEUE •(FEET)	A.M.	25	150	25	25	300	75	50
	P.M.	25	225	25	25	175	50	25
LANE GROUP DELAY(SECONDS)	A.M.	75.8	9.6	8.2	59.0	12.2	54.8	55.9
	P.M.	75.4	9.0	6.4	75.4	8.7	56.1	61.4
LANE GROUP LEVEL-OF-SERVICE	A.M.	E	A	A	E	B	D	E
	P.M.	E	A	A	E	A	E	E
APPROACH DELAY (SECONDS/VEHICLE)	A.M.	9.9			12.8		54.8	55.9
	P.M.	9.1			8.9		56.1	61.4
APPROACH LEVEL-OF-SERVICE	A.M.	A			B		D	E
	P.M.	A			A		E	E

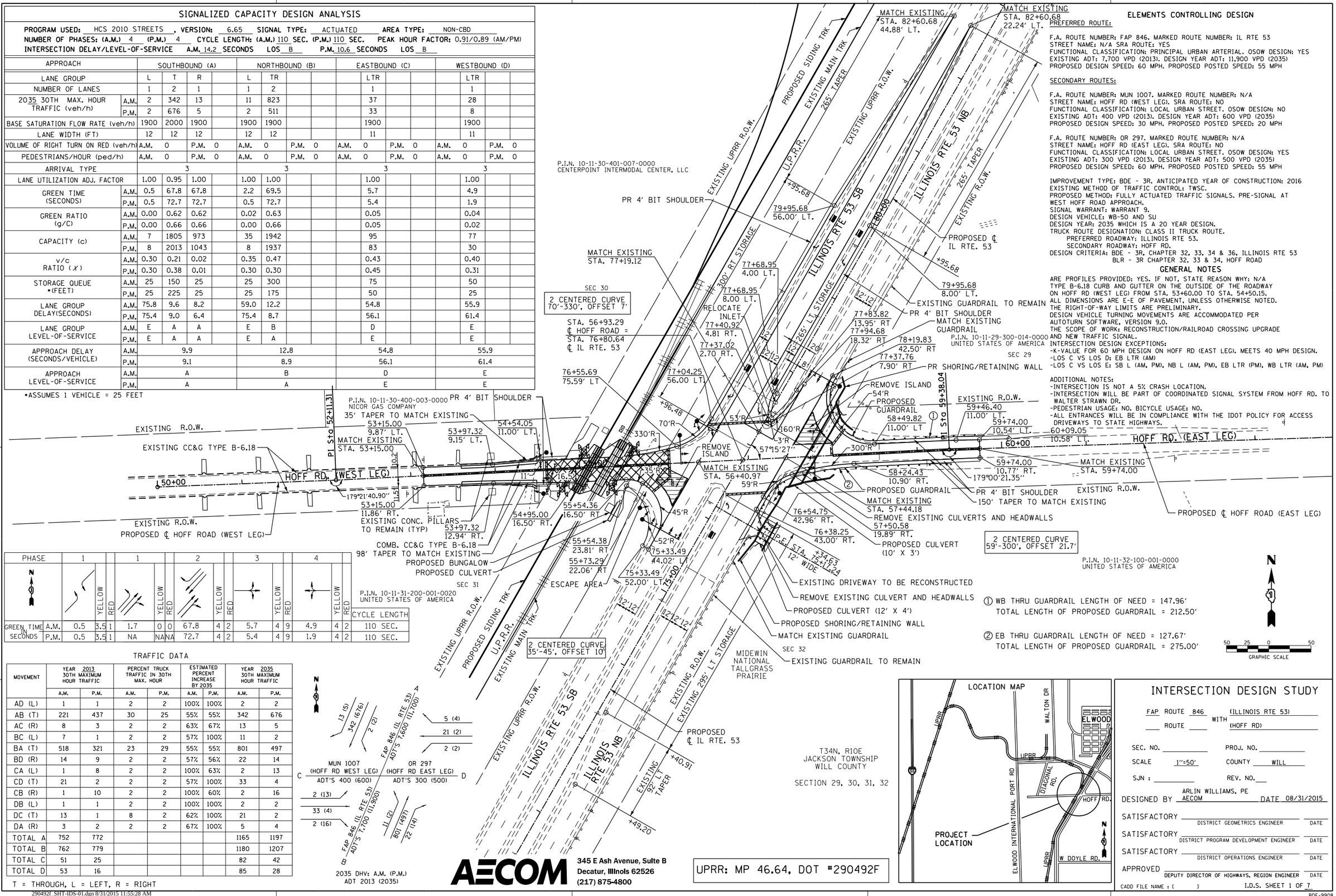
•ASSUMES 1 VEHICLE = 25 FEET

PHASE		1			1			2			3			4			
			YELLOW	RED		YELLOW	RED		YELLOW	RED		YELLOW	RED		YELLOW	RED	CYCLE LENGTH
GREEN TIME IN SECONDS	A.M.	0.5	3.5	1	1.7	0	0	67.8	4	2	5.7	4	9	4.9	4	2	110 SEC.
	P.M.	0.5	3.5	1	NA	NA	NA	72.7	4	2	5.4	4	9	1.9	4	2	110 SEC.

TRAFFIC DATA

MOVEMENT	YEAR 2013 30TH MAXIMUM HOUR TRAFFIC		PERCENT TRUCK TRAFFIC IN 30TH MAX. HOUR		ESTIMATED PERCENT INCREASE BY 2035		YEAR 2035 30TH MAXIMUM HOUR TRAFFIC	
	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.	A.M.	P.M.
AD (L)	1	1	2	2	100%	100%	2	2
AB (T)	221	437	30	25	55%	55%	342	676
AC (R)	8	3	2	2	63%	67%	13	5
BC (L)	7	1	2	2	57%	100%	11	2
BA (T)	518	321	23	29	55%	55%	801	497
BD (R)	14	9	2	2	57%	56%	22	14
CA (L)	1	8	2	2	100%	63%	2	13
CD (T)	21	2	2	2	57%	100%	33	4
CB (R)	1	10	2	2	100%	60%	2	16
DB (L)	1	1	2	2	100%	100%	2	2
DC (T)	13	1	8	2	62%	100%	21	2
DA (R)	3	2	2	2	67%	100%	5	4
TOTAL A	752	772					1165	1197
TOTAL B	762	779					1180	1207
TOTAL C	51	25					82	42
TOTAL D	53	16					85	28

T = THROUGH, L = LEFT, R = RIGHT



ELEMENTS CONTROLLING DESIGN

PREFERRED ROUTE:

F.A. ROUTE NUMBER: FAP 846. MARKED ROUTE NUMBER: IL RTE 53
STREET NAME: N/A SRA ROUTE: YES
FUNCTIONAL CLASSIFICATION: PRINCIPAL URBAN ARTERIAL. OSOW DESIGN: YES
EXISTING ADT: 7,700 VPD (2013). DESIGN YEAR ADT: 11,900 VPD (2035)
PROPOSED DESIGN SPEED: 60 MPH. PROPOSED POSTED SPEED: 55 MPH

SECONDARY ROUTES:

F.A. ROUTE NUMBER: MUN 1007. MARKED ROUTE NUMBER: N/A
STREET NAME: HOFF RD (WEST LEG). SRA ROUTE: NO
FUNCTIONAL CLASSIFICATION: LOCAL URBAN STREET. OSOW DESIGN: NO
EXISTING ADT: 400 VPD (2013). DESIGN YEAR ADT: 600 VPD (2035)
PROPOSED DESIGN SPEED: 30 MPH. PROPOSED POSTED SPEED: 20 MPH

F.A. ROUTE NUMBER: OR 297. MARKED ROUTE NUMBER: N/A
STREET NAME: HOFF RD (EAST LEG). SRA ROUTE: NO
FUNCTIONAL CLASSIFICATION: LOCAL URBAN STREET. OSOW DESIGN: YES
EXISTING ADT: 300 VPD (2013). DESIGN YEAR ADT: 500 VPD (2035)
PROPOSED DESIGN SPEED: 60 MPH. PROPOSED POSTED SPEED: 55 MPH

IMPROVEMENT TYPE: BDE - 3R. ANTICIPATED YEAR OF CONSTRUCTION: 2016
EXISTING METHOD OF TRAFFIC CONTROL: TWSC.
PROPOSED METHOD: FULLY ACTUATED TRAFFIC SIGNALS. PRE-SIGNAL AT WEST HOFF ROAD APPROACH.
SIGNAL WARRANT: WARRANT 9.
DESIGN VEHICLE: WB-50 AND SU
DESIGN YEAR: 2035 WHICH IS A 20 YEAR DESIGN.
TRUCK ROUTE DESIGNATION: CLASS II TRUCK ROUTE.
PREFERRED ROADWAY: ILLINOIS RTE 53.
SECONDARY ROADWAY: HOFF RD.
DESIGN CRITERIA: BDE - 3R, CHAPTER 32, 33, 34 & 36, ILLINOIS RTE 53
BLR - 3R CHAPTER 32, 33 & 34, HOFF ROAD

GENERAL NOTES

ARE PROFILES PROVIDED: YES. IF NOT, STATE REASON WHY: N/A
TYPE B-6.18 CURB AND GUTTER ON THE OUTSIDE OF THE ROADWAY ON HOFF RD (WEST LEG) FROM STA. 53+60.00 TO STA. 54+50.15.
ALL DIMENSIONS ARE E-E OF PAVEMENT, UNLESS OTHERWISE NOTED.
THE RIGHT-OF-WAY LIMITS ARE PRELIMINARY.
DESIGN VEHICLE TURNING MOVEMENTS ARE ACCOMMODATED PER AUTOTURN SOFTWARE, VERSION 9.0.
THE SCOPE OF WORK: RECONSTRUCTION/RAILROAD CROSSING UPGRADE AND NEW TRAFFIC SIGNAL.
INTERSECTION DESIGN EXCEPTIONS:
-K-VALUE FOR 60 MPH DESIGN ON HOFF RD (EAST LEG). MEETS 40 MPH DESIGN.
-LOS C VS LOS D: EB LTR (AM)
-LOS C VS LOS E: SB L (AM, PM), NB L (AM, PM), EB LTR (PM), WB LTR (AM, PM)

ADDITIONAL NOTES:
-INTERSECTION IS NOT A 5% CRASH LOCATION.
-INTERSECTION WILL BE PART OF COORDINATED SIGNAL SYSTEM FROM HOFF RD. TO WALTER STRAWN DR.
-PEDESTRIAN USAGE: NO. BICYCLE USAGE: NO.
-ALL ENTRANCES WILL BE IN COMPLIANCE WITH THE IDOT POLICY FOR ACCESS DRIVEWAYS TO STATE HIGHWAYS.

AECOM
345 E Ash Avenue, Suite B
Decatur, Illinois 62526
(217) 875-4800

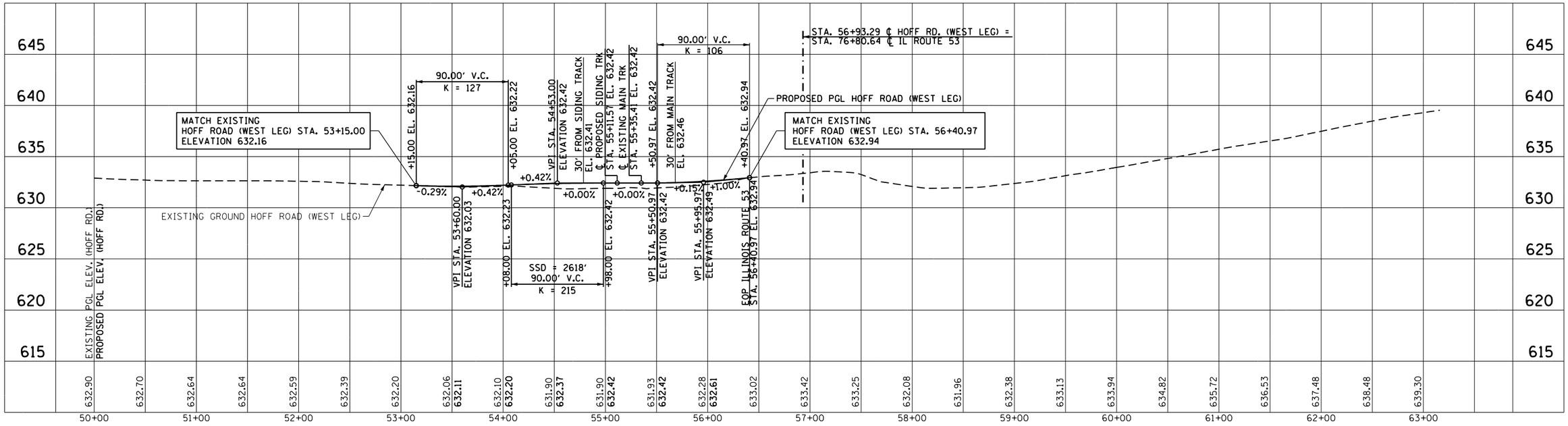
UPRR: MP 46.64, DOT #290492F

INTERSECTION DESIGN STUDY

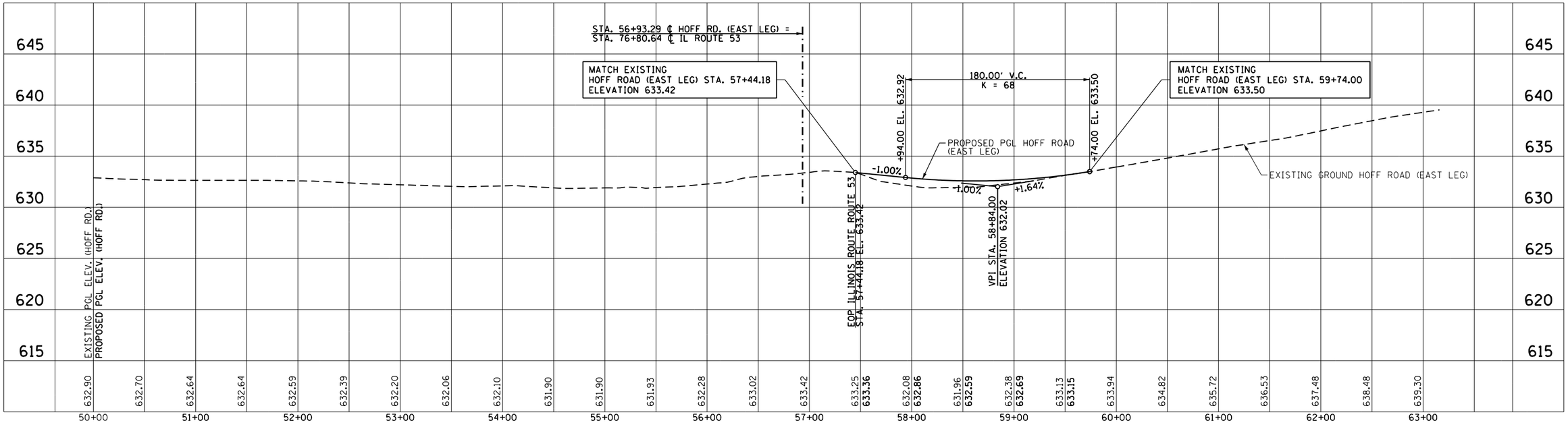
FAP ROUTE 846 (ILLINOIS RTE 53)
ROUTE WITH (HOFF RD)
SEC. NO. PROJ. NO.
SCALE 1"=50' COUNTY WILL
SJN : REV. NO.
DESIGNED BY ARLIN WILLIAMS, PE AECOM DATE 08/31/2015

SATISFACTORY _____ DISTRICT GEOMETRICS ENGINEER DATE
SATISFACTORY _____ DISTRICT PROGRAM DEVELOPMENT ENGINEER DATE
SATISFACTORY _____ DISTRICT OPERATIONS ENGINEER DATE
APPROVED _____ DEPUTY DIRECTOR OF HIGHWAYS, REGION ENGINEER DATE

CADD FILE NAME : { } I.D.S. SHEET 1 OF 7



HOFF ROAD (WEST LEG)



HOFF ROAD (EAST LEG)

HORZ 50 0 50
VERT 5 0 5
GRAPHIC SCALES

UPRR: MP 46.64, DOT #290492F

INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

SEC. NO. _____

SCALE 1"=50' HORIZ
1"=5' VERT

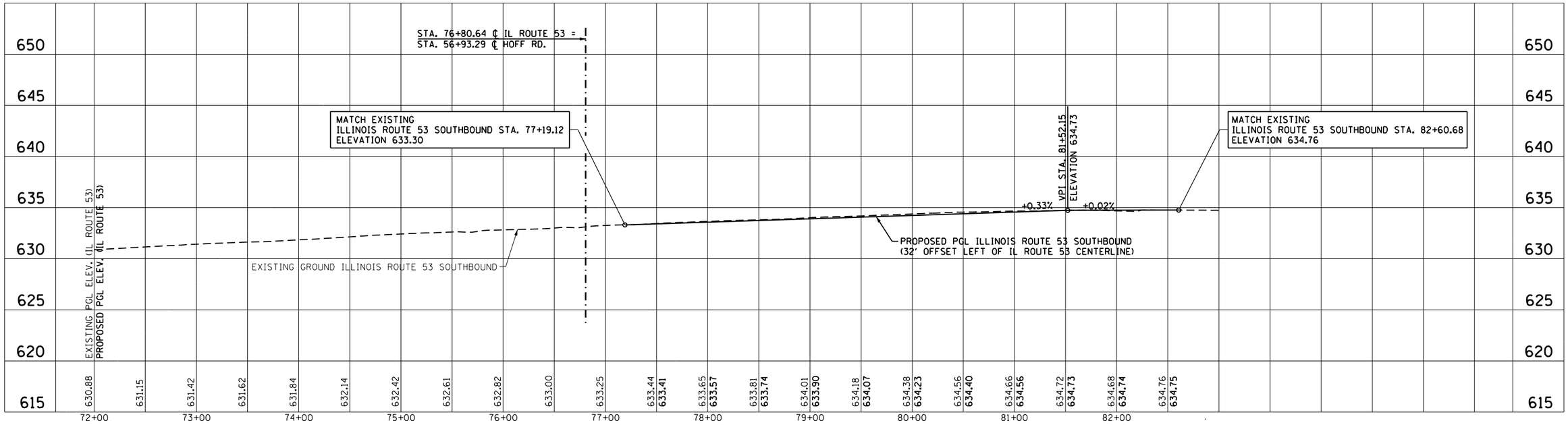
SJN : _____

COUNTY WILL

PROJ. NO. _____

I.D.S. SHEET 2 OF 7

BDE-9908



ILLINOIS ROUTE 53 (SOUTHBOUND)

HORZ 50 0 50
VERT 5 0 5
GRAPHIC SCALES

UPRR: MP 46.64, DOT #290492F

UPRR: MP 46.64, DOT #290492F

INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

SEC. NO. _____

SCALE 1"=50' HORIZ
1"=5' VERT

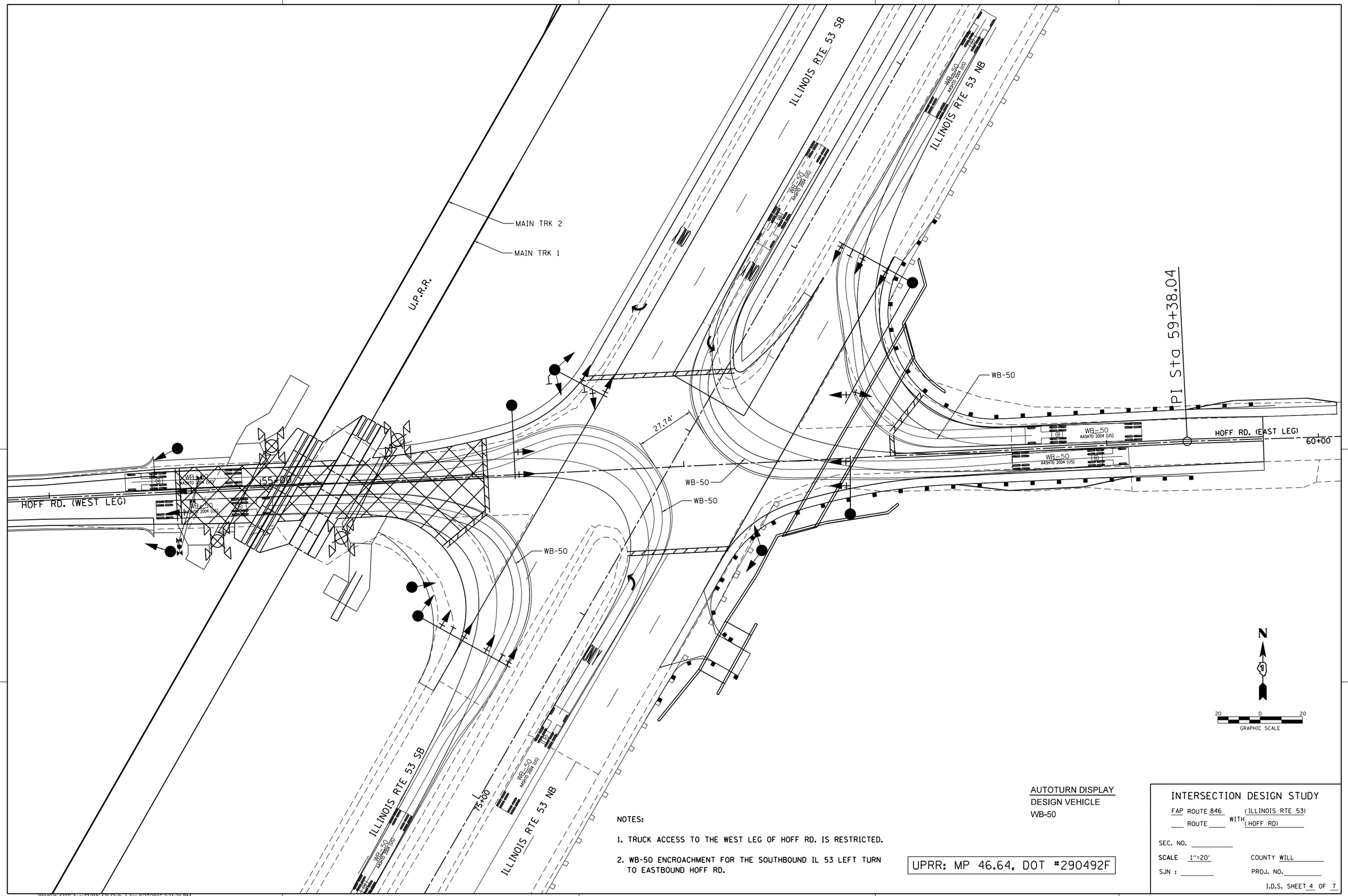
COUNTY WILL

SJN : _____

PROJ. NO. _____

I.D.S. SHEET 3 OF 7

BDE-9908



NOTES:

1. TRUCK ACCESS TO THE WEST LEG OF HOFF RD. IS RESTRICTED.
2. WB-50 ENCROACHMENT FOR THE SOUTHBOUND IL 53 LEFT TURN TO EASTBOUND HOFF RD.

AUTOTURN DISPLAY
DESIGN VEHICLE
WB-50

UPRR: MP 46.64, DOT #290492F

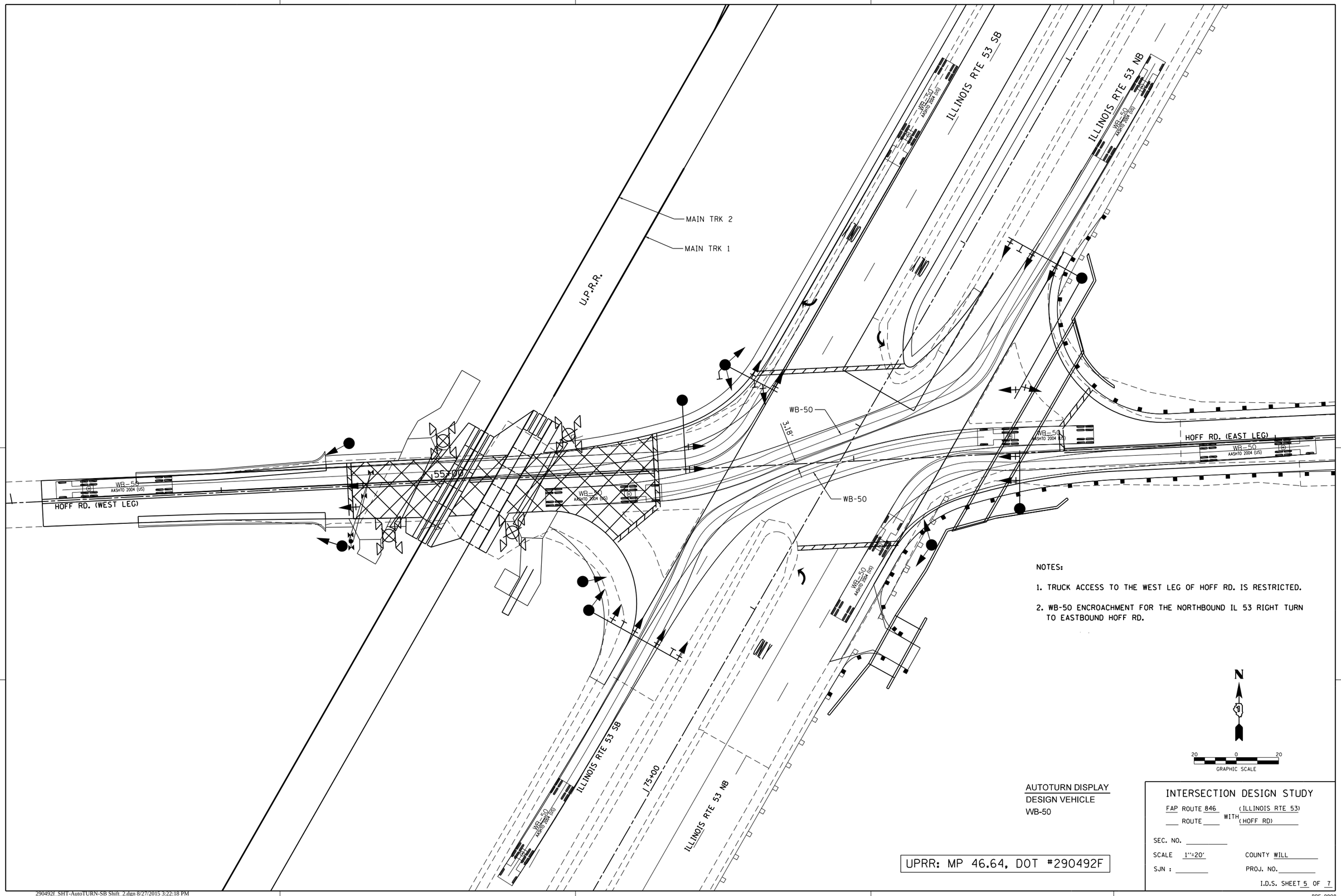
INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

SEC. NO. _____
SCALE 1"=20' COUNTY WILL
SJN : _____ PROJ. NO. _____
I.D.S. SHEET 4 OF 7

290492f_SHT-AutoTURN-SB Shift_1.dgn 8/27/2015 3:21:21 PM

BDE-9908



NOTES:

1. TRUCK ACCESS TO THE WEST LEG OF HOFF RD. IS RESTRICTED.
2. WB-50 ENCROACHMENT FOR THE NORTHBOUND IL 53 RIGHT TURN TO EASTBOUND HOFF RD.

AUTOTURN DISPLAY
DESIGN VEHICLE
WB-50

UPRR: MP 46.64, DOT #290492F

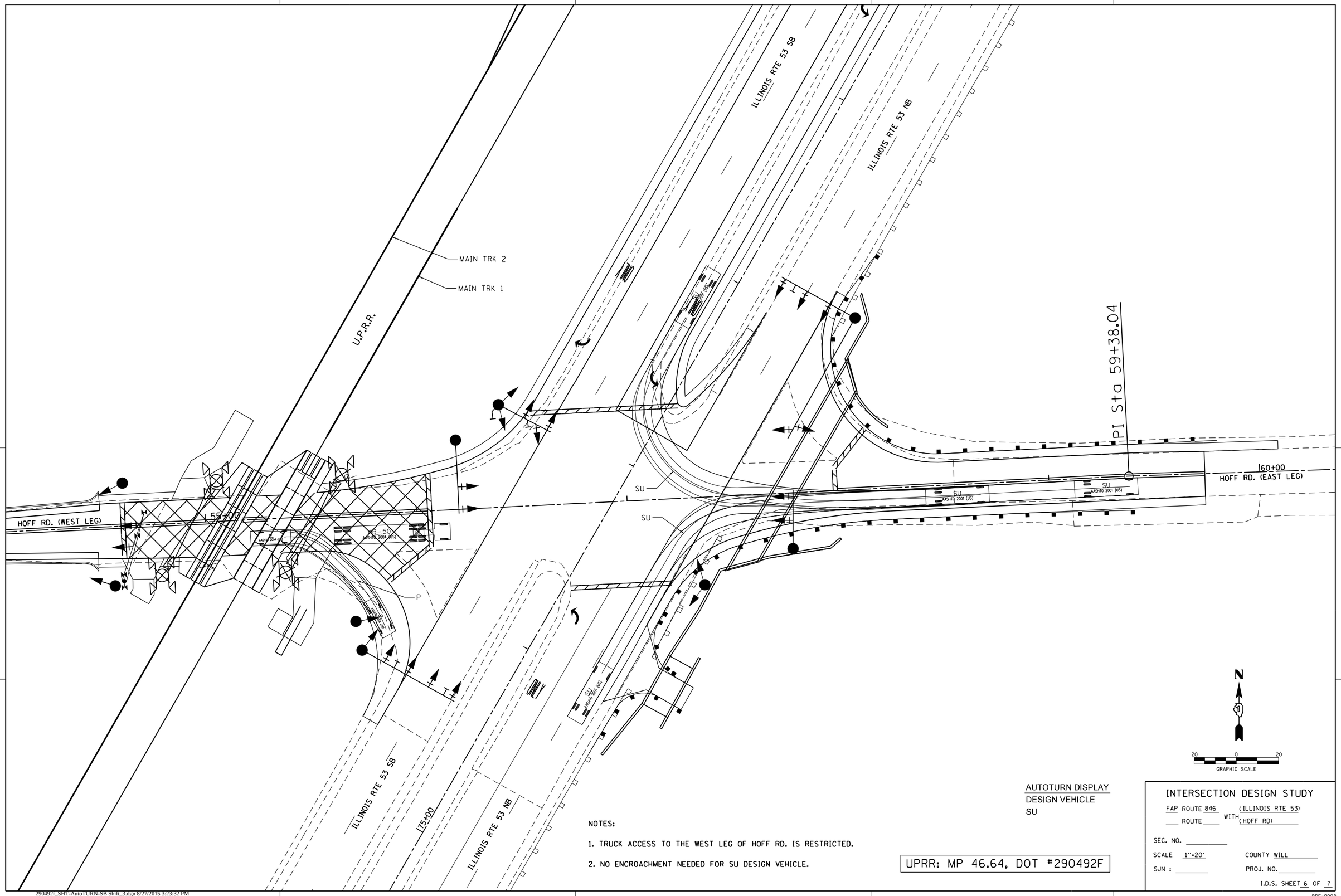
INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

SEC. NO. _____
SCALE 1"=20' COUNTY WILL
SJN : _____ PROJ. NO. _____
I.D.S. SHEET 5 OF 7

290492f_SHT-AutoTURN-SB Shift_2.dgn 8/27/2015 3:22:18 PM

BDE-9908



AUTOTURN DISPLAY
DESIGN VEHICLE
SU

NOTES:

1. TRUCK ACCESS TO THE WEST LEG OF HOFF RD. IS RESTRICTED.
2. NO ENCROACHMENT NEEDED FOR SU DESIGN VEHICLE.

UPRR: MP 46.64, DOT #290492F

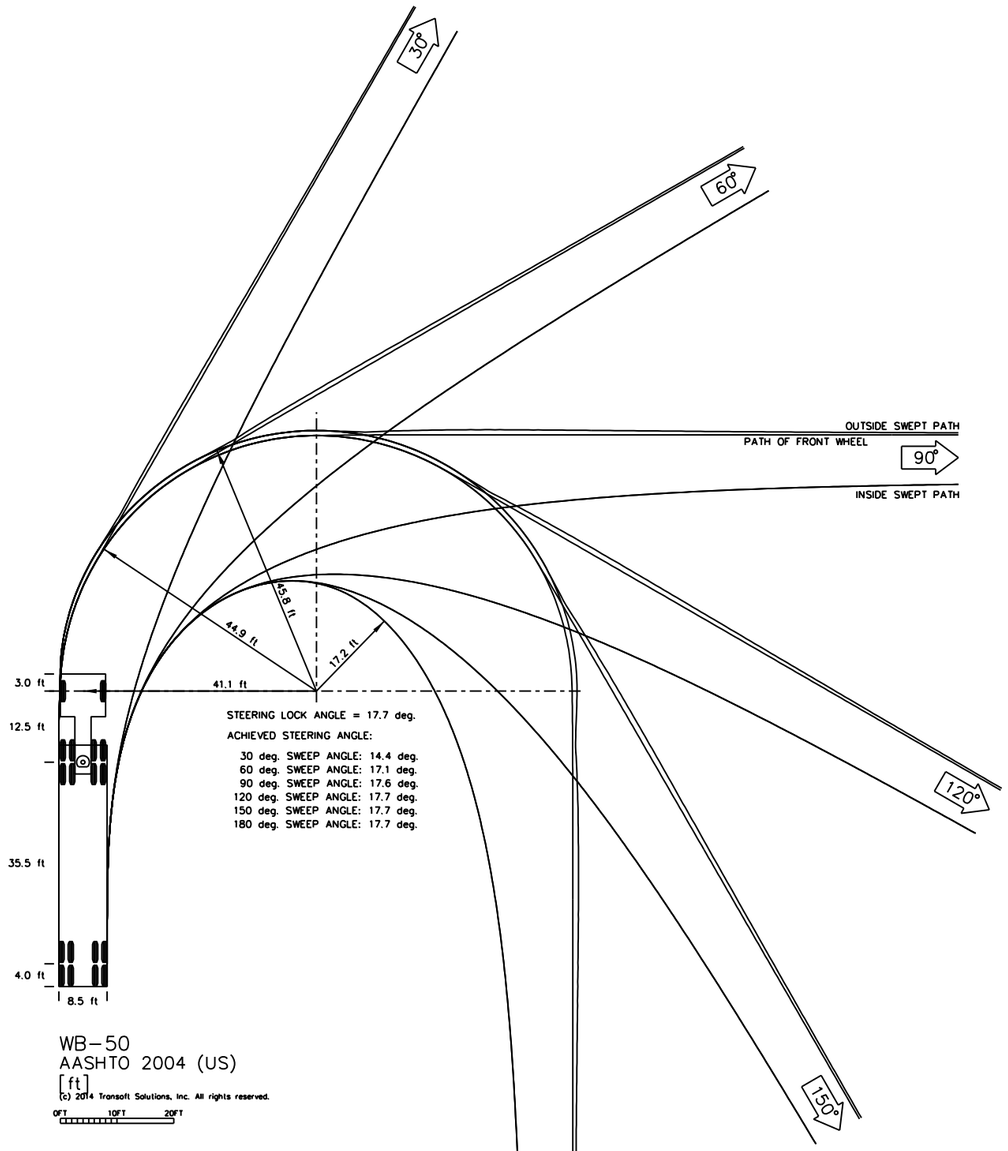
INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

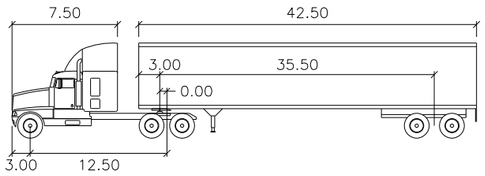
SEC. NO. _____
SCALE 1"=20' COUNTY WILL
SJN : _____ PROJ. NO. _____
I.D.S. SHEET 6 OF 7

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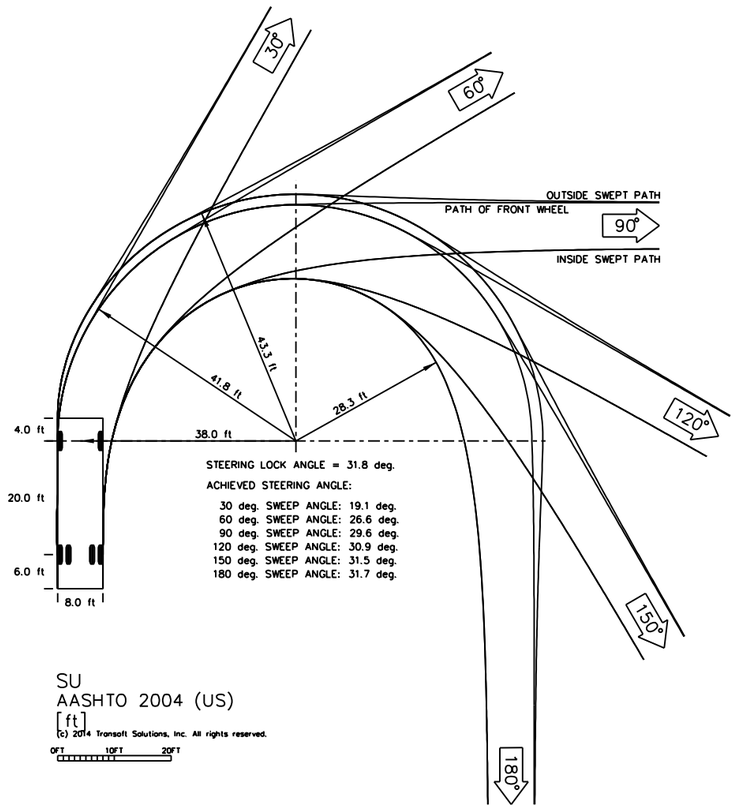
BDE-9908



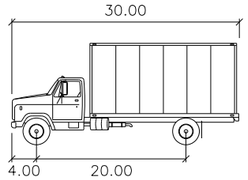
WB-50
AASHTO 2004 (US)
[ft]
(c) 2014 Transoft Solutions, Inc. All rights reserved.
0FT 10FT 20FT



WB-50	feet		
Tractor Width	: 8.00	Lock to Lock Time	: 6.0
Trailer Width	: 8.50	Steering Angle	: 17.7
Tractor Track	: 8.00	Articulating Angle	: 70.0
Trailer Track	: 8.50		



SU
AASHTO 2004 (US)
[ft]
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0FT 10FT 20FT



SU	feet
Width	: 8.00
Track	: 8.00
Lock to Lock Time	: 6.0
Steering Angle	: 31.8

UPRR: MP 46.64, DOT #290492F

INTERSECTION DESIGN STUDY

FAP ROUTE 846 (ILLINOIS RTE 53)
___ ROUTE ___ WITH (HOFF RD)

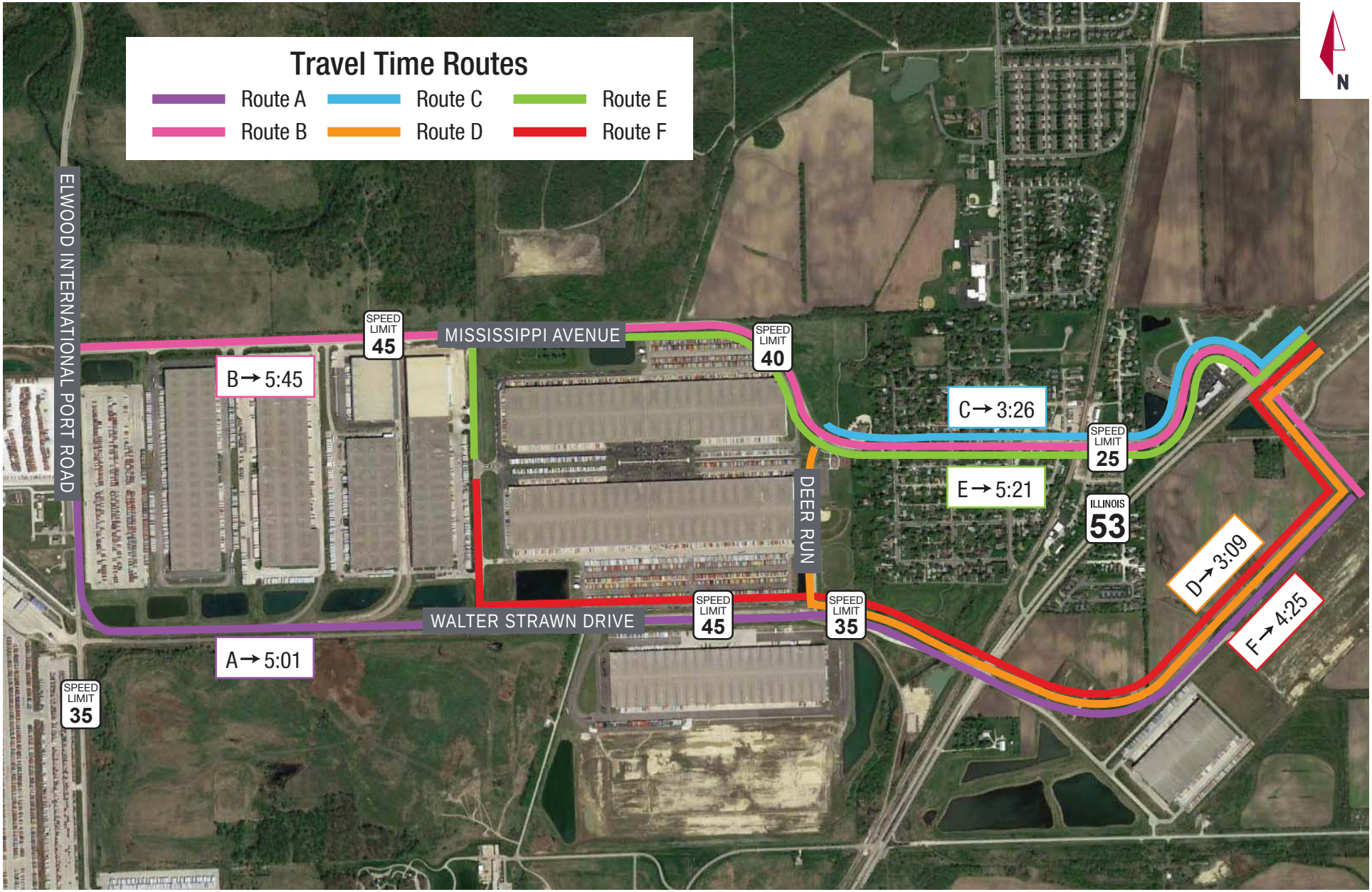
SEC. NO. _____

SCALE N/A COUNTY WILL

SJN : _____ PROJ. NO. _____

I.D.S. SHEET 7 OF 7

ALTERNATE ROUTE TRAVEL TIME ANALYSIS



Kimley»Horn

TRAVEL TIMES (FUTURE ROUTES)

EXISTING (YEAR 2017) SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	65	260	5	75	2	165	100	10	1	80	110
Future Volume (veh/h)	315	65	260	5	75	2	165	100	10	1	80	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1473	1942	1180	1473	1863	1900	1092	1184	1900	1937	1130	1235
Adj Flow Rate, veh/h	332	68	0	5	79	2	174	105	11	1	84	116
Adj No. of Lanes	2	2	1	1	2	0	2	1	0	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	29	3	61	29	2	2	74	66	66	2	77	60
Cap, veh/h	442	1038	282	6	434	11	232	384	40	3	282	462
Arrive On Green	0.16	0.28	0.00	0.00	0.12	0.12	0.11	0.36	0.36	0.00	0.25	0.25
Sat Flow, veh/h	2721	3689	1003	1403	3528	89	2018	1054	110	1845	1130	1848
Grp Volume(v), veh/h	332	68	0	5	39	42	174	0	116	1	84	116
Grp Sat Flow(s),veh/h/ln	1361	1845	1003	1403	1770	1847	1009	0	1164	1845	1130	924
Q Serve(g_s), s	7.0	0.8	0.0	0.2	1.2	1.2	5.0	0.0	4.2	0.0	3.6	3.0
Cycle Q Clear(g_c), s	7.0	0.8	0.0	0.2	1.2	1.2	5.0	0.0	4.2	0.0	3.6	3.0
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	442	1038	282	6	218	227	232	0	424	3	282	462
V/C Ratio(X)	0.75	0.07	0.00	0.89	0.18	0.18	0.75	0.00	0.27	0.33	0.30	0.25
Avail Cap(c_a), veh/h	838	2212	601	82	619	646	454	0	504	108	301	492
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.0	15.8	0.0	29.9	23.6	23.6	25.7	0.0	13.5	30.0	18.3	18.0
Incr Delay (d2), s/veh	2.6	0.1	0.0	144.2	0.8	0.8	4.8	0.0	1.6	52.1	2.7	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.0	0.7	0.0	0.6	1.1	1.2	2.8	0.0	2.8	0.1	2.4	1.5
LnGrp Delay(d),s/veh	26.6	15.8	0.0	174.1	24.5	24.4	30.6	0.0	15.1	82.1	20.9	19.3
LnGrp LOS	C	B		F	C	C	C		B	F	C	B
Approach Vol, veh/h		400			86			290			201	
Approach Delay, s/veh		24.8			33.1			24.4			20.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.5	27.9	4.7	22.9	11.4	21.0	14.3	13.4
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	26.0	3.5	36.0	13.5	16.0	18.5	21.0
Max Q Clear Time (g_c+I1), s	2.0	6.2	2.2	2.8	7.0	5.6	9.0	3.2
Green Ext Time (p_c), s	0.0	4.4	0.0	1.5	0.3	2.9	0.8	1.1

Intersection Summary	
HCM 2010 Ctrl Delay	24.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	50	10	30	65	45	10	380	35	20	335	40
Future Volume (veh/h)	120	50	10	30	65	45	10	380	35	20	335	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1844	1900	1900	1851	1900	1727	1808	1900	1863	1785	1900
Adj Flow Rate, veh/h	126	53	11	32	68	47	11	400	37	21	353	42
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	10	5	5	2	6	6
Cap, veh/h	326	120	19	141	206	118	500	1362	125	511	1329	157
Arrive On Green	0.22	0.22	0.22	0.22	0.22	0.22	0.01	0.43	0.43	0.02	0.43	0.43
Sat Flow, veh/h	892	548	88	208	936	538	1645	3181	293	1774	3056	361
Grp Volume(v), veh/h	190	0	0	147	0	0	11	215	222	21	195	200
Grp Sat Flow(s),veh/h/ln	1528	0	0	1682	0	0	1645	1718	1756	1774	1696	1722
Q Serve(g_s), s	1.3	0.0	0.0	0.0	0.0	0.0	0.2	3.8	3.8	0.3	3.4	3.4
Cycle Q Clear(g_c), s	4.6	0.0	0.0	3.3	0.0	0.0	0.2	3.8	3.8	0.3	3.4	3.4
Prop In Lane	0.66		0.06	0.22		0.32	1.00		0.17	1.00		0.21
Lane Grp Cap(c), veh/h	466	0	0	465	0	0	500	735	752	511	738	749
V/C Ratio(X)	0.41	0.00	0.00	0.32	0.00	0.00	0.02	0.29	0.30	0.04	0.26	0.27
Avail Cap(c_a), veh/h	1253	0	0	1376	0	0	682	1232	1260	696	1216	1235
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	15.7	0.0	0.0	15.3	0.0	0.0	7.5	8.6	8.6	7.4	8.3	8.3
Incr Delay (d2), s/veh	1.2	0.0	0.0	0.8	0.0	0.0	0.0	1.0	1.0	0.0	0.9	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	0.0	3.1	0.0	0.0	0.1	3.6	3.7	0.3	3.1	3.2
LnGrp Delay(d),s/veh	16.9	0.0	0.0	16.1	0.0	0.0	7.5	9.6	9.6	7.4	9.2	9.2
LnGrp LOS	B			B			A	A	A	A	A	A
Approach Vol, veh/h		190			147			448			416	
Approach Delay, s/veh		16.9			16.1			9.6			9.1	
Approach LOS		B			B			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.2	25.7		16.1	3.9	26.0		16.1
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	33.0		36.0	5.5	33.0		36.0
Max Q Clear Time (g_c+I1), s	2.3	5.8		6.6	2.2	5.4		5.3
Green Ext Time (p_c), s	0.0	13.9		3.7	0.0	14.0		3.7

Intersection Summary	
HCM 2010 Ctrl Delay	11.4
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	105	1	2	140	1	2	1	1	1	1	1
Future Vol, veh/h	1	105	1	2	140	1	2	1	1	1	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	3	2	2	2	2	50	2	2	2	2	2
Mvmt Flow	1	111	1	2	147	1	2	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	148	0	0	112	0	0	266	266	111	266	266	148
Stage 1	-	-	-	-	-	-	113	113	-	152	152	-
Stage 2	-	-	-	-	-	-	153	153	-	114	114	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.6	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.6	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.95	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1434	-	-	1478	-	-	599	640	942	687	640	899
Stage 1	-	-	-	-	-	-	788	802	-	850	772	-
Stage 2	-	-	-	-	-	-	748	771	-	891	801	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1434	-	-	1478	-	-	597	639	942	684	639	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	597	639	-	684	639	-
Stage 1	-	-	-	-	-	-	787	801	-	849	771	-
Stage 2	-	-	-	-	-	-	745	770	-	888	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10.4	10
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	669	1434	-	-	1478	-	-	725
HCM Lane V/C Ratio	0.006	0.001	-	-	0.001	-	-	0.004
HCM Control Delay (s)	10.4	7.5	0	-	7.4	0	-	10
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	90	1	1	140	2	1	10	1	10	1	1
Future Vol, veh/h	15	90	1	1	140	2	1	10	1	10	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	13	2	2	2	2	2	2	2	2	13	2	2
Mvmt Flow	16	95	1	1	147	2	1	11	1	11	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	149	0	0	96	0	0	279	279	95	284	278	148
Stage 1	-	-	-	-	-	-	127	127	-	151	151	-
Stage 2	-	-	-	-	-	-	152	152	-	133	127	-
Critical Hdwy	4.23	-	-	4.12	-	-	7.12	6.52	6.22	7.23	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.23	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.23	5.52	-
Follow-up Hdwy	2.317	-	-	2.218	-	-	3.518	4.018	3.318	3.617	4.018	3.318
Pot Cap-1 Maneuver	1368	-	-	1498	-	-	673	629	962	647	630	899
Stage 1	-	-	-	-	-	-	877	791	-	826	772	-
Stage 2	-	-	-	-	-	-	850	772	-	845	791	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1368	-	-	1498	-	-	665	621	962	632	622	899
Mov Cap-2 Maneuver	-	-	-	-	-	-	665	621	-	632	622	-
Stage 1	-	-	-	-	-	-	866	782	-	816	771	-
Stage 2	-	-	-	-	-	-	847	771	-	823	782	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	1.1	0.1	10.7	10.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	644	1368	-	-	1498	-	-	647
HCM Lane V/C Ratio	0.02	0.012	-	-	0.001	-	-	0.02
HCM Control Delay (s)	10.7	7.7	0	-	7.4	0	-	10.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.1

Intersection	
Int Delay, s/veh	0.8

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	100	1	1	135	1	10	1	5	1	1	1
Future Vol, veh/h	1	100	1	1	135	1	10	1	5	1	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	105	1	1	142	1	11	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	143	0	0	106	0	0	254	253	106	256	253	143
Stage 1	-	-	-	-	-	-	108	108	-	145	145	-
Stage 2	-	-	-	-	-	-	146	145	-	111	108	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1440	-	-	1485	-	-	699	650	948	697	650	905
Stage 1	-	-	-	-	-	-	897	806	-	858	777	-
Stage 2	-	-	-	-	-	-	857	777	-	894	806	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1440	-	-	1485	-	-	696	649	948	691	649	905
Mov Cap-2 Maneuver	-	-	-	-	-	-	696	649	-	691	649	-
Stage 1	-	-	-	-	-	-	896	805	-	857	776	-
Stage 2	-	-	-	-	-	-	854	776	-	887	805	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	9.9	9.9
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	755	1440	-	-	1485	-	-	733
HCM Lane V/C Ratio	0.022	0.001	-	-	0.001	-	-	0.004
HCM Control Delay (s)	9.9	7.5	0	-	7.4	0	-	9.9
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	50	20	35	40	20	25	5	310	10	5	305	10
Future Volume (vph)	50	20	35	40	20	25	5	310	10	5	305	10
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		110	155		140	145		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			180			130		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.955				0.850			0.850		0.995	
Flt Protected		0.977			0.968		0.950			0.950		
Satd. Flow (prot)	0	1669	0	0	1743	1501	1444	1887	1468	1444	1781	0
Flt Permitted		0.816			0.733		0.560			0.563		
Satd. Flow (perm)	0	1394	0	0	1320	1501	851	1887	1468	856	1781	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			55			35	
Link Distance (ft)		6884			907			3562			2822	
Travel Time (s)		134.1			24.7			44.2			55.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	4%	2%	2%	4%	25%	6%	10%	25%	6%	11%
Adj. Flow (vph)	53	21	37	42	21	26	5	326	11	5	321	11
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	111	0	0	63	26	5	326	11	5	332	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0	14.0	6.5	21.0	21.0	6.5	21.0	
Total Split (s)	7.0	27.0		7.0	27.0	27.0	9.0	47.0	47.0	9.0	47.0	
Total Split (%)	7.8%	30.0%		7.8%	30.0%	30.0%	10.0%	52.2%	52.2%	10.0%	52.2%	
Maximum Green (s)	3.5	21.0		3.5	21.0	21.0	5.5	41.0	41.0	5.5	41.0	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	3.5	6.0	6.0	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	7.0	7.0	3.0	7.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		11.6			11.3	11.3	27.6	27.6	27.6	27.6	27.6	
Actuated g/C Ratio		0.28			0.27	0.27	0.66	0.66	0.66	0.66	0.66	
v/c Ratio		0.29			0.18	0.06	0.01	0.26	0.01	0.01	0.28	
Control Delay		17.0			16.2	15.6	5.2	8.8	8.9	5.2	9.1	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		17.0			16.2	15.6	5.2	8.8	8.9	5.2	9.1	
LOS		B			B	B	A	A	A	A	A	
Approach Delay		17.0			16.0			8.8			9.1	
Approach LOS		B			B			A			A	
90th %ile Green (s)	0.0	16.1		0.0	16.1	16.1	5.5	28.0	28.0	5.5	28.0	
90th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	0.0	12.0		0.0	12.0	12.0	0.0	19.7	19.7	0.0	19.7	
70th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Skip	Hold	Hold	Skip	Gap	
50th %ile Green (s)	0.0	10.5		0.0	10.5	10.5	0.0	16.7	16.7	0.0	16.7	
50th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Skip	Hold	Hold	Skip	Gap	
30th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	18.3	18.3	0.0	18.3	
30th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Dwell	Dwell	Skip	Dwell	
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	30.0	30.0	0.0	30.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Dwell	Dwell	Skip	Dwell	
Queue Length 50th (ft)		19			10	4	1	45	1	1	47	
Queue Length 95th (ft)		76			48	25	4	144	11	4	150	
Internal Link Dist (ft)		6804			827			3482			2742	
Turn Bay Length (ft)						110	155		140	145		
Base Capacity (vph)		776			735	836	649	1724	1341	652	1627	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.14			0.09	0.03	0.01	0.19	0.01	0.01	0.20	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 41.7	

Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.29	
Intersection Signal Delay: 10.7	Intersection LOS: B
Intersection Capacity Utilization 43.8%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 65.1	
70th %ile Actuated Cycle: 43.7	
50th %ile Actuated Cycle: 39.2	
30th %ile Actuated Cycle: 24.3	
10th %ile Actuated Cycle: 36	

Splits and Phases: 6: US Route 52 & Manhattan Road



Intersection	
Int Delay, s/veh	0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	10	415	1	5	370
Future Vol, veh/h	1	10	415	1	5	370
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	18	5	2	14	6
Mvmt Flow	1	11	437	1	5	389

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	642	219	0	0	438	0
Stage 1	437	-	-	-	-	-
Stage 2	205	-	-	-	-	-
Critical Hdwy	6.84	7.26	-	-	4.38	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.48	-	-	2.34	-
Pot Cap-1 Maneuver	407	738	-	-	1038	-
Stage 1	619	-	-	-	-	-
Stage 2	809	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	405	738	-	-	1038	-
Mov Cap-2 Maneuver	405	-	-	-	-	-
Stage 1	619	-	-	-	-	-
Stage 2	805	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	687	1038	-
HCM Lane V/C Ratio	-	-	0.017	0.005	-
HCM Control Delay (s)	-	-	10.3	8.5	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

10: Elwood International Port Road & Mississippi Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.1	0.8	0.9	1.7
Total Del/Veh (s)	4.7	2.4	12.1	8.5	8.7

Intersection: 10: Elwood International Port Road & Mississippi Avenue

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	30	66	82	15	88	114	83	30	107	123
Average Queue (ft)	3	12	43	1	60	59	47	2	58	68
95th Queue (ft)	16	47	75	8	80	98	76	16	94	100
Link Distance (ft)	201		1034		2815	2815			1873	1873
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		600		115			435	435		
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

10: Elwood International Port Road & Mississippi Avenue Performance by movement

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.1	0.0	0.0	0.1	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.1	0.0	0.7	0.0	0.2	0.7	0.0
Total Del/Veh (s)	3.7	6.8	3.7	4.2	0.7	2.8	7.7	12.3	8.6	5.3	9.9	2.1

10: Elwood International Port Road & Mississippi Avenue Performance by movement

Movement	All
Denied Delay (hr)	0.0
Denied Del/Veh (s)	0.0
Total Delay (hr)	1.7
Total Del/Veh (s)	8.7

Intersection: 10: Elwood International Port Road & Mississippi Avenue

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	30	66	82	15	88	114	83	30	107	123
Average Queue (ft)	3	12	43	1	60	59	47	2	58	68
95th Queue (ft)	16	47	75	8	80	98	76	16	94	100
Link Distance (ft)	201		1034		2815	2815			1873	1873
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		600		115			435	435		
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	25	25	70	15	5
Future Vol, veh/h	90	25	25	70	15	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	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	65	2	2	88	2
Mvmt Flow	95	26	26	74	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	234	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	7.28	6.22
Critical Hdwy Stg 1	-	-	-	-	6.28	-
Critical Hdwy Stg 2	-	-	-	-	6.28	-
Follow-up Hdwy	-	-	2.218	-	4.292	3.318
Pot Cap-1 Maneuver	-	-	1467	-	599	946
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	588	946
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	946	-	-	1467	-
HCM Lane V/C Ratio	0.026	0.006	-	-	0.018	-
HCM Control Delay (s)	11.2	8.8	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	95	1	1	1
Future Vol, veh/h	1	95	95	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	1	100	100	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	203	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	755	954
Stage 1	-	-	-	-	905	-
Stage 2	-	-	-	-	904	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	754	954
Mov Cap-2 Maneuver	-	-	-	-	754	-
Stage 1	-	-	-	-	904	-
Stage 2	-	-	-	-	903	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	842
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	35	135	95	1	55
Future Vol, veh/h	60	35	135	95	1	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	9	3	2	2	2
Mvmt Flow	63	37	142	100	1	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	466	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	384	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1486	-	555	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	688	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1486	-	502	978
Mov Cap-2 Maneuver	-	-	-	-	502	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	622	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.5	9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	962	-	-	1486	-
HCM Lane V/C Ratio	0.061	-	-	0.096	-
HCM Control Delay (s)	9	-	-	7.7	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.2	-	-	0.3	-

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	60	5	1	1	5	1	5	355	5	1	225	145
Future Vol, veh/h	60	5	1	1	5	1	5	355	5	1	225	145
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	105	-	-	110	-	-	425	-	-	415	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	24	2
Mvmt Flow	63	5	1	1	5	1	5	374	5	1	237	153

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	439	628	118	510	626	189	237	0	0	379	0	0
Stage 1	239	239	-	387	387	-	-	-	-	-	-	-
Stage 2	200	389	-	123	239	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	502	398	912	446	399	821	1327	-	-	1176	-	-
Stage 1	743	706	-	608	608	-	-	-	-	-	-	-
Stage 2	783	607	-	868	706	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	495	396	912	439	397	821	1327	-	-	1176	-	-
Mov Cap-2 Maneuver	495	396	-	439	397	-	-	-	-	-	-	-
Stage 1	740	705	-	606	606	-	-	-	-	-	-	-
Stage 2	772	605	-	860	705	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	13.4	0.1	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1327	-	-	495	437	439	434	1176	-	-
HCM Lane V/C Ratio	0.004	-	-	0.128	0.014	0.002	0.015	0.001	-	-
HCM Control Delay (s)	7.7	-	-	13.3	13.4	13.2	13.4	8.1	-	-
HCM Lane LOS	A	-	-	B	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	0	0	0	0	-	-

Intersection	
Intersection Delay, s/veh	13.2
Intersection LOS	B

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	5	5	5	0	10	15	5	0	5	200	60
Future Vol, veh/h	0	5	5	5	0	10	15	5	0	5	200	60
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	25	2	2	2	18	35	100	2	50	77	5
Mvmt Flow	0	5	5	5	0	11	16	5	0	5	211	63
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	2
HCM Control Delay	9.3	9.9	15.2
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	77%	0%	50%	0%	75%	0%	100%	15%
Vol Right, %	0%	23%	0%	50%	0%	25%	0%	0%	85%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	260	5	10	10	20	15	53	182
LT Vol	5	0	5	0	10	0	15	0	0
Through Vol	0	200	0	5	0	15	0	53	27
RT Vol	0	60	0	5	0	5	0	0	155
Lane Flow Rate	5	274	5	11	11	21	16	56	191
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.01	0.489	0.011	0.018	0.021	0.04	0.03	0.101	0.339
Departure Headway (Hd)	6.639	6.436	7.362	6.111	7.19	6.801	6.816	6.45	6.38
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	537	558	489	589	501	530	523	553	560
Service Time	4.411	4.208	5.063	3.813	4.89	4.501	4.588	4.223	4.152
HCM Lane V/C Ratio	0.009	0.491	0.01	0.019	0.022	0.04	0.031	0.101	0.341
HCM Control Delay	9.5	15.3	10.1	8.9	10	9.8	9.8	10	12.4
HCM Lane LOS	A	C	B	A	A	A	A	A	B
HCM 95th-tile Q	0	2.7	0	0.1	0.1	0.1	0.1	0.3	1.5

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	15	80	155
Future Vol, veh/h	0	15	80	155
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	55	63	94
Mvmt Flow	0	16	84	163
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	11.7
HCM LOS	B

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	75	25	1	5	5
Future Vol, veh/h	5	75	25	1	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	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	7	20	2	100	100
Mvmt Flow	5	79	26	1	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	27	0	-	0	116	27
Stage 1	-	-	-	-	27	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	1131	-	-	-	691	825
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	737	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1131	-	-	-	688	825
Mov Cap-2 Maneuver	-	-	-	-	688	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	734	-

Approach	EB	WB	SB
HCM Control Delay, s	0.5	0	9.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1131	-	-	-	688	825
HCM Lane V/C Ratio	0.005	-	-	-	0.008	0.006
HCM Control Delay (s)	8.2	-	-	-	10.3	9.4
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	7.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	5	5	1	10	20
Future Vol, veh/h	75	5	5	1	10	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	50	100	2	8	19
Mvmt Flow	79	5	5	1	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	6	0	-	0	169	6
Stage 1	-	-	-	-	6	-
Stage 2	-	-	-	-	163	-
Critical Hdwy	4.13	-	-	-	6.48	6.39
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.227	-	-	-	3.572	3.471
Pot Cap-1 Maneuver	1608	-	-	-	808	1029
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	852	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	768	1029
Mov Cap-2 Maneuver	-	-	-	-	768	-
Stage 1	-	-	-	-	1002	-
Stage 2	-	-	-	-	810	-

Approach	EB	WB	SB
HCM Control Delay, s	6.9	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1608	-	-	-	768	1029
HCM Lane V/C Ratio	0.049	-	-	-	0.014	0.02
HCM Control Delay (s)	7.4	-	-	-	9.8	8.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0	0.1

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	15	1	1	5	1
Future Vol, veh/h	1	15	1	1	5	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	14	2	2	50	2
Mvmt Flow	1	16	1	1	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	17	0	12	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.218	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1600	-	897	1073
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	908	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1600	-	896	1073
Mov Cap-2 Maneuver	-	-	-	-	896	-
Stage 1	-	-	-	-	902	-
Stage 2	-	-	-	-	907	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	921	-	-	1600	-
HCM Lane V/C Ratio	0.007	-	-	0.001	-
HCM Control Delay (s)	8.9	-	-	7.3	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	5	0	2	0	365	5	20	205	0
Future Volume (veh/h)	0	0	0	5	0	2	0	365	5	20	205	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1429	1961	1267	1863	1869	1863	1583	1705	1863
Adj Flow Rate, veh/h	0	0	0	5	0	2	0	384	5	21	216	0
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	33	2	50	2	7	2	20	22	2
Cap, veh/h	5	6	0	6	30	16	5	1668	744	24	2014	769
Arrive On Green	0.00	0.00	0.00	0.00	0.00	0.02	0.00	0.47	0.47	0.02	0.62	0.00
Sat Flow, veh/h	1774	1863	0	1361	1961	1077	1774	3551	1583	1508	3239	1583
Grp Volume(v), veh/h	0	0	0	5	0	2	0	384	5	21	216	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1361	1961	1077	1774	1776	1583	1508	1620	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.1	0.0	0.1	0.0	2.1	0.1	0.5	0.9	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.1	0.0	0.1	0.0	2.1	0.1	0.5	0.9	4.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	6	0	6	30	16	5	1668	744	24	2014	769
V/C Ratio(X)	0.00	0.00	0.00	0.90	0.00	0.12	0.00	0.23	0.01	0.87	0.11	0.00
Avail Cap(c_a), veh/h	188	564	0	391	950	521	188	3870	1725	616	4510	1989
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	16.4	0.0	16.1	0.0	5.2	4.7	16.2	2.5	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	148.3	0.0	4.7	0.0	0.3	0.0	56.5	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.5	0.0	0.1	0.0	2.0	0.0	1.0	0.8	0.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	164.7	0.0	20.8	0.0	5.5	4.7	72.8	2.6	0.0
LnGrp LOS				F		C		A	A	E	A	
Approach Vol, veh/h		0			7			389			237	
Approach Delay, s/veh		0.0			123.6			5.5			8.9	
Approach LOS					F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	21.5	4.6	1.9	0.0	26.5	0.0	6.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	36.0	9.5	10.0	3.5	46.0	3.5	16.0
Max Q Clear Time (g_c+I1), s	2.5	4.1	2.1	0.0	0.0	6.5	0.0	2.1
Green Ext Time (p_c), s	0.0	11.5	0.0	0.0	0.0	12.5	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.1
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	10	1	2	1	370	20	5	200	5
Future Vol, veh/h	1	1	1	10	1	2	1	370	20	5	200	5
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	-	-	Stop	-	-	Stop	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	13	2	2	2	5	8	2	20	2
Mvmt Flow	1	1	1	11	1	2	1	389	21	5	211	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	421	637	108	518	628	205	216	0	0	411	0	0
Stage 1	224	224	-	402	402	-	-	-	-	-	-	-
Stage 2	197	413	-	116	226	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.76	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.76	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.76	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.63	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	517	393	925	417	398	802	1351	-	-	1144	-	-
Stage 1	758	717	-	567	599	-	-	-	-	-	-	-
Stage 2	786	592	-	845	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	512	391	925	414	396	802	1351	-	-	1144	-	-
Mov Cap-2 Maneuver	512	391	-	414	396	-	-	-	-	-	-	-
Stage 1	757	713	-	567	599	-	-	-	-	-	-	-
Stage 2	782	592	-	839	712	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	10.4	12.6	0	0.2
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1351	-	-	665	487	1144	-	-
HCM Lane V/C Ratio	0.001	-	-	0.005	0.028	0.005	-	-
HCM Control Delay (s)	7.7	-	-	10.4	12.6	8.2	0	-
HCM Lane LOS	A	-	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0.1	0	-	-

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	25	1	1	10	5	1	1	1	1	1	5
Future Vol, veh/h	1	25	1	1	10	5	1	1	1	1	1	5
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	25	2	2	2	2	2	2	2
Mvmt Flow	1	26	1	1	11	5	1	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	16	0	0	27	0	0	47	47	27	45	44	13
Stage 1	-	-	-	-	-	-	29	29	-	15	15	-
Stage 2	-	-	-	-	-	-	18	18	-	30	29	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1602	-	-	1587	-	-	954	845	1048	957	848	1067
Stage 1	-	-	-	-	-	-	988	871	-	1005	883	-
Stage 2	-	-	-	-	-	-	1001	880	-	987	871	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1602	-	-	1587	-	-	947	843	1048	954	846	1067
Mov Cap-2 Maneuver	-	-	-	-	-	-	947	843	-	954	846	-
Stage 1	-	-	-	-	-	-	987	870	-	1004	882	-
Stage 2	-	-	-	-	-	-	994	879	-	984	870	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.5	8.8	8.6
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	939	1602	-	-	1587	-	-	1012
HCM Lane V/C Ratio	0.003	0.001	-	-	0.001	-	-	0.007
HCM Control Delay (s)	8.8	7.2	0	-	7.3	0	-	8.6
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	7
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	5	20	1	0	1	15	5	0	1	1	1
Future Vol, veh/h	0	5	20	1	0	1	15	5	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	5	21	1	0	1	16	5	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	6.9	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	19%	5%	71%
Vol Thru, %	33%	77%	71%	14%
Vol Right, %	33%	4%	24%	14%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	26	21	7
LT Vol	1	5	1	5
Through Vol	1	20	15	1
RT Vol	1	1	5	1
Lane Flow Rate	3	27	22	7
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.03	0.024	0.008
Departure Headway (Hd)	3.892	3.986	3.84	4.08
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	920	902	936	878
Service Time	1.913	1.991	1.847	2.099
HCM Lane V/C Ratio	0.003	0.03	0.024	0.008
HCM Control Delay	6.9	7.1	6.9	7.1
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	5	1	1
Future Vol, veh/h	0	5	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	5	1	1
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.1
HCM LOS	A

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	25	20	1	2	1
Future Vol, veh/h	1	25	20	1	2	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	26	21	1	2	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	50	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	959	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	958	1055
Mov Cap-2 Maneuver	-	-	-	-	958	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	988
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	20	15	5	5	5
Future Vol, veh/h	5	20	15	5	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	10	2	2	33
Mvmt Flow	5	21	16	5	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	21	0	-	0	50	18
Stage 1	-	-	-	-	18	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.53
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.597
Pot Cap-1 Maneuver	1595	-	-	-	959	977
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1595	-	-	-	956	977
Mov Cap-2 Maneuver	-	-	-	-	956	-
Stage 1	-	-	-	-	1005	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1595	-	-	-	966
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	20	20	1	1	1
Future Vol, veh/h	5	20	20	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	23	2	2	2
Mvmt Flow	5	21	21	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	22	0	-	0	54	22
Stage 1	-	-	-	-	22	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1593	-	-	-	954	1055
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	991	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1593	-	-	-	951	1055
Mov Cap-2 Maneuver	-	-	-	-	951	-
Stage 1	-	-	-	-	1001	-
Stage 2	-	-	-	-	988	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1593	-	-	-	1000
HCM Lane V/C Ratio	0.003	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	15	15	170	105	5
Future Vol, veh/h	5	15	15	170	105	5
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	10	16	2
Mvmt Flow	5	16	16	179	111	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	324	113	116	0	-	0
Stage 1	113	-	-	-	-	-
Stage 2	211	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	670	940	1473	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	824	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	662	940	1473	-	-	-
Mov Cap-2 Maneuver	662	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	814	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.3	0.6	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1473	-	851	-	-
HCM Lane V/C Ratio	0.011	-	0.025	-	-
HCM Control Delay (s)	7.5	0	9.3	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	415	1	1	370	1
Future Vol, veh/h	1	1	1	1	1	1	1	415	1	1	370	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	6	2
Mvmt Flow	1	1	1	1	1	1	1	437	1	1	389	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	613	832	195	636	832	219	391	0	0	438	0	0
Stage 1	392	392	-	439	439	-	-	-	-	-	-	-
Stage 2	221	440	-	197	393	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	377	303	814	363	303	785	1164	-	-	1118	-	-
Stage 1	604	605	-	567	576	-	-	-	-	-	-	-
Stage 2	761	576	-	786	604	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	375	302	814	361	302	785	1164	-	-	1118	-	-
Mov Cap-2 Maneuver	375	302	-	361	302	-	-	-	-	-	-	-
Stage 1	603	604	-	566	575	-	-	-	-	-	-	-
Stage 2	758	575	-	783	603	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.7	13.9	0	0
HCM LOS	B	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1164	-	-	416	408	1118	-	-
HCM Lane V/C Ratio	0.001	-	-	0.008	0.008	0.001	-	-
HCM Control Delay (s)	8.1	0	-	13.7	13.9	8.2	0	-
HCM Lane LOS	A	A	-	B	B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	195	225	5	85	2	315	145	10	5	115	230
Future Volume (veh/h)	125	195	225	5	85	2	315	145	10	5	115	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1234	1961	1145	1863	1863	1900	1226	1048	1900	1733	1064	1401
Adj Flow Rate, veh/h	132	205	0	5	89	2	332	153	11	5	121	242
Adj No. of Lanes	2	2	1	1	2	0	2	1	0	1	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	54	2	66	2	2	2	55	87	87	14	88	41
Cap, veh/h	188	786	205	7	469	10	420	417	30	7	266	524
Arrive On Green	0.08	0.21	0.00	0.00	0.13	0.13	0.19	0.43	0.43	0.00	0.25	0.25
Sat Flow, veh/h	2280	3725	973	1774	3539	79	2265	966	69	1651	1064	2097
Grp Volume(v), veh/h	132	205	0	5	44	47	332	0	164	5	121	242
Grp Sat Flow(s),veh/h/ln	1140	1863	973	1774	1770	1849	1132	0	1036	1651	1064	1048
Q Serve(g_s), s	3.4	2.8	0.0	0.2	1.3	1.3	8.4	0.0	6.4	0.2	5.8	5.9
Cycle Q Clear(g_c), s	3.4	2.8	0.0	0.2	1.3	1.3	8.4	0.0	6.4	0.2	5.8	5.9
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	188	786	205	7	234	245	420	0	447	7	266	524
V/C Ratio(X)	0.70	0.26	0.00	0.70	0.19	0.19	0.79	0.00	0.37	0.76	0.46	0.46
Avail Cap(c_a), veh/h	437	1862	486	103	649	678	698	0	552	96	301	594
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	26.8	19.8	0.0	29.9	23.2	23.2	23.3	0.0	11.5	29.9	19.1	19.1
Incr Delay (d2), s/veh	4.7	0.4	0.0	81.3	0.8	0.8	3.4	0.0	2.3	97.3	5.5	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.1	2.6	0.0	0.4	1.3	1.3	5.1	0.0	3.8	0.5	3.8	3.4
LnGrp Delay(d),s/veh	31.5	20.2	0.0	111.1	24.0	24.0	26.7	0.0	13.9	127.2	24.6	22.0
LnGrp LOS	C	C		F	C	C	C		B	F	C	C
Approach Vol, veh/h		337			96			496			368	
Approach Delay, s/veh		24.6			28.5			22.5			24.3	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.7	31.9	4.7	18.7	15.6	21.0	9.4	13.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	32.0	3.5	30.0	18.5	17.0	11.5	22.0
Max Q Clear Time (g_c+I1), s	2.2	8.4	2.2	4.8	10.4	7.9	5.4	3.3
Green Ext Time (p_c), s	0.0	8.2	0.0	3.0	0.8	4.3	0.2	2.6

Intersection Summary	
HCM 2010 Ctrl Delay	24.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	140	10	70	85	35	10	385	45	90	535	95
Future Volume (veh/h)	100	140	10	70	85	35	10	385	45	90	535	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1863	1900	1900	1863	1900	1863	1755	1900	1845	1803	1900
Adj Flow Rate, veh/h	105	147	11	74	89	37	11	405	47	95	563	100
Adj No. of Lanes	0	1	0	0	1	0	1	2	0	1	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	9	9	3	6	6
Cap, veh/h	223	264	17	202	223	77	405	1297	150	529	1374	243
Arrive On Green	0.25	0.25	0.25	0.25	0.25	0.25	0.01	0.43	0.43	0.05	0.47	0.47
Sat Flow, veh/h	541	1050	69	462	887	306	1774	3013	348	1757	2909	515
Grp Volume(v), veh/h	263	0	0	200	0	0	11	223	229	95	331	332
Grp Sat Flow(s),veh/h/ln	1660	0	0	1656	0	0	1774	1667	1693	1757	1713	1712
Q Serve(g_s), s	2.2	0.0	0.0	0.0	0.0	0.0	0.2	5.1	5.2	1.7	7.3	7.4
Cycle Q Clear(g_c), s	7.6	0.0	0.0	5.5	0.0	0.0	0.2	5.1	5.2	1.7	7.3	7.4
Prop In Lane	0.40		0.04	0.37		0.18	1.00		0.21	1.00		0.30
Lane Grp Cap(c), veh/h	505	0	0	502	0	0	405	717	729	529	809	809
V/C Ratio(X)	0.52	0.00	0.00	0.40	0.00	0.00	0.03	0.31	0.31	0.18	0.41	0.41
Avail Cap(c_a), veh/h	1025	0	0	1011	0	0	527	920	935	698	1063	1063
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.0	0.0	0.0	18.3	0.0	0.0	9.4	10.9	10.9	8.1	10.0	10.0
Incr Delay (d2), s/veh	1.8	0.0	0.0	1.1	0.0	0.0	0.0	1.1	1.1	0.2	1.5	1.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	0.0	0.0	5.1	0.0	0.0	0.2	4.6	4.8	1.5	6.7	6.8
LnGrp Delay(d),s/veh	20.7	0.0	0.0	19.4	0.0	0.0	9.4	12.0	12.0	8.3	11.5	11.6
LnGrp LOS	C			B			A	B	B	A	B	B
Approach Vol, veh/h		263			200			463			758	
Approach Delay, s/veh		20.7			19.4			11.9			11.1	
Approach LOS		C			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	6.4	30.9		20.6	4.0	33.4		20.6
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	8.5	32.0		34.0	4.5	36.0		34.0
Max Q Clear Time (g_c+I1), s	3.7	7.2		9.6	2.2	9.4		7.5
Green Ext Time (p_c), s	0.1	17.1		5.0	0.0	18.0		5.1

Intersection Summary	
HCM 2010 Ctrl Delay	13.8
HCM 2010 LOS	B

Intersection	
Int Delay, s/veh	0.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	275	1	2	185	1	5	1	5	1	1	1
Future Vol, veh/h	1	275	1	2	185	1	5	1	5	1	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	289	1	2	195	1	5	1	5	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	196	0	0	291	0	0	493	492	290	494	492	195
Stage 1	-	-	-	-	-	-	292	292	-	199	199	-
Stage 2	-	-	-	-	-	-	201	200	-	295	293	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1377	-	-	1271	-	-	486	478	749	486	478	846
Stage 1	-	-	-	-	-	-	716	671	-	803	736	-
Stage 2	-	-	-	-	-	-	801	736	-	713	670	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1377	-	-	1271	-	-	483	477	749	481	477	846
Mov Cap-2 Maneuver	-	-	-	-	-	-	483	477	-	481	477	-
Stage 1	-	-	-	-	-	-	715	670	-	802	735	-
Stage 2	-	-	-	-	-	-	797	735	-	706	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.1	11.4	11.5
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	575	1377	-	-	1271	-	-	560
HCM Lane V/C Ratio	0.02	0.001	-	-	0.002	-	-	0.006
HCM Control Delay (s)	11.4	7.6	0	-	7.8	0	-	11.5
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	265	5	1	160	15	1	5	2	15	5	25
Future Vol, veh/h	10	265	5	1	160	15	1	5	2	15	5	25
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	7	2	2	2	8	2	2
Mvmt Flow	11	279	5	1	168	16	1	5	2	16	5	26

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	184	0	0	284	0	0	497	489	282	484	483	176
Stage 1	-	-	-	-	-	-	303	303	-	178	178	-
Stage 2	-	-	-	-	-	-	194	186	-	306	305	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.18	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.18	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.572	4.018	3.318
Pot Cap-1 Maneuver	1391	-	-	1278	-	-	483	480	757	483	483	867
Stage 1	-	-	-	-	-	-	706	664	-	810	752	-
Stage 2	-	-	-	-	-	-	808	746	-	691	662	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1391	-	-	1278	-	-	461	475	757	474	478	867
Mov Cap-2 Maneuver	-	-	-	-	-	-	461	475	-	474	478	-
Stage 1	-	-	-	-	-	-	700	658	-	803	751	-
Stage 2	-	-	-	-	-	-	777	745	-	677	656	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0	12	11.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	522	1391	-	-	1278	-	-	634
HCM Lane V/C Ratio	0.016	0.008	-	-	0.001	-	-	0.075
HCM Control Delay (s)	12	7.6	0	-	7.8	0	-	11.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0.2

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	270	10	5	170	1	2	5	1	1	5	2
Future Vol, veh/h	1	270	10	5	170	1	2	5	1	1	5	2
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	3	2	2	33	100	2	2	2
Mvmt Flow	1	284	11	5	179	1	2	5	1	1	5	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	180	0	0	295	0	0	486	483	289	485	487	179
Stage 1	-	-	-	-	-	-	292	292	-	190	190	-
Stage 2	-	-	-	-	-	-	194	191	-	295	297	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.83	7.2	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.297	4.2	3.518	4.018	3.318
Pot Cap-1 Maneuver	1396	-	-	1266	-	-	492	441	566	492	481	864
Stage 1	-	-	-	-	-	-	716	618	-	812	743	-
Stage 2	-	-	-	-	-	-	808	688	-	713	668	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1396	-	-	1266	-	-	485	439	566	485	479	864
Mov Cap-2 Maneuver	-	-	-	-	-	-	485	439	-	485	479	-
Stage 1	-	-	-	-	-	-	715	617	-	811	740	-
Stage 2	-	-	-	-	-	-	797	685	-	705	667	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	0.2	12.9	11.8
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	463	1396	-	-	1266	-	-	540
HCM Lane V/C Ratio	0.018	0.001	-	-	0.004	-	-	0.016
HCM Control Delay (s)	12.9	7.6	0	-	7.9	0	-	11.8
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	45	50	20	45	55	20	45	200	70	45	200	75
Future Volume (vph)	45	50	20	45	55	20	45	200	70	45	200	75
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	2000	1900	1900	1900	1900
Lane Width (ft)	11	11	11	11	11	11	12	12	12	12	12	12
Storage Length (ft)	0		0	0		110	155		140	145		0
Storage Lanes	0		0	0		1	1		1	1		0
Taper Length (ft)	25			25			180			130		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.977				0.850			0.850		0.959	
Flt Protected		0.981			0.978		0.950			0.950		
Satd. Flow (prot)	0	1726	0	0	1761	1531	1770	1905	1583	1770	1737	0
Flt Permitted		0.827			0.798		0.582			0.626		
Satd. Flow (perm)	0	1455	0	0	1437	1531	1084	1905	1583	1166	1737	0
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		35			25			55			35	
Link Distance (ft)		6884			907			3562			2822	
Travel Time (s)		134.1			24.7			44.2			55.0	
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	5%	2%	2%	6%	2%
Adj. Flow (vph)	47	53	21	47	58	21	47	211	74	47	211	79
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	121	0	0	105	21	47	211	74	47	290	0
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		0			0			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.04	1.04	1.04	1.04	1.04	1.04	1.00	0.94	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2		1	2	1	1	2	1	1	2	
Detector Template	Left	Thru		Left	Thru	Right	Left	Thru	Right	Left	Thru	
Leading Detector (ft)	20	100		20	100	20	20	100	20	20	100	
Trailing Detector (ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Position(ft)	0	0		0	0	0	0	0	0	0	0	
Detector 1 Size(ft)	20	6		20	6	20	20	6	20	20	6	
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Queue (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 1 Delay (s)	0.0	0.0		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA		pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA	

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Protected Phases	7	4		3	8		5	2		1	6	
Permitted Phases	4			8		8	2		2	6		
Detector Phase	7	4		3	8	8	5	2	2	1	6	
Switch Phase												
Minimum Initial (s)	3.0	8.0		3.0	8.0	8.0	3.0	15.0	15.0	3.0	15.0	
Minimum Split (s)	6.5	14.0		6.5	14.0	14.0	6.5	21.0	21.0	6.5	21.0	
Total Split (s)	7.0	27.0		7.0	27.0	27.0	9.0	47.0	47.0	9.0	47.0	
Total Split (%)	7.8%	30.0%		7.8%	30.0%	30.0%	10.0%	52.2%	52.2%	10.0%	52.2%	
Maximum Green (s)	3.5	21.0		3.5	21.0	21.0	5.5	41.0	41.0	5.5	41.0	
Yellow Time (s)	3.5	4.0		3.5	4.0	4.0	3.5	4.0	4.0	3.5	4.0	
All-Red Time (s)	0.0	2.0		0.0	2.0	2.0	0.0	2.0	2.0	0.0	2.0	
Lost Time Adjust (s)		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		6.0			6.0	6.0	3.5	6.0	6.0	3.5	6.0	
Lead/Lag	Lead	Lag		Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag	
Lead-Lag Optimize?	Yes	Yes		Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	
Vehicle Extension (s)	3.0	5.0		3.0	5.0	5.0	3.0	7.0	7.0	3.0	7.0	
Recall Mode	None	None		None	None	None	None	Min	Min	None	Min	
Act Effct Green (s)		11.5			11.5	11.5	27.0	24.2	24.2	27.0	24.2	
Actuated g/C Ratio		0.25			0.25	0.25	0.59	0.53	0.53	0.59	0.53	
v/c Ratio		0.33			0.29	0.06	0.07	0.21	0.09	0.06	0.32	
Control Delay		19.2			18.7	16.6	5.5	11.0	10.6	5.5	11.9	
Queue Delay		0.0			0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		19.2			18.7	16.6	5.5	11.0	10.6	5.5	11.9	
LOS		B			B	B	A	B	B	A	B	
Approach Delay		19.2			18.3			10.1			11.0	
Approach LOS		B			B			B			B	
90th %ile Green (s)	0.0	15.8		0.0	15.8	15.8	5.5	25.3	25.3	5.5	25.3	
90th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Max	Hold	Hold	Max	Gap	
70th %ile Green (s)	0.0	12.9		0.0	12.9	12.9	5.5	20.3	20.3	5.5	20.3	
70th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Max	Hold	Hold	Max	Gap	
50th %ile Green (s)	0.0	11.3		0.0	11.3	11.3	0.0	17.9	17.9	0.0	17.9	
50th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Skip	Hold	Hold	Skip	Gap	
30th %ile Green (s)	0.0	9.3		0.0	9.3	9.3	0.0	15.0	15.0	0.0	15.0	
30th %ile Term Code	Skip	Gap		Skip	Hold	Hold	Skip	Min	Min	Skip	Min	
10th %ile Green (s)	0.0	0.0		0.0	0.0	0.0	0.0	30.0	30.0	0.0	30.0	
10th %ile Term Code	Skip	Skip		Skip	Skip	Skip	Skip	Dwell	Dwell	Skip	Dwell	
Queue Length 50th (ft)		22			19	4	5	29	9	5	42	
Queue Length 95th (ft)		78			69	21	17	93	39	17	131	
Internal Link Dist (ft)		6804			827			3482			2742	
Turn Bay Length (ft)						110	155		140	145		
Base Capacity (vph)		697			688	734	723	1681	1397	760	1532	
Starvation Cap Reductn		0			0	0	0	0	0	0	0	
Spillback Cap Reductn		0			0	0	0	0	0	0	0	
Storage Cap Reductn		0			0	0	0	0	0	0	0	
Reduced v/c Ratio		0.17			0.15	0.03	0.07	0.13	0.05	0.06	0.19	

Intersection Summary	
Area Type:	Other
Cycle Length: 90	
Actuated Cycle Length: 46	

Natural Cycle: 50	
Control Type: Actuated-Uncoordinated	
Maximum v/c Ratio: 0.33	
Intersection Signal Delay: 12.8	Intersection LOS: B
Intersection Capacity Utilization 44.8%	ICU Level of Service A
Analysis Period (min) 15	
90th %ile Actuated Cycle: 62.1	
70th %ile Actuated Cycle: 54.2	
50th %ile Actuated Cycle: 41.2	
30th %ile Actuated Cycle: 36.3	
10th %ile Actuated Cycle: 36	

Splits and Phases: 6: US Route 52 & Manhattan Road



Intersection	
Int Delay, s/veh	0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	15	425	1	15	600
Future Vol, veh/h	1	15	425	1	15	600
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	2	5	2
Mvmt Flow	1	16	447	1	16	632

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	795	224	0	0	448	0
Stage 1	448	-	-	-	-	-
Stage 2	347	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.2	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.25	-
Pot Cap-1 Maneuver	325	779	-	-	1088	-
Stage 1	611	-	-	-	-	-
Stage 2	687	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	320	779	-	-	1088	-
Mov Cap-2 Maneuver	320	-	-	-	-	-
Stage 1	611	-	-	-	-	-
Stage 2	677	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.2
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	715	1088	-
HCM Lane V/C Ratio	-	-	0.024	0.015	-
HCM Control Delay (s)	-	-	10.2	8.4	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0	-

10: Elwood International Port Road & Mississippi Avenue Performance by approach

Approach	EB	WB	NB	SB	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.3	1.2	0.9	2.3
Total Del/Veh (s)	3.9	5.0	13.1	9.0	9.7

Intersection: 10: Elwood International Port Road & Mississippi Avenue

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	18	71	120	15	115	114	108	47	123	128
Average Queue (ft)	1	13	64	0	71	69	54	4	60	71
95th Queue (ft)	11	49	101	5	105	99	92	24	100	107
Link Distance (ft)	201		1024		2815	2815			1873	1873
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		600		115			435	435		
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

10: Elwood International Port Road & Mississippi Avenue Performance by movement

Movement	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR	All
Denied Delay (hr)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Denied Del/Veh (s)	0.1	0.1	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay (hr)	0.0	0.0	0.0	0.0	0.3	0.0	1.2	0.0	0.2	0.7	0.0	2.3
Total Del/Veh (s)	5.5	2.2	4.6	1.8	5.2	6.6	13.2	8.3	6.7	10.2	4.1	9.7

Intersection: 10: Elwood International Port Road & Mississippi Avenue

Movement	EB	WB	WB	NB	NB	NB	SB	SB	SB	SB
Directions Served	LTR	L	TR	L	T	TR	L	L	T	TR
Maximum Queue (ft)	18	71	120	15	115	114	108	47	123	128
Average Queue (ft)	1	13	64	0	71	69	54	4	60	71
95th Queue (ft)	11	49	101	5	105	99	92	24	100	107
Link Distance (ft)	201		1024		2815	2815			1873	1873
Upstream Blk Time (%)										
Queuing Penalty (veh)										
Storage Bay Dist (ft)		600		115			435	435		
Storage Blk Time (%)					0					
Queuing Penalty (veh)					0					

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	20	1	100	90	25
Future Vol, veh/h	105	20	1	100	90	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	85	2	2	69	2
Mvmt Flow	111	21	1	105	95	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	228	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.12	-	7.09	6.22
Critical Hdwy Stg 1	-	-	-	-	6.09	-
Critical Hdwy Stg 2	-	-	-	-	6.09	-
Follow-up Hdwy	-	-	2.218	-	4.121	3.318
Pot Cap-1 Maneuver	-	-	1453	-	633	930
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	632	930
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	930	-	-	1453	-
HCM Lane V/C Ratio	0.148	0.028	-	-	0.001	-
HCM Control Delay (s)	11.6	9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	130	100	1	1	1
Future Vol, veh/h	1	130	100	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	1	137	105	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	245	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1485	-	-	-	743	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1485	-	-	-	742	948
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	832
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	7.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	10	135	40	60	190
Future Vol, veh/h	120	10	135	40	60	190
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	126	11	142	42	63	200

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	458	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	326	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	561	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	731	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	506	917
Mov Cap-2 Maneuver	-	-	-	-	506	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	659	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6	12.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	767	-	-	1447	-
HCM Lane V/C Ratio	0.343	-	-	0.098	-
HCM Control Delay (s)	12.1	-	-	7.8	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.5	-	-	0.3	-

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	130	10	15	5	5	5	10	290	5	1	420	180
Future Vol, veh/h	130	10	15	5	5	5	10	290	5	1	420	180
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	105	-	-	110	-	-	425	-	-	415	-	215
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	10	9	2	2	100	2	9	2	2	8	2
Mvmt Flow	137	11	16	5	5	5	11	305	5	1	442	189

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	620	776	221	557	773	155	442	0	0	311	0	0
Stage 1	444	444	-	329	329	-	-	-	-	-	-	-
Stage 2	176	332	-	228	444	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.7	7.08	7.54	6.54	8.9	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.7	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.7	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.1	3.39	3.52	4.02	4.3	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	372	312	762	413	328	625	1114	-	-	1246	-	-
Stage 1	563	554	-	658	645	-	-	-	-	-	-	-
Stage 2	809	623	-	754	574	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	361	309	762	391	325	625	1114	-	-	1246	-	-
Mov Cap-2 Maneuver	361	309	-	391	325	-	-	-	-	-	-	-
Stage 1	557	554	-	652	639	-	-	-	-	-	-	-
Stage 2	788	617	-	724	574	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.6	13.8	0.3	0
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1114	-	-	361	480	391	428	1246	-	-
HCM Lane V/C Ratio	0.009	-	-	0.379	0.055	0.013	0.025	0.001	-	-
HCM Control Delay (s)	8.3	-	-	20.9	12.9	14.3	13.6	7.9	-	-
HCM Lane LOS	A	-	-	C	B	B	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	1.7	0.2	0	0.1	0	-	-

Intersection	
Intersection Delay, s/veh	15.1
Intersection LOS	C

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	15	5	2	0	15	15	20	0	5	260	25
Future Vol, veh/h	0	15	5	2	0	15	15	20	0	5	260	25
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	31	50	2	67	91	22
Mvmt Flow	0	16	5	2	0	16	16	21	0	5	274	26
Number of Lanes	0	1	1	0	0	1	1	0	0	1	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	2	2	3
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	3	2	2
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	2	3	2
HCM Control Delay	9.8	9.9	18.4
HCM LOS	A	A	C

Lane	NBLn1	NBLn2	EBLn1	EBLn2	WBLn1	WBLn2	SBLn1	SBLn2	SBLn3
Vol Left, %	100%	0%	100%	0%	100%	0%	100%	0%	0%
Vol Thru, %	0%	91%	0%	71%	0%	43%	0%	100%	8%
Vol Right, %	0%	9%	0%	29%	0%	57%	0%	0%	92%
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop	Stop
Traffic Vol by Lane	5	285	15	7	15	35	15	30	190
LT Vol	5	0	15	0	15	0	15	0	0
Through Vol	0	260	0	5	0	15	0	30	15
RT Vol	0	25	0	2	0	20	0	0	175
Lane Flow Rate	5	300	16	7	16	37	16	32	200
Geometry Grp	8	8	8	8	8	8	8	8	8
Degree of Util (X)	0.01	0.571	0.031	0.013	0.031	0.068	0.032	0.058	0.367
Departure Headway (Hd)	7.011	6.857	7.173	6.466	7.085	6.674	7.376	6.668	6.601
Convergence, Y/N	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Cap	507	522	502	557	508	540	482	533	540
Service Time	4.805	4.651	4.876	4.17	4.785	4.374	5.169	4.461	4.394
HCM Lane V/C Ratio	0.01	0.575	0.032	0.013	0.031	0.069	0.033	0.06	0.37
HCM Control Delay	9.9	18.5	10.1	9.3	10	9.9	10.4	9.9	13.2
HCM Lane LOS	A	C	B	A	A	A	B	A	B
HCM 95th-tile Q	0	3.5	0.1	0	0.1	0.2	0.1	0.2	1.7

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	15	45	175
Future Vol, veh/h	0	15	45	175
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	75	63	97
Mvmt Flow	0	16	47	184
Number of Lanes	0	1	2	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	2
Conflicting Approach Left	WB
Conflicting Lanes Left	2
Conflicting Approach Right	EB
Conflicting Lanes Right	2
HCM Control Delay	12.6
HCM LOS	B

Intersection	
Int Delay, s/veh	1.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	35	45	10	5	5
Future Vol, veh/h	10	35	45	10	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	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	17	19	67	100	100
Mvmt Flow	11	37	47	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	58	0	-	0	111	53
Stage 1	-	-	-	-	53	-
Stage 2	-	-	-	-	58	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	1097	-	-	-	696	795
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	764	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1097	-	-	-	689	795
Mov Cap-2 Maneuver	-	-	-	-	689	-
Stage 1	-	-	-	-	769	-
Stage 2	-	-	-	-	756	-

Approach	EB	WB	SB
HCM Control Delay, s	1.8	0	10
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1097	-	-	-	689	795
HCM Lane V/C Ratio	0.01	-	-	-	0.008	0.007
HCM Control Delay (s)	8.3	-	-	-	10.3	9.6
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	6.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	1	2	20	5	55
Future Vol, veh/h	40	1	2	20	5	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	50	2	33	2
Mvmt Flow	42	1	2	21	5	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	23	0	-	0	98	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	85	-
Critical Hdwy	4.12	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.218	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1592	-	-	-	831	1067
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1592	-	-	-	809	1067
Mov Cap-2 Maneuver	-	-	-	-	809	-
Stage 1	-	-	-	-	935	-
Stage 2	-	-	-	-	843	-

Approach	EB	WB	SB
HCM Control Delay, s	7.1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1592	-	-	-	809	1067
HCM Lane V/C Ratio	0.026	-	-	-	0.007	0.054
HCM Control Delay (s)	7.3	-	-	-	9.5	8.6
HCM Lane LOS	A	-	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0	0.2

Intersection	
Int Delay, s/veh	6.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	5	1	1	20	1
Future Vol, veh/h	1	5	1	1	20	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	11	2
Mvmt Flow	1	5	1	1	21	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	6	0	7	4
Stage 1	-	-	-	-	4	-
Stage 2	-	-	-	-	3	-
Critical Hdwy	-	-	4.12	-	7.21	6.22
Critical Hdwy Stg 1	-	-	-	-	6.21	-
Critical Hdwy Stg 2	-	-	-	-	6.21	-
Follow-up Hdwy	-	-	2.218	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1615	-	990	1080
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	997	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1615	-	989	1080
Mov Cap-2 Maneuver	-	-	-	-	989	-
Stage 1	-	-	-	-	995	-
Stage 2	-	-	-	-	996	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.6	8.7
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	993	-	-	1615	-
HCM Lane V/C Ratio	0.022	-	-	0.001	-
HCM Control Delay (s)	8.7	-	-	7.2	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	0	0	10	0	1	0	305	5	15	425	0
Future Volume (veh/h)	0	0	0	10	0	1	0	305	5	15	425	0
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1377	1961	1863	1863	1835	1473	1397	1981	1863
Adj Flow Rate, veh/h	0	0	0	11	0	1	0	321	5	16	447	0
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	38	2	2	2	9	29	36	5	2
Cap, veh/h	5	5	0	11	49	40	5	1792	644	16	2442	833
Arrive On Green	0.00	0.00	0.00	0.01	0.00	0.03	0.00	0.51	0.51	0.01	0.65	0.00
Sat Flow, veh/h	1774	1863	0	1311	1961	1583	1774	3486	1252	1331	3764	1583
Grp Volume(v), veh/h	0	0	0	11	0	1	0	321	5	16	447	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1311	1961	1583	1774	1743	1252	1331	1882	1583
Q Serve(g_s), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.8	0.1	0.4	1.7	4.5
Cycle Q Clear(g_c), s	0.0	0.0	0.0	0.3	0.0	0.0	0.0	1.8	0.1	0.4	1.7	4.5
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	5	5	0	11	49	40	5	1792	644	16	2442	833
V/C Ratio(X)	0.00	0.00	0.00	0.97	0.00	0.03	0.00	0.18	0.01	0.98	0.18	0.00
Avail Cap(c_a), veh/h	169	506	0	374	906	732	169	3506	1259	416	4604	1743
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	0.00	0.00	1.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	0.0	0.0	0.0	18.2	0.0	17.5	0.0	4.8	4.4	18.2	2.6	0.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	115.0	0.0	0.4	0.0	0.2	0.0	97.3	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	0.0	0.0	0.8	0.0	0.0	0.0	1.6	0.1	1.1	1.7	2.0
LnGrp Delay(d),s/veh	0.0	0.0	0.0	133.2	0.0	17.9	0.0	5.0	4.4	115.5	2.7	0.0
LnGrp LOS				F		B		A	A	F	A	
Approach Vol, veh/h		0			12			326			463	
Approach Delay, s/veh		0.0			123.6			5.0			6.6	
Approach LOS					F			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.0	24.9	4.8	2.1	0.0	29.9	0.0	6.9
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	11.5	37.0	10.5	10.0	3.5	45.0	3.5	17.0
Max Q Clear Time (g_c+I1), s	2.4	3.8	2.3	0.0	0.0	6.5	0.0	2.0
Green Ext Time (p_c), s	0.0	15.1	0.0	0.0	0.0	16.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	7.7
HCM 2010 LOS	A

Intersection	
Int Delay, s/veh	5.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations													
Traffic Vol, veh/h	25	1	10	5	1	15	1	265	20	5	2	430	5
Future Vol, veh/h	25	1	10	5	1	15	1	265	20	5	2	430	5
Conflicting Peds, #/hr	0	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	Free
RT Channelized	-	-	Stop	-	-	Stop	-	-	None	-	-	-	None
Storage Length	-	-	-	-	-	-	290	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	25	2	9	2	2	2	6	2
Mvmt Flow	26	1	11	5	1	16	1	279	21	5	2	453	5

Major/Minor	Minor2			Minor1			Major1			Major2			
Conflicting Flow All	612	772	229	534	765	150	458	0	0	218	300	0	0
Stage 1	470	470	-	292	292	-	-	-	-	-	-	-	-
Stage 2	142	302	-	242	473	-	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	7.4	4.14	-	-	6.44	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.55	2.22	-	-	2.52	2.22	-	-
Pot Cap-1 Maneuver	377	329	774	429	332	801	1099	-	-	1043	1258	-	-
Stage 1	543	558	-	692	670	-	-	-	-	-	-	-	-
Stage 2	846	663	-	740	557	-	-	-	-	-	-	-	-
Platoon blocked, %								-	-			-	-
Mov Cap-1 Maneuver	368	329	774	422	332	801	1099	-	-	1081	1081	-	-
Mov Cap-2 Maneuver	368	329	-	422	332	-	-	-	-	-	-	-	-
Stage 1	543	558	-	691	669	-	-	-	-	-	-	-	-
Stage 2	827	662	-	729	557	-	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.7	8.3	0	8.2
HCM LOS	B	A		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1099	-	-	507	1121	1081	-	-
HCM Lane V/C Ratio	0.001	-	-	0.075	0.02	0.002	-	-
HCM Control Delay (s)	8.3	-	-	12.7	8.3	8.4	8.3	-
HCM Lane LOS	A	-	-	B	A	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.1	0	-	-

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	1	20	1	1	20	1	1	1	1	2	1	1
Future Vol, veh/h	1	20	1	1	20	1	1	1	1	2	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	2	2	2	2	2
Mvmt Flow	1	21	1	1	21	1	1	1	1	2	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	22	0	0	22	0	0	49	48	22	49	48	22
Stage 1	-	-	-	-	-	-	24	24	-	24	24	-
Stage 2	-	-	-	-	-	-	25	24	-	25	24	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1593	-	-	1593	-	-	951	844	1055	951	844	1055
Stage 1	-	-	-	-	-	-	994	875	-	994	875	-
Stage 2	-	-	-	-	-	-	993	875	-	993	875	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1593	-	-	1593	-	-	948	842	1055	948	842	1055
Mov Cap-2 Maneuver	-	-	-	-	-	-	948	842	-	948	842	-
Stage 1	-	-	-	-	-	-	993	874	-	993	874	-
Stage 2	-	-	-	-	-	-	990	874	-	990	874	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.3	8.8	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	940	1593	-	-	1593	-	-	942
HCM Lane V/C Ratio	0.003	0.001	-	-	0.001	-	-	0.004
HCM Control Delay (s)	8.8	7.3	0	-	7.3	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Intersection Delay, s/veh	7.1
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	1	20	1	0	1	20	5	0	1	1	1
Future Vol, veh/h	0	1	20	1	0	1	20	5	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	17	2	2	2	2
Mvmt Flow	0	1	21	1	0	1	21	5	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.1	7	6.9
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	5%	4%	83%
Vol Thru, %	33%	91%	77%	8%
Vol Right, %	33%	5%	19%	8%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	22	26	12
LT Vol	1	1	1	10
Through Vol	1	20	20	1
RT Vol	1	1	5	1
Lane Flow Rate	3	23	27	13
Geometry Grp	1	1	1	1
Degree of Util (X)	0.003	0.025	0.029	0.015
Departure Headway (Hd)	3.898	3.963	3.871	4.141
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	919	906	928	866
Service Time	1.919	1.975	1.883	2.159
HCM Lane V/C Ratio	0.003	0.025	0.029	0.015
HCM Control Delay	6.9	7.1	7	7.2
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.1	0.1	0

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	10	1	1
Future Vol, veh/h	0	10	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	1	1
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.2
HCM LOS	A

Intersection	
Int Delay, s/veh	1.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	20	5	2	5
Future Vol, veh/h	5	25	20	5	2	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	95	95	95	95	95	95
Heavy Vehicles, %	100	2	5	2	2	100
Mvmt Flow	5	26	21	5	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	61	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	37	-
Critical Hdwy	5.1	-	-	-	6.42	7.2
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	3.1	-	-	-	3.518	4.2
Pot Cap-1 Maneuver	1132	-	-	-	945	828
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	985	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1132	-	-	-	941	828
Mov Cap-2 Maneuver	-	-	-	-	941	-
Stage 1	-	-	-	-	999	-
Stage 2	-	-	-	-	981	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1132	-	-	-	857
HCM Lane V/C Ratio	0.005	-	-	-	0.009
HCM Control Delay (s)	8.2	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	20	20	5	5	5
Future Vol, veh/h	5	20	20	5	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	9	14	33	2
Mvmt Flow	5	21	21	5	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	26	0	-	0	56	24
Stage 1	-	-	-	-	24	-
Stage 2	-	-	-	-	32	-
Critical Hdwy	4.12	-	-	-	6.73	6.22
Critical Hdwy Stg 1	-	-	-	-	5.73	-
Critical Hdwy Stg 2	-	-	-	-	5.73	-
Follow-up Hdwy	2.218	-	-	-	3.797	3.318
Pot Cap-1 Maneuver	1588	-	-	-	879	1052
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	916	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1588	-	-	-	876	1052
Mov Cap-2 Maneuver	-	-	-	-	876	-
Stage 1	-	-	-	-	924	-
Stage 2	-	-	-	-	913	-

Approach	EB	WB	SB
HCM Control Delay, s	1.5	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1588	-	-	-	956
HCM Lane V/C Ratio	0.003	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	25	20	10	5	5
Future Vol, veh/h	1	25	20	10	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	95	95	95	95	95	95
Heavy Vehicles, %	2	4	6	2	2	2
Mvmt Flow	1	26	21	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	32	0	-	0	54	26
Stage 1	-	-	-	-	26	-
Stage 2	-	-	-	-	28	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1580	-	-	-	954	1050
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	995	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1580	-	-	-	953	1050
Mov Cap-2 Maneuver	-	-	-	-	953	-
Stage 1	-	-	-	-	997	-
Stage 2	-	-	-	-	994	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1580	-	-	-	999
HCM Lane V/C Ratio	0.001	-	-	-	0.011
HCM Control Delay (s)	7.3	0	-	-	8.6
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	15	135	170	15
Future Vol, veh/h	5	25	15	135	170	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	7	8	13	5	2
Mvmt Flow	5	26	16	142	179	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	361	187	195	0	-	0
Stage 1	187	-	-	-	-	-
Stage 2	174	-	-	-	-	-
Critical Hdwy	6.42	6.27	4.18	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.363	2.272	-	-	-
Pot Cap-1 Maneuver	638	842	1343	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	856	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	630	842	1343	-	-	-
Mov Cap-2 Maneuver	630	-	-	-	-	-
Stage 1	845	-	-	-	-	-
Stage 2	845	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.7	0.8	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1343	-	797	-	-
HCM Lane V/C Ratio	0.012	-	0.04	-	-
HCM Control Delay (s)	7.7	0	9.7	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	1	1	1	1	1	1	425	1	1	600	1
Future Vol, veh/h	1	1	1	1	1	1	1	425	1	1	600	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	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	2	2
Mvmt Flow	1	1	1	1	1	1	1	447	1	1	632	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	860	1085	316	768	1085	224	633	0	0	448	0	0
Stage 1	634	634	-	450	450	-	-	-	-	-	-	-
Stage 2	226	451	-	318	635	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	250	215	680	291	215	779	946	-	-	1109	-	-
Stage 1	434	471	-	558	570	-	-	-	-	-	-	-
Stage 2	756	569	-	668	471	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	248	215	680	289	215	779	946	-	-	1109	-	-
Mov Cap-2 Maneuver	248	215	-	289	215	-	-	-	-	-	-	-
Stage 1	434	471	-	557	569	-	-	-	-	-	-	-
Stage 2	753	568	-	665	471	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	17.3	16.4	0	0
HCM LOS	C	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	946	-	-	295	319	1109	-	-
HCM Lane V/C Ratio	0.001	-	-	0.011	0.01	0.001	-	-
HCM Control Delay (s)	8.8	0	-	17.3	16.4	8.2	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0	0	0	-	-

YEAR 2017 BUILD SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	315	325	440	5	170	2	265	145	10	1	130	110
Future Volume (veh/h)	315	325	440	5	170	2	265	145	10	1	130	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1473	1961	1250	1473	1863	1900	1111	1102	1900	1937	1075	1235
Adj Flow Rate, veh/h	332	342	463	5	179	2	279	153	11	1	137	116
Adj No. of Lanes	2	2	1	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	29	2	52	29	2	2	71	77	77	2	86	60
Cap, veh/h	417	1525	612	6	932	10	342	347	25	2	357	606
Arrive On Green	0.15	0.41	0.41	0.00	0.26	0.26	0.17	0.34	0.34	0.00	0.17	0.17
Sat Flow, veh/h	2721	3725	1063	1403	3585	40	2053	1016	73	1845	2043	1848
Grp Volume(v), veh/h	332	342	463	5	88	93	279	0	164	1	137	116
Grp Sat Flow(s),veh/h/ln	1361	1863	1063	1403	1770	1856	1026	0	1089	1845	1022	924
Q Serve(g_s), s	10.1	5.1	28.1	0.3	3.3	3.3	11.2	0.0	10.0	0.0	5.1	3.9
Cycle Q Clear(g_c), s	10.1	5.1	28.1	0.3	3.3	3.3	11.2	0.0	10.0	0.0	5.1	3.9
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.07	1.00		1.00
Lane Grp Cap(c), veh/h	417	1525	612	6	460	483	342	0	371	2	357	606
V/C Ratio(X)	0.80	0.22	0.76	0.91	0.19	0.19	0.81	0.00	0.44	0.46	0.38	0.19
Avail Cap(c_a), veh/h	968	1781	685	74	460	483	1472	0	1016	75	524	757
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	16.5	13.6	42.7	24.7	24.7	34.4	0.0	21.9	42.8	31.3	20.6
Incr Delay (d2), s/veh	3.5	0.2	5.7	150.2	0.4	0.4	4.7	0.0	3.8	108.3	3.1	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.2	4.8	14.1	0.6	3.0	3.2	6.1	0.0	6.1	0.2	2.8	1.9
LnGrp Delay(d),s/veh	38.5	16.6	19.3	192.9	25.1	25.1	39.2	0.0	25.7	151.1	34.4	21.3
LnGrp LOS	D	B	B	F	C	C	D		C	F	C	C
Approach Vol, veh/h		1137			186			443			254	
Approach Delay, s/veh		24.1			29.6			34.2			28.9	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	35.2	4.8	41.1	18.8	21.0	17.6	28.3
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	80.0	4.5	41.0	61.5	22.0	30.5	15.0
Max Q Clear Time (g_c+I1), s	2.0	12.0	2.3	30.1	13.2	7.1	12.1	5.3
Green Ext Time (p_c), s	0.0	9.1	0.0	5.0	1.1	5.1	1.1	5.6

Intersection Summary	
HCM 2010 Ctrl Delay	27.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	235	85	125	130	150	40	455	95	330	495	40
Future Volume (veh/h)	120	235	85	125	130	150	40	455	95	330	495	40
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1961	1863	1845	1923	1863	1863	1819	1900
Adj Flow Rate, veh/h	126	247	89	132	137	158	42	479	100	347	521	42
Adj No. of Lanes	1	1	0	1	1	2	1	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	3	4	2	2	4	4
Cap, veh/h	405	310	112	275	471	1020	53	1241	538	433	1412	114
Arrive On Green	0.07	0.24	0.24	0.07	0.24	0.24	0.03	0.34	0.34	0.13	0.44	0.44
Sat Flow, veh/h	1774	1308	471	1774	1961	2787	1757	3654	1583	3442	3241	261
Grp Volume(v), veh/h	126	0	336	132	137	158	42	479	100	347	277	286
Grp Sat Flow(s),veh/h/ln	1774	0	1780	1774	1961	1393	1757	1827	1583	1721	1728	1773
Q Serve(g_s), s	4.8	0.0	16.0	5.0	5.1	3.4	2.1	9.0	4.0	8.8	9.7	9.8
Cycle Q Clear(g_c), s	4.8	0.0	16.0	5.0	5.1	3.4	2.1	9.0	4.0	8.8	9.7	9.8
Prop In Lane	1.00		0.26	1.00		1.00	1.00		1.00	1.00		0.15
Lane Grp Cap(c), veh/h	405	0	422	275	471	1020	53	1241	538	433	753	772
V/C Ratio(X)	0.31	0.00	0.80	0.48	0.29	0.15	0.80	0.39	0.19	0.80	0.37	0.37
Avail Cap(c_a), veh/h	406	0	514	290	588	1187	127	1241	538	593	753	772
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.3	0.0	32.3	24.6	27.9	19.2	43.4	22.6	20.9	38.2	17.1	17.1
Incr Delay (d2), s/veh	0.4	0.0	9.4	1.3	0.7	0.1	23.2	0.9	0.8	5.5	1.4	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.2	0.0	13.9	4.5	5.2	2.4	2.5	8.2	3.3	8.0	8.5	8.7
LnGrp Delay(d),s/veh	23.7	0.0	41.7	25.9	28.6	19.3	66.6	23.5	21.7	43.8	18.5	18.4
LnGrp LOS	C		D	C	C	B	E	C	C	D	B	B
Approach Vol, veh/h		462			427			621			910	
Approach Delay, s/veh		36.8			24.4			26.1			28.1	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.8	36.6	10.2	27.4	7.2	45.2	10.0	27.6
Change Period (Y+Rc), s	4.5	6.0	3.5	6.0	4.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	15.5	21.0	7.5	26.0	6.5	30.0	6.5	27.0
Max Q Clear Time (g_c+I1), s	10.8	11.0	7.0	18.0	4.1	11.8	6.8	7.1
Green Ext Time (p_c), s	0.5	8.1	0.0	3.4	0.0	13.6	0.0	5.9

Intersection Summary	
HCM 2010 Ctrl Delay	28.6
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	350	310	70	300	1	105	1	25	1	1	1
Future Volume (veh/h)	1	350	310	70	300	1	105	1	25	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	368	326	74	316	1	111	1	26	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	647	1130	912	486	1069	3	199	7	195	3	60	60
Arrive On Green	0.58	0.58	0.58	0.58	0.58	0.58	0.06	0.13	0.13	0.00	0.07	0.07
Sat Flow, veh/h	1058	1961	1583	747	1856	6	3442	59	1533	1774	856	856
Grp Volume(v), veh/h	1	368	326	74	0	317	111	0	27	1	0	2
Grp Sat Flow(s),veh/h/ln	1058	1961	1583	747	0	1862	1721	0	1592	1774	0	1712
Q Serve(g_s), s	0.0	5.5	6.1	3.2	0.0	4.9	1.8	0.0	0.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	4.9	5.5	6.1	8.7	0.0	4.9	1.8	0.0	0.8	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.96	1.00		0.50
Lane Grp Cap(c), veh/h	647	1130	912	486	0	1073	199	0	202	3	0	121
V/C Ratio(X)	0.00	0.33	0.36	0.15	0.00	0.30	0.56	0.00	0.13	0.31	0.00	0.02
Avail Cap(c_a), veh/h	947	1686	1361	698	0	1600	770	0	513	238	0	399
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	7.3	6.2	6.3	8.4	0.0	6.0	25.6	0.0	21.6	27.8	0.0	24.2
Incr Delay (d2), s/veh	0.0	0.8	1.1	0.7	0.0	0.7	2.4	0.0	0.6	48.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	5.6	5.2	1.3	0.0	4.8	1.6	0.0	0.7	0.1	0.0	0.1
LnGrp Delay(d),s/veh	7.3	6.9	7.4	9.1	0.0	6.7	28.0	0.0	22.3	76.4	0.0	24.3
LnGrp LOS	A	A	A	A		A	C		C	E		C
Approach Vol, veh/h		695			391			138			3	
Approach Delay, s/veh		7.2			7.2			26.9			41.6	
Approach LOS		A			A			C			D	

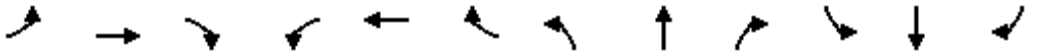
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	13.1		38.2	7.7	9.9		38.2
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	7.5	18.0		48.0	12.5	13.0		48.0
Max Q Clear Time (g_c+I1), s	2.0	2.8		8.1	3.8	2.1		10.7
Green Ext Time (p_c), s	0.0	0.1		22.4	0.2	0.1		21.5

Intersection Summary		
HCM 2010 Ctrl Delay		9.5
HCM 2010 LOS		A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	175	185	185	305	2	65	10	65	10	1	1
Future Volume (veh/h)	15	175	185	185	305	2	65	10	65	10	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1961	1863	1863	1863	1900	1863	1863	1900	1681	1863	1900
Adj Flow Rate, veh/h	16	184	195	195	321	2	68	11	68	11	1	1
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	2	2	2	2	2	2	2	2	13	2	2
Cap, veh/h	561	1058	855	632	998	6	379	34	210	281	97	97
Arrive On Green	0.54	0.54	0.54	0.54	0.54	0.54	0.05	0.15	0.15	0.01	0.11	0.11
Sat Flow, veh/h	950	1961	1583	1000	1849	12	1774	225	1392	1601	856	856
Grp Volume(v), veh/h	16	184	195	195	0	323	68	0	79	11	0	2
Grp Sat Flow(s),veh/h/ln	950	1961	1583	1000	0	1861	1774	0	1617	1601	0	1712
Q Serve(g_s), s	0.5	2.5	3.3	6.3	0.0	5.0	1.7	0.0	2.2	0.3	0.0	0.1
Cycle Q Clear(g_c), s	5.5	2.5	3.3	8.8	0.0	5.0	1.7	0.0	2.2	0.3	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.86	1.00		0.50
Lane Grp Cap(c), veh/h	561	1058	855	632	0	1004	379	0	244	281	0	195
V/C Ratio(X)	0.03	0.17	0.23	0.31	0.00	0.32	0.18	0.00	0.32	0.04	0.00	0.01
Avail Cap(c_a), veh/h	896	1751	1414	985	0	1662	695	0	691	469	0	565
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.1	6.0	6.2	8.3	0.0	6.6	18.6	0.0	19.5	20.0	0.0	20.3
Incr Delay (d2), s/veh	0.1	0.4	0.6	1.3	0.0	0.8	0.2	0.0	1.6	0.1	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	2.6	2.9	3.5	0.0	4.9	1.5	0.0	2.0	0.2	0.0	0.0
LnGrp Delay(d),s/veh	8.2	6.4	6.8	9.5	0.0	7.4	18.8	0.0	21.2	20.0	0.0	20.3
LnGrp LOS	A	A	A	A		A	B		C	C		C
Approach Vol, veh/h		395			518			147			13	
Approach Delay, s/veh		6.7			8.2			20.1			20.1	
Approach LOS		A			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	3.9	13.8		33.8	5.8	11.9		33.8
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	6.5	22.0		46.0	11.5	17.0		46.0
Max Q Clear Time (g_c+I1), s	2.3	4.2		7.5	3.7	2.1		10.8
Green Ext Time (p_c), s	0.0	0.6		17.8	0.1	0.5		17.0

Intersection Summary	
HCM 2010 Ctrl Delay	9.4
HCM 2010 LOS	A



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	120	25	140	40	20	25	265	310	10	5	305	200
Future Volume (veh/h)	120	25	140	40	20	25	265	310	10	5	305	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1900	1863	1827	1863	1887	1727	1520	1887	1863
Adj Flow Rate, veh/h	126	26	147	42	21	26	279	326	11	5	321	211
Adj No. of Lanes	1	1	1	0	1	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	4	2	6	10	25	6	2
Cap, veh/h	380	516	416	196	79	195	543	919	715	428	685	575
Arrive On Green	0.08	0.26	0.26	0.13	0.13	0.13	0.13	0.49	0.49	0.00	0.36	0.36
Sat Flow, veh/h	1774	1961	1583	798	631	1553	1774	1887	1468	1448	1887	1583
Grp Volume(v), veh/h	126	26	147	63	0	26	279	326	11	5	321	211
Grp Sat Flow(s),veh/h/ln	1774	1961	1583	1429	0	1553	1774	1887	1468	1448	1887	1583
Q Serve(g_s), s	3.7	0.6	4.8	1.3	0.0	0.9	5.6	6.7	0.2	0.1	8.2	6.2
Cycle Q Clear(g_c), s	3.7	0.6	4.8	2.3	0.0	0.9	5.6	6.7	0.2	0.1	8.2	6.2
Prop In Lane	1.00		1.00	0.67		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	380	516	416	275	0	195	543	919	715	428	685	575
V/C Ratio(X)	0.33	0.05	0.35	0.23	0.00	0.13	0.51	0.35	0.02	0.01	0.47	0.37
Avail Cap(c_a), veh/h	531	809	654	364	0	296	781	1348	1049	503	959	804
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.8	17.3	18.9	25.0	0.0	24.5	9.7	10.0	8.4	12.7	15.4	14.7
Incr Delay (d2), s/veh	0.5	0.1	1.1	0.9	0.0	0.7	0.8	1.1	0.0	0.0	2.3	1.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.2	0.6	3.9	1.9	0.0	0.8	5.1	6.7	0.2	0.1	8.3	5.4
LnGrp Delay(d),s/veh	20.3	17.4	19.9	25.9	0.0	25.1	10.5	11.1	8.4	12.7	17.7	16.5
LnGrp LOS	C	B	B	C		C	B	B	A	B	B	B
Approach Vol, veh/h		299			89			616			537	
Approach Delay, s/veh		19.9			25.7			10.8			17.2	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	3.8	36.7		22.6	11.6	28.9	8.6	13.9
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	3.5	45.0		26.0	16.5	32.0	10.5	12.0
Max Q Clear Time (g_c+I1), s	2.1	8.7		6.8	7.6	10.2	5.7	4.3
Green Ext Time (p_c), s	0.0	17.2		2.0	0.5	12.6	0.1	1.2

Intersection Summary	
HCM 2010 Ctrl Delay	15.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	10	1	75	1	345	10	105	470	1
Future Volume (veh/h)	1	1	1	10	1	75	1	345	10	105	470	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1118	1343	1900	1863	1067	1900	1429	1139	1900
Adj Flow Rate, veh/h	1	1	1	11	1	79	1	363	11	111	495	1
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	70	2	2	2	78	78	33	67	67
Cap, veh/h	123	95	61	257	2	132	4	979	30	175	1223	2
Arrive On Green	0.12	0.12	0.12	0.12	0.12	0.12	0.00	0.49	0.49	0.07	0.55	0.55
Sat Flow, veh/h	232	812	522	846	14	1129	1774	2010	61	2639	2215	4
Grp Volume(v), veh/h	3	0	0	11	0	80	1	183	191	111	242	254
Grp Sat Flow(s),veh/h/ln	1565	0	0	846	0	1143	1774	1014	1057	1320	1082	1138
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	3.3	0.0	5.6	5.7	2.1	6.4	6.4
Cycle Q Clear(g_c), s	3.3	0.0	0.0	0.5	0.0	3.3	0.0	5.6	5.7	2.1	6.4	6.4
Prop In Lane	0.33		0.33	1.00		0.99	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	278	0	0	257	0	133	4	494	515	175	597	628
V/C Ratio(X)	0.01	0.00	0.00	0.04	0.00	0.60	0.28	0.37	0.37	0.63	0.40	0.40
Avail Cap(c_a), veh/h	833	0	0	547	0	526	230	770	803	659	951	1001
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.6	0.0	0.0	19.7	0.0	21.0	24.9	8.0	8.0	22.8	6.5	6.5
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.1	0.0	8.9	38.5	2.1	2.1	3.7	2.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.3	0.0	2.5	0.1	3.4	3.5	1.5	4.0	4.2
LnGrp Delay(d),s/veh	19.6	0.0	0.0	19.9	0.0	29.9	63.4	10.1	10.1	26.5	8.5	8.4
LnGrp LOS	B			B		C	E	B	B	C	A	A
Approach Vol, veh/h		3			91			375			607	
Approach Delay, s/veh		19.6			28.7			10.3			11.7	
Approach LOS		B			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	7.8	30.4		11.8	4.6	33.6		11.8
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	12.5	38.0		23.0	6.5	44.0		23.0
Max Q Clear Time (g_c+I1), s	4.1	7.7		5.3	2.0	8.4		5.3
Green Ext Time (p_c), s	0.2	16.7		0.7	0.0	18.4		0.7

Intersection Summary		
HCM 2010 Ctrl Delay		12.7
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	210	1	95	170	200	5	315	145	305	155	110
Future Volume (veh/h)	25	210	1	95	170	200	5	315	145	305	155	110
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1961	1863	1863	1869	1863	1863	1481	1845
Adj Flow Rate, veh/h	26	221	1	100	179	211	5	332	153	321	163	116
Adj No. of Lanes	1	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	35	3
Cap, veh/h	262	335	2	269	422	932	12	1480	660	410	1490	830
Arrive On Green	0.03	0.18	0.18	0.06	0.22	0.22	0.01	0.42	0.42	0.12	0.53	0.53
Sat Flow, veh/h	1774	1853	8	1774	1961	2787	1774	3551	1583	3442	2815	1568
Grp Volume(v), veh/h	26	0	222	100	179	211	5	332	153	321	163	116
Grp Sat Flow(s),veh/h/ln	1774	0	1861	1774	1961	1393	1774	1776	1583	1721	1407	1568
Q Serve(g_s), s	1.1	0.0	10.0	4.0	7.1	4.9	0.3	5.4	5.6	8.2	2.6	3.4
Cycle Q Clear(g_c), s	1.1	0.0	10.0	4.0	7.1	4.9	0.3	5.4	5.6	8.2	2.6	3.4
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	262	0	336	269	422	932	12	1480	660	410	1490	830
V/C Ratio(X)	0.10	0.00	0.66	0.37	0.42	0.23	0.43	0.22	0.23	0.78	0.11	0.14
Avail Cap(c_a), veh/h	343	0	476	308	523	1075	108	1480	660	631	1490	830
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.8	0.0	34.3	26.9	30.5	21.6	44.5	16.9	16.9	38.5	10.6	10.8
Incr Delay (d2), s/veh	0.2	0.0	4.7	0.9	1.4	0.3	23.1	0.3	0.8	3.5	0.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.9	0.0	9.4	3.6	7.2	3.4	0.4	4.9	4.7	7.3	1.8	2.8
LnGrp Delay(d),s/veh	29.0	0.0	39.0	27.8	31.9	21.8	67.6	17.2	17.8	42.0	10.7	11.1
LnGrp LOS	C		D	C	C	C	E	B	B	D	B	B
Approach Vol, veh/h		248			490			490			600	
Approach Delay, s/veh		37.9			26.7			17.9			27.5	
Approach LOS		D			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.2	43.5	9.0	22.3	5.1	53.6	5.9	25.4
Change Period (Y+Rc), s	4.5	6.0	3.5	6.0	4.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	16.5	23.0	7.5	23.0	5.5	34.0	6.5	24.0
Max Q Clear Time (g_c+I1), s	10.2	7.6	6.0	12.0	2.3	5.4	3.1	9.1
Green Ext Time (p_c), s	0.6	8.6	0.0	4.3	0.0	12.7	0.0	5.2

Intersection Summary	
HCM 2010 Ctrl Delay	26.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	10	5	45	20	150	5	200	90	245	80	155
Future Volume (veh/h)	5	10	5	45	20	150	5	200	90	245	80	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1581	1464	1900	1044	1325	1073	1267	1130	1387	1250	1227	979
Adj Flow Rate, veh/h	5	11	5	47	21	158	5	211	95	258	84	163
Adj No. of Lanes	1	1	0	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	25	50	50	82	51	77	50	77	37	52	63	94
Cap, veh/h	310	177	80	271	245	322	414	405	422	485	640	434
Arrive On Green	0.19	0.19	0.19	0.19	0.19	0.19	0.00	0.36	0.36	0.17	0.52	0.52
Sat Flow, veh/h	1019	954	434	780	1325	912	1206	1130	1179	1190	1227	832
Grp Volume(v), veh/h	5	0	16	47	21	158	5	211	95	258	84	163
Grp Sat Flow(s),veh/h/ln	1019	0	1387	780	1325	912	1206	1130	1179	1190	1227	832
Q Serve(g_s), s	0.2	0.0	0.5	2.8	0.7	7.3	0.1	7.9	3.0	6.5	1.9	6.2
Cycle Q Clear(g_c), s	0.9	0.0	0.5	3.3	0.7	7.3	0.1	7.9	3.0	6.5	1.9	6.2
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	257	271	245	322	414	405	422	485	640	434
V/C Ratio(X)	0.02	0.00	0.06	0.17	0.09	0.49	0.01	0.52	0.22	0.53	0.13	0.38
Avail Cap(c_a), veh/h	406	0	388	345	371	408	511	780	814	786	1260	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.5	0.0	18.0	19.4	18.1	13.6	10.9	13.6	12.0	8.0	6.6	7.6
Incr Delay (d2), s/veh	0.0	0.0	0.2	0.6	0.3	2.5	0.0	4.7	1.2	0.9	0.4	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.4	1.2	0.5	3.7	0.1	5.4	2.0	3.8	1.3	3.1
LnGrp Delay(d),s/veh	18.5	0.0	18.2	20.0	18.4	16.1	11.0	18.3	13.2	8.9	7.0	10.1
LnGrp LOS	B		B	C	B	B	B	B	B	A	A	B
Approach Vol, veh/h		21			226			311			505	
Approach Delay, s/veh		18.3			17.1			16.6			9.0	
Approach LOS		B			B			B			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.5	25.2		15.9	3.7	33.9		15.9
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	22.5	37.0		15.0	4.5	55.0		15.0
Max Q Clear Time (g_c+I1), s	8.5	9.9		2.9	2.1	8.2		9.3
Green Ext Time (p_c), s	0.7	9.3		1.6	0.0	11.4		0.9

Intersection Summary		
HCM 2010 Ctrl Delay		13.1
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	35	1	1	1	465	85	5	240	5
Future Volume (veh/h)	1	1	1	35	1	1	1	465	85	5	240	5
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1827	1863	1900	1863	1832	1900	1863	1709	1863
Adj Flow Rate, veh/h	1	1	1	37	1	1	1	489	89	5	253	5
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	4	2	2	2	4	4	2	17	2
Cap, veh/h	11	5	5	88	43	43	2	2166	392	5	2397	1168
Arrive On Green	0.01	0.01	0.01	0.05	0.05	0.05	0.00	0.74	0.74	0.00	0.74	0.74
Sat Flow, veh/h	1774	856	856	1740	856	856	1774	2946	533	1774	3248	1583
Grp Volume(v), veh/h	1	0	2	37	0	2	1	288	290	5	253	5
Grp Sat Flow(s),veh/h/ln	1774	0	1712	1740	0	1712	1774	1741	1738	1774	1624	1583
Q Serve(g_s), s	0.1	0.0	0.1	2.3	0.0	0.1	0.1	5.8	5.8	0.3	2.4	0.1
Cycle Q Clear(g_c), s	0.1	0.0	0.1	2.3	0.0	0.1	0.1	5.8	5.8	0.3	2.4	0.1
Prop In Lane	1.00		0.50	1.00		0.50	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	11	0	11	88	0	87	2	1280	1278	5	2397	1168
V/C Ratio(X)	0.09	0.00	0.18	0.42	0.00	0.02	0.62	0.22	0.23	0.95	0.11	0.00
Avail Cap(c_a), veh/h	129	0	124	127	0	124	89	1280	1278	89	2397	1168
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99
Uniform Delay (d), s/veh	54.3	0.0	54.4	50.6	0.0	49.6	54.9	4.6	4.6	54.8	4.1	3.8
Incr Delay (d2), s/veh	7.0	0.0	16.4	6.7	0.0	0.2	187.6	0.4	0.4	164.8	0.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	2.3	0.0	0.1	0.2	5.2	5.2	0.7	2.0	0.1
LnGrp Delay(d),s/veh	61.4	0.0	70.8	57.3	0.0	49.9	242.6	5.0	5.0	219.7	4.2	3.8
LnGrp LOS	E		E	E		D	F	A	A	F	A	A
Approach Vol, veh/h		3			39			579			263	
Approach Delay, s/veh		67.6			56.9			5.4			8.3	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	87.2		6.7	4.8	86.9		11.6
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	66.0		8.0	5.5	66.0		8.0
Max Q Clear Time (g_c+I1), s	2.1	4.4		2.1	2.3	7.8		4.3
Green Ext Time (p_c), s	0.0	20.8		0.0	0.0	20.5		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	8.8
HCM 2010 LOS	A

Intersection	
Intersection Delay, s/veh	7.4
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	70	1	0	1	35	10	0	1	1	1
Future Vol, veh/h	0	20	70	1	0	1	35	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	74	1	0	1	37	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.6	7.2	7.1
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	22%	2%	62%
Vol Thru, %	33%	77%	76%	6%
Vol Right, %	33%	1%	22%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	91	46	16
LT Vol	1	20	1	10
Through Vol	1	70	35	1
RT Vol	1	1	10	5
Lane Flow Rate	3	96	48	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.108	0.053	0.019
Departure Headway (Hd)	4.062	4.043	3.914	4.122
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	872	888	914	860
Service Time	2.129	2.061	1.944	2.187
HCM Lane V/C Ratio	0.003	0.108	0.053	0.02
HCM Control Delay	7.1	7.6	7.2	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.2	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	10	1	5
Future Vol, veh/h	0	10	1	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	1	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

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	250	1	100	485	1	10	1	35	1	1	1
Future Vol, veh/h	1	250	1	100	485	1	10	1	35	1	1	1
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	265	-	-	265	-	-	-	-	105	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	263	1	105	511	1	11	1	37	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	512	0	0	264	0	0	989	988	264	988	988	511
Stage 1	-	-	-	-	-	-	266	266	-	722	722	-
Stage 2	-	-	-	-	-	-	723	722	-	266	266	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1053	-	-	1300	-	-	226	247	775	226	247	563
Stage 1	-	-	-	-	-	-	739	689	-	418	431	-
Stage 2	-	-	-	-	-	-	417	431	-	739	689	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1053	-	-	1300	-	-	211	227	775	201	227	563
Mov Cap-2 Maneuver	-	-	-	-	-	-	211	227	-	201	227	-
Stage 1	-	-	-	-	-	-	738	688	-	418	396	-
Stage 2	-	-	-	-	-	-	382	396	-	702	688	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.4	13	18.5
HCM LOS			B	C

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	212	775	1053	-	-	1300	-	-	269
HCM Lane V/C Ratio	0.055	0.048	0.001	-	-	0.081	-	-	0.012
HCM Control Delay (s)	23	9.9	8.4	-	-	8	-	-	18.5
HCM Lane LOS	C	A	A	-	-	A	-	-	C
HCM 95th %tile Q(veh)	0.2	0.1	0	-	-	0.3	-	-	0

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	565	5	35	670
Future Vol, veh/h	1	25	565	5	35	670
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	4	2	2	3
Mvmt Flow	1	26	595	5	37	705

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1023	300	0	0	600	0
Stage 1	597	-	-	-	-	-
Stage 2	426	-	-	-	-	-
Critical Hdwy	6.84	7.04	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.37	-	-	2.22	-
Pot Cap-1 Maneuver	232	681	-	-	973	-
Stage 1	513	-	-	-	-	-
Stage 2	627	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	223	681	-	-	973	-
Mov Cap-2 Maneuver	223	-	-	-	-	-
Stage 1	513	-	-	-	-	-
Stage 2	603	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	631	973	-
HCM Lane V/C Ratio	-	-	0.043	0.038	-
HCM Control Delay (s)	-	-	11	8.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

Intersection	
Int Delay, s/veh	1.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	90	25	25	70	15	5
Future Vol, veh/h	90	25	25	70	15	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	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	65	2	2	88	2
Mvmt Flow	95	26	26	74	16	5

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	121	0	234	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	126	-
Critical Hdwy	-	-	4.12	-	7.28	6.22
Critical Hdwy Stg 1	-	-	-	-	6.28	-
Critical Hdwy Stg 2	-	-	-	-	6.28	-
Follow-up Hdwy	-	-	2.218	-	4.292	3.318
Pot Cap-1 Maneuver	-	-	1467	-	599	946
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	725	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1467	-	588	946
Mov Cap-2 Maneuver	-	-	-	-	599	-
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	712	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	10.6
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	599	946	-	-	1467	-
HCM Lane V/C Ratio	0.026	0.006	-	-	0.018	-
HCM Control Delay (s)	11.2	8.8	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	0	-	-	0.1	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	95	1	1	1
Future Vol, veh/h	1	95	95	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	1	100	100	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	101	0	-	0	203	101
Stage 1	-	-	-	-	101	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1491	-	-	-	786	954
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1491	-	-	-	785	954
Mov Cap-2 Maneuver	-	-	-	-	785	-
Stage 1	-	-	-	-	923	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1491	-	-	-	861
HCM Lane V/C Ratio	0.001	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	3.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	60	35	100	95	1	40
Future Vol, veh/h	60	35	100	95	1	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	9	4	2	2	2
Mvmt Flow	63	37	105	100	1	42

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	100	0	393	82
Stage 1	-	-	-	-	82	-
Stage 2	-	-	-	-	311	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1480	-	611	978
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	743	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1480	-	568	978
Mov Cap-2 Maneuver	-	-	-	-	568	-
Stage 1	-	-	-	-	941	-
Stage 2	-	-	-	-	690	-

Approach	EB	WB	NB
HCM Control Delay, s	0	3.9	8.9
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	961	-	-	1480	-
HCM Lane V/C Ratio	0.045	-	-	0.071	-
HCM Control Delay (s)	8.9	-	-	7.6	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	340	210	1	5	5
Future Vol, veh/h	5	340	210	1	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	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	47	74	2	100	100
Mvmt Flow	5	358	221	1	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	222	0	-	0	590	222
Stage 1	-	-	-	-	222	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	932	-	-	-	341	624
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	528	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	932	-	-	-	339	624
Mov Cap-2 Maneuver	-	-	-	-	339	-
Stage 1	-	-	-	-	630	-
Stage 2	-	-	-	-	525	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	13.3
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	932	-	-	-	339	624
HCM Lane V/C Ratio	0.006	-	-	-	0.016	0.008
HCM Control Delay (s)	8.9	-	-	-	15.8	10.8
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	75	270	190	35	25	20
Future Vol, veh/h	75	270	190	35	25	20
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	58	82	2	3	19
Mvmt Flow	79	284	200	37	26	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	237	0	-	0	660	218
Stage 1	-	-	-	-	218	-
Stage 2	-	-	-	-	442	-
Critical Hdwy	4.13	-	-	-	6.43	6.39
Critical Hdwy Stg 1	-	-	-	-	5.43	-
Critical Hdwy Stg 2	-	-	-	-	5.43	-
Follow-up Hdwy	2.227	-	-	-	3.527	3.471
Pot Cap-1 Maneuver	1324	-	-	-	426	781
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	646	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1324	-	-	-	401	781
Mov Cap-2 Maneuver	-	-	-	-	401	-
Stage 1	-	-	-	-	816	-
Stage 2	-	-	-	-	607	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	12.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1324	-	-	-	401	781
HCM Lane V/C Ratio	0.06	-	-	-	0.066	0.027
HCM Control Delay (s)	7.9	-	-	-	14.6	9.7
HCM Lane LOS	A	-	-	-	B	A
HCM 95th %tile Q(veh)	0.2	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	0.1

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	15	1	220	5	1
Future Vol, veh/h	280	15	1	220	5	1
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	95	95	95	95	95	95
Heavy Vehicles, %	55	14	2	68	50	2
Mvmt Flow	295	16	1	232	5	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	311	0	537	303
Stage 1	-	-	-	-	303	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.218	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1249	-	431	737
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1249	-	431	737
Mov Cap-2 Maneuver	-	-	-	-	431	-
Stage 1	-	-	-	-	652	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	12.9
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	463	-	-	1249	-
HCM Lane V/C Ratio	0.014	-	-	0.001	-
HCM Control Delay (s)	12.9	-	-	7.9	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	90	1	1	35	5	1	1	1	1	1	5
Future Vol, veh/h	1	90	1	1	35	5	1	1	1	1	1	5
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	7	2	2	2	2	2	2	2
Mvmt Flow	1	95	1	1	37	5	1	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	42	0	0	96	0	0	142	141	95	140	140	39
Stage 1	-	-	-	-	-	-	97	97	-	42	42	-
Stage 2	-	-	-	-	-	-	45	44	-	98	98	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1567	-	-	1498	-	-	828	750	962	830	751	1033
Stage 1	-	-	-	-	-	-	910	815	-	972	860	-
Stage 2	-	-	-	-	-	-	969	858	-	908	814	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1567	-	-	1498	-	-	822	749	962	827	749	1033
Mov Cap-2 Maneuver	-	-	-	-	-	-	822	749	-	827	749	-
Stage 1	-	-	-	-	-	-	909	814	-	971	859	-
Stage 2	-	-	-	-	-	-	962	857	-	905	813	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.2	9.3	8.8
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	835	1567	-	-	1498	-	-	948
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.008
HCM Control Delay (s)	9.3	7.3	0	-	7.4	0	-	8.8
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	65	40	5	2	5
Future Vol, veh/h	15	65	40	5	2	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	68	42	5	2	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	145	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	847	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	838	1025
Mov Cap-2 Maneuver	-	-	-	-	838	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	914	-

Approach	EB	WB	SB
HCM Control Delay, s	1.4	0	8.8
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	964
HCM Lane V/C Ratio	0.01	-	-	-	0.008
HCM Control Delay (s)	7.3	0	-	-	8.8
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	25	25	15	10	20
Future Vol, veh/h	40	25	25	15	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	2	2	8
Mvmt Flow	42	26	26	16	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	145	34
Stage 1	-	-	-	-	34	-
Stage 2	-	-	-	-	111	-
Critical Hdwy	4.12	-	-	-	6.42	6.28
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.372
Pot Cap-1 Maneuver	1567	-	-	-	847	1022
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	914	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	824	1022
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	988	-
Stage 2	-	-	-	-	889	-

Approach	EB	WB	SB
HCM Control Delay, s	4.5	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	946
HCM Lane V/C Ratio	0.027	-	-	-	0.033
HCM Control Delay (s)	7.4	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	30	40	5	1	1
Future Vol, veh/h	5	30	40	5	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	12	2	2	2
Mvmt Flow	5	32	42	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	87	45
Stage 1	-	-	-	-	45	-
Stage 2	-	-	-	-	42	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	914	1025
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	980	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	911	1025
Mov Cap-2 Maneuver	-	-	-	-	911	-
Stage 1	-	-	-	-	977	-
Stage 2	-	-	-	-	977	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	965
HCM Lane V/C Ratio	0.003	-	-	-	0.002
HCM Control Delay (s)	7.3	0	-	-	8.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	25	40	205	115	5
Future Vol, veh/h	5	25	40	205	115	5
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	8	15	2
Mvmt Flow	5	26	42	216	121	5

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	424	124	126	0	-	0
Stage 1	124	-	-	-	-	-
Stage 2	300	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	587	927	1460	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	568	927	1460	-	-	-
Mov Cap-2 Maneuver	568	-	-	-	-	-
Stage 1	902	-	-	-	-	-
Stage 2	727	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	9.5	1.2	0
HCM LOS	A		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1460	-	839	-	-
HCM Lane V/C Ratio	0.029	-	0.038	-	-
HCM Control Delay (s)	7.5	0	9.5	-	-
HCM Lane LOS	A	A	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.1	-	-

Intersection	
Int Delay, s/veh	1.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	30	1	540	1	100	570	1
Future Vol, veh/h	1	1	1	1	1	30	1	540	1	100	570	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	1	1	1	1	32	1	568	1	105	600	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1098	1383	301	1082	1383	285	601	0	0	569	0	0
Stage 1	811	811	-	571	571	-	-	-	-	-	-	-
Stage 2	287	572	-	511	812	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	167	143	695	172	143	712	972	-	-	999	-	-
Stage 1	339	391	-	473	503	-	-	-	-	-	-	-
Stage 2	696	502	-	514	390	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	146	128	695	157	128	712	972	-	-	999	-	-
Mov Cap-2 Maneuver	146	128	-	157	128	-	-	-	-	-	-	-
Stage 1	338	350	-	472	502	-	-	-	-	-	-	-
Stage 2	662	501	-	458	349	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	24.7	11.7	0	1.3
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	972	-	-	186	568	999	-	-
HCM Lane V/C Ratio	0.001	-	-	0.017	0.059	0.105	-	-
HCM Control Delay (s)	8.7	0	-	24.7	11.7	9	-	-
HCM Lane LOS	A	A	-	C	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.2	0.4	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	125	350	390	5	400	2	560	220	10	5	175	230
Future Volume (veh/h)	125	350	390	5	400	2	560	220	10	5	175	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1234	1961	1173	1863	1863	1900	1258	1016	1900	1733	1042	1401
Adj Flow Rate, veh/h	132	368	411	5	421	2	589	232	11	5	184	242
Adj No. of Lanes	2	2	1	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	54	2	62	2	2	2	51	91	91	14	92	41
Cap, veh/h	176	1171	599	7	871	4	666	439	21	6	344	526
Arrive On Green	0.08	0.31	0.31	0.00	0.24	0.24	0.29	0.46	0.46	0.00	0.17	0.17
Sat Flow, veh/h	2280	3725	997	1774	3612	17	2325	963	46	1651	1979	2097
Grp Volume(v), veh/h	132	368	411	5	206	217	589	0	243	5	184	242
Grp Sat Flow(s),veh/h/ln	1140	1863	997	1774	1770	1860	1162	0	1008	1651	990	1048
Q Serve(g_s), s	5.4	7.1	26.5	0.3	9.5	9.5	23.0	0.0	16.4	0.3	8.0	9.3
Cycle Q Clear(g_c), s	5.4	7.1	26.5	0.3	9.5	9.5	23.0	0.0	16.4	0.3	8.0	9.3
Prop In Lane	1.00		1.00	1.00		0.01	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	176	1171	599	7	426	448	666	0	460	6	344	526
V/C Ratio(X)	0.75	0.31	0.69	0.72	0.48	0.48	0.88	0.00	0.53	0.78	0.53	0.46
Avail Cap(c_a), veh/h	325	1218	612	66	426	448	1091	0	649	61	418	604
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	42.8	24.7	12.9	47.2	30.9	30.9	32.3	0.0	18.5	47.2	35.7	30.1
Incr Delay (d2), s/veh	6.3	0.3	4.1	86.3	1.8	1.7	5.2	0.0	4.3	103.2	5.9	2.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	6.7	12.5	0.5	8.5	8.8	12.4	0.0	8.8	0.6	4.5	5.2
LnGrp Delay(d),s/veh	49.1	25.0	17.0	133.4	32.7	32.6	37.6	0.0	22.8	150.4	41.5	32.9
LnGrp LOS	D	C	B	F	C	C	D		C	F	D	C
Approach Vol, veh/h		911			428			832			431	
Approach Delay, s/veh		24.9			33.8			33.2			38.0	
Approach LOS		C			C			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	49.3	4.9	35.8	31.6	22.5	11.8	28.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	61.0	3.5	31.0	44.5	20.0	13.5	21.0
Max Q Clear Time (g_c+I1), s	2.3	18.4	2.3	28.5	25.0	11.3	7.4	11.5
Green Ext Time (p_c), s	0.0	14.2	0.0	1.2	2.2	5.2	0.2	6.4

Intersection Summary	
HCM 2010 Ctrl Delay	31.2
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	100	255	50	170	310	415	100	585	165	285	655	95
Future Volume (veh/h)	100	255	50	170	310	415	100	585	165	285	655	95
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1961	1863	1863	1887	1863	1863	1816	1900
Adj Flow Rate, veh/h	105	268	53	179	326	437	105	616	174	300	689	100
Adj No. of Lanes	1	1	0	1	1	2	1	2	1	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	2	2	5	5
Cap, veh/h	269	344	68	312	509	1033	133	1237	546	382	1153	167
Arrive On Green	0.06	0.23	0.23	0.09	0.26	0.26	0.08	0.34	0.34	0.11	0.38	0.38
Sat Flow, veh/h	1774	1511	299	1774	1961	2787	1774	3585	1583	3442	3025	439
Grp Volume(v), veh/h	105	0	321	179	326	437	105	616	174	300	393	396
Grp Sat Flow(s),veh/h/ln	1774	0	1810	1774	1961	1393	1774	1792	1583	1721	1725	1739
Q Serve(g_s), s	4.0	0.0	15.0	6.7	13.3	10.5	5.2	12.2	7.3	7.6	16.4	16.4
Cycle Q Clear(g_c), s	4.0	0.0	15.0	6.7	13.3	10.5	5.2	12.2	7.3	7.6	16.4	16.4
Prop In Lane	1.00		0.17	1.00		1.00	1.00		1.00	1.00		0.25
Lane Grp Cap(c), veh/h	269	0	411	312	509	1033	133	1237	546	382	657	662
V/C Ratio(X)	0.39	0.00	0.78	0.57	0.64	0.42	0.79	0.50	0.32	0.78	0.60	0.60
Avail Cap(c_a), veh/h	287	0	442	312	523	1053	187	1237	546	516	657	662
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	32.7	23.8	29.6	21.1	40.9	23.3	21.7	39.0	22.3	22.3
Incr Delay (d2), s/veh	0.9	0.0	9.9	2.6	3.7	0.6	13.8	1.4	1.5	5.6	4.0	4.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.6	0.0	13.4	6.3	12.2	7.4	5.5	10.4	6.2	7.1	13.2	13.3
LnGrp Delay(d),s/veh	25.8	0.0	42.6	26.3	33.3	21.7	54.7	24.8	23.2	44.5	26.3	26.3
LnGrp LOS	C		D	C	C	C	D	C	C	D	C	C
Approach Vol, veh/h		426			942			895			1089	
Approach Delay, s/veh		38.5			26.6			28.0			31.3	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	37.0	12.0	26.5	11.3	40.3	9.1	29.4
Change Period (Y+Rc), s	4.5	6.0	3.5	6.0	4.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	13.5	26.0	8.5	22.0	9.5	30.0	6.5	24.0
Max Q Clear Time (g_c+I1), s	9.6	14.2	8.7	17.0	7.2	18.4	6.0	15.3
Green Ext Time (p_c), s	0.4	10.7	0.0	3.5	0.0	10.6	0.0	5.5

Intersection Summary	
HCM 2010 Ctrl Delay	30.0
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	510	195	45	510	1	385	1	90	1	1	1
Future Volume (veh/h)	1	510	195	45	510	1	385	1	90	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	537	205	47	537	1	405	1	95	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	386	1032	833	347	978	2	530	4	388	2	81	81
Arrive On Green	0.53	0.53	0.53	0.53	0.53	0.53	0.15	0.25	0.25	0.00	0.09	0.09
Sat Flow, veh/h	864	1961	1583	715	1859	3	3442	17	1569	1774	856	856
Grp Volume(v), veh/h	1	537	205	47	0	538	405	0	96	1	0	2
Grp Sat Flow(s),veh/h/ln	864	1961	1583	715	0	1862	1721	0	1586	1774	0	1712
Q Serve(g_s), s	0.1	13.1	5.2	3.4	0.0	14.1	8.3	0.0	3.6	0.0	0.0	0.1
Cycle Q Clear(g_c), s	14.2	13.1	5.2	16.5	0.0	14.1	8.3	0.0	3.6	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	1.00		0.50
Lane Grp Cap(c), veh/h	386	1032	833	347	0	980	530	0	392	2	0	162
V/C Ratio(X)	0.00	0.52	0.25	0.14	0.00	0.55	0.76	0.00	0.24	0.41	0.00	0.01
Avail Cap(c_a), veh/h	450	1177	950	399	0	1117	915	0	519	133	0	233
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.3	11.3	9.5	16.7	0.0	11.6	29.7	0.0	22.1	36.6	0.0	30.1
Incr Delay (d2), s/veh	0.0	1.9	0.7	0.8	0.0	2.2	2.3	0.0	0.7	84.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	12.1	4.4	1.3	0.0	12.3	7.4	0.0	2.9	0.1	0.0	0.1
LnGrp Delay(d),s/veh	16.3	13.2	10.2	17.5	0.0	13.8	32.0	0.0	22.8	120.7	0.0	30.2
LnGrp LOS	B	B	B	B		B	C		C	F		C
Approach Vol, veh/h		743			585			501			3	
Approach Delay, s/veh		12.4			14.1			30.3			60.3	
Approach LOS		B			B			C			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	24.1		44.6	15.8	12.9		44.6
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	24.0		44.0	19.5	10.0		44.0
Max Q Clear Time (g_c+I1), s	2.0	5.6		16.2	10.3	2.1		18.5
Green Ext Time (p_c), s	0.0	0.8		21.6	1.0	0.4		20.1

Intersection Summary	
HCM 2010 Ctrl Delay	17.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	470	120	110	305	15	225	5	225	15	5	25
Future Volume (veh/h)	10	470	120	110	305	15	225	5	225	15	5	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1858	1900	1863	1863	1900	1759	1863	1900
Adj Flow Rate, veh/h	11	495	126	116	321	16	237	5	237	16	5	26
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	8	2	2
Cap, veh/h	528	1010	815	386	904	45	493	8	384	244	30	159
Arrive On Green	0.51	0.51	0.51	0.51	0.51	0.51	0.14	0.25	0.25	0.01	0.12	0.12
Sat Flow, veh/h	1039	1961	1583	800	1755	88	1774	33	1555	1675	262	1361
Grp Volume(v), veh/h	11	495	126	116	0	337	237	0	242	16	0	31
Grp Sat Flow(s),veh/h/ln	1039	1961	1583	800	0	1843	1774	0	1588	1675	0	1623
Q Serve(g_s), s	0.4	11.2	2.9	7.5	0.0	7.4	7.5	0.0	9.3	0.6	0.0	1.2
Cycle Q Clear(g_c), s	7.9	11.2	2.9	18.7	0.0	7.4	7.5	0.0	9.3	0.6	0.0	1.2
Prop In Lane	1.00		1.00	1.00		0.05	1.00		0.98	1.00		0.84
Lane Grp Cap(c), veh/h	528	1010	815	386	0	949	493	0	392	244	0	189
V/C Ratio(X)	0.02	0.49	0.15	0.30	0.00	0.36	0.48	0.00	0.62	0.07	0.00	0.16
Avail Cap(c_a), veh/h	616	1176	949	454	0	1105	618	0	697	310	0	451
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	12.2	10.8	8.7	16.8	0.0	9.8	20.1	0.0	22.9	26.2	0.0	27.2
Incr Delay (d2), s/veh	0.1	1.7	0.4	2.0	0.0	1.0	0.7	0.0	3.4	0.1	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.2	10.7	2.4	3.3	0.0	7.2	6.7	0.0	7.8	0.5	0.0	1.0
LnGrp Delay(d),s/veh	12.3	12.5	9.1	18.8	0.0	10.9	20.8	0.0	26.2	26.4	0.0	28.1
LnGrp LOS	B	B	A	B		B	C		C	C		C
Approach Vol, veh/h		632			453			479			47	
Approach Delay, s/veh		11.8			12.9			23.6			27.5	
Approach LOS		B			B			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.3	22.9		41.2	13.2	14.0		41.2
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	3.5	30.0		41.0	14.5	19.0		41.0
Max Q Clear Time (g_c+I1), s	2.6	11.3		13.2	9.5	3.2		20.7
Green Ext Time (p_c), s	0.0	2.8		18.4	0.3	2.6		14.5

Intersection Summary	
HCM 2010 Ctrl Delay	16.1
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	245	75	350	45	55	20	210	200	70	45	200	230
Future Volume (veh/h)	245	75	350	45	55	20	210	200	70	45	200	230
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1900	1863	1863	1863	1905	1863	1863	1887	1863
Adj Flow Rate, veh/h	258	79	368	47	58	21	221	211	74	47	211	242
Adj No. of Lanes	1	1	1	0	1	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	6	2
Cap, veh/h	499	696	562	148	150	241	501	719	598	482	555	466
Arrive On Green	0.15	0.35	0.35	0.15	0.15	0.15	0.11	0.38	0.38	0.03	0.29	0.29
Sat Flow, veh/h	1774	1961	1583	442	986	1583	1774	1905	1583	1774	1887	1583
Grp Volume(v), veh/h	258	79	368	105	0	21	221	211	74	47	211	242
Grp Sat Flow(s),veh/h/ln	1774	1961	1583	1428	0	1583	1774	1905	1583	1774	1887	1583
Q Serve(g_s), s	7.4	1.8	12.7	1.4	0.0	0.7	5.2	5.0	2.0	1.2	5.8	8.2
Cycle Q Clear(g_c), s	7.4	1.8	12.7	3.7	0.0	0.7	5.2	5.0	2.0	1.2	5.8	8.2
Prop In Lane	1.00		1.00	0.45		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	499	696	562	298	0	241	501	719	598	482	555	466
V/C Ratio(X)	0.52	0.11	0.66	0.35	0.00	0.09	0.44	0.29	0.12	0.10	0.38	0.52
Avail Cap(c_a), veh/h	633	1120	905	481	0	465	591	1000	831	528	787	660
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.2	14.0	17.6	24.7	0.0	23.6	12.3	14.1	13.2	15.3	18.2	19.0
Incr Delay (d2), s/veh	0.8	0.2	2.8	1.5	0.0	0.3	0.6	1.0	0.4	0.1	2.0	4.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.7	1.8	9.9	3.3	0.0	0.6	4.6	5.1	1.7	1.0	5.9	7.5
LnGrp Delay(d),s/veh	18.1	14.2	20.3	26.2	0.0	23.9	13.0	15.1	13.6	15.4	20.1	23.1
LnGrp LOS	B	B	C	C		C	B	B	B	B	C	C
Approach Vol, veh/h		705			126			506			500	
Approach Delay, s/veh		18.8			25.8			14.0			21.1	
Approach LOS		B			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.3	30.5		29.0	10.7	25.1	13.1	15.9
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	3.5	34.0		37.0	10.5	27.0	14.5	19.0
Max Q Clear Time (g_c+I1), s	3.2	7.0		14.7	7.2	10.2	9.4	5.7
Green Ext Time (p_c), s	0.0	11.8		5.3	0.2	8.8	0.3	4.1

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	10	1	180	1	610	5	120	450	1
Future Volume (veh/h)	1	1	1	10	1	180	1	610	5	120	450	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1226	1409	1900	1863	1124	1900	1367	1057	1900
Adj Flow Rate, veh/h	1	1	1	11	1	189	1	642	5	126	474	1
Adj No. of Lanes	0	1	0	1	1	0	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	55	2	2	2	69	69	39	80	80
Cap, veh/h	93	90	57	236	1	235	3	1068	8	183	1157	2
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.00	0.49	0.49	0.07	0.56	0.56
Sat Flow, veh/h	119	456	288	927	6	1192	1774	2171	17	2526	2055	4
Grp Volume(v), veh/h	3	0	0	11	0	190	1	316	331	126	231	244
Grp Sat Flow(s),veh/h/ln	863	0	0	927	0	1199	1774	1067	1121	1263	1004	1056
Q Serve(g_s), s	0.0	0.0	0.0	0.0	0.0	10.4	0.0	14.7	14.7	3.4	9.0	9.0
Cycle Q Clear(g_c), s	10.5	0.0	0.0	1.1	0.0	10.4	0.0	14.7	14.7	3.4	9.0	9.0
Prop In Lane	0.33		0.33	1.00		0.99	1.00		0.02	1.00		0.00
Lane Grp Cap(c), veh/h	239	0	0	236	0	236	3	525	551	183	565	594
V/C Ratio(X)	0.01	0.00	0.00	0.05	0.00	0.81	0.39	0.60	0.60	0.69	0.41	0.41
Avail Cap(c_a), veh/h	473	0	0	376	0	417	141	618	649	347	640	673
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.6	0.0	0.0	22.7	0.0	26.5	34.4	12.7	12.7	31.3	8.6	8.6
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	12.8	75.6	5.0	4.8	4.6	2.2	2.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.3	0.0	7.7	0.1	8.7	9.0	2.3	5.0	5.2
LnGrp Delay(d),s/veh	22.7	0.0	0.0	22.9	0.0	39.2	110.1	17.7	17.4	35.9	10.8	10.7
LnGrp LOS	C			C		D	F	B	B	D	B	B
Approach Vol, veh/h		3			201			648			601	
Approach Delay, s/veh		22.7			38.3			17.7			16.0	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	9.5	40.0		19.6	4.6	44.9		19.6
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	9.5	40.0		24.0	5.5	44.0		24.0
Max Q Clear Time (g_c+I1), s	5.4	16.7		12.5	2.0	11.0		12.4
Green Ext Time (p_c), s	0.1	17.2		1.4	0.0	22.5		1.4

Intersection Summary		
HCM 2010 Ctrl Delay		19.9
HCM 2010 LOS		B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	70	285	15	210	250	390	10	235	145	290	335	135
Future Volume (veh/h)	70	285	15	210	250	390	10	235	145	290	335	135
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1827	1856	1900	1863	1961	1863	1863	1802	1863	1863	1818	1845
Adj Flow Rate, veh/h	74	300	16	221	263	411	11	247	153	305	353	142
Adj No. of Lanes	1	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	4	2	2	2	2	2	2	11	2	2	10	3
Cap, veh/h	310	420	22	368	601	1167	24	1069	494	387	1421	645
Arrive On Green	0.05	0.24	0.24	0.11	0.31	0.31	0.01	0.31	0.31	0.11	0.41	0.41
Sat Flow, veh/h	1740	1747	93	1774	1961	2787	1774	3423	1583	3442	3455	1568
Grp Volume(v), veh/h	74	0	316	221	263	411	11	247	153	305	353	142
Grp Sat Flow(s),veh/h/ln	1740	0	1840	1774	1961	1393	1774	1712	1583	1721	1727	1568
Q Serve(g_s), s	2.8	0.0	14.2	8.0	9.7	9.1	0.6	4.8	6.6	7.8	6.0	5.3
Cycle Q Clear(g_c), s	2.8	0.0	14.2	8.0	9.7	9.1	0.6	4.8	6.6	7.8	6.0	5.3
Prop In Lane	1.00		0.05	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	310	0	443	368	601	1167	24	1069	494	387	1421	645
V/C Ratio(X)	0.24	0.00	0.71	0.60	0.44	0.35	0.46	0.23	0.31	0.79	0.25	0.22
Avail Cap(c_a), veh/h	354	0	511	415	675	1273	108	1069	494	516	1421	645
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.99	0.99	0.99	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.9	0.0	31.3	21.9	25.0	17.8	44.1	22.9	23.6	38.9	17.4	17.1
Incr Delay (d2), s/veh	0.4	0.0	5.7	2.0	1.1	0.4	13.3	0.5	1.6	5.8	0.4	0.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.5	0.0	12.5	7.3	9.3	6.3	0.6	4.2	5.6	7.2	5.3	4.4
LnGrp Delay(d),s/veh	24.3	0.0	37.0	23.9	26.1	18.2	57.4	23.4	25.2	44.7	17.8	17.9
LnGrp LOS	C		D	C	C	B	E	C	C	D	B	B
Approach Vol, veh/h		390			895			411			800	
Approach Delay, s/veh		34.6			21.9			25.0			28.1	
Approach LOS		C			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.6	34.1	13.6	27.7	5.7	43.0	7.7	33.6
Change Period (Y+Rc), s	4.5	6.0	3.5	6.0	4.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	13.5	19.0	12.5	25.0	5.5	27.0	6.5	31.0
Max Q Clear Time (g_c+I1), s	9.8	8.6	10.0	16.2	2.6	8.0	4.8	11.7
Green Ext Time (p_c), s	0.4	7.1	0.2	5.5	0.0	11.4	0.0	9.6

Intersection Summary	
HCM 2010 Ctrl Delay	26.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	10	2	60	20	340	5	260	65	240	45	175
Future Volume (veh/h)	15	10	2	60	20	340	5	260	65	240	45	175
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1386	1900	1086	1351	1210	1138	1047	1118	1124	1227	964
Adj Flow Rate, veh/h	16	11	2	63	21	358	5	274	68	253	47	184
Adj No. of Lanes	1	1	0	1	1	1	1	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	50	50	75	48	57	67	91	70	69	63	97
Cap, veh/h	209	100	18	211	175	401	4	374	339	279	753	503
Arrive On Green	0.02	0.09	0.09	0.06	0.13	0.13	0.00	0.36	0.36	0.26	0.61	0.61
Sat Flow, veh/h	1845	1141	208	1034	1351	1029	1084	1047	950	1071	1227	820
Grp Volume(v), veh/h	16	0	13	63	21	358	5	274	68	253	47	184
Grp Sat Flow(s),veh/h/ln	1845	0	1349	1034	1351	1029	1084	1047	950	1071	1227	820
Q Serve(g_s), s	0.7	0.0	0.8	4.6	1.2	11.0	0.3	19.4	4.2	19.5	1.3	9.5
Cycle Q Clear(g_c), s	0.7	0.0	0.8	4.6	1.2	11.0	0.3	19.4	4.2	19.5	1.3	9.5
Prop In Lane	1.00		0.15	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	209	0	118	211	175	401	4	374	339	279	753	503
V/C Ratio(X)	0.08	0.00	0.11	0.30	0.12	0.89	1.17	0.73	0.20	0.91	0.06	0.37
Avail Cap(c_a), veh/h	294	0	127	251	175	401	57	541	491	496	1138	760
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.4	0.0	35.8	32.0	32.8	24.3	42.4	23.9	19.0	30.5	6.6	8.2
Incr Delay (d2), s/veh	0.2	0.0	0.9	0.8	0.6	22.6	262.4	12.0	1.3	11.5	0.2	2.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	12.3	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	0.6	2.4	0.8	15.6	0.7	11.1	2.2	10.9	0.9	4.4
LnGrp Delay(d),s/veh	34.5	0.0	36.7	32.8	33.5	46.9	317.1	35.9	20.3	42.0	6.8	10.3
LnGrp LOS	C		D	C	C	D	F	D	C	D	A	B
Approach Vol, veh/h		29			442			347			484	
Approach Delay, s/veh		35.5			44.2			36.9			26.5	
Approach LOS		D			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	25.7	36.4	9.7	13.4	3.8	58.3	6.1	17.0
Change Period (Y+Rc), s	3.5	6.0	4.5	6.0	3.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	39.5	44.0	8.5	8.0	4.5	79.0	5.5	11.0
Max Q Clear Time (g_c+I1), s	21.5	21.4	6.6	2.8	2.3	11.5	2.7	13.0
Green Ext Time (p_c), s	0.8	9.0	0.0	0.8	0.0	13.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	35.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	25	1	10	85	1	15	1	345	65	5	2	555
Future Volume (veh/h)	25	1	10	85	1	15	1	345	65	5	2	555
Number	7	4	14	3	8	18	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1537	1900	1863	1789	1900		1863	1905
Adj Flow Rate, veh/h	26	1	11	89	1	16	1	363	68		2	584
Adj No. of Lanes	1	1	0	1	1	0	1	2	0		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	7		2	5
Cap, veh/h	89	7	73	124	5	87	2	1931	358		2	2443
Arrive On Green	0.05	0.05	0.05	0.07	0.07	0.07	0.00	0.67	0.67		0.00	0.68
Sat Flow, veh/h	1774	134	1470	1774	78	1240	1774	2863	531		1774	3619
Grp Volume(v), veh/h	26	0	12	89	0	17	1	214	217		2	584
Grp Sat Flow(s),veh/h/ln	1774	0	1603	1774	0	1318	1774	1699	1695		1774	1810
Q Serve(g_s), s	1.6	0.0	0.8	5.4	0.0	1.3	0.1	5.2	5.3		0.1	6.9
Cycle Q Clear(g_c), s	1.6	0.0	0.8	5.4	0.0	1.3	0.1	5.2	5.3		0.1	6.9
Prop In Lane	1.00		0.92	1.00		0.94	1.00		0.31		1.00	
Lane Grp Cap(c), veh/h	89	0	80	124	0	92	2	1146	1143		2	2443
V/C Ratio(X)	0.29	0.00	0.15	0.72	0.00	0.18	0.62	0.19	0.19		0.98	0.24
Avail Cap(c_a), veh/h	129	0	117	129	0	96	89	1146	1143		89	2443
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		0.94	0.94
Uniform Delay (d), s/veh	50.4	0.0	50.0	50.1	0.0	48.2	54.9	6.7	6.7		54.9	6.9
Incr Delay (d2), s/veh	3.9	0.0	1.8	21.1	0.0	2.0	187.6	0.4	0.4		279.5	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	0.7	6.1	0.0	1.0	0.2	4.5	4.7		0.4	6.3
LnGrp Delay(d),s/veh	54.2	0.0	51.8	71.2	0.0	50.2	242.6	7.0	7.1		334.4	7.1
LnGrp LOS	D		D	E		D	F	A	A		F	A
Approach Vol, veh/h		38			106			432				591
Approach Delay, s/veh		53.5			67.9			7.6				8.2
Approach LOS		D			E			A				A

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	80.3		11.5	4.6	80.2		13.7
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	66.0		8.0	5.5	66.0		8.0
Max Q Clear Time (g_c+I1), s	2.1	8.9		3.6	2.1	7.3		7.4
Green Ext Time (p_c), s	0.0	26.5		0.0	0.0	26.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	14.9
HCM 2010 LOS	B

Notes



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	5
Future Volume (veh/h)	5
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	5
Adj No. of Lanes	1
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	1069
Arrive On Green	0.68
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	5
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.1
Cycle Q Clear(g_c), s	0.1
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1069
V/C Ratio(X)	0.00
Avail Cap(c_a), veh/h	1069
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.94
Uniform Delay (d), s/veh	5.8
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.1
LnGrp Delay(d),s/veh	5.8
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	7.5
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	10	55	1	0	1	85	10	0	1	1	1
Future Vol, veh/h	0	10	55	1	0	1	85	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	2	2
Mvmt Flow	0	11	58	1	0	1	89	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.5	7.5	7.2
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	15%	1%	48%
Vol Thru, %	33%	83%	89%	3%
Vol Right, %	33%	2%	10%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	66	96	31
LT Vol	1	10	1	15
Through Vol	1	55	85	1
RT Vol	1	1	10	15
Lane Flow Rate	3	69	101	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.079	0.112	0.037
Departure Headway (Hd)	4.121	4.094	3.989	4.037
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	857	873	896	876
Service Time	2.203	2.131	2.021	2.112
HCM Lane V/C Ratio	0.004	0.079	0.113	0.038
HCM Control Delay	7.2	7.5	7.5	7.3
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.3	0.4	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	15	1	15
Future Vol, veh/h	0	15	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	1	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.3
HCM LOS	A

Intersection	
Int Delay, s/veh	2.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	700	10	70	425	1	2	5	125	1	5	2
Future Vol, veh/h	1	700	10	70	425	1	2	5	125	1	5	2
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	265	-	-	265	-	-	-	-	105	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	33	2	2	2	2
Mvmt Flow	1	737	11	74	447	1	2	5	132	1	5	2

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	448	0	0	747	0	0	1343	1340	742	1342	1344	448
Stage 1	-	-	-	-	-	-	744	744	-	595	595	-
Stage 2	-	-	-	-	-	-	599	596	-	747	749	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1112	-	-	861	-	-	129	132	416	129	152	611
Stage 1	-	-	-	-	-	-	407	379	-	491	492	-
Stage 2	-	-	-	-	-	-	488	446	-	405	419	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1112	-	-	861	-	-	117	121	416	80	139	611
Mov Cap-2 Maneuver	-	-	-	-	-	-	117	121	-	80	139	-
Stage 1	-	-	-	-	-	-	407	379	-	491	450	-
Stage 2	-	-	-	-	-	-	439	408	-	273	419	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.4	18.6	29.6
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	120	416	1112	-	-	861	-	-	155
HCM Lane V/C Ratio	0.061	0.316	0.001	-	-	0.086	-	-	0.054
HCM Control Delay (s)	37	17.6	8.2	-	-	9.6	-	-	29.6
HCM Lane LOS	E	C	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.2	1.3	0	-	-	0.3	-	-	0.2

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	55	795	1	40	835
Future Vol, veh/h	1	55	795	1	40	835
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	1	58	837	1	42	879

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1361	419	0	0	838	0
Stage 1	837	-	-	-	-	-
Stage 2	524	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	139	583	-	-	792	-
Stage 1	385	-	-	-	-	-
Stage 2	559	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	132	583	-	-	792	-
Mov Cap-2 Maneuver	132	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	529	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.3	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	549	792	-
HCM Lane V/C Ratio	-	-	0.107	0.053	-
HCM Control Delay (s)	-	-	12.3	9.8	-
HCM Lane LOS	-	-	B	A	-
HCM 95th %tile Q(veh)	-	-	0.4	0.2	-

Intersection	
Int Delay, s/veh	3.7

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	105	20	1	100	90	25
Future Vol, veh/h	105	20	1	100	90	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	85	2	2	69	2
Mvmt Flow	111	21	1	105	95	26

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	132	0	228	121
Stage 1	-	-	-	-	121	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	-	-	4.12	-	7.09	6.22
Critical Hdwy Stg 1	-	-	-	-	6.09	-
Critical Hdwy Stg 2	-	-	-	-	6.09	-
Follow-up Hdwy	-	-	2.218	-	4.121	3.318
Pot Cap-1 Maneuver	-	-	1453	-	633	930
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	774	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1453	-	632	930
Mov Cap-2 Maneuver	-	-	-	-	639	-
Stage 1	-	-	-	-	762	-
Stage 2	-	-	-	-	773	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.1	11
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	639	930	-	-	1453	-
HCM Lane V/C Ratio	0.148	0.028	-	-	0.001	-
HCM Control Delay (s)	11.6	9	-	-	7.5	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.5	0.1	-	-	0	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	130	100	1	1	1
Future Vol, veh/h	1	130	100	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	1	137	105	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	106	0	-	0	245	106
Stage 1	-	-	-	-	106	-
Stage 2	-	-	-	-	139	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1485	-	-	-	743	948
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	888	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1485	-	-	-	742	948
Mov Cap-2 Maneuver	-	-	-	-	742	-
Stage 1	-	-	-	-	918	-
Stage 2	-	-	-	-	887	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1485	-	-	-	832
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.4	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	6.6

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	120	10	90	40	60	155
Future Vol, veh/h	120	10	90	40	60	155
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	4	2	2
Mvmt Flow	126	11	95	42	63	163

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	137	0	364	132
Stage 1	-	-	-	-	132	-
Stage 2	-	-	-	-	232	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1447	-	635	917
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	807	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1447	-	593	917
Mov Cap-2 Maneuver	-	-	-	-	593	-
Stage 1	-	-	-	-	894	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.3	11.3
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	796	-	-	1447	-
HCM Lane V/C Ratio	0.284	-	-	0.065	-
HCM Control Delay (s)	11.3	-	-	7.7	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	1.2	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	10	305	415	10	5	5
Future Vol, veh/h	10	305	415	10	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	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	68	59	67	100	100
Mvmt Flow	11	321	437	11	5	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	447	0	-	0	784	442
Stage 1	-	-	-	-	442	-
Stage 2	-	-	-	-	342	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	743	-	-	-	254	453
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	545	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	743	-	-	-	250	453
Mov Cap-2 Maneuver	-	-	-	-	250	-
Stage 1	-	-	-	-	483	-
Stage 2	-	-	-	-	537	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	16.3
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	743	-	-	-	250	453
HCM Lane V/C Ratio	0.014	-	-	-	0.021	0.012
HCM Control Delay (s)	9.9	-	-	-	19.7	13
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0	-	-	-	0.1	0

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	270	370	65	40	55
Future Vol, veh/h	40	270	370	65	40	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	74	64	2	4	2
Mvmt Flow	42	284	389	68	42	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	458	0	-	0	792	424
Stage 1	-	-	-	-	424	-
Stage 2	-	-	-	-	368	-
Critical Hdwy	4.12	-	-	-	6.44	6.22
Critical Hdwy Stg 1	-	-	-	-	5.44	-
Critical Hdwy Stg 2	-	-	-	-	5.44	-
Follow-up Hdwy	2.218	-	-	-	3.536	3.318
Pot Cap-1 Maneuver	1103	-	-	-	355	630
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	696	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1103	-	-	-	341	630
Mov Cap-2 Maneuver	-	-	-	-	341	-
Stage 1	-	-	-	-	656	-
Stage 2	-	-	-	-	669	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	13.7
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1103	-	-	-	341	630
HCM Lane V/C Ratio	0.038	-	-	-	0.123	0.092
HCM Control Delay (s)	8.4	-	-	-	17	11.3
HCM Lane LOS	A	-	-	-	C	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.4	0.3

Intersection	
Int Delay, s/veh	0.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	5	1	415	20	1
Future Vol, veh/h	305	5	1	415	20	1
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	95	95	95	95	95	95
Heavy Vehicles, %	66	2	2	57	11	2
Mvmt Flow	321	5	1	437	21	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	326	0	763	324
Stage 1	-	-	-	-	324	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	6.51	6.22
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.218	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1234	-	360	717
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1234	-	360	717
Mov Cap-2 Maneuver	-	-	-	-	360	-
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	369	-	-	1234	-
HCM Lane V/C Ratio	0.06	-	-	0.001	-
HCM Control Delay (s)	15.4	-	-	7.9	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	65	1	1	100	1	1	1	1	2	1	1
Future Vol, veh/h	1	65	1	1	100	1	1	1	1	2	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	68	1	1	105	1	1	1	1	2	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	106	0	0	69	0	0	180	179	69	180	180	106
Stage 1	-	-	-	-	-	-	71	71	-	108	108	-
Stage 2	-	-	-	-	-	-	109	108	-	72	72	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1485	-	-	1532	-	-	782	715	994	782	714	948
Stage 1	-	-	-	-	-	-	939	836	-	897	806	-
Stage 2	-	-	-	-	-	-	896	806	-	938	835	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1485	-	-	1532	-	-	779	714	994	779	713	948
Mov Cap-2 Maneuver	-	-	-	-	-	-	779	714	-	779	713	-
Stage 1	-	-	-	-	-	-	938	835	-	896	805	-
Stage 2	-	-	-	-	-	-	893	805	-	935	834	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	9.4	9.5
HCM LOS			A	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	813	1485	-	-	1532	-	-	796
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.005
HCM Control Delay (s)	9.4	7.4	0	-	7.4	0	-	9.5
HCM Lane LOS	A	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	2.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	55	75	10	10	20
Future Vol, veh/h	15	55	75	10	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	33	2	2	2	2	25
Mvmt Flow	16	58	79	11	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	89	0	-	0	173	84
Stage 1	-	-	-	-	84	-
Stage 2	-	-	-	-	89	-
Critical Hdwy	4.43	-	-	-	6.42	6.45
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.497	-	-	-	3.518	3.525
Pot Cap-1 Maneuver	1332	-	-	-	817	915
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	934	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1332	-	-	-	807	915
Mov Cap-2 Maneuver	-	-	-	-	807	-
Stage 1	-	-	-	-	939	-
Stage 2	-	-	-	-	923	-

Approach	EB	WB	SB
HCM Control Delay, s	1.7	0	9.3
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1332	-	-	-	876
HCM Lane V/C Ratio	0.012	-	-	-	0.036
HCM Control Delay (s)	7.7	0	-	-	9.3
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	35	30	10	20	55
Future Vol, veh/h	30	35	30	10	20	55
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	7	8	2
Mvmt Flow	32	37	32	11	21	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	42	0	-	0	137	37
Stage 1	-	-	-	-	37	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.48	6.22
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.318
Pot Cap-1 Maneuver	1567	-	-	-	842	1035
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	909	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1567	-	-	-	824	1035
Mov Cap-2 Maneuver	-	-	-	-	824	-
Stage 1	-	-	-	-	970	-
Stage 2	-	-	-	-	890	-

Approach	EB	WB	SB
HCM Control Delay, s	3.4	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1567	-	-	-	969
HCM Lane V/C Ratio	0.02	-	-	-	0.081
HCM Control Delay (s)	7.3	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	1.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	55	35	10	10	5
Future Vol, veh/h	1	55	35	10	10	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	1	58	37	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	47	0	-	0	102	42
Stage 1	-	-	-	-	42	-
Stage 2	-	-	-	-	60	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1560	-	-	-	896	1029
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	963	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1560	-	-	-	895	1029
Mov Cap-2 Maneuver	-	-	-	-	895	-
Stage 1	-	-	-	-	980	-
Stage 2	-	-	-	-	962	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	8.9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1560	-	-	-	936
HCM Lane V/C Ratio	0.001	-	-	-	0.017
HCM Control Delay (s)	7.3	0	-	-	8.9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	5	60	30	155	210	15
Future Vol, veh/h	5	60	30	155	210	15
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	95	95	95	95	95	95
Heavy Vehicles, %	2	3	4	11	4	2
Mvmt Flow	5	63	32	163	221	16

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	455	229	237	0	-	0
Stage 1	229	-	-	-	-	-
Stage 2	226	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	563	808	1318	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	812	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	548	808	1318	-	-	-
Mov Cap-2 Maneuver	548	-	-	-	-	-
Stage 1	809	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.1	1.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1318	-	780	-	-
HCM Lane V/C Ratio	0.024	-	0.088	-	-
HCM Control Delay (s)	7.8	0	10.1	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	100	1	695	1	75	760	1
Future Vol, veh/h	1	1	1	1	1	100	1	695	1	75	760	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	5	2	2	2	2
Mvmt Flow	1	1	1	1	1	105	1	732	1	79	800	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1326	1693	401	1292	1693	366	801	0	0	733	0	0
Stage 1	958	958	-	734	734	-	-	-	-	-	-	-
Stage 2	368	735	-	558	959	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	114	92	599	120	92	631	818	-	-	868	-	-
Stage 1	276	334	-	378	424	-	-	-	-	-	-	-
Stage 2	624	424	-	482	334	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	87	83	599	110	83	631	818	-	-	868	-	-
Mov Cap-2 Maneuver	87	83	-	110	83	-	-	-	-	-	-	-
Stage 1	275	304	-	377	423	-	-	-	-	-	-	-
Stage 2	518	423	-	436	304	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	36.1	12.8	0	0.9
HCM LOS	E	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	818	-	-	119	568	868	-	-
HCM Lane V/C Ratio	0.001	-	-	0.027	0.189	0.091	-	-
HCM Control Delay (s)	9.4	0	-	36.1	12.8	9.6	-	-
HCM Lane LOS	A	A	-	E	B	A	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.7	0.3	-	-

YEAR 2040 BUILD (WITHOUT HOUBOLT BRIDGE) SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	580	380	660	10	255	5	390	220	15	1	140	125
Future Volume (veh/h)	580	380	660	10	255	5	390	220	15	1	140	125
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1473	1961	1226	1473	1863	1900	1105	1126	1900	1937	1081	1411
Adj Flow Rate, veh/h	611	400	0	11	268	5	411	232	16	1	147	132
Adj No. of Lanes	2	2	2	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	29	2	55	29	2	2	72	73	73	2	85	40
Cap, veh/h	677	1253	1030	11	340	6	460	420	29	2	368	904
Arrive On Green	0.25	0.34	0.00	0.01	0.10	0.10	0.23	0.40	0.40	0.00	0.18	0.18
Sat Flow, veh/h	2721	3725	1834	1403	3554	66	2041	1041	72	1845	2054	2111
Grp Volume(v), veh/h	611	400	0	11	133	140	411	0	248	1	147	132
Grp Sat Flow(s),veh/h/ln	1361	1863	917	1403	1770	1851	1020	0	1113	1845	1027	1056
Q Serve(g_s), s	18.2	6.7	0.0	0.7	6.2	6.2	16.3	0.0	14.3	0.0	5.3	3.2
Cycle Q Clear(g_c), s	18.2	6.7	0.0	0.7	6.2	6.2	16.3	0.0	14.3	0.0	5.3	3.2
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.06	1.00		1.00
Lane Grp Cap(c), veh/h	677	1253	1030	11	169	177	460	0	449	2	368	904
V/C Ratio(X)	0.90	0.32	0.00	0.97	0.79	0.79	0.89	0.00	0.55	0.45	0.40	0.15
Avail Cap(c_a), veh/h	732	1253	1030	75	169	177	524	0	466	77	417	954
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.5	20.6	0.0	41.5	37.0	37.0	31.4	0.0	19.1	41.8	30.4	14.6
Incr Delay (d2), s/veh	13.9	0.3	0.0	115.6	24.2	23.7	16.2	0.0	4.8	103.1	3.2	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	12.8	6.3	0.0	1.1	7.4	7.7	9.6	0.0	8.6	0.2	3.0	1.8
LnGrp Delay(d),s/veh	44.3	21.0	0.0	157.1	61.2	60.7	47.6	0.0	23.9	144.9	33.6	14.9
LnGrp LOS	D	C		F	E	E	D		C	F	C	B
Approach Vol, veh/h		1011			284			659			280	
Approach Delay, s/veh		35.1			64.7			38.7			25.2	
Approach LOS		D			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	39.8	5.2	34.1	23.4	21.0	25.3	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	35.0	4.5	26.0	21.5	17.0	22.5	8.0
Max Q Clear Time (g_c+I1), s	2.0	16.3	2.7	8.7	18.3	7.3	20.2	8.2
Green Ext Time (p_c), s	0.0	7.5	0.0	6.1	0.5	4.7	0.6	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	38.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	260	315	95	180	225	215	50	905	145	350	785	65
Future Volume (veh/h)	260	315	95	180	225	215	50	905	145	350	785	65
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1827	1863	1961	1863	1827	1905	1827	1863	1905	1727
Adj Flow Rate, veh/h	274	332	100	189	237	226	53	953	153	368	826	68
Adj No. of Lanes	2	2	1	2	2	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	2	2	4	5	4	2	5	10
Cap, veh/h	352	434	241	262	336	619	67	1601	805	453	1938	936
Arrive On Green	0.10	0.12	0.12	0.08	0.09	0.09	0.04	0.44	0.44	0.13	0.54	0.54
Sat Flow, veh/h	3442	3725	1553	3442	3725	2787	1740	3619	1553	3442	3619	1468
Grp Volume(v), veh/h	274	332	100	189	237	226	53	953	153	368	826	68
Grp Sat Flow(s),veh/h/ln	1721	1863	1553	1721	1863	1393	1740	1810	1553	1721	1810	1468
Q Serve(g_s), s	7.0	7.8	5.2	4.8	5.6	6.2	2.7	17.9	4.7	9.4	12.4	1.6
Cycle Q Clear(g_c), s	7.0	7.8	5.2	4.8	5.6	6.2	2.7	17.9	4.7	9.4	12.4	1.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	352	434	241	262	336	619	67	1601	805	453	1938	936
V/C Ratio(X)	0.78	0.77	0.42	0.72	0.70	0.37	0.79	0.60	0.19	0.81	0.43	0.07
Avail Cap(c_a), veh/h	440	455	250	325	336	619	145	1601	805	593	1938	936
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.4	38.6	34.3	40.6	39.8	29.6	42.9	19.0	11.6	38.0	12.6	6.2
Incr Delay (d2), s/veh	6.9	8.9	2.4	5.8	8.2	0.8	18.1	1.6	0.5	6.5	0.7	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.6	8.0	4.3	4.5	5.8	4.4	3.0	14.2	3.8	8.5	10.4	1.2
LnGrp Delay(d),s/veh	46.3	47.4	36.8	46.4	48.0	30.4	61.0	20.6	12.1	44.4	13.3	6.3
LnGrp LOS	D	D	D	D	D	C	E	C	B	D	B	A
Approach Vol, veh/h		706			652			1159			1262	
Approach Delay, s/veh		45.5			41.4			21.4			22.0	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	45.8	11.4	16.5	8.0	54.2	13.7	14.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	15.5	34.0	8.5	11.0	7.5	42.0	11.5	8.0
Max Q Clear Time (g_c+I1), s	11.4	19.9	6.8	9.8	4.7	14.4	9.0	8.2
Green Ext Time (p_c), s	0.5	13.5	0.1	0.7	0.0	25.9	0.2	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	500	310	70	515	1	105	1	25	1	1	1
Future Volume (veh/h)	1	500	310	70	515	1	105	1	25	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	526	326	74	542	1	111	1	26	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	540	1275	1029	441	1208	2	189	6	166	3	47	47
Arrive On Green	0.65	0.65	0.65	0.65	0.65	0.65	0.05	0.11	0.11	0.00	0.05	0.05
Sat Flow, veh/h	860	1961	1583	645	1859	3	3442	59	1533	1774	856	856
Grp Volume(v), veh/h	1	526	326	74	0	543	111	0	27	1	0	2
Grp Sat Flow(s),veh/h/ln	860	1961	1583	645	0	1862	1721	0	1592	1774	0	1712
Q Serve(g_s), s	0.0	8.8	6.2	4.3	0.0	9.9	2.2	0.0	1.1	0.0	0.0	0.1
Cycle Q Clear(g_c), s	9.9	8.8	6.2	13.1	0.0	9.9	2.2	0.0	1.1	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.96	1.00		0.50
Lane Grp Cap(c), veh/h	540	1275	1029	441	0	1211	189	0	173	3	0	93
V/C Ratio(X)	0.00	0.41	0.32	0.17	0.00	0.45	0.59	0.00	0.16	0.39	0.00	0.02
Avail Cap(c_a), veh/h	645	1515	1223	520	0	1439	477	0	371	116	0	274
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	8.4	5.7	5.3	8.9	0.0	5.9	31.7	0.0	27.7	34.2	0.0	30.7
Incr Delay (d2), s/veh	0.0	1.0	0.8	0.8	0.0	1.2	2.9	0.0	0.9	74.6	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.7	5.1	1.5	0.0	9.2	2.0	0.0	0.9	0.1	0.0	0.1
LnGrp Delay(d),s/veh	8.4	6.7	6.1	9.7	0.0	7.1	34.5	0.0	28.6	108.9	0.0	30.9
LnGrp LOS	A	A	A	A		A	C		C	F		C
Approach Vol, veh/h		853			617			138			3	
Approach Delay, s/veh		6.5			7.4			33.4			56.9	
Approach LOS		A			A			C			E	

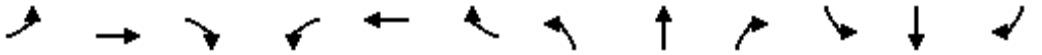
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	13.4		50.6	8.3	9.7		50.6
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	4.5	16.0		53.0	9.5	11.0		53.0
Max Q Clear Time (g_c+I1), s	2.0	3.1		11.9	4.2	2.1		15.1
Green Ext Time (p_c), s	0.0	0.1		31.5	0.1	0.1		29.5

Intersection Summary	
HCM 2010 Ctrl Delay	9.2
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	325	185	185	520	1	65	10	65	10	1	1
Future Volume (veh/h)	15	325	185	185	520	1	65	10	65	10	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1961	1863	1863	1863	1900	1863	1863	1900	1681	1863	1900
Adj Flow Rate, veh/h	16	342	195	195	547	1	68	11	68	11	1	1
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	2	2	2	2	2	2	2	2	13	2	2
Cap, veh/h	448	882	712	563	1107	2	344	32	196	247	89	89
Arrive On Green	0.45	0.45	0.45	0.09	0.60	0.60	0.05	0.14	0.14	0.01	0.10	0.10
Sat Flow, veh/h	772	1961	1583	1774	1859	3	1774	225	1392	1601	856	856
Grp Volume(v), veh/h	16	342	195	195	0	548	68	0	79	11	0	2
Grp Sat Flow(s),veh/h/ln	772	1961	1583	1774	0	1862	1774	0	1617	1601	0	1712
Q Serve(g_s), s	0.7	7.1	4.7	3.2	0.0	10.3	2.0	0.0	2.7	0.4	0.0	0.1
Cycle Q Clear(g_c), s	2.2	7.1	4.7	3.2	0.0	10.3	2.0	0.0	2.7	0.4	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.86	1.00		0.50
Lane Grp Cap(c), veh/h	448	882	712	563	0	1109	344	0	228	247	0	178
V/C Ratio(X)	0.04	0.39	0.27	0.35	0.00	0.49	0.20	0.00	0.35	0.04	0.00	0.01
Avail Cap(c_a), veh/h	545	1129	912	830	0	1624	511	0	452	352	0	366
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	11.1	10.5	7.2	0.0	7.0	22.2	0.0	23.6	24.1	0.0	24.4
Incr Delay (d2), s/veh	0.1	1.3	0.9	0.4	0.0	1.6	0.3	0.0	1.9	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	7.4	4.0	2.8	0.0	9.6	1.8	0.0	2.4	0.3	0.0	0.1
LnGrp Delay(d),s/veh	10.3	12.4	11.4	7.5	0.0	8.6	22.5	0.0	25.5	24.2	0.0	24.5
LnGrp LOS	B	B	B	A		A	C		C	C		C
Approach Vol, veh/h		553			743			147			13	
Approach Delay, s/veh		12.0			8.3			24.1			24.2	
Approach LOS		B			A			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.0	14.6	8.8	33.3	6.3	12.3		42.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	4.5	17.0	14.5	35.0	8.5	13.0		53.0
Max Q Clear Time (g_c+I1), s	2.4	4.7	5.2	9.1	4.0	2.1		12.3
Green Ext Time (p_c), s	0.0	0.5	0.3	17.6	0.0	0.4		23.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.5
HCM 2010 LOS	B



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	55	190	100	50	60	280	1355	45	10	730	215
Future Volume (veh/h)	190	55	190	100	50	60	280	1355	45	10	730	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1827	1863	1887	1727	1520	1887	1863
Adj Flow Rate, veh/h	200	58	200	105	53	63	295	1426	47	11	768	226
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	4	2	6	10	25	6	2
Cap, veh/h	221	106	247	114	106	96	349	1406	1188	11	1229	1133
Arrive On Green	0.06	0.05	0.05	0.06	0.05	0.05	0.10	0.75	0.75	0.01	0.65	0.65
Sat Flow, veh/h	3442	1961	1583	1774	1961	1553	3442	1887	1468	1448	1887	1583
Grp Volume(v), veh/h	200	58	200	105	53	63	295	1426	47	11	768	226
Grp Sat Flow(s),veh/h/ln	1721	1961	1583	1774	1961	1553	1721	1887	1468	1448	1887	1583
Q Serve(g_s), s	8.5	4.3	8.0	8.7	3.9	5.9	12.4	110.0	0.9	1.1	35.3	7.0
Cycle Q Clear(g_c), s	8.5	4.3	8.0	8.7	3.9	5.9	12.4	110.0	0.9	1.1	35.3	7.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	106	247	114	106	96	349	1406	1188	11	1229	1133
V/C Ratio(X)	0.90	0.55	0.81	0.92	0.50	0.66	0.84	1.01	0.04	0.99	0.62	0.20
Avail Cap(c_a), veh/h	221	106	247	114	106	96	501	1406	1188	34	1229	1133
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.6	68.0	60.2	68.7	67.9	67.7	65.2	18.8	2.8	73.2	15.1	7.0
Incr Delay (d2), s/veh	35.4	9.9	20.2	59.6	7.5	19.9	8.8	27.6	0.1	122.5	2.4	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	4.7	14.2	10.2	4.2	5.5	10.5	120.6	0.7	1.5	26.3	5.6
LnGrp Delay(d),s/veh	104.0	78.0	80.4	128.3	75.4	87.6	74.0	46.4	2.8	195.8	17.5	7.4
LnGrp LOS	F	E	F	F	E	F	E	F	A	F	B	A
Approach Vol, veh/h		458			221			1768			1005	
Approach Delay, s/veh		90.4			104.0			49.9			17.2	
Approach LOS		F			F			D			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	116.0	13.0	14.0	18.5	102.1	13.0	14.0
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	3.5	110.0	9.5	8.0	21.5	92.0	9.5	8.0
Max Q Clear Time (g_c+I1), s	3.1	112.0	10.7	10.0	14.4	37.3	10.5	7.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	54.3	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	49.2
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	20	1	165	1	460	20	195	615	1
Future Volume (veh/h)	1	1	1	20	1	165	1	460	20	195	615	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1118	1961	1338	1863	1067	1900	1429	1118	1900
Adj Flow Rate, veh/h	1	1	1	21	1	174	1	484	21	205	647	1
Adj No. of Lanes	0	1	0	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	70	2	42	2	78	78	33	70	70
Cap, veh/h	124	118	87	237	309	303	3	984	43	288	1317	2
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.16	0.00	0.50	0.50	0.11	0.61	0.61
Sat Flow, veh/h	351	747	549	846	1961	1137	1774	1981	86	2639	2177	3
Grp Volume(v), veh/h	3	0	0	21	1	174	1	247	258	205	316	332
Grp Sat Flow(s),veh/h/ln	1648	0	0	846	1961	1137	1774	1014	1052	1320	1062	1118
Q Serve(g_s), s	0.0	0.0	0.0	1.4	0.0	9.2	0.0	11.3	11.4	5.2	11.7	11.7
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.5	0.0	9.2	0.0	11.3	11.4	5.2	11.7	11.7
Prop In Lane	0.33		0.33	1.00		1.00	1.00		0.08	1.00		0.00
Lane Grp Cap(c), veh/h	329	0	0	237	309	303	3	504	523	288	643	676
V/C Ratio(X)	0.01	0.00	0.00	0.09	0.00	0.57	0.39	0.49	0.49	0.71	0.49	0.49
Avail Cap(c_a), veh/h	329	0	0	237	309	303	89	625	648	737	898	945
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.8	0.0	0.0	25.4	24.8	22.2	34.8	11.7	11.7	30.0	7.7	7.7
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.3	0.0	4.2	77.3	3.4	3.3	3.3	2.7	2.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.7	0.0	5.9	0.1	6.5	6.8	3.7	6.9	7.2
LnGrp Delay(d),s/veh	24.8	0.0	0.0	25.7	24.8	26.4	112.2	15.1	15.0	33.3	10.4	10.3
LnGrp LOS	C			C	C	C	F	B	B	C	B	B
Approach Vol, veh/h		3			196			506			853	
Approach Delay, s/veh		24.8			26.3			15.2			15.9	
Approach LOS		C			C			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	12.1	40.7		17.0	4.6	48.2		17.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	19.5	43.0		11.0	3.5	59.0		11.0
Max Q Clear Time (g_c+I1), s	7.2	13.4		2.1	2.0	13.7		11.2
Green Ext Time (p_c), s	0.5	21.2		0.9	0.0	28.6		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	17.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	165	220	1	95	180	200	10	685	150	305	375	245
Future Volume (veh/h)	165	220	1	95	180	200	10	685	150	305	375	245
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1961	1863	1863	1887	1863	1863	1562	1863
Adj Flow Rate, veh/h	174	232	1	100	189	211	11	721	158	321	395	258
Adj No. of Lanes	2	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	2	2	28	2
Cap, veh/h	249	321	1	128	339	810	14	1527	789	405	1590	963
Arrive On Green	0.07	0.17	0.17	0.07	0.17	0.17	0.01	0.43	0.43	0.12	0.54	0.54
Sat Flow, veh/h	3442	1853	8	1774	1961	2787	1774	3585	1583	3442	2969	1583
Grp Volume(v), veh/h	174	0	233	100	189	211	11	721	158	321	395	258
Grp Sat Flow(s),veh/h/ln	1721	0	1861	1774	1961	1393	1774	1792	1583	1721	1484	1583
Q Serve(g_s), s	4.4	0.0	10.6	5.0	7.9	5.2	0.6	13.0	5.0	8.2	6.4	6.9
Cycle Q Clear(g_c), s	4.4	0.0	10.6	5.0	7.9	5.2	0.6	13.0	5.0	8.2	6.4	6.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	249	0	322	128	339	810	14	1527	789	405	1590	963
V/C Ratio(X)	0.70	0.00	0.72	0.78	0.56	0.26	0.77	0.47	0.20	0.79	0.25	0.27
Avail Cap(c_a), veh/h	363	0	393	227	458	978	69	1527	789	554	1590	963
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.91	0.91	0.91	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.8	0.0	35.2	41.1	34.1	24.5	44.6	18.6	12.6	38.6	11.2	8.3
Incr Delay (d2), s/veh	3.5	0.0	7.7	9.9	3.1	0.4	55.3	1.0	0.5	5.4	0.4	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.0	0.0	10.3	5.0	8.1	3.7	0.9	10.6	4.1	7.5	4.9	5.7
LnGrp Delay(d),s/veh	44.3	0.0	42.9	51.0	37.1	24.9	99.9	19.5	13.1	44.1	11.6	8.9
LnGrp LOS	D		D	D	D	C	F	B	B	D	B	A
Approach Vol, veh/h		407			500			890			974	
Approach Delay, s/veh		43.5			34.7			19.4			21.6	
Approach LOS		D			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.1	44.3	10.0	21.6	4.2	54.2	10.0	21.6
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0	3.5	6.0
Max Green Setting (Gmax), s	14.5	26.0	11.5	19.0	3.5	37.0	9.5	21.0
Max Q Clear Time (g_c+I1), s	10.2	15.0	7.0	12.6	2.6	8.9	6.4	9.9
Green Ext Time (p_c), s	0.4	9.9	0.1	2.9	0.0	23.1	0.2	4.4

Intersection Summary	
HCM 2010 Ctrl Delay	26.5
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	25	60	25	90	85	165	10	290	245	255	130	250
Future Volume (veh/h)	25	60	25	90	85	165	10	290	245	255	130	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1581	1860	1900	1267	1439	1061	1267	1130	1624	1250	1227	979
Adj Flow Rate, veh/h	26	63	26	95	89	174	11	305	258	268	137	263
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	25	8	8	50	39	79	50	77	17	52	63	94
Cap, veh/h	291	266	110	291	306	358	351	649	417	465	587	398
Arrive On Green	0.21	0.21	0.21	0.21	0.21	0.21	0.01	0.30	0.30	0.18	0.48	0.48
Sat Flow, veh/h	944	1252	517	886	1439	902	1206	2147	1380	1190	1227	832
Grp Volume(v), veh/h	26	0	89	95	89	174	11	305	258	268	137	263
Grp Sat Flow(s),veh/h/ln	944	0	1769	886	1439	902	1206	1073	1380	1190	1227	832
Q Serve(g_s), s	1.2	0.0	2.2	5.1	2.7	7.4	0.3	6.0	8.3	7.1	3.4	12.4
Cycle Q Clear(g_c), s	3.9	0.0	2.2	7.3	2.7	7.4	0.3	6.0	8.3	7.1	3.4	12.4
Prop In Lane	1.00		0.29	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	291	0	376	291	306	358	351	649	417	465	587	398
V/C Ratio(X)	0.09	0.00	0.24	0.33	0.29	0.49	0.03	0.47	0.62	0.58	0.23	0.66
Avail Cap(c_a), veh/h	420	0	617	412	502	481	423	1540	990	695	1261	855
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	18.7	0.0	16.8	19.9	17.0	11.6	12.4	14.6	15.4	8.7	7.9	10.3
Incr Delay (d2), s/veh	0.1	0.0	0.3	0.6	0.5	1.0	0.0	0.5	1.5	1.1	0.2	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.6	0.0	1.9	2.3	2.0	3.5	0.2	3.2	6.0	4.3	2.1	5.5
LnGrp Delay(d),s/veh	18.8	0.0	17.2	20.5	17.6	12.6	12.4	15.2	16.9	9.8	8.1	12.1
LnGrp LOS	B		B	C	B	B	B	B	B	A	A	B
Approach Vol, veh/h		115			358			574			668	
Approach Delay, s/veh		17.5			15.9			15.9			10.4	
Approach LOS		B			B			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.0	21.6		17.0	3.9	30.7		17.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	19.5	37.0		18.0	3.5	53.0		18.0
Max Q Clear Time (g_c+I1), s	9.1	10.3		5.9	2.3	14.4		9.4
Green Ext Time (p_c), s	0.6	5.3		1.9	0.0	5.6		1.5

Intersection Summary	
HCM 2010 Ctrl Delay	13.9
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	85	5	10	1	835	130	15	445	10
Future Volume (veh/h)	1	1	1	85	5	10	1	835	130	15	445	10
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1743	1863	1900	1863	1827	1900	1863	1695	1863
Adj Flow Rate, veh/h	1	1	1	89	5	11	1	879	137	16	468	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	2	2	2	4	4	2	18	2
Cap, veh/h	11	5	5	116	36	80	2	2134	333	19	2315	1138
Arrive On Green	0.01	0.01	0.01	0.07	0.07	0.07	0.00	0.71	0.71	0.01	0.72	0.72
Sat Flow, veh/h	1774	856	856	1660	519	1142	1774	3011	469	1774	3220	1583
Grp Volume(v), veh/h	1	0	2	89	0	16	1	507	509	16	468	11
Grp Sat Flow(s),veh/h/ln	1774	0	1712	1660	0	1661	1774	1736	1744	1774	1610	1583
Q Serve(g_s), s	0.1	0.0	0.1	5.8	0.0	1.0	0.1	13.2	13.2	1.0	5.3	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.1	5.8	0.0	1.0	0.1	13.2	13.2	1.0	5.3	0.2
Prop In Lane	1.00		0.50	1.00		0.69	1.00		0.27	1.00		1.00
Lane Grp Cap(c), veh/h	11	0	11	116	0	116	2	1230	1236	19	2315	1138
V/C Ratio(X)	0.09	0.00	0.18	0.77	0.00	0.14	0.62	0.41	0.41	0.86	0.20	0.01
Avail Cap(c_a), veh/h	129	0	124	121	0	121	89	1230	1236	89	2315	1138
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.96	0.96	0.96
Uniform Delay (d), s/veh	54.3	0.0	54.4	50.3	0.0	48.1	54.9	6.6	6.6	54.3	5.1	4.4
Incr Delay (d2), s/veh	7.0	0.0	16.4	28.9	0.0	1.1	187.6	1.0	1.0	61.4	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	6.5	0.0	0.9	0.2	10.7	10.8	1.4	4.3	0.2
LnGrp Delay(d),s/veh	61.4	0.0	70.8	79.2	0.0	49.2	242.6	7.6	7.6	115.8	5.3	4.4
LnGrp LOS	E		E	E		D	F	A	A	F	A	A
Approach Vol, veh/h		3			105			1017			495	
Approach Delay, s/veh		67.6			74.6			7.8			8.8	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	85.1		6.7	5.7	84.0		13.7
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	66.0		8.0	5.5	66.0		8.0
Max Q Clear Time (g_c+I1), s	2.1	7.3		2.1	3.0	15.2		7.8
Green Ext Time (p_c), s	0.0	42.6		0.0	0.0	38.2		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	12.6
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	125	1	0	1	95	10	0	1	1	1
Future Vol, veh/h	0	20	125	1	0	1	95	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	132	1	0	1	100	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8	7.7	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	14%	1%	62%
Vol Thru, %	33%	86%	90%	6%
Vol Right, %	33%	1%	9%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	146	106	16
LT Vol	1	20	1	10
Through Vol	1	125	95	1
RT Vol	1	1	10	5
Lane Flow Rate	3	154	112	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.174	0.125	0.021
Departure Headway (Hd)	4.391	4.076	4.03	4.446
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	820	878	885	810
Service Time	2.392	2.112	2.075	2.446
HCM Lane V/C Ratio	0.004	0.175	0.127	0.021
HCM Control Delay	7.4	8	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	0.4	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	10	1	5
Future Vol, veh/h	0	10	1	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	1	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	400	1	100	695	1	10	1	35	1	1	1
Future Vol, veh/h	1	400	1	100	695	1	10	1	35	1	1	1
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	265	-	-	265	-	-	-	-	105	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	421	1	105	732	1	11	1	37	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	733	0	0	422	0	0	1368	1367	422	1367	1367	732
Stage 1	-	-	-	-	-	-	424	424	-	943	943	-
Stage 2	-	-	-	-	-	-	944	943	-	424	424	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	872	-	-	1137	-	-	124	147	632	124	147	421
Stage 1	-	-	-	-	-	-	608	587	-	315	341	-
Stage 2	-	-	-	-	-	-	315	341	-	608	587	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	872	-	-	1137	-	-	114	133	632	108	133	421
Mov Cap-2 Maneuver	-	-	-	-	-	-	114	133	-	108	133	-
Stage 1	-	-	-	-	-	-	607	586	-	315	310	-
Stage 2	-	-	-	-	-	-	284	310	-	571	586	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	17.8	28.4
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	116	632	872	-	-	1137	-	-	157
HCM Lane V/C Ratio	0.1	0.058	0.001	-	-	0.093	-	-	0.02
HCM Control Delay (s)	39.4	11	9.1	-	-	8.5	-	-	28.4
HCM Lane LOS	E	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	1075	5	35	1025
Future Vol, veh/h	1	25	1075	5	35	1025
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	4	2	2	4
Mvmt Flow	1	26	1132	5	37	1079

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1747	568	0	0	1137	0
Stage 1	1134	-	-	-	-	-
Stage 2	613	-	-	-	-	-
Critical Hdwy	6.84	7.04	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.37	-	-	2.22	-
Pot Cap-1 Maneuver	77	454	-	-	610	-
Stage 1	269	-	-	-	-	-
Stage 2	503	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	72	454	-	-	610	-
Mov Cap-2 Maneuver	72	-	-	-	-	-
Stage 1	269	-	-	-	-	-
Stage 2	472	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	15.3	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	377	610	-
HCM Lane V/C Ratio	-	-	0.073	0.06	-
HCM Control Delay (s)	-	-	15.3	11.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	2.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	170	45	60	155	30	30
Future Vol, veh/h	170	45	60	155	30	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	65	2	2	88	2
Mvmt Flow	179	47	63	163	32	32

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	492	203
Stage 1	-	-	-	-	203	-
Stage 2	-	-	-	-	289	-
Critical Hdwy	-	-	4.12	-	7.28	6.22
Critical Hdwy Stg 1	-	-	-	-	6.28	-
Critical Hdwy Stg 2	-	-	-	-	6.28	-
Follow-up Hdwy	-	-	2.218	-	4.292	3.318
Pot Cap-1 Maneuver	-	-	1342	-	410	838
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	599	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	389	838
Mov Cap-2 Maneuver	-	-	-	-	454	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	568	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2.2	11.5
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	454	838	-	-	1342	-
HCM Lane V/C Ratio	0.07	0.038	-	-	0.047	-
HCM Control Delay (s)	13.5	9.5	-	-	7.8	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	0.2	0.1	-	-	0.1	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	200	215	1	1	1
Future Vol, veh/h	1	200	215	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	1	211	226	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	227	0	-	0	440	227
Stage 1	-	-	-	-	227	-
Stage 2	-	-	-	-	213	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1341	-	-	-	574	812
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	823	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1341	-	-	-	573	812
Mov Cap-2 Maneuver	-	-	-	-	573	-
Stage 1	-	-	-	-	811	-
Stage 2	-	-	-	-	822	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1341	-	-	-	672
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	10.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	5.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	115	85	420	215	1	120
Future Vol, veh/h	115	85	420	215	1	120
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	9	3	2	2	2
Mvmt Flow	121	89	442	226	1	126

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	211	0	1277	166
Stage 1	-	-	-	-	166	-
Stage 2	-	-	-	-	1111	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1354	-	184	878
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	315	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1354	-	124	878
Mov Cap-2 Maneuver	-	-	-	-	124	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	212	-

Approach	EB	WB	NB
HCM Control Delay, s	0	5.9	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	836	-	-	1354	-
HCM Lane V/C Ratio	0.152	-	-	0.327	-
HCM Control Delay (s)	10.1	-	-	8.9	-
HCM Lane LOS	B	-	-	A	-
HCM 95th %tile Q(veh)	0.5	-	-	1.4	-

Intersection	
Int Delay, s/veh	0.6

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	20	540	330	5	10	10
Future Vol, veh/h	20	540	330	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	32	54	2	100	100
Mvmt Flow	21	568	347	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	961	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	611	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	817	-	-	-	193	518
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	392	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	817	-	-	-	188	518
Mov Cap-2 Maneuver	-	-	-	-	188	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	382	-

Approach	EB	WB	SB
HCM Control Delay, s	0.3	0	18.7
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	817	-	-	-	188	518
HCM Lane V/C Ratio	0.026	-	-	-	0.056	0.02
HCM Control Delay (s)	9.5	-	-	-	25.3	12.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	7.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	265	285	235	35	75	100
Future Vol, veh/h	265	285	235	35	75	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	58	85	2	6	19
Mvmt Flow	279	300	247	37	79	105

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	284	0	-	0	1124	266
Stage 1	-	-	-	-	266	-
Stage 2	-	-	-	-	858	-
Critical Hdwy	4.13	-	-	-	7.16	6.39
Critical Hdwy Stg 1	-	-	-	-	6.16	-
Critical Hdwy Stg 2	-	-	-	-	6.16	-
Follow-up Hdwy	2.227	-	-	-	3.554	3.471
Pot Cap-1 Maneuver	1273	-	-	-	179	733
Stage 1	-	-	-	-	731	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1273	-	-	-	149	733
Mov Cap-2 Maneuver	-	-	-	-	149	-
Stage 1	-	-	-	-	571	-
Stage 2	-	-	-	-	270	-

Approach	EB	WB	SB
HCM Control Delay, s	4.2	0	29.1
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1273	-	-	-	149	733
HCM Lane V/C Ratio	0.219	-	-	-	0.53	0.144
HCM Control Delay (s)	8.6	-	-	-	53.6	10.7
HCM Lane LOS	A	-	-	-	F	B
HCM 95th %tile Q(veh)	0.8	-	-	-	2.6	0.5

Intersection	
Int Delay, s/veh	1.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	280	80	1	220	50	1
Future Vol, veh/h	280	80	1	220	50	1
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	95	95	95	95	95	95
Heavy Vehicles, %	55	14	2	68	50	2
Mvmt Flow	295	84	1	232	53	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	379	0	571	337
Stage 1	-	-	-	-	337	-
Stage 2	-	-	-	-	234	-
Critical Hdwy	-	-	4.12	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.218	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1179	-	411	705
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	704	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1179	-	411	705
Mov Cap-2 Maneuver	-	-	-	-	411	-
Stage 1	-	-	-	-	628	-
Stage 2	-	-	-	-	703	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	15
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	414	-	-	1179	-
HCM Lane V/C Ratio	0.13	-	-	0.001	-
HCM Control Delay (s)	15	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	145	1	1	95	5	1	1	1	1	1	5
Future Vol, veh/h	1	145	1	1	95	5	1	1	1	1	1	5
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	153	1	1	100	5	1	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	154	0	0	263	262	153	261	261	103
Stage 1	-	-	-	-	-	-	155	155	-	105	105	-
Stage 2	-	-	-	-	-	-	108	107	-	156	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1426	-	-	690	643	893	692	644	952
Stage 1	-	-	-	-	-	-	847	769	-	901	808	-
Stage 2	-	-	-	-	-	-	897	807	-	846	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1426	-	-	684	642	893	689	643	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	684	642	-	689	643	-
Stage 1	-	-	-	-	-	-	846	768	-	900	807	-
Stage 2	-	-	-	-	-	-	890	806	-	843	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	725	1486	-	-	1426	-	-	848
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.009
HCM Control Delay (s)	10	7.4	0	-	7.5	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	120	100	5	1	5
Future Vol, veh/h	15	120	100	5	1	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	126	105	5	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	266	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	723	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	714	946
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	897
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	80	85	15	10	20
Future Vol, veh/h	40	80	85	15	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	9	2	2	8
Mvmt Flow	42	84	89	16	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	265	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.28
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.372
Pot Cap-1 Maneuver	1486	-	-	-	724	943
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1486	-	-	-	702	943
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	846
HCM Lane V/C Ratio	0.028	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	1	1
Future Vol, veh/h	5	85	100	5	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	5	89	105	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	208	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	780	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	777	946
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	853
HCM Lane V/C Ratio	0.004	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	65	85	780	470	20
Future Vol, veh/h	20	65	85	780	470	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	10	16	2
Mvmt Flow	21	68	89	821	495	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1505	505	516	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	1000	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	133	567	1050	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	356	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	112	567	1050	-	-	-
Mov Cap-2 Maneuver	112	-	-	-	-	-
Stage 1	606	-	-	-	-	-
Stage 2	300	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	22.9	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1050	-	290	-	-
HCM Lane V/C Ratio	0.085	-	0.309	-	-
HCM Control Delay (s)	8.7	0	22.9	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	30	1	1050	1	100	925	1
Future Vol, veh/h	1	1	1	1	1	30	1	1050	1	100	925	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	5	2
Mvmt Flow	1	1	1	1	1	32	1	1105	1	105	974	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1740	2293	487	1806	2293	553	975	0	0	1106	0	0
Stage 1	1185	1185	-	1108	1108	-	-	-	-	-	-	-
Stage 2	555	1108	-	698	1185	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	56	39	526	50	39	477	703	-	-	627	-	-
Stage 1	201	261	-	224	284	-	-	-	-	-	-	-
Stage 2	484	284	-	397	261	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	44	32	526	42	32	477	703	-	-	627	-	-
Mov Cap-2 Maneuver	44	32	-	42	32	-	-	-	-	-	-	-
Stage 1	200	217	-	223	283	-	-	-	-	-	-	-
Stage 2	448	283	-	328	217	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	75.8	20.2	0	1.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	703	-	-	54	271	627	-	-
HCM Lane V/C Ratio	0.001	-	-	0.058	0.124	0.168	-	-
HCM Control Delay (s)	10.1	0	-	75.8	20.2	11.9	-	-
HCM Lane LOS	B	A	-	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.2	0.4	0.6	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	230	515	600	10	500	5	820	340	15	5	195	260
Future Volume (veh/h)	230	515	600	10	500	5	820	340	15	5	195	260
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1234	1961	1159	1863	1863	1900	1250	1020	1900	1733	1042	1401
Adj Flow Rate, veh/h	242	542	0	11	526	5	863	358	16	5	205	274
Adj No. of Lanes	2	2	2	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	54	2	64	2	2	2	52	90	90	14	92	41
Cap, veh/h	249	942	1128	14	545	5	919	520	23	6	281	527
Arrive On Green	0.11	0.25	0.00	0.01	0.15	0.15	0.40	0.54	0.54	0.00	0.14	0.14
Sat Flow, veh/h	2280	3725	1733	1774	3592	34	2310	969	43	1651	1979	2097
Grp Volume(v), veh/h	242	542	0	11	259	272	863	0	374	5	205	274
Grp Sat Flow(s),veh/h/ln	1140	1863	867	1774	1770	1857	1155	0	1013	1651	990	1048
Q Serve(g_s), s	11.2	13.4	0.0	0.7	15.3	15.4	37.9	0.0	28.6	0.3	10.5	11.9
Cycle Q Clear(g_c), s	11.2	13.4	0.0	0.7	15.3	15.4	37.9	0.0	28.6	0.3	10.5	11.9
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.04	1.00		1.00
Lane Grp Cap(c), veh/h	249	942	1128	14	268	282	919	0	543	6	281	527
V/C Ratio(X)	0.97	0.58	0.00	0.79	0.97	0.97	0.94	0.00	0.69	0.78	0.73	0.52
Avail Cap(c_a), veh/h	249	942	1128	59	268	282	1018	0	557	55	281	527
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	46.8	34.5	0.0	52.2	44.5	44.5	30.5	0.0	18.0	52.5	43.3	34.0
Incr Delay (d2), s/veh	49.6	1.4	0.0	63.3	45.7	44.6	14.9	0.0	7.0	105.1	15.3	3.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	11.5	0.0	1.0	16.3	16.9	20.0	0.0	14.0	0.6	6.2	6.6
LnGrp Delay(d),s/veh	96.4	35.9	0.0	115.6	90.1	89.1	45.4	0.0	25.0	157.6	58.5	37.7
LnGrp LOS	F	D		F	F	F	D		C	F	E	D
Approach Vol, veh/h		784			542			1237			484	
Approach Delay, s/veh		54.6			90.1			39.2			47.7	
Approach LOS		D			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	62.6	5.3	32.7	46.5	21.0	16.0	22.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	58.0	3.5	24.0	46.5	15.0	11.5	16.0
Max Q Clear Time (g_c+I1), s	2.3	30.6	2.7	15.4	39.9	13.9	13.2	17.4
Green Ext Time (p_c), s	0.0	15.0	0.0	5.7	2.1	0.9	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	53.6
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	450	65	290	435	465	110	1065	225	360	1095	155
Future Volume (veh/h)	215	450	65	290	435	465	110	1065	225	360	1095	155
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1863	1863	1869	1863	1863	1905	1863
Adj Flow Rate, veh/h	226	474	68	305	458	489	116	1121	237	379	1153	163
Adj No. of Lanes	2	2	1	2	2	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	5	2
Cap, veh/h	298	538	359	377	624	836	146	1350	775	456	1558	819
Arrive On Green	0.09	0.14	0.14	0.11	0.17	0.17	0.08	0.38	0.38	0.13	0.43	0.43
Sat Flow, veh/h	3442	3725	1583	3442	3725	2787	1774	3551	1583	3442	3619	1583
Grp Volume(v), veh/h	226	474	68	305	458	489	116	1121	237	379	1153	163
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1393	1774	1776	1583	1721	1810	1583
Q Serve(g_s), s	5.8	11.2	3.1	7.8	10.5	13.4	5.8	25.7	8.1	9.7	24.0	5.0
Cycle Q Clear(g_c), s	5.8	11.2	3.1	7.8	10.5	13.4	5.8	25.7	8.1	9.7	24.0	5.0
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	298	538	359	377	624	836	146	1350	775	456	1558	819
V/C Ratio(X)	0.76	0.88	0.19	0.81	0.73	0.59	0.80	0.83	0.31	0.83	0.74	0.20
Avail Cap(c_a), veh/h	325	538	359	402	624	836	187	1350	775	516	1558	819
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.2	37.7	28.1	39.1	35.6	26.8	40.6	25.3	13.8	38.1	21.4	11.7
Incr Delay (d2), s/veh	9.1	16.5	0.5	11.1	5.5	1.7	16.5	6.1	1.0	10.0	3.2	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.6	11.4	2.6	7.7	9.9	9.2	6.3	19.8	6.7	9.0	18.4	4.1
LnGrp Delay(d),s/veh	49.2	54.2	28.7	50.2	41.0	28.4	57.1	31.3	14.8	48.1	24.6	12.2
LnGrp LOS	D	D	C	D	D	C	E	C	B	D	C	B
Approach Vol, veh/h		768			1252			1474			1695	
Approach Delay, s/veh		50.5			38.3			30.7			28.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	40.2	14.4	19.0	11.9	44.7	12.3	21.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	32.0	10.5	13.0	9.5	36.0	8.5	15.0
Max Q Clear Time (g_c+I1), s	11.7	27.7	9.8	13.2	7.8	26.0	7.8	15.4
Green Ext Time (p_c), s	0.3	4.3	0.1	0.0	0.0	10.0	0.1	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	34.8
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	840	195	45	805	1	385	1	90	1	1	1
Future Volume (veh/h)	1	840	195	45	805	1	385	1	90	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	884	205	47	847	1	405	1	95	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	210	1087	877	190	1031	1	488	4	364	2	78	78
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.14	0.23	0.23	0.00	0.09	0.09
Sat Flow, veh/h	647	1961	1583	516	1860	2	3442	17	1569	1774	856	856
Grp Volume(v), veh/h	1	884	205	47	0	848	405	0	96	1	0	2
Grp Sat Flow(s),veh/h/ln	647	1961	1583	516	0	1862	1721	0	1586	1774	0	1712
Q Serve(g_s), s	0.1	28.3	5.1	6.3	0.0	28.9	8.9	0.0	3.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	29.0	28.3	5.1	34.6	0.0	28.9	8.9	0.0	3.8	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	1.00		0.50
Lane Grp Cap(c), veh/h	210	1087	877	190	0	1032	488	0	368	2	0	156
V/C Ratio(X)	0.00	0.81	0.23	0.25	0.00	0.82	0.83	0.00	0.26	0.44	0.00	0.01
Avail Cap(c_a), veh/h	211	1089	879	191	0	1034	511	0	512	126	0	420
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	26.0	14.0	8.8	28.1	0.0	14.1	32.3	0.0	24.3	38.7	0.0	32.0
Incr Delay (d2), s/veh	0.0	6.7	0.6	3.1	0.0	7.4	10.7	0.0	0.8	95.5	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	24.1	4.2	1.9	0.0	23.4	8.6	0.0	3.2	0.1	0.0	0.1
LnGrp Delay(d),s/veh	26.0	20.7	9.5	31.2	0.0	21.5	43.0	0.0	25.1	134.2	0.0	32.1
LnGrp LOS	C	C	A	C		C	D		C	F		C
Approach Vol, veh/h		1090			895			501			3	
Approach Delay, s/veh		18.6			22.0			39.6			66.1	
Approach LOS		B			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	24.0		48.9	15.5	13.0		48.9
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	25.0		43.0	11.5	19.0		43.0
Max Q Clear Time (g_c+I1), s	2.0	5.8		31.0	10.9	2.1		36.6
Green Ext Time (p_c), s	0.0	0.8		11.8	0.1	0.8		6.3

Intersection Summary	
HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	800	120	110	600	15	225	5	225	15	5	25
Future Volume (veh/h)	10	800	120	110	600	15	225	5	225	15	5	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1860	1900	1863	1863	1900	1759	1863	1900
Adj Flow Rate, veh/h	11	842	126	116	632	16	237	5	237	16	5	26
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	8	2	2
Cap, veh/h	381	994	803	251	1080	27	418	7	328	176	23	119
Arrive On Green	0.51	0.51	0.51	0.05	0.60	0.60	0.13	0.21	0.21	0.01	0.09	0.09
Sat Flow, veh/h	780	1961	1583	1774	1807	46	1774	33	1555	1675	262	1361
Grp Volume(v), veh/h	11	842	126	116	0	648	237	0	242	16	0	31
Grp Sat Flow(s),veh/h/ln	780	1961	1583	1774	0	1852	1774	0	1588	1675	0	1623
Q Serve(g_s), s	0.8	31.8	3.7	2.5	0.0	18.6	10.0	0.0	12.2	0.7	0.0	1.5
Cycle Q Clear(g_c), s	11.6	31.8	3.7	2.5	0.0	18.6	10.0	0.0	12.2	0.7	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.84
Lane Grp Cap(c), veh/h	381	994	803	251	0	1107	418	0	335	176	0	142
V/C Ratio(X)	0.03	0.85	0.16	0.46	0.00	0.59	0.57	0.00	0.72	0.09	0.00	0.22
Avail Cap(c_a), veh/h	386	1006	812	276	0	1145	418	0	335	226	0	189
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	16.7	18.3	11.3	16.4	0.0	10.7	28.3	0.0	31.5	35.2	0.0	36.4
Incr Delay (d2), s/veh	0.1	8.9	0.4	1.3	0.0	2.3	1.8	0.0	9.2	0.2	0.0	1.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	26.8	3.0	2.6	0.0	15.3	8.8	0.0	10.2	0.6	0.0	1.3
LnGrp Delay(d),s/veh	16.8	27.1	11.7	17.8	0.0	12.9	30.1	0.0	40.7	35.4	0.0	38.0
LnGrp LOS	B	C	B	B		B	C		D	D		D
Approach Vol, veh/h		979			764			479			47	
Approach Delay, s/veh		25.0			13.7			35.5			37.1	
Approach LOS		C			B			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.5	24.1	7.8	49.5	15.0	13.5		57.2
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	3.5	18.0	5.5	44.0	11.5	10.0		53.0
Max Q Clear Time (g_c+I1), s	2.7	14.2	4.5	33.8	12.0	3.5		20.6
Green Ext Time (p_c), s	0.0	0.9	0.0	9.7	0.0	0.9		28.8

Intersection Summary	
HCM 2010 Ctrl Delay	23.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	145	380	110	130	50	345	875	305	110	480	320
Future Volume (veh/h)	310	145	380	110	130	50	345	875	305	110	480	320
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1863	1863	1905	1863	1863	1887	1863
Adj Flow Rate, veh/h	326	153	400	116	137	53	363	921	321	116	505	337
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	6	2
Cap, veh/h	364	240	400	145	193	270	449	933	905	128	815	851
Arrive On Green	0.11	0.12	0.12	0.08	0.10	0.10	0.13	0.49	0.49	0.07	0.43	0.43
Sat Flow, veh/h	3442	1961	1583	1774	1961	1583	3442	1905	1583	1774	1887	1583
Grp Volume(v), veh/h	326	153	400	116	137	53	363	921	321	116	505	337
Grp Sat Flow(s),veh/h/ln	1721	1961	1583	1774	1961	1583	1721	1905	1583	1774	1887	1583
Q Serve(g_s), s	8.4	6.7	11.0	5.8	6.1	2.6	9.2	42.9	9.8	5.8	18.7	11.2
Cycle Q Clear(g_c), s	8.4	6.7	11.0	5.8	6.1	2.6	9.2	42.9	9.8	5.8	18.7	11.2
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	364	240	400	145	193	270	449	933	905	128	815	851
V/C Ratio(X)	0.90	0.64	1.00	0.80	0.71	0.20	0.81	0.99	0.35	0.90	0.62	0.40
Avail Cap(c_a), veh/h	364	240	400	148	193	270	594	933	905	128	815	851
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.7	37.5	33.6	40.5	39.3	32.0	38.0	22.6	10.3	41.4	19.8	12.2
Incr Delay (d2), s/veh	23.6	7.7	44.8	25.6	14.2	0.7	6.2	26.6	1.1	51.2	3.5	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.9	7.4	21.2	7.0	7.3	2.1	8.4	38.0	8.0	8.2	15.8	8.9
LnGrp Delay(d),s/veh	63.3	45.2	78.3	66.1	53.4	32.7	44.2	49.2	11.4	92.6	23.3	13.6
LnGrp LOS	E	D	E	E	D	C	D	D	B	F	C	B
Approach Vol, veh/h		879			306			1605			958	
Approach Delay, s/veh		67.0			54.6			40.5			28.3	
Approach LOS		E			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	50.0	11.8	17.0	16.2	44.8	14.0	14.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	6.5	44.0	7.5	11.0	15.5	35.0	9.5	8.0
Max Q Clear Time (g_c+I1), s	7.8	44.9	7.8	13.0	11.2	20.7	10.4	8.1
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	14.0	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	44.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	20	1	440	1	735	15	200	605	1
Future Volume (veh/h)	1	1	1	20	1	440	1	735	15	200	605	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1226	1961	1407	1863	1110	1900	1367	1039	1900
Adj Flow Rate, veh/h	1	1	1	21	1	463	1	774	16	211	637	1
Adj No. of Lanes	0	1	0	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	55	2	35	2	71	71	39	83	83
Cap, veh/h	142	142	112	301	444	404	2	961	20	281	1143	2
Arrive On Green	0.23	0.23	0.23	0.23	0.23	0.23	0.00	0.45	0.45	0.11	0.57	0.57
Sat Flow, veh/h	362	626	494	927	1961	1196	1774	2112	44	2526	2022	3
Grp Volume(v), veh/h	3	0	0	21	1	463	1	386	404	211	311	327
Grp Sat Flow(s),veh/h/ln	1483	0	0	927	1961	1196	1774	1054	1102	1263	987	1038
Q Serve(g_s), s	0.0	0.0	0.0	1.3	0.0	18.0	0.0	25.1	25.1	6.4	15.9	15.9
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.4	0.0	18.0	0.0	25.1	25.1	6.4	15.9	15.9
Prop In Lane	0.33		0.33	1.00		1.00	1.00		0.04	1.00		0.00
Lane Grp Cap(c), veh/h	396	0	0	301	444	404	2	479	501	281	558	587
V/C Ratio(X)	0.01	0.00	0.00	0.07	0.00	1.15	0.45	0.81	0.81	0.75	0.56	0.56
Avail Cap(c_a), veh/h	396	0	0	301	444	404	123	491	513	588	621	653
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	24.3	23.8	26.3	39.7	18.6	18.6	34.3	11.0	11.0
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.2	0.0	91.1	100.7	13.5	13.0	4.0	4.0	3.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.7	0.0	34.3	0.2	13.9	14.3	4.3	8.6	8.9
LnGrp Delay(d),s/veh	23.8	0.0	0.0	24.5	23.8	117.5	140.4	32.1	31.6	38.3	15.0	14.8
LnGrp LOS	C			C	C	F	F	C	C	D	B	B
Approach Vol, veh/h		3			485			791			849	
Approach Delay, s/veh		23.8			113.2			32.0			20.7	
Approach LOS		C			F			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.3	42.2		24.0	4.6	50.9		24.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	18.5	37.0		18.0	5.5	50.0		18.0
Max Q Clear Time (g_c+I1), s	8.4	27.1		2.1	2.0	17.9		20.0
Green Ext Time (p_c), s	0.5	9.1		3.7	0.0	26.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	46.0
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	345	310	50	220	260	400	25	500	150	290	740	305
Future Volume (veh/h)	345	310	50	220	260	400	25	500	150	290	740	305
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1845	1900	1863	1961	1827	1863	1818	1863	1863	1835	1863
Adj Flow Rate, veh/h	363	326	53	232	274	421	26	526	158	305	779	321
Adj No. of Lanes	2	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	4	2	10	2	2	9	2
Cap, veh/h	442	400	65	187	461	945	31	1009	630	381	1343	814
Arrive On Green	0.13	0.26	0.26	0.11	0.24	0.24	0.02	0.29	0.29	0.11	0.39	0.39
Sat Flow, veh/h	3442	1549	252	1774	1961	2733	1774	3455	1583	3442	3486	1583
Grp Volume(v), veh/h	363	0	379	232	274	421	26	526	158	305	779	321
Grp Sat Flow(s),veh/h/ln	1721	0	1801	1774	1961	1367	1774	1727	1583	1721	1743	1583
Q Serve(g_s), s	9.2	0.0	17.8	9.5	11.2	10.7	1.3	11.4	6.0	7.8	15.9	11.1
Cycle Q Clear(g_c), s	9.2	0.0	17.8	9.5	11.2	10.7	1.3	11.4	6.0	7.8	15.9	11.1
Prop In Lane	1.00		0.14	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	442	0	465	187	461	945	31	1009	630	381	1343	814
V/C Ratio(X)	0.82	0.00	0.82	1.24	0.59	0.45	0.83	0.52	0.25	0.80	0.58	0.39
Avail Cap(c_a), veh/h	516	0	500	187	461	945	59	1009	630	440	1343	814
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.94	0.94	0.94	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.2	0.0	31.4	40.3	30.6	22.8	44.1	26.6	18.1	39.0	21.9	13.3
Incr Delay (d2), s/veh	8.9	0.0	11.1	144.6	3.2	0.7	38.4	1.8	0.9	9.0	1.8	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.6	0.0	15.5	21.9	10.6	7.4	1.8	9.5	5.0	7.5	12.7	8.8
LnGrp Delay(d),s/veh	47.1	0.0	42.5	184.8	33.8	23.5	82.5	28.4	19.0	48.0	23.7	14.8
LnGrp LOS	D		D	F	C	C	F	C	B	D	C	B
Approach Vol, veh/h		742			927			710			1405	
Approach Delay, s/veh		44.8			66.9			28.3			27.0	
Approach LOS		D			E			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	32.3	14.0	29.2	6.1	40.7	16.1	27.2
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	11.5	23.0	9.5	25.0	3.0	32.0	13.5	21.0
Max Q Clear Time (g_c+I1), s	9.8	13.4	11.5	19.8	3.3	17.9	11.2	13.2
Green Ext Time (p_c), s	0.2	9.0	0.0	3.4	0.0	13.1	0.3	5.3

Intersection Summary	
HCM 2010 Ctrl Delay	40.5
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	55	55	10	125	85	395	10	300	120	270	75	280
Future Volume (veh/h)	55	55	10	125	85	395	10	300	120	270	75	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1832	1900	1397	1481	1218	1138	1047	1284	1118	1227	964
Adj Flow Rate, veh/h	58	58	11	132	89	416	11	316	126	284	79	295
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	9	9	36	35	56	67	91	48	70	63	97
Cap, veh/h	345	444	84	379	439	542	265	466	256	405	556	372
Arrive On Green	0.30	0.30	0.30	0.30	0.30	0.30	0.01	0.23	0.23	0.23	0.45	0.45
Sat Flow, veh/h	926	1497	284	995	1481	1035	1084	1990	1091	1064	1227	820
Grp Volume(v), veh/h	58	0	69	132	89	416	11	316	126	284	79	295
Grp Sat Flow(s),veh/h/ln	926	0	1781	995	1481	1035	1084	995	1091	1064	1227	820
Q Serve(g_s), s	3.2	0.0	1.8	7.2	2.9	19.0	0.5	9.3	6.4	11.8	2.4	19.7
Cycle Q Clear(g_c), s	6.1	0.0	1.8	9.0	2.9	19.0	0.5	9.3	6.4	11.8	2.4	19.7
Prop In Lane	1.00		0.16	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	345	0	528	379	439	542	265	466	256	405	556	372
V/C Ratio(X)	0.17	0.00	0.13	0.35	0.20	0.77	0.04	0.68	0.49	0.70	0.14	0.79
Avail Cap(c_a), veh/h	345	0	528	379	439	542	357	776	426	670	948	633
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	19.2	0.0	16.5	19.8	16.9	12.1	18.6	22.3	21.2	13.0	10.2	15.0
Incr Delay (d2), s/veh	0.2	0.0	0.1	0.5	0.2	6.5	0.1	1.7	1.5	2.2	0.1	3.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.5	0.0	1.6	3.7	2.1	11.0	0.3	4.8	3.7	6.6	1.5	8.4
LnGrp Delay(d),s/veh	19.4	0.0	16.6	20.3	17.1	18.7	18.6	24.1	22.7	15.2	10.3	18.8
LnGrp LOS	B		B	C	B	B	B	C	C	B	B	B
Approach Vol, veh/h		127			637			453			658	
Approach Delay, s/veh		17.9			18.8			23.6			16.2	
Approach LOS		B			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	18.1	21.0		25.0	4.0	35.1		25.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	30.5	25.0		19.0	6.0	49.5		19.0
Max Q Clear Time (g_c+I1), s	13.8	11.3		8.1	2.5	21.7		21.0
Green Ext Time (p_c), s	0.8	3.8		2.7	0.0	4.7		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.0
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	100	1	50	105	1	45	1	525	105	5	5	995
Future Volume (veh/h)	100	1	50	105	1	45	1	525	105	5	5	995
Number	7	4	14	3	8	18	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1526	1900	1863	1776	1900		1863	1905
Adj Flow Rate, veh/h	105	1	53	111	1	47	1	553	111		5	1047
Adj No. of Lanes	1	1	0	1	1	0	1	2	0		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	8	8		2	5
Cap, veh/h	129	2	113	129	2	93	2	1814	363		5	2350
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.65	0.65		0.00	0.65
Sat Flow, veh/h	1774	29	1558	1774	27	1274	1774	2803	561		1774	3619
Grp Volume(v), veh/h	105	0	54	111	0	48	1	332	332		5	1047
Grp Sat Flow(s),veh/h/ln	1774	0	1588	1774	0	1301	1774	1687	1677		1774	1810
Q Serve(g_s), s	6.4	0.0	3.6	6.8	0.0	3.9	0.1	9.5	9.6		0.3	15.7
Cycle Q Clear(g_c), s	6.4	0.0	3.6	6.8	0.0	3.9	0.1	9.5	9.6		0.3	15.7
Prop In Lane	1.00		0.98	1.00		0.98	1.00		0.33		1.00	
Lane Grp Cap(c), veh/h	129	0	115	129	0	95	2	1092	1085		5	2350
V/C Ratio(X)	0.81	0.00	0.47	0.86	0.00	0.51	0.62	0.30	0.31		0.95	0.45
Avail Cap(c_a), veh/h	129	0	115	129	0	95	89	1092	1085		89	2350
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		0.66	0.66
Uniform Delay (d), s/veh	50.3	0.0	49.0	50.4	0.0	49.1	54.9	8.5	8.5		54.8	9.5
Incr Delay (d2), s/veh	34.5	0.0	6.2	43.3	0.0	8.9	187.6	0.7	0.7		132.1	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	7.8	0.0	3.2	8.5	0.0	2.9	0.2	8.2	8.2		0.6	11.6
LnGrp Delay(d),s/veh	84.8	0.0	55.1	93.7	0.0	58.0	242.6	9.3	9.3		186.9	9.9
LnGrp LOS	F		E	F		E	F	A	A		F	A
Approach Vol, veh/h		159			159			665				1063
Approach Delay, s/veh		74.7			82.9			9.6				10.7
Approach LOS		E			F			A				B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	77.4		14.0	4.8	77.2		14.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	66.0		8.0	5.5	66.0		8.0
Max Q Clear Time (g_c+I1), s	2.1	17.7		8.4	2.3	11.6		8.8
Green Ext Time (p_c), s	0.0	40.6		0.0	0.0	44.9		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.9
HCM 2010 LOS	C

Notes



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	10
Future Volume (veh/h)	10
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	11
Adj No. of Lanes	1
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	1028
Arrive On Green	0.65
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.3
Cycle Q Clear(g_c), s	0.3
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1028
V/C Ratio(X)	0.01
Avail Cap(c_a), veh/h	1028
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.66
Uniform Delay (d), s/veh	6.8
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.2
LnGrp Delay(d),s/veh	6.8
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	10	100	1	0	1	135	10	0	1	1	1
Future Vol, veh/h	0	10	100	1	0	1	135	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	2	2
Mvmt Flow	0	11	105	1	0	1	142	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	9%	1%	48%
Vol Thru, %	33%	90%	92%	3%
Vol Right, %	33%	1%	7%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	111	146	31
LT Vol	1	10	1	15
Through Vol	1	100	135	1
RT Vol	1	1	10	15
Lane Flow Rate	3	117	154	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.134	0.173	0.039
Departure Headway (Hd)	4.423	4.125	4.045	4.329
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	814	863	882	832
Service Time	2.424	2.178	2.092	2.329
HCM Lane V/C Ratio	0.004	0.136	0.175	0.04
HCM Control Delay	7.4	7.8	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.5	0.6	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	15	1	15
Future Vol, veh/h	0	15	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	1	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Intersection	
Int Delay, s/veh	3.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1030	10	70	725	1	1	5	125	1	5	1
Future Vol, veh/h	1	1030	10	70	725	1	1	5	125	1	5	1
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	265	-	-	265	-	-	-	-	105	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	33	2	2	2	2
Mvmt Flow	1	1084	11	74	763	1	1	5	132	1	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	764	0	0	1095	0	0	2006	2004	1089	2005	2008	764
Stage 1	-	-	-	-	-	-	1092	1092	-	911	911	-
Stage 2	-	-	-	-	-	-	914	912	-	1094	1097	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	849	-	-	637	-	-	44	49	262	44	59	404
Stage 1	-	-	-	-	-	-	260	256	-	328	353	-
Stage 2	-	-	-	-	-	-	327	314	-	259	289	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	849	-	-	637	-	-	37	43	262	18	52	404
Mov Cap-2 Maneuver	-	-	-	-	-	-	37	43	-	18	52	-
Stage 1	-	-	-	-	-	-	260	256	-	328	312	-
Stage 2	-	-	-	-	-	-	283	278	-	126	289	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	35.2	100.1
HCM LOS			E	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	42	262	849	-	-	637	-	-	45
HCM Lane V/C Ratio	0.15	0.502	0.001	-	-	0.116	-	-	0.164
HCM Control Delay (s)	105.3	31.8	9.2	-	-	11.4	-	-	100.1
HCM Lane LOS	F	D	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.5	2.6	0	-	-	0.4	-	-	0.5

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	55	1345	1	40	1410
Future Vol, veh/h	1	55	1345	1	40	1410
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	6	2	2	2
Mvmt Flow	1	58	1416	1	42	1484

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	2242	708	0	0	1417	0
Stage 1	1416	-	-	-	-	-
Stage 2	826	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	36	377	-	-	477	-
Stage 1	190	-	-	-	-	-
Stage 2	390	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	33	377	-	-	477	-
Mov Cap-2 Maneuver	33	-	-	-	-	-
Stage 1	190	-	-	-	-	-
Stage 2	356	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	18.9	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	318	477	-
HCM Lane V/C Ratio	-	-	0.185	0.088	-
HCM Control Delay (s)	-	-	18.9	13.3	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.7	0.3	-

Intersection	
Int Delay, s/veh	6.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	35	1	240	220	100
Future Vol, veh/h	180	35	1	240	220	100
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	85	2	2	69	2
Mvmt Flow	189	37	1	253	232	105

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	463	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	255	-
Critical Hdwy	-	-	4.12	-	7.09	6.22
Critical Hdwy Stg 1	-	-	-	-	6.09	-
Critical Hdwy Stg 2	-	-	-	-	6.09	-
Follow-up Hdwy	-	-	2.218	-	4.121	3.318
Pot Cap-1 Maneuver	-	-	1342	-	452	832
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	654	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	452	832
Mov Cap-2 Maneuver	-	-	-	-	512	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	653	-

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

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	512	832	-	-	1342	-
HCM Lane V/C Ratio	0.452	0.127	-	-	0.001	-
HCM Control Delay (s)	17.7	10	-	-	7.7	0
HCM Lane LOS	C	B	-	-	A	A
HCM 95th %tile Q(veh)	2.3	0.4	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	280	240	1	1	1
Future Vol, veh/h	1	280	240	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	1	295	253	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	254	0	-	0	550	253
Stage 1	-	-	-	-	253	-
Stage 2	-	-	-	-	297	-
Critical Hdwy	4.12	-	-	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1311	-	-	-	446	786
Stage 1	-	-	-	-	751	-
Stage 2	-	-	-	-	712	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1311	-	-	-	446	786
Mov Cap-2 Maneuver	-	-	-	-	446	-
Stage 1	-	-	-	-	750	-
Stage 2	-	-	-	-	711	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	11.4
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1311	-	-	-	569
HCM Lane V/C Ratio	0.001	-	-	-	0.004
HCM Control Delay (s)	7.7	0	-	-	11.4
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	147.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	255	25	410	115	125	445
Future Vol, veh/h	255	25	410	115	125	445
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	268	26	432	121	132	468

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	295	0	1266	282
Stage 1	-	-	-	-	282	-
Stage 2	-	-	-	-	984	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1255	-	187	757
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	362	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1255	-	~ 123	757
Mov Cap-2 Maneuver	-	-	-	-	~ 123	-
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	237	-

Approach	EB	WB	NB
HCM Control Delay, s	0	7.3	$ 348.8
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	355	-	-	1255	-
HCM Lane V/C Ratio	1.69	-	-	0.344	-
HCM Control Delay (s)	$ 348.8	-	-	9.4	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	36.7	-	-	1.5	-

Notes			
~: Volume exceeds capacity	$: Delay exceeds 300s	+: Computation Not Defined	*: All major volume in platoon

Intersection	
Int Delay, s/veh	0.9

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	405	595	55	10	10
Future Vol, veh/h	40	405	595	55	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	55	47	67	100	100
Mvmt Flow	42	426	626	58	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	684	0	-	0	1166	655
Stage 1	-	-	-	-	655	-
Stage 2	-	-	-	-	511	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	583	-	-	-	140	331
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	444	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	583	-	-	-	130	331
Mov Cap-2 Maneuver	-	-	-	-	130	-
Stage 1	-	-	-	-	371	-
Stage 2	-	-	-	-	412	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	25.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	583	-	-	-	130	331
HCM Lane V/C Ratio	0.072	-	-	-	0.081	0.032
HCM Control Delay (s)	11.7	-	-	-	35.1	16.2
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.2	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	140	275	395	150	55	255
Future Vol, veh/h	140	275	395	150	55	255
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	73	63	2	12	2
Mvmt Flow	147	289	416	158	58	268

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	574	0	-	0	1079	495
Stage 1	-	-	-	-	495	-
Stage 2	-	-	-	-	584	-
Critical Hdwy	4.12	-	-	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.218	-	-	-	3.608	3.318
Pot Cap-1 Maneuver	999	-	-	-	231	575
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	538	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	999	-	-	-	197	575
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	593	-
Stage 2	-	-	-	-	459	-

Approach	EB	WB	SB
HCM Control Delay, s	3.1	0	19.1
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	999	-	-	-	197	575
HCM Lane V/C Ratio	0.148	-	-	-	0.294	0.467
HCM Control Delay (s)	9.2	-	-	-	30.7	16.6
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.5	-	-	-	1.2	2.5

Intersection	
Int Delay, s/veh	3.2

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	305	25	1	415	130	1
Future Vol, veh/h	305	25	1	415	130	1
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	95	95	95	95	95	95
Heavy Vehicles, %	66	2	2	57	11	2
Mvmt Flow	321	26	1	437	137	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	347	0	773	334
Stage 1	-	-	-	-	334	-
Stage 2	-	-	-	-	439	-
Critical Hdwy	-	-	4.12	-	6.51	6.22
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.218	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1212	-	355	708
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	631	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1212	-	355	708
Mov Cap-2 Maneuver	-	-	-	-	355	-
Stage 1	-	-	-	-	706	-
Stage 2	-	-	-	-	630	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	21.4
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	356	-	-	1212	-
HCM Lane V/C Ratio	0.387	-	-	0.001	-
HCM Control Delay (s)	21.4	-	-	8	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.8	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	110	1	1	150	1	1	1	1	1	1	1
Future Vol, veh/h	1	110	1	1	150	1	1	1	1	1	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	2	2	2	2	2
Mvmt Flow	1	116	1	1	158	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	117	0	0	280	279	116	280	280	158
Stage 1	-	-	-	-	-	-	118	118	-	161	161	-
Stage 2	-	-	-	-	-	-	162	161	-	119	119	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1471	-	-	672	629	936	672	628	887
Stage 1	-	-	-	-	-	-	887	798	-	841	765	-
Stage 2	-	-	-	-	-	-	840	765	-	885	797	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1471	-	-	669	628	936	669	627	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	669	628	-	669	627	-
Stage 1	-	-	-	-	-	-	886	797	-	840	764	-
Stage 2	-	-	-	-	-	-	837	764	-	882	796	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	722	1420	-	-	1471	-	-	711
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.004
HCM Control Delay (s)	10	7.5	0	-	7.4	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	100	125	10	10	20
Future Vol, veh/h	15	100	125	10	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	33	2	3	2	2	25
Mvmt Flow	16	105	132	11	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	274	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	137	-
Critical Hdwy	4.43	-	-	-	6.42	6.45
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.497	-	-	-	3.518	3.525
Pot Cap-1 Maneuver	1271	-	-	-	716	854
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	890	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	707	854
Mov Cap-2 Maneuver	-	-	-	-	707	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	878	-

Approach	EB	WB	SB
HCM Control Delay, s	1	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	799
HCM Lane V/C Ratio	0.012	-	-	-	0.04
HCM Control Delay (s)	7.9	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	80	80	10	20	55
Future Vol, veh/h	30	80	80	10	20	55
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	7	8	2
Mvmt Flow	32	84	84	11	21	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	236	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	147	-
Critical Hdwy	4.12	-	-	-	6.48	6.22
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.318
Pot Cap-1 Maneuver	1499	-	-	-	739	969
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	866	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	723	969
Mov Cap-2 Maneuver	-	-	-	-	723	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	847	-

Approach	EB	WB	SB
HCM Control Delay, s	2	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	888
HCM Lane V/C Ratio	0.021	-	-	-	0.089
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	100	85	10	10	5
Future Vol, veh/h	1	100	85	10	10	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	95	95	95	95	95	95
Heavy Vehicles, %	2	3	5	2	2	2
Mvmt Flow	1	105	89	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	202	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	107	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	787	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	917	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	786	962
Mov Cap-2 Maneuver	-	-	-	-	786	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	916	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	837
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	95	55	610	785	40
Future Vol, veh/h	15	95	55	610	785	40
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	95	95	95	95	95	95
Heavy Vehicles, %	2	4	6	13	5	2
Mvmt Flow	16	100	58	642	826	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1605	847	868	0	-	0
Stage 1	847	-	-	-	-	-
Stage 2	758	-	-	-	-	-
Critical Hdwy	6.42	6.24	4.16	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.336	2.254	-	-	-
Pot Cap-1 Maneuver	116	359	759	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	102	359	759	-	-	-
Mov Cap-2 Maneuver	102	-	-	-	-	-
Stage 1	420	-	-	-	-	-
Stage 2	408	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	28.4	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	759	-	267	-	-
HCM Lane V/C Ratio	0.076	-	0.434	-	-
HCM Control Delay (s)	10.1	0	28.4	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	2.1	-	-

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	1	1	1	1	1	100	1	1245	1	75	1335	1
Future Vol, veh/h	1	1	1	1	1	100	1	1245	1	75	1335	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	2	2
Mvmt Flow	1	1	1	1	1	105	1	1311	1	79	1405	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	2222	2878	703	2174	2877	656	1406	0	0	1312	0	0
Stage 1	1564	1564	-	1313	1313	-	-	-	-	-	-	-
Stage 2	658	1314	-	861	1564	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	24	16	380	26	16	408	481	-	-	523	-	-
Stage 1	117	171	-	167	226	-	-	-	-	-	-	-
Stage 2	420	226	-	317	171	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	15	13	380	21	13	408	481	-	-	523	-	-
Mov Cap-2 Maneuver	15	13	-	21	13	-	-	-	-	-	-	-
Stage 1	116	145	-	166	224	-	-	-	-	-	-	-
Stage 2	308	224	-	266	145	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	204.7	26.1	0	0.7
HCM LOS	F	D		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	481	-	-	21	276	523	-	-
HCM Lane V/C Ratio	0.002	-	-	0.15	0.389	0.151	-	-
HCM Control Delay (s)	12.5	0	-	204.7	26.1	13.1	-	-
HCM Lane LOS	B	A	-	F	D	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.4	1.8	0.5	-	-

YEAR 2040 BUILD (WITH HOUBOLT BRIDGE) SYNCHRO CAPACITY REPORTS

Weekday Morning Peak Hour

Weekday Evening Peak Hour

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	485	360	620	10	230	5	400	295	15	1	285	150
Future Volume (veh/h)	485	360	620	10	230	5	400	295	15	1	285	150
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1473	1961	1226	1473	1863	1900	1118	1094	1900	1937	1053	1235
Adj Flow Rate, veh/h	511	379	0	11	242	5	421	311	16	1	300	158
Adj No. of Lanes	2	2	2	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	29	2	55	29	2	2	70	77	77	2	90	60
Cap, veh/h	585	1136	984	11	348	7	478	442	23	2	396	763
Arrive On Green	0.21	0.31	0.00	0.01	0.10	0.10	0.23	0.43	0.43	0.00	0.20	0.20
Sat Flow, veh/h	2721	3725	1834	1403	3546	73	2065	1032	53	1845	2000	1848
Grp Volume(v), veh/h	511	379	0	11	121	126	421	0	327	1	300	158
Grp Sat Flow(s),veh/h/ln	1361	1863	917	1403	1770	1850	1032	0	1085	1845	1000	924
Q Serve(g_s), s	14.8	6.4	0.0	0.6	5.4	5.4	16.0	0.0	20.1	0.0	11.5	4.5
Cycle Q Clear(g_c), s	14.8	6.4	0.0	0.6	5.4	5.4	16.0	0.0	20.1	0.0	11.5	4.5
Prop In Lane	1.00		1.00	1.00		0.04	1.00		0.05	1.00		1.00
Lane Grp Cap(c), veh/h	585	1136	984	11	174	182	478	0	465	2	396	763
V/C Ratio(X)	0.87	0.33	0.00	0.97	0.69	0.70	0.88	0.00	0.70	0.44	0.76	0.21
Avail Cap(c_a), veh/h	685	1143	987	60	174	182	595	0	493	79	417	783
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	30.9	21.9	0.0	40.4	35.6	35.6	30.2	0.0	19.1	40.7	30.8	15.4
Incr Delay (d2), s/veh	10.8	0.4	0.0	114.6	14.3	13.9	12.3	0.0	8.6	97.8	12.8	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	10.6	6.1	0.0	1.1	5.9	6.2	9.2	0.0	11.5	0.2	7.0	2.2
LnGrp Delay(d),s/veh	41.7	22.3	0.0	155.0	49.8	49.5	42.5	0.0	27.7	138.5	43.6	16.0
LnGrp LOS	D	C		F	D	D	D		C	F	D	B
Approach Vol, veh/h		890			258			748			459	
Approach Delay, s/veh		33.4			54.1			36.0			34.3	
Approach LOS		C			D			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.6	40.9	5.2	30.9	23.4	22.1	22.0	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	37.0	3.5	25.0	23.5	17.0	20.5	8.0
Max Q Clear Time (g_c+I1), s	2.0	22.1	2.6	8.4	18.0	13.5	16.8	7.4
Green Ext Time (p_c), s	0.0	9.2	0.0	5.6	0.8	2.6	0.7	0.3

Intersection Summary	
HCM 2010 Ctrl Delay	36.7
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	215	295	95	175	225	215	45	770	130	345	660	60
Future Volume (veh/h)	215	295	95	175	225	215	45	770	130	345	660	60
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1827	1863	1961	1863	1845	1905	1845	1863	1905	1727
Adj Flow Rate, veh/h	226	311	100	184	237	226	47	811	137	363	695	63
Adj No. of Lanes	2	2	1	2	2	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	4	2	2	2	3	5	3	2	5	10
Cap, veh/h	305	455	242	259	405	668	59	1586	805	452	1938	916
Arrive On Green	0.09	0.12	0.12	0.08	0.11	0.11	0.03	0.44	0.44	0.13	0.54	0.54
Sat Flow, veh/h	3442	3725	1553	3442	3725	2787	1757	3619	1568	3442	3619	1468
Grp Volume(v), veh/h	226	311	100	184	237	226	47	811	137	363	695	63
Grp Sat Flow(s),veh/h/ln	1721	1863	1553	1721	1863	1393	1757	1810	1568	1721	1810	1468
Q Serve(g_s), s	5.8	7.2	5.2	4.7	5.5	6.0	2.4	14.6	4.2	9.2	9.9	1.5
Cycle Q Clear(g_c), s	5.8	7.2	5.2	4.7	5.5	6.0	2.4	14.6	4.2	9.2	9.9	1.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	305	455	242	259	405	668	59	1586	805	452	1938	916
V/C Ratio(X)	0.74	0.68	0.41	0.71	0.59	0.34	0.79	0.51	0.17	0.80	0.36	0.07
Avail Cap(c_a), veh/h	440	497	260	363	414	675	146	1586	805	631	1938	916
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.0	37.8	34.3	40.7	38.2	28.3	43.2	18.3	11.7	38.0	12.0	6.6
Incr Delay (d2), s/veh	3.9	5.0	2.4	3.8	3.3	0.6	20.3	1.2	0.5	5.2	0.5	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.2	7.2	4.3	4.2	5.4	4.3	2.7	12.0	3.5	8.3	8.8	1.2
LnGrp Delay(d),s/veh	43.9	42.8	36.7	44.4	41.5	28.9	63.5	19.5	12.1	43.1	12.5	6.8
LnGrp LOS	D	D	D	D	D	C	E	B	B	D	B	A
Approach Vol, veh/h		637			647			995			1121	
Approach Delay, s/veh		42.2			37.9			20.6			22.1	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.3	45.4	11.3	17.0	7.5	54.2	12.5	15.8
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	16.5	31.0	9.5	12.0	7.5	40.0	11.5	10.0
Max Q Clear Time (g_c+I1), s	11.2	16.6	6.7	9.2	4.4	11.9	7.8	8.0
Green Ext Time (p_c), s	0.6	13.3	0.1	1.8	0.0	24.8	0.2	1.3

Intersection Summary	
HCM 2010 Ctrl Delay	28.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	460	310	70	510	1	105	1	25	1	1	1
Future Volume (veh/h)	1	460	310	70	510	1	105	1	25	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	484	326	74	537	1	111	1	26	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	517	1216	982	447	1153	2	191	7	178	3	53	53
Arrive On Green	0.62	0.62	0.62	0.62	0.62	0.62	0.06	0.12	0.12	0.00	0.06	0.06
Sat Flow, veh/h	864	1961	1583	671	1859	3	3442	59	1533	1774	856	856
Grp Volume(v), veh/h	1	484	326	74	0	538	111	0	27	1	0	2
Grp Sat Flow(s),veh/h/ln	864	1961	1583	671	0	1862	1721	0	1592	1774	0	1712
Q Serve(g_s), s	0.0	7.8	6.2	3.9	0.0	9.7	2.0	0.0	1.0	0.0	0.0	0.1
Cycle Q Clear(g_c), s	9.7	7.8	6.2	11.7	0.0	9.7	2.0	0.0	1.0	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.96	1.00		0.50
Lane Grp Cap(c), veh/h	517	1216	982	447	0	1155	191	0	185	3	0	105
V/C Ratio(X)	0.00	0.40	0.33	0.17	0.00	0.47	0.58	0.00	0.15	0.35	0.00	0.02
Avail Cap(c_a), veh/h	614	1435	1159	522	0	1363	466	0	557	155	0	518
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	9.0	6.0	5.7	9.0	0.0	6.4	29.0	0.0	25.0	31.4	0.0	27.7
Incr Delay (d2), s/veh	0.0	1.0	0.9	0.8	0.0	1.4	2.8	0.0	0.8	62.2	0.0	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	8.0	5.1	1.5	0.0	9.2	1.8	0.0	0.8	0.1	0.0	0.1
LnGrp Delay(d),s/veh	9.0	7.0	6.6	9.8	0.0	7.7	31.7	0.0	25.7	93.6	0.0	27.9
LnGrp LOS	A	A	A	A		A	C		C	F		C
Approach Vol, veh/h		811			612			138			3	
Approach Delay, s/veh		6.8			8.0			30.5			49.8	
Approach LOS		A			A			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	13.3		45.0	8.0	9.9		45.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	22.0		46.0	8.5	19.0		46.0
Max Q Clear Time (g_c+I1), s	2.0	3.0		11.7	4.0	2.1		13.7
Green Ext Time (p_c), s	0.0	0.1		26.5	0.1	0.1		25.2

Intersection Summary	
HCM 2010 Ctrl Delay	9.5
HCM 2010 LOS	A

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	15	285	185	185	515	1	65	10	65	10	1	1
Future Volume (veh/h)	15	285	185	185	515	1	65	10	65	10	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1681	1961	1863	1863	1863	1900	1863	1863	1900	1681	1863	1900
Adj Flow Rate, veh/h	16	300	195	195	542	1	68	11	68	11	1	1
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	13	2	2	2	2	2	2	2	2	13	2	2
Cap, veh/h	446	827	668	568	1094	2	349	32	198	251	90	90
Arrive On Green	0.42	0.42	0.42	0.09	0.59	0.59	0.05	0.14	0.14	0.01	0.11	0.11
Sat Flow, veh/h	776	1961	1583	1774	1859	3	1774	225	1392	1601	856	856
Grp Volume(v), veh/h	16	300	195	195	0	543	68	0	79	11	0	2
Grp Sat Flow(s),veh/h/ln	776	1961	1583	1774	0	1862	1774	0	1617	1601	0	1712
Q Serve(g_s), s	0.7	6.2	4.8	3.3	0.0	10.1	2.0	0.0	2.6	0.4	0.0	0.1
Cycle Q Clear(g_c), s	0.9	6.2	4.8	3.3	0.0	10.1	2.0	0.0	2.6	0.4	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.86	1.00		0.50
Lane Grp Cap(c), veh/h	446	827	668	568	0	1096	349	0	230	251	0	180
V/C Ratio(X)	0.04	0.36	0.29	0.34	0.00	0.50	0.20	0.00	0.34	0.04	0.00	0.01
Avail Cap(c_a), veh/h	562	1120	905	839	0	1659	521	0	462	359	0	374
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	10.2	11.7	11.3	7.6	0.0	7.1	21.7	0.0	23.0	23.5	0.0	23.9
Incr Delay (d2), s/veh	0.1	1.2	1.1	0.4	0.0	1.6	0.3	0.0	1.9	0.1	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	6.5	4.1	2.9	0.0	9.5	1.7	0.0	2.3	0.3	0.0	0.1
LnGrp Delay(d),s/veh	10.4	13.0	12.4	7.9	0.0	8.7	22.0	0.0	24.9	23.6	0.0	23.9
LnGrp LOS	B	B	B	A		A	C		C	C		C
Approach Vol, veh/h		511			738			147			13	
Approach Delay, s/veh		12.7			8.5			23.5			23.7	
Approach LOS		B			A			C			C	

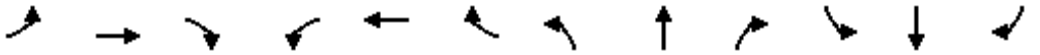
Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.0	14.5	9.9	31.1	6.2	12.3		41.0
Change Period (Y+Rc), s	3.5	6.0	4.5	6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	4.5	17.0	14.5	34.0	8.5	13.0		53.0
Max Q Clear Time (g_c+I1), s	2.4	4.6	5.3	8.2	4.0	2.1		12.1
Green Ext Time (p_c), s	0.0	0.5	0.3	16.9	0.0	0.4		22.9

Intersection Summary	
HCM 2010 Ctrl Delay	11.7
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	170	50	175	100	50	60	280	1365	45	10	720	215
Future Volume (veh/h)	170	50	175	100	50	60	280	1365	45	10	720	215
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1827	1863	1887	1727	1520	1887	1863
Adj Flow Rate, veh/h	179	53	184	105	53	63	295	1437	47	11	758	226
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	4	2	6	10	25	6	2
Cap, veh/h	221	106	245	114	106	96	347	1380	1169	11	1205	1113
Arrive On Green	0.06	0.05	0.05	0.06	0.05	0.05	0.10	0.73	0.73	0.01	0.64	0.64
Sat Flow, veh/h	3442	1961	1583	1774	1961	1553	3442	1887	1468	1448	1887	1583
Grp Volume(v), veh/h	179	53	184	105	53	63	295	1437	47	11	758	226
Grp Sat Flow(s),veh/h/ln	1721	1961	1583	1774	1961	1553	1721	1887	1468	1448	1887	1583
Q Serve(g_s), s	7.6	3.9	8.0	8.7	3.9	5.9	12.4	108.0	1.0	1.1	35.8	7.3
Cycle Q Clear(g_c), s	7.6	3.9	8.0	8.7	3.9	5.9	12.4	108.0	1.0	1.1	35.8	7.3
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	221	106	245	114	106	96	347	1380	1169	11	1205	1113
V/C Ratio(X)	0.81	0.50	0.75	0.92	0.50	0.66	0.85	1.04	0.04	0.99	0.63	0.20
Avail Cap(c_a), veh/h	221	106	245	114	106	96	455	1380	1169	34	1205	1113
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	68.2	67.9	59.6	68.7	67.9	67.7	65.3	19.8	3.2	73.2	16.1	7.6
Incr Delay (d2), s/veh	19.5	7.5	14.3	59.6	7.5	19.9	11.3	35.6	0.1	122.5	2.5	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.6	4.2	12.9	10.2	4.2	5.5	10.7	124.7	0.7	1.5	26.6	6.0
LnGrp Delay(d),s/veh	87.7	75.4	73.9	128.3	75.4	87.6	76.6	55.5	3.2	195.8	18.6	8.0
LnGrp LOS	F	E	E	F	E	F	E	F	A	F	B	A
Approach Vol, veh/h		416			221			1779			995	
Approach Delay, s/veh		80.0			104.0			57.6			18.2	
Approach LOS		F			F			E			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	5.6	114.0	14.0	14.0	19.4	100.3	14.0	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	108.0	9.5	8.0	19.5	92.0	9.5	8.0
Max Q Clear Time (g_c+I1), s	3.1	110.0	10.7	10.0	14.4	37.8	9.6	7.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.4	53.8	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	51.8
HCM 2010 LOS	D



Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	20	1	215	1	495	15	170	745	1
Future Volume (veh/h)	1	1	1	20	1	215	1	495	15	170	745	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1118	1961	1338	1863	1062	1900	1429	1086	1900
Adj Flow Rate, veh/h	1	1	1	21	1	226	1	521	16	179	784	1
Adj No. of Lanes	0	1	0	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	70	2	42	2	79	79	33	75	75
Cap, veh/h	108	101	72	208	261	261	2	1102	34	254	1369	2
Arrive On Green	0.13	0.13	0.13	0.13	0.13	0.13	0.00	0.55	0.55	0.10	0.65	0.65
Sat Flow, veh/h	333	757	545	846	1961	1137	1774	1998	61	2639	2115	3
Grp Volume(v), veh/h	3	0	0	21	1	226	1	263	274	179	383	402
Grp Sat Flow(s),veh/h/ln	1634	0	0	846	1961	1137	1774	1009	1051	1320	1032	1086
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	10.0	0.0	11.9	11.9	4.9	15.6	15.6
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.6	0.0	10.0	0.0	11.9	11.9	4.9	15.6	15.6
Prop In Lane	0.33		0.33	1.00		1.00	1.00		0.06	1.00		0.00
Lane Grp Cap(c), veh/h	281	0	0	208	261	261	2	556	580	254	668	703
V/C Ratio(X)	0.01	0.00	0.00	0.10	0.00	0.87	0.42	0.47	0.47	0.70	0.57	0.57
Avail Cap(c_a), veh/h	281	0	0	208	261	261	82	563	586	754	823	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	28.3	0.0	0.0	29.0	28.3	27.9	37.6	10.2	10.2	33.0	7.4	7.4
Incr Delay (d2), s/veh	0.0	0.0	0.0	0.4	0.0	26.8	90.2	2.9	2.8	3.6	3.5	3.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.7	0.0	10.6	0.1	6.7	7.0	3.4	8.7	9.0
LnGrp Delay(d),s/veh	28.4	0.0	0.0	29.4	28.3	54.7	127.8	13.1	13.0	36.5	11.0	10.8
LnGrp LOS	C			C	C	D	F	B	B	D	B	B
Approach Vol, veh/h		3			248			538			964	
Approach Delay, s/veh		28.4			52.4			13.3			15.7	
Approach LOS		C			D			B			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	11.7	47.5		16.0	4.6	54.7		16.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	21.5	42.0		10.0	3.5	60.0		10.0
Max Q Clear Time (g_c+I1), s	6.9	13.9		2.1	2.0	17.6		12.0
Green Ext Time (p_c), s	0.5	22.4		1.1	0.0	31.1		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	20.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	135	220	1	95	180	200	10	560	150	305	290	200
Future Volume (veh/h)	135	220	1	95	180	200	10	560	150	305	290	200
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1961	1863	1863	1887	1863	1863	1538	1863
Adj Flow Rate, veh/h	142	232	1	100	189	211	11	589	158	321	305	211
Adj No. of Lanes	2	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	6	2	2	30	2
Cap, veh/h	213	321	1	128	359	839	14	1447	753	405	1501	911
Arrive On Green	0.06	0.17	0.17	0.07	0.18	0.18	0.01	0.40	0.40	0.12	0.51	0.51
Sat Flow, veh/h	3442	1853	8	1774	1961	2787	1774	3585	1583	3442	2923	1583
Grp Volume(v), veh/h	142	0	233	100	189	211	11	589	158	321	305	211
Grp Sat Flow(s),veh/h/ln	1721	0	1861	1774	1961	1393	1774	1792	1583	1721	1462	1583
Q Serve(g_s), s	3.6	0.0	10.6	5.0	7.8	5.2	0.6	10.6	5.2	8.2	5.1	5.9
Cycle Q Clear(g_c), s	3.6	0.0	10.6	5.0	7.8	5.2	0.6	10.6	5.2	8.2	5.1	5.9
Prop In Lane	1.00		0.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	213	0	322	128	359	839	14	1447	753	405	1501	911
V/C Ratio(X)	0.67	0.00	0.72	0.78	0.53	0.25	0.77	0.41	0.21	0.79	0.20	0.23
Avail Cap(c_a), veh/h	325	0	393	227	479	1009	69	1447	753	554	1501	911
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.95	0.95	0.95	1.00	1.00	1.00
Uniform Delay (d), s/veh	41.3	0.0	35.2	41.1	33.2	23.8	44.6	19.1	13.7	38.6	11.9	9.4
Incr Delay (d2), s/veh	3.6	0.0	7.7	9.9	2.5	0.3	56.9	0.8	0.6	5.4	0.3	0.6
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	3.3	0.0	10.3	5.0	8.0	3.7	0.9	9.1	4.3	7.5	3.8	4.8
LnGrp Delay(d),s/veh	44.9	0.0	42.9	51.0	35.8	24.1	101.5	20.0	14.3	44.1	12.2	10.0
LnGrp LOS	D		D	D	D	C	F	B	B	D	B	A
Approach Vol, veh/h		375			500			758			837	
Approach Delay, s/veh		43.6			33.9			20.0			23.9	
Approach LOS		D			C			B			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	15.1	42.3	11.0	21.6	5.2	52.2	10.1	22.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	14.5	24.0	11.5	19.0	3.5	35.0	8.5	22.0
Max Q Clear Time (g_c+I1), s	10.2	12.6	7.0	12.6	2.6	7.9	5.6	9.8
Green Ext Time (p_c), s	0.4	9.5	0.1	2.9	0.0	19.7	0.1	4.7

Intersection Summary	
HCM 2010 Ctrl Delay	27.7
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	20	45	20	80	70	190	10	300	205	385	130	250
Future Volume (veh/h)	20	45	20	80	70	190	10	300	205	385	130	250
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1581	1826	1900	1234	1429	1044	1267	1130	1597	1145	1227	979
Adj Flow Rate, veh/h	21	47	21	84	74	200	11	316	216	405	137	263
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	25	11	11	54	40	82	50	77	19	66	63	94
Cap, veh/h	255	245	109	256	292	434	305	612	387	501	689	467
Arrive On Green	0.20	0.20	0.20	0.20	0.20	0.20	0.01	0.29	0.29	0.28	0.56	0.56
Sat Flow, veh/h	934	1197	535	879	1429	887	1206	2147	1357	1090	1227	832
Grp Volume(v), veh/h	21	0	68	84	74	200	11	316	216	405	137	263
Grp Sat Flow(s),veh/h/ln	934	0	1732	879	1429	887	1206	1073	1357	1090	1227	832
Q Serve(g_s), s	1.3	0.0	2.2	6.0	3.0	10.2	0.4	8.5	9.3	16.3	3.8	13.9
Cycle Q Clear(g_c), s	4.3	0.0	2.2	8.2	3.0	10.2	0.4	8.5	9.3	16.3	3.8	13.9
Prop In Lane	1.00		0.31	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	255	0	354	256	292	434	305	612	387	501	689	467
V/C Ratio(X)	0.08	0.00	0.19	0.33	0.25	0.46	0.04	0.52	0.56	0.81	0.20	0.56
Avail Cap(c_a), veh/h	309	0	454	307	374	485	409	719	454	723	893	606
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	24.7	0.0	22.6	26.0	22.9	11.6	17.3	20.6	20.9	11.0	7.4	9.7
Incr Delay (d2), s/veh	0.3	0.0	0.6	1.6	1.0	1.6	0.0	3.1	5.7	4.5	0.6	4.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.7	0.0	2.0	2.8	2.2	4.8	0.3	5.0	7.4	9.1	2.5	6.8
LnGrp Delay(d),s/veh	25.0	0.0	23.2	27.6	23.9	13.2	17.4	23.7	26.6	15.5	8.1	14.5
LnGrp LOS	C		C	C	C	B	B	C	C	B	A	B
Approach Vol, veh/h		89			358			543			805	
Approach Delay, s/veh		23.6			18.8			24.7			13.9	
Approach LOS		C			B			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	23.0	25.6		20.1	4.1	44.6		20.1
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	33.5	23.0		18.0	6.5	50.0		18.0
Max Q Clear Time (g_c+I1), s	18.3	11.3		6.3	2.4	15.9		12.2
Green Ext Time (p_c), s	1.3	8.3		3.1	0.0	18.0		1.9

Intersection Summary	
HCM 2010 Ctrl Delay	18.6
HCM 2010 LOS	B

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	85	5	10	1	710	130	10	365	10
Future Volume (veh/h)	1	1	1	85	5	10	1	710	130	10	365	10
Number	7	4	14	3	8	18	1	6	16	5	2	12
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1743	1863	1900	1863	1827	1900	1863	1695	1863
Adj Flow Rate, veh/h	1	1	1	89	5	11	1	747	137	11	384	11
Adj No. of Lanes	1	1	0	1	1	0	1	2	0	1	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	9	2	2	2	4	4	2	18	2
Cap, veh/h	11	5	5	118	37	81	2	2084	382	12	2310	1136
Arrive On Green	0.01	0.01	0.01	0.07	0.07	0.07	0.00	0.71	0.71	0.01	0.72	0.72
Sat Flow, veh/h	1774	856	856	1660	519	1142	1774	2930	537	1774	3220	1583
Grp Volume(v), veh/h	1	0	2	89	0	16	1	442	442	11	384	11
Grp Sat Flow(s),veh/h/ln	1774	0	1712	1660	0	1661	1774	1736	1732	1774	1610	1583
Q Serve(g_s), s	0.1	0.0	0.1	5.8	0.0	1.0	0.1	10.9	10.9	0.7	4.2	0.2
Cycle Q Clear(g_c), s	0.1	0.0	0.1	5.8	0.0	1.0	0.1	10.9	10.9	0.7	4.2	0.2
Prop In Lane	1.00		0.50	1.00		0.69	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	11	0	11	118	0	118	2	1234	1232	12	2310	1136
V/C Ratio(X)	0.09	0.00	0.18	0.75	0.00	0.14	0.62	0.36	0.36	0.89	0.17	0.01
Avail Cap(c_a), veh/h	161	0	156	272	0	272	73	1234	1232	89	2310	1136
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97
Uniform Delay (d), s/veh	54.3	0.0	54.4	50.1	0.0	47.9	54.9	6.2	6.2	54.6	5.0	4.4
Incr Delay (d2), s/veh	7.0	0.0	16.4	18.5	0.0	1.1	187.6	0.8	0.8	88.7	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.2	5.9	0.0	0.9	0.2	9.3	9.3	1.1	3.4	0.2
LnGrp Delay(d),s/veh	61.4	0.0	70.8	68.7	0.0	49.0	242.6	7.0	7.0	143.2	5.1	4.4
LnGrp LOS	E		E	E		D	F	A	A	F	A	A
Approach Vol, veh/h		3			105			885			406	
Approach Delay, s/veh		67.6			65.7			7.2			8.9	
Approach LOS		E			E			A			A	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	84.9		6.7	5.3	84.2		13.8
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	4.5	55.0		10.0	5.5	54.0		18.0
Max Q Clear Time (g_c+I1), s	2.1	6.2		2.1	2.7	12.9		7.8
Green Ext Time (p_c), s	0.0	31.9		0.0	0.0	28.4		0.4

Intersection Summary	
HCM 2010 Ctrl Delay	12.2
HCM 2010 LOS	B

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	20	125	1	0	1	95	10	0	1	1	1
Future Vol, veh/h	0	20	125	1	0	1	95	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	21	132	1	0	1	100	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	8	7.7	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	14%	1%	62%
Vol Thru, %	33%	86%	90%	6%
Vol Right, %	33%	1%	9%	31%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	146	106	16
LT Vol	1	20	1	10
Through Vol	1	125	95	1
RT Vol	1	1	10	5
Lane Flow Rate	3	154	112	17
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.174	0.125	0.021
Departure Headway (Hd)	4.391	4.076	4.03	4.446
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	820	878	885	810
Service Time	2.392	2.112	2.075	2.446
HCM Lane V/C Ratio	0.004	0.175	0.127	0.021
HCM Control Delay	7.4	8	7.7	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.6	0.4	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	10	1	5
Future Vol, veh/h	0	10	1	5
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	11	1	5
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Intersection	
Int Delay, s/veh	1.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	360	1	100	690	1	10	1	35	1	1	1
Future Vol, veh/h	1	360	1	100	690	1	10	1	35	1	1	1
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	145	-	-	145	-	-	-	-	50	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	1	379	1	105	726	1	11	1	37	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	727	0	0	380	0	0	1320	1320	379	1319	1319	727
Stage 1	-	-	-	-	-	-	382	382	-	937	937	-
Stage 2	-	-	-	-	-	-	938	938	-	382	382	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	876	-	-	1178	-	-	134	157	668	134	157	424
Stage 1	-	-	-	-	-	-	640	613	-	318	343	-
Stage 2	-	-	-	-	-	-	317	343	-	640	613	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	876	-	-	1178	-	-	124	143	668	117	143	424
Mov Cap-2 Maneuver	-	-	-	-	-	-	124	143	-	117	143	-
Stage 1	-	-	-	-	-	-	639	612	-	318	312	-
Stage 2	-	-	-	-	-	-	287	312	-	603	612	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1.1	16.8	26.8
HCM LOS			C	D

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	126	668	876	-	-	1178	-	-	168
HCM Lane V/C Ratio	0.092	0.055	0.001	-	-	0.089	-	-	0.019
HCM Control Delay (s)	36.4	10.7	9.1	-	-	8.4	-	-	26.8
HCM Lane LOS	E	B	A	-	-	A	-	-	D
HCM 95th %tile Q(veh)	0.3	0.2	0	-	-	0.3	-	-	0.1

Intersection	
Int Delay, s/veh	0.4

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	25	920	5	35	895
Future Vol, veh/h	1	25	920	5	35	895
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	7	4	2	2	4
Mvmt Flow	1	26	968	5	37	942

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1516	487	0	0	974	0
Stage 1	971	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Critical Hdwy	6.84	7.04	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.37	-	-	2.22	-
Pot Cap-1 Maneuver	110	513	-	-	704	-
Stage 1	328	-	-	-	-	-
Stage 2	545	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	104	513	-	-	704	-
Mov Cap-2 Maneuver	104	-	-	-	-	-
Stage 1	328	-	-	-	-	-
Stage 2	516	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	13.6	0	0.4
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	446	704	-
HCM Lane V/C Ratio	-	-	0.061	0.052	-
HCM Control Delay (s)	-	-	13.6	10.4	-
HCM Lane LOS	-	-	B	B	-
HCM 95th %tile Q(veh)	-	-	0.2	0.2	-

Intersection	
Int Delay, s/veh	2.3

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	145	40	70	200	35	10
Future Vol, veh/h	145	40	70	200	35	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	4	65	2	2	88	2
Mvmt Flow	153	42	74	211	37	11

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	195	0	532	174
Stage 1	-	-	-	-	174	-
Stage 2	-	-	-	-	358	-
Critical Hdwy	-	-	4.12	-	7.98	6.22
Critical Hdwy Stg 1	-	-	-	-	6.98	-
Critical Hdwy Stg 2	-	-	-	-	6.98	-
Follow-up Hdwy	-	-	2.218	-	4.292	3.318
Pot Cap-1 Maneuver	-	-	1378	-	348	869
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	515	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1378	-	332	869
Mov Cap-2 Maneuver	-	-	-	-	398	-
Stage 1	-	-	-	-	663	-
Stage 2	-	-	-	-	484	-

Approach	EB	WB	NB
HCM Control Delay, s	0	2	13.7
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	398	869	-	-	1378	-
HCM Lane V/C Ratio	0.093	0.012	-	-	0.053	-
HCM Control Delay (s)	15	9.2	-	-	7.8	0
HCM Lane LOS	C	A	-	-	A	A
HCM 95th %tile Q(veh)	0.3	0	-	-	0.2	-

Intersection	
Int Delay, s/veh	0.1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	155	270	1	1	1
Future Vol, veh/h	1	155	270	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	3	2	2	2
Mvmt Flow	1	163	284	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	285	0	-	0	450	285
Stage 1	-	-	-	-	285	-
Stage 2	-	-	-	-	165	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1277	-	-	-	567	754
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	864	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1277	-	-	-	566	754
Mov Cap-2 Maneuver	-	-	-	-	566	-
Stage 1	-	-	-	-	763	-
Stage 2	-	-	-	-	863	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	10.6
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1277	-	-	-	647
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.8	0	-	-	10.6
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	4.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	85	70	345	270	1	105
Future Vol, veh/h	85	70	345	270	1	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	9	3	2	2	2
Mvmt Flow	89	74	363	284	1	111

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	163	0	1137	126
Stage 1	-	-	-	-	126	-
Stage 2	-	-	-	-	1011	-
Critical Hdwy	-	-	4.13	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.227	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1410	-	223	924
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	352	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1410	-	166	924
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	900	-
Stage 2	-	-	-	-	261	-

Approach	EB	WB	NB
HCM Control Delay, s	0	4.7	9.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	886	-	-	1410	-
HCM Lane V/C Ratio	0.126	-	-	0.258	-
HCM Control Delay (s)	9.6	-	-	8.4	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0.4	-	-	1	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	620	330	5	10	10
Future Vol, veh/h	15	620	330	5	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	46	60	2	100	100
Mvmt Flow	16	653	347	5	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	353	0	-	0	1034	350
Stage 1	-	-	-	-	350	-
Stage 2	-	-	-	-	684	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	817	-	-	-	172	518
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	358	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	817	-	-	-	169	518
Mov Cap-2 Maneuver	-	-	-	-	169	-
Stage 1	-	-	-	-	540	-
Stage 2	-	-	-	-	351	-

Approach	EB	WB	SB
HCM Control Delay, s	0.2	0	19.9
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	817	-	-	-	169	518
HCM Lane V/C Ratio	0.019	-	-	-	0.062	0.02
HCM Control Delay (s)	9.5	-	-	-	27.7	12.1
HCM Lane LOS	A	-	-	-	D	B
HCM 95th %tile Q(veh)	0.1	-	-	-	0.2	0.1

Intersection	
Int Delay, s/veh	5.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	240	390	230	35	70	105
Future Vol, veh/h	240	390	230	35	70	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	3	70	85	2	6	19
Mvmt Flow	253	411	242	37	74	111

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	279	0	-	0	1177	261
Stage 1	-	-	-	-	261	-
Stage 2	-	-	-	-	916	-
Critical Hdwy	4.13	-	-	-	6.46	6.39
Critical Hdwy Stg 1	-	-	-	-	5.46	-
Critical Hdwy Stg 2	-	-	-	-	5.46	-
Follow-up Hdwy	2.227	-	-	-	3.554	3.471
Pot Cap-1 Maneuver	1278	-	-	-	207	738
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	384	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1278	-	-	-	166	738
Mov Cap-2 Maneuver	-	-	-	-	166	-
Stage 1	-	-	-	-	773	-
Stage 2	-	-	-	-	308	-

Approach	EB	WB	SB
HCM Control Delay, s	3.2	0	23.6
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	1278	-	-	-	166	738
HCM Lane V/C Ratio	0.198	-	-	-	0.444	0.15
HCM Control Delay (s)	8.5	-	-	-	42.9	10.7
HCM Lane LOS	A	-	-	-	E	B
HCM 95th %tile Q(veh)	0.7	-	-	-	2	0.5

Intersection	
Int Delay, s/veh	0.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	390	70	1	245	20	1
Future Vol, veh/h	390	70	1	245	20	1
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	95	95	95	95	95	95
Heavy Vehicles, %	68	14	2	71	50	2
Mvmt Flow	411	74	1	258	21	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	484	0	707	447
Stage 1	-	-	-	-	447	-
Stage 2	-	-	-	-	260	-
Critical Hdwy	-	-	4.12	-	6.9	6.22
Critical Hdwy Stg 1	-	-	-	-	5.9	-
Critical Hdwy Stg 2	-	-	-	-	5.9	-
Follow-up Hdwy	-	-	2.218	-	3.95	3.318
Pot Cap-1 Maneuver	-	-	1079	-	338	612
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	684	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1079	-	338	612
Mov Cap-2 Maneuver	-	-	-	-	338	-
Stage 1	-	-	-	-	554	-
Stage 2	-	-	-	-	683	-

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

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	345	-	-	1079	-
HCM Lane V/C Ratio	0.064	-	-	0.001	-
HCM Control Delay (s)	16.1	-	-	8.3	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	145	1	1	95	5	1	1	1	1	1	5
Future Vol, veh/h	1	145	1	1	95	5	1	1	1	1	1	5
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	18	2	2	2	2	2	2	2
Mvmt Flow	1	153	1	1	100	5	1	1	1	1	1	5

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	105	0	0	154	0	0	263	262	153	261	261	103
Stage 1	-	-	-	-	-	-	155	155	-	105	105	-
Stage 2	-	-	-	-	-	-	108	107	-	156	156	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1486	-	-	1426	-	-	690	643	893	692	644	952
Stage 1	-	-	-	-	-	-	847	769	-	901	808	-
Stage 2	-	-	-	-	-	-	897	807	-	846	769	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1486	-	-	1426	-	-	684	642	893	689	643	952
Mov Cap-2 Maneuver	-	-	-	-	-	-	684	642	-	689	643	-
Stage 1	-	-	-	-	-	-	846	768	-	900	807	-
Stage 2	-	-	-	-	-	-	890	806	-	843	768	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0.1	10	9.3
HCM LOS			B	A

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	725	1486	-	-	1426	-	-	848
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.009
HCM Control Delay (s)	10	7.4	0	-	7.5	0	-	9.3
HCM Lane LOS	B	A	A	-	A	A	-	A
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	120	100	5	1	5
Future Vol, veh/h	15	120	100	5	1	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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	16	126	105	5	1	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	266	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	158	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	723	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	871	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	714	946
Mov Cap-2 Maneuver	-	-	-	-	714	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	861	-

Approach	EB	WB	SB
HCM Control Delay, s	0.8	0	9
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	897
HCM Lane V/C Ratio	0.011	-	-	-	0.007
HCM Control Delay (s)	7.5	0	-	-	9
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	2.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	40	80	85	15	10	20
Future Vol, veh/h	40	80	85	15	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	9	2	2	8
Mvmt Flow	42	84	89	16	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	105	0	-	0	265	97
Stage 1	-	-	-	-	97	-
Stage 2	-	-	-	-	168	-
Critical Hdwy	4.12	-	-	-	6.42	6.28
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.372
Pot Cap-1 Maneuver	1486	-	-	-	724	943
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	862	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1486	-	-	-	702	943
Mov Cap-2 Maneuver	-	-	-	-	702	-
Stage 1	-	-	-	-	927	-
Stage 2	-	-	-	-	836	-

Approach	EB	WB	SB
HCM Control Delay, s	2.5	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1486	-	-	-	846
HCM Lane V/C Ratio	0.028	-	-	-	0.037
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.1

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	5	85	100	5	1	1
Future Vol, veh/h	5	85	100	5	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	18	2	2	2
Mvmt Flow	5	89	105	5	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	111	0	-	0	208	108
Stage 1	-	-	-	-	108	-
Stage 2	-	-	-	-	100	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1479	-	-	-	780	946
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	924	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1479	-	-	-	777	946
Mov Cap-2 Maneuver	-	-	-	-	777	-
Stage 1	-	-	-	-	916	-
Stage 2	-	-	-	-	920	-

Approach	EB	WB	SB
HCM Control Delay, s	0.4	0	9.2
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1479	-	-	-	853
HCM Lane V/C Ratio	0.004	-	-	-	0.002
HCM Control Delay (s)	7.4	0	-	-	9.2
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	1.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	20	65	85	785	475	20
Future Vol, veh/h	20	65	85	785	475	20
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	10	16	2
Mvmt Flow	21	68	89	826	500	21

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1516	511	521	0	-	0
Stage 1	511	-	-	-	-	-
Stage 2	1005	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	131	563	1045	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	354	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	110	563	1045	-	-	-
Mov Cap-2 Maneuver	110	-	-	-	-	-
Stage 1	602	-	-	-	-	-
Stage 2	298	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	23.2	0.9	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1045	-	286	-	-
HCM Lane V/C Ratio	0.086	-	0.313	-	-
HCM Control Delay (s)	8.8	0	23.2	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.3	-	1.3	-	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	30	1	895	1	100	795	1
Future Vol, veh/h	1	1	1	1	1	30	1	895	1	100	795	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	4	2	2	4	2
Mvmt Flow	1	1	1	1	1	32	1	942	1	105	837	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1522	1993	419	1574	1993	472	838	0	0	943	0	0
Stage 1	1048	1048	-	945	945	-	-	-	-	-	-	-
Stage 2	474	945	-	629	1048	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	81	60	583	74	60	538	792	-	-	723	-	-
Stage 1	244	303	-	282	339	-	-	-	-	-	-	-
Stage 2	540	339	-	437	303	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	67	51	583	64	51	538	792	-	-	723	-	-
Mov Cap-2 Maneuver	67	51	-	64	51	-	-	-	-	-	-	-
Stage 1	243	259	-	281	338	-	-	-	-	-	-	-
Stage 2	505	338	-	371	259	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	50.1	16.3	0	1.2
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	792	-	-	83	352	723	-	-
HCM Lane V/C Ratio	0.001	-	-	0.038	0.096	0.146	-	-
HCM Control Delay (s)	9.6	0	-	50.1	16.3	10.8	-	-
HCM Lane LOS	A	A	-	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.3	0.5	-	-

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	190	455	515	10	465	5	765	450	15	5	320	310
Future Volume (veh/h)	190	455	515	10	465	5	765	450	15	5	320	310
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1234	1961	1180	1863	1863	1900	1267	1005	1900	1733	1036	1401
Adj Flow Rate, veh/h	200	479	0	11	489	5	805	474	16	5	337	326
Adj No. of Lanes	2	2	2	1	2	0	2	1	0	1	2	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	54	2	61	2	2	2	50	92	92	14	93	41
Cap, veh/h	236	904	1071	14	526	5	852	546	18	6	402	646
Arrive On Green	0.10	0.24	0.00	0.01	0.15	0.15	0.36	0.56	0.56	0.00	0.20	0.20
Sat Flow, veh/h	2280	3725	1765	1774	3589	37	2340	967	33	1651	1969	2097
Grp Volume(v), veh/h	200	479	0	11	241	253	805	0	490	5	337	326
Grp Sat Flow(s),veh/h/ln	1140	1863	883	1774	1770	1856	1170	0	999	1651	984	1048
Q Serve(g_s), s	10.0	13.0	0.0	0.7	15.6	15.6	38.6	0.0	48.5	0.4	19.0	14.8
Cycle Q Clear(g_c), s	10.0	13.0	0.0	0.7	15.6	15.6	38.6	0.0	48.5	0.4	19.0	14.8
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.03	1.00		1.00
Lane Grp Cap(c), veh/h	236	904	1071	14	260	272	852	0	564	6	402	646
V/C Ratio(X)	0.85	0.53	0.00	0.80	0.93	0.93	0.94	0.00	0.87	0.79	0.84	0.50
Avail Cap(c_a), veh/h	246	904	1071	54	260	272	919	0	569	50	408	651
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	0.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	51.0	38.1	0.0	57.4	48.8	48.9	35.7	0.0	21.5	57.7	44.3	32.9
Incr Delay (d2), s/veh	22.5	1.1	0.0	66.3	38.0	37.0	17.2	0.0	16.5	106.9	18.4	2.8
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	7.0	11.1	0.0	1.1	15.7	16.2	20.7	0.0	22.5	0.6	10.3	8.0
LnGrp Delay(d),s/veh	73.5	39.3	0.0	123.7	86.9	85.9	52.9	0.0	38.0	164.6	62.7	35.7
LnGrp LOS	E	D		F	F	F	D		D	F	E	D
Approach Vol, veh/h		679			505			1295			668	
Approach Delay, s/veh		49.3			87.2			47.3			50.3	
Approach LOS		D			F			D			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	4.9	71.4	5.4	34.1	46.7	29.7	16.5	23.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	3.5	66.0	3.5	26.0	45.5	24.0	12.5	17.0
Max Q Clear Time (g_c+I1), s	2.4	50.5	2.7	15.0	40.6	21.0	12.0	17.6
Green Ext Time (p_c), s	0.0	12.3	0.0	6.4	1.6	2.6	0.0	0.0

Intersection Summary	
HCM 2010 Ctrl Delay	54.8
HCM 2010 LOS	D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	180	420	65	290	430	465	105	915	210	360	915	140
Future Volume (veh/h)	180	420	65	290	430	465	105	915	210	360	915	140
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1863	1863	1869	1863	1863	1905	1863
Adj Flow Rate, veh/h	189	442	68	305	453	489	111	963	221	379	963	147
Adj No. of Lanes	2	2	1	2	2	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	5	2
Cap, veh/h	260	554	360	381	684	881	140	1331	769	456	1550	798
Arrive On Green	0.08	0.15	0.15	0.11	0.18	0.18	0.08	0.37	0.37	0.13	0.43	0.43
Sat Flow, veh/h	3442	3725	1583	3442	3725	2787	1774	3551	1583	3442	3619	1583
Grp Volume(v), veh/h	189	442	68	305	453	489	111	963	221	379	963	147
Grp Sat Flow(s),veh/h/ln	1721	1863	1583	1721	1863	1393	1774	1776	1583	1721	1810	1583
Q Serve(g_s), s	4.8	10.3	3.1	7.8	10.2	13.1	5.5	20.9	7.5	9.7	18.7	4.6
Cycle Q Clear(g_c), s	4.8	10.3	3.1	7.8	10.2	13.1	5.5	20.9	7.5	9.7	18.7	4.6
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	260	554	360	381	684	881	140	1331	769	456	1550	798
V/C Ratio(X)	0.73	0.80	0.19	0.80	0.66	0.55	0.79	0.72	0.29	0.83	0.62	0.18
Avail Cap(c_a), veh/h	287	554	360	440	704	896	187	1331	769	516	1550	798
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	40.7	37.0	28.1	39.0	34.1	25.5	40.7	24.1	13.8	38.1	20.0	12.2
Incr Delay (d2), s/veh	8.0	9.1	0.5	9.0	3.1	1.3	15.3	3.4	0.9	10.0	1.9	0.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	4.6	10.0	2.6	7.5	9.4	8.9	6.0	16.2	6.3	9.0	14.7	3.8
LnGrp Delay(d),s/veh	48.7	46.1	28.6	48.0	37.3	26.8	56.0	27.6	14.8	48.1	21.9	12.7
LnGrp LOS	D	D	C	D	D	C	E	C	B	D	C	B
Approach Vol, veh/h		699			1247			1295			1489	
Approach Delay, s/veh		45.1			35.8			27.8			27.7	
Approach LOS		D			D			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	16.4	39.7	14.5	19.4	11.6	44.6	11.3	22.5
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	13.5	31.0	11.5	13.0	9.5	35.0	7.5	17.0
Max Q Clear Time (g_c+I1), s	11.7	22.9	9.8	12.3	7.5	20.7	6.8	15.1
Green Ext Time (p_c), s	0.3	8.0	0.2	0.6	0.0	14.0	0.0	1.4

Intersection Summary	
HCM 2010 Ctrl Delay	32.4
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	795	195	45	800	1	385	1	90	1	1	1
Future Volume (veh/h)	1	795	195	45	800	1	385	1	90	1	1	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	1	837	205	47	842	1	405	1	95	1	1	1
Adj No. of Lanes	1	1	1	1	1	0	2	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	211	1083	875	211	1028	1	494	4	367	2	78	78
Arrive On Green	0.55	0.55	0.55	0.55	0.55	0.55	0.14	0.23	0.23	0.00	0.09	0.09
Sat Flow, veh/h	650	1961	1583	539	1860	2	3442	17	1569	1774	856	856
Grp Volume(v), veh/h	1	837	205	47	0	843	405	0	96	1	0	2
Grp Sat Flow(s),veh/h/ln	650	1961	1583	539	0	1862	1721	0	1586	1774	0	1712
Q Serve(g_s), s	0.1	25.8	5.2	5.8	0.0	28.7	8.8	0.0	3.8	0.0	0.0	0.1
Cycle Q Clear(g_c), s	28.8	25.8	5.2	31.6	0.0	28.7	8.8	0.0	3.8	0.0	0.0	0.1
Prop In Lane	1.00		1.00	1.00		0.00	1.00		0.99	1.00		0.50
Lane Grp Cap(c), veh/h	211	1083	875	211	0	1029	494	0	371	2	0	156
V/C Ratio(X)	0.00	0.77	0.23	0.22	0.00	0.82	0.82	0.00	0.26	0.44	0.00	0.01
Avail Cap(c_a), veh/h	213	1088	879	212	0	1034	555	0	512	126	0	398
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	25.9	13.5	8.9	25.9	0.0	14.2	32.2	0.0	24.2	38.7	0.0	32.0
Incr Delay (d2), s/veh	0.0	5.4	0.6	2.4	0.0	7.3	8.6	0.0	0.8	95.6	0.0	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	21.8	4.3	1.8	0.0	23.3	8.4	0.0	3.2	0.1	0.0	0.1
LnGrp Delay(d),s/veh	26.0	18.9	9.5	28.3	0.0	21.5	40.8	0.0	25.0	134.3	0.0	32.1
LnGrp LOS	C	B	A	C		C	D		C	F		C
Approach Vol, veh/h		1043			890			501			3	
Approach Delay, s/veh		17.1			21.8			37.8			66.2	
Approach LOS		B			C			D			E	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	24.1		48.8	15.6	13.0		48.8
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	25.0		43.0	12.5	18.0		43.0
Max Q Clear Time (g_c+I1), s	2.0	5.8		30.8	10.8	2.1		33.6
Green Ext Time (p_c), s	0.0	0.8		11.9	0.3	0.7		9.2

Intersection Summary		
HCM 2010 Ctrl Delay		23.1
HCM 2010 LOS		C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	755	120	110	595	15	225	5	225	15	5	25
Future Volume (veh/h)	10	755	120	110	595	15	225	5	225	15	5	25
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1860	1900	1863	1863	1900	1759	1863	1900
Adj Flow Rate, veh/h	11	795	126	116	626	16	237	5	237	16	5	26
Adj No. of Lanes	1	1	1	1	1	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	8	2	2
Cap, veh/h	373	959	775	268	1058	27	432	7	341	189	25	129
Arrive On Green	0.49	0.49	0.49	0.06	0.59	0.59	0.14	0.22	0.22	0.01	0.09	0.09
Sat Flow, veh/h	784	1961	1583	1774	1806	46	1774	33	1555	1675	262	1361
Grp Volume(v), veh/h	11	795	126	116	0	642	237	0	242	16	0	31
Grp Sat Flow(s),veh/h/ln	784	1961	1583	1774	0	1852	1774	0	1588	1675	0	1623
Q Serve(g_s), s	0.8	29.4	3.7	2.6	0.0	18.6	9.7	0.0	11.9	0.7	0.0	1.5
Cycle Q Clear(g_c), s	11.2	29.4	3.7	2.6	0.0	18.6	9.7	0.0	11.9	0.7	0.0	1.5
Prop In Lane	1.00		1.00	1.00		0.02	1.00		0.98	1.00		0.84
Lane Grp Cap(c), veh/h	373	959	775	268	0	1085	432	0	349	189	0	153
V/C Ratio(X)	0.03	0.83	0.16	0.43	0.00	0.59	0.55	0.00	0.69	0.08	0.00	0.20
Avail Cap(c_a), veh/h	379	974	787	307	0	1140	432	0	357	239	0	211
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	17.2	18.5	12.0	15.7	0.0	11.1	27.2	0.0	30.4	34.1	0.0	35.3
Incr Delay (d2), s/veh	0.1	8.2	0.5	1.1	0.0	2.4	1.5	0.0	7.3	0.2	0.0	1.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.3	24.8	3.1	2.4	0.0	15.4	8.5	0.0	9.9	0.6	0.0	1.3
LnGrp Delay(d),s/veh	17.4	26.7	12.4	16.8	0.0	13.5	28.7	0.0	37.6	34.3	0.0	36.7
LnGrp LOS	B	C	B	B		B	C		D	C		D
Approach Vol, veh/h		932			758			479			47	
Approach Delay, s/veh		24.7			14.0			33.2			35.9	
Approach LOS		C			B			C			D	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6		8
Phs Duration (G+Y+Rc), s	4.4	24.6	8.2	47.4	15.0	14.0		55.5
Change Period (Y+Rc), s	3.5	6.0	3.5	6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	3.5	19.0	6.5	42.0	11.5	11.0		52.0
Max Q Clear Time (g_c+I1), s	2.7	13.9	4.6	31.4	11.7	3.5		20.6
Green Ext Time (p_c), s	0.0	1.2	0.0	9.9	0.0	1.6		27.4

Intersection Summary	
HCM 2010 Ctrl Delay	23.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	310	145	380	110	125	50	350	880	310	105	470	315
Future Volume (veh/h)	310	145	380	110	125	50	350	880	310	105	470	315
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1961	1863	1863	1961	1863	1863	1905	1863	1863	1887	1863
Adj Flow Rate, veh/h	326	153	400	116	132	53	368	926	326	111	495	332
Adj No. of Lanes	2	1	1	1	1	1	2	1	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	5	2	2	6	2
Cap, veh/h	396	240	403	145	175	256	454	933	905	128	812	864
Arrive On Green	0.12	0.12	0.12	0.08	0.09	0.09	0.13	0.49	0.49	0.07	0.43	0.43
Sat Flow, veh/h	3442	1961	1583	1774	1961	1583	3442	1905	1583	1774	1887	1583
Grp Volume(v), veh/h	326	153	400	116	132	53	368	926	326	111	495	332
Grp Sat Flow(s),veh/h/ln	1721	1961	1583	1774	1961	1583	1721	1905	1583	1774	1887	1583
Q Serve(g_s), s	8.3	6.7	11.0	5.8	5.9	2.6	9.3	43.4	10.0	5.6	18.2	10.8
Cycle Q Clear(g_c), s	8.3	6.7	11.0	5.8	5.9	2.6	9.3	43.4	10.0	5.6	18.2	10.8
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	396	240	403	145	175	256	454	933	905	128	812	864
V/C Ratio(X)	0.82	0.64	0.99	0.80	0.76	0.21	0.81	0.99	0.36	0.86	0.61	0.38
Avail Cap(c_a), veh/h	402	240	403	148	175	256	594	933	905	128	812	864
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	38.9	37.5	33.4	40.5	40.0	32.7	37.9	22.8	10.4	41.2	19.8	11.7
Incr Delay (d2), s/veh	12.8	7.7	43.2	25.6	19.9	0.9	6.4	27.8	1.1	41.9	3.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	8.2	7.4	21.0	7.0	7.5	2.2	8.5	38.8	8.1	7.6	15.5	8.7
LnGrp Delay(d),s/veh	51.7	45.2	76.6	66.1	59.9	33.5	44.3	50.5	11.5	83.1	23.2	13.0
LnGrp LOS	D	D	E	E	E	C	D	D	B	F	C	B
Approach Vol, veh/h		879			301			1620			938	
Approach Delay, s/veh		61.9			57.6			41.3			26.7	
Approach LOS		E			E			D			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	11.0	50.0	11.8	17.0	16.3	44.7	14.8	14.0
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	6.5	44.0	7.5	11.0	15.5	35.0	10.5	8.0
Max Q Clear Time (g_c+I1), s	7.6	45.4	7.8	13.0	11.3	20.2	10.3	7.9
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0	0.5	14.4	0.0	0.1

Intersection Summary		
HCM 2010 Ctrl Delay		43.8
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	1	1	1	20	1	335	1	895	15	200	645	1
Future Volume (veh/h)	1	1	1	20	1	335	1	895	15	200	645	1
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1900	1937	1900	1226	1961	1407	1863	1085	1900	1367	1033	1900
Adj Flow Rate, veh/h	1	1	1	21	1	353	1	942	16	211	679	1
Adj No. of Lanes	0	1	0	1	1	1	1	2	0	2	2	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	55	2	35	2	75	75	39	84	84
Cap, veh/h	89	78	53	183	196	252	2	1209	21	280	1394	2
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.10	0.00	0.58	0.58	0.11	0.69	0.69
Sat Flow, veh/h	290	780	535	927	1961	1196	1774	2074	35	2526	2011	3
Grp Volume(v), veh/h	3	0	0	21	1	353	1	468	490	211	331	349
Grp Sat Flow(s),veh/h/ln	1605	0	0	927	1961	1196	1774	1031	1079	1263	982	1033
Q Serve(g_s), s	0.0	0.0	0.0	1.5	0.0	8.0	0.0	27.8	27.8	6.5	12.5	12.5
Cycle Q Clear(g_c), s	0.1	0.0	0.0	1.6	0.0	8.0	0.0	27.8	27.8	6.5	12.5	12.5
Prop In Lane	0.33		0.33	1.00		1.00	1.00		0.03	1.00		0.00
Lane Grp Cap(c), veh/h	221	0	0	183	196	252	2	601	629	280	680	716
V/C Ratio(X)	0.01	0.00	0.00	0.11	0.01	1.40	0.45	0.78	0.78	0.75	0.49	0.49
Avail Cap(c_a), veh/h	221	0	0	183	196	252	78	618	647	553	761	801
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	32.4	0.0	0.0	33.1	32.4	31.6	39.9	12.7	12.7	34.5	5.7	5.7
Incr Delay (d2), s/veh	0.1	0.0	0.0	0.6	0.0	202.5	101.9	9.6	9.2	4.1	2.5	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.1	0.0	0.0	0.8	0.0	35.5	0.2	14.4	14.9	4.4	6.8	7.1
LnGrp Delay(d),s/veh	32.5	0.0	0.0	33.7	32.4	234.0	141.9	22.4	22.0	38.6	8.2	8.1
LnGrp LOS	C			C	C	F	F	C	C	D	A	A
Approach Vol, veh/h		3			375			959			891	
Approach Delay, s/veh		32.5			222.3			22.3			15.3	
Approach LOS		C			F			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	13.4	52.6		14.0	4.6	61.4		14.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	17.5	48.0		8.0	3.5	62.0		8.0
Max Q Clear Time (g_c+I1), s	8.5	29.8		2.1	2.0	14.5		10.0
Green Ext Time (p_c), s	0.4	16.9		1.4	0.0	40.2		0.0

Intersection Summary		
HCM 2010 Ctrl Delay		53.2
HCM 2010 LOS		D

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	275	305	40	220	260	395	20	405	150	290	610	255
Future Volume (veh/h)	275	305	40	220	260	395	20	405	150	290	610	255
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1848	1900	1863	1961	1845	1863	1818	1863	1863	1835	1863
Adj Flow Rate, veh/h	289	321	42	232	274	416	21	426	158	305	642	268
Adj No. of Lanes	2	1	0	1	1	2	1	2	1	2	2	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	3	2	10	2	2	9	2
Cap, veh/h	370	377	49	268	546	1074	25	932	666	381	1278	751
Arrive On Green	0.11	0.24	0.24	0.15	0.28	0.28	0.01	0.27	0.27	0.11	0.37	0.37
Sat Flow, veh/h	3442	1602	210	1774	1961	2760	1774	3455	1583	3442	3486	1583
Grp Volume(v), veh/h	289	0	363	232	274	416	21	426	158	305	642	268
Grp Sat Flow(s),veh/h/ln	1721	0	1811	1774	1961	1380	1774	1727	1583	1721	1743	1583
Q Serve(g_s), s	7.4	0.0	17.3	11.5	10.5	9.8	1.1	9.2	5.8	7.8	12.9	9.6
Cycle Q Clear(g_c), s	7.4	0.0	17.3	11.5	10.5	9.8	1.1	9.2	5.8	7.8	12.9	9.6
Prop In Lane	1.00		0.12	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	370	0	426	268	546	1074	25	932	666	381	1278	751
V/C Ratio(X)	0.78	0.00	0.85	0.87	0.50	0.39	0.85	0.46	0.24	0.80	0.50	0.36
Avail Cap(c_a), veh/h	478	0	443	306	546	1074	108	932	666	440	1278	751
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	0.97	0.97	0.97	1.00	1.00	1.00
Uniform Delay (d), s/veh	39.1	0.0	32.9	37.3	27.2	19.8	44.3	27.4	16.8	39.0	22.1	15.0
Incr Delay (d2), s/veh	6.2	0.0	15.9	20.2	1.5	0.5	49.9	1.6	0.8	9.0	1.4	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	6.9	0.0	15.8	11.5	9.9	6.8	1.6	8.0	4.8	7.5	10.6	7.9
LnGrp Delay(d),s/veh	45.3	0.0	48.8	57.6	28.7	20.2	94.2	28.9	17.6	48.0	23.5	16.3
LnGrp LOS	D		D	E	C	C	F	C	B	D	C	B
Approach Vol, veh/h		652			922			605			1215	
Approach Delay, s/veh		47.3			32.2			28.2			28.1	
Approach LOS		D			C			C			C	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2	3	4	5	6	7	8
Phs Duration (G+Y+Rc), s	14.5	30.3	18.1	27.2	5.8	39.0	14.2	31.1
Change Period (Y+Rc), s	4.5	6.0	4.5	6.0	4.5	6.0	4.5	6.0
Max Green Setting (Gmax), s	11.5	20.0	15.5	22.0	5.5	26.0	12.5	25.0
Max Q Clear Time (g_c+I1), s	9.8	11.2	13.5	19.3	3.1	14.9	9.4	12.5
Green Ext Time (p_c), s	0.2	7.9	0.1	1.9	0.0	9.9	0.3	7.6

Intersection Summary	
HCM 2010 Ctrl Delay	32.9
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	60	40	10	110	70	485	10	365	105	310	75	280
Future Volume (veh/h)	60	40	10	110	70	485	10	365	105	310	75	280
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Adj Sat Flow, veh/h/ln	1937	1785	1900	1348	1471	1159	1138	1047	1250	1092	1227	964
Adj Flow Rate, veh/h	63	42	11	116	74	511	11	384	111	326	79	295
Adj No. of Lanes	1	1	0	1	1	1	1	2	1	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	13	13	41	36	64	67	91	52	74	63	97
Cap, veh/h	300	361	95	341	389	512	269	502	268	410	613	409
Arrive On Green	0.26	0.26	0.26	0.26	0.26	0.26	0.01	0.25	0.25	0.26	0.50	0.50
Sat Flow, veh/h	860	1364	357	974	1471	985	1084	1990	1063	1040	1227	820
Grp Volume(v), veh/h	63	0	53	116	74	511	11	384	111	326	79	295
Grp Sat Flow(s),veh/h/ln	860	0	1722	974	1471	985	1084	995	1063	1040	1227	820
Q Serve(g_s), s	4.2	0.0	1.6	7.0	2.7	18.0	0.5	12.2	5.9	14.4	2.3	19.1
Cycle Q Clear(g_c), s	6.8	0.0	1.6	8.6	2.7	18.0	0.5	12.2	5.9	14.4	2.3	19.1
Prop In Lane	1.00		0.21	1.00		1.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	300	0	455	341	389	512	269	502	268	410	613	409
V/C Ratio(X)	0.21	0.00	0.12	0.34	0.19	1.00	0.04	0.77	0.41	0.79	0.13	0.72
Avail Cap(c_a), veh/h	300	0	455	341	389	512	316	643	344	672	956	639
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	22.0	0.0	19.0	22.2	19.4	16.3	18.8	23.6	21.2	13.0	9.1	13.3
Incr Delay (d2), s/veh	0.3	0.0	0.1	0.6	0.2	39.2	0.1	4.1	1.0	3.5	0.1	2.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.8	0.0	1.4	3.5	2.0	21.4	0.3	6.5	3.2	7.8	1.5	8.0
LnGrp Delay(d),s/veh	22.4	0.0	19.1	22.8	19.6	55.5	18.9	27.7	22.3	16.6	9.2	15.7
LnGrp LOS	C		B	C	B	E	B	C	C	B	A	B
Approach Vol, veh/h		116			701			506			700	
Approach Delay, s/veh		20.9			46.3			26.3			15.4	
Approach LOS		C			D			C			B	

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	20.9	23.2		24.0	4.1	40.0		24.0
Change Period (Y+Rc), s	3.5	6.0		6.0	3.5	6.0		6.0
Max Green Setting (Gmax), s	34.5	22.0		18.0	3.5	53.0		18.0
Max Q Clear Time (g_c+I1), s	16.4	14.2		8.8	2.5	21.1		20.0
Green Ext Time (p_c), s	1.0	3.0		2.7	0.0	5.4		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	29.1
HCM 2010 LOS	C

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT
Lane Configurations												
Traffic Volume (veh/h)	65	1	40	105	1	45	1	460	95	5	5	855
Future Volume (veh/h)	65	1	40	105	1	45	1	460	95	5	5	855
Number	7	4	14	3	8	18	1	6	16		5	2
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0		0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00		1.00	
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1526	1900	1863	1790	1900		1863	1905
Adj Flow Rate, veh/h	68	1	42	111	1	47	1	484	100		5	900
Adj No. of Lanes	1	1	0	1	1	0	1	2	0		1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95		0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	7		2	5
Cap, veh/h	125	3	109	129	2	93	2	1826	375		5	2359
Arrive On Green	0.07	0.07	0.07	0.07	0.07	0.07	0.00	0.65	0.65		0.00	0.65
Sat Flow, veh/h	1774	37	1552	1774	27	1274	1774	2811	578		1774	3619
Grp Volume(v), veh/h	68	0	43	111	0	48	1	292	292		5	900
Grp Sat Flow(s),veh/h/ln	1774	0	1589	1774	0	1301	1774	1701	1688		1774	1810
Q Serve(g_s), s	4.1	0.0	2.8	6.8	0.0	3.9	0.1	8.0	8.1		0.3	12.7
Cycle Q Clear(g_c), s	4.1	0.0	2.8	6.8	0.0	3.9	0.1	8.0	8.1		0.3	12.7
Prop In Lane	1.00		0.98	1.00		0.98	1.00		0.34		1.00	
Lane Grp Cap(c), veh/h	125	0	112	129	0	95	2	1104	1096		5	2359
V/C Ratio(X)	0.55	0.00	0.39	0.86	0.00	0.51	0.62	0.26	0.27		0.95	0.38
Avail Cap(c_a), veh/h	129	0	116	129	0	95	89	1104	1096		89	2359
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00		1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00		0.79	0.79
Uniform Delay (d), s/veh	49.4	0.0	48.9	50.4	0.0	49.1	54.9	8.2	8.2		54.8	8.9
Incr Delay (d2), s/veh	8.2	0.0	4.6	43.3	0.0	8.9	187.6	0.6	0.6		146.2	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
%ile BackOfQ(95%),veh/ln	4.1	0.0	2.5	8.5	0.0	2.9	0.2	7.0	7.0		0.7	10.1
LnGrp Delay(d),s/veh	57.6	0.0	53.5	93.7	0.0	58.0	242.6	8.7	8.8		201.0	9.2
LnGrp LOS	E		D	F		E	F	A	A		F	A
Approach Vol, veh/h		111			159			585				916
Approach Delay, s/veh		56.0			82.9			9.2				10.3
Approach LOS		E			F			A				B

Timer	1	2	3	4	5	6	7	8
Assigned Phs	1	2		4	5	6		8
Phs Duration (G+Y+Rc), s	4.6	77.7		13.7	4.8	77.4		14.0
Change Period (Y+Rc), s	4.5	6.0		6.0	4.5	6.0		6.0
Max Green Setting (Gmax), s	5.5	66.0		8.0	5.5	66.0		8.0
Max Q Clear Time (g_c+I1), s	2.1	14.7		6.1	2.3	10.1		8.8
Green Ext Time (p_c), s	0.0	38.3		0.1	0.0	40.8		0.0

Intersection Summary	
HCM 2010 Ctrl Delay	19.3
HCM 2010 LOS	B

Notes



Movement	SBR
Lane Configurations	
Traffic Volume (veh/h)	10
Future Volume (veh/h)	10
Number	12
Initial Q (Qb), veh	0
Ped-Bike Adj(A_pbT)	1.00
Parking Bus, Adj	1.00
Adj Sat Flow, veh/h/ln	1863
Adj Flow Rate, veh/h	11
Adj No. of Lanes	1
Peak Hour Factor	0.95
Percent Heavy Veh, %	2
Cap, veh/h	1032
Arrive On Green	0.65
Sat Flow, veh/h	1583
Grp Volume(v), veh/h	11
Grp Sat Flow(s),veh/h/ln	1583
Q Serve(g_s), s	0.3
Cycle Q Clear(g_c), s	0.3
Prop In Lane	1.00
Lane Grp Cap(c), veh/h	1032
V/C Ratio(X)	0.01
Avail Cap(c_a), veh/h	1032
HCM Platoon Ratio	1.00
Upstream Filter(I)	0.79
Uniform Delay (d), s/veh	6.7
Incr Delay (d2), s/veh	0.0
Initial Q Delay(d3),s/veh	0.0
%ile BackOfQ(95%),veh/ln	0.2
LnGrp Delay(d),s/veh	6.7
LnGrp LOS	A
Approach Vol, veh/h	
Approach Delay, s/veh	
Approach LOS	
Timer	

User approved ignoring U-Turning movement.

Intersection	
Intersection Delay, s/veh	7.8
Intersection LOS	A

Movement	EBU	EBL	EBT	EBR	WBU	WBL	WBT	WBR	NBU	NBL	NBT	NBR
Lane Configurations												
Traffic Vol, veh/h	0	10	95	1	0	1	135	10	0	1	1	1
Future Vol, veh/h	0	10	95	1	0	1	135	10	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2	2	2	2	9	2	2	2	2
Mvmt Flow	0	11	100	1	0	1	142	11	0	1	1	1
Number of Lanes	0	0	1	0	0	0	1	0	0	0	1	0

Approach	EB	WB	NB
Opposing Approach	WB	EB	SB
Opposing Lanes	1	1	1
Conflicting Approach Left	SB	NB	EB
Conflicting Lanes Left	1	1	1
Conflicting Approach Right	NB	SB	WB
Conflicting Lanes Right	1	1	1
HCM Control Delay	7.8	7.9	7.4
HCM LOS	A	A	A

Lane	NBLn1	EBLn1	WBLn1	SBLn1
Vol Left, %	33%	9%	1%	48%
Vol Thru, %	33%	90%	92%	3%
Vol Right, %	33%	1%	7%	48%
Sign Control	Stop	Stop	Stop	Stop
Traffic Vol by Lane	3	106	146	31
LT Vol	1	10	1	15
Through Vol	1	95	135	1
RT Vol	1	1	10	15
Lane Flow Rate	3	112	154	33
Geometry Grp	1	1	1	1
Degree of Util (X)	0.004	0.128	0.173	0.039
Departure Headway (Hd)	4.412	4.126	4.041	4.318
Convergence, Y/N	Yes	Yes	Yes	Yes
Cap	816	864	884	834
Service Time	2.413	2.179	2.087	2.318
HCM Lane V/C Ratio	0.004	0.13	0.174	0.04
HCM Control Delay	7.4	7.8	7.9	7.5
HCM Lane LOS	A	A	A	A
HCM 95th-tile Q	0	0.4	0.6	0.1

Intersection	
Intersection Delay, s/veh	
Intersection LOS	

Movement	SBU	SBL	SBT	SBR
Lane Configurations				
Traffic Vol, veh/h	0	15	1	15
Future Vol, veh/h	0	15	1	15
Peak Hour Factor	0.95	0.95	0.95	0.95
Heavy Vehicles, %	2	2	2	2
Mvmt Flow	0	16	1	16
Number of Lanes	0	0	1	0

Approach	SB
Opposing Approach	NB
Opposing Lanes	1
Conflicting Approach Left	WB
Conflicting Lanes Left	1
Conflicting Approach Right	EB
Conflicting Lanes Right	1
HCM Control Delay	7.5
HCM LOS	A

Intersection	
Int Delay, s/veh	2.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	985	10	70	720	1	1	5	125	1	5	1
Future Vol, veh/h	1	985	10	70	720	1	1	5	125	1	5	1
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	265	-	-	265	-	-	-	-	105	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	33	2	2	2	2
Mvmt Flow	1	1037	11	74	758	1	1	5	132	1	5	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	759	0	0	1047	0	0	1953	1950	1042	1953	1955	758
Stage 1	-	-	-	-	-	-	1044	1044	-	906	906	-
Stage 2	-	-	-	-	-	-	909	906	-	1047	1049	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.83	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.83	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.297	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	852	-	-	665	-	-	48	53	279	48	64	407
Stage 1	-	-	-	-	-	-	277	270	-	331	355	-
Stage 2	-	-	-	-	-	-	329	316	-	276	304	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	852	-	-	665	-	-	41	47	279	21	57	407
Mov Cap-2 Maneuver	-	-	-	-	-	-	41	47	-	21	57	-
Stage 1	-	-	-	-	-	-	277	270	-	331	315	-
Stage 2	-	-	-	-	-	-	287	281	-	143	304	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0	1	31.9	87.2
HCM LOS			D	F

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	46	279	852	-	-	665	-	-	51
HCM Lane V/C Ratio	0.137	0.472	0.001	-	-	0.111	-	-	0.144
HCM Control Delay (s)	95.3	28.9	9.2	-	-	11.1	-	-	87.2
HCM Lane LOS	F	D	A	-	-	B	-	-	F
HCM 95th %tile Q(veh)	0.4	2.4	0	-	-	0.4	-	-	0.5

Intersection	
Int Delay, s/veh	0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	55	1175	1	40	1230
Future Vol, veh/h	1	55	1175	1	40	1230
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	-	-	-	260	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	1	58	1237	1	42	1295

Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	1969	619	0	0	1238	0
Stage 1	1237	-	-	-	-	-
Stage 2	732	-	-	-	-	-
Critical Hdwy	6.84	6.94	-	-	4.14	-
Critical Hdwy Stg 1	5.84	-	-	-	-	-
Critical Hdwy Stg 2	5.84	-	-	-	-	-
Follow-up Hdwy	3.52	3.32	-	-	2.22	-
Pot Cap-1 Maneuver	55	432	-	-	558	-
Stage 1	237	-	-	-	-	-
Stage 2	437	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	51	432	-	-	558	-
Mov Cap-2 Maneuver	51	-	-	-	-	-
Stage 1	237	-	-	-	-	-
Stage 2	404	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.2	0	0.4
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	SBL	SBT
Capacity (veh/h)	-	-	381	558	-
HCM Lane V/C Ratio	-	-	0.155	0.075	-
HCM Control Delay (s)	-	-	16.2	12	-
HCM Lane LOS	-	-	C	B	-
HCM 95th %tile Q(veh)	-	-	0.5	0.2	-

Intersection	
Int Delay, s/veh	3.8

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	180	35	1	225	130	55
Future Vol, veh/h	180	35	1	225	130	55
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	95	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	85	2	2	69	2
Mvmt Flow	189	37	1	237	137	58

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	226	0	447	208
Stage 1	-	-	-	-	208	-
Stage 2	-	-	-	-	239	-
Critical Hdwy	-	-	4.12	-	7.09	6.22
Critical Hdwy Stg 1	-	-	-	-	6.09	-
Critical Hdwy Stg 2	-	-	-	-	6.09	-
Follow-up Hdwy	-	-	2.218	-	4.121	3.318
Pot Cap-1 Maneuver	-	-	1342	-	463	832
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	666	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1342	-	463	832
Mov Cap-2 Maneuver	-	-	-	-	520	-
Stage 1	-	-	-	-	691	-
Stage 2	-	-	-	-	665	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	13
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	NBLn2	EBT	EBR	WBL	WBT
Capacity (veh/h)	520	832	-	-	1342	-
HCM Lane V/C Ratio	0.263	0.07	-	-	0.001	-
HCM Control Delay (s)	14.4	9.7	-	-	7.7	0
HCM Lane LOS	B	A	-	-	A	A
HCM 95th %tile Q(veh)	1	0.2	-	-	0	-

Intersection	
Int Delay, s/veh	0

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	235	225	1	1	1
Future Vol, veh/h	1	235	225	1	1	1
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	5	2	2	2
Mvmt Flow	1	247	237	1	1	1

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	238	0	-	0	486	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	249	-
Critical Hdwy	4.12	-	-	-	7.12	6.22
Critical Hdwy Stg 1	-	-	-	-	6.12	-
Critical Hdwy Stg 2	-	-	-	-	6.12	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1329	-	-	-	492	802
Stage 1	-	-	-	-	766	-
Stage 2	-	-	-	-	755	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1329	-	-	-	492	802
Mov Cap-2 Maneuver	-	-	-	-	492	-
Stage 1	-	-	-	-	765	-
Stage 2	-	-	-	-	754	-

Approach	EB	WB	SB
HCM Control Delay, s	0	0	10.9
HCM LOS			B

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1329	-	-	-	610
HCM Lane V/C Ratio	0.001	-	-	-	0.003
HCM Control Delay (s)	7.7	0	-	-	10.9
HCM Lane LOS	A	A	-	-	B
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection	
Int Delay, s/veh	62

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	215	20	335	105	120	390
Future Vol, veh/h	215	20	335	105	120	390
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	100	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	2	4	2	2	2
Mvmt Flow	226	21	353	111	126	411

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	247	0	1053	237
Stage 1	-	-	-	-	237	-
Stage 2	-	-	-	-	816	-
Critical Hdwy	-	-	4.14	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.236	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1307	-	251	802
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1307	-	183	802
Mov Cap-2 Maneuver	-	-	-	-	183	-
Stage 1	-	-	-	-	802	-
Stage 2	-	-	-	-	318	-

Approach	EB	WB	NB
HCM Control Delay, s	0	6.7	138.3
HCM LOS			F

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	447	-	-	1307	-
HCM Lane V/C Ratio	1.201	-	-	0.27	-
HCM Control Delay (s)	138.3	-	-	8.8	-
HCM Lane LOS	F	-	-	A	-
HCM 95th %tile Q(veh)	20.9	-	-	1.1	-

Intersection	
Int Delay, s/veh	1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	45	410	655	45	10	10
Future Vol, veh/h	45	410	655	45	10	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	185	-	-	-	80	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	100	64	55	67	100	100
Mvmt Flow	47	432	689	47	11	11

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	737	0	-	0	1239	713
Stage 1	-	-	-	-	713	-
Stage 2	-	-	-	-	526	-
Critical Hdwy	5.1	-	-	-	7.4	7.2
Critical Hdwy Stg 1	-	-	-	-	6.4	-
Critical Hdwy Stg 2	-	-	-	-	6.4	-
Follow-up Hdwy	3.1	-	-	-	4.4	4.2
Pot Cap-1 Maneuver	552	-	-	-	124	303
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	552	-	-	-	113	303
Mov Cap-2 Maneuver	-	-	-	-	113	-
Stage 1	-	-	-	-	345	-
Stage 2	-	-	-	-	398	-

Approach	EB	WB	SB
HCM Control Delay, s	1.2	0	28.7
HCM LOS			D

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	552	-	-	-	113	303
HCM Lane V/C Ratio	0.086	-	-	-	0.093	0.035
HCM Control Delay (s)	12.1	-	-	-	40.1	17.3
HCM Lane LOS	B	-	-	-	E	C
HCM 95th %tile Q(veh)	0.3	-	-	-	0.3	0.1

Intersection	
Int Delay, s/veh	5.2

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	100	320	465	135	55	235
Future Vol, veh/h	100	320	465	135	55	235
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	70	-	-	-	145	0
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	2	77	70	2	12	2
Mvmt Flow	105	337	489	142	58	247

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	632	0	-	0	1108	561
Stage 1	-	-	-	-	561	-
Stage 2	-	-	-	-	547	-
Critical Hdwy	4.12	-	-	-	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	5.52	-
Critical Hdwy Stg 2	-	-	-	-	5.52	-
Follow-up Hdwy	2.218	-	-	-	3.608	3.318
Pot Cap-1 Maneuver	951	-	-	-	222	527
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	560	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	951	-	-	-	197	527
Mov Cap-2 Maneuver	-	-	-	-	197	-
Stage 1	-	-	-	-	552	-
Stage 2	-	-	-	-	498	-

Approach	EB	WB	SB
HCM Control Delay, s	2.2	0	20.2
HCM LOS			C

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	SBLn2
Capacity (veh/h)	951	-	-	-	197	527
HCM Lane V/C Ratio	0.111	-	-	-	0.294	0.469
HCM Control Delay (s)	9.3	-	-	-	30.7	17.7
HCM Lane LOS	A	-	-	-	D	C
HCM 95th %tile Q(veh)	0.4	-	-	-	1.2	2.5

Intersection	
Int Delay, s/veh	2.5

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	350	25	1	500	100	1
Future Vol, veh/h	350	25	1	500	100	1
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	95	95	95	95	95	95
Heavy Vehicles, %	70	2	2	64	11	2
Mvmt Flow	368	26	1	526	105	1

Major/Minor	Major1		Major2		Minor1	
Conflicting Flow All	0	0	395	0	910	382
Stage 1	-	-	-	-	382	-
Stage 2	-	-	-	-	528	-
Critical Hdwy	-	-	4.12	-	6.51	6.22
Critical Hdwy Stg 1	-	-	-	-	5.51	-
Critical Hdwy Stg 2	-	-	-	-	5.51	-
Follow-up Hdwy	-	-	2.218	-	3.599	3.318
Pot Cap-1 Maneuver	-	-	1164	-	294	665
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	574	-
Platoon blocked, %	-	-		-		
Mov Cap-1 Maneuver	-	-	1164	-	294	665
Mov Cap-2 Maneuver	-	-	-	-	294	-
Stage 1	-	-	-	-	671	-
Stage 2	-	-	-	-	573	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0	23.8
HCM LOS			C

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	296	-	-	1164	-
HCM Lane V/C Ratio	0.359	-	-	0.001	-
HCM Control Delay (s)	23.8	-	-	8.1	0
HCM Lane LOS	C	-	-	A	A
HCM 95th %tile Q(veh)	1.6	-	-	0	-

Intersection	
Int Delay, s/veh	0.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	1	105	1	1	150	1	1	1	1	1	1	1
Future Vol, veh/h	1	105	1	1	150	1	1	1	1	1	1	1
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	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	100	2	2	2	2	2	2
Mvmt Flow	1	111	1	1	158	1	1	1	1	1	1	1

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	159	0	0	112	0	0	275	274	111	275	275	158
Stage 1	-	-	-	-	-	-	113	113	-	161	161	-
Stage 2	-	-	-	-	-	-	162	161	-	114	114	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1420	-	-	1478	-	-	677	633	942	677	632	887
Stage 1	-	-	-	-	-	-	892	802	-	841	765	-
Stage 2	-	-	-	-	-	-	840	765	-	891	801	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1420	-	-	1478	-	-	674	632	942	674	631	887
Mov Cap-2 Maneuver	-	-	-	-	-	-	674	632	-	674	631	-
Stage 1	-	-	-	-	-	-	891	801	-	840	764	-
Stage 2	-	-	-	-	-	-	837	764	-	888	800	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.1	0	10	10.1
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	727	1420	-	-	1478	-	-	715
HCM Lane V/C Ratio	0.004	0.001	-	-	0.001	-	-	0.004
HCM Control Delay (s)	10	7.5	0	-	7.4	0	-	10.1
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0	0	-	-	0	-	-	0

Intersection	
Int Delay, s/veh	1.5

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	15	95	125	10	10	20
Future Vol, veh/h	15	95	125	10	10	20
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	95	95	95	95	95	95
Heavy Vehicles, %	33	2	3	2	2	25
Mvmt Flow	16	100	132	11	11	21

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	142	0	-	0	269	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	132	-
Critical Hdwy	4.43	-	-	-	6.42	6.45
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.497	-	-	-	3.518	3.525
Pot Cap-1 Maneuver	1271	-	-	-	720	854
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	894	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1271	-	-	-	711	854
Mov Cap-2 Maneuver	-	-	-	-	711	-
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	882	-

Approach	EB	WB	SB
HCM Control Delay, s	1.1	0	9.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1271	-	-	-	800
HCM Lane V/C Ratio	0.012	-	-	-	0.039
HCM Control Delay (s)	7.9	0	-	-	9.7
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	3.4

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	30	75	80	10	20	55
Future Vol, veh/h	30	75	80	10	20	55
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	95	95	95	95	95	95
Heavy Vehicles, %	2	2	8	7	8	2
Mvmt Flow	32	79	84	11	21	58

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	95	0	-	0	231	89
Stage 1	-	-	-	-	89	-
Stage 2	-	-	-	-	142	-
Critical Hdwy	4.12	-	-	-	6.48	6.22
Critical Hdwy Stg 1	-	-	-	-	5.48	-
Critical Hdwy Stg 2	-	-	-	-	5.48	-
Follow-up Hdwy	2.218	-	-	-	3.572	3.318
Pot Cap-1 Maneuver	1499	-	-	-	744	969
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	870	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1499	-	-	-	728	969
Mov Cap-2 Maneuver	-	-	-	-	728	-
Stage 1	-	-	-	-	920	-
Stage 2	-	-	-	-	851	-

Approach	EB	WB	SB
HCM Control Delay, s	2.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1499	-	-	-	890
HCM Lane V/C Ratio	0.021	-	-	-	0.089
HCM Control Delay (s)	7.5	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0.1	-	-	-	0.3

Intersection	
Int Delay, s/veh	0.7

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations						
Traffic Vol, veh/h	1	95	85	10	10	5
Future Vol, veh/h	1	95	85	10	10	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	95	95	95	95	95	95
Heavy Vehicles, %	2	3	5	2	2	2
Mvmt Flow	1	100	89	11	11	5

Major/Minor	Major1		Major2		Minor2	
Conflicting Flow All	100	0	-	0	197	95
Stage 1	-	-	-	-	95	-
Stage 2	-	-	-	-	102	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1493	-	-	-	792	962
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	922	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1493	-	-	-	791	962
Mov Cap-2 Maneuver	-	-	-	-	791	-
Stage 1	-	-	-	-	929	-
Stage 2	-	-	-	-	921	-

Approach	EB	WB	SB
HCM Control Delay, s	0.1	0	9.4
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1493	-	-	-	841
HCM Lane V/C Ratio	0.001	-	-	-	0.019
HCM Control Delay (s)	7.4	0	-	-	9.4
HCM Lane LOS	A	A	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0.1

Intersection	
Int Delay, s/veh	2

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	10	95	55	615	790	40
Future Vol, veh/h	10	95	55	615	790	40
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	95	95	95	95	95	95
Heavy Vehicles, %	2	4	6	13	5	2
Mvmt Flow	11	100	58	647	832	42

Major/Minor	Minor2		Major1		Major2	
Conflicting Flow All	1616	853	874	0	-	0
Stage 1	853	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Critical Hdwy	6.42	6.24	4.16	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.336	2.254	-	-	-
Pot Cap-1 Maneuver	114	356	755	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	460	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	100	356	755	-	-	-
Mov Cap-2 Maneuver	100	-	-	-	-	-
Stage 1	418	-	-	-	-	-
Stage 2	405	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	25.3	0.8	0
HCM LOS	D		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	755	-	286	-	-
HCM Lane V/C Ratio	0.077	-	0.386	-	-
HCM Control Delay (s)	10.2	0	25.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.2	-	1.8	-	-

Intersection	
Int Delay, s/veh	1.3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Vol, veh/h	1	1	1	1	1	100	1	1075	1	75	1155	1
Future Vol, veh/h	1	1	1	1	1	100	1	1075	1	75	1155	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	-	-	-	-	-	-	-	-	-	265	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	6	2	2	2	2
Mvmt Flow	1	1	1	1	1	105	1	1132	1	79	1216	1

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	1942	2509	608	1900	2509	566	1217	0	0	1133	0	0
Stage 1	1374	1374	-	1134	1134	-	-	-	-	-	-	-
Stage 2	568	1135	-	766	1375	-	-	-	-	-	-	-
Critical Hdwy	7.54	6.54	6.94	7.54	6.54	6.94	4.14	-	-	4.14	-	-
Critical Hdwy Stg 1	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.54	5.54	-	6.54	5.54	-	-	-	-	-	-	-
Follow-up Hdwy	3.52	4.02	3.32	3.52	4.02	3.32	2.22	-	-	2.22	-	-
Pot Cap-1 Maneuver	39	28	439	42	28	467	569	-	-	612	-	-
Stage 1	153	211	-	216	276	-	-	-	-	-	-	-
Stage 2	475	275	-	361	211	-	-	-	-	-	-	-
Platoon blocked, %								-	-		-	-
Mov Cap-1 Maneuver	26	24	439	36	24	467	569	-	-	612	-	-
Mov Cap-2 Maneuver	26	24	-	36	24	-	-	-	-	-	-	-
Stage 1	152	184	-	215	275	-	-	-	-	-	-	-
Stage 2	365	274	-	312	184	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	114.4	19.2	0	0.7
HCM LOS	F	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	569	-	-	36	360	612	-	-
HCM Lane V/C Ratio	0.002	-	-	0.088	0.298	0.129	-	-
HCM Control Delay (s)	11.3	0	-	114.4	19.2	11.8	-	-
HCM Lane LOS	B	A	-	F	C	B	-	-
HCM 95th %tile Q(veh)	0	-	-	0.3	1.2	0.4	-	-





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